

MEMORANDUM

March 27, 2015

TO: Government Operation and Fiscal Policy Committee
Education Committee

FROM: Linda McMillan, Senior Legislative Analyst *LMM*
Essie McGuire, Senior Legislative Analyst *EMG*

SUBJECT: Disposition of County Service Park East/Jeremiah Park (Current location of MCPS Shady Grove Bus Depot)

On February 10, 2015, the County Council received an overview briefing on the Disposition of the County Service Park East/Jeremiah Park and the status of efforts to relocate the MCPS Shady Grove Bus Depot. Council staff proposes the following as the topics for this worksession.

- **Review background information on the disposition process, material terms for the sale of Jeremiah Park, and testimony from the public hearing.**
- **Consider the Council staff recommendation that the Council extend the time for consideration of the Declaration of No Further Need for Jeremiah Park.**
- **Discuss next steps needed to identify interim and long term solutions for the relocation of the bus maintenance depot and bus parking, including an update from DGS and MCPS staff on the progress being made on an agreement for the joint use of EMTOC. (see © 10)**

Disposition Process

On January 27, 2015 the County Council received a memo from Assistant Chief Administrative Officer Bell-Pearson transmitting the County Executive's recommended material terms for the disposition of the property on the east side of the County Service Park that is now known as Jeremiah Park (©1-3). The Property Disposition process requires that for applicable properties, the Executive send the Council the material terms for the sale or lease. The Council has 30 days to provide the Executive with comments. The Council provided comments and

questions to the Executive on February 23, 2015 (©7-8). The Executive must also send the Council a Declaration of No Further Need (DNFN). The DNFN for Jeremiah Park was received on February 12, 2015 (©4-6). The Council has 60 days to act on the DNFN or extend the time for action or the disposition is automatically approved. The Council must notify the Executive within 30 days of receiving the DNFN if it wishes to extend the time for action. The Council provided this notification to the Executive on February 26, 2015 (©9).

Request for Development Proposal and Summary of Material Terms

The County issued a Request for Development Proposals for the east side of the County Service Park with a deadline of July 1, 2014 for responses. A copy of the RFP is attached at ©23-33. The RFP says that:

- Jeremiah Park is approved to include 345 townhouses and 344 multi-family units.
- Approximately 8 acres total for a 4-acre park and a 4-acre school site.
- Is to include 10% workforce housing and 15% MPDUs.

The RFP notes that there is no currently programmed relocation of the MCPS Bus Depot. The RFP has as an element of its required Development and Finance Plan, “A proposed solution for relocating the MCPS Bus Depot function, noting whether or not land for relocating the buses and the maintenance facility is under your firm’s control.” The RFP says that part of the selection criteria will be looking at the “overall value proposition of the development plan for CSP Jeremiah Park. The value proposition is defined as the most practical plan to distribute bus parking and a bus maintenance facility to alternate sites that combined with the purchase price of CSP Jeremiah Park results in the greatest net present value to the County.” The RFP notes that the bus parking location could either be owned or leased by the County, but the County would prefer to own the bus maintenance facility. The Executive’s recommended material terms do not require the Developer to relocate the Bus Depot.

The material terms memo is attached at ©1-3. The material terms negotiated thus far include:

- The County and the Developer (LCOR and NVR) will enter into an Agreement for the purchase and sale of the property that will include the terms of the redevelopment of the site.
- The Developer will purchase the property in a single phase in 2017. (The Developer has valued the site in excess of the appraised value. This is recommended as a full market value transaction.)
- The Developer proposes maximizing the total number of housing units allowed under the approved Sector Plan including developing 10% of the units as workforce housing and 15% of the units as Moderately Priced Dwelling Units (MPDUs).

- Approximately 8 acres total will be designated to be divided between a 4-acre park (Jeremiah Park) and a 4-acre elementary school site. The Developer will seek an amendment to the approved site plan to co-locate these to uses and revise the housing unit mix.

In addition, the Developer and the County will need an agreement regarding which entity will manage the environmental clean-up. The memo notes that there could be an agreement that the Developer would be responsible and receive a credit against the price. The County could also be responsible for funding and managing the clean-up.

Public Hearing

The Council held a public hearing on the Declaration of No Further Need on March 17, 2015. There were six speakers. Testimony is attached at © 34-43. Some points raised by those testifying include:

1. Support from the Greater Shady Grove Civic Alliance to move the school buses from the Shady Grove Depot and build the new mixed-use residential community recommended in the Shady Grove Sector Plan. There will be 6,000 new housing units in the area with additional traffic and the congestion from 410 school buses is not needed. Leaving the school buses in Derwood is against the Shady Grove Sector Plan and the principles of Smart Growth.
2. The West End Civic Association questioned MCPS' proposal to move the Blair Ewing Center to English Manor Elementary School and redevelop the Avery Road site to a bus depot. They noted that English Manor is 10 years older and in disrepair and that the bus depot will move from a 37 acre site to a 17 acre site which makes no sense. They believe this is a wasteful decision.
3. The MCCPTA CIP Committee recommended that the County Council retain the Jeremiah Park site and not approve the Declaration of No Further Need. Solutions have not been found for parking 410 buses, while 100 can be parked at EMTOC, and 100 at Carver, and 82 at 10 high schools, there are still 130 buses to park in county-owned or lease lots and costs for bus locks or fencing. All MCPS bus depots are over capacity. Forgo expensive and unworkable temporary solutions and require the development plan to include a proposed solution for relocating the MCPS bus depot function.
4. The Council should not approve the Declaration of No Further Need for Jeremiah Park. The proposal to use Avery Road is flawed by serious environmental, traffic, and safety issues. The RFDP says the land for off-site replacement parking and the maintenance facility must be identified prior to redevelopment of the site. A new location should be secured that will address overcrowding at all the MCPS bus depots. (Jamison Adcock)
5. In all endeavors, one should proceed with caution. The study for use of the Avery Road site has not been completed. The proposed developer of Jeremiah Park has not provided an alternative. Avery Road is narrow and does not need traffic from 400 school buses

and 700 cars a day. Water will be polluted with run-off from the bus lot. The current depot is still useful and needed. Do not abandon the Jeremiah Park bus depot until a feasible, safe, and workable alternative is found. (Lawrence Curtis).

6. Do not allow Declaration of No Further Need of the County Service Park East/Jeremiah Park until a viable new bus depot location is secured. Opposed to relocating the school bus depot to Avery Road. (Audra Lew)

February Council Briefing

On February 10, Council, Executive, and MCPS staff provided an overview briefing to the Council on the background and status of various elements of the options under consideration to relocate the Shady Grove Bus Depot. **Key points of this overview briefing are highlighted below:**

Background and Process:

- MCPS and Executive staff have been looking for possible sites to relocate the MCPS Shady Grove Bus Depot since the Council's approval of the Shady Grove Sector Plan. The Executive's recommendation is to vacate the current Shady Grove Depot by January 2017. It is highly unlikely that a permanent solution can be identified and implemented in that timeframe. As a result, the Council will need to look at how and when various stages of temporary and permanent relocation can occur.
- In the absence of a definite solution, all potential solutions remain on the table for consideration. However, while the concepts discussed below have some plausibility for being considered, none has been fully studied and all have significant unknown factors and possible concerns that need further analysis and review.

Current Conditions:

- MCPS has six school bus depots in five locations: Bethesda, Randolph, Clarksburg, West Farm, and Shady Grove North and South. (While it is on one large lot the Shady Grove Depot is considered two depots for operational purposes). At this point all of the depots operate over their designed capacity.
- The Shady Grove Depot also houses the central administrative, training, maintenance, and repair functions for the system. The current site is 35 acres, and has 28,700 square feet of permanent structure and 9,400 square feet of temporary structure. In addition to the 400 buses parked on site, approximately 700 vehicles for bus operators, attendants, trainers, mechanics, and support staff park on site. MCPS is an accredited MVA training and testing entity, which takes place at the Shady Grove Depot. While MCPS conducts many repairs on site at the other depots, Shady Grove has the heavy central maintenance functions (such as body work, tire shop, alignment) housed in eight double repair bays (16 bus repair spots). It also has a fueling station. (See © 13 for aerial view.)

Parking at High Schools:

- The work group examined the feasibility of parking school buses at high schools. The operational benefits of centralized bus parking locations are significant and weigh against widespread dispersal of bus parking as is the case in Fairfax County.
- MCPS evaluated its 25 high school sites for bus parking, and concluded that 10 high schools could accommodate parking a total of 82 school buses. This option would incur some costs associated with security (such as fencing) and accommodations for drivers. MCPS is actively pursuing this approach, working with principals and determining what is needed for implementation.

Possible Temporary Options:

- The newly opened County Equipment Maintenance and Transit Operations Center (EMTOC) center has sufficient capacity to house some MCPS school bus parking and to share heavy maintenance operations. MCPS and Executive staff are working out the details of this arrangement, and currently estimate that EMTOC will have room to park 100 school buses in addition to accommodating MCPS central maintenance functions.
- The MCPS administrative offices at the Carver Educational Services Center (CESC) have excess parking in the lot that fronts onto Route 355. Currently this parking space is leased to Montgomery College for its parking needs on the Rockville Campus. MCPS has stated that one option could be to work with the College to reclaim this lot, which MCPS estimates could accommodate 100 school buses.
- Use of EMTOC, the Carver parking lot, and high schools could provide an interim solution for heavy maintenance functions and 280 of the 410 buses at the Shady Grove Depot. Parking would still be needed for 130 buses. Relocation of administrative and training functions would have to be addressed.

Potential Permanent Sites:

- MCPS, Executive, and Council staff have reviewed numerous site possibilities in an effort to find an alternate location for the Shady Grove Depot. To date, no one large site has arisen as an obvious solution. In the process, the work group reviewed all closed sites and future school sites owned by the Board of Education (full lists ©19-21) as well as large private and public industrial parcels in the County.
- Some sites that may be feasible for consideration at this juncture include: a parcel near the Airpark on Woodfield Road East; the Oaks Landfill; the county workers center on Rothgeb, and the current Blair G. Ewing Center site on Avery Road. It is important to note that while these sites have some feasibility, none has been studied and each has limitations. (Aerial views of these sites are at ©14-18.)

Council Staff Recommendations

The Executive is recommending the Council approve a Declaration of No Further Need. Council staff recommends that a Declaration of No Further Need not be approved until a detailed plan is in place for an interim solution and a feasible and achievable plan has been identified for a permanent relocation.

These recommendations are made with the understanding that the goal is to move the school bus depot from Shady Grove in order to implement the Shady Grove Sector Plan. The Council could, after considering options and costs, determine that the County continues to need this property for government use (the MCPS bus depot).

1. Extend time for consideration of the disposition

Council staff recommends that the Council extend the time for action on the disposition of Jeremiah Park until December 31, 2015. This resolution to extend the time to act has been scheduled for introduction on Tuesday, March 31, pending the joint Committee recommendation.

2. Request documented plans, including costs and timeframes, for the interim relocation components

Executive and MCPS staff are engaged in planning interim relocation options. The following is a summary of current efforts:

- **EMTOC:** DGS provided the attached plan summary (©10) for the proposed shared space at EMTOC to accommodate the depot's heavy maintenance, some parking, fueling and washing, parts and inventory, and common area functions. The plan notes that dispatch functions remain to be addressed. The Council should receive a final MOU signed by MCPS and County Government. The MOU should include an agreement about the notice that would be given MCPS by County Government should County Government need to reclaim service bays and parking. Such notice should provide sufficient time to construct a new maintenance facility.
- **Hungerford (Carver) Parking Lot:** MCPS has given the College one year notice to vacate the lot it leases in front of 850 Hungerford Drive. While the College is opening a new parking garage, it does not anticipate that the garage alone will resolve its parking needs without use of the Hungerford lot. Council staff understands that the College is exploring what steps it will need to take as a result of vacating the lot, which may include leased parking and a shuttle for students to the Rockville campus.

MCPS will provide cost estimates for preparing the lot for bus parking and the College will provide cost estimates on its resulting parking solutions.

This part of a potential interim solution would change if the permanent solution includes the construction of a parking garage on this site.

- **High School Bus Parking:** MCPS is working with principals at the ten identified high schools and determining any needed site improvements and cost estimates for this temporary parking option.
- **Leased Parking Space:** DGS is pursuing options for leased space for interim bus parking and will need to identify costs, how many buses can be accommodated, whether any other site improvements are necessary, and how long each leased option will be available to house the buses.
- **MVA Training:** One piece that has not been resolved in the interim is the MVA training course for MCPS bus operators. This function is critical to MCPS bus operations and the lack of it would result in significant cost and operational delays.

Council staff proposes extending the time for consideration of the disposition until December 31, 2015; however, the Council can act on the disposition as soon as it determines the issue of future need has been addressed.

3. Approve FY16 feasibility planning funds for MCPS to evaluate several possible sites for permanent relocation of depot functions

The Board's FY16 and FY15-20 Amended CIP request included a project for the Shady Grove Transportation Depot Relocation (©44). This PDF includes \$32 million for construction in FY17-18 and specifies the Avery Road property (current site of the Blair G. Ewing center) as the location.

While the specific site(s) for permanent relocation of the depot cannot yet be identified, this project is the appropriate vehicle for the Council to consider approving funds to study a number of sites for permanent relocation.

Council staff recommends that the Education Committee determine the needed funding level for FY16 feasibility planning and the specific language for the PDF as a part of its MCPS CIP worksessions. At a minimum, Council staff recommends that the feasibility planning encompass the Avery Road site; the Oaks Landfill; a garage in front of Carver Educational Services Center on the 850 Hungerford lot; and the Woodfield Road East parcel near the Airpark. The PDF can be structured to leave flexibility for other sites, to allow for multiple options per site, and to look at other options, such as relocating building maintenance from bus depots to free up additional bus parking capacity. The PDF language must acknowledge that the Avery Road property is the subject of a feasibility study for the Alternative Education Programs.

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OFFICES OF THE COUNTY EXECUTIVE

Isiah Leggett
County Executive

Timothy L. Firestine
Chief Administrative Officer

MEMORANDUM

January 27, 2015

TO: George Leventhal, President
Montgomery County Council

FROM: Ramona Bell-Pearson 
Assistant Chief Administrative Officer

SUBJECT: County Service Park (CSP) Jeremiah Park
Material Terms

CSP Jeremiah Park is the 45-acre portion of the County Service Park located on the east side of Crabbs Branch Way. EYA and the County partnered to implement the 2006 Shady Grove Sector Plan in accordance with the County Executive's Smart Growth Initiative. EYA was designated by the County to serve as the master site planner of the entire CSP property and the exclusive purchaser of the CSP property on the west side of Crabbs Branch Way, known as Shady Grove Station-Westside. In April 2014, the Department of General Services issued a Request for Development Proposals (RFDP) for a development partner for the east side to purchase and develop CSP Jeremiah Park in accordance with the 2006 Shady Grove Sector Plan.

The goals and objectives included:

The overall value proposition of the development plan which results in the greatest net present value to the County.

An experienced, integrated senior level team of experts required to make this development a success.

An architectural vision for CSP Jeremiah Park which includes concepts for the residential use of the property, the park and the elementary school, that is consistent with the approved Sector Plan and preliminary plan, and complements the approved site plan for Shady Grove Station-Westside.

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A housing mix that sets aside 10% of the residential units as work force housing and 15% as MPDUs in accordance with the approved sector plan.

A realistic schedule for procuring permits, commencing construction and phasing of development.

Executive Staff has selected a development partner and the Executive Branch has commenced discussions with the Developer regarding material terms of the Purchase and Sale Agreement (Agreement).

In accordance with the provisions of Section 11B-45, Disposition of Real Property, before seeking County Council approval of a declaration of no further need, the County Executive must submit all material terms of the disposition, including the price or rent to be paid and any associated economic incentives and any appraisal that the Executive relied on or will rely on in selling the property at market value. The Council is permitted 30 days to comment.

In addition to submitting material terms to Council for a comment period Section 11B-45 provides for a public notice and comment period through publication in the County Register. The material terms related to this disposition of property will be published in the February 2015 County Register and will run for a period of 30 days until March 3, 2015 to allow for public notice and comment overlapping with Council's comment period. A copy of the Executive Order that will be published is attached for your information.

Executive Staff has already submitted the appraisal to Council as evidence of fair market value and the following is a summary of the material terms from the draft purchase sale agreement that has been negotiated thus far:

- The County and the Developer Team intend to enter into an Agreement for the purchase and sale of the property that will memorialize the disposition of the property and the terms of the subsequent redevelopment of the site;
- The Developer will purchase the property in a single phase in 2017, when the current uses on the site are planned to be relocated;
- The Developer has valued the site in excess of the appraised value of the site;
- The Developer is proposing to maximize the total number of units allowed under the approved Sector Plan and will include a housing mix that sets aside 10% of the residential units as work force housing and 15% as MPDUs;
- Approximately eight acres total will be designated to be divided between a four-acre park (Jeremiah Park) and a four-acre elementary school site that will be dedicated in CSP Jeremiah Park area. The Developer will seek an amendment to

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the approved site plan to co-locate these two uses and revise the housing unit mix;
and

- If the Developer and County agree, the Developer will be responsible for the demolition of the existing buildings and the environmental cleanup of the site, which will be a credit against the purchase price.

I hope this information is helpful. If you have any questions, please contact Greg Ossont at 240-777-6192 or greg.ossont@montgomerycountymd.gov.

Attachment

cc: David Dise, DGS
Greg Ossont, DGS
Ronnie Warner, DGS
Joe Beach, Finance
Jennifer Hughes, OMB
Catherine Matthews, RSC



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

February 12, 2015

TO: George Leventhal, President
Montgomery County Council

FROM: Isiah Leggett 
County Executive

SUBJECT: Executive Order 016-15, Disposition of County Service Park East at 16000 block of Crabbs Branch Way, Gaithersburg, Maryland

On January 27, 2015 Executive Staff provided the material terms for the disposition of County-owned property located at the 16000 block of Crabbs Branch Way, Gaithersburg, Maryland, the current site of the County Service Park. At the same time of submission to Council, Executive Staff published the attached Executive Order in the February County Register which will complete a 30 day run on March 3, 2015. During that time Executive Staff anticipates attending a public hearing and participating in a Council Committee Work Session related to this declaration.

As required under Section 11B-45 of the Montgomery County Code, the County Executive must issue an Executive Order declaring that the County-owned site is no longer needed for public use. The attached Executive Order 016-15 has been published to give notice of my declaration that this 45 acre parcel is no longer needed for public use. This also represents my intent to proceed with the disposition of County property known as the County Service Park located at the 16000 block of Crabbs Branch Way, Gaithersburg, Maryland.

I hope this information is helpful. If you have any questions, please feel free to contact me directly or speak with Greg Ossont at 240-777-6192 or via email at: greg.ossont@montgomerycountymd.gov.

IL:rbp

Attachment

cc: Ramona Bell-Pearson, ACAO
Greg Ossont, Deputy Dir. DGS



MONTGOMERY COUNTY EXECUTIVE ORDER

COPY

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject: Disposition of Montgomery County Service Park Jeremiah Park	Executive Order No. 016-15	Subject Suffix ORE
Department: General Services	Department No. ORE	Effective Date 1/26/15

BACKGROUND

WHEREAS, the County is the owner of certain real property consisting of approximately 45 acres and located on the east side of the 16000 block of Crabbs Branch Way that is commonly referred to as the County Service Park (CSP) Jeremiah Park property or the County Service Park (CSP) East property (the property is hereinafter referred to as the "CSP Jeremiah Park" property); and

WHEREAS, the CSP Jeremiah Park property was identified as a potential site for disposition in the County Executive's Smart Growth Initiative; and

WHEREAS, a reuse recommendation was made by the Department of General Services ("DGS"), regarding the CSP Jeremiah Park and the County Executive or his designee has considered the reuse recommendation; and

WHEREAS, in accordance with the reuse recommendation, DGS issued a Request for Development Proposals ("RFDP") in April 2014 seeking proposals from developers interested in purchasing and developing CSP Jeremiah Park in accordance with the 2006 Shady Grove Sector Plan; and

WHEREAS, LCOR and NVR were selected as the joint developer team under the RFDP and the County intends to enter into an agreement ("Agreement") with LCOR/NVR for the purchase and sale of the CSP Jeremiah Park property; and

WHEREAS, the terms of the Agreement will memorialize the disposition of CSP Jeremiah Park and the terms of the subsequent redevelopment of the property; and

WHEREAS, the County Executive intends to approve the disposition of the CSP Jeremiah Park Property for redevelopment in accordance with the terms of the Agreement that is under negotiation with LCOR/NVR; and

WHEREAS, as required under §11B-45 of the Montgomery County Code, the County Executive must issue an Executive Order declaring that County owned or controlled real property is no longer needed for public use.



MONTGOMERY COUNTY EXECUTIVE ORDER

Offices of the County Executive • 101 Monroe Street • Rockville, Maryland 20850

Subject: Disposition of Montgomery County Service Park Jeremiah Park	Executive Order No. 016-15	Subject Suffix ORE
Department: General Services	Department No. ORE	Effective Date 1/26/15

ACTION

In consideration of the above recitals, the County Executive declares that the CSP Jeremiah Park property is no longer needed for public use and hereby directs the Department of General Services to take all steps necessary to dispose of the CSP Jeremiah Park property in the manner described in this Executive Order.

Approved as to Form and Legality
Office of the County Attorney

APPROVED

By: *[Signature]*
Date: 1/26/15

Ramona Bell-Pearson
Ramona Bell-Pearson
Assistant Chief Administrative Officer

Distribution:
County Council
County Attorney
Department of General Services



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

MEMORANDUM

February 23, 2015

TO: Isiah Leggett, County Executive

FROM: George Leventhal, Council President

SUBJECT: Comments on Jeremiah Park Material Terms

On January 27, 2015 Chief Administrative Officer Bell-Pearson forwarded your recommended material terms for the east side of the County Service Park, now known as Jeremiah Park. On February 10, 2015 the Council received an update on the redevelopment of the County Service Park, efforts to relocate the Montgomery County Public Schools' (MCPS) Shady Grove Bus Depot, and the material terms of the disposition. On behalf of the Council, I am transmitting the following comments and questions. The Council's Government Operations and Fiscal Policy Committee and Education Committee are currently scheduled to have a joint worksession on this disposition on March 30th at 10:00 a.m.

1. The Request for Development Proposals (RFDP) asked each respondent to propose a plan to relocate the MCPS Bus Depot (bus maintenance facility and bus parking). The RFDP's first primary selection criteria was an evaluation of which proposal had the most practical plan to distribute bus parking and bus maintenance which, along with the purchase price for Jeremiah Park, would result in the greatest net present value to the County. At our Council session, Department of General Services' Deputy Director Ossont said none of the respondents provided a full solution and that none of the responses fully solved the problem for the County. The County then asked respondents to adjust their price for the purchase of Jeremiah Park assuming the County would plan for the relocation.

Can the Council be provided with information about the potential solutions offered by the LCOR and NVR partnership (your recommended buyer)? Can the Council be provided with information on the potential solutions offered by other respondents? If needed, this can be done confidentially and in closed session as it is a part of the ongoing contract negotiation.

2. Some Councilmembers expressed concern that potential sites for the bus depot are sites that could be used by MCPS for schools and possibly needed to address school capacity issues. Do you have any position on whether it is appropriate to use sites set aside for schools for relocation of the bus depot?
3. As there is very limited land available in the central and downcounty areas for school bus parking, do you have any objection to exploring building structured parking for school buses and the cars associated with staff?
4. Several Councilmembers expressed concern with the proposed sale date of January 2017 given that neither a short-term nor long-term relocation plan for the bus depot has been fully developed.
5. It was mentioned that the short-term plan may include leasing space for school bus parking. At this time, what would you consider "short-term" and how long a term would be pursued for any lease(s)? Concerns were raised that if a "short-term" solution is too short there will have to be a second rush to judgment for a second short-term or a long-term solution.
6. Please confirm the income affordability for the Workforce Housing and how many units are expected to be available at each income level?
7. What is the expected mix of efficiency, one-bedroom, two-bedroom, and three-bedroom units for the MPDUs and for the Workforce Housing? The material terms indicate that there are expected to be 345 townhomes and 344 multi-family units. How many of the MPDUs or Workforce Housing units will be townhomes?
8. If the housing units to be built are going to be sale rather than rental units, is there any estimate of the monthly HOA or condominium fees?

Thank you for your responses. If you have any questions, please call me or Linda McMillan (x77933) or Essie McGuire (x77813) of Council staff.



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

M E M O R A N D U M

February 26, 2015

TO: Isiah Leggett, County Executive

FROM: George Leventhal, Council President *George Leventhal*

SUBJECT: Extension of Time to Consider Disposition of Jeremiah Park

I am writing to inform you that the Council may extend the time for action on the disposition of the east side of the County Service Park, known as Jeremiah Park. In addition to responses to the questions the Council has already forwarded and the need for an agreed-to short-term plan for the relocation of school bus maintenance and school bus parking, the Council will need to consider information from the public hearing on March 17, 2015 and the joint session of the Government Operations and Fiscal Policy Committee and Education Committee that is scheduled for March 30, 2015. As required, the Council will extend the time for action by resolution prior to the 60 day deadline, which is April 14, 2015.

C: Councilmembers
Ramona Bell-Pearson, Assistant CAO
Greg Ossont, Department of General Services
Andrew Zuckerman, Montgomery County Public Schools
James Song, Montgomery County Public Schools

MCPS Shady Grove Depot Relocation Plan

The Department of General Services (DGS) has identified a short term solution for the relocation of the Montgomery County Public Schools (MCPS) Shady Grove maintenance depot to the County's Equipment Maintenance and Transit Operations Center (EMTOC) fleet maintenance depot and the temporary parking of school buses. The relocation will allow for the maintenance operations to stay within the existing area, partner with DGS, Division of Fleet Management Services (DFMS) to streamline and improve maintenance operations, achieve economies of scale in contracts, and reduce duplicated expenses, and increase safety and environmental compliance. Initial work sessions between MCPS and DGS have begun and high level details of the proposed plan are provided below. DGS believes this relocation can begin in summer 2016.

Maintenance -Based on the number of buses assigned, and MCPS' estimated annual maintenance requirement, DFMS recommends assigning up to 9 maintenance bay's in the current EMTOC facility to maintain the approximately 400 buses previously assigned to the Shady Grove depot. This space will include administrative space for maintenance management. To accomplish this, DFMS must reallocate maintenance of approximately 500 pieces of DOT equipment from EMTOC to 5 other DFMS operated depots. Under current operations, DOT transports this equipment to EMTOC for service and repairs, which is both inefficient and costly. By reallocating maintenance staff, DFMS can gain efficiencies by eliminating down time and DOT transport costs.

Parking – Based on existing DOT transit bus parking requirements and remaining heavy equipment maintenance operations. DGS can provide parking and maintenance space for up to 100 school buses. A parking plan is currently being developed by DGS and MCPS. MCPS drivers will continue to follow existing protocol and park their cars in existing bus spaces and maintenance staff will park in the existing employee parking lot. DGS is working in collaboration with MCPS to develop a parking plan for the remaining school buses.

Fueling and Bus Washing – MCPS will have full access to the two existing County fueling sites at EMTOC. Since MCPS and DGS use the same fuel management system, MCPS will be able to leverage existing fuel and bus wash facilities. The fueling and wash operation for DGS take place at night, this will allow MCPS access to fuel and wash buses freely during the day and afternoon hours. DGS will bill MCPS on monthly basis for all fuel used.

Parts and Inventory– To accommodate MCPS part room functions, DGS will have to reorganize its existing parts room to expand storage and increase inventory systems to create an efficient shared space. DGS has developed a plan and resources required. DGS believes that a shared function will help improve both operations and leverage economies of scale through existing contracts.

Administrative Dispatch Space – During planning sessions, MCPS has identified the need to find space for existing dispatch functions. DGS is still exploring options to accommodate this function without impacting existing functions.

Common Areas- All assigned MCPS maintenance and driver staff will have access to DGS lockers rooms, break and lunch room areas.

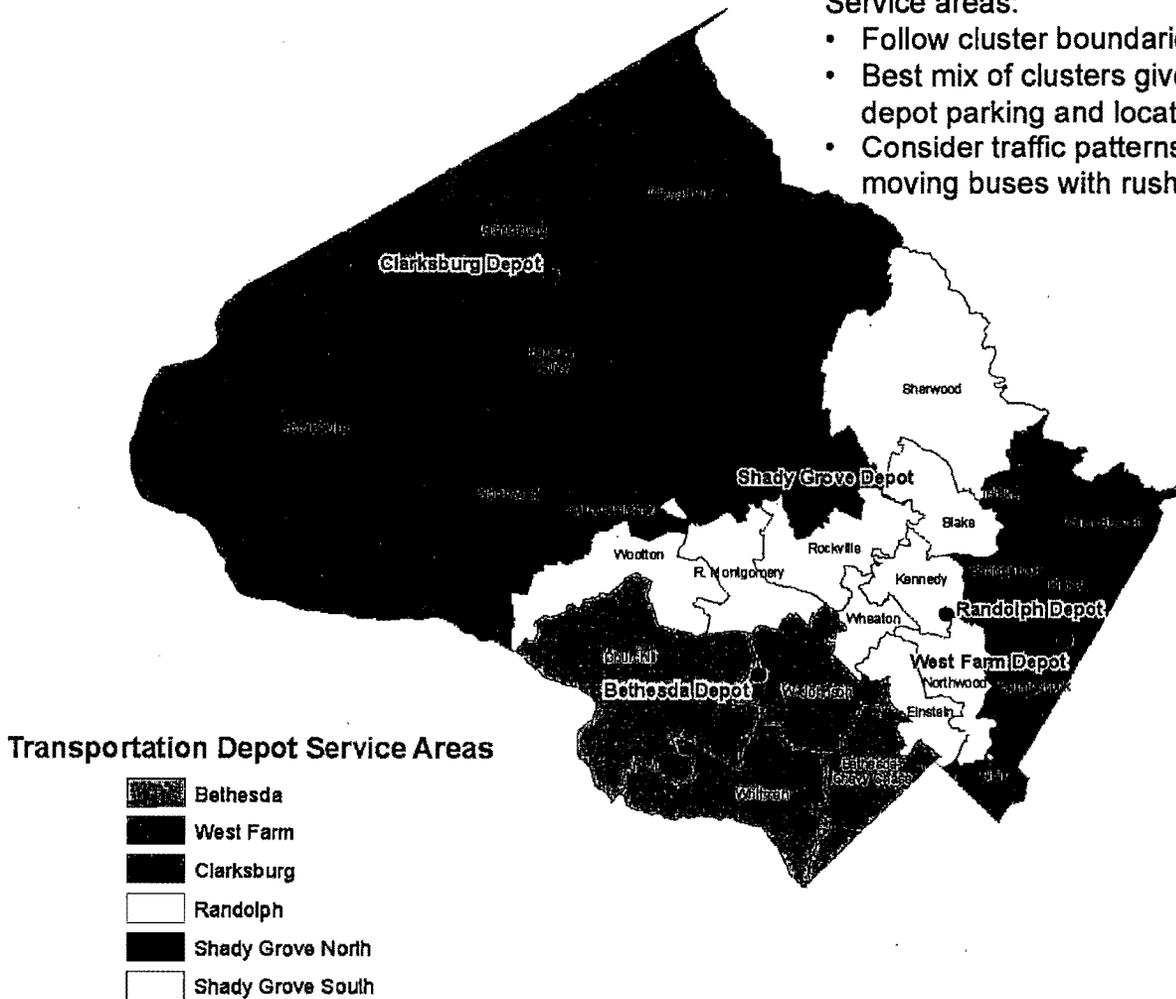
General Information

1. The Department of Transportation transports approximately 100,000 students everyday
2. Currently, MCPS has 1,264 buses and 1,100 routes
3. For every additional 1,000 students, 7.7 buses are required
4. The average age of the fleet is 6 years
5. An MCPS bus drives an average of 90.9 miles per day, approximately 100,000 miles per day for the fleet
6. MCPS consumes an average of 17,000 gallons of diesel every day

MCPS Operates Six Depots

Service areas:

- Follow cluster boundaries
- Best mix of clusters given available depot parking and location
- Consider traffic patterns to avoid moving buses with rush hour traffic

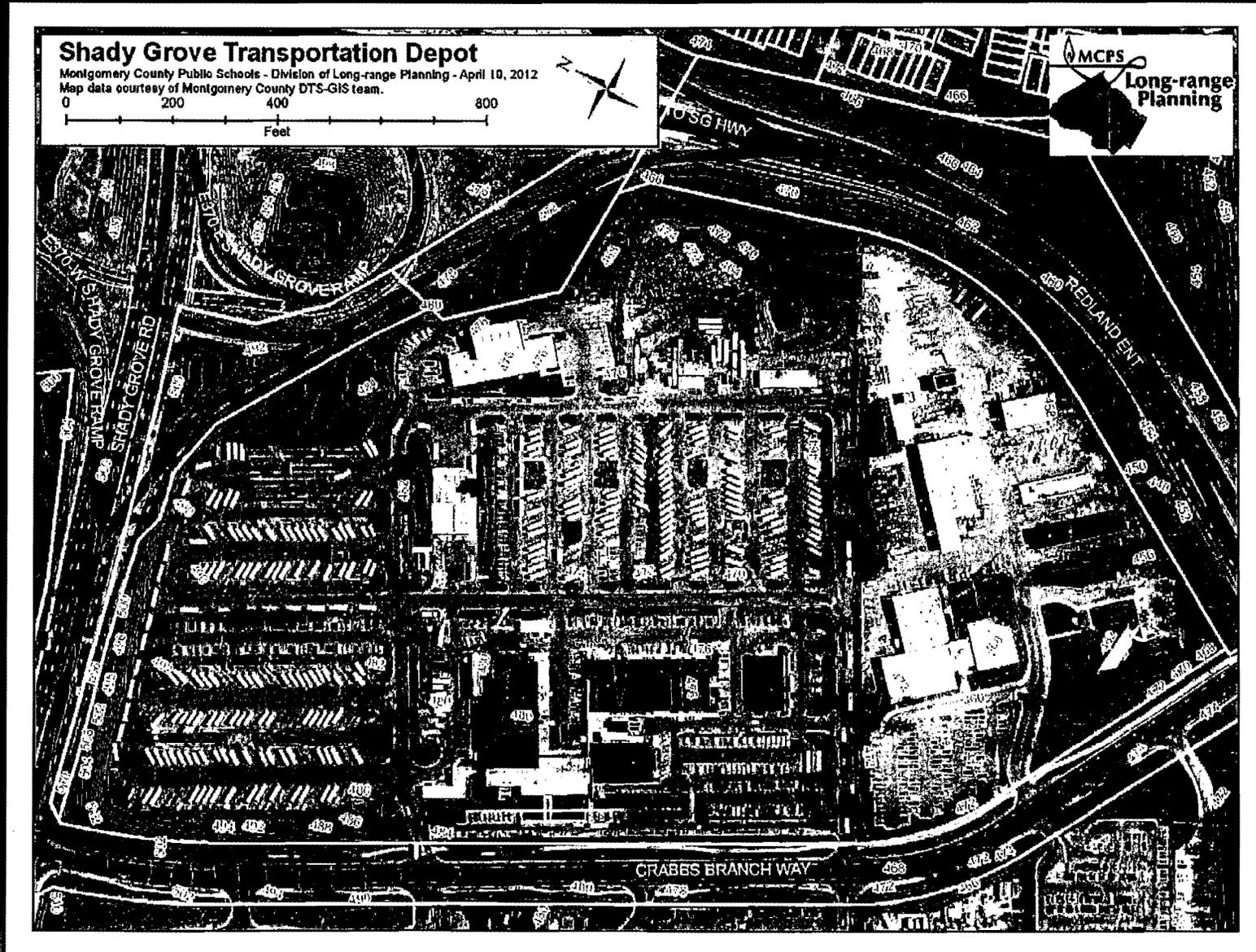


Montgomery County Public Schools - Division of Long-range Planning - July 24, 2012



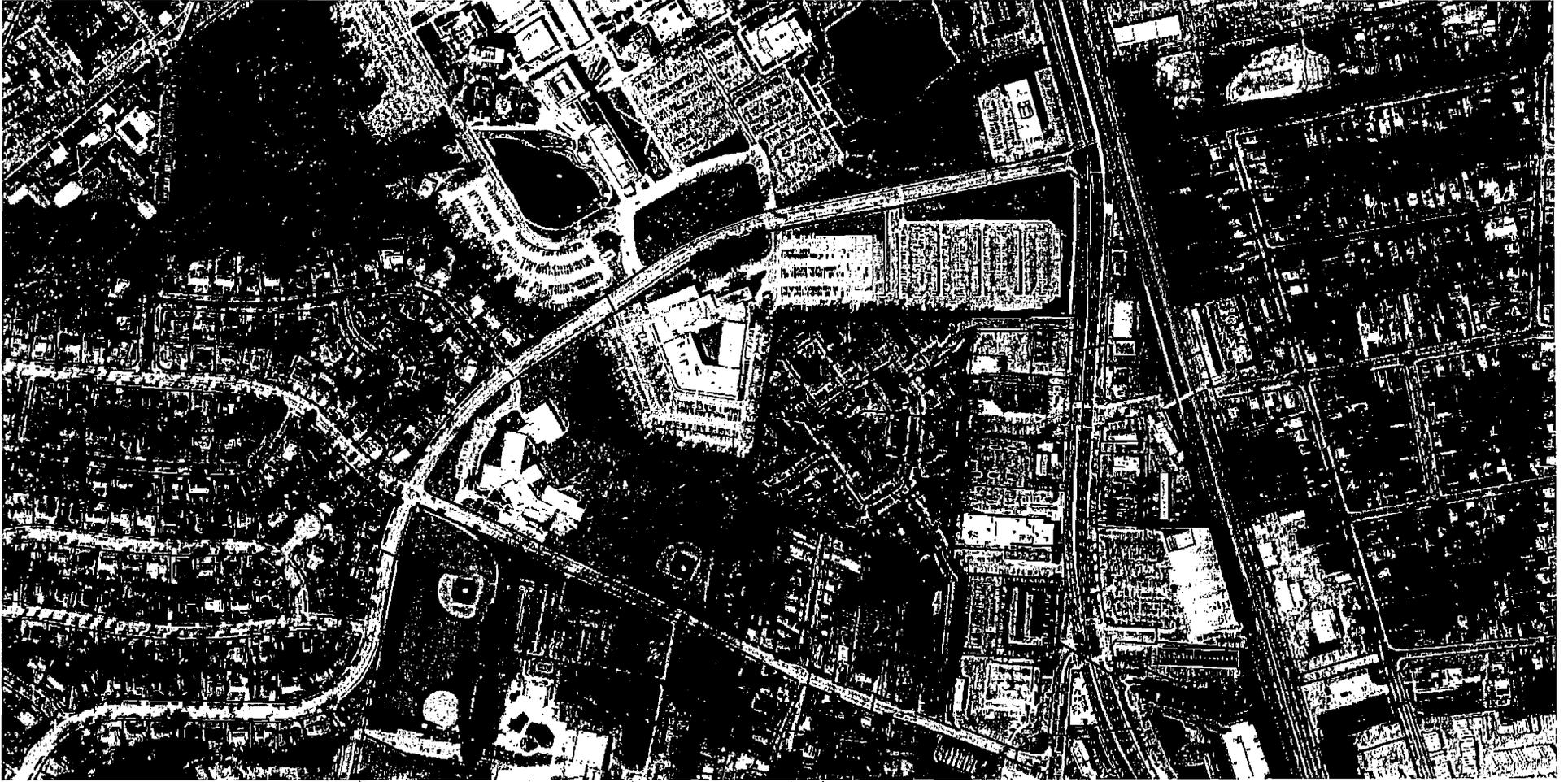
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Existing Shady Grove Transportation Depot



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Carver Educational Services Center – 850 Hungerford Drive, Rockville, 20850



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Blair G. Ewing Center – 14501 Avery Road, Rockville, 20853



Rothgeb Workers' Center – 14645 Rothgeb Drive, Rockville, 20850



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Oaks Landfill - 6001 Olney-Laytonsville Road, Laytonsville, 20882



Woodfield Road – Near the intersection of Snouffer School Road & Muncaster Mill Road, Gaithersburg, 20879



Board of Education Owned Closed Sites

SITE NAME	LOCATION	CLUSTER	ACRES	STATUS
Concord School	7210 Hidden Creek Road	Whitman	3.45	MCPS Central Records; George B. Thomas Learning Academy offices
Rollingwood ES	3200 Woodbine Street	B-CC	4.07	Leased to private school Physical disabilities program office; InterAct program
Lynnbrook ES	8001 Lynnbrook Drive	B-CC	4.21	
Montrose ES	12301 Academy Way	Walter Johnson	7.50	Leased to two private schools Consortia offices; Special Education offices
Springmill ES	11721 Kemp Mill Road	Northwood (DCC)	7.69	ESOL; Head Start; Title I; International Student Admissions
Rockinghorse Road ES	4910 Macon Road	Wheaton (DCC)	8.25	
Radnor ES	7000 Radnor Road	Whitman	9.03	Holding School
Tuckerman ES	8224 Lochinver Lane	Churchill	9.13	Leased to private school
Fairland Center	13313 Old Columbia Pike	Blake (NEC)	9.21	Holding School
North Lake ES	15101 Bauer Drive	Rockville	9.66	Holding School
Grosvenor ES	5701 Grosvenor Lane	Walter Johnson	10.21	Holding School
Taylor, Edward U, ES	19501 White Ground Road	Poolesville	11.47	Science Materials Center
Tilden Center	6300 Tilden Lane	Walter Johnson	19.70	Holding School

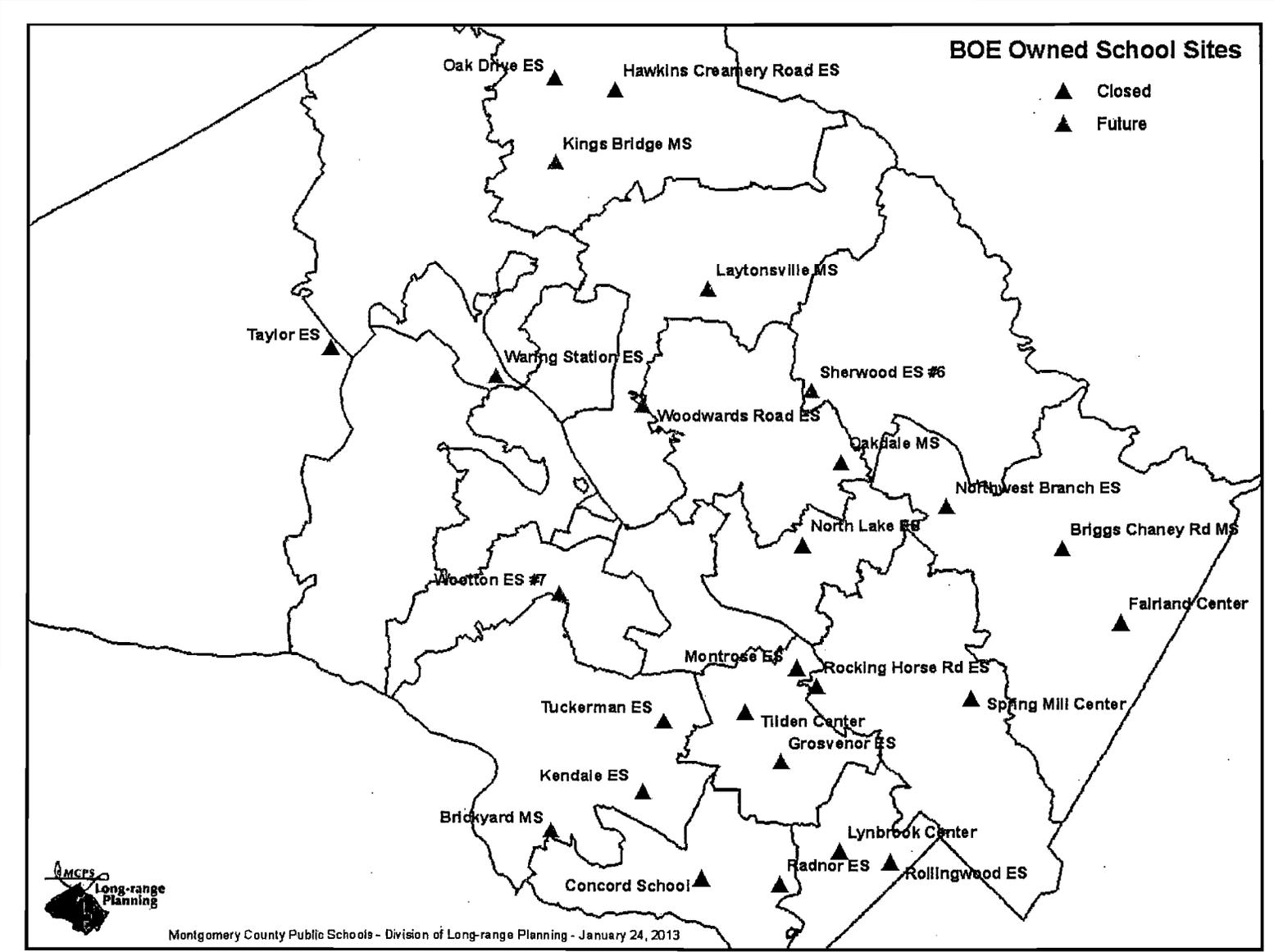
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Board of Education Owned Future Sites

SITE NAME	LOCATION	CLUSTER	ACRES	STATUS
Waring Station ES	Waring Station Road	Seneca Valley	9.99	Leased to County for child care
Kendale ES	Kendale Road	Churchill	10.54	Wooded; no lease
Woodwards Road ES	Emory Grove Road	Magruder Northeast	11.05	Leased to Cell Tower Providers
Northwest Branch ES	Layhill Road	Consortium	11.41	Wooded; no lease
Wootton ES # 7	Cavanaugh Drive	Wootton	12.10	Wooded; no lease
Oak Drive ES	Oak Drive	Damascus	12.99	Vacant; no lease
Hawkins Creamery Rd ES	Hawkins Creamery Road	Damascus	13.51	Annual agricultural lease
Sherwood ES #6	Wickham Road	Sherwood	17.00	Vacant; no lease
Oakdale MS	Cashell Road	Magruder	18.49	Vacant; no lease
Brickyard MS	Brickyard Road	Churchill Northeast	20.00	Leased to County
Briggs Chaney Rd MS	Good Hope Road	Consortium	20.96	Forest Conservation Easement Part agricultural lease; part driving range
Laytonsville MS	Warfield Road	Gaithersburg	22.74	
Kings Bridge MS	Founders Way	Damascus	30.33	Vacant; no lease

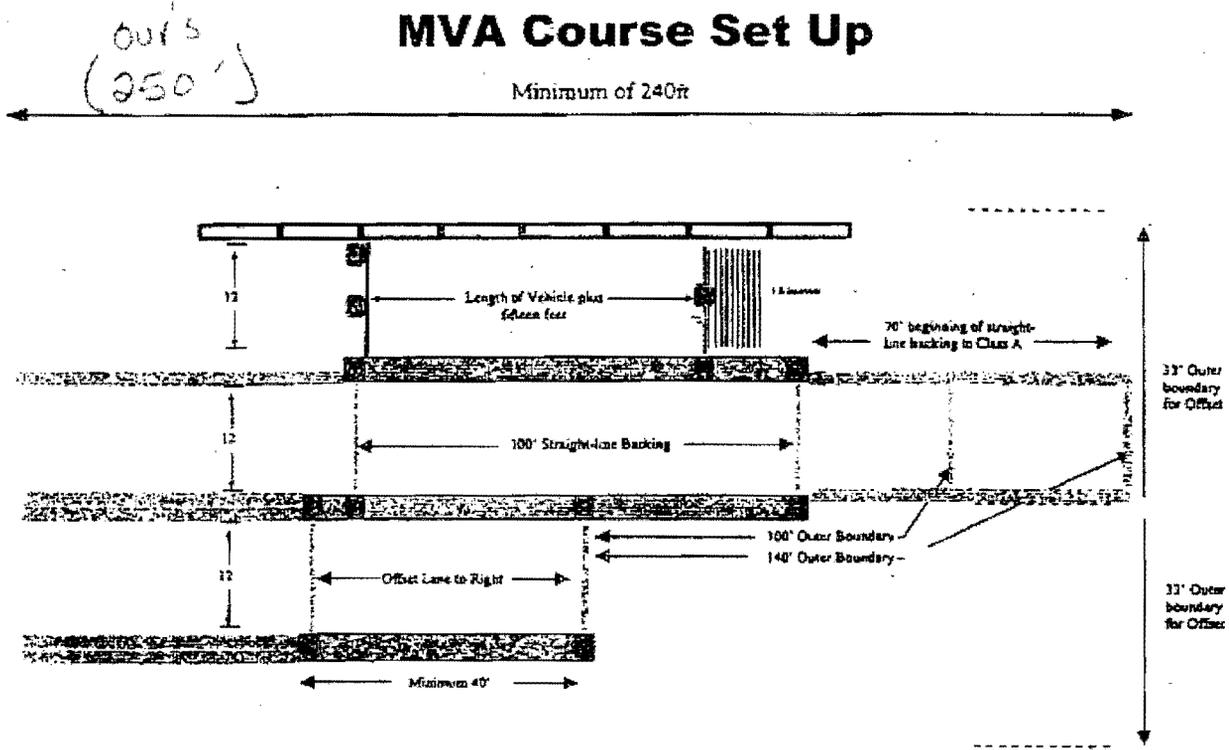
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Board of Education Owned Future and Closed Sites

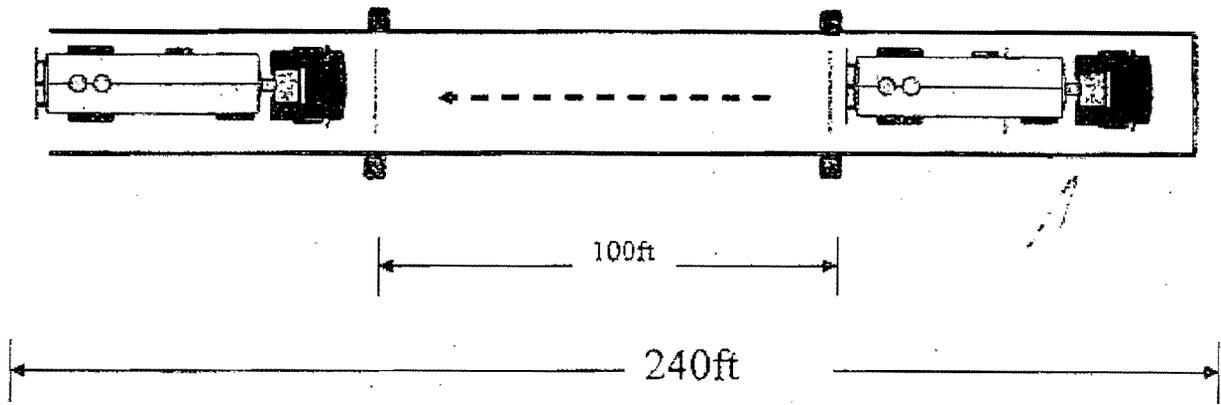


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Appendix B – Skills Exercises, Instructions & Score Sheets



Straight Line Backing



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REQUEST FOR DEVELOPMENT PROPOSALS

Regarding Development for

CSP Jeremiah Park

Montgomery County Service Park

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I. INTRODUCTION

A. OVERVIEW

Montgomery County invites your participation in this Request for Development Proposals (RFDP) to develop **CSP Jeremiah Park**, a 45-acre portion of the Montgomery County Service Park (CSP). Montgomery County has retained the services of JLL to advise the County during this process.

The CSP is located south of Shady Grove Road, north of Redland Road, east of the CSX rail tracks, and west of the Shady Grove Metro Access Road. Crabbs Branch Way runs north-south through the CSP dividing the area into two segments. In the Shady Grove Sector Plan these areas are referred to as CSP Jeremiah Park, on the east side of Crabbs Branch Way which is approximately 45 acres, and CSP Metro North, on the west side of Crabbs Branch Way which is approximately 45 acres. This RFDP will refer to the entire site as the Property. All of the Property is in the Transit Oriented Mixed Use/Transferable Development Rights (TOMX-2/TDR zone).

Immediately northeast of the intersection of Shady Grove Road and Crabbs Branch Way is the Grove Shopping Center in the Residential-Mixed Use (RMX-2C/TDR) zone. The new Montgomery County Department of Transportation's Equipment Maintenance and Transit Operations Center (EMTOC) is to the northwest in the Industrial Park (I-3) zone.

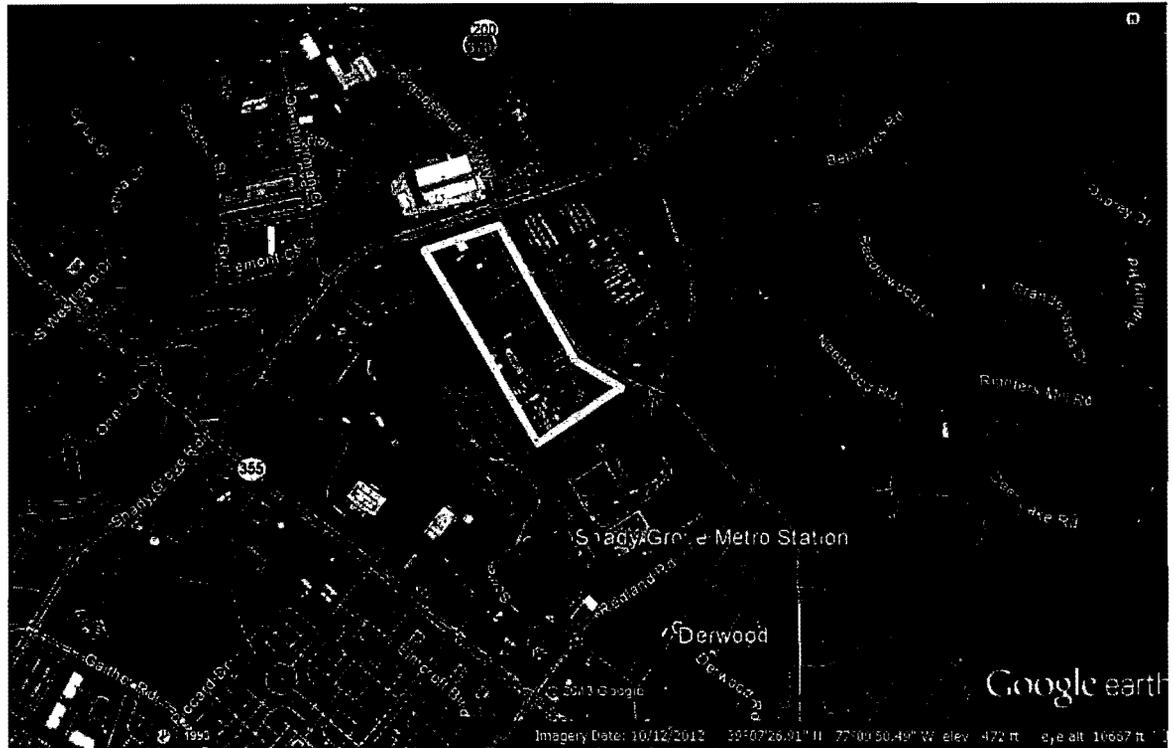
Park Overlook and Mallard Cove, residential communities, are located east of the Metro Access Road; a large stormwater management pond and the Shady Grove Metro Station are south; and the Shady Grove rail yard is west of the CSX rail tracks.

The Property is generally flat, with the southern portion at a lower elevation closer to the Metro Station, and with the northern portion at a slightly higher elevation closer to Shady Grove Road. The Montgomery Parks Department Training and Maintenance Center and the Montgomery County Public School (MCPS) Bus Depot are currently located on CSP Jeremiah Park, as well as surface parking for approximately 400 school buses, Parks Department maintenance equipment and low-level office buildings.

Runoff from the site currently is collected and conveyed to a regional stormwater pond in the northwest quadrant of the intersection of Redland Road and Crabbs Branch Way. The property lies within the Rock Creek Watershed. There are no known significant historical or cultural resources on the site, which is served by public water and sewer.

The aerial photo below outlines CSP Jeremiah Park (orange); CSP Metro North (yellow) which EYA is developing and the Shady Grove Metro Station (red).

PHOTO 1: AERIAL OF SITE AND LOCATION



-  CSP Jeremiah Park
-  CSP Metro North (EYA)
-  Shady Grove Metro Station and Parking for Metro Station

EYA and Montgomery County partnered to implement the 2006 Shady Grove Sector Plan in accordance with the County's Smart Growth Initiative. The 2006 Shady Grove Sector Plan can be found at the following link:

<http://www.montgomeryplanning.org/community/shadygrove/documents/ShadyGroveSectorPlanFINALApprovedandAdoptedwmaps08.pdf>

EYA was designated by Montgomery County to serve as the master site planner of the entire Property and the exclusive purchaser of the CSP Metro North, known as Shady Grove Station-Westside in EYA's submissions to M-NCPPC. As master site planner, EYA's responsibilities include securing the approval of a preliminary project plan, a preliminary plan of subdivision and record plat of subdivision for the



Property. In addition, the County is responsible for the following infrastructure improvements:

1. Development of a "Main Street" by rebuilding the existing Crabbs Branch Way and constructing a median-separated, 4-lane street as described in the Sector Plan;
2. Pedestrian and vehicular improvements at Shady Grove Road and Crabbs Branch Way in lieu of the pedestrian tunnel under Shady Grove Road described in the Sector Plan;
3. Shady Grove Road sidewalk improvements from Crabbs Branch Way to the Metro Access Road;
4. Off-site WMATA pedestrian and vehicular improvements;
5. WSSC upgrade improvements to accommodate development on the Property; and
6. Provision of a nature trail surrounding the off-site stormwater management pond included in the Sector Plan.

In September 2012, the Planning Board approved the preliminary plan application for the entire Property. The Montgomery County Planning Board resolution approving the preliminary plan application for the Property can be found at the following link:

http://www.montgomeryplanningboard.org/resolutions_archive/documents/12-089_20120906_09062012_120120080_shadygrovestation_000.pdf

EYA is the contract purchaser of Shady Grove Station-Westside, which is planned for 1,114 multifamily units, 407 townhomes, 41,828 SF of retail, 131,422 SF of office, and a library. Ten percent of the total number of residential units must be Workforce Housing Units and fifteen percent must be Moderately Priced Dwelling Units (MPDUs).

In February 2013, EYA submitted the site plan for the Westside. It was approved by the Planning Board on January 23, 2014. A site plan presentation for the Westside can be found at the following link:

<http://www.montgomeryplanning.org/community/shadygrove/documents/ShadyGroveStationWestSideSitePlanpresentation.pdf>

CSP Jeremiah Park is approved to include 345 townhouses and 344 multi-family units. Approximately eight acres total for a four-acre park (Jeremiah Park) and a four-acre elementary school site are to be dedicated in CSP Jeremiah Park. The developer is not expected to improve either of these public proffers. As with Shady Grove Station- Westside, ten percent of the residential units must be work force housing units and fifteen percent Moderately Priced Dwelling Units (MPDUs).



Montgomery County will benefit from the redevelopment as it will generate numerous benefits to the County including but not limited to sale proceeds, a new tax base and furtherance of the County Executive's Smart Growth Initiative.

All of the replacement facilities in CSP Jeremiah Park are currently programmed in the County's CIP and scheduled for construction with the exception of the MCPS Bus Depot which includes the bus maintenance facility and the surface parking for approximately 400 school buses and additional MCPS employee parking. The County Council's work session in 2013 on the school bus depots can be found at the following link:

<http://www6.montgomerycountymd.gov/content/DGS/Dir/Resources/SchoolBusDepotPresentation.pdf>

The County currently operates five bus depots, including CSP Jeremiah Park, to service its fleet of 1,264 buses with the depots following school cluster boundaries. The County has explored various options to relocate the buses from CSP Jeremiah Park, including moving the buses and the maintenance facility to the Gude Landfill, distributing buses to the other school depots, and parking buses at various high schools. However, the options evaluated by the County have challenges and provide, at best, limited solutions.

The land for off-site replacement parking and the maintenance facility must be identified prior to redevelopment of the site. While the bus depot occupies approximately 35 acres, it is comprised of parking for the buses, the bus maintenance facility and other uses. As a result, developers may not need to identify the same total number of acres and the County will consider multiple sites of fewer acres. The bus parking facilities are not required to be co-located with the bus maintenance facility. The sites should have a relatively central-County location and be close to major roads. The developer is not expected to design or construct the new facilities.

The bus parking locations could either be owned or leased by the County, but the County would prefer to own the bus maintenance facility. Any ground lease(s) for the bus parking site(s) should be as long term as possible with a minimum term of ten years and an option to purchase. The County is not in a financial position to acquire the land for the bus parking or the maintenance facility prior to the sale of CSP Jeremiah Park. To effect the transfer of buses and the maintenance facility to alternate sites, the County could entertain several approaches. For example, it could swap for land owned by a developer in a total or phased takedown. Alternatively, the developer could acquire land with a sales contract assignable to the County at time of takedown for all or a portion of CSP Jeremiah Park or execute a long-term lease with the County for the land acquired to be effective when the County vacated all or a portion of CSP Jeremiah Park. The County is open to creative solutions and scenarios.



B. PRIMARY SELECTION CRITERIA

The RFDP responses will guide the County in its developer selection process. The key drivers in this selection process will include the following criteria, which should be addressed in detail in the response:

1. The overall value proposition of the development plan for CSP Jeremiah Park. The value proposition is defined as the most practical plan to distribute bus parking and a bus maintenance facility to alternate sites that combined with the purchase price of CSP Jeremiah Park results in the greatest net present value to the County. Ideally, respondents to the RFDP will have land under their control or within a nine-month period of time for the relocation of buses and the maintenance facility.
2. An experienced, integrated senior level team of experts in the disciplines required to make this development a success.
3. An architectural vision for CSP Jeremiah Park which includes concepts for the residential use of the property, the park and the elementary school and is consistent with the approved Sector Plan and preliminary plan. The architectural and phasing vision should complement the approved site plan for Shady Grove Station-Westside.
4. An aggressive, yet realistic, schedule for procuring permits, commencing construction and phasing of development.

C. PRELIMINARY TIMELINE

Montgomery County anticipates having a development team identified by mid-summer 2014, with a final development agreement (or purchase and sale agreement) negotiated and in place by early fall 2014. Montgomery County plans to have its site cleared of buses and operations and ready for development by 2017.

The County recognizes that CSP Jeremiah Park, given the residential development taking place at Shady Grove Station-Westside and other residential developments in close proximity to the site, may necessitate a phased approach.



II. REQUIRED INFORMATION

A. ARCHITECTURAL VISION

In this section of the RFDP, Montgomery County is seeking to understand your architectural vision for CSP Jeremiah Park. Please provide a narrative description and visual representation of the architectural design and site planning concept your development team believes will most appropriately satisfy the planning/architectural requirements of the Shady Grove Sector Plan. In particular, we are seeking the relationship of your site plan for CSP Jeremiah Park to the site plan for Shady Grove Station-Westside.

B. DEVELOPMENT AND FINANCE PLAN

The Development and Finance Plan should have two components, as described below.

1. DEVELOPMENT APPROACH

Your Development Plan should include a sequential narrative description of what the development team will do over the next five to ten years (through project stabilization, defined by the development team), with elements including:

- a) A proposed solution for relocating the MCPS Bus Depot function, noting whether or not land for relocating the buses and the maintenance facility is under your firm's control;
- b) The primary project team members and partners, and what roles and responsibilities they will have;
- c) The financial strength of the entity that will sign any transaction with Montgomery County;
- d) The consequences of failure (i.e., penalties) to meet schedule and/or development milestones imposed on your team;
- e) The critical project risk factors and your development team's plan for mitigating these major risk elements; and
- f) Your preliminary concepts for selling and leasing residential units and your estimated absorption time.

Please be certain to address each of the above elements within the context of your overall plan.



2. FINANCIAL VALUE

Montgomery County will compare RFDP offers based on the price the proposer is offering to pay to Montgomery County to purchase CSP Jeremiah Park, the acquisition/leasing cost of sites to distribute the MCPS Bus Depot and the timing for payment to Montgomery County. Assume a closing date of January 1, 2017. Please provide (1) an upfront amount that the developer would pay to the County and (2) if the developer projects a phased takedown, the projected timing of when property would be taken down and how the price per FAR SF would increase at each takedown.

Upfront Payment for CSP Jeremiah Park

UPFRONT PAYMENT	EST FAR SF (COL 1)	PURCHASE PRICE PER FAR SF (COL 2)	PURCHASE PRICE (COL 1 X COL 2)
Townhomes			
Multifamily			

Background Market Data for Sale of End Products (i.e. townhomes, multi-family)

MARKET DATA	SALE PRICE PSF (COL 1)	SQ FT FOR SALE (COL 2)	TOTAL SALES (COL 1 X COL 2)	RENTAL PRICE PSF (COL 4)	RENTABLE SQUARE FEET (COL 5)	ANNUAL RENT (COL 4 X COL 5)
Townhomes				N/A	N/A	N/A
Multifamily	N/A	N/A	N/A			

Phased Payments for CSP Jeremiah Park

PHASE 1 DATE:	EST FAR SF (COL 1)	PURCHASE PRICE PER FAR SF (COL 2)	PURCHASE PRICE (COL 1 X COL 2)
Townhomes			
Multifamily			
PHASE 2 DATE:	EST FAR SF (COL 1)	PURCHASE PRICE PER FAR SF (COL 2)	PURCHASE PRICE (COL 1 X COL 2)
Townhomes			
Multifamily			
PHASE 3 DATE:	EST FAR SF (COL 1)	PURCHASE PRICE PER FAR SF (COL 2)	PURCHASE PRICE (COL 1 x COL2)
Townhomes			
Multifamily			



Background Market Data for Sale of End Products in a Phased Approach

PHASE 1 DATE:	SALE PRICE PSF (COL 1)	SQ FT FOR SALE (COL 2)	TOTAL SALES (COL 1 X COL 2)	RENTAL PRICE PSF (COL 4)	RENTABLE SQUARE FEET (COL 5)	ANNUAL RENT (COL 4 X COL 5)
Townhomes				N/A	N/A	N/A
Multifamily	N/A	N/A	N/A			
PHASE 2 DATE:	SALE PRICE PSF (COL 1)	SQ FT FOR SALE (COL 2)	TOTAL SALES (COL 1 x COL2)	RENTAL PRICE PSF (COL 4)	RENTABLE SQUARE FEET (COL 5)	ANNUAL RENT (COL 4 x COL 5)
Townhomes				N/A	N/A	N/A
Multifamily	N/A	N/A	N/A			
PHASE 3 DATE:	SALE PRICE PSF (COL 1)	SQ FT FOR SALE (COL 2)	TOTAL SALES (COL 1 x COL2)	RENTAL PRICE PSF (COL 4)	RENTABLE SQUARE FEET (COL 5)	ANNUAL RENT (COL 4 x COL 5)
Townhomes				N/A	N/A	N/A
Multifamily	N/A	N/A	N/A			

In your response include property(ies) under your control for sale, ground lease or land swap for the parking of buses and the bus maintenance facility, please include the following:

1. Address of the property or properties for sale, ground lease or swap.
2. Proposed value of property(ies) for sale or swap assuming the property(ies) sale or swap occurs on January 1, 2017. If respondent is proposing a ground lease of property(ies), include the term of the ground lease and the annual ground lease payments over the entire term.

If your response does not include properties under your control for sale, ground lease or land swap, please provide property(ies) that your firm would anticipate bringing under control and the estimated price.



III. SUMMARY STATEMENT

Please provide a summary statement that synthesizes your team's proposed development concept, approach, and value proposition for Montgomery County and demonstrates that your proposal meets the criteria specified by the County.



IV. SUBMITTAL INFORMATION

RFDP responses must be submitted no later than July 1, 2014. Please submit ten (10) copies to:

JLL
c/o John Gibb/Patti Restrepo
1800 K Street NW, Suite 1000
Washington, DC 20006

with an electronic copy to John Gibb (john.gibb@am.jll.com) and Patti Restrepo (patricia.restrepo@am.jll.com).

All RFDP responses and contracts shall be required to include a brokerage fee of 3% of the gross sale price for the entire CSP Jeremiah Park to be paid to JLL by the purchaser at time of closing of the first takedown. The gross sale price is defined as the sale price for the entire CSP Jeremiah Park without regard to deductions for land swaps, non-monetary exchanges or other subtractions from the sale price. In the event of a land swap or other non-monetary exchange for CSP Jeremiah Park, the brokerage fee of 3% will be based upon the highest value in the exchange. For example, if CSP Jeremiah Park East would sell for \$50 million and the value of land being swapped is valued at \$10 million, the brokerage fee would be based upon \$50 million.

If you have any questions or comments regarding the RFDP submittal, please email John Gibb at john.gibb@am.jll.com.

This document is not an offer to enter into an agreement with any party. No agreements or understandings between Montgomery County and the selected developer shall be binding until after Montgomery County has authorized binding documents that will be executed by all appropriate parties. Montgomery County reserves the right to reject any and all proposals at any time in its sole discretion and to waive what it determines to be any immaterial defect and irregularity in proposals. Should you feel it is necessary in preparing your response to contact individuals at Montgomery County, please request this contact through JLL prior to taking any action.

Montgomery County will not reimburse any party for costs incurred in responding to this RFDP, including the development of architectural or planning documents or drawings. Montgomery County will also not be paying any commissions to brokers representing development teams.

County Council Testimony - March 17, 2015 Relocation of School Buses

The Greater Shady Grove Civic Alliance strongly supports moving the school buses, currently being housed at the Shady Grove Depot, out of the Derwood area, as recommended by the Shady Grove Sector Plan, which was approved by the County Council on January 17, 2006.

"The plan makes recommendations to build community, incorporate transit, expand open space and parks ... to create a new, mixed use residential community.... The central location of the Metro station gives it the potential to be a transit-centered residential resource. For residents of the neighborhoods surrounding the Metro station, Shady Grove is a community that needs to be protected and enhanced."

"Planning efforts were guided by Maryland's 1992 Economic Growth, Resource Protection and Planning Act which encourages development "concentrated in suitable areas" such as Metro stations. The States 1997 Smart Growth Act encourages development designed to maximize existing infrastructure...including communities that are walkable and transit accessible. The Shady Grove planning area is identified as a Certified Priority Funding Area under the Smart Growth Act". (Shady Grove Sector Plan P. 1) The County Council's 2003 action plan for Affordable housing recommends using underdeveloped land near Metro stations for housing.(P. 13)

In the late 70's and early 80's the county used Derwood to place many of its undesirable facilities, at what is euphemistically referred to as the Montgomery County Service Park. All of Montgomery County's trash ends up in Derwood at the Waste Trash Transfer site. We also have the end of the line storage for Metro which together comprises 52 acres.

Recently the Department of Transportation decided to relocate the new EMOC on 17 acres of vacant land known as Casey 7. The new facility is an eyesore, in a very visible location, and creates a traffic mess at the Shady Grove/ Crabbs Branch intersection.. "The EMOC project is a collection of 13 buildings that will serve the Department of Transportation's divisions of Transit Services and Highway Services, the Department of General Services and provide a Day Labor Center. The facilities include administrative buildings; bus parking for 200 buses; bus service lanes; bus wash facility; fare collection area; bus service maintenance bays; parts room; heavy equipment storage shed; soil/gravel storage area; Highway Services bays; compressed natural gas fast-fill, gasoline and diesel fueling stations; and employee and visitor parking." (Montgomery County News releases 7/13/2011).

A total of 70 acres of industrial sites are within a short walking distance to Metro. No other metro site has as much industrial uses around it.

It's past time to Move the school buses out of Derwood!!! Let the country school system figure out where to put the buses. As Council member Nancy Floreen said in the March 4 Gaithersburg Gazette the school system is responsible for finding a new site and has been "avoiding "the relocation issue. They just haven't faced up to their needs. This has been a long time brewing for them". The Alliance applauds Council member Floreen for her position to make the school system responsible for solving this issue. They have had almost a decade to come up with a plan and have failed to do so. The county's message needs to be a very strong -- Move the school buses out of Derwood!! We are getting 6,000 new housing units with additional traffic. We do not need to keep 410 school buses to add to the traffic congestion in this area.

We want the new residents who will be coming to live in our community to enjoy the quality of life that the Shady Grove area has the potential to offer. Leaving the school buses in Derwood is a violation of the vision of the Shady Grove Sector Plan and against all principals of Smart Growth.

Pat Labuda
President - Greater Shady Grove Civic Alliance

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Mr. President and members of the County Council: My name is Patricia Woodward. I live in the West End of Rockville and I am a past president of the West End Civic Association (WECA), which represents 1600 families in the West End. I am currently serving on the executive board of WECA. I speak to you today on behalf of WECA and join with other civic associations and individuals to oppose the County's school board's approval of an amendment to the Capital Improvement Plan to redevelop the land at Avery and Norbeck Roads to build a transportation depot for the County's school buses, as well as to demolish the Blair G. Ewing Center currently at that Avery location, which houses all the students in the Alternative Education Program, and relocate the students to the former English Manor Elementary School very near to the corner of Bauer Drive and Arctic Avenue.

Opponents of the project have argued that the project involves financial waste, school overcrowding, location and infrastructure considerations, traffic hazards to the Aspen Hill neighborhood, environment concerns and impacts to the area, and finally, it would not fill the special needs of the students that the Blair Ewing Center gives.

You may ask why WECA, which is neither located in the Derwood area where the bus facility is now located, nor Aspen Hill where the school system proposes to relocate the 155 Blair Ewing students to the former English Manor Elementary School, which is smaller and in serious need of repair, is weighing in on this issue? In 2013 the Board of Education conducted a feasibility study which enabled the Blair Ewing Center to be renovated, so that the Board of Education, in September 2014, funded the building and grounds improvements that enhanced the teaching for the students who attended for the alternative programs. Now the Board of Education wants to demolish the building and build a bus depot, and then they want to move those students to the English Manor building in Aspen Hill, a building which is ten years older and in disrepair. Moving the bus depot from the Crabbs Branch location, which is approximately 37 acres to

the Blair Ewing site, which is approximately 17 acres makes no sense. The members of WECA believe that this wasteful decision defies common sense. Further studies and community conservations need to be done.

County Council Jeremiah Park Hearing March 17, 2015 Testimony of MCCPTA CIP Committee

The following testimony is given on behalf of the MCCPTA Capital Improvements Program Committee.

During my CIP testimony last month, we encouraged you to move forward with Shady Grove bus depot solutions and proposals that stand the greatest chance of success. However, even after many years of research by MCPS, County agencies, and the developers, a new location, much less an adequate interim solution, remains elusive.

Therefore, it is our recommendation that the County Council retain the Jeremiah Park site and not make a Declaration of No Further Need.

We all know the problem: finding parking and maintenance functions for 410 buses. Fortunately, the new County EMTOC facility can handle the maintenance aspect and hold 100 buses. That's a great start—only 310 left. Where do we put them?

We could park 82 buses at 10 high schools, but only if legislation is passed making it legal to lock those buses. HB510 has passed the House, but its hearing before the Senate Judicial Proceedings Committee has yet to be scheduled, and time is running short. If it's not passed, enclosing fencing would need to be erected at the schools.

We could park another 100 at the Carver Parking Lot—if Montgomery College's new parking garage is completed on time. Like MCPS, Montgomery College is facing cuts in State CIP funding. Without that garage, we have 100 homeless buses.

That still leaves about 130 buses to park at other County-owned or -leased lots. I can't tell you which ones, because no sites have been proposed so far for this 'temporary' solution. The request for development proposal suggests that leased lots be retained for a *minimum* term of 10 years. Pardon me, but that sounds about as temporary as the portables that have taken root at so many of our schools.

It's also not the only problem with this plan. Fairfax County has openly admitted that parking buses 'everywhere they can find places to park' complicates opening schools during winter weather due to expanded mechanical and plowing issues.

Then there's cost. For 312 buses, bus locks would cost almost \$125,000 or the cost of semi-permanent fencing, and that's in addition to the 10-year parking lot leases.

Consider too that this is just one bus depot dilemma. All six MCPS bus depots are overcapacity to the tune of 406 buses. That's easily another bus depot of its own. And with our burgeoning enrollment, we also need more buses. Every 1000 students require eight more buses, so we are adding on average 20 new buses every year. Where are they going to go?

In light of all these factors, doesn't it make sense to forgo expensive and unworkable temporary solutions and come up with a realistic, permanent answer to this problem?

It is time to be BOLD. Hold FIRM ^{against} with the developers. The terms of the request for development proposal were very clear: "the land for off-site replacement parking and the maintenance facility must be identified prior to redevelopment of the site," and that the Development Plan include "a proposed solution for relocating the MCPS bus depot function."

Yes, there are politics and huge sums of money at stake; however, the schools and the children they serve VERY MUCH need that site.

The deadline of January 2017 will come all too soon. Without solid, viable alternatives at this time, it is premature to make a Declaration of No Further Need of Jeremiah Park.

Thank you.

Melissa McKenna

MCCPTA CIP Committee

March 17, 2015

Testimony re: Disposition of County Service Park East/Jeremiah Park (current location of Shady Grove Bus Depot)

I would like to thank the Council for once again giving me this opportunity to share my views, and I will be brief. I respectfully request that the Council *not* make a declaration of “no further need” for the County Service Park East/Jeremiah Park property.

The property in question is the current location of the Shady Grove Transportation Depot, where MCPS parks over 400 of its school buses. MCPS has not yet been able to secure a replacement site or sites for those buses, so the current depot is still very much needed.

Former superintendent Dr. Starr proposed demolishing the Blair Ewing Center on Avery Road to make way for a bus depot. This proposal is deeply flawed by serious environmental impacts, traffic and safety issues, not to mention the demolition of a solidly-built and well-maintained school. As such, it cannot be considered a viable solution.

I understand the goals of the 2006 Shady Grove Master Plan, and I think locating new growth near transit makes some sense. I have read the Request for Development Proposals (RFDP), which states: “The land for off-site replacement parking and the maintenance facility must be identified prior to redevelopment of the site.” I am cognizant of the fact that nearly a decade has gone by since the Master Plan was approved, but from here on out, we need to move forward constructively and resolve the current problem: MCPS needs somewhere to park and maintain its buses.

I hope the Council, Executive, and Board of Education will all work together to try to secure a new location for MCPS's buses, and to address the overcrowding that exists at MCPS's other bus depots.

I look forward to working with all of you in the very near future to address these issues, and I thank you for your time.

-Jamison Adcock /

In all endeavors, one should proceed with caution.

Or as my father, a 32 year veteran of the U.S. Army, would often tell me as I grew up, "make haste slowly." Haste makes waste.

So, in a deliberate, methodical way, checking the facts and the opinions of others regarding the matter before the Council tonight let us discuss the issues.

THE FACTS

The school board technical personnel ARE CURRENTLY STUDYING the feasibility of the use of Blair-Ewing School site at the intersection of Avery Road and Norbeck Rte 28 as the solution to the RElocation of all 400+ the school buses – and 700+ automobiles of drivers and personnel –that currently use Jerimiah Park as a depot. That study has not been completed.

There is in process a deal to sell that Jerimiah Park land - where the depot is now - to developers for apartment and condo type residential structures. As has been pointed out, the developers were supposed to propose a feasible alternative for the depot so that their acquisition of the land would not leave the MCPS without a place to park, maintain, dispatch and protect their school bus fleet. The developers haven't provided an alternative, but apparently that provision is not a condition precedent to the execution of the contract for sale.

THE ISSUE

Does Montgomery County still need the Jerimiah School Bus Depot?

HOW DOES THIS IMPACT ME PERSONALLY?

I live on the narrow, 10 foot wide lanes of Avery Road, a winding country lane with sharp blind curves, hidden driveways and constant erosion because of rain and snow and ice. Avery Road is also a major crowded shortcut between Muncaster Mill and Norbeck with only those exits plus the steep lane down Southlawn. Simply put, Avery Road is not a road for 400 large school buses and it doesn't need another 700 cars per day. So I am concerned about the personal safety of residents, buses and commuters as well as access to emergency vehicles being locked in traffic.

WHY IS THE PLAN TO LEVEL BLAIR-EWING SCHOOL A SOURCE OF ENVIRONMENTAL HAZARD AND POLLUTION?

Blair-Ewing School sits atop of a high hill, more than 400 feet above sea level and higher than any other hills surrounding the Rock Creek watershed. Plain and simple water flows down hill. The video I made for the Council shows the Blair Ewing hill and the water flowing in a mild rain. However the water does not now have diesel fuel, oil, bus cleaning solvents or a 16 acre asphalt lot with which to contend. It's just water. If the buses and cars were moved there the water would be polluted and flow at a much higher rate.

WHAT DECISION IS BEFORE THE COUNCIL?

Is the current bus depot no longer necessary? Is it no longer needed by Montgomery County?

That decision is an absolute condition precedent however, to whether the current bus depot can be sold to private developers. That is why we are here tonight. The Council must declare that the Jerimiah Park land is no longer needed for County purposes.

Immediately one would ask, what are the decision criteria that make a currently useful, working 35 acres school bus depot no longer necessary? Some legal definitions state that the property must be declared as excess to the county needs. Is the current school depot "excess to the county needs?" School populations are going up. Useful land in this county has vanished.

I don't believe so. On the most superficial of judgments, the only suggested alternative location for the depot, the current Blair Ewing site, is only 1/2 the size of the current depot.

Some legal definitions discuss the utility of property according to the current use of that property. Is the current school bus depot still useful as a school bus depot?

I believe that the current depot is still useful for that purpose. As amazing as it appears, somehow several hundred drivers and maintenance workers show up at Jerimiah Park, get the 400 buses going and then those buses are dispatched out a double lane driveway in time to pick up several thousand children and get them to school on time. It is a wonderous feat to witness. I sent to each Council member a video of that happening.

Imagine the same rush of buses and cars on Avery Road. A narrow (only 10 foot lanes in each direction), winding (some restrictions are already posted on Avery relating to vehicle length), very crowded with rush hour traffic. Blair Ewing hill has no viable outlet to Norbeck Road. Muncaster is 1.8 miles away along Avery, going past scores of hidden driveways and short arteries, past park entrances, with constant animal crossings, eroding curbs and close in hills. In the winter or stormy weather, Avery Road is awash with running water or ice or snow. Why was this property ever considered as an alternative to Jerimiah Park? It is intuitively obvious that it is not a feasible location. Why spend \$ 100,000 for a study? Just go and watch the videos.

THE CHALLENGE

Is the Council ready to certify, does the Council feel persuaded and convinced, sufficiently to pledge its sacred vote, that this currently functioning depot should be dismantled, razed and turned over for development. Is the Council ready to evict the 400 buses and let them try to find a suitable home? Does the Council have enough information and assurance to make that decision?

No alternative feasibility studied alternative exists to the present lot. My personal review of the raises red flags of caution. Stand united with the citizens who live and drive on Avery Road every day. Heed the caution of the English Manor parents. Consider the usefulness of the current school building for future students.

Consider the environment and wildlife currently protected along the Avery corridor. This water flows to the Chesapeake Bay. Maryland's environmental has existing detailed programs for large scale vehicle depots which would be costly and difficult to implement on Blair-Ewing hill.

DO NOT ABANDON THE JERIMIAH BUS DEPOT UNTIL A FEASIBLE, SAFE AND WORKABLE ALTERNATIVE IS FOUND.

REFERENCES

1. Stormwater Pollution Prevention Guidance from Maryland Department of Environment Publication

Twenty One Pages of Guidelines for Vehicles exposing toxins in solvents, Waste oil, antifreeze, and other fluids into stormwater.

2. Drop Box Video – a video of buses leaving terminal and Avery after a light rain – copy to your browser to view

<https://www.dropbox.com/s/v6y7f0d74qyk1wu/Avery%20Road%20is%20not%20an%20Alternative%20e2.mp4?dl=0>

Buses leaving current terminal for hours – noise and pollution

Avery Road - Animals Crossing Avery - Traffic

Drainage (after a light rain) from the hilltop where Blairwater is pouring into tributaries, making new tributaries, pouring into lakes, streams, watershed which feeds into the Chesapeake Bay and affects Marylanders and beyond.

There are many storm drains at Blair Ewing and there is still an enormous amount of run off as you can see from video after a very light rain.

3. Dropbox Video – a drive down Avery Road – Copy this address to your Browser to view

<https://www.dropbox.com/s/v6y7f0d74qyk1wu/Avery%20Road%20is%20not%20an%20Alternative%20e2.mp4?dl=0>

4. School Bus – Width

- a. Width is 102 inches. This may not include mirrors.
- b. There is nine inches each side for Error on Avery Road on a road with:
 - No shoulders for moving out of the way of dangers.
 - Wildlife
 - Speeders
 - Fallen branches from the wooded areas
 - Drivers Left of Center
 - Bicyclists
 - Chuckholes
 - Eroded road sides
 - Drivers passing on double lines
 - Blind Curves
 - Blind Hills

http://en.wikipedia.org/wiki/School_bus

March 17, 2015



**Written Testimony:
Opposition of Declaration of "No Further Need" of County Service Park East**

Good Evening Esteemed Councilmembers.

First, I'd like to extend a "thanks" to all of you for your careful consideration regarding bus depot relocation concerns and issues thus far. Many of you have joined us for public meetings, met with delegations of concerned residents, and have personally spoken to many of us one-on-one. I ask you tonight to continue to stand with us in opposition of relocating the school bus depot to Avery Road.

Do NOT allow declaration of "no further need" of County Service Park East/Jeremiah Park. Clearly there is still a great need for the Service Park that will continue until such time as a viable new bus depot location is secured.

Montgomery County Government must work with Montgomery County Public Schools to find a new location before the current bus depot location is released for any other use. Join us as we remind Executive Leggett that scrambling for a place to park school buses in order to press a land deal cannot be considered smart growth.

Thank you for your time.

Respectfully Submitted,

Audra L. Lew

Rockville, MD 20853

Shady Grove Transportation Depot Replacement (P651641)

Category #MISSING
 Sub Category #MISSING
 Administering Agency #MISSING
 Planning Area #MISSING

Date Last Modified 11/17/14
 Required Adequate Public Facility #MISSING
 Relocation Impact #MISSING
 Status #MISSING

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,000	0	0	2,000	0	1,400	600	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,850	0	0	2,850	0	0	2,850	0	0	0
Construction	24,977	0	0	24,977	0	0	15,346	9,631	0	0
Other	2,173	0	0	2,173	0	0	487	1,706	0	0
Total	32,000	0	0	32,000	0	1,400	19,263	11,337	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	32,000	0	0	32,000	0	1,400	19,263	11,337	0	0
Total	32,000	0	0	32,000	0	1,400	19,263	11,337	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	3,840
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	0
Last FY's Cost Estimate	0

Description

The Shady Grove Transportation Depot is located in the County Service Park along Crabbs Branch Way in Rockville. Due to the county's Smart Growth Initiative, the Service Park will be transformed from an industrial complex into a mixed-use community with a new residential focus at the Shady Grove Metro Station. The Smart Growth Initiative included the relocation of all the operations at the Service Park except for the Depot. To date, the county has been unable to secure a new location for the Depot, and with a deadline to vacate of January 2017, it is imperative that an immediate solution for the relocation of the Depot be solidified.

Various options were considered, with one option being the most viable. The Blair G. Ewing Center site would accommodate most of the needs and functions of the Depot. Therefore, the Board of Education's Amended FY2015-2020 CIP request includes \$32 million for the redevelopment of the Blair G. Ewing Center site for the Depot. An FY 2016 appropriation is requested for planning funds. This project is scheduled to be completed January 2019.

Coordination

Mandatory Referral- MNCPPC, Department of Environmental Protection, Building Permits, Code Review, Fire Marshal, Department of Transportation, Inspections, Sediment Control, Stormwater Management, WSSC Permits