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

May 21, 2010

MEMORANDUM

TO: Montgomery Country Planning Board

VIA: John Carter, Chief, Urban Design Division JAC
Urban Design Division

FROM: Karen Kumm Morris, Master Planner KKM
Urban Design Division

Vanessa N. Francis, Senior Planner
Community-Based Planning/Vision Division VNF

SUBJECT: Mandatory Referral No. 2010709-DGS-1: EMOC Casey 6 and 7 and Mandatory Referral No. 2009749-DGS-1: Site Selection for Robert's Oxygen Property , I-3 Zone

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STAFF RECOMMENDATION: *Approval To Transmit Comments to the County Executive*

1. Revise landscape plans to increase screening along Shady Grove Road and I-370 as per comments in the staff report.
2. Provide ornamental lighting, Washington Globe fixtures, along Crabbs Branch Way in accordance with the Sector Plan.
3. Provide off-site reforestation to satisfy Forest Conservation Law requirements as discussed in the Environment Division Memo on the Forest Conservation Plan.
4. Reduce lighting levels on the Robert's Oxygen Property to be compatible with the adjacent residential neighborhood and on Casey 7 along Crabbs Branch Way to comply with site plan lighting level policy.
5. Show a bikeway connection to the Town of Washington Grove via Brown Street. Final location to be determined in the field to minimize loss of trees.
6. Add the Crabbs Branch Way Extension to the County's five year Capital Improvements Projects list to implement the Sector Plan's master plan roadways as recommended by the Transportation Division.

PROJECT DESCRIPTION

Location
Casey 6 and 7 are located on either side of I-370 at the northwest corner of Crabbs Branch Way and Shady Grove Road in the Upper Mill Creek Area of the Shady Grove planning area. The Robert's Oxygen property is located adjacent to Casey 6 and borders the Town of Washington Grove to the east (see Vicinity Map, Attachment A).

Proposed Project
The County Executive proposes to relocate the Department of Transportation's Equipment Maintenance Operations Center (EMOC) from the County Service Park located adjacent to the Metro Station to Casey 6 and 7 and a portion of the Robert's Oxygen Property. The facilities to be relocated are: Transit Services (Ride-On bus system), Fleet Services (County vehicles) and the Highway Maintenance Facilities (maintenance of roads and bridges). Transit, vehicle repair and maintenance office facilities will be located on Casey 7 and the Highway Maintenance Facilities are to be sited on Casey 6 and the Robert's Oxygen Property. A day laborer building will be sited on Casey 6, east of Crabbs Branch way adjacent to the I-370 (see proposed Site Plan, Attachment B).

SITE SELECTION FOR ROBERT'S OXYGEN

The Planning Board needs to approve a site selection for County facilities on the eastern portion of the Robert's Oxygen Property. After the Planning Board approved the site selection Mandatory Referral for the Casey 6 and 7 properties on June 25, 2009, the applicant subsequently determined that additional land would be needed to accommodate the relocated EMOC facilities. The County chose Parcel 743, one of several parcels referred to as the Robert's Oxygen property to provide adequate space for the EMOC project. The site consists of 5.04 acres and is located north of the Casey 6 property. Directly to the west is the existing oxygen manufacturing facility of Robert's Oxygen. The site's size and location were the primary reasons the County chose it for inclusion into the project. Buildings 7, 8, and 9 that are noted within the applicant's Casey 6 and 7 Mandatory Referral application are located on the Roberts Oxygen site. Salt/sand sheds, bulk storage material bunkers and a contractor's check-in station will be housed within these buildings.

ANALYSIS

Conforms with the Shady Grove Sector Plan, 2006

The Sector Plan supports the proposed relocation of the County Service Park in order to achieve new housing next to the Shady Grove Metro station. Currently, the County Service Park is located adjacent to the Metro. The Sector Plan specifically allows for EMOC facilities on Casey 6 and 7 due to its proximity to the Shady Grove Metro Station. The Plan also envisioned a variety of other uses such as residential, office and technology uses if the County Service Park is not relocated. On Casey 6, the Sector Plan envisioned a local park just north of the stream valley. This park currently is being planned to the east of Casey 6 on a property known as Piedmont Crossing, as a result of County Council's approval to purchase 10 acres in October, 2008. The Parks Department has acquired the property.

The Sector Plan calls for the following:

Robert's Oxygen
- Establish a 42 foot building height limit to provide compatibility with the adjacent residential community.
- Maintain the 50 foot building setback along the east property line that is landscaped with screening plant material.

- Provide vehicle access from Robert's Oxygen to Crabbs Branch Way to alleviate traffic on Railroad Street.

Casey 6 Property
- Allow for relocation of some of the County Service Park facilities.
- Extend Crabbs Branch Way to connect to Amity Drive.
- Limit building heights to four stories.
- Achieve significant landscaping and noise buffers adjacent to residential community.

Casey 7 Property
- Allow for relocation of some of the County Service Park facilities.
- Locate building entrances along Crabbs Branch Way. Parking facilities, storage areas and other industrial activities should be located in the interior of the site and screened from roadside views.
- Industrial buildings seen from surrounding roadways should have attractive architectural facades.
- Extend Crabbs Branch Way to Amity Drive.
- Limit building heights to five stories along Shady Grove Road and four stories along Crabbs Branch Way.
- Provide extensive landscaping along Shady Grove Road to screen industrial development options.

Sector Plan Roadway Alignments - The Sector Plan calls for the extension of Crabbs Branch Way under I-370 and ultimately a connection to Amity Drive within Piedmont Crossing, an adjacent residential development. This street connection was previously the responsibility of a private developer under an earlier Preliminary Plan approval for the subject properties prior to the County negotiated purchase of Casey 6 and 7. The County's proposal does not include Crabbs Branch Way's connection to Amity Drive as a part of this Mandatory Referral. The Transportation Division recommends that the County add this connection to the five year Capital Improvement Projects in order to ensure adequate street network and community access to shopping and the Metro station. Given the traffic congestion along Shady Grove Road, the Crabbs Branch Way connection to Amity Drive is imperative (see Transportation Memo, Attachment E).

Conforms with Policy Area Mobility Review and Local Area Transportation Review
The proposed plan generates less vehicle trips than the previously approved Preliminary Plan for office and housing. Even with less trips, the proposal does not meet PAMR review and the County has agreed to either pay for additional PAMR trips or contribute towards the MCDOT's CIP Project No. 500600, Shady Grove Access Bike Path. The County is subject to participation in the Shady Grove Transportation Management District to reduce vehicle trips (see Transportation Division's Memo, Attachment E).

Conforms with Development Standards in the I-3 Zone

The proposed development conforms to the development standards as follows:

Development Standards

Item	Required/Allowed	Proposed Casey 6 &7
Lot Area	2 acre min.	39.53 acre
Street Frontage	150 feet min.	750 feet – Casey 6 950 feet – Crabbs Branch 900 feet – Shady Grove Rd.
Density	860,963 SF(.5 FAR)	469,842 SF* (.27 FAR)
Green Area	35%	47.5 %
Building Heights	100 feet	42 feet (2 stories)
Building Setbacks		
From one-family resid. zones	200 feet	50 feet
From adjacent I-3 zone	20 feet	40 feet
From a limited access freeway	200 feet	110 feet
From a major highway	100 feet	110 feet
From an arterial separating Commercial zones	25 feet	75 feet
Parking setbacks		
From one-family resid. zones	100 feet	100 feet
From adjacent I-3 zone	20 feet	10 feet
From a limited access freeway	100 feet	5 feet
From a major highway	100 feet	20 feet
From an arterial separating Commercial zones**	35 feet	NA

*total SF includes non-occupied storage facilities
** Casey 7 fronts a Business District Street (not an arterial), proposed parking setbacks are 20 – 30 feet from the right-of-way.

Layout of Buildings

On Casey 6 and 7, the buildings are arranged in a compact building configuration utilizing one and two story structures. On Casey 7, administrative offices are located over vehicle repair bays and employee parking is in a structured deck over the Ride-On bus parking. On Casey 6, only one story structures are proposed. On Robert's Oxygen, the salt/sand shed is a one story building located along the eastern edge of the site. The more active industrial activities, the Ride-On Bus facility and vehicle maintenance are located on Casey 7 away from residential areas.

On both Casey 6 and 7, the major buildings are rectangular in shape and are oriented with their narrow end facing Crabbs Branch Way. This helps reduce the view of the building's long length functionally required for service bays.

On the Robert's Oxygen Property, the proposed, single story salt/sand shed provides storage of these materials for highway maintenance. This function is the least active, specifically located adjacent to the existing residences of the Town of Washington Grove to minimize impacts. The salt/sand shed has a 15 foot concrete base with a taller wood roof line and a 50 foot setback from the property line. The building itself provides visual and noise mitigation from highway maintenance activities for the adjacent residential community.

The day labor building is a single story setback 130 feet from Crabbs Branch Way with parking in the front. This facility is currently located within the County Service Park. The County's program provides limited training and management for day labor and contractor needs.

Circulation

The circulation of buses, county vehicles and employee parking requires separation of the different vehicles to ensure safety and efficiency. Circulation needs are complex and have been carefully handled (see Vehicle Circulation Plan, Attachment C).

The Ride-On Buses enter Casey 7 from Crabbs Branch Way and have sufficient on-site stacking to avoid back ups on Crabbs Branch Way. Transit and Fleet Management employee vehicles enter Casey 7 from a separate entrance along Crabbs Branch Way that ramps up to the upper deck parking area to avoid conflicts with the Ride-On buses and maintenance vehicles.

On Casey 6, employee and maintenance vehicles access the Highway Maintenance operations at two locations from Crabbs Branch Way. The two access points are needed to accommodate access for the existing Robert's Oxygen industrial facility to Crabbs Branch Way. This access is required in a covenant with the owner's of Robert's Oxygen, and it benefits the residents of the Town of Washington Grove by reducing the volume of heavy vehicles along Railroad Street to the north.

Pedestrian circulation is provided by on-site sidewalks and cross-walks to the public sidewalk along the west side of Crabbs Branch Way. A bike trail is provided along the east side in accordance with the Sector Plan for the segment of Crabbs Branch Way. The trail is proposed to be built as a part of the Mandatory Referral.

There is a need to extend the bikeway beyond the temporary end of Crabbs Branch Way to connect to the Town of Washington Grove in order to provide bike access to the Grove Shopping Center and the Metro station. The County has indicated their willingness to connect to Brown Street. The Sector Plan requires a bikeway connection, but does not specify precisely where to make the connection. Staff understands that the County will provide the bike connection, but it is not shown on the drawings.

Landscape

The proposed landscape plan provides a significant amount of planting and will create an attractive setting for the proposed facilities. The plan also provides closely spaced street trees along Crabbs Branch Way in accordance with the Sector Plan. On the Robert's Oxygen parcel, a significant amount of screening and landscaping is provided within the 50 foot setback from existing residential properties as required by the Sector Plan. The proposed grading berms up against the salt and sand shed further creating a slope that reduces the height of the shed (see proposed landscape plan, Attachment D).

Revisions to the submitted planting plans are in needed to improve screening along several of the roadways. Staff's understanding is that the County proposes to revise the drawing as follows:

Shady Grove Road

- North of the existing drain pipe, preserve large existing trees and clear out brambles and honeysuckle. Increase screening where needed to screen views of the Transit Fleet Management's two story building with maintenance bays that face Shady Grove Road. The grade drops from Shady Grove Road down to the maintenance bays and this will help diminish views of the facility.
- South of the existing drain pipe towards the intersection with Crabbs Branch Way, the existing vegetation will be cleared, regraded and intensely planted. A solid, masonry wall is also proposed to hide the facility from views from the intersection.

I-370

- Along a segment of I-370, just past the CXS underpass, plant native shrubs such as Sumac to screen views into the site from the highway. This will require permission from the State Highway Administration.

Within Casey 7

- Revise the planting plans for areas in front of the buildings facing Crabbs Branch Way to increase the shade trees to provide shade and buffering of the building facades.

Lighting

The proposed lighting plan indicates 25 foot tall perimeter LED lights with full cut off fixtures. Light levels at the perimeter along Crabbs Branch Way are shown in the range of 1.3 to 2.0 foot candles. The plans do not show the lighting levels in combination with the street lights that will include the Washington Globe and high mount Cobra fixtures. Three sets of lights along Crabbs Branch Way will result in excessive lighting.

Staff recommends eliminating some of the on-site, 25 foot poles in the vicinity of the intersection of Crabbs Branch Way and Shady Grove Road and along the frontage of Crabbs Branch Way to bring lighting down to more acceptable levels. Site plan review policy is to not exceed .5 foot candles at the edge of a property.

On Robert's Oxygen Property, lighting is a special concern given the close proximity of residences. The lighting plan shows low light levels along the edge of the property but locates several 60 foot poles with clustered spot lights in the center of the site that will be seen over the one story salt and sand shed. Light levels under the spot lights is approximately 46 foot candles. This is an excessive light level. Staff suggests that this level of lighting be reduced to a level that still provides for safe functioning of equipment.

Environment

Stream Valley Buffers – The proposed parking and driveways encroach on the stream valley buffers on both Casey 6 and Casey 7 in order to fit the County's facility program on these sites. The encroachment occurs even with the proposed compact facilities that include structured employee parking and a two story office space over vehicle maintenance bays. The size of the facilities is required in order to serve the County's needs but both sites are too small to fully accommodate the program outside the stream valley buffers.

The County should provide significant off site mitigation in the form of reforestation to nearby stream valleys preferably in the same watershed in exchange for encroaching upon the sites' stream valley buffers. The Mill Creek Stream Valley Conservation Park and the Crabbs Branch Sream Valley Conservation Park are potential locations where extensive reforestation could be allowed if approved by the Parks Department staff. The decision to allow reforestation in the Commission's Park system is a decision by the Planning Board (see the Environmental Division's Memorandum for the Forest Conservation Plan).

Stormwater Management -This site is considered a hotspot, according to the County, and consequently the recharge volume criterion does not apply to any portion of the site. The proposed plan treats water quality for the proposed upgrades and impervious areas and also provides control & storage for the channel protection volume and controls the runoff for the 10-year storm event. These controls are through a combination of underground stormwater quality and quantity vaults, and vegetated roofs (vegetated roofs are located on all the buildings except for the salt barns and the parking deck).

LEED Silver - The EMOC Campus is emphasizing a comprehensive sustainable design that will achieve a minimum of Silver LEED® Certification under the US Green Building Council's (USGBC) LEED® for New Construction, version 2.2 . The following features are provided:

- A combination of vegetative roofs and roofing materials having a Solar Reflectance Index (SRI) equal to or greater than 78 will be installed on 87% of the roof surfaces.
- 100% of the average annual rainfall is treated by Proprietary stormfilters. These filters have data supporting the removal of more than 80% of the average annual Total Suspended Solids (TSS).
- Low flow urinals (0.125 gallons per flush), showers (1.5 gallons per minute), sinks (0.5 gpm) and toilets (1.28 gpf) will be included. Rainwater will be collected at the roof and

will be used for the following functions: bus wash, chassis wash, toilets and urinals, and hose bibbs. A water savings of between 30% and 40% of baseline is anticipated.

- The project will reuse maintenance equipment, CNG components, and chain link fence fabric from the existing EMOC facility.
- In addition to installing an efficient automated bus washer, a water reclamation system capable of treating contaminated water runoff will be installed. The new EMOC bus wash water recycling system will save approximately 80% of the water used in the wash process and reduces sewer discharge by a similar amount.
- All the exterior lighting is LED. Solar lighting is provided on the parking roof.

Compatibility

The County's proposal achieves compatibility with adjacent residential and commercial properties if lighting levels are reduced on Robert's Oxygen and additional landscaping is added to the lot frontage along Shady Grove Road and Crabbs Branch Way.

The County has carefully cited the most objectionable industrial uses from residents as far away as possible. Casey 7 will have the nosiest, 24 hour activity while Robert's Oxygen salt/sand shed will be in use only when emergencies arise.

Building and parking setbacks are in accordance with the Sector Plan that recommended maintaining the existing setbacks on Robert's Oxygen. The I-3 zone building and parking setbacks are not fully met due to the number of the facilities sited within the limited acreage. On Robert's Oxygen, the salt and sand shed are setback 50 feet from the property line, not 200 feet as required in the I-3 zone. However, the building's location is helpful in establishing compatibility by creating a continuous noise barrier for the adjacent residents and its location is preferable to locating vehicle parking and noisy circulation areas adjacent to those residences. The shed helps create a quieter edge. The Town of Washington Grove appreciates the County's intent to use the building's location to mitigate noise.

Compatibility with the community's shopping center, The Grove, and views from the intersection of Crabbs Branch Way are a community and staff concern. The adjacent retail center is a major community gathering place. Views from the shopping center and from the intersection should reveal an attractive facility, not views of maintenance bays. The view of the facility along the building's end walls along Crabbs Branch Way also need to be increased in landscaping as discussed in the landscape analysis. Increased screening in these areas will improve the public view of the facility.

Community Comments

The County has held numerous community meetings to solicit community input over the past year. The County staff has done an outstanding job of community outreach. The additional community issues that are being raised in the attached letters should be addressed by the County.

The Town of Washington Grove wishes to defer the Mandatory Referral until the site selection for Robert's Oxygen is completed. But, if the two reviews are combined, they are concerned over the amount of landscaping in the 50 foot building setback along their property line and with the level of lighting on Robert's Oxygen. They also have submitted additional comments about the level of lighting and landscaping adjacent to the Town. (see letter from the Town of Washington Grove, Attachment F).

The Shady Grove Advisory Committee supports the proposal, but the committee is also concerned with views from Shady Grove Road, Crabbs Branch Way and I-370. They request additional on site landscaping along the street frontages to address the visual concerns (see Shady Grove Advisory Committee letter, Attachment G).

The Greater Shady Grove Civic Alliance opposes the proposal, supporting instead the Sector Plan's option for residential uses on Casey 7. They feel that residential use of Casey 7 is preferable to an industrial use given its visibility from the surrounding area and proximity to a neighborhood shopping center (see Greater Shady Grove Civic Alliance Letter, Attachment H).

CONCLUSION

Staff supports the proposed facilities with the recommended revisions to the landscape and lighting plan, the provision of a bikeway to Washington Grove (precise location to be determined in the field), and off-site reforestation as requested by the Environmental Division. The proposal locates a significant number of public facilities out of the County Service Park allowing for more appropriate housing adjacent to the Metro station in accordance with the Sector Plan. This proposal implements the smart growth elements of the Shady Grove Sector Plan and the County's Smart Growth Initiative.

Attachments

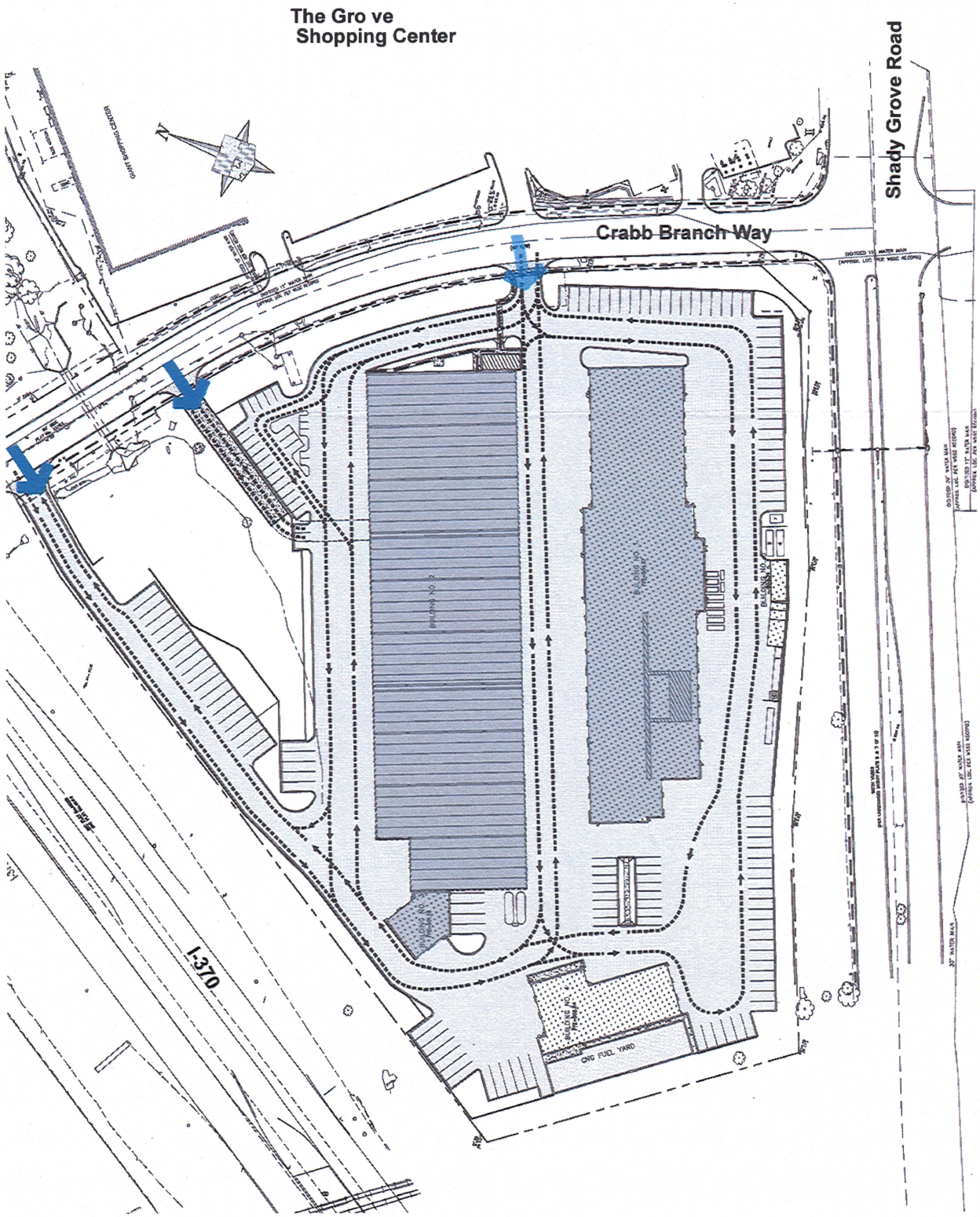
Aerial Vicinity Map, Attachment A
Proposed Site Plan, Attachment B
Circulation Plan, Attachment C
Landscape and Lighting Plan, Attachment D
Transportation Division Memo, Attachment E
Letter from the Town of Washington Grove, Attachment F
Letter from the Shady Grove Advisory Committee, Attachment G
Letter from the Greater Shady Grove Civic Alliance, Attachment H

M:Kumm/mandatoryreferral/casey6and7/staffreport

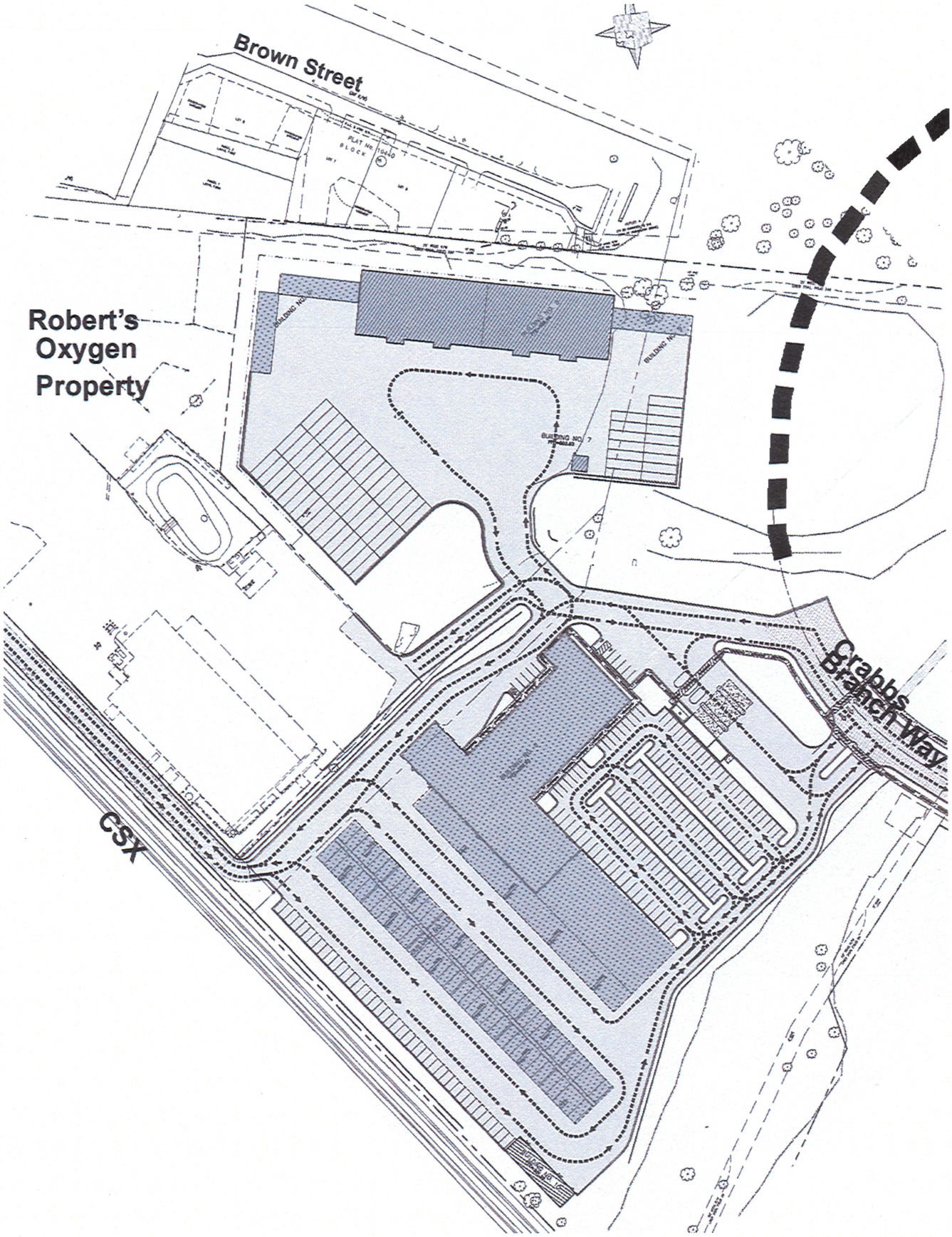
Attachment A: Aerial Vicinity Map

Attachment B: Proposed Site Plan

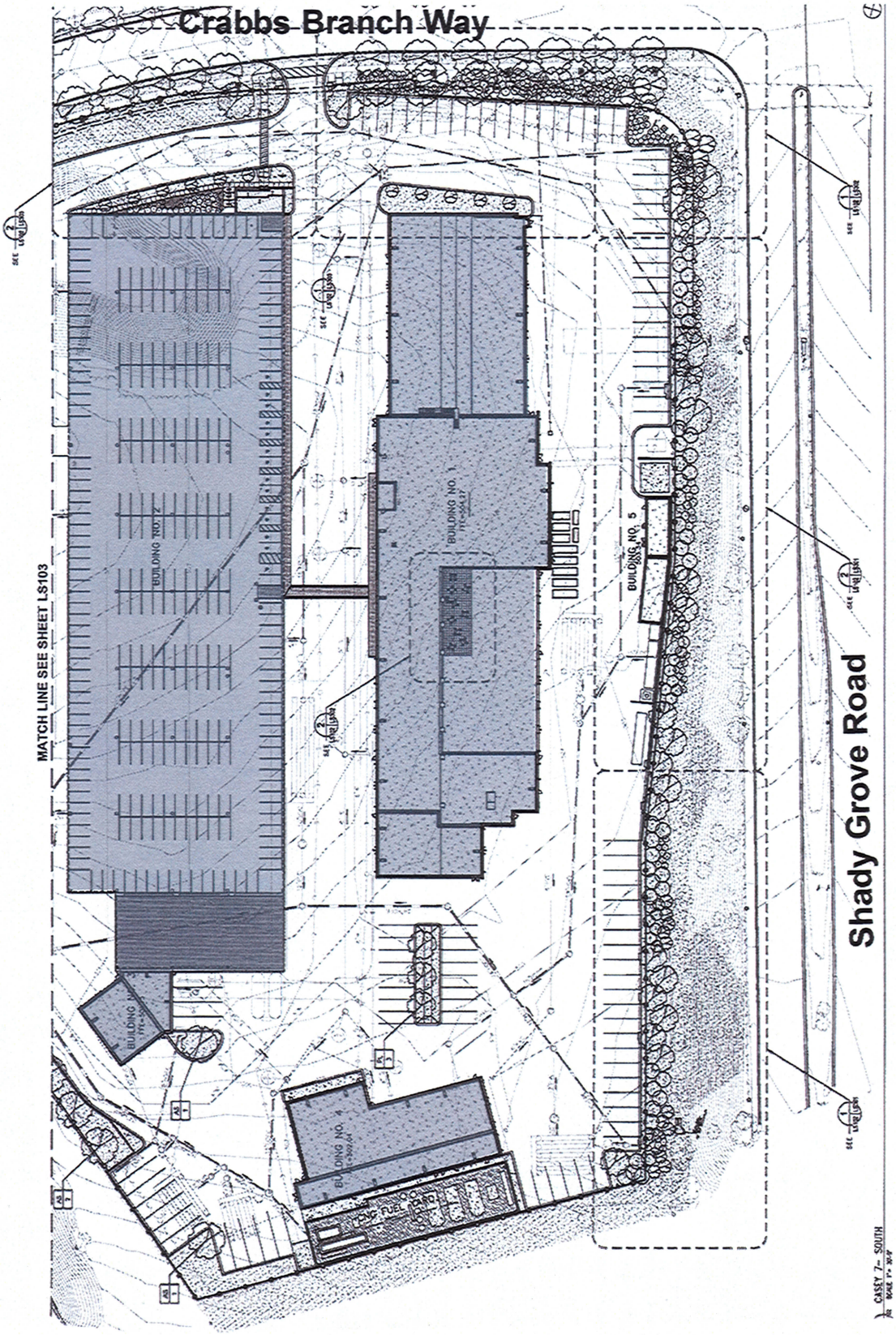
Attachment C: Circulation Casey 7



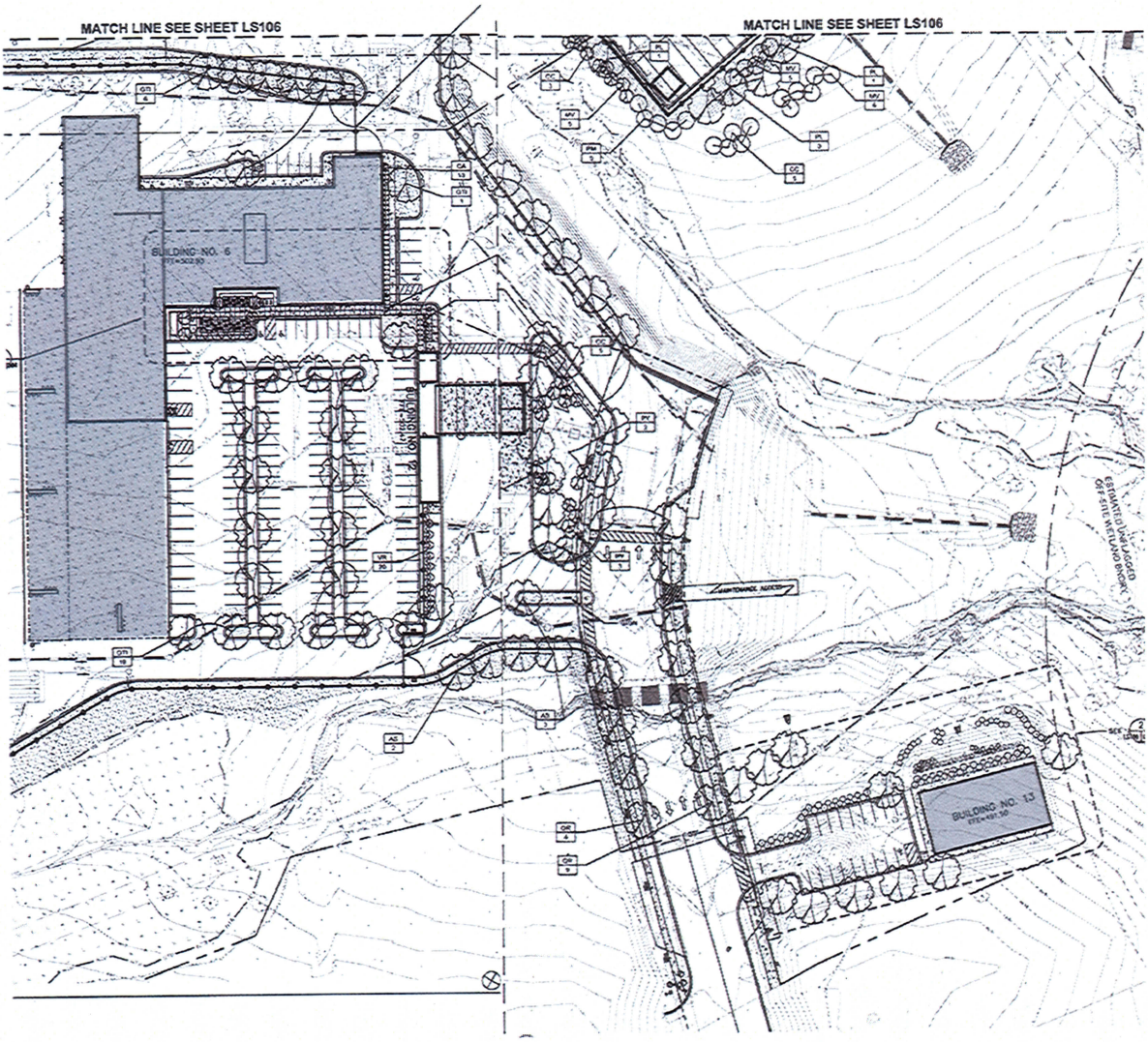
Attachment B: Circulation Casev 6



Attachment D: Landscape Plan Casey 7



Attachment D: Landscape Plan Casey 6



Attachment D: Landscape Plan Robert's Oxygen

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

May 18, 2010

MEMORANDUM

TO: Vanessa Francis, Senior Planner
Community-Based Planning Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Mandatory Referral Cases No.10709-DGS-1, Equipment Maintenance and Operations Center
Mandatory Referral Cases No.09749-DGS-1, Robert's Oxygen
Derwood Policy Area

This memorandum is Transportation Planning staff's new Adequate Public Facilities (APF) review of the subject mandatory referral applications to relocate County Service Park facilities. The proposed specific land uses by location is given for each mandatory referral on the first table in the "Local Area Transportation Review" section below. The new APF test would supersede the previously approved Preliminary Plan No. 120070320, Shady Grove Road Parcels 6 & 7 Phase II (refer to the attached Planning Board's opinions). While public facilities are not directly subject to the requirements of APF review, the mandatory referral process will serve to identify appropriate public agency actions and to extinguish previously approved development rights from the subject property.

FINDINGS

Transportation Planning staff recommends the following comments as part of the APF test for transportation requirements related to the subject mandatory referral applications:

1. The Applicant should limit the development to the relocated County Facilities as described in the submitted mandatory referral applications for the site design of the Equipment Maintenance and Operations Center and the site selection of a portion of the Robert's Oxygen site.

2. The Applicant should satisfy the Policy Area Mobility Review (PAMR) test by mitigating 43 new peak-hour vehicular trips generated by the relocated County facilities. The Applicant should mitigate their impact by paying $11,000 per PAMR trip for a total of $473,000 towards the Montgomery County's Capital Improvements Program (CIP) Project No. 500600, Shady Grove Access Bike Path (refer to the attached project description).

3. As recommended in the *Shady Grove Sector Plan*, the Applicant should participate in the Greater Shady Grove Transportation Management District (TMD) to assist in achieving and maintaining its goals of 12.5 percent transit ridership for employees working on the site.

4. As recommended in the *Shady Grove Sector Plan*, the Applicant should coordinate with Montgomery County Department of Transportation (MCDOT) to add in the next Montgomery County CIP a facility planning project for the construction of the Sector-Planned connection between Crabbs Branch Way Extended and Amity Drive Extended. Upon the completion of the facility planning project, this Sector-Planned roadway segment should be funded for design and construction as a future CIP project.

   The facility planning study should include traffic calming measures at the transition location between Crabbs Branch Way Extended (commercial business street) and Amity Drive Extended (primary residential street). In the interim, the design for mandatory referral needs to ensure an adequate turnaround treatment at the EMOC driveway entrance.

5. As previously required by the applicant of Preliminary Plan No. 120070320, the Applicant should upgrade the existing sidewalk on the north side of Shady Grove Road along their property frontage to be 5 feet wide with an 8-foot-wide landscape panel and street trees.

6. The Applicant should provide 2 inverted-U bike racks within 50 feet of the employee's main entrance to each office building and 13 bike lockers in the bus garage located near well-lit pedestrian access point(s). If possible, the bike racks should be located in a weather protected area.

With recommended findings above, the Transportation Planning staff finds that the subject Mandatory Referral applications satisfy the Local Area Transportation Review (LATR) test and PAMR test with the findings above.

DISCUSSION

Site Location and Vehicular Access Points

The subject site is located on the north side of Shady Grove Road between Crabbs Branch Way and the CSX railroad tracks. I-370 splits the subject land into two areas designated as follows:

1. "Parcel 7" to the south of I-370
2. "Parcel 6" to the north of I-370

The Maryland State Highway Administration's (SHA) Intercounty Connector (ICC) Western Maintenance Facility will be located on the southern portion of Parcel 6. For the County and SHA facilities, seven vehicular access points are proposed from existing or extended Crabbs Branch Way.

Relevant Prior Subdivision Actions

The following are relevant prior subdivision actions:

1. Preliminary Plan No. 120020220, Casey Property at Mill Creek or Piedmont Crossing: This development adjacent to the subject site was approved by the Planning Board at its December 23, 2004 public hearing for a three phase residential development.

   Phase I was approved for 53 single-family detached units and 12 townhouses. The unit mix was changed by the subsequent Site Plan No. 82006012A to be 41 single-family detached units and 20 townhouses. For Phase I, and in accordance with the *Shady Grove Sector Plan*, Amity Drive Extended was required to be constructed from its eastern terminus to the Phase I western property line that is east of the stream buffer.

   Phase II was approved for 23 single-family detached units and 66 townhouses if the Montgomery County Public School did not need this property for a school site. For Phase II, Amity Drive Extended was required to be extended further westward from the Phase I western property line to Crabbs Branch Way Extended. The Phase II extension included the following:

   a. An environmentally sensitive, reduced-width primary residential street cross-section across the eastern and western stream crossings.

   b. Traffic calming measures on either side of the stream crossings. These measures are necessary to discourage non-local traffic from using Sector-Planned extensions of Amity Drive and Crabbs Branch Way as an alternative route through residential neighbor hoods between Shady Grove Road and Washington Grove Lane.

c. A delineation of the Amity Drive Extended (i.e., a primary residential street) cross-section at its transition into Crabbs Branch Way Extended (i.e., a commercial business street).

Subsequently, the Planning Board directed the Parks Department to acquire this property. Thus, the Sector-Planned roadway connection of Amity Drive Extended to Crabbs Branch Way Extended is no longer a requirement of the Casey Property at Mill Creek applicant.

Phase III was approved for 16 single-family detached units and 14 townhouses located adjacent to the Intercounty Connector (ICC) interchange ramp with I-370. The Phase III property was acquired by SHA for ICC related uses.

2. Preliminary Plan No. 120070320, Shady Grove Road Parcels 6 & 7, Phase I: The Planning Board approved Phase I at its March 29, 2007-public hearing to:

   a. Record a plat for dedication of the required right-of-way.

   b. Construct Crabbs Branch Way Extended 750 feet north of its existing terminus, north of Shady Grove Road.

   This extension would serve as the vehicular access to the SHA's ICC Western Maintenance Facility located on north side of I-370.

3. Preliminary Plan No. 120070320, Shady Grove Road Parcels 6 & 7, Phase II: The Planning Board approved Phase II at its October 11, 2007- public hearing, for 144 townhouses and 196 mid-rise apartments on Parcel 7 and 329,300 square feet of general office use on Parcel 6. With the applicant of Casey Property at Mill Creek Phase II no longer being required to connect Amity Drive Extended to Crabbs Branch Way Extended, the subsequent applicant of Shady Grove Road Parcels 6 & 7, Phase II was then required to construct the Sector-Planned connection of Crabbs Branch Way Extended with Amity Drive Extended.

The relocated County facilities are considered to be new development on the subject vacant property and, thus, reviewed as a new APF test that supersedes the previously approved Preliminary Plan No. 120070320.

On-Going Transportation Project

SHA's Contract No. AT3765960, the Intercounty Connector (MD 200), Contract "A" from I-270/I-370 to Georgia Avenue (MD 97) is under construction and is estimated to be completed in late 2010.

Sector-Planned and Master-Planned Roadways and Bikeways

In accordance with the Shady Grove Sector Plan, *Gaithersburg Vicinity Master Plan,* and the *Countywide Bikeways Functional Master Plan*, the nearby master-planned roadways and bikeways are as follows:

1. Shady Grove Road west of I-370 is designated as a divided, six-lane major highway, M-42, with a recommended 150-foot-wide right-of-way and bike lanes, Class II, BL-30.

2. Crabbs Branch Way north of Shady Grove Road is designated as a four-lane, commercial business district street, B-2, with a recommended 100-foot-wide right-of-way and a shared use path, SP-53 on the east side.

   The Applicant's plan shows the extension of Crabbs Branch Way from its terminus to access the Robert's Oxygen site in accordance cross-sectional streetscaping design as required for Preliminary Plan No. 120070320, Shady Grove Road Parcels 6 & 7 Phase II. The cross-section should include the following:

   a. A commercial-business district road consistent with County Road Code Standard No. MC-214.01 with an 80-foot right-of-way.

   b. An 8-foot-wide shared use path/Class I bikeway with an 8-foot wide landscape panel and street trees on the east side. The shared use path was shifted to the east side north of Shady Grove Road as part of the Planning Board's approval of the Shady Grove Road Parcel 6 & 7 Phase I.

   c. A 5-foot-wide sidewalk with an 8-foot wide landscape panel and street trees on the west side.

   d. A reduced right-of-way width from 80 to 50 feet to minimize wetland impacts on the roadway segment through the wetlands as determined by MCDOT and the Montgomery County Planning Department staff.

3. Interstate I-370 and the future ICC are designated as a divided, six-lane freeway, F-9, with a 300-foot-wide right-of-way. Also, the *Sector Plan* supports a potential "authorized vehicles only" ramp to and from I-370 (or the future ICC) to the serve public land uses on Parcels 6 & 7. Transportation Planning staff concurs with the Applicant's determination that access to I-370 is not required to support the proposed land uses.

4. To support local access, an optional roadway connection between Oakmont Street and Crabbs Branch Way Extended (on Casey Property Parcel 6 north of I-370) is designated to bridge over the CSX tracts as a two-lane industrial street with a 40-

foot-wide right-of-way. Staff concurs with the Applicant's determination that access to Oakmont Street is not required to support the proposed land uses.

5. Amity Drive is designated as a two-lane primary residential street, P-6, with a 70-foot-wide right-of-way and a shared use path, BL-12.

The *Sector-Planned* connection between Crabbs Branch Extended and Amity Drive Extended is an important roadway, bicycle, and pedestrian linkage to provide interconnectivity for the Mill Creek communities.

Sector Plan-required Transportation Demand Management

This proposed site is located within the boundary of the *Shady Grove Sector Plan* and the Greater Shady Grove Transportation Management District (TMD), but outside the boundary of the Shady Grove (Metro Station) Policy Area. Thus, the Applicant is required to participate in the Greater Shady Grove TMD as specified in Finding No. 3, but need not enter into a Traffic Mitigation Agreement to satisfy the *Sector Plan*'s staging requirements.

I-3 Trip Reduction Requirements for Parcel 6

For the proposed non-residential development of Parcel 6, I-*3 Trip Reduction Guidelines* requires an applicant to achieve and maintain a 10% trip reduction goal. As a conservative estimate of Parcel 6's full build out, the peak-hour trips were based on a lower trip-generating light industrial use (ITE's Trip Generation Report's Land Use Code 110) instead of the previously approved general office space. The square footage of the non-residential build out was based on the 329,300 square feet that was previously approved on Parcel 6 under the Shady Grove Road, Parcels 6 & 7 Phase II preliminary plan. The table compares the number of peak-hour vehicular trips generated by the non-residential build out versus the relocated County facilities:

Parcel 6 Land Use	Weekday Peak Hour	
	Morning	Evening
329,300 sq. ft. of Light Industrial Use	323	303
Relocated County Facilities	217	158
Net Reduction in No. of Peak-Hour Trips	106	145
Net Reduction in % of Peak-Hour Trips	33%	48%

Comparing the number of trips generated by permitted light industrial use versus the relocated County facilities, the reduction in peak-hour trips is more than the 10% I-3 trip reduction goal. Thus, Transportation Planning staff finds that the Applicant does not have to enter into a Trip Reduction Agreement with the Planning Board to satisfy the I-3 trip reduction requirements.

Available Transit Service

Ride-On routes 43 and 61 operate along the site's Shady Grove Road frontage. Transit service is not available on Crabbs Branch Way north of Shady Grove Road. The entrance to the Shady Grove Metrorail Station is located approximately a mile and half to the south of the subject site.

Pedestrian and Bicycle Facilities

Sidewalks exist along Shady Grove Road is substandard and should be upgraded as specified in Finding No. 5. Along Crabbs Branch Way Extended, the sidewalk and *Sector-Planned* bikeway should be provided as described in the "Sector-Planned and Master-Planned Roadways and Bikeways" section above, Finding No. 6 provides the required number of bike racks and lockers for those employees using a bicycle to commute to/from the site.

Local Area Transportation Review

The table below shows the proposed County facilities to be relocated to the subject site:

Parcel	Building	User &/or Land Use on Parcels 6 & 7	Square Feet
Mandatory Referral for EMOC			
Transit Services' & Fleet Management Service's Facilities			
7	1	Fleet & Transit Operations and Offices	99,180
7	2	Parking Structure for 187 Buses & 292 Fleet & Transit Employees and Visitors	207,123
7	3	Fare Collection Facility (Ride-On Buses)	3.990
7	4	Fuel & Wash Facility (Ride-On Buses)	12,633
7	5	Storage Facility	2,016
Highway Service's Gaithersburg Depot Facilities			
6	6	Administrative Offices, Warehouse, Shops, and Vehicle Parking	63,495
6	10	Cover for Support Equipment Storage & Crews	10,704
6	11	Heavy Vehicle Parking Structure	31,291
6	12	Fueling Systems	5,000
Day Labor Facility			
6	13	Building with a small Parking Lot	5,000
Mandatory Referral for Robert's Oxygen			
6	7	Contractor Check-In	400
6	8	Salt and Sand Barns	26,321
6	9	Bulk Materials Storage Bunkers	7,959
Maryland State Highway Administration			
6	n/a	ICC's Western Maintenance Facility	n/a

The table below shows the number of new peak-hour trips generated by the relocated EMOC facilities within weekday morning peak period (6:30 to 9:30 a.m.) and evening peak period (4:00 to 7:00 p.m.):

Type of EMOC Land Use on Parcels 6 & 7	Weekday Peak Hour	
	Morning	Evening
Fleet Administration Employees	31	31
Transit Administration Employees	10	6
Transit Drivers	55	25
Highway Administration Employees	16	16
Highway Crew Employees	45	45
Transit Buses	50	25
Highway Equipment	10	10
Total Number of New EMOC Peak-Hour Trips	217	158

The morning and evening peak-hour trips generated by the relocated County facilities on Parcels 6 & 7 is approximately 25% of the trips generated by the land uses previously approved under the superseded Shady Grove Road, Parcels 6 & 7 Phase II.

The extension of Crabbs Branch Way provides a second vehicular access for Robert's Oxygen's trucks in addition to the existing access point from Railroad Street that leads to an at-grade crossing of the CSX railroad tracks. The table below shows the number of existing diverted and new peak-hour trips within weekday morning and evening peak periods estimated to be generated onto Crabbs Branch Way Extended:

Type of Land Use	Weekday Peak Hour	
	Morning	Evening
New Trips Generated by the EMOC Land Uses		
Subtotal: New Peak-Hour Trips (from Table above)	217	158
Diverted Existing Robert's Oxygen Trips onto Crabbs Branch Way Extended		
70 Employees Trips	35	53
35 Truck Trips	26	26
Subtotal: Diverted Existing Peak-Hour Trips	61	79
Total Peak-Hour Trips using Crabbs Branch Way Extended	278	237

For the two tables above, the actual employees' work schedules were used to determine the number peak-hour trips generated by the relocated EMOC facilities and Robert's Oxygen.

A traffic study was required to satisfy Local Area Transportation Review because the relocated County facilities generate 30 or more peak-hour trips during the weekday

morning and evening peak periods. As calculated in the traffic study, the table below shows the Critical Lane Volume (CLV) values at the studied intersections:

Intersection	Congestion Standard Policy Area	Weekday Peak Hour	Traffic Condition			
			Existing	Without a Road Connection*		
				Background	Total with the ICC	
					EMOC	Plus Robert's Oxygen
Shady Grove Road and Crabbs Branch Way	1,800 Shady Grove	Morning	1,122	1,109	1,105	1,133
		Evening	1,252	1,288	1,330	1,356
Amity Drive and Epsilon Drive*	1,475 Derwood	Morning	231	279	289	289
		Evening	194	255	263	263
Crabbs Branch Way and a Representative Site Access**	1,475 Derwood	Morning	-----	-----	217	252
		Evening	-----	-----	158	199

*In the traffic study, the roadway segment connecting Crabbs Branch Way Extended with Amity Drive Extended was not assumed to be in place, even this roadway connection is recommended in the *Shady Grove Sector Plan* and was required to be built under the previously preliminary plan approval. A small percentage of the site-generated trips were indirectly distributed through the Amity Drive/Epsilon Drive intersection via Crabbs Branch Way Extended, Shady Grove Road, and Epsilon Drive.

**Conservatively analyzed as if the seven vehicular access points were combined at one access point.

The CLV values at all analyzed intersections are less than the applicable congestion standard. The background and total traffic conditions were analyzed based on the following:

1. The intersection of Shady Grove Road and Crabbs Branch Way was analyzed with the traffic to and from the interchange of the ICC with Shady Grove Road that is now under construction.

2. All intersections were analyzed without the diversion of traffic onto *Sector-Planned* roadway connection between Crabbs Branch Way Extended and Amity Drive Extended. This connection would provide vital interconnectivity from Crabbs Branch Way and the Grove Shopping Center to Amity Drive, Epsilon Drive, and the Mill Creek neighborhood. The applicant of approved Preliminary Plan No. 120070320 was required to construct this missing roadway.

Policy Area Mobility Review (PAMR)

Because the prior preliminary plan approval conditions cannot be transferred to the new public owner of the site, the relocated County facilities are considered to

be new development that is subject to a new APF test on this vacant site. Thus, the PAMR test is required under the *Growth Policy* as a new development located in the Derwood Policy Area. The Applicant must mitigate 20% of the 217 (equaling to 43) new (highest morning) peak-hour vehicular trips generated by the proposed land uses within the weekday morning and evening peak periods. As specified in Finding No. 2, the PAMR test is proposed to be satisfied by paying $11,000 per PAMR trip or $473,000 towards the County's CIP Project No. 500600, Shady Grove Access Bike Path that has construction funding through 2012. Coordination should occur with the project manager, Yasamin Esmaili, 240-777-7226.

EA:tc
Attachments

cc: Sande Brecher
Carl Wilson
Yasamin Esmaili
Karen Kumm-Morris
Rick Weaver
Krishna Akundi

mmo to Francis MR EMOC & Roberts Oxygen.doc

Town of Washington Grove Maryland 20880

Attachment F:

P.O. Box 216
Washington Grove, MD 20880

April 23, 2010

Dr. Royce Hanson, Chairman
Montgomery County Planning Board
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

RE: Mandatory Referral for Oakmont Limited Partnership Property Acquisition

Dear Dr. Hanson:

This letter is to respond to the Department of General Services (GSA) Mandatory Referral for the Oakmont Limited Partnership Property Acquisition (referred to as Roberts Oxygen). The Town of Washington Grove has participated in numerous meetings with GSA during the notification process for surrounding communities. Throughout this process, GSA has listened to our community and altered their site plans at the request of residents abutting the property and Town residents in general. I must emphasize that The Town of Washington Grove opposes the purchase of the ~ 5.04 acres of the Roberts Oxygen property as part of the Casey 6 proposal for the new location for the Montgomery County Transportation facility, because the proposal damages the historic integrity of the town. This recommendation was passed at a Town Meeting of residents in 2009 and has been entered into the record of the planning office.

Despite the Town's opposition, I understand that GSA is moving forward with negotiations to purchase the property and include it in the final plans for Casey 6 as part of the Service Park relocation from the Shady Grove facility. The following represents a request from the Town in regard to separate Mandatory Referrals for the currently-owned Casey 6 property and the parcel to be purchased that is known as Roberts Oxygen.

- ***The Town would like MNCPPC to defer the Mandatory Referral of this property until the Roberts Oxygen property is acquired and the entire site plan for Casey 6 can be considered as one plan.***

The concern of the Town by separating the two properties, which will in effect be one property, is that we feel we will have a better idea of the planned and future uses of the property as a whole if we wait to see the final Mandatory Referral Site Plan.

In a recent meeting with David Dise and Hamid Omidvar from GSA, and Phil Andrews, the Town's District County Council member, many of our questions were answered and I appreciate the efforts of GSA to try to make the property as nonintrusive as possible for an industrial site next to a residential neighborhood. I will continue to work with them through this process. I would, however, like to have the operations described in detail with commitments from the County confirming what we have been told regarding the operations at the site, as well as the efforts being made to make the structures as unobtrusive as possible.

If MNCPPC moves forward with the Mandatory Referral for Roberts Oxygen, the Town would like to ask that the following questions be answered and various revisions be made to the Mandatory Referral Site Plan.

- We have been told that mature trees will be planted on the berm adjacent to Washington Grove. These, however, are not shown on the Forest Conservation Plan. We think this makes sense because it ensures trees at that location in the future and complies with the Shady Grove Sector Plan, which requires a 50-foot forested buffer area.
- We would like a clarification of the proposed ingress/egress noted on the Site Plan between Roberts Oxygen and the railroad tracks. We oppose anything other than an emergency exit at that location and would like to see that it normally would be blocked from traffic. Even as an emergency exit it poses very serious safety issues due to its proximity and angle to the crossing and should be reconsidered.
- Lighting on the Roberts Oxygen site should be subdued, task oriented, full cut-off lighting (non-diffuse) so there would be no dispersion into the residential neighborhood.
- To mitigate the impact of some of the non-permeable surface on the Roberts Oxygen site, we request consideration of some strategic plantings to break up the continuous asphalt surface and reduce the heat island impact on the neighbors. This would help both with run-off from the site and mitigate incompatibility with the adjoining residences.
- I request a clear description of noise sources when the Roberts Oxygen site is in full use in the winter, and all procedures proposed to mitigate them to insure compatibility with adjoining residences. Can we get a clarification on the amount of back-up beeping that will occur? We would like to request that trucks make a circular route through the site to enter, pick up their load of salt/sand, and exit without having to back up. The County should meet or exceed its own published guidelines.
- We urge you to extend the berm and 50-foot forested buffer along the Town boundary to Railroad Street. Although this is not on the Site Plan, this will be required under the Shady Grove Sector Plan and is important to consider in negotiations with Roberts

Oxygen. This also provides for an option of a walkway/bikeway through from Railroad Street to Crabbs Branch if that is planned for the future.

There are two additional requests that we would like to have addressed at some point in this process. They are:

(1) I have provided Mr. Dise and Mr. Omidvar with copies of the 1980 driveway permits for the property that show the current access to Railroad Street from Roberts Oxygen is to be closed when the have access to Crabbs Branch. We hope this will be enforced with the completion of development of the Casey 6 property.
(2) If the County has a feasibility study regarding relocating parts of the Service Park to the Casey 6 property, could we please obtain a copy. We are aware that such studies, such as the Staubach study, were conducted that indicated that EMOC could be relocated to the Webb Tract. If this relocation of parts of EMOC is being done without an independent study, we would like to know that.

Thank you for the opportunity to comment on the Mandatory Referral for the Roberts Oxygen property. The Town will stay involved as the process moves forward and we hope for an outcome that benefits both the Town and the County. We depend on the County to pursue its goals in a manner which will not harm the Town, and, consistent with the principles of Smart Growth, perhaps can find a way to enhance our adjoining neighborhood.

Best regards,

Darrell Anderson
Mayor
The Town of Washington Grove

cc: David Dise
Phil Andrews
Hamid Omidvar

Attachment G

SHADY GROVE

Pamela Lindstrom (Chair), 421 Gaither Street, Gaithersburg, Maryland 20877
e-mail: pamela.lindstrom@gmail.com
www.mcparkandplanning.org/shadygrove/advisory_committee.

MEMBERS
Adam Brand
Julia Tillery
John Compton
George Donovan
Pat Labuda
Michael McInerney
Joe Parello
Brian Pierce

May 20, 2010

Royce Hanson, Chairman
Montgomery County Planning Board
Silver Spring MD 20910

Dear Chairman Hanson and Planning Board members:

The move of the County Department of Transportation's maintenance facilities to the properties called Casey 6 and 7 is a key step in implementing the Shady Grove Sector Plan. Our Committee members support this move, but locating it at the edge of the sector plan area raises concerns.

We serving on the Shady Grove Advisory Committee have spent two meetings in discussion with Rassa Davoodpour and her colleagues from the Department of General Services on their plans for these facilities. Our letter to the County Executive, which outlines our concerns about the original plan, is attached. At our April meeting, Ms Davoodpour presented the updated plan, and we were pleased to find it responded to many of our concerns. We were impressed with the thoughtfulness of the plan and its many green features.

The landscaping plan has improved, but still needs more vegetation along Shady Grove Road. The whole slope should be planted with more substantial and durable shrubbery, not just mowed grass.

We also remind the Planning Board and the Executive again that a plan must be made to connect Amity Drive and Crabbs Branch Way. The need for this road connection is explained in our attached letter of November 2009.

We note that some Committee members would still prefer that the MDOT facilities be removed from the Shady Grove planning area entirely. If that is not possible, we appreciate the Executive's efforts to make their facilities good neighbors. We urge the Planning Board to support our remaining concerns so that these large industrial facilities fit as well as possible at the edge of this pedestrian-oriented Metro station area.

Sincerely, Pamela Lindstrom, Chairman

Greater Shady Grove Civic Alliance

Dear Chairman Hanson and member of the Montgomery County Park and Planning Board,

The Greater Shady Grove Civic Alliance is opposed to the Department of Transportation's recommendation to relocate EMOC to the site on Casey 7 at the corner of Crabbs Branch Way and Shady Grove Road. Casey 7 is currently an empty field across from the Grove Shopping Center.

Casey 7 is located approximately ½ mile from the Shady Grove Metro. To use a site, which is within such close walking distance to Metro, in order to house buses is totally contrary to Smart Growth policy recommendations.

I have called the bus systems in Prince Georges and Fairfax County which also serve the Metro facilities in their respective counties. None are located in such close proximity to the Metro station. The bus systems in other Maryland and Virginia locations which serve the end of the line Metro system are all located many miles away from the end of the line Metro sites.

Smart Growth would recommend that the residential uses that had been proposed would be far more appropriate to be placed on Casey 7. Over 6,000 new housing units are being planned for the Shady Grove Metro area. This includes over 300 housing units in the area across from Casey 7, around the Grove Shopping Center. Casey 7 should serve to provide recreational and other amenities, such as ball parks, restaurants, movie theaters, shops, etc. to serve the existing and 6,000 additional planned residents of Derwood. Commercial uses such as a hotel, hi tech or professional offices, which take advantage of the close proximity to Metro, would also be more in keeping with Smart Growth policies.

Besides being an eyesore to the community and creating additional traffic congestion EMOC will generate a great deal of heavy bus traffic with its accompanying air and noise pollution. For too long the Derwood community has been and continues to be literally the dumping ground of Montgomery County. There are already too many undesirable uses in the Derwood area including the County's Waste Trash Transfer site and the Metro maintenance and rail yard facility,

At other Metro locations in the Washington DC area, there have been great efforts in making the increasingly dense Metro sites appealing for the newly developed or planned residences and also improving the surrounding existing communities. We ask that the same be done at Shady Grove Metro.

Sincerely yours,

Pat Labuda
President
Greater Shady Grove Civic Alliance
16929 Briardale Road
Derwood MD, 20855
(301) 990-8292