

Naval Surface Warfare Center Carderock Division - Olney Support Center Area Development Plan

5401 Riggs Rd, Gaithersburg, Maryland

Approval of Final Master Plan

United States Department of War

Project Summary

Commission Meeting Date: September 3, 2026

NCPC Review Authority: 40 U.S.C. § 8722(a) and (b)(1)

Applicant Request: Approval of Final Master Plan

Session: Consent Calendar

NCPC Review Officer: Jamie Herr

NCPC File Number: MP318

Project Summary:

The U.S. Department of the Navy, Naval Surface Warfare Center Carderock Division – Olney Support Center has submitted the final master plan (Area Development Plan) for the Olney Support Center in Olney, Maryland for Commission review. The Commission approved the draft master plan at the March 5, 2026 meeting. Naval Surface Warfare Center Carderock Division-Olney Support Center encompasses 80+ acres in Montgomery County, Maryland. The U.S. Navy acquired the property from General Services Administration (GSA) in November 2019. The installation is under the command structure of Naval Support Activity (NSA) Washington and supports Naval Surface Warfare Center Carderock Division (NSWCCD). As a newly acquired site, and a planned Battery Test Facility, the applicant developed the master plan and a Transportation Management Plan (TMP).

Project Summary

Vision Statement

“Olney Support Center’s vision is to maintain flexibility and adaptability to support current and emerging Navy warfighting efforts to further the mission of NSWC Carderock Division.”

Goals include:

- Safeguard development opportunities
- Ensure complementary, synergistic development of facilities to enhance capabilities and prevent redundant functions
- Maintain exemplary resource stewardship
- Maintain positive relations with the community
- Emphasize end-users’ experience in workspace design and quality of life enhancements

Draft Master Plan Recommendations

Approved the following comments on the draft Area Development Plan for the Olney Support Center as part of the Naval Surface Warfare Center Carderock Division.

Commends the United States Department of the Navy for initiating the master plan process for this newly acquired site.

Supports the following elements of the preferred alternative:

- Focusing new development at the southern end of the site, near the entrance, and avoiding sprawling development with larger footprints in areas that are heavily wooded, near the stream, and/or further away from the entrance;
- Reuse of existing parking and facilities to support new development; and
- Addition of new pedestrian paths to access the development.

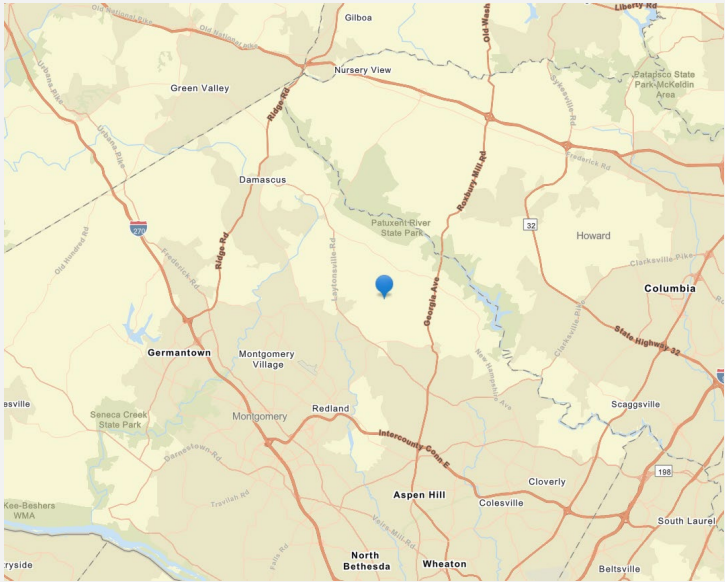
Recommends the final master plan include an area wide stormwater management approach with Low Impact Development (LID) techniques that can be incorporated into future projects.

Encourages the applicant to consider identifying future tree planting areas around the site that can help provide additional screening and shade such as along driveways and around future buildings.

Supports the applicant's transportation strategy to reuse existing parking spaces for new buildings and implement transportation demand management strategies when on-site employment renders it feasible, as outlined in the transportation management plan.

Recommends the applicant consider the comments received in the preparation of the final master plan and continue to work with applicable stakeholders, such as Montgomery County, as the master plan is realized.

Site Location



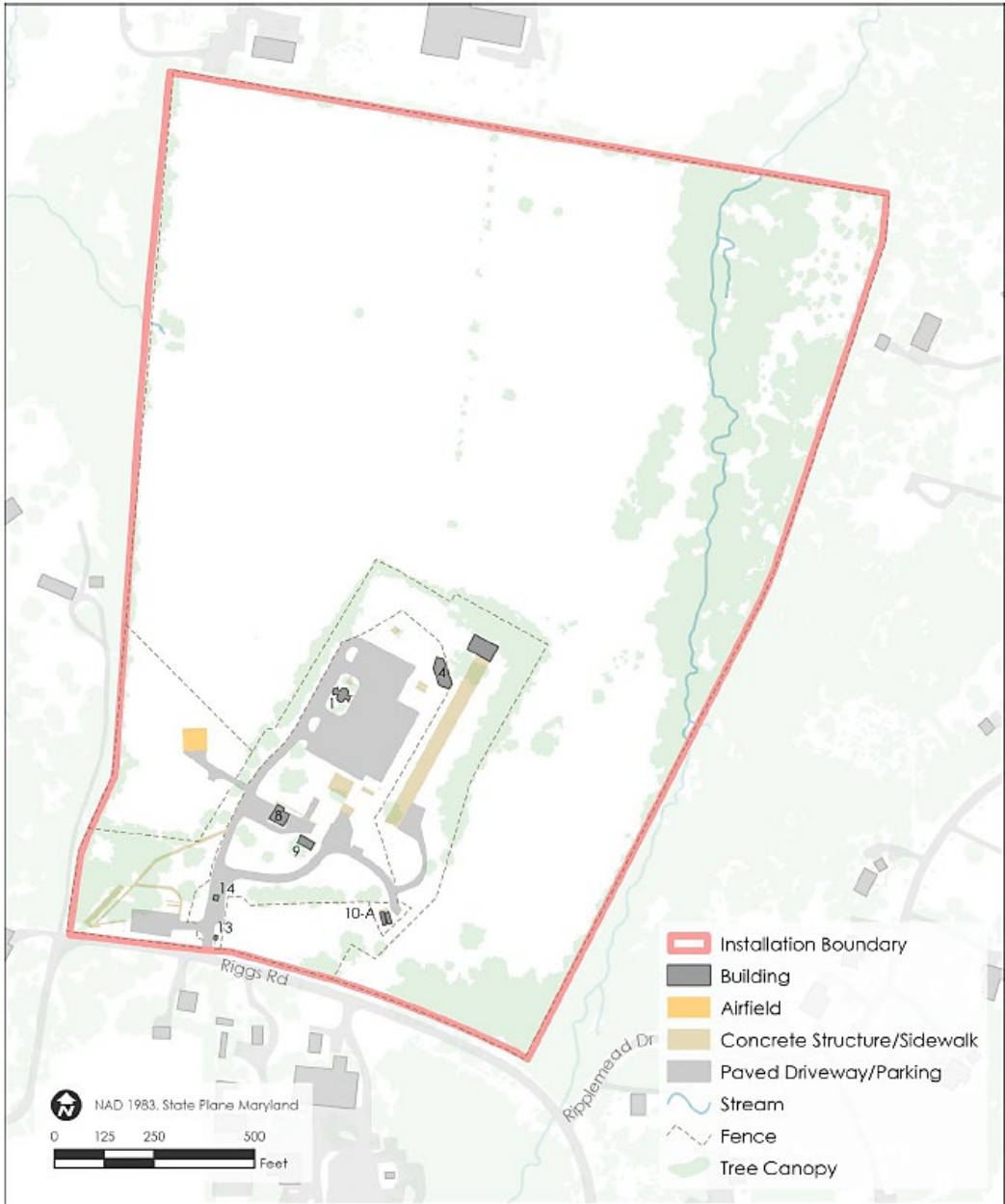
Location Map

Existing Conditions

NSWCCD-Olney Support Center is a secure installation with access restricted to authorized personnel and properly vetted visitors. An entry control facility is located off Riggs Road. A helipad is located on the western side of the site. The site’s rolling topography and low profile buildings fit with the surrounding rural character. The antenna communications tower is the tallest structure onsite.

Predominately constructed in 1971, the existing facilities onsite support the primary building (Building 1). The facilities are in fair to good condition. Due to their age, the facilities require maintenance and upgrades during the 20-year planning horizon of this ADP. Current operations occupy Building 1 and new missions onsite will require construction of new facilities.

FACILITY NO	RPA NAME	RPA TYPE CODE
1	UNDERWATER EQUIPMENT LAB	Building
2	ANTENNA COMMUNICATIONS	Structure
3	SATELLITE DOME, CIR DISP ANT	Building
4	CHILLED WATER PLANT BLDG	Building
8	VEHICLE MAINTENANCE SHOP	Building
9	GENERAL STORAGE BUILDING	Structure
10-A	SEWAGE TREATMENT PLANT	Structure
13	GENERAL STORAGE BUILDING	Structure
14	ACCESS CONTROL FACILITY	Building
15	PUMP STATION BLDG	Building



Existing Vegetation

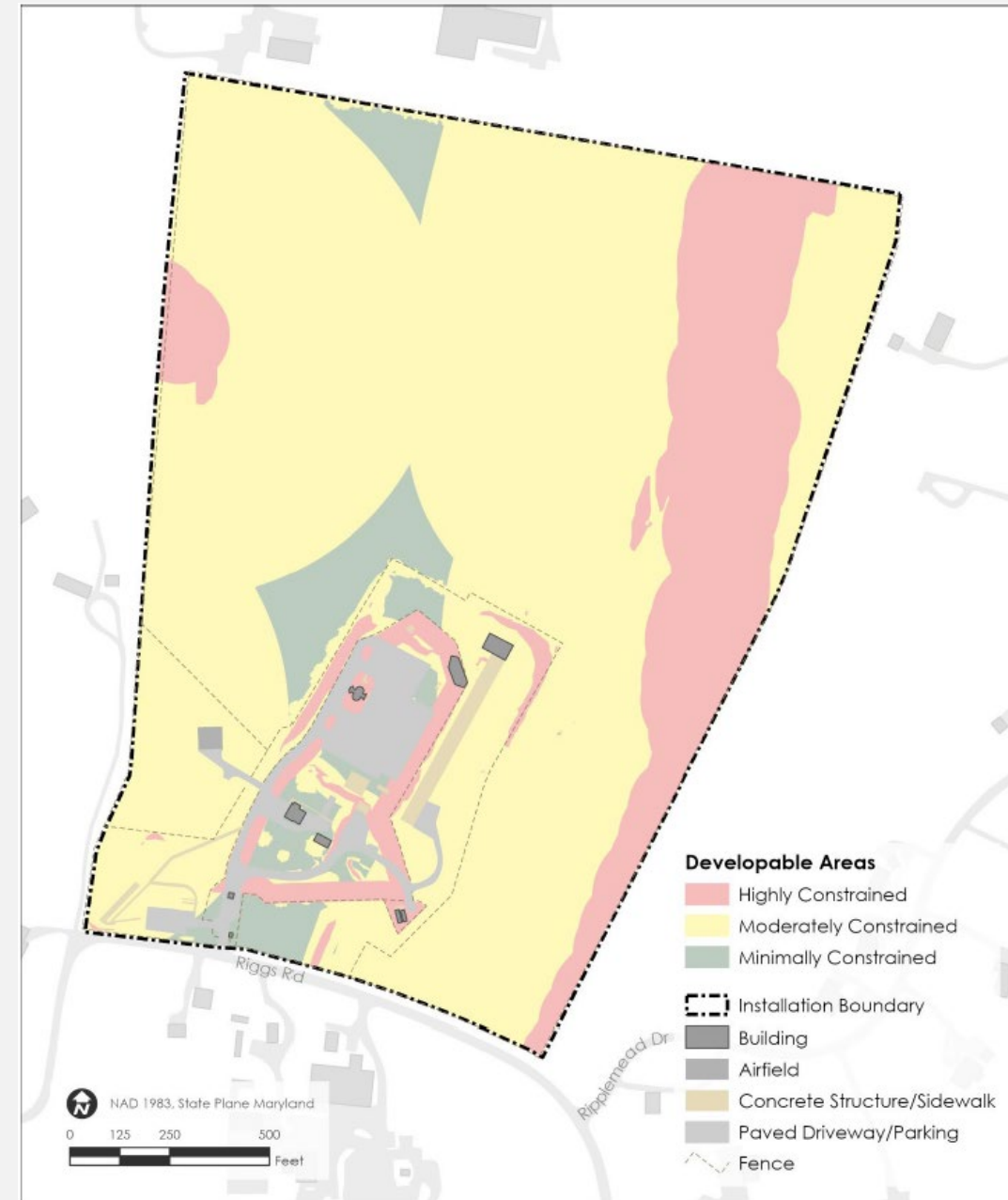
The site is 80 acres in a rural setting in northern Montgomery County. The site is minimally developed at the southern end, with the remaining area consisting of woodlands and a portion of a tributary of the Patuxent River in the northeast area of the site.



Developable Areas

Navy leadership provided input into actions driving development for consideration when creating the ADP.

- P353 Battery Testing Facility (P353) is the largest ongoing project.
- While currently unknown, NSWCCD Olney Support Center may require new projects in response to future missions within the 20-year planning horizon of the ADP.
- Maintaining flexibility and adaptability for the development of the site is important.
- Ability to support emerging requirements and allow NSWCCD to expand in support of critical requirements.
- Road network should support and allow for future growth.
- Consider capacity of the current utilities and strategies for capacity expansion.
- Redevelopment of existing areas onsite to support minimal future development.

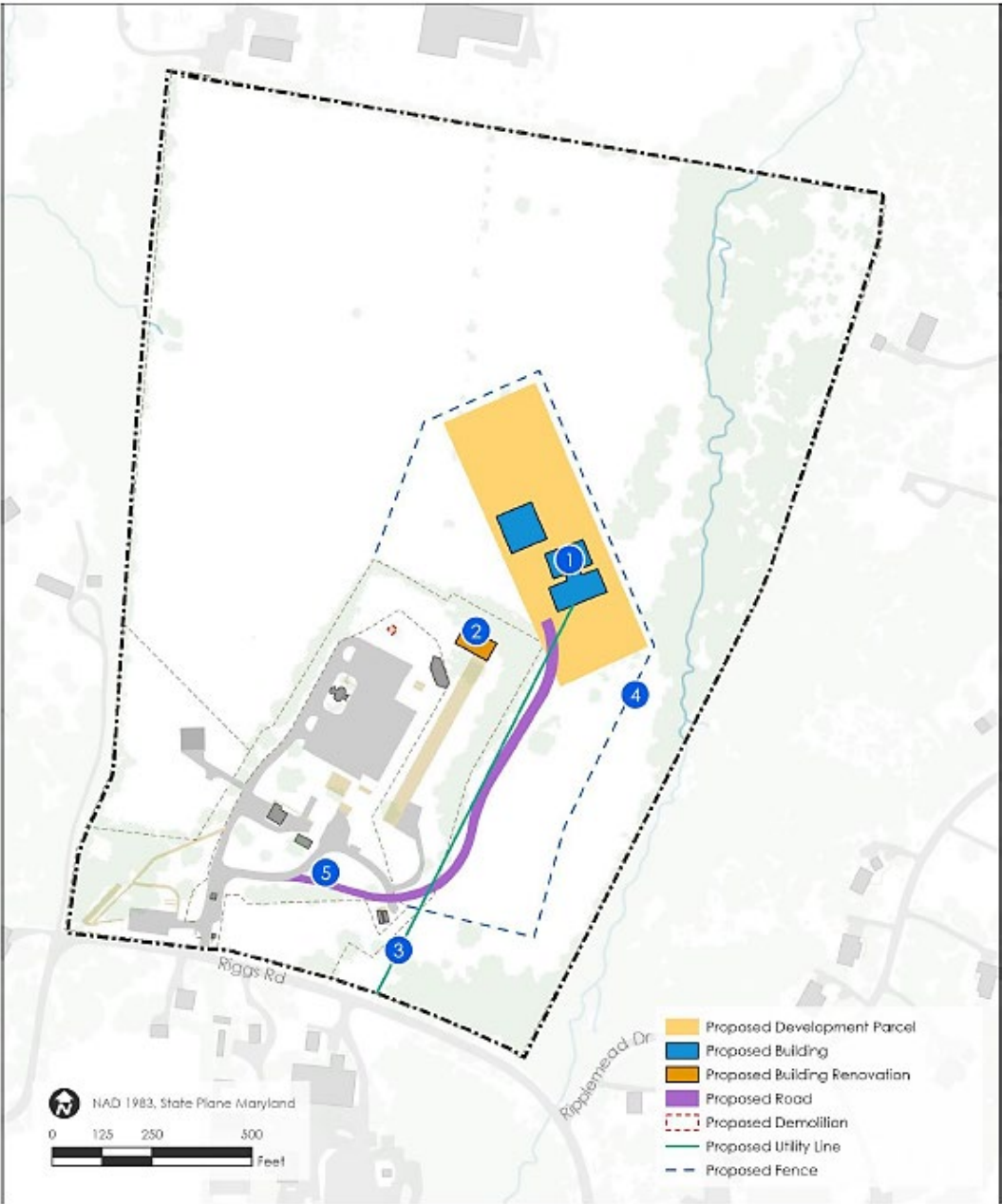


Course of Action 1

Stakeholders developed three COAs that represent a range of possible solutions with different costs and development intensities.

Table 5 – COA 1: Known Requirements Project List

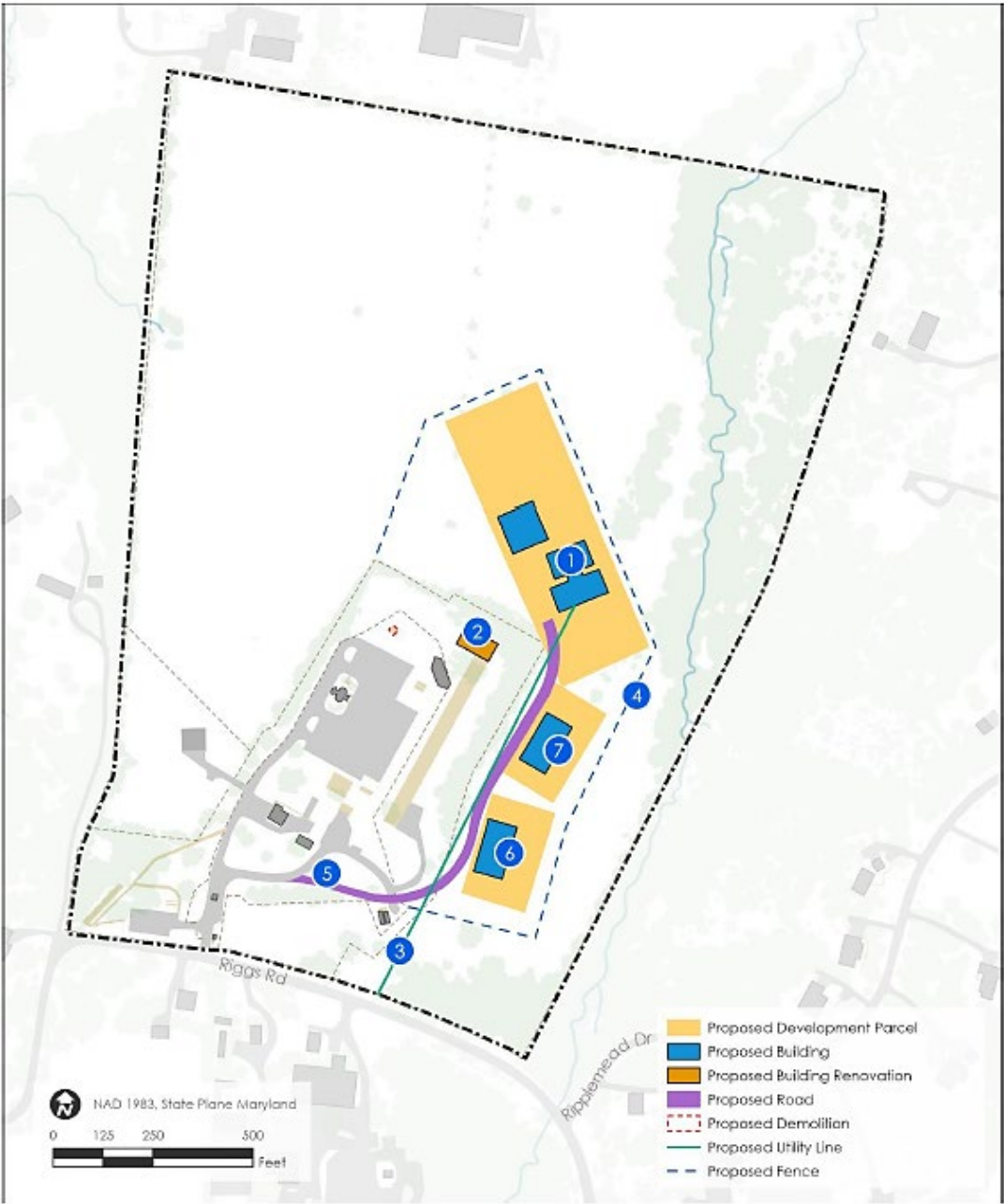
ID	Project Action	Description
1	P353: Battery Testing Facility	Site location for P353.
2	Accelerated Corrosion Control Facility (temporary facility)	Complete all necessary infrastructure improvements to bring temporary facility online
3	Install new water line	Supply potable water to P353 site.
4	Expand Secure Perimeter	Extend the controlled perimeter fence to include P353 site. This action will also install cameras to replace equipment on the radio tower. Demolition of radio tower.
5	Construct new paved roadway	Straighten existing roadway near the loading dock and extend the existing road to P353 to allow truck access.



Course of Action 2

Table 6 – COA 2: Moderate Development Project List

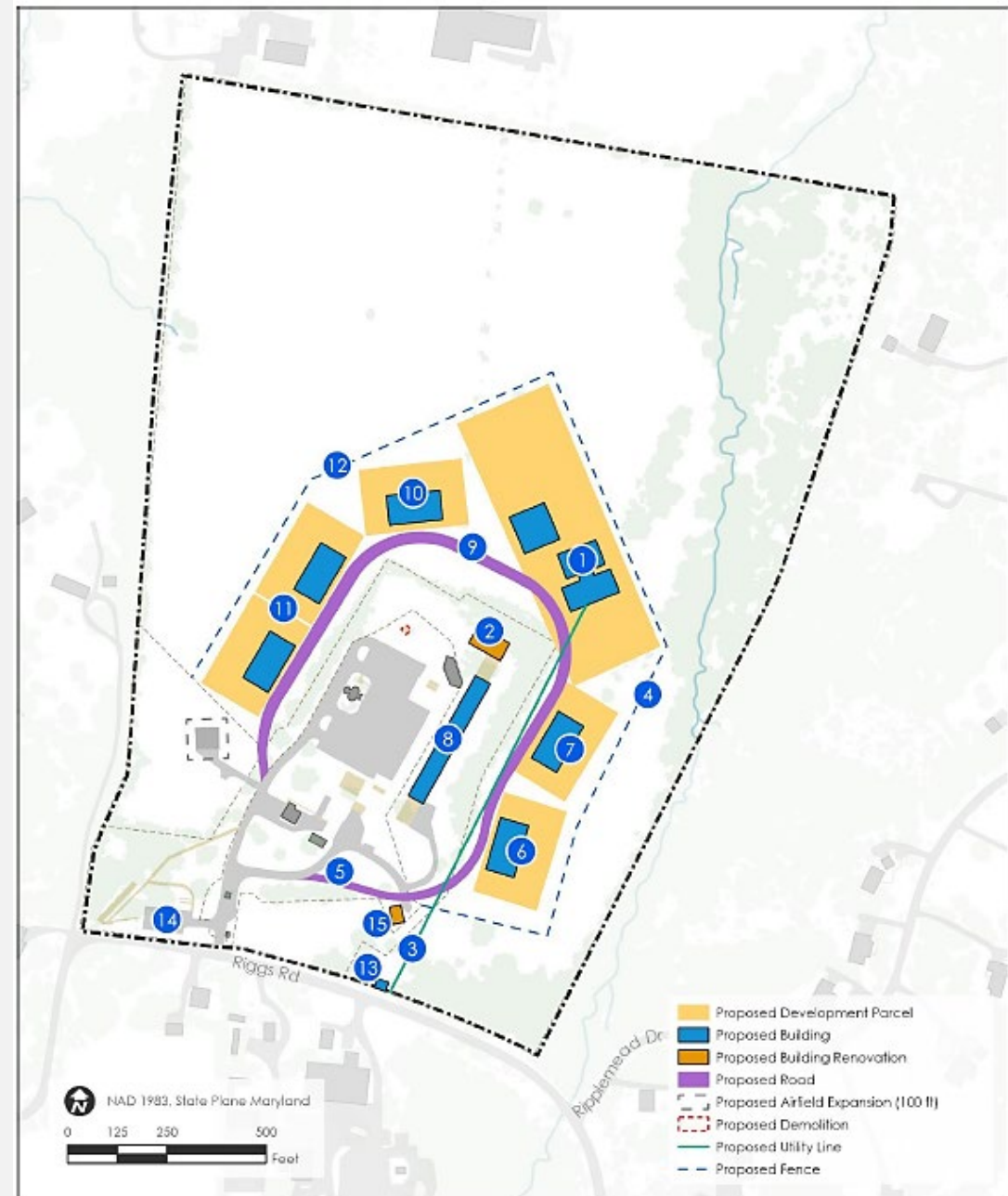
ID	Project Action	Description
1-5	COA 1 Projects	Site location for P353, Accelerated Corrosion Control Facility (temporary facility), new water line, expanded secure perimeter, new access roadway.
6	Additional Development Parcel	Establishes location for an additional development parcel near main entrance to provide compact development onsite. This parcel falls within the expanded secure perimeter established by COA 1. Future facilities would front the access roadway constructed in COA 1.
7	Additional Development Parcel	Establishes location for additional development parcel near P353 to cluster development. This parcel would fall within the expanded secure perimeter established by COA 1. Future facilities would front the access roadway constructed in COA 1.



Course of Action 3

Table 7 – COA 3: Aggressive Development Project List

ID	Project Action	Description
1-7	COA 2 Projects	COA 3 incorporates all the projects in COA 2. In this COA, the Accelerated Corrosion Control Facility would become a permanent facility in the same building footprint.
8	Construct permanent storage facility	Reuses an existing concrete pad to construct a permanent storage facility and laydown area.
9	Construct Loop Road	Expand the P353 access road to create a loop, providing access to the development parcels, as well as improving circulation and safety by eliminating dead-end roads.
10	Additional Development Parcel	Establishes an additional development parcel along north side of the campus.
11	Additional Development Parcels	Establishes two additional development parcels along the western side of the campus.
12	Expand Secure Perimeter	Extends the secure perimeter around the COA 3 development parcels.
13	Secondary Entry Control Facility	Enhances physical security by establishing multiple points for ingress and egress.
14	Construct Truck Inspection Station	Repurposes the existing “cell phone lot” to create a commercial truck inspection.
15	Expansion/Relocation of WWTP	The existing WWTP is a modular system that can either expand or relocate. This action would assess development pressures for the site to determine appropriate capacity and location of WWTP and site or expand it accordingly.

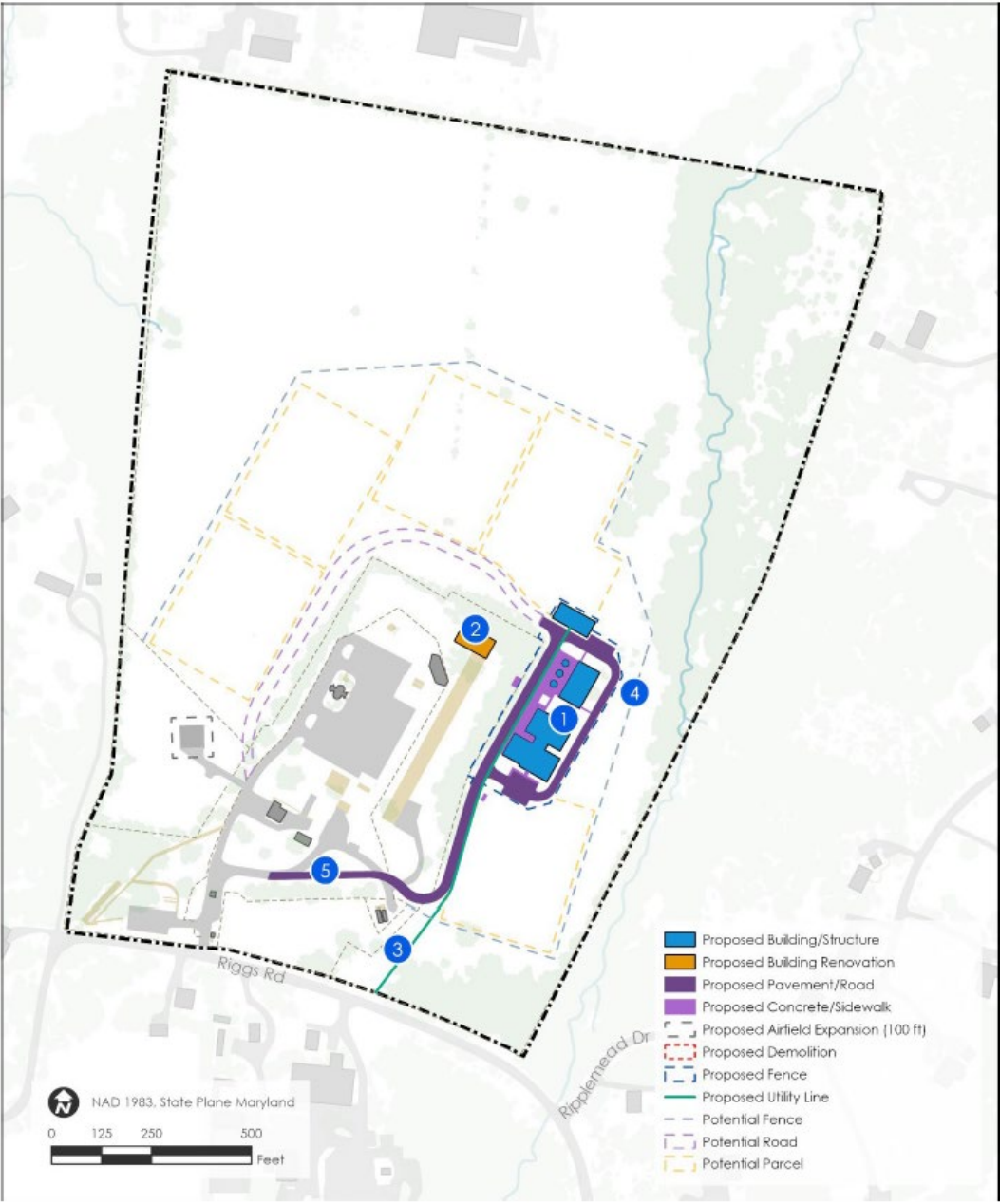


Preferred Alternative

Stakeholders selected COA 1 to serve as the basis for the Preferred Alternative. Given the RDAT&E nature of the mission, participants saw the most value in COA 1, as it represents the most realistic option for known requirements and meets the established goals and objectives. This alternative does include the potential for future development.

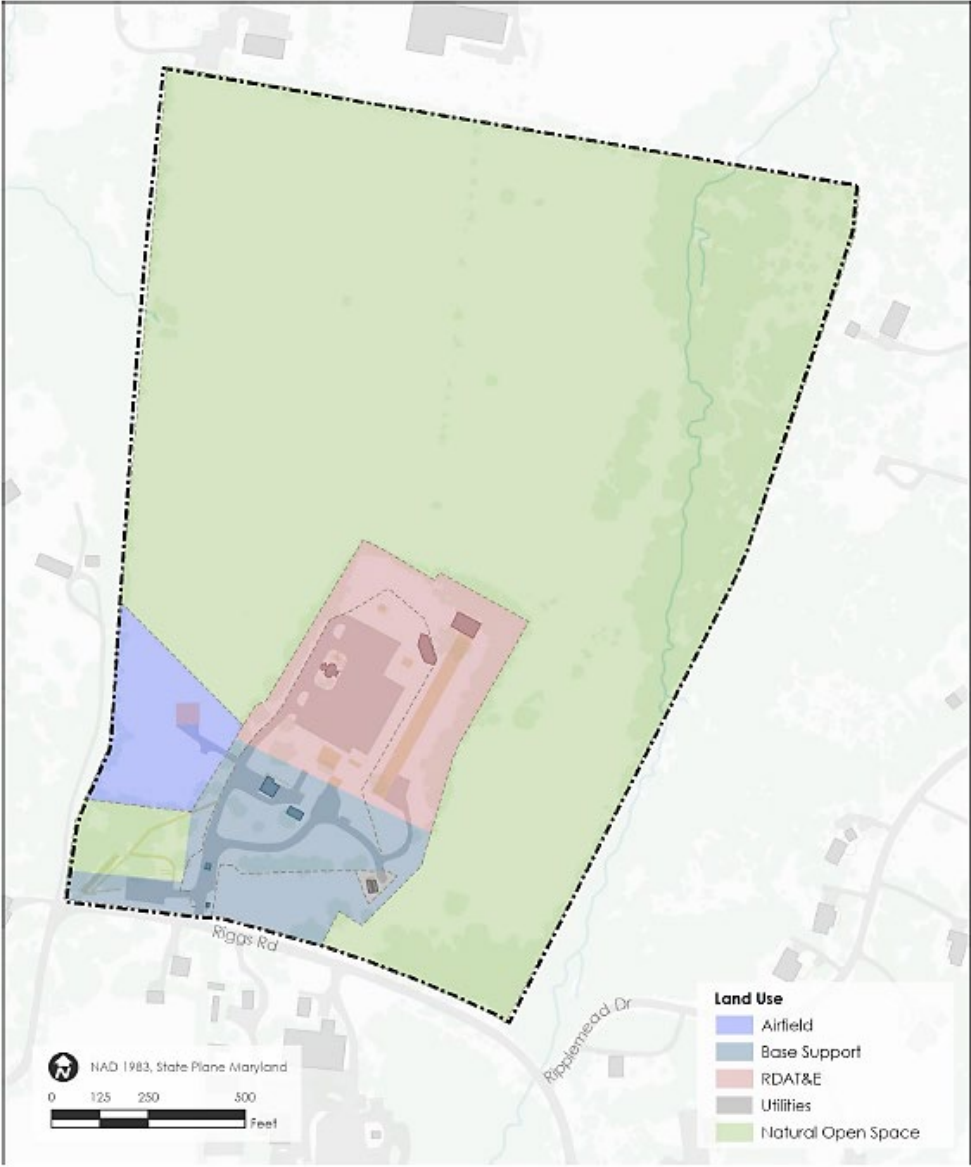
Table 9 – Preferred Alternative Project List

ID	Project Action	Description
1	P353: Battery Testing Facility	Site location for P353
2	Accelerated Corrosion Control Facility (temporary facility)	Complete all necessary infrastructure improvements to bring temporary facility online.
3	Install new water line	Supply potable water to P353 site.
4	Expand Secure Perimeter	Extend the controlled perimeter fence to include P353 site. This action will also install cameras to replace equipment on the radio tower. Demolition of radio tower.
5	Construct new paved roadway	Straighten existing roadway near the loading dock and extend the existing road to access P353.

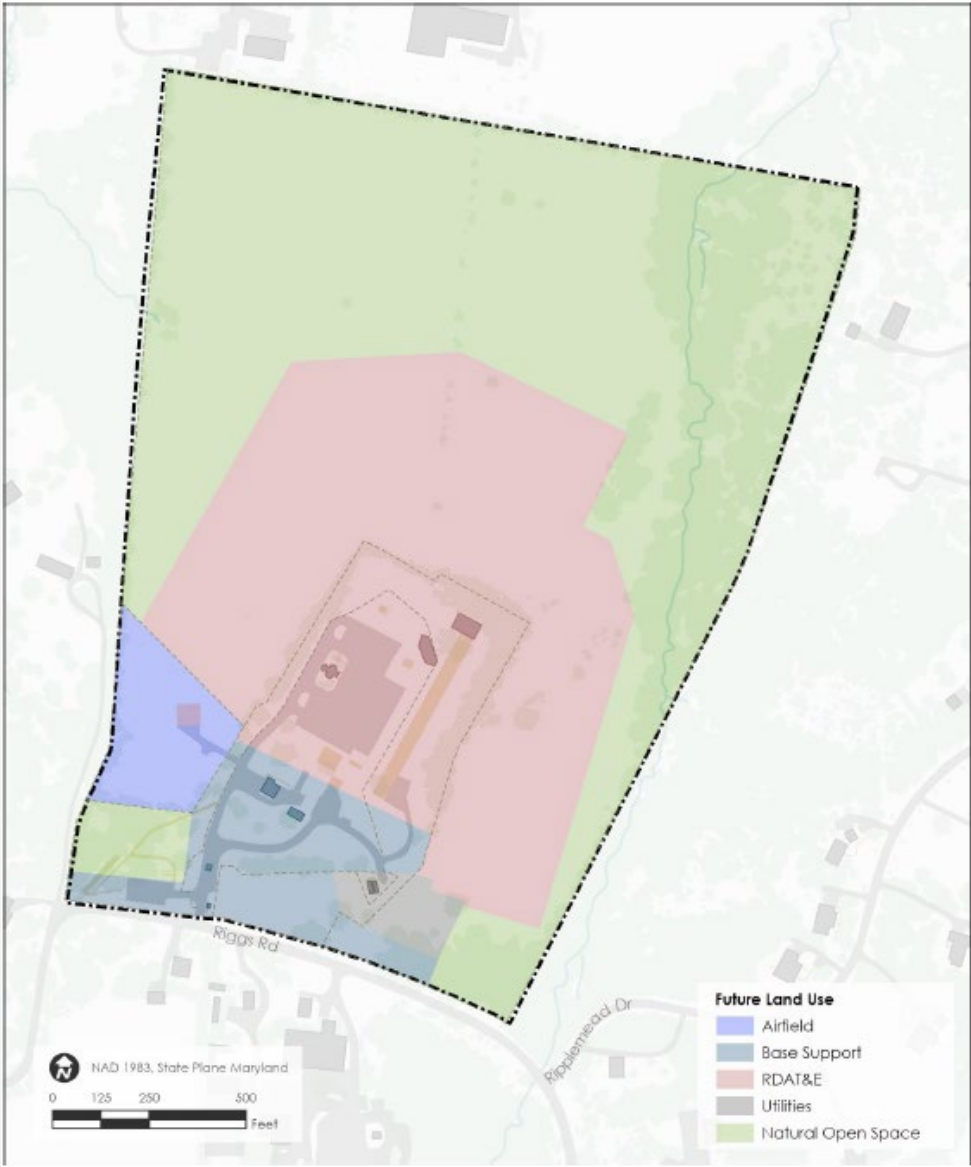


Land Use Change

Existing
Land Use

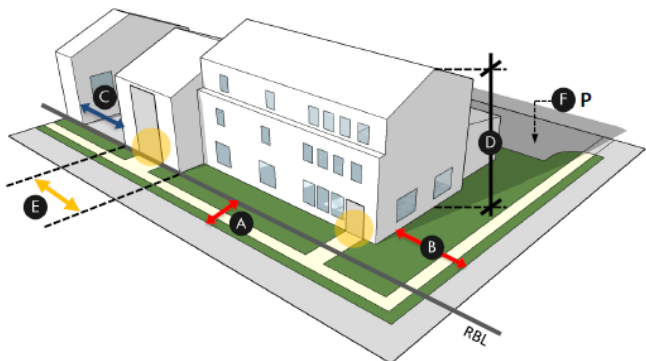


Future
Land Use



Building Design Guidance

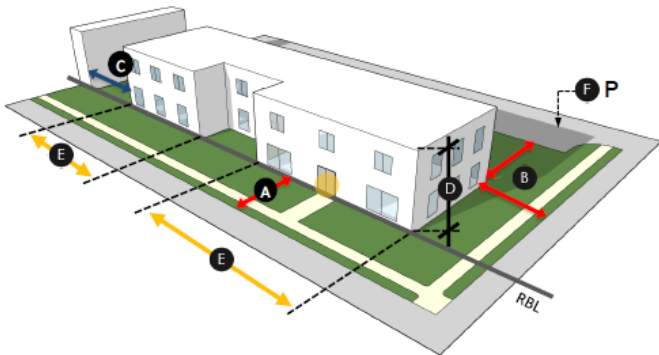
Mission Building Standard



Note: The graphic representation above provides only a conceptual idea of the building standard type and is a guide for interpreting standards set out in the adjacent table.

Graphic Key					
	Building		Required Entry Location		Building Height
	Streets/Parking		Required Build-to Line (RBL)		Building Setback
	Sidewalk		Setback from Street, Parking or RBL		Building Frontage
	Lawn				
	Parking Lot				

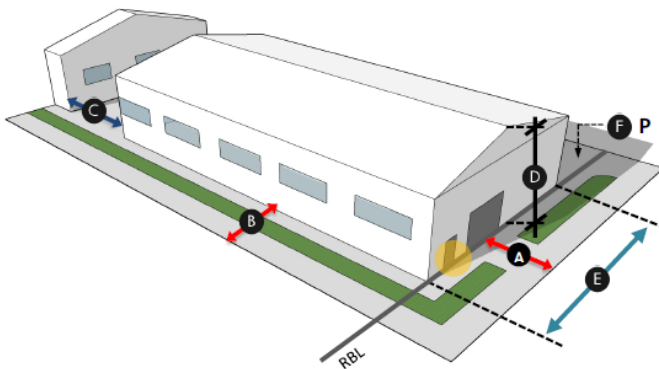
Research Lab Building Standard



Note: The graphic representation above provides only a conceptual idea of the building standard type and is a guide for interpreting standards set out in the adjacent table.

Graphic Key					
	Building		Required Entry Location		Building Height
	Streets/Parking		Required Build-to Line (RBL)		
	Sidewalk		Building Setback		
	Lawn		Setback from Street, Parking or RBL		
	Parking Lot		Building Frontage		

Light Industrial Building Standard



Note: The graphic representation above provides only a conceptual idea of the building standard type and is a guide for interpreting standards set out in the adjacent table.

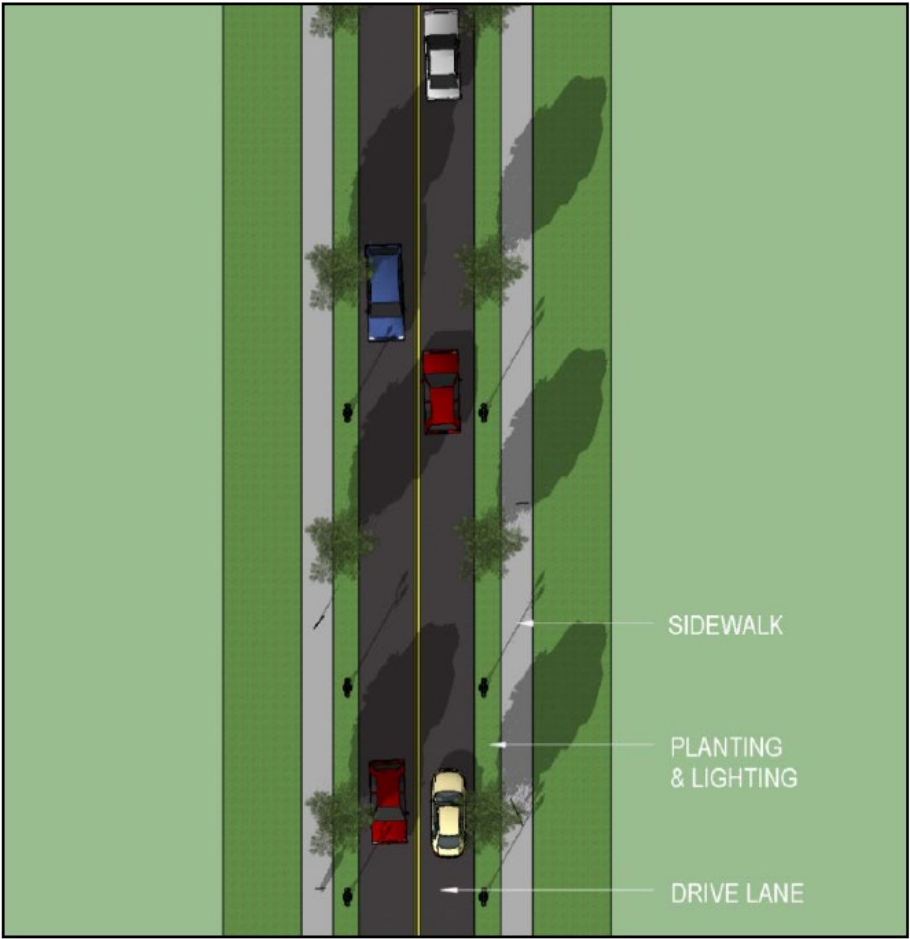
Graphic Key					
	Building		Required Entry Location		Building Height
	Streets/Parking		Required Build-to Line (RBL)		
	Sidewalk		Building Setback		
	Lawn		Setback from Street, Parking or RBL		
	Parking Lot		Building Frontage		

The applicant has included design guidance for future buildings on the site, in accordance with Navy and DOD guidance.

Roadway Design Guidance



The applicant has included design guidance for future roadways on the site, in accordance with Navy and DOD guidance.



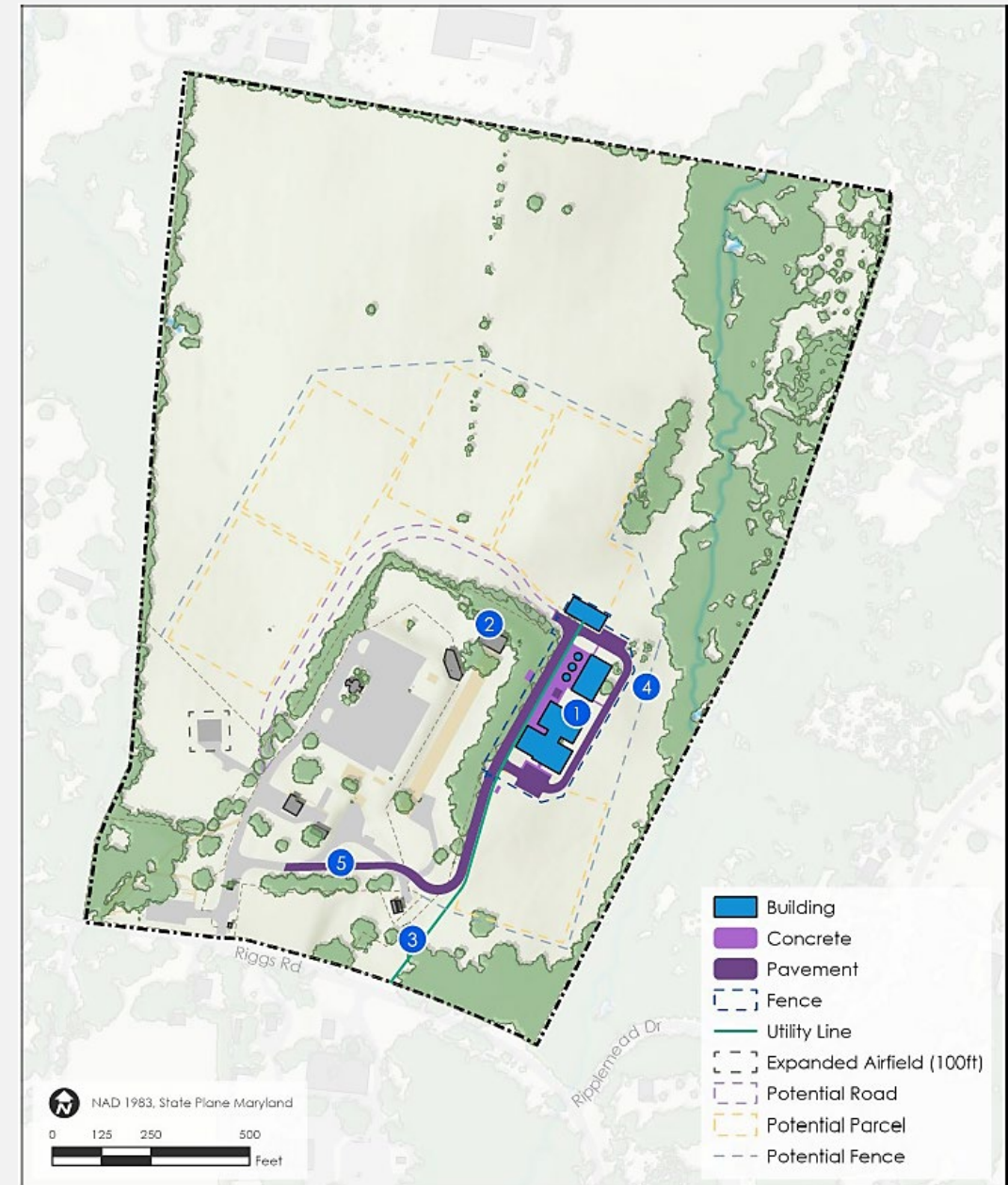
Illustrative Plan

The proposed plan is based on COA 1 and includes a new battery testing facility to support NSWCCD missions and associated facilities.

In support of this new facility, the plan includes a new water line, new access roadway, and an expanded secure perimeter.

The plan does include potential future sites for additional development should the programming need arise.

Project		
ID	Number	Project Title
1	P353	Battery Testing Facility
2	--	Accelerated Corrosion Control Facility
3	--	Install new water line
4	--	Expand Secure Perimeter
5	--	Construct new paved roadway



Existing Access and Circulation

Upon entry into the restricted area, the road forks. To the east, the road provides access to a loading dock, the wastewater treatment plant, storage and laydown areas, and a chilled water plant. To the north, the road provides access to a vehicle maintenance shop, the helipad, Building 1, and the main parking lot. A dirt road encircles the outside of the restricted area and most of the installation perimeter except along the eastern boundary where the dirt road travels along the edge of the wooded area.



Parking

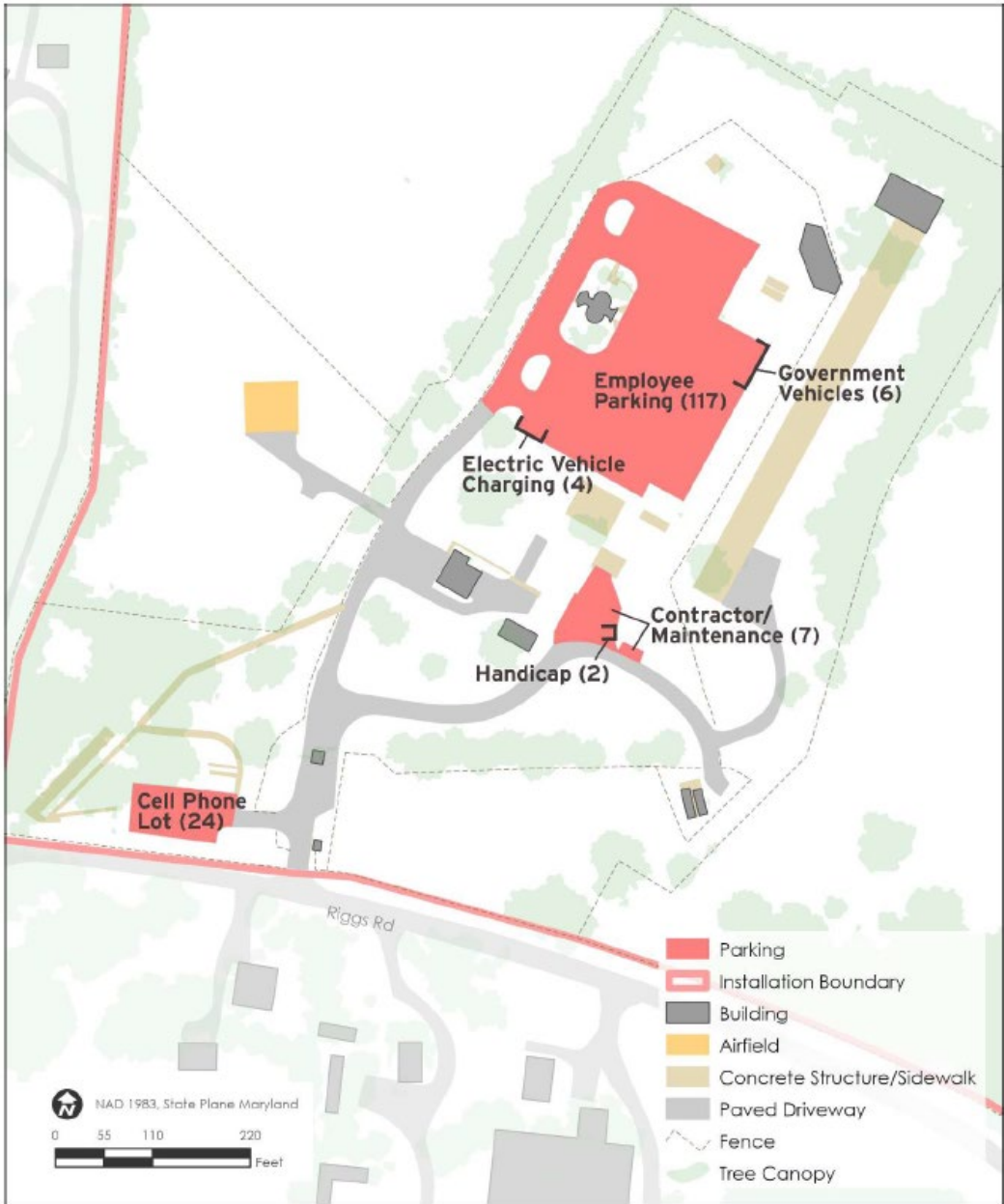
- Thirty-five employees currently work on-site at NSWCCD-Olney Support Center.
- The total number of staff is expected to increase to 125 in the next five years.
- The increase of approximately 90 staff members is not expected to have a negative impact on roadway operations and it is anticipated that the study intersections will remain under capacity.

Table 1: Parking Ratio for Permanent Employees in Next Five Years

Scenario	Employees	Total Spaces	Ratio
Without Cellphone Lot	131	121	1 space per 1.08 employees
With Cellphone Lot	131	145	1 space per 0.90 employees

Table 2: Maximum Vehicles Possible on Site for Conference Space

Conference Scenario	Additional Vehicles Expected (Maximum)	Total Spaces Available (Including Cellphone Lot)
Full Use	112	14



Transportation Management Plan

- The existing site contains sufficient existing parking for the proposed preferred alternative.
- The existing site is not close to transit, bicycle infrastructure and current staffing is insufficient for carpooling strategies.
- The proposed plan will increase the staffing onsite by 90 employees over 5 years. The current parking ratio is approximately 3.5 spaces per employee. This is due to a conference use onsite, which generates more demand for parking on an intermittent basis.
- The NCPC Federal Elements of the Comprehensive Plan, Transportation Element, recommends a maximum ratio of 1:2 or 1 space for every two employees.

Request for Parking Policy Deviation

- NSWCCD's future requirements at the Olney Support Center are currently unknown, but the site is prepared to host crucial expansions in service of NSWCCD's mission and is opportune as the other NSWCCD sites reach full build out. Because of this uncertainty, the Navy attests that a parking reduction would be an inefficient use of resources.
- Additionally, this site's location meets Criterion 1, Criterion 2, and Criterion 3 in Table 7: Criteria for Deviations from Parking Policies of NCPC's Submission Guidelines. NSWCCD-Olney Support Center is not located near any transit infrastructure and is not connected to a bicycle or pedestrian network. There are no long-term plans to bring transit, bicycle, or pedestrian infrastructure within a ten-minute walk to the site.
- Therefore, this TMP recommends preserving all existing parking. Once the site reaches its anticipated 125 total employees, the parking ratio on site will be close to 1:1 (when not counting the cell phone lot). As the site grows, TDM strategies will be implemented to reduce peak hour employee commuting and single occupant vehicle trips.