



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

ITEM# 10
DATE: 7/15/04



MEMORANDUM

DATE: July 9, 2004

TO: Montgomery County Planning Board

VIA: Richard Hawthorne, Acting Chief *RCH*
Development Review Division

FROM: Catherine Conlon, Acting Supervisor *CC*
Richard A. Weaver, Coordinator (301) 495-4544 *RAW*
Development Review Division

REVIEW TYPE: Preliminary Plan of Subdivision
APPLYING FOR: Preliminary Plan Approval for:
310,870 square feet of Commercial Office
405,405 square feet of Industrial
513,250 square feet Research and Development

PROJECT NAME: Airpark North Business Park (Webb Tract)
CASE NO. 1-04018
REVIEW BASIS: Pursuant to Chapter 59, the Zoning Ordinance
and Chapter 50, the Subdivision Regulations

ZONE: I-4
LOCATION: On the northeast side of Snouffer School Road, approximately
10,000 feet north and east of the intersection of Snouffer School
Road and Centerway Drive
MASTER PLAN: Gaithersburg and Vicinity

APPLICANT: Airpark North Business Park
ATTORNEY: Lerch, Early and Brewer
ENGINEER: Charles P. Johnson and Associates

HEARING DATE: July 15, 2004

Staff Recommendation: Approval, Subject to the Following Conditions:

- 1) As outlined in the Transportation Planning memorandum dated July 2, 2004 (Attachment C), limit the preliminary plan to up to 559,300 square feet of research and development office use, up to 247,626 square feet of business park use (i.e., generally light industrial and commercial office uses), and up to 461,285 square feet of warehouse use, or a combination of non-residential development with an equivalent number of weekday morning and evening peak hour trips.
- 2) Satisfy Local Area Transportation Review (LATR) at the intersection of Goshen Road and Centerway Road by constructing separate northbound and southbound Goshen Road right-turn lanes prior to release of building permits for the last 10% of the total approved development (i.e., or up to 1,141,390 square feet of the total 1,268,211 square feet). As an alternative, contribute the equivalent cost of the intersection improvement to the anticipated future Montgomery County Department of Public Works and Transportation's (DPWT) Capital Improvements Program (CIP) project to widen Goshen Road between Odendhal Avenue and Warfield Road, if construction funding is readily anticipated prior to release of the initial building permits.
- 3) Satisfy LATR at two intersections along Snouffer School Road at Centerway Road and Alliston Hollow Way/proposed northwestern main site access point at Street "A" by widening Snouffer School Road from two to four through lanes with a fifth lane for a separate left-turn lane at the approaches to these two intersections.
- 4) Satisfy Policy Area Transportation Review (PATR) by widening Snouffer School Road from two to four through lanes from Centerway Road to Goshen Road with a fifth center lane for a separate left-turn lane approaching intersecting streets. Include a five-foot sidewalk with a landscaped street panel on the northeast side. A sidewalk on the southwest side of Snouffer School Road would take or damage existing mature trees and is not recommended.

The contract to reconstruct Snouffer School Road from two through lanes to four through lanes from Centerway Road westerly across the site frontage (including installation of traffic signals at the two site access driveways if determined to be warranted by DPWT) shall be let prior to release of the first building permit. The contract to construct the remainder of the Snouffer School Road widening from the western property line to Goshen Road shall be let at the earlier of either of two occurrences:

- a. Prior to release of building permits for 75% or more of the total approved development.
 - b. Three years after the first building permit is released.
- 5) If determined to be warranted by DPWT, install traffic signals at two intersections along Snouffer School Road:
 - a. Existing Alliston Hollow Way/proposed northwestern main site access point at Street "A".
 - b. Existing access point to Green Farm Conservation Park/proposed southeastern site access point at Street "D".
- 6) Dedicate approximately eight feet of right of way for 80 feet from the opposite right-of-way line along Snouffer School Road and provide a five-foot sidewalk along the property frontage.
- 7) Provide a maximum of 30 bike racks with one or two racks at each of the 23 proposed buildings. The specific location of the bike racks is to be determined in coordination with Park and Planning's Bicycle Coordinator and DPWT.
- 8) Pay the transportation - development impact tax with credits for the cost of the transportation improvement described in Condition No. 4.
- 9) All road right-of ways shown on the approved preliminary plan shall be dedicated and constructed, by the applicant, to the full width mandated by the Master Plan, and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan, "To Be Constructed By _____" are excluded from this condition.
- 10) Compliance with the conditions of approval for the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.
- 11) Compliance with the Montgomery County Department of Permitting Services (MCDPS) requirements for complex structures, as determined by MCDPS.
- 12) Record plat to reflect a Category I easement over all areas of forest conservation and stream valley buffers.
- 13) Access and improvements as required to be approved by MCDPWT prior to recordation of plat(s)
- 14) Compliance with conditions of MCDPS stormwater management approval letter dated, June 29, 2004.

- 15) On-site lighting plan to be submitted to MNCPPC staff prior to release of individual building permits that show conformance to Illuminating Engineers Society of North America (IESNA) standards. Light fixture to have zero cutoff and no light intrusion into neighboring residential properties.
- 16) Applicant to construct, at Applicant's expense, a paved entrance road to the Lois Green Conservation Park along the south side of the Applicant's property to extend from Snouffer School Road at a location approved by appropriate State, County and M-NCPPC transportation staff, into parkland and ending just past the current driveway entrance to the historic house. Limits of disturbance for the road grading and construction on Park property to be located outside of stream buffers, and applicable engineering plans to be approved by M-NCPPC staff. Both sides of the entrance road and any park areas disturbed by its construction to be planted and landscaped as approved by M-NCPPC staff with the goal of creating an aesthetically pleasing, park like entrance. Applicant's plantings to be maintained and guaranteed by Applicant for at least three (3) years.
- 17) Applicant to engineer, construct and maintain a stormwater management facility sufficient to accommodate stormwater from the constructed park entrance road, the southeast corner of Applicant's property, and the future parking area and improvements to be constructed by M-NCPPC on the portion of Green Conservation Park draining to this facility. M-NCPPC to supply Applicant with concept drawings adequate to determine the needed stormwater control capacity. Applicable engineering plans to be approved by M-NCPPC staff. Necessary easements to allow Applicant to maintain the portions of stormwater facility on parkland to be provided by M-NCPPC.
- 18) The entrance road's stream crossing to be constructed to minimize impacts on the stream and downstream aquatic resources.
- 19) Prior to the end of the validity period for the first stage, (see conditions #25), applicant to dedicate to M-NCPPC, the land that lies on the south side of the newly constructed park entrance road (not to include the stormwater facility proposed at the corner of the new road and Snouffer School Road).
- 20) Prior to the end of the validity period for the first stage, (see conditions #25), Park entrance monument and signage to be provided by Applicant and located at the corner of Snouffer School Road and the new park entrance road. Monumentation and signage to be approved by M-NCPPC staff.
- 21) Prior to the end of the validity period for the first stage, (see conditions #25), applicant to engineer and construct a paved parking lot, and an adequate entrance off of Snouffer School Road for such parking lot, at the Park Master Planned location for the Park Natural Discovery Area, located south of the new park entrance road.

- 22) Prior to the end of the validity period for the first stage, (see conditions #25), applicant to provide engineering and construction of an adequate stormwater management facility for such parking lot and entrance. Parking lot size, configuration and exact location to be determined by M-NCPPC staff but shall not be larger than 44 parking spaces. Design to include adequate turn around area for buses. All designs and engineering plans to be approved by M-NCPPC staff. If Applicant is unable to obtain the needed permits and approvals for such parking lot at this location, Applicant shall construct the parking lot on park property at a location off of the new park entrance road to be determined by M-NCPPC staff.
- 23) A plat of reservation for all lots and property affected by the RPZ for a period not to exceed three years to allow potential purchase by the Montgomery County Revenue Authority and/or Federal Aviation Administration (FAA).
- 24) Prior to recordation of plat(s) for Lots 14 through 17, relocation of Street "D" as shown on the approved preliminary plan, as necessary, to avoid the Montgomery County Airpark's Runway Protection Zone (RPZ), to the extent required by the Federal Aviation Administration or the Montgomery County Revenue Authority.
- 25) Prior to recordation of initial plat, applicant to provide staff with a copy of an executed agreement between the FAA and/or the Montgomery County Revenue Authority and applicant regarding the right to over flight, noise and vibration associated with the Montgomery County Airpark.
- 26) Compliance with approved landscape plan for Snouffer School Road frontage
- 27) The Preliminary Plan will remain valid for one hundred forty-five (145) months from the date of mailing of the Planning Board Opinion. Record plats must be recorded in phases based upon the following schedule:
 - Phase I (expires 37 months from the date of mailing of the Planning Board Opinion): 200,000 square feet of the approved density.
 - Phase II (expires 73 months from the date of mailing of the Planning Board Opinion): 400,000 square feet of the approved density.
 - Phase III (expires 109 months from the date of mailing of the Planning Board Opinion): 300,000 square feet of the approved density.
 - Phase IV (expires 145 months from the date of mailing of the Planning Board Opinion): all remaining development.

Prior to the expiration period, the final record plat for all remaining lots within each phase must be recorded, or a request for extension must be filed.

28) The Adequate Public Facility (APF) review for the Preliminary Plan will remain valid for one hundred forty-five (145) months from the date of mailing of the Planning Board Opinion.

29) Other necessary easements shall be shown on the record plats.

BACKGROUND:

Prior Regulatory Actions

Special Exception Case No. S-2179: Golf Driving Range

A public hearing was held by the Planning Board in August of 1995 to consider Special Exception Case No. S-2170 for a golf driving range on the subject property. The Planning Board recommended approval with conditions of the application. The Board of Appeals ultimately approved the use. The golf driving range operated for a number of years on the site; it ceased operation approximately 2 years ago.

Preliminary Plan No. 1-86255, Webb Tract

The Planning Board approved preliminary plan 1-86255, Webb Tract at a public hearing held on September 21, 1991, for 1,205,000 square feet of light industrial use, warehouse use, and R&D office use. This preliminary plan was never recorded by plat and has therefore expired.

SITE DESCRIPTION and SURROUNDING AREA:

Airpark North Business Park, formerly known as the "Webb Tract" is a 134-acre undeveloped property located within the boundaries of the 1985 *Gaithersburg Vicinity Master Plan*, which is currently being updated. The property is located on Snouffer School Road near Centerway Road and is zoned I-4 (low-intensity, light industrial). The site is entirely within the Great Seneca Creek watershed, a Use I watershed. The 134-acre site includes 27 acres of forest and 27.4 acres of stream buffer. The site includes a stream which bisects the property in a southwest to northeast fashion and associated, floodplain and wetlands. The applicant has proposed a business park development consisting of research and development and warehouse uses totaling 1.2 million square feet.

A vacated Army Reserve Center is located immediately adjacent to the subject property to the north, and is also zoned I-4. The federal government is in the process of surplus a portion of this property. Also adjacent to the northern boundary of the property is residential development in Montgomery Village, which is in the Town Sector Zone. To the immediate east and south of the subject site is the M-NCPPC-owned Lois Green Farm Conservation Park, which is zoned R-200. The Montgomery County Airpark is located to the southeast of the subject site just beyond the park property. The

land immediately surrounding the Airpark is zoned I-4 and is known as the Airpark Industrial Park. The property has considerable frontage along Snouffer School Road. Across Snouffer School Road to the west of the site is residential development, known as Hunter's Woods, in the R-200 zone. Alliston Hollow Way intersects with Snouffer School Road and is the sole point of access for the Hunter's Woods neighborhood.

RELATIONSHIP TO THE GAITHERSBURG VICINITY MASTER PLAN

The 1985 *Gaithersburg Vicinity Master Plan* does not specifically discuss the subject property by name in the narrative. However, the Plan clearly recommended that the subject property be rezoned (from R-200 to I-4) due to its proximity to the Montgomery County Airpark. The property is listed on Table 3 – "Airpark Analysis Areas, Summary of Zoning Recommendations, Airpark District" and shown on Figure 16 – as Analysis Area Number 51: a 134-acre vacant parcel that is recommended for I-4 zoning (page 48).

The Land Use chapter of the 1985 Master Plan includes a section entitled "Airpark Study Area," which lists several land use objectives, including: 1) channel non-residential land uses to areas most affected by Airpark noise and 2) provide additional acreage for incubator industrial uses (page 37). The subject property was considered part of the "Airpark District," about which the Plan stated:

"This is the area most seriously affected by overflights of aircraft using the Montgomery County Airpark. A new zoning category was created to guide development of industrial parcels in this area, the I-4 Zone. The Hunter's Woods subdivision is located here, and several other large residential subdivisions are developing in this area. Another significant land use is the Green Farm Conservation Park." (page 49)

A map of noise contours in the 1985 Plan (page 38) shows that a significant portion of the subject property is impacted by airport noise (i.e., within the 60-64 Ldn range). In addition, the property is within the path of aircraft departure flights from the airport (page 39). The 1985 Plan recommended non-residential uses for properties lying within the 60 Ldn noise contours.

A new zone, the I-4 Zone, was created specifically for land around the airpark. The Sectional Map Amendment (SMA) that implemented the 1985 Plan's recommendations was adopted in 1986 and officially rezoned the subject project to I-4 as well as the 300-acre Airpark Industrial Park immediately surrounding the airport (from I-1) and three small parcels along Snouffer School Road (from R-200) that were impacted by the airport.

PROJECT DESCRIPTION

This application proposes to create a campus style, light industrial use on the 134 acre property. As noted above, the site is bisected by a stream valley and associated buffer. The plan preserves the stream valley and disperses traffic by utilizing two access points

to Snouffer School Road; one at the existing intersection of Snouffer School Road and Alliston Hollow Way and the other in the extreme southwest corner of the property. With these two access points, there will be no need to cross the stream valley at a new location with an internal road. The access road on the south side of the site will also serve as Park access to the Lois Green Farm Conservation Park. Treatment of this new road to serve as a Park entrance is addressed in detail in the **PARKS** section of this report.

The plan proposes 23 lots, each of which will accommodate one building. All total, the space within the buildings will be 1,229,436 square feet. Under the standard method I-4 zoning standards, building height cannot exceed 42 feet. Negotiations with local citizens to the north on Silverfield Circle have lead to an applicant-imposed, height restriction on Lot 6 and 7 of 35 feet for compatibility purposes. The buildings shown on the plan will meet all height requirements of the zone.

Setbacks in the zone are generally 100 feet to any residential zone and 50 feet from an arterial highway separating a residential zone from the industrial zone. The plan meets or exceeds all setback requirements of the zone.

Staff has reviewed and approved a landscaping plan for the frontage along Snouffer School Road. Within the 50 foot setback from the road, staff has approved a plan to accommodate a berm, planted with a mix of deciduous and ornamental evergreen trees to provide a green, visual barrier for the homes confronting across Snouffer School Road.

TRANSPORTATION: (See attachment C)

Site Location and Vehicular Access Points

The site, Parcel P800, is located on the northeastern side of Snouffer School Road between Centerway Road and Ridge Heights Drive. The two proposed full-movement vehicular access points are from Snouffer School Road as follows:

1. Street "A" is located opposite Alliston Hollow Drive and serves the proposed lots northwest of the stream valley.
2. Street "D" is located at the southern corner of the property approximately half way between Alliston Hollow Drive and Centerway Drive. Street "D" serves the proposed lots southeast of the stream valley and replaces the current access road leading to the Green Farm Conservation Park. An environmental consultant currently rents space in a building within the Park now served by the same park access road.

Traffic Signal Warrants at the Site Access Points

Traffic signal warrant studies were submitted to DPWT by the applicant for both full movement site access points to Snouffer School Road. The traffic volume data were collected and projected for the full build out of the proposed development along Snouffer

School Road and from the existing side streets. Warrants were analyzed with peak-hour, four-hour, and eight-hour vehicular volumes.

Pedestrian Facilities

The proposed preliminary plan would improve, and not adversely affect, the existing pedestrian access with sidewalk improvements -- a five-foot sidewalk along the Snouffer School Road frontage and five-foot sidewalks along both sides of internal Streets "A", "B", "C", and "D," and the western side of internal Street "D".

Available Transit Service

Bus service is currently available along the following roadways:

1. Snouffer School Road: Ride-On route 58 between Shady Grove Road and Lewisberry Drive and Ride-On route 60 between Flower Hill Way and Centerway Road.
2. Centerway Road: Ride-On route 60 between Snouffer School Road and Montgomery Village Avenue and Ride-On route 64 between Goshen Road and Strawberry Knoll Road.

Master Plan Roadways and Bikeways

In accordance with the approved and adopted *Gaithersburg Vicinity Master Plan*, the master-planned designations are as follows:

1. Snouffer School Road: Designated as a four-lane arterial (with a center turning lane), A-16, with an 80-foot right-of-way. Snouffer School Road connects Goshen Road and Woodfield Road.
2. Goshen Road: Designated as a four-to-six-lane major highway, M-25, with a 120-foot right-of-way between Odendhal Avenue and Warfield Road. Goshen Road as a major highway and arterial (i.e., between Warfield Road and Woodfield Road, MD 124) is a master-planned north-south roadway from Frederick Avenue (MD 355) to Woodfield Road. Along Goshen Road between Odendhal Avenue and Warfield Road, the *Countywide Bikeway Functional Plan* recommends a dual bikeway route No. DB-29 that includes both a shared use path and a signed shared roadway.
3. Centerway Road: Designated as a two-lane arterial, A-275, with an 80-foot right-of-way. This arterial is an east-west roadway between Montgomery Village Avenue and Snouffer School Road.

4. Strawberry Knoll Road: Designated as a two-lane primary residential street, P-4, with a 70 foot right- of-way. This primary residential street is a north-south roadway between Centerway Road and Emory Lane.

Only Goshen Road has a recommended master-planned bikeway.

On-Going Transportation Projects

1. DPWT's Facility Planning Study for Goshen Road South is currently in Phase I for preliminary engineering. The May 2004 *Draft Project Prospectus* recommends that a detailed design be developed for Alternative 8, widening from a two-lane to a four-lane divided roadway (i.e., rather than a six-lane roadway as considered in the *Gaithersburg Vicinity Master Plan*). The project limits extend from Odendhal Avenue to Warfield Road. A Planning Board briefing was held as an agenda item at its public meeting on July 1, 2004. The applicant should coordinate with Phase II, detailed design of DPWT's Facility Planning Study for Goshen Road South.
2. DPWT's Facility Planning Study for Snouffer School Road was recently approved by County Council to start Phase I preliminary engineering. The preliminary engineering study would investigate the current conditions and develop alternatives that would lead to implementing the Master Plan's recommended widening of Snouffer School Road as a four-lane arterial between Woodfield Road (MD 124) and Goshen Road. DPWT's study just got started and construction funding is not envisioned in the near future. The applicant should be required to widen Snouffer School Road to satisfy both LATR and PATR in coordination with DPWT's study.

Site-Generated Traffic

The table below gives the number of peak-hour vehicular trips during the weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.). The vehicular trips were determined from the trip-generation rates and formulas in the Institute of Transportation Engineers *Trip Generation* report.

Land Use	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
Total	1,268,211	1,347	1,196

A traffic study was required to satisfy Local Area Transportation Review because the proposed land uses generate 50 or more peak-hour trips during the weekday morning and evening peak periods.

Congestion Levels at Nearby Intersections

Based on the results of the traffic study, the calculated Critical Lane Volume (CLV) values at the nearby intersections are given in the table below for the existing, background, total, and total improved traffic conditions:

Intersection	Peak Period	Traffic Condition			
		Existing	Background	Total	Total Improved
Woodfield Road and Snouffer School Road - Muncaster Mill Road	Morning	1,038	1,082	1,241	n/a
	Evening	1,127	1,173	1,268	n/a
Midcounty Highway and Woodfield Road	Morning	926	971	998	n/a
	Evening	868	918	1,007	n/a
Goshen Road and Midcounty Highway	Morning	1,273	1,359	1,359	n/a
	Evening	1,263	1,335	1,427	n/a
Goshen Road and Centerway Road	Morning	1,214	1,302	1,506 ¹	1,414 ²
	Evening	1,132	1,229	1,513 ¹	1,376 ²
Montgomery Village Avenue and Centerway Road	Morning	986	994	1,006	n/a
	Evening	1,021	1,028	1,078	n/a
Snouffer School Road and Centerway Road	Morning	1,483	1,457	1,969 ¹	1,309 ³
	Evening	844	886	1,791 ¹	1,306 ³
Snouffer School Road and Lewisberry Drive - Chelsey Knoll Court	Morning	1,126	1,151	1,285	864 ³
	Evening	939	966	1,082	821 ³
Snouffer School Road and Snouffer School Road - Wightman Road	Morning	1,015	1,042	1,131	n/a
	Evening	1,164	1,191	1,278	n/a
Montgomery Village Avenue and Wightman Road - Pleasant Ridge Road	Morning	964	987	1,076	n/a
	Evening	1,166	1,195	1,272	n/a
Goshen Road and East Village Avenue	Morning	951	960	1,005	n/a
	Evening	814	821	842	n/a
Goshen Road and Warfield Road	Morning	835	845	890	n/a
	Evening	818	828	866	n/a
Snouffer School Road and Alliston Hollow Way - (northwestern) Street "A"	Morning	1,106	1,131	1,502 ¹	1,032 ³
	Evening	822	849	1,224	877 ³
Snouffer School Road and (southeastern) Street "D"	Morning	N/A	N/A	1,316	776 ³
	Evening	N/A	N/A	1,304	903 ³

¹ The CLV value exceeds the congestion standard of 1,500 under the *FY 2004 AGP*.

² The reduced CLV value with the increased capacity resultant from constructing separate northbound and southbound Goshen Road right-turn lanes or contributing to an anticipated DPWT CIP Project to widen Goshen Road.

³ The reduced CLV value with the increased capacity resultant from second southeast-bound and northwest-bound through lanes along Snouffer School Road and left-turn lanes approaching intersecting streets.

At three of the twelve nearby analyzed intersections, the CLV values are more than their CLV/congestion standard of 1,500 as indicated with footnote No. 1. At these three intersections, LATR is satisfied as follows:

1. The intersection of Goshen Road and Centerway Road: The improvements described in Recommendation No. 2 increase the intersection capacity that results in reducing the CLV value under the congestion standard. If the right-turn lanes were constructed at Goshen Road, the resultant CLV values would be as shown in the last column of the table. If Goshen Road were widened with a second through lane in each direction and a left-turn lane, the resultant CLV values would be below the 1,500 congestion standard with 1,087 during the weekday morning peak hour and 1,104 during the weekday evening peak hour.
2. The two intersections with Snouffer School Road at Centerway Road and Alliston Hollow Way/northwestern main site access point at Street "A": The improvement described in Recommendation No.3 increases the intersection capacity that results in reducing the CLV value under the congestion standard.

Policy Area Transportation Review/Staging Ceiling Condition

Based on the *FY 2004 Annual Growth Policy* transportation staging ceilings, the remaining capacity is 37 jobs as of June 30, 2004, in the Montgomery Village/Airpark Policy Area. The proposed land uses are equivalent to 3,284 jobs as shown in the table below.

Proposed Land Uses	Square Feet	No. of Jobs
Research & Development Office Use	559,300	1,598
Business Park – 75% Light Industrial Uses	75% of 247,626 = 185,720	413
Business Park – 25% General Office Uses	25% of 247,626 = 61,907	248
Warehouse Use	461,285	1,025
Non-Residential Capacity used by Proposed Uses	1,268,211	3,284
Remaining Staging Ceiling Capacity as of June 30, 2004		- 37
Non-Residential Capacity provided by Widening Snouffer School Road		3,247

PATR is satisfied with Recommendation No. 2 to widen Snouffer School Road from two to four lanes from Centerway Road to Goshen Road. The proposed second through lane in each direction would increase transportation staging ceiling capacity for non-

residential development along the congested Snouffer School Road segment within the Montgomery Village/Airpark Policy Area. This staging ceiling condition was determined by using the TRAVEL/2 model to confirm that the extra roadway capacity provided by the second through lane on Snouffer School Road mitigates the proposed 3,284 equivalent jobs within the zone bounded by Snouffer School Road, Green Farm Conservation Park, Goshen Road, and Warfield Road. For PATR, the overall average of the accumulative congestion on the master-planned roadway network does not increase within the Montgomery Village/Airpark Policy Area.

ENVIRONMENTAL: (See attachment D)

The subject property is the former location of the Gaithersburg Recycling Center, a privately owned and operated recycling facility that accumulated many years of dirt and mulch onsite. The recycling center was on the eastern side of the stream. The previous owners of the recycling center also operated a golf driving range on the western side of the stream and accessed from Snouffer School Road.

In the past couple of years the owners of the subject property requested and received three exemptions from the forest conservation law. These exemptions were issued because no forest, or less than 40,000 square feet of forest was proposed for removal in each of the exemptions. One exemption was granted for the construction of a large berm along Snouffer School Road. The berm acts as a visual barrier to the residential development west of Snouffer School Road. Other exemptions were requested for the construction of necessary sediment control and stormwater management.

In past years, under previous ownership, the site had been in violation of the County's storm water management and sediment control measures and most recently was required to construct a new storm water management facility on the east side of the stream. Currently the owners of the property are moving fill material from the recycling center area (east of the stream) and placing the fill on the west side of the stream to buildup the elevation of the site.

Environmental Buffers

The environmental buffers for the subject property are established by Natural Resource Inventory/Forest Stand Delineation plan 4-01332. A first order tributary to runs through the property and enters Cabin Branch in Green Farm Conservation Park. All wetlands and floodplains are included in the stream buffers. The stream currently has one roadway crossing. There will be no additional stream crossings for with this development. Access to the eastern side of the site will, and to the Conservation Park, will occur in the same location of the existing crossing. There will be no impervious surfaces, except for the expanded stream crossing, in the stream valley buffer. All stormwater management will be located outside of the stream valley buffer. Only necessary utility and stormwater conveyances will occur in the stream valley buffer.

Nearby residents have raised concern over the delineation of the stream valley buffer in the vicinity of lot 7 on the western side of the stream. The residents believe the stream buffer should be enlarged to include a channel that runs nearly to the property line. Environmental Planning staff has reassessed the channel and finds the environmental buffer shown on the approved NRI/FSD as accurate. These findings are supported by a jurisdictional determination performed by the U.S. Army Corps of Engineers. The channel was most likely created by a historic intermittent or perennial stream but now does not have the characteristics of a stream. There is no baseflow, no separation of materials, and no indication of flowing water except in direct response to precipitation events. It is possible the creation of the residential subdivision uphill diverted the water to a stormwater management facility and starved the stream of its groundwater baseflow.

Forest Conservation

The property consists of approximately 27 acres of forest and the preliminary plan of subdivision is subject to the forest conservation law. The previous exemptions from the forest conservation plan do not apply and any forest previously removed as part of the exemptions is included as part of the total forest onsite. The applicant is proposing retain all existing forest within the environmental buffers and a 100-foot wide strip of forest adjacent to the residential development. The preliminary forest conservation plan indicates the removal of 8.61 acres forest and a planting requirement of 3.62 acres of forest. The applicant is committing to plant 8.48 acres of forest creating a surplus that can be used for banking.

Stormwater Management

The stormwater management concept consists of four ponds for quantity control and numerous quality control structures. The Department of Permitting Services approved the stormwater concept.

Grading and Filling

The site previously consisted of hundreds of feet of unconsolidated fill material. The property owner is currently moving fill from the east side of the stream to the west side to help balance the site and prepare the east side for development. These activities are occurring under DPS approved sediment control plans. In order to ensure structures are built on properly consolidated fill areas, Environmental Planning requests a condition of approval requiring the applicant to comply with DPS requirements for complex structures.

FAA-MONTGOMERY COUNTY REVENUE AUTHORITY (See attachment E)

In June 2002 the Federal Aviation Administration (FAA) approved the Airport Layout Plan for the Montgomery County Airpark. That document guides the development of the airport and is the basis for capital funding from FAA. A portion of the property owned by Airpark North Business Park (Airpark North) is located beneath

the approach to Runway 14 at the Airpark and lies within the Runway 14 Runway Protection Zone (RPZ). The current plan proposes two lots, associated buildings and a road, Street "D" within the RPZ. The two lots, Lots 14 and 15 will be placed in reservation for a period not to exceed three years so that a determination can be made on acquisition of the lots by the Montgomery County Revenue Authority (MCRA). The Road alignment through the RPZ remains an issue. The MCRA recommends that the development be redesigned so that the road is deleted from the RPZ and appropriate changes be made to the reservation plat.

During discussion about the development, the developer agreed to control the height of buildings, lighting, and towers on the property in order to remain below Part 77 surfaces. The road alignment issue will be addressed as condition #22. The applicant and the MCRA must come to an agreement on the set road alignment prior to recordation of any plat for Lots 14 through 17, as these lots may be affected by a shift to the alignment of the road. Area lighting will be shielded so as not to create glare for night approaches to the runway as per condition #14.

PARKS: (see attachment F)

In 2001 the Planning Board approved the Lois Y. Green Farm Conservation Park Master Plan that sets forth a number of important goals necessary to improve the parkland to make it accessible and usable for the public and best protect its natural resources. A primary goal set forth in the Plan was to establish an entrance road in a safe location off of Snouffer School Road that would serve as the primary access to the park and the historic structures located on the parkland. To accomplish this goal, the Lois Y. Green Conservation Park Master Plan identifies three park acquisition options, found on page 18 of the Plan. "Option A" provided for "relocation of the current, substandard, unsafe shared-use park/industrial site driveway to a safer location with better sight distance as part of development of the Webb tract. The area between the new road and the Green Park would be dedicated as park space." The Applicant's plan provides for the accomplishment of Option A by construction of a public road entrance in a safe location along the southern edge of the industrial park property that would serve as the primary park entrance as well as serving a portion of the planned industrial park. Park Planning and Resource Analysis Staff is supporting this approach with conditions to assure the entrance road would be landscaped and designed to have a park-like appearance and provide adequate stormwater management for the road and future planned development on the adjacent portions of Green Conservation Park.

In addition to providing a new, safer and more attractive entrance to the Lois Y. Green Conservation Park, the applicants have also agreed to provide a trailhead parking area at the Natural Discovery Area of the park. The Lois Y. Green Conservation Park Master Plan identifies the Natural Discovery Area, recommends a system of natural surface trails within the Natural Discovery Area, and proposes a small parking lot be established to provide public access. As a condition of approval, developers of Airpark Industrial Park North subdivision will engineer and construct the parking area, including the entrance off of Snouffer School Road, and adequate stormwater management

facilities. *The conditions requested by Park Planning and Resource Analysis are addressed in the conditions of approval cited above.*

LEGACY OPEN SPACE

The Webb Tract is identified as a Class III site in the Appendix of the *Legacy Open Space Functional Master Plan* (2001) as a potential site for a new regional park when combined with the existing Green Conservation Park. **Staff recommends that the site not be added to the Legacy Open Space program and be removed from the Appendix.** A thorough evaluation of the site has been conducted as part of the review of this development plan and in preparation for the upcoming Gaithersburg & Vicinity master plan. Staff findings are as follows:

- The site is significantly disturbed from a natural condition, with few natural or scenic resources on the property.
- The site would accommodate active recreation only with significant grading and engineering work to address the current conditions.
- Several active recreation park facilities are planned or already exist near the property, reducing the need for active recreation in the immediate vicinity.

In addition to the above constraints on the site, a Regional Park Needs and Location Study is currently underway that leads staff away from designating this site. Interim conclusions from that study suggest the need for an entirely new regional park, providing both additional recreation and conservation lands for the citizens of the County. Identifying the Webb Tract as the new regional park would merely add recreation lands to an existing conservation park that could then be re-labeled as a regional park. Staff feels this approach would not meet the intent of the Legacy Open Space master plan directive to find a new regional park site to serve the I-270 corridor. Work on the study has also identified a wide range of desired active recreation for a new regional park site, including a large group picnic area, a mountain bike challenge course, and many others. Many of these non-traditional recreation activities could not be easily accommodated on this site due to the highly disturbed nature of the property.

Given the challenges of placing active recreation on the site and the differing direction of the regional park study, staff recommend that the Webb Tract be removed from the Appendix and not be added to the Legacy Open Space program.

Attachments:

Attachment A – Site Vicinity Map

Attachment B – Preliminary Plan

Attachment C – Transportation Planning Memo

Attachment D – Environmental Planning Memo

Attachment E – Montgomery County Revenue Authority Letter

Attachment F – Park Planning and Resource Analysis

Attachment G – Chronology and Summary of Community Outreach

Attachment H – Citizen Correspondence