

MEMORANDUM

January 27, 2009

TO: Public Safety (PS) and Transportation, Infrastructure, Energy, and
Environment (T&E) Committees

FROM: Linda McMillan, Senior Legislative Analyst 

SUBJECT: **Worksession: Property Use Study/Smart Growth Initiative**

On November 17, 2008, the County Executive forwarded a package of proposed supplemental appropriations and amendments to the FY09-14 Capital Improvements Program to implement his recommendations regarding the relocation of County facilities that were included in the Property Use Study now called the Smart Growth Initiative. These proposed actions were introduced at the Council's December 9, 2008 session. The following facilities are included:

Equipment Maintenance and Operations Center
Department of Liquor Warehouse
MCPS Food Production and Distribution Facility
MCPS Bus Depot and Maintenance Operations
M-NCPPC Maintenance
Montgomery County Radio Shop
Day Labor Center
Police Headquarters
Fire and Rescue Headquarters
1st District Police Station
Public Safety Training Academy

The Executive's recommendations address three major goals: implement the vision of the Shady Grove Sector Plan, improve public facilities that have known deficiencies and in many cases delayed projects in the CIP, and allow the current PSTA site to be used to enhance the life sciences center.

The Council was first briefed on the recommendations in the Property Use Study last January during its review of the capital project for the Public Safety Training Academy. In April, the Council was provided with an updated briefing which included information on the

proposals regarding the GE Tech Park, Finmarc warehouse, Casey 6 & 7, Webb Tract, and Gude Landfill.

The Council held a hearing on the Property Use Study/Smart Growth Initiative on January 22nd. The Council heard comments in support of the Initiative including the implementation of the Shady Grove Sector Plan and the Johns Hopkins Vision 2030 proposal for the life sciences area. The Council heard objections from many citizens to the proposal to relocate the MCPS bus depot to the Gude Landfill. Concerns and specific questions were raised about the use of the Webb Tract for the PSTA and MCPS Food Service Facility. Concerns were raised about the cost of the Initiative, especially in difficult fiscal times. The Council was reminded that the Public Safety Memorial has not been completed as the Executive has proposed moving it to the GE Tech Park.

At this session, the Chairs propose the joint Committee focus on the following four parts of the Executive's recommendation:

- Relocation of the MCPS Bus Depot and the original proposal to study use of the Gude Landfill as a relocation site.
- Purchase of the Finmarc Warehouse for use as the Department of Liquor Control's Temperature Controlled Warehouse.
- Purchase of Casey 6&7 as the relocation site for a new EMOC and Highway Services depot.
- Funding for planning of other components of the Property Use/Smart Growth Initiative.

As much of the discussion for this worksession focuses on relocations associated with implementing the Shady Grove Sector Plan, the following section provides a summary of the Sector Plan's goals and staging provisions.

Shady Grove Sector Plan

The Shady Grove Sector Plan was approved by the County Council on January 17, 2006 and adopted by the Maryland-National Park and Planning Commission on March 15, 2009. The Sector Plan Planning Area is about 2,000 acres. At the time the Council approved the Plan industrial uses occupied about 28% of the area, commercial uses about 2%, residential uses about 32%, and undeveloped land an open space over 20%. There were about 2,600 dwelling units, a majority of which were single family homes. Much of the land closest to the Shady Grove Metro is now the County Service Park. Almost 195 acres was identified as re-developable land within the Metro Station area.

The approved Sector Plan envisions a mixed use community. It calls for the relocation of industrial uses, including the County Service Park, to provide an opportunity for housing development near the Metro that would have a retail component, parks, walkways, and bikeways. Technology uses would be encouraged along Shady Grove Road. The Sector Plan's stated goals are:

- Balance the need for higher density housing at the Metro station with the need to buffer adjacent Derwood communities. Limit development to 6,340 new housing units for the entire plan area, including workforce housing, transferable development rights (TDRs), and moderately priced dwelling unit (MPDU) bonus density.
- Contribute to the preservation of the Agricultural Reserve by providing TDRs on the County Service Park, WMATA properties, the Derwood Bible Church site, the Grove Shopping Center site, and Metro West and Metro South properties that have a maximum base density of 1.6 FAR.
- Organize future development into a series of defined and attractive neighborhoods around the Metro station.
- Provide civic uses, public open space, and recreation to serve the needs of employees and residents.
- Include guidelines that provide a variety of housing types and achieve a diversity of households.
- Coordinate the proposed land use changes with open space and streetscape recommendations that encourage transit use and create an attractive community.
- Encourage transit ridership and better manage traffic congestion.
- Balance development with the capacity of the transportation system and public facilities.

In order to encourage the creation of the Urban Village concept the staging plan calls for relocation of the County Service Park and provides for an increased number of housing units on the Service Park (to become Metro Park North and Jeremiah Park) if this is accomplished with joint development of Casey 6&7 early in the life of the plan. The plan states that the portion of Casey 6 that is south of the existing stream buffer and the entire Casey 7 site should be considered as potential relocation sites for some County Service Park facilities.

	With Relocation	Without Relocation	Difference
Stage 1	2,540 housing units	1,500 housing units	1,040
Stage 2	3,540 housing units	2,500 housing units	1,040
Stage 3	6,340 housing units	4,100 housing units	2,240

The bonus density that comes from joint development is clustered on the Metro Park North side which is closest to the Metro station. In order to clear the Service Park for this joint development the EMOC, Highway Services, Liquor Warehouse, Day Laborer, and MCPS Food Production Facility must be relocated.

1. MCPS Bus Depot and Maintenance Operations – Gude Landfill

The County Executive has requested \$325,000 to study options for relocating the MCPS Bus Depot and Maintenance Operations facilities. The original proposal was to focus on moving

the bus depot to the Gude Landfill. At the public hearing, the Council received testimony from those in the surrounding community objecting to the use of Gude because of the instability of the settling landfill and potential problems related to landfill gases and stormwater and groundwater pollution. At the hearing, Ms. Jones, representing the Executive stated that the Executive would not move forward with a proposal that could prove harmful to the community and that other sites were being actively considered.

On January 26, the Council received a memo from the County Executive stating that he is withdrawing his proposal to possibly use the Gude Landfill for the bus depot and will not be pursuing studies to determine the impacts of such as use. (© 1-2) He asks that the Council move the \$325,000 requested for feasibility studies back to the Smart Growth Initiative – Facility Planning PDF.

NOTE: The T&E Committee is scheduling a separate worksession to discuss the concerns raised by citizens regarding the county's current operation and monitoring of the landfill and air and water quality compliance.

Information from MCPS

On January 7th, in order to prepare for this worksession, Council President Andrews requested information from MCPS on their requirements for a replacement bus depot and any comment on the Gude site. (© 3-4) While the Gude site is no longer being considered, the joint Committee should review the information provided by Dr. Weast regarding the three facilities that are impacted by the Property Use Study/Smart Growth Initiative.

- (1) MCPS Shady Grove Bus Depot,
- (2) MCPS Division of Maintenance Shady Grove Depot, and
- (3) Division of Food and Nutrition Central Production and Distribution Facility.

The memo from Dr. Weast is attached at © 5-10. It includes a 2005 space requirements study (© 11-31). Dr. Weast has also provided information on the MCPS Department of Material Management located at Stonestreet Avenue in Rockville.

The memo provides a summary of the design capacity and current number of buses at each of the five depots (© 7). The Shady Grove Depot is currently home to 391 buses. This is 157 more busses than it was originally designed to house. Because there is a shortage of space at the Shady Grove Depot, central transportation functions including bus routing and scheduling, field trip scheduling, route bidding, and information technology are housed in rented space. MCPS Division of Maintenance operations are housed at four depots including Shady Grove. MCPS states that, "The maintenance and transportation depots were collocated for convenience when they were built. There is no compelling reason to keep them collocated, but there is a compelling reason to keep the regional depots in close proximity to the schools they serve."

MCPS believes that the best long-term plan for housing all its buses is to build six 250-bus depots. They further state that their goal is to have all MCPS buses parked, fueled, and maintained at their own depots. They have concluded that this is a better solution operationally than using satellite parking facilities because managers need to be located where the buses are to resolve problems quickly, fueling and repair cost less when they are collocated with parking, and it is easier to make adjustments when substitute drivers are needed or a bus fails to start in the

morning. They believe that additional buses would be needed for spares if buses had to be regularly moved for serving and repairs.

Specific to the Gude Landfill option, Dr. Weast notes that MCPS has previously asked to use the Gude and Oaks landfill for temporary parking but, “these proposals were not well received due to potential resistance from neighborhood and employee groups over environmental issues.” If the Gude Landfill were used MCPS concludes that roadway improvement infrastructure would require “significant improvements to handle the additional 4,000 to 5,000 vehicle trips per day for bus operations.” (© 8)

Feasibility Study to Relocate County Facilities to Gude Landfill

The testimony received by the Council cited the SCS Engineering Study that was completed in November 2007 and revised in August 2008. Its purpose was to “provide the county staff with an analysis that is useful in selecting the most feasible option for use of the landfill.” (SCS report page 2 – not attached to this packet) The study looked at seven facilities for possible relocation to the Gude landfill: the Liquor warehouse, Park and Planning maintenance and training, MCPS bus depot, MCPS maintenance shop, MCPS food services facility, multi-agency driver training track, and the Fire and Rescue burn building.

SCS engineering identified “seven acres on one mound and 19 acres on another mound as acceptable for construction without cutting and filling landfill debris.” They noted that if the space between the two mounds was compacted and filled it could be acceptable for at grade parking or a parking garage and that more usable acreage could be obtained by leveling the existing top of the landfill. In total SCS identified 31 acres as acceptable for construction of buildings, pavement, and driveways. They note that building construction will require the “installation of deep pile embedded in the underlying bedrock to support the building and prevent settlement.” (SCS report page 8) The SCS study concluded that there was insufficient build-able area for the MCPS bus depot parking, depot operations, and maintenance to remain collocated (assumes 58 acres is required) and a basement for working under buses is not feasible construction on this landfill. (SCS report page 12).

The SCS study looked at estimating buildable area and potential additional costs construction from building on a settling landfill. It does not analyze or comment on impacts from traffic or many of the environmental issues that have been highlighted for the Council.

Council staff concurs with the Executive’s revised recommendation to no longer consider the Gude Landfill as a site for relocation of the MCPS bus depot. Council staff further agrees that planning funds should be shifted back to the Smart Growth Initiative Facility Planning Project. The facility planning PDF will be discussed later in this memo.

2. Purchase of Finmarc Warehouse for DLC Liquor Warehouse

The County Executive is recommending the County purchase the temperature controlled Finmarc warehouse in Gaithersburg and renovate it for use by the Department of Liquor Control. The PDF forwarded by the Executive estimates the total cost for the project to be \$47 million and the PDF programs \$25 million for purchase of the Liquor Warehouse and \$1.4 million for planning and design. (© 32) At the time the Executive transmitted his recommendation there

was not agreement on the price for the Finmarc Warehouse. The price agreed to by the County executive is \$32.7 million. The acquisition and renovations will be funded by Liquor Revenue Bonds

The Department of Liquor Control completed a program of requirements (POR) for expansion of the current liquor warehouse in 2003. A project was included in the FY2005 CIP. It proposed a 50,000 square foot addition to the existing 112,000 square foot warehouse and 10,000 square foot keg cooler, for a total of about 172,000 square feet. The Finmarc warehouse will provide about 200,000 square feet. The study conducted to develop the 2003 POR found that:

- The existing warehouse did not have adequate space to handle the Department's daily business.
- There is not enough space to meet the temperature controlled environments specified by certain domestic beer producers.
- There is a need for approximately 11,000 square feet of additional storage for wine and liquor.
- It was recommended that five new dock spaces be added to reduce congestion at the current docks.
- Air conditioning would be added to entire warehouse.

Representatives from the Department of Liquor Control and the Department of General Services will be present to confirm for the joint Committee that the Finmarc warehouse with renovations will meet the long term needs of the DLC as estimated in the POR. The joint Committee will have an opportunity to review the appraisals used as the basis for the agreed to price in closed session.

Council staff recommends approval of the purchase of the Finmarc warehouse and funding for the cost of design and renovations. Council staff notes that this proposal meets three important goals: (1) provides Liquor Control with the space and type of storage facilities they have required for several years to meet their operational needs, (2) provides a faster solution than new construction, (3) helps to clear the Service Park in order to implement the Shady Grove Sector Plan.

Council staff recommends the PDF be updated to reflect the \$32.7 million purchase price and a new total cost estimate of about \$53 million. The Council will need to adopt an amended resolution for the authorization of the Liquor Revenue Bonds. Council staff recommends approval of the close-out of the Temperature Controlled Liquor Warehouse project in the current CIP (© 33). The Executive is recommending the Council increase the level of authorization approved last July 29th from not to exceed \$78,000 million to not to exceed \$138 million, an increase of \$60 million. A portion of the proceeds will be authorized to be used for the Bethesda Metro Station South Entrance. The proposed resolution is attached at © 34-37. Resolution 16-676 is attached at © 38-41.

3. EMOC and Highway Services – Purchase of Casey 6&7

The County Executive is recommending the Council approve a PDF to build a new EMOC and highway services facility on the Casey 6&7 property (PDF © 42). The Executive is

requesting \$30 million for purchase of the land and \$7.081 in planning, design, and supervision funding. The PD&S expenditures would be funded with GO Bonds and the land purchased with interim financing (assumed to be commercial paper at a current rate of 2%). PD&S expenditures would occur over FY09 and FY10. The expenditure for the land would occur at the beginning of FY10 but appropriation is required in FY09 to allow the Executive to proceed with the purchase agreement and closing process.

Design is expected to take about one year and construction about 18 to 20 months. Given some time for the contracting process, it will probably be about 3 years before the new EMOC would be finished and the old EMOC completely relocated (Highway Services may be able to move earlier.)

The Executive is requesting the Council approve close-out of the current EMOC CIP project which would improve and expand EMOC at the Service Park. (PDFs © 43-44)

	Total estimate	FY09	FY10
EMOC approved PDF #500433*	not included	\$1.913m	\$1.049m
EMOC proposed PDF#500933	\$135 million	\$3.173m	\$33.908m
Difference GO Bonds		\$1.260m	\$2.859m
Difference Interim Finance			\$30m

*The Executive recommends close out of this project

Note on GO Bond Reserve and impact on this request: As of 1/27/2009 the GO Bond reserve for FY09 was \$2.074 million. **Approval of the requests from the County Executive only as they impact EMOC would require the reserve be drawn down by an additional \$1.26 million, leaving a balance of \$814,000.** The Executive is also recommending that the Council close-out the existing projects for the PSTA Academic Building and Detention Center Reuse which would free-up about \$9.6 million in FY09 GO Bond capacity. However, the Council has not yet made any recommendations or decisions on either of these projects. Council staff will discuss this issue further in the later section regarding the Smart Growth Facility Planning PDF.

Note on interim financing: If commercial paper at a rate of 2% can be used to carry the \$30 million land purchase the annual carrying cost would be about \$600,000. The Department of Finance’s experience is that commercial paper rates are always been lower than GO Bonds. As it is expected that this debt will be paid off once the Service Park land is sold, there is no advantage to using GO Bonds at this time. Interim Financing will not count against the county’s GO Bond limits but is taken into account in the debt ratio and has been accounted for in the Executive’s most recent fiscal information to the Council. Interim financing is expected to be used for about three years.

Program of Requirements for EMOC

The need for improved EMOC services has been discussed for several years and is of great importance as the current EMOC is limiting the number of buses that can be operated. The program of requirements (POR) was completed in May 2003. The study looked at future

program needs but was developed assuming expansion would occur at the County Service Park site. Improvements are needed to maintenance bays, fueling (diesel and CNG), washing, storage, office space, assembly, and locker room space, about 110,000 square feet of building space is needed for the EMOC program.

- The POR provides for facilities that would allow the bus fleet to expand from 127 to 200 buses.
- There is currently insufficient parking for vehicles and staff with only 158 parking spaces for 363 employees.
- The study estimated that when a bus fleet of 200 is in place, there will be a net increase of 172 employees at EMOC. The vast majority of these employees will be bus drivers (162) with supervisors, dispatchers, and technicians filling the remaining 10 positions.
- Fleet Management Services is also expected to expand by 35 new fleet mechanics over a three-shift period and 11 administrative and supervisory positions to support operations.

Questions for Council consideration:

Council staff suggests the joint Committee discuss the following questions before making its recommendations on the Executive's recommendations.

1. Does the joint Committee agree that the County needs to move forward to improve and expand EMOC as called for in the POR?
2. Does the joint Committee agree that Casey 6&7 is an appropriate site for relocation of EMOC?
3. Does the Committee agree that \$30 million is a fair price for this property? (The joint Committee will have reviewed the appraisals and appraisal process in closed session.)
4. As noted at the public hearing, the property has been under agricultural tax assessment. This assessment is determined by the State and the Executive branch has found that the assessment is based on the soil's capacity to produce crops. If the county purchases the parcels, they will be transferred from the current owner to the contract owner and then to the county. There is a transfer tax that must be paid when land that has been in agricultural assessment is sold to be used for other purposes. Has the Executive branch determined which party and when the tax will be paid? What is the estimated tax payment?
5. Does the Executive expect to fund the remaining \$98 million for this project (assuming a total cost of \$135 million) with G.O Bonds or with interim financing?
6. The county is responsible for clearing and remediating the EMOC and Service Park before EYA or other parties will pay the county for the parcels for development. Will the costs for remediating the EMOC site be included in this project? If not, how will these costs be funded?

Questions/Concerns from the Community

At the public hearing, the Council received testimony from the Town of Washington Grove. The Town testified in support of the relocation of the EMOC to Casey 6&7 as identified in the Shady Grove Sector Plan. However, they asked for assurances that the county would work to minimize impacts on the surrounding community and asked that plans go through the mandatory referral process and that the county take seriously comments and recommendations made through the mandatory referral process.

The Council has also received correspondence from nearby residents. The following represents the types of questions and concerns that have been shared.

1. Have traffic studies been completed? What did they conclude and how will the county address traffic impacts?

Executive staff has told Council staff that the construction of the new depot and abandonment of the old depot will not require any significant traffic improvements. However, further studies will be conducted on the overall development called for in the Sector Plan. Developers will complete these studies as a part of the larger development and traffic and intersection adjustments will be constructed as a part of the development.

2. How are the air quality impacts on nearby residential, school, and recreational facilities being evaluated? How will they be mitigated?
3. What are the expected noise impacts on nearby homes? How will they be minimized?

The Executive branch will undertake air quality and noise studies once additional funds are available for the project.

4. What type of exterior lighting is being planned and how might it impact nearby residential communities?

It is the county's standard procedure and requirement to use exterior light fixtures that have cut off angles and do not illuminate beyond property lines. Selection of the exact type and brand will be determined during design.

5. The Day Laborer Center will be closer to residences than it is at its current location. How are decisions being made on where to site the center and what impacts, if any, are anticipated on residential areas?

The exact location of the Center on the parcels will be reviewed during the planning and design.

6. Will there be walkways and bikeways from the Washington Grove area to the Metro and shopping area so residents can access the new mixed used community?

Sidewalks will be installed as required. Due to the type of operations at EMOC, the Executive branch does not envision locating bike or pedestrian paths on the same side as

the depots. Extension of the paths on the east side of Crabbs Branch will be part of the overall transit-oriented development master plan.

4. Smart Growth Initiative – Facility Planning

The County Executive is requesting \$681,000 for continued planning for several components of the Property Use Study/Smart Growth Initiative. At the Council's request, \$325,000 of this amount was broken out and included in the Gude Landfill PDF (© 46) which has now been withdrawn. The Executive has asked that the total level of funding be retained because planning funds are needed to locate a new site or sites for relocation of the MCPS bus depot and maintenance operations. Other projects that would be planned using these funds include M-NCPPC Maintenance and the Montgomery County Radio Shop.

The Executive is recommending that this facility planning PDF (© 45) be funded with GO Bonds. This is in contrast to the Facility Planning: MCG project which is almost always funded with current revenue. This is because, as noted in the MCG project, facility planning is a decision process that develops a POR and completes some level of preliminary design. However, the MCG projects also notes that depending on the results of the facility planning process a project may or may not move forward as a stand alone project in the CIP. The Executive believes that while the Smart Growth Facility Planning process may look at options for relocation sites, each of the projects listed will eventually move forward as a stand alone project in order to clear the Service Park and implement the Shady Grove Sector Plan and therefore funding with GO Bonds is appropriate.

At the public hearing, Planning Board Chair Hanson told the Council that he believes that \$750,000 is needed to plan for the relocation of the M-NCPPC facilities. (© 47-48)

If the Council approves the funds for the EMOC relocation and does not free up GO Bond capacity by deleting or amending the existing PSTA or Detention Center Reuse projects there is only \$814,000 in GO Bond capacity available and this would be almost all used by this facility planning request.

Should the Council amend the PSTA project to free-up GO Bond Capacity in FY09?

The Executive believes that the Property Use Study/Smart Growth Initiative will be cost neutral over the course of 20 years. In the short term, some of the cost neutrality comes from closing out existing CIP projects. Council staff agrees that the current EMOC project should be closed out if the Council approves the new EMOC project to relocate to Casey 6&7. The Executive is also recommending the Council close out the current PSTA renovation project (© 49-51) in order to free up bond capacity in FY09. The Executive assumes that the PSTA will move to the Webb Tract. However, the Executive has not yet agreed on a purchase price for the Webb Tract and the Council has not yet determined whether the Webb Tract should be purchased, the PSTA moved, or the future of the current PSTA site.

Council staff believes it would be premature for the Council to delete the existing PSTA Academic Building project but recognizes that the county will not spend \$6.078 million in FY09 to renovate the PSTA.

Council staff recommends the PSTA project be amended by delaying the expenditures now shown for FY09 and FY10 to FY10 and FY11. This would free-up bond capacity for FY09. It would leave the current project in place and the total funding in place.

Council staff recommends the following regarding the facility planning PDF:

- **As requested by the County Executive add “MCPS Bus Depot and Maintenance Operations” to this project.**
- **Change title to “Smart Growth Initiative – Relocation Planning.”** – The reason given for funding this project with GO Bonds is that, unlike the Facility Planning MCG project, there will eventually be stand alone projects for each of the facilities listed. Council staff believes it is best to drop “facility planning” from the title to emphasize this difference
- **Specify that the MCPS Bus Depot and Maintenance Operations relocation options may include relocation to more than one site.** Council staff notes that all the County Government projects that are a part of the Property Use Study/Smart Growth Initiative are planned to address future growth needs (such as increasing the number of buses at EMOC and increasing the space available for 1st District Station activities and Police Headquarters). There is no reason not to use the same planning process for the MCPS bus depot.
- **Add MCPS Food Production and Distribution Facility to this Facility Planning PDF.** Council staff is concerned that the PDF the Executive has forwarded to the Council describes replacement of the existing 58,000 square foot facility. (© 52) Council staff understands that the current facility was constructed when the MCPS student population was about 80,000. The information provided by Dr. West indicates that MCPS believes they need a facility of about 70,000 square feet. Council staff believes that County Government and MCPS should work together to refine the POR for the Food Service facility.
- **Council staff recommends appropriating a total of \$800,000.** This is the \$356,000 requested by the Executive for Park and Planning Maintenance and the County Shop and \$444,000 to provide for additional work related to the MCPS Bus Depot and Food Service facilities. This amount could be accommodated with the current GO Bond balance if the Council does not want to amend the PSTA project for FY09. Council staff also believes that some planning costs will be reduced by not having to complete some of the studies that would have been required if the Gude Landfill site were still being considered.
- **Delete comment in narrative that currently states, “Overall the Smart Growth Initiative will be cost neutral.”** While the Executive is working to make this effort cost neutral over 20 years, the Council has not reviewed nor agreed to every assumption used to reach this conclusion.

Summary of Potential Actions in this Packet

The following summarizes potential actions recommended by Council staff.

	FY09	FY10	FY11
add DLC Liquor Warehouse PDF 850900	\$33.035m	\$1.103m	na
delete Temp Controlled Liquor Warehouse PDF 850500	(\$6.572)m	na	na
add EMOC PDF 500933	\$3.173m	\$33.908m	na
delete EMOC PDF 500433	(\$1.913)m	(\$1.049)m	
add Smart Growth Relocation Planning PDF 360902	\$0.800m	na	na
amend PSTA PDF 479909	(\$6.078)m	(\$1.449)m	\$7.527m
GO Bonds - NET	(\$4.018)m	\$2.859m	\$7.527m
Liquor Revenue Bonds - NET	\$26.463m	\$1.103m	
Interim Financing*		\$30m	

*Operating budget impact from short-term financing is estimated at \$600,000 per year in debt service

Long-term commitments from potential actions – What are the “dominos”

The Executive has proposed the Smart Growth Initiative as a total package. Some citizens have raised concerns that if the Council approves one part of the proposal it must then approve it all. Council staff highlights the following as the possible “dominos” from decisions made at this worksession.

- If the Council approves the EMOC project, an additional \$98 million will have to be programmed from FY10-12 to complete the project.
- If Casey 6&7 are purchased, it is then expected that EYA Associates will serve as the master planner and will be required to purchase land on the Metro Park/County Service Park West to support a certain number of housing units at a price agreed to by the county. There will be a profit sharing provision should there be greater appreciation of the property than expected. Much of this is similar to the information in the “Letter of Intent” (© 53-57) however, Council staff understands that instead of giving EYA first opportunity to purchase land at the Service Park, they will be required to do so as a part of the purchase agreement.

- The use of interim financing is premised on repayment from the payment for land at the cleared Service Park. Should circumstances change, the debt could be turned into another form of long-term financing.
- In order to begin implementing the Shady Grove Sector Plan, at minimum the Service Park West must be cleared. This will require that the MCPS Food Service Production and Distribution Facility be relocated in the same timeframe as EMOC and Liquor Warehouse (about 3 years). The full cost of this project is not yet known.
- The items addressed in this packet do not make any commitments regarding the relocation of the PSTA or future use of the PSTA parcel.
- The items addressed in this packet do not make any commitments regarding the Public Safety Headquarters proposed to be located in the GE Tech Park Building. The City of Gaithersburg highlighted that as a part of the Finmarc warehouse proposal they have asked the County to preserve about 7 acres of forested area.



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

January 26, 2009

TO: Phil Andrews
Council President

FROM: Isiah Leggett
County Executive

SUBJECT: FY09 Supplemental Appropriation & FY09-14 CIP Amendment
Smart Growth Initiative - Withdrawal of Gude Landfill

REC'D IN COUNTY CLERK
JAN 27 2009

Several request for FY09 supplemental appropriations and FY09-14 CIP amendments relating to the Smart Growth Initiative are currently pending before the Council. At the request of the County Council, my staff modified the umbrella Smart Growth Initiative PDF No. 360902 to separate the funds in that request from funds needed to do planning studies for the relocation of the MCPS Bus Depot and Highway Maintenance Facilities. As a result a new PDF No.360903 was submitted for planning and design funds for relocation of the MCPS bus depot and maintenance facility at the County Service Park. The Council's request was in response to community opposition to potential reuse of the Gude Landfill for school buses.

I am sending this memo to the County Council to advise you of my withdrawal of the Gude Landfill from further consideration for use in connection of relocation of the MCPS bus depot and maintenance facilities. As my staff has indicated in meetings with the community and the County Council, I share the community's concerns about the landfill and, while studies would be necessary to determine impacts from any such use, I would not recommend relocation of any portion of the MCPS uses from the CSP to the Gude Landfill if the result would be harmful to the community.

While those studies have not been undertaken and it would be premature to conclude that such relocation would in fact cause some of the feared consequences, review of MCPS bus and maintenance operations has led to the conclusion that operations as they exist at the County Service Park needs a different approach that will be more effective and lead to better efficiency. Staff is working with MCPS to find a better solution.

Given conditions at the landfill, community concerns, and the potential high costs associated with relocating MCPS uses to this site, I do not believe it is prudent to proceed with any further investigation of potential relocation of the MCPS facilities to the Gude Landfill.

Mr. Phil Andrews

January 26, 2009

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The relocation of the County Service Park is important to long term housing, transit oriented development, and facility needs of the County and needs to happen. This effort is a work in progress. I have openly and publicly shared the work of my staff on this effort from the outset, and I will continue to do so. The plan has been refined as more information is gathered, and community input has been helpful to improve the plan for the successful longterm relocation of County facilities.

In order to proceed with clearing the east side of the County Service Park we need the full amount of planning and design money that had been included in the umbrella Smart Growth Initiative PDF No. 360902 as originally submitted in the total amount of \$681,000 (\$356,000 + \$325,000).

The Department of Environmental Protection will continue its review of the Gude Landfill data with the Maryland Department of Environment and will report on existing conditions as well as any additional studies or actions that need to be taken.

Your cooperation is appreciated.

IL:dar



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

MEMORANDUM

January 7, 2009

TO: Dr. Jerry Weast, Superintendent
Montgomery County Public Schools

FROM: Phil Andrews, Council President 

SUBJECT: Use of Gude Landfill for Relocated Bus Depot

The County Executive is proposing that the Montgomery County Public Schools' bus depot currently located at the County Service Park be relocated to a portion of the Gude Landfill in order to implement the recommendations in the Shady Grove Sector Plan and his Property Use Study/Smart Growth Initiative. On December 9, 2008 the Council introduced a package of CIP amendments and supplemental appropriation requested by the Executive. They include a request for \$325,000 to fund "a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot..." The Council will hold a public hearing on the Property Use Study/Smart Growth Initiative the evening of January 22nd and the Public Safety (PS) and Transportation, Infrastructure, Energy, and Environment (T&E) Committees will hold a joint worksession on January 29th at 2:00 p.m. on the proposal.

I am requesting that you provide the Council with any comments, questions, and recommendations you may have regarding the proposed use of the Gude Landfill for the bus depot. The Council will want to understand what MCPS projected needs for a bus depot in this general area of the county, including the number of spaces and types of fueling and maintenance facilities. We are also interested in whether MCPS may have identified any specific problems or challenges with the Gude Landfill site in terms of ingress and egress, buffering, or environmental concerns. I understand that MCPS may have previously approached the County Government about using part of the Gude Landfill for parking but that there were problems with the proposal. I would like to understand if this information is correct and, if so, what the proposal was and what problems were identified.

I recognize that the request from the Executive is for study and planning monies and so there are many questions where answers are not available. However, if the Council approves these planning funds we will want to fully understand how MCPS and the Executive will work together to develop a program of requirements that will meet the school system's future needs, that programmatic questions from MCPS are being addressed in the feasibility study, and that there will be a collaborative effort to develop any cost estimates for design and construction of the project.

I am asking that you provide a written response by Wednesday, January 21 so that it may be included in the Committee packet for January 29 and that you and/or your representative attend the PS and T&E Committee session.

For your information, I am providing a copy of the proposed PDF for the Gude Landfill, the handout from the update the Council received in September and the update the Council received last April. I am also enclosing a copy of a presentation I received from the Gude Landfill Concerned Citizens.

I also want to acknowledge that the Executive's overall plan also calls for relocation of the MCPS food service facility. At this time, I am not expecting that this will be a major discussion point for the January 29 Committee worksession. However, please be assured that the Council will also seek your input when we discuss any specifics regarding a new food service building.

Thank you for your response to this request. Please feel free to call me or Linda McMillan of Council staff (240-777-7933) if you have any questions.

C: Shirley Brandman, President, Board of Education
Councilmembers (w/o attachments)
County Executive
Diane Schwartz Jones, Assistant CAO
David Dise, Department of General Services
Joe Beach, Office of Management and Budget
Steve Farber, Council Staff Director



MONTGOMERY COUNTY PUBLIC SCHOOLS

www.montgomeryschoolsmd.org

MARYLAND

January 23, 2009

The Honorable Phil Andrews, President
Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, Maryland 20850

2009 JAN 23 PM 4:13
MONTGOMERY COUNTY
THOMAS BRADLEY

Dear Council President Andrews:

This is in response to your memorandum dated January 7, 2009, regarding the use of the Gude Landfill site for a relocated Montgomery County Public Schools (MCPS) bus depot. The responses to the questions posed in your memorandum are contained in the enclosed document—Montgomery County Public Schools (MCPS) Supporting Service Facility Needs. The document also identifies issues that I believe need to be considered by the County Council in a much larger context than the Smart Growth Initiative proposed by the county executive.

My staff has been working collaboratively with the county executive's staff to visit the MCPS facilities that are affected by the Smart Growth Initiative and other facilities that are not addressed by the initiative but are equally important to MCPS.

I stand ready to work with the County Council and county executive to find a comprehensive approach to addressing the long-term support facility needs of MCPS. If you have any questions about our detailed facility needs, please contact Mr. Joseph Lavorgna, acting director, Department of Facilities Management, at 240-314-1060.

Respectfully,

Jerry D. Weast, Ed. D.
Superintendent of Schools

JDW:jlc

Enclosure

Copy to:

Mr. Leggett

Members of the Board of Education

Mr. Bowers

Mr. Benson

Mr. Lavorgna

Mr. Matthews

Ms. Turpin

Ms. Schwartz Jones

Mr. Dise

Office of the Superintendent of Schools

850 Hungerford Drive, Room 122 ♦ Rockville, Maryland 20850 ♦ 301-279-3381

Montgomery County Public Schools Supporting Service Facility Needs

January 23, 2009

The proposed relocation of the Montgomery County Public Schools (MCPS) transportation and maintenance depot facilities from the County Service Park (CSP) on Crabbs Branch Way to the Gude Landfill site raises issues that need to be considered in a much larger context than just the county executive's proposed Smart Growth Initiative. The transportation and maintenance facilities in the CSP are collectively known to MCPS as the Shady Grove Depot.

A comprehensive review of MCPS support facilities is needed to understand what exists and what is needed to meet the demands for critical delivery of services to students and staff in over 200 facilities. Transportation, maintenance, food service, and materials management functions are in critical need of adequate facilities. The Smart Growth Initiative proposed by the county only touches on a portion of these facilities.

The proposed relocation of MCPS facilities from the County Service Park on Crabbs Branch Way includes the Division of Food and Nutrition Services central production and distribution facility (CPF) on the west side of Crabbs Branch Way and the Shady Grove transportation and maintenance depots on the east side of Crabbs Branch Way. The food service CPF is planned to be relocated with the county's Department of Fire and Rescue Services training facility on Snouffer School Road. While not as centrally located as the current CPF, the proposed location in Centerpark (Webb Tract) will serve the program's needs well. The proposed relocation will provide the opportunity to update and expand the CPF to meet demand for some time.

Transportation Depot Issues

The proposed relocation of the Shady Grove transportation and maintenance depots to the Gude Landfill site calls into question the adequacy of the Gude site to house the existing MCPS transportation functions on Crabbs Branch Way. In addition, the fate of the Shady Grove maintenance depot, also located in the CSP on Crabbs Branch Way is undetermined in the Smart Growth Initiative. The Shady Grove maintenance depot will be discussed later in this document.

The proposed relocation of the Shady Grove transportation depot does not adequately address the current severe overutilization of the depot or of some other transportation depots in different areas of the county. The following table illustrates the current overutilization of MCPS transportation depots:

Depot	Design Capacity	Current # Buses	Space/ (Shortfall)	Percent Utilization
Bethesda	101	171	(70)	169%
Clarksburg	102	231	(129)	226%
Shady Grove	234	391	(157)	167%
Randolph*	210	210	0	100%
West Farm	280	269	11	96%
Totals	927	1272	(345)	137%

*Note: At the Randolph Depot, 70 additional bus parking spaces were recently created by paving over a gravel parking area which was previously used for employee parking. The actual original design capacity of this depot was approximately 140 buses. West Farm Depot is the newest depot with a small number of spaces (11) remaining for growth.

Satellite parking has been proposed as a solution to overutilized depots. The idea of utilizing remote areas and cloverleaves along I-270 has been suggested and explored. While these options could serve as temporary solutions to the need for parking spaces, they are very poor long-term solutions and would result in inefficient and expensive operations. From an operations standpoint, managers need to be located where buses are dispatched, fueled, and maintained to resolve problems quickly. Fueling always costs more in operator time and vehicle mileage when not collocated with parking as do repairs or servicing of vehicles. Additional buses would be required to serve as spares while buses are moved from location to location for repairs.

It is MCPS' goal to have all of its buses parked, fueled, and maintained in its own depots. This goal provides a much more efficient manner of operation, especially when a substitute driver is needed or when a bus fails to start early in the morning. MCPS has been unsuccessful in expanding its depots at the same rate that its fleet has grown. As a result, Shady Grove, Bethesda, and Clarksburg depots are severely overcrowded and are operating at approximately 190 percent of original design capacity with no significant parking area improvements. Overutilization has led to employee injuries, vehicle accidents, operational delays, and many operational inefficiencies.

Additionally, just as the county master plans call for the development of the County Service Park as a smart growth area, the Clarksburg Depot is located immediately adjacent to the proposed alignment for the Corridor Cities Transitway (CCT). This proximity ultimately will force relocation of the Clarksburg transportation and maintenance depots from their current location, similar to the current Smart Growth Initiative to relocate the CSP on Crabbs Branch Way.

Currently, the Shady Grove Depot is operating at 167 percent of initial design capacity with 391 buses on a facility built for 234. An added point for consideration is that the Shady Grove Depot is the central support facility for the MCPS Department of Transportation and houses additional functions including central administration, major repair facilities, tire mounting and storage, and considerable space for bus driver training and personnel activities. Due to lack of space at the current Shady Grove Depot, other central transportation activities occur off-site in rented space for the following: bus routing and scheduling, field trip scheduling, route bidding, and transportation

information technology staff functions. These central support functions also need to be included in the long-term plan for the relocation of the Department of Transportation's central facility. Taking into account all of the spaces needed, the Gude Landfill site is simply not large enough to meet the current needs for the existing bus operations located at the Shady Grove Depot, along with the central support functions that need to be consolidated in one place.

In addition to the lack of adequate room to replace the existing Shady Grove Depot facilities, the roadway infrastructure in the vicinity of the Gude Landfill site would require significant improvements to handle the additional 4,000 to 5,000 vehicle trips per day for bus operations. Bus operations would be exacerbated further by the distance to I-370 and I-270 from the Gude Landfill site compared to the Crabbs Branch Way site. The existing Crabbs Branch Way site provides quick access to I-270 and I-370 and minimizes time spent on collector roads to get buses to routes serving countywide programs.

On previous occasions, the MCPS Department of Transportation sought to relieve overutilization of the Clarksburg and Shady Grove Depots by making use of both the Gude and Oaks landfills for temporary parking. The Oaks Landfill site could have provided needed relief from overcrowding at the Clarksburg and Shady Grove depots. A small portion of the Gude Landfill site near Southlawn Lane could have been used to park a few buses from the Shady Grove Depot that serve one of the nearby Rockville area clusters. Efforts to consider either of the landfill sites were not well received due to potential resistance from neighborhood and employee groups over environmental issues.

A realistic replacement plan for relocating the Shady Grove transportation depot would involve building two facilities designed to house 250 to 300 buses each and reallocating buses from the Bethesda and Clarksburg depots to alleviate overutilization at those facilities. The Bethesda Depot initially was designed for 101 buses and currently houses 171—169 percent of design capacity. The Bethesda Depot does not have enough acreage for expansion, and any purchase of land to enlarge this facility in its general vicinity would be extremely expensive—if land were available. In order to expand the capacity of the Bethesda Depot, structured parking would need to be built, and the maintenance depot collocated there would need to be relocated.

Similarly, the Clarksburg Depot houses a maintenance depot and 231 buses on a bus facility designed for 102 buses, or 226 percent of initial design capacity. A temporary partial solution was instituted by asking employees to take buses home to park. Many drivers do so by parking in far away places in other counties including Frederick, Washington, Carroll, and Howard. Needless to say, this practice is a very inefficient use of resources. Additionally, employees at the Clarksburg Depot have been forced to park on unpaved areas, an environmentally unsound practice.

Finally, the Randolph Depot was built in the 1960s and is woefully in need of upgrading. There have been no upgrades to the facility since it was built. Recent expansion for

added bus parking was accomplished in a makeshift manner. Only the West Farm Depot located near Route 29 and Cherry Hill Road, built in the 1990s, meets current needs.

A two-facility replacement plan for the Shady Grove Depot could and should allow for partial relief of Bethesda Depot overcrowding and temporary relief for Clarksburg Depot overcrowding, until the Clarksburg Depot is forced to relocate due to development in the Clarksburg community and the building of the Corridor Cities Transitway.

An ideal, long-term plan would be to have six 250-bus depots strategically located throughout the county. Six depots would provide a capacity for 1,500 buses countywide. The current fleet comprises 1,272 buses. This plan would meet current needs and allow for 18 percent growth. Depots of this size create fewer community issues and lessen the impact of traffic movements on the local street network as compared with larger depots. Depots of this size also allow for a good span of control for depot operations, fleet maintenance, and other operational issues such as ingress and egress. Moving a portion of the Shady Grove Depot operations to a 250-bus facility located at the Gude Landfill site could possibly fit with this plan—but only if the environmental concerns associated with reuse of the landfill site and surrounding roadway network limitations can be adequately addressed. The expense of environmental mitigation and roadway improvements may be prohibitive.

Attached is a copy of a study of Shady Grove Projected Space Requirements prepared for MCPS in 2005 by Delmar Architects, P.A. While slightly dated, the study does a good job of laying out the program needs for the three MCPS facilities located at the County Service Park on Crabbs Branch Way.

Maintenance Facility Issues

The MCPS Division of Maintenance (DOM) operations are housed in four depots—Shady Grove, Bethesda, Clarksburg, and Randolph. The Shady Grove Depot houses the headquarters, specialty shops, and specialty teams for the division. The remaining three regional depots serve schools in their respective geographic areas with carpentry, mechanical systems, electrical, and general maintenance services. All four depots are collocated with transportation depots.

The future of the maintenance depots is linked to the future plans for transportation depots. The maintenance and transportation depots were collocated for convenience when they were built. There is no compelling reason to keep them collocated, but there is a compelling reason to keep the regional depots in close proximity to the schools they serve. Finding suitable locations for relocating any of the regional depots will be a challenge as will finding the funding to build them.

As with the Shady Grove transportation depot, the Shady Grove maintenance depot does not have room to house all of the central functions it provides for MCPS at the Crabbs Branch Way site. Heavy equipment repair, fleet maintenance, and the Indoor Air Quality (IAQ) team are housed at the MCPS Stonestreet Avenue facility in Rockville. Any plan

to relocate the Shady Grove maintenance facility should consolidate all of the DOM headquarters and specialty functions in one adequate facility, preferably centrally located in the county. The attached 2005 Shady Grove Projected Space Requirements study provides a good conceptual plan for a central maintenance depot to replace the existing Shady Grove maintenance depot.

Materials Management Issues

The MCPS Department of Materials Management (DMM) provides receiving, warehousing, and distribution functions for all MCPS facilities from its Stonestreet Avenue facility. The Stonestreet Avenue facility is comprised of six World War II vintage structures and is located on North Stonestreet Avenue in Rockville one-third of a mile from the Rockville Metro station. The property encompasses 12.32 acres.

Millions of dollars of instructional materials, textbooks, supplies, computers, and equipment are received, processed, stored, and distributed annually by the DMM staff at Stonestreet. The processes used by the DMM staff are as modern and efficient as can be delivered in 60-year old buildings that were relocated as surplus from Quantico after World War II. Warehousing operations are hampered by low ceiling heights and rudimentary climate control. The main longer-term storage facility for furniture and equipment consists of 75-100 tractor-trailer units. In addition to being inefficient, the units pose a security risk and are very unsightly.

In addition to MCPS DMM activities on site, other MCPS and county activities occupy space and provide services to schools and offices across the county. The Office of the Chief Technology Officer uses a small building to repair, reimage, and recycle computers. The Office of Communications and Family Outreach uses a separate building to house the Copy Plus program that provides rapid-response copying of instructional materials for teachers. The Division of School Plant Operations uses two rooms for its training center for building service workers. The joint County-MCPS print shop also is located at the Stonestreet Avenue site.

The Stonestreet Avenue facility is in need of major capital infrastructure improvements if it is expected to operate indefinitely into the future. The prime location of this facility, with its close proximity to the Rockville Metro station, makes it more suitable for a smart growth renewal project than to continue its current function. It would make greater economic sense to raze the entire site and redevelop the acreage for mixed-use development than to invest millions of dollars to rehabilitate a non-conforming use in a residential area.

SHADY GROVE

PROJECTED SPACE REQUIREMENTS FOR MONTGOMERY COUNTY PUBLIC SCHOOLS

**DIVISION OF FOOD AND NUTRITIONAL
SERVICES**

DIVISION OF MAINTENANCE

DEPARTMENT OF TRANSPORTATION

DELMAR ARCHITECTS, P.A.

OCTOBER 19, 2005

DIVISION OF FOOD AND NUTRITION SERVICES MONTGOMERY COUNTY PUBLIC SCHOOLS

The Division of Food and Nutrition Services for Montgomery County Public Schools is located at 16644 Crabbs Branch Way, Rockville, Maryland in a building with a total area of 58,000 square feet on a site of approximately 3.5 acres. In order to provide food service on a daily basis to Montgomery County Public Schools, the existing facility maintains a variety of functions and inventory that is necessary to fulfill the various specific programs and menus established for the local schools.

In addition to administrative functions, the Division conducts such operations as ingredient control, cook/chill, pre-plate assembly, vegetable and salad preparation, bakery, warewashing, cooling, refrigeration, freezing, and dry storage warehousing. Staging and receiving areas are also maintained to facilitate the receiving and delivery of the raw and finished products needed on a daily basis to maintain the food service program. The current complex employs 125 people with 56 in production, 40 in warehousing and 29 in administration.

Based on projected student enrollment, the existing facility is not adequate to meet the demand. It is anticipated that enlargement from the existing 58,000 square feet to a projected need of 71,000 gross square feet will be required. Some of the existing shortcomings and preferred needs are as follows:

1. Pre-plate assembly area is too small. An additional conveyor/assembly line is needed.
2. The cook/chill area is half size and must be doubled in size with more storage and refrigeration space maintaining 28 degrees.
3. Storage space for baskets is not adequate. Larger area adjacent to pre-plate and cook/chill required.
4. Existing freezer and refrigeration area is too small. In addition to enlargement, a staging area is needed.
5. Dry storage area is too small and requires a staging area.
6. Delivery and pick-up from dry storage warehouse should have separate driveways for supply trucks to unload at the rear of the building while the pick-up trucks can load up from the front of the building.
7. A classroom for training purposes is required.
8. A storage area for technology and repairs is needed.
9. Maintenance requires an area to work in and an area for janitorial supplies and detergents is required.

**DIVISION OF FOOD AND NUTRITION SERVICES
MONTGOMERY COUNTY PUBLIC SCHOOLS
Page Two**

10. Six more administrative offices, a computer room, a conference room and an accounting room are necessary.
11. Larger locker rooms and more showers for men are required.
12. Dry storage area to have 4 high stacks and freezer area to have 3 high stacks.
13. Parking for 150 cars, 25 trucks and tractor trailer staging areas required.
14. In the event that the Food Service Facility becomes isolated and cannot have truck maintenance performed by another division, a maintenance shop will be required.

SPECIAL REQUIREMENTS

1. Central location with good highway access.
2. Production area to be temperature controlled at 50 degrees.
3. Critical areas must be on emergency generator.
4. New facility must be designed to accommodate system growth.
5. Mechanical systems must support state of art food production.
6. Perimeter security fencing and closed circuit surveillance of outside areas required.
7. New facility to be properly insulated to eliminate condensation.
8. Railroad spur access to warehouse is desirable.

SUMMATION OF PROJECTED NEEDS

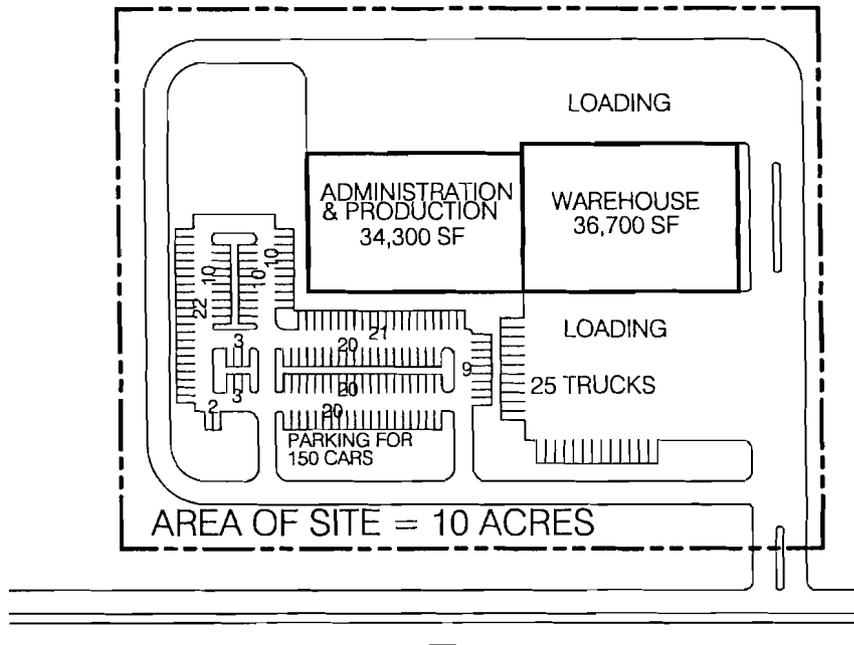
1. **Administration Area:** 8,000 gross square feet. Minimum ceiling height 8.5 feet.
2. **Production Area:** 26,300 gross square feet.
 - A. Refrigeration Area: 1,000 square feet 10 foot ceiling height
 - B. Freezer 500 square feet 10 foot ceiling height
 - C. Climate Controlled area 9,350 square feet 12 foot ceiling height
 - D. Administration Area 450 square feet 8.5 foot ceiling height
 - E. General Production & Mechanical 15,000 square feet 12 foot ceiling height

**DIVISION OF FOOD AND NUTRITION SERVICES
MONTGOMERY COUNTY PUBLIC SCHOOLS
Page Three**

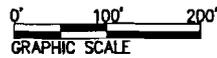
- 3, **Warehouse:** 36,700 gross square feet
- | | | | |
|----|--------------------|--------------------|-------------------------|
| A. | Refrigerated Area: | 2,000 square feet | 22 foot ceiling height |
| B. | Freezer | 10,000 square feet | 22 foot ceiling height |
| C. | 28 degree Storage | 3,500 square feet | 22 foot ceiling height |
| D. | Truck Maintenance | 1,500 square feet | 22 foot ceiling height |
| E. | Dry Storage | 18,000 square feet | 22 foot ceiling height |
| F. | Staff/Lockers | 700 square feet | 8.5 foot ceiling height |
| G. | Administration | 1,000 square feet | 8.5 foot ceiling height |

Total estimated gross square footage is 71,000 square feet which is an increase over existing facilities of approximately 22 percent.

Minimum area of required site is estimated to be 8 to 10 acres.



SITE PLAN - FOOD AND NUTRITIONAL SERVICES FACILITY



UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY,
STORMWATER MANAGEMENT, SEDIMENT CONTROL,
STREAM VALLEY BUFFERS, GRADING, REFORESTATION
AND LANDSCAPING

MCPS DIVISION OF MAINTENANCE

The MCPS Division of Maintenance is located at 16651 Crabbs Branch Way, Rockville, Maryland in a building shared with MCPS Department of Transportation and identified as the Shady Grove Depot. The total existing net area of the Maintenance Division is approximately 75,400 square feet with 56,400 square feet at Shady Grove and 19,000 square feet at Lincoln Center. In addition to building maintenance the Division administers energy management systems, environmental services, indoor air quality and fleet maintenance. In order to provide adequate future services in an efficiently designed and consolidated facility, it is projected that a net area of 74,200 square feet will be required for the following spaces:

Division Office	3,390 NSF
Accounting Office	640 NSF
Automation Office	2,040 NSF
PLAR/Contracting Office	1,790 NSF
Electronics Shop	9,080 NSF
Material Fabrication & Rigging Shop	7,200 NSF
Industrial Equipment Repair Shop	5,980 NSF
Renovation/Carpentry Shop	13,200 NSF
Heavy Equipment Shop	15,640 NSF
Asbestos Abatement/Pest Control	5,760 NSF
Environmental Services	1,110 NSF
Indoor Air Quality	5,760 NSF
Energy Management	2,790 NSF
Locker Rooms	2,800 NSF
Toilets	800 NSF
Break Room & Kitchenette	1,280 NSF
Mechanical, Electrical, Telephone	1,300 NSF
Total Net Space	80,560
Circulation & Miscellaneous Factor 20%	16,112
Total Gross Area Required	96,672 square feet

SITE REQUIREMENTS

Employee and Visitor Parking	140 spaces
MCPS Vehicle/Equipment Parking	124 spaces
MCPS Heavy Equipment Parking	10 spaces
Fleet Maintenance Vehicle Staging	12 spaces
Storage Building (Covered)	12,000 SF
Bulk Material Storage (Uncovered)	3,600 SF

MCPS DIVISION OF MAINTENANCE

Page Two

ITEMIZED SPACE REQUIREMENTS

DIVISION OFFICE

Director		160 SF
Ass't. Director		160 SF
Admin. Secretary		120 SF
Reception Area		120 SF
Small Conference Room		200 SF
Program Analyst		120 SF
Admin. Assistant		120 SF
Admin. Support & Storage		200 SF
Photocopy Room		150 SF
Shipping & Receiving Room		200 SF
Large Conference Room		400 SF
Depot Assembly/Training Room		1,200 SF
Automation Work Station & Training Aid Storage		<u>240 SF</u>
Total		3,390 NSF

ACCOUNTING OFFICE

Maintenance Office Supervisor		120 SF
Accountants	4 @ 80	320 SF
Accounting Record Storage		<u>200 SF</u>
Total		640 NSF

AUTOMATION OFFICE

Supervisor		120 SF
User Support Specialist		120 SF
Automation Staff	2 @ 80	160 SF
Technical Work Stations	8 @ 60	480 SF
Computer Server Room		400 SF
Computer Server Switch Room		400 SF
Planning & Contract Support Room		200 SF
Hardware/Software Storage		<u>160 SF</u>
Total		2,040 NSF

PLAR/CONTRACTING OFFICE

Supervisor		120 SF
Asst. Supervisor		120 SF
Secretary		120 SF
Technical Staff	6 @ 80	480 SF
Admin. Support & Storage		150 SF
Small Conference Room		200 SF
Surplus/Reusable Material Storage		<u>600 SF</u>
Total		1,790 NSF

MCPS DIVISION OF MAINTENANCE
Page Three

ELECTRONICS SHOP

Supervisor		120 SF
Asst. Supervisor		120 SF
Technical Workstations	8 @ 80	640 SF
Trade Work Areas	4 @ 1,300	5,200 SF
Storage & Staging Areas		<u>3,000 SF</u>
Total		9,080 NSF

MATERIAL FABRICATION & RIGGING SHOP

Supervisor		120 SF
Painting Specialist/Supervisor		120 SF
Technical Workstations	2 @ 80	160 SF
Sheetmetal Fabrication		2,000 SF
Shade & Curtain Fabrication		2,400 SF
Storage Areas		<u>2,400 SF</u>
Total		7,200 NSF

INDUSTRIAL EQUIPMENT REPAIR SHOP

Supervisor		120 SF
Technical Workstations		120 SF
Trade Work Areas	3 @ 800	2,400 SF
Sensitive Items Storage Room		240 SF
Sand Blasting Room		100 SF
Spray Booth		120 SF
Fabrication & Welding Room		480 SF
Storage & Staging Areas		<u>2,400 SF</u>
Total		5,980 NSF

RENOVATION/CARPENTRY SHOP

Supervisor (Renovation)		120 SF
Asst. Supervisor (Carpentry)		120 SF
Sensitive Items Storage Room		120 SF
Technical Workstation	2 @ 80	160 SF
Carpenter Shop Work Area		6,000 SF
Renovation Shop Work Area		2,000 SF
Painting/Finishing/Drying Room		1,200 SF
Sign Shop		400 SF
Storage Areas		<u>3,000 SF</u>
Total		13,200 NSF

HEAVY DUTY EQUIPMENT SHOP

Supervisor		120 SF
Asst. Supervisors	2 @ 80	160 SF
Technical Workstation	2 @ 60	120 SF
Small Equipment Repair Shop		1,800 SF

MCPS DIVISION OF MAINTENANCE

HEAVY DUTY EQUIPMENT SHOP, Cont.

Small Equipment Parts Storage		800 SF
Welding Shop		1,000 SF
Welding Shop Storage		600 SF
Vehicle Maintenance Work Bays	4 @ 800	3,200 SF
Vehicle Parts Storage		6,000 SF
Tool Storage		1,200 SF
Battery Storage/Charging Room		240 SF
Oil & Lubricant Storage		<u>400 SF</u>
Total		15,640 NSF

ASBESTOS ABATEMENT/PEST CONTROL

Supervisor/Environmental Health Specialist		120 SF
Supervisor/Environmental Design Asst/IPC		120 SF
Environmental Abatement Supervisor		120 SF
Technical/Admin. Workstations	4 @ 80	320 SF
Data Systems Operator		120 SF
Technical Asbestos/Pest Control Shop	10 @ 60	600 SF
Laboratory		400 SF
AHERA Document Storage		800 SF
Wet Chemical Storage		640 SF
Dry Chemical Storage		300 SF
Asbestos Abatement Supply Storage		1,400 SF
Pesticide Storage		<u>640 SF</u>
Total		5,580 NSF

ENVIRONMENTAL SERVICES

Environmental Safety Managers	3 @ 120	360 SF
Secretary		120 SF
Technical Workstations	2 @ 80	160 SF
Recycling Specialist		120 SF
Small Conference Room		200 SF
Admin. Support & Storage		<u>150 SF</u>
Total		1,110 NSF

INDOOR AIR QUALITY

Occupational Safety Specialists	2 @ 120	240 SF
Team Leaders	2 @ 120	240 SF
Technical Workstations	2 @ 80	160 SF
Technical Staff Members	12 @ 60	720 SF
Small Conference Room		200 SF
IAQ Technical Training Room		400 SF
Equipment Storage		3,000 SF
IAQ Supply Storage		<u>800 SF</u>
Total		5,760 NSF

MCPS DIVISION OF MAINTENANCE
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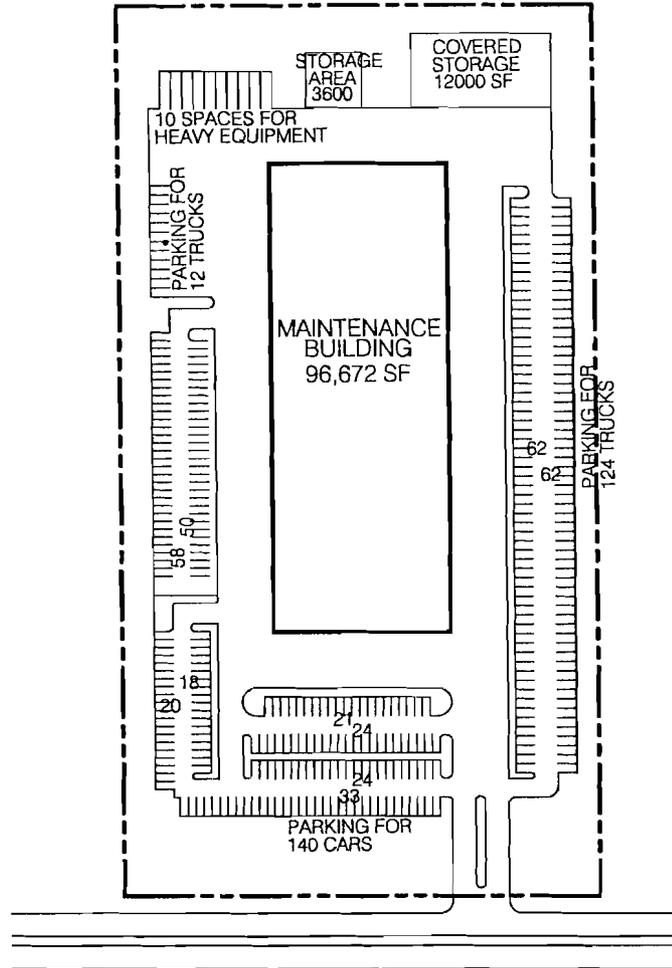
ENERGY MANAGEMENT

Supervisor		120 SF
Technical Staff Members	9 @ 80	720 SF
Computer Server Room		200 SF
Testing/Diagnostic Room		200 SF
Small Conference Room		200 SF
Admin. Support & Storage		150 SF
Drawing Storage & Library		400 SF
EMS Parts Storage		<u>800 SF</u>
Total		2,790 NSF

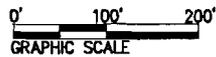
SUPPORT AREAS

Large Restrooms>Showers/Lockers	2 @ 800	1,600 SF
Medium Restrooms>Showers/Lockers	2 @ 600	1,200 SF
Small Restrooms	4 @ 200	800 SF
Large Break Room w/Vending		800 SF
Small Kitchenette/Break Area	2 @ 200	480 SF
Mechanical Room		1,000 SF
Electric/Telephone		<u>300 SF</u>
Total		6,180 NSF

AREA OF SITE = 11.25 ACRES



SITE PLAN - MAINTENANCE FACILITY



UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY,
STORMWATER MANAGEMENT, SEDIMENT CONTROL,
STREAM VALLEY BUFFERS, GRADING, REFORESTATION
AND LANDSCAPING

DEPARTMENT OF TRANSPORTATION

The MCPS Department of Transportation is located at 16651 Crabbs Branch Way, Rockville, Maryland in a building shared with MCPS Division of Maintenance and identified as the Shady Grove Depot. The total area occupied by the Department of Transportation is approximately 38,400 square feet including four temporary buildings of 7,160 square feet on site and 4,500 square feet off site. Currently the Shady Grove Depot contains parking for 392 busses on a site that was designated to accommodate 250 busses. In order to alleviate overcrowding at the Shady Grove Depot and the Bethesda Depot, which holds 176 busses, and to provide for future requirements for the next twenty years, it is projected that facilities to serve 600 busses will be required. In addition to finding a site large enough to hold 600 busses, the problematic managerial aspects indicate a need to separate the operations into two locations. One will serve the Department of Transportation Administrative Offices and related facilities of approximately 87,231 gross square feet plus parking for 300 busses. The other location will contain a Depot Operations Building and related service facilities of approximately 43,360 gross square feet and 300 busses.

**LOCATION NO. 1: 300 BUSES: BUILDING AREA 87,231 GROSS SQUARE FEET
AREA OF SITE: APPROXIMATELY 33.34 ACRES.**

Administrative Facility	4,200 NSF
Computer Routing/Support Staff	4,785 NSF
Fleet Maintenance Building	2,000 NSF
Depot Operations Building	7,030 NSF
Safety & Training Building	5,000 NSF
Shop Office	1,250 NSF
Repair Shop: Two Buses per Bay	22,380 NSF
Locker and Lunch Rooms	1,700 NSF
Parts Room	6,100 NSF
Support Spaces	4,640 NSF
Tire Building	3,580 NSF
Bus Wash & Fueling	<u>7,120 NSF</u>
Total Net Space	69,785 NSF
Circulation & Miscellaneous Factor 25%	17,446
Total Gross Area Required	87,231 Square Feet

SITE REQUIREMENTS

- Parking for 300 buses
- Parking spaces for 10 buses near Repair Shop
- Parking for bus personnel 500 spaces
- Parking for 35 shop personnel
- Parking for staff and visitors 300 spaces
- Four acre paved area for training
- Staff parking to be close to administrative offices
- Parking for bus personnel to be interspersed with buses
- Fueling area to be close to repair shop
- One underground 30,000 gallon diesel tank
- One underground 12,000 gallon gasoline tank
- Ten foot wide service aisle to provide access to rear of buses

DEPARTMENT OF TRANSPORTATION

Page Two

DESIGNATED CRITERIA

Depot Operation Building to be located within the Transportation Depot
Dispatch area to be located with visual control of bus exit and entry
Water for bus wash and steam cleaning to be recycled
Parts Room to be near Service Bays
Service Bays to be drive-thru two buses per Bay
Six twin post lifts in ground for buses
Two 18,000 lb. lifts above ground
Tire Storage Building to have loading area for two trucks

ITEMIZED SPACE REQUIREMENTS

Administration Facility

Director		250 SF
Assistant Director		250 SF
Bus Operations Manager		250 SF
Transportation Specialist	2 @ 100	200 SF
Accountant		100 SF
Admin. Secretary		100 SF
Secretaries	2 @ 100	200 SF
Office Assistant		100 SF
Conference Room 50 people		750 SF
Conference Room 20 people		300 SF
Electronic Room		150 SF
Storage Room		150 SF
File Room		200 SF
Communications Room		250 SF
Work Room		150 SF
Health Room		100 SF
Lunch Room & Kitchenette		200 SF
Additional Offices	2 @ 100	200 SF
Toilets		300 SF
Total		4,200 NSF

COMPUTER ROUTING/SUPPORT STAFF

Transportation Support Manager		200 SF
Transportation Specialist - Special Projects		150 SF
Transportation Information Specialist		150 SF
User Support Specialist	2 @ 150	300 SF
Data Support Specialist		150 SF
Transportation Employee Services Coordinator		150 SF
Transportation Assistant Supervisor		150 SF
Account Assistant	3 @ 125	375 SF
Transportation Assistant Router	8 @ 100	800 SF
Secretary	2 @ 100	200 SF
Conference Room 30 people		450 SF

DEPARTMENT OF TRANSPORTATION

Page Three

COMPUTER ROUTING/SUPPORT STAFF, Cont.

Electronic Server Room		150 SF
Work Room		150 SF
Storage		150 SF
Additional Office		100 SF
Lunch Room & Kitchenette		200 SF
Toilets		300 SF
Field Trip Coordinator	3 @ 100	300 SF
Field Trip Storage Room		150 SF
Temporary Summer Phone Bank	7 @ 30	<u>210 SF</u>
Total		4,785 NSF

FLEET MAINTENANCE BUILDING

Fleet Maintenance Manager		250 SF
Fiscal Assistant III		150 SF
Secretary		100 SF
Account Assistant I		100 SF
Office Assistant	2 @ 100	200 SF
Additional Offices	3 @ 100	300 SF
Technology		150 SF
File Storage		200 SF
Lunch Room & Kitchenette		200 SF
Toilets		200 SF
Work Room		<u>150 SF</u>
Total		2,000 NSF

DEPOT OPERATIONS BUILDING

Transportation Depot Manager	1 @ 200	200 SF
Transportation Cluster Supervisor	3 @ 100	300 SF
Bus Supervisors Cubicles	20 @ 64	1,280 SF
Transportation Time Assistant	1 @ 100	100 SF
Secretary	1 @ 100	100 SF
Dispatcher & Waiting Area	1 @ 300	300 SF
Lounge & Kitchenette	1 @ 750	750 SF
Toilets - Bus Operators & Attendants		600 SF
File Storage		300 SF
Work Room		150 SF
Conference Room 20 people		300 SF
Conference Room 150 people		2,250 SF
Toilets - Depot Management Staff		200 SF
Kitchenette - Depot Management Staff		<u>200 SF</u>
Total		7,030 NSF

DEPARTMENT OF TRANSPORTATION

Page Four

SAFETY AND TRAINING BUILDING

Transportation Training/Safety Supervisor		200 SF
Personnel Assistant		150 SF
Interview/Testing Room		200 SF
Secretary	3 @ 100	300 SF
Transportation Safety Trainer II	4 @ 100	400 SF
Transportation Safety Trainer I	14 @ 100	1,400 SF
Office Assistant III		100 SF
Storage Room		400 SF
Lunch & Kitchenette		200 SF
Work Room		150 SF
Toilets		300 SF
Classroom 50 people		1,000 SF
Classroom Storage		<u>200 SF</u>
Total		5,000 NSF

SHOP OFFICE

Supervisor	1 @ 150	150 SF
Lead Mechanic	1 @ 100	100 SF
Desk Area	3 @ 100	300 SF
Mechanic/Personnel Computer Work Area	1 @ 100	100 SF
Drivers Waiting Room	1 @ 200	200 SF
Toilets	2 @ 200	<u>400 SF</u>
Toilet		1,250 NSF

REPAIR SHOP: TWO BUSES PER BAY: BAY SIZE 20 X 112

Repair Bays with Inground Twin Post Lifts	3 @ 2,240	6,720 SF
Flat Bays	2 @ 2,240	4,480 SF
Light Duty Bays	1 @ 2,240	2,240 SF
Body Shop Bays	2 @ 2,240	4,480 SF
Steam Cleaning Bay		2,240 SF
Front End Alignment Bay		960 SF
Compressor Room		960 SF
Toilets		<u>300 SF</u>
Total		22,380 NSF

LOCKER AND LUNCH ROOMS

Lockers - 50 Male		250 SF
Lockers - 10 Female		50 SF
Showers - Male		150 SF
Showers - Female		150 SF
Uniform Room		150 SF
Toilets - Male		400 SF
Toilets - Female		150 SF
Lunch Room - Kitchenette 25 people		<u>400 SF</u>
Total		1,700 NSF

DEPARTMENT OF TRANSPORTATION

Page Five

PARTS ROOM

Supervisor		150 SF
Parts Assistant		100 SF
Counter Area		200 SF
Special Needs Equipment Area		1,500 SF
Storage		4,050 SF
Loading Dock		<u>100 SF</u>
Total		6,100 NSF

SUPPORT SPACES

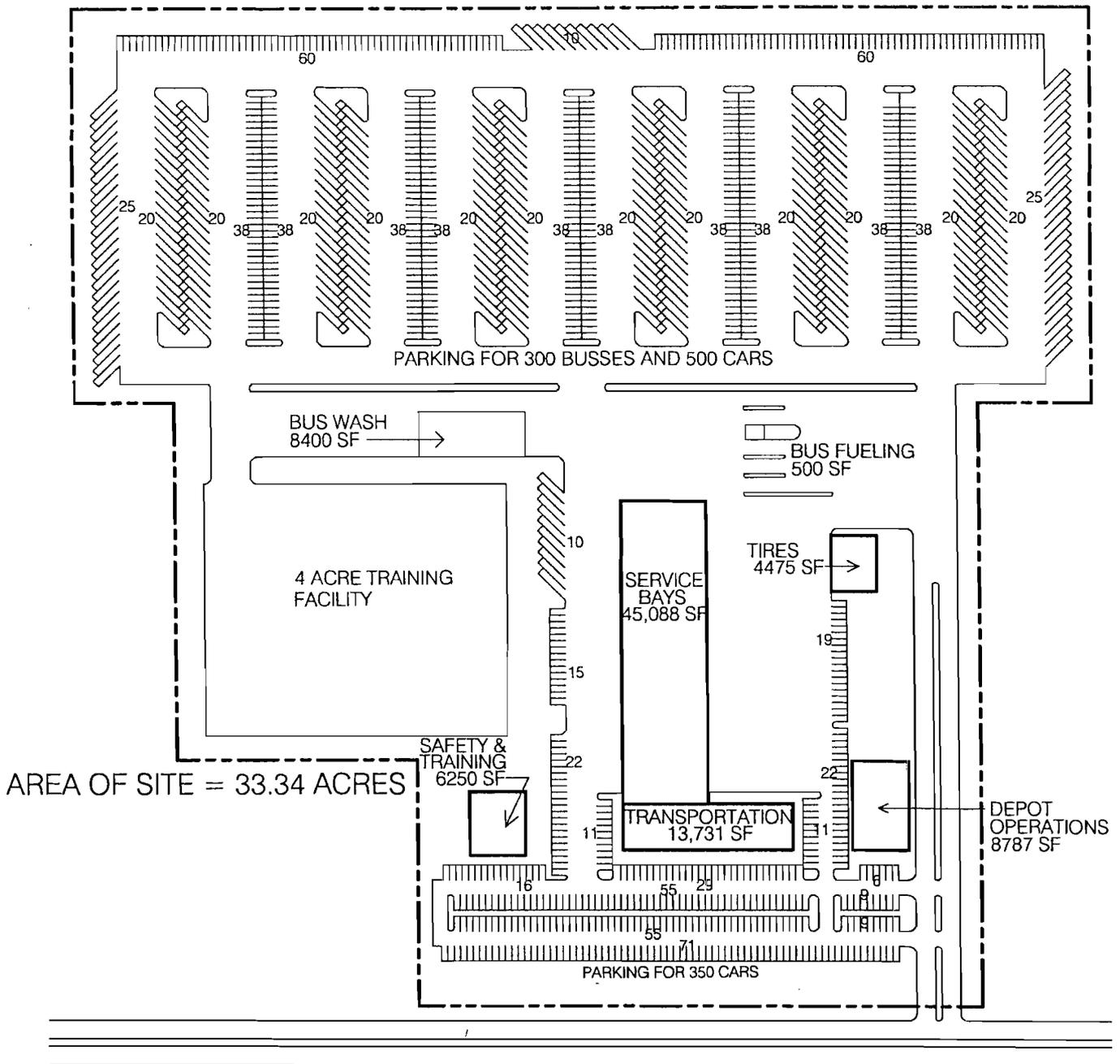
Battery Room	20 x 15	300 SF
Machine Room	30 x 50	1,500 SF
Tool Room	20 x 20	400 SF
Fluid Room	20 x 50	1,000 SF
Paint Booth	20 x 60	1,200 SF
Paint Storage	12 x 20	<u>240 SF</u>
Total		4,640 NSF

TIRE BUILDING

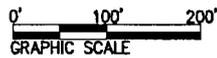
Drive-Thru Bays	3 @ 960	2,880 SF
Tire Storage		<u>700 SF</u>
Total		3,580 NSF

BUS WASH AND FUELING

Bus Wash Building	60 x 112	6,720 SF
Fueling Building	10 x 20	200 SF
Toilets		<u>200 SF</u>
Total		7,120 NSF



CONCEPTUAL SITE PLAN - LOCATION NUMBER 1



UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY, STORMWATER MANAGEMENT, SEDIMENT CONTROL, STREAM VALLEY BUFFERS, GRADING, REFORESTATION AND LANDSCAPING

DEPARTMENT OF TRANSPORTATION

LOCATION NO. 2: 300 BUSES: BUILDING AREA 43,360 GROSS SQUARE FEET
AREA OF SITE: APPROXIMATELY 24.5 ACRES

Depot Operations Building	2,980 NSF
Shop Office	978 NSF
Repair Shop: Two Buses per Bay	16,940 NSF
Locker and Lunch Rooms	1,540 NSF
Parts Room	3,050 NSF
Support Spaces	2,100 NSF
Bus Wash & Fueling	<u>7,100 NSF</u>
Total Net Space	34,688 NSF
Circulation & Miscellaneous Factor 25%	8,672
Total Gross Area Required	43,360 Square Feet

SITE REQUIREMENTS

Parking for 300 buses
Parking spaces for 10 buses near Repair Shop
Parking for bus personnel 500 spaces
Parking for 15 shop personnel
Parking for staff and visitors 50 spaces
Staff parking to be close to administrative offices
Parking for bus personnel to be interspersed with buses
Fueling area to be close to repair shop
One underground 30,000 gallon diesel tank
One underground 12,000 gallon gasoline tank
Ten foot wide service aisle to provide access to rear of buses

DESIGNATED CRITERIA

Depot Operation Building to be located within the Transportation Depot
Dispatch area to be located with visual control of bus exit and entry
Water for bus wash and steam cleaning to be recycled
Service Bays to be drive-thru two buses per Bay
Six twin post lifts in ground for buses
One 12,000 lb. lift above ground

DEPOT OPERATIONS BUILDING

Transportation Depot Manager		200 SF
Transportation Cluster Supervisor	3 @ 100	300 SF
Bus Supervisors Cubicles	20 @ 64	1,280 SF
Transportation Time Assistant		100 SF
Secretary		100 SF
Dispatcher & Waiting Area		300 SF
Conference Room 20 people		300 SF
Toilets - Depot Management Staff		200 SF
Kitchenette - Depot Management Staff		<u>200 SF</u>
Total		2,980 NSF

DEPARTMENT OF TRANSPORTATION

Page Two

SHOP OFFICE

Supervisor		150 SF
Desk Area	3 @ 100	300 SF
Mechanic/Personnel Computer Work Area	2 @ 64	128 SF
Drivers Waiting Room		200 SF
Toilets		<u>200 SF</u>
Total		978 NSF

REPAIR SHOP: TWO BUSES PER BAY: BAY SIZE 20 X 112

Repair Bays with Inground Twin Post Lifts	3 @ 2,240	6,720 SF
Flat Bays	2 @ 2,240	4,480 SF
Light Duty Bay		2,240 SF
Steam Cleaning Bay		1,120 SF
Front End Alignment Bay		1,120 SF
Compressor Room		960 SF
Toilets		<u>300 SF</u>
Total		16,940 NSF

LOCKER AND LUNCH ROOMS

Lockers - 25 Male		250 SF
Lockers - 5 Female		50 SF
Showers - Male		150 SF
Showers - Female		150 SF
Uniform Room		150 SF
Toilets - Male		400 SF
Toilets - Female		150 SF
Lunch Room - Kitchenette 15 people		<u>240 SF</u>
Total		1,540 NSF

PARTS ROOM

Supervisor		150 SF
Parts Assistant		100 SF
Counter Area		100 SF
Special Needs Equipment Area		500 SF
Storage		<u>2,200 SF</u>
Total		3,050 NSF

DEPARTMENT OF TRANSPORTATION

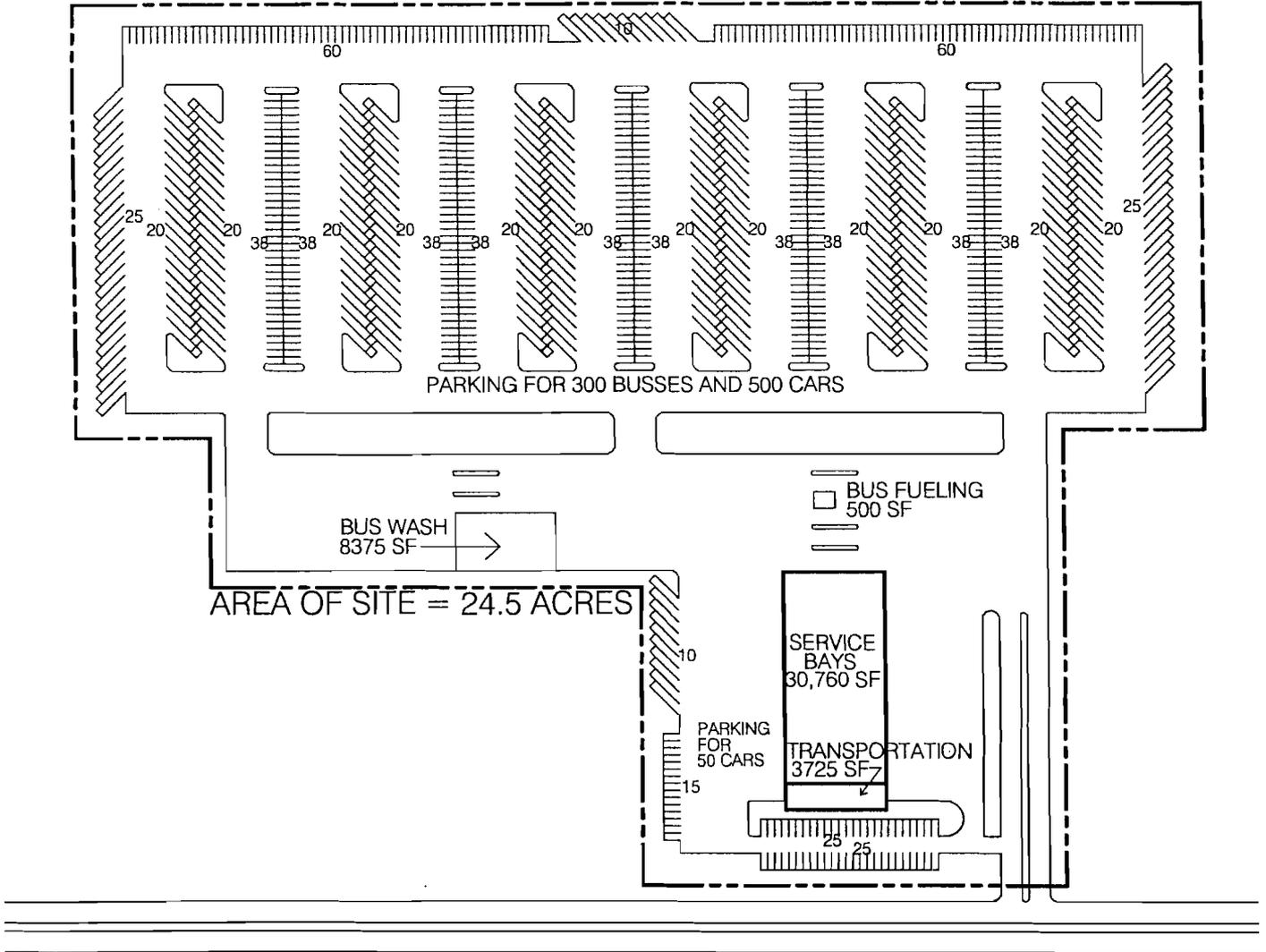
Page Three

SUPPORT SPACES

Battery Room	20 x 15	300 SF
Machine Room	20 x 20	400 SF
Tool Room	20 x 20	400 SF
Fluid Room	20 x 50	<u>1,000 SF</u>
Total		2,100 NSF

BUS WASH AND FUEL

Bus Wash Building	60 x 112	6,700 SF
Fueling Building	10 x 20	200 SF
Toilets		<u>200 SF</u>
Total		7,100 NSF



CONCEPTUAL SITE PLAN - LOCATION NUMBER 2



UNKNOWN ELEMENTS INCLUDE TOPOGRAPHY, STORMWATER MANAGEMENT, SEDIMENT CONTROL, STREAM VALLEY BUFFERS, GRADING, REFORESTATION AND LANDSCAPING

DLC Liquor Warehouse -- No. 850900

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 05, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,438	0	0	1,438	335	1,103	0	0	0	0	0
Land	25,000	0	0	25,000	25,000	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	26,438	0	0	26,438	25,335	1,103	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Revenue Bonds: Liquor Fund	26,438	0	0	26,438	25,335	1,103	0	0	0	0	0
Total	26,438	0	0	26,438	25,335	1,103	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative Program described in Project No. 360902 and provides for land, planning and design of the relocation and planned expansion of the existing Liquor Control warehouse located on Crabbs Branch Way, into the 200,000 square feet Finmarc building on Shady Grove Road in Gaithersburg. The project provides for the consolidation of all Department of Liquor Control functions including all administrative functions, and liquor and wine, and packaged beer storage space.

JUSTIFICATION

The Shady Grove Sector Plan has identified county owned properties on east and west side of Crabbs Branch Way, including the current Department of Liquor Control (DLC) warehouse for future transit oriented development. Relocation of the current Liquor warehouse is also necessary to implement the County Executive's Smart Growth Initiative. The Department of Liquor Control needs a larger warehouse with air-conditioned space. It is currently occupying leased space and the existing warehouse, when combined are inadequate for its needs. Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and to address unmet needs.

Plans and studies for this project include: Program of Requirements (POR), Department of Liquor Control, "Temperature Control Warehouse Expansion", June 13, 2003; M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for land acquisition costs and the design phase only. Final construction costs will be determined during the design development stage.

A pedestrian impact analysis will be completed for this project during the design phase.

FISCAL NOTE

The total project is expected to cost approximately \$47 million. The Department of Liquor Control Fund will finance the cost of this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Department of General Services	
First Cost Estimate	Department of Liquor Control	
Current Scope	Maryland-National Capital Park and Planning Commission	
Last FY's Cost Estimate	Department of Permitting Services	
	Department of Finance	
Appropriation Request	Department of Technology Services	
Appropriation Request Est.	Office of Management and Budget	
Supplemental Appropriation Request	Washington Suburban Sanitary Commission	
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

See Map on Next Page

Temperature Controlled Liquor Warehouse -- No. 850500

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

October 27, 2008
No
None
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	165	165	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	100	100	0	0	0	0	0	0	0	0	0
Construction	511	511	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	776	776	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Revenue Bonds: Liquor Fund	776	776	0	0	0	0	0	0	0	0	0
Total	776	776	0								

DESCRIPTION

A new liquor warehouse facility (No. 850900) is proposed as part of the implementation of the Smart Growth Initiative Program (No. 360906). The project described below will be closed out.

The project provides for an additional 50,000 square feet of support function, liquor/wine, and packaged beer storage space to the existing building, expansion of the truck parking area, and provision of air-conditioning for the existing warehouse facility. The new packaged beer storage space will comply with mandated supplier facility requirements.

JUSTIFICATION

Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

Program of Requirements (POR) and "Temperature Control Warehouse Expansion" study is completed.

OTHER

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates, and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Use Initiative.

FISCAL NOTE

The Department of Liquor Control will finance the cost of this project.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">7,348</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">7,348</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">7,348</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY05	7,348	Current Scope		7,348	Last FY's Cost Estimate		7,348	Appropriation Request	FY09	0	Appropriation Request Est.	FY10	0	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		0	Expenditures / Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p>Department of General Services Department of Liquor Control Maryland-National Capital Park and Planning Commission Department of Permitting Services Department of Finance Department of Technology Services Office of Management and Budget Washington Suburban Sanitary Commission</p>	<p>See Map on Next Page</p>
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Partial Closeout Thru	FY06	0																																										
New Partial Closeout	FY07	0																																										
Total Partial Closeout		0																																										

Resolution No. _____

Introduced: _____

Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: To amend Resolution No. 16-676 of the County Council for Montgomery County, Maryland, adopted on July 29, 2008 regarding the issuance of revenue bonds, to add authority to borrow an additional \$60 million in order to finance or refinance the costs of (a) certain facilities for the Department of Liquor Control and (b) certain transportation projects; and, except as amended hereby, fully ratifying and confirming Resolution No. 16-676.

Background

1. Resolution No. 16-676, adopted by the County Council for Montgomery County, Maryland (the "County Council") on July 29, 2008, authorized Montgomery County, Maryland (the "County") to issue its revenue bonds (the "Bonds"), in a principal amount not to exceed Seventy-Eight Million Dollars (\$78,000,000). The Bonds are to be issued pursuant to and in accordance with Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement) and Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code (2004 Edition, as amended), to finance and refinance the costs of certain capital projects for the Montgomery County Department of Liquor Control (the "Department") and certain transportation projects, all as more fully described in Resolution No. 16-676.

2. The County has determined that it is advisable and in the public interest to (a) relocate the existing warehouse and support functions of the Department on Crabbs Branch Way, as more fully described on Exhibit A attached hereto (the "DLC Warehouse Project"), and (b) participate in the funding of a transportation project relating to the Bethesda Metro Station, as previously approved as Project #500929, as further described in the County's Approved FY09-14 Capital Improvements Program (the "Bethesda Metro Station South Entrance Project").

3. The County has determined that it is advisable and in the public interest to add the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project to the list of projects that may be financed and refinanced with the proceeds of the Bonds.

4. The County has determined that financing and refinancing the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project will require the issuance of Bonds in a principal amount not to exceed Sixty Million Dollars (\$60,000,000), in addition to the amount authorized to be issued by Resolution No. 16-676.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

Section 1. The County hereby finds and determines that:

- a. The DLC Warehouse Project is a "project" within the meaning of the Revenue Bond Act.
- b. The Bethesda Metro Station South Entrance Project is a "project" within the meaning of the Revenue Bond Act.
- c. It is advisable and in the public interest to complete the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project.
- d. It is advisable and in the public interest to finance or refinance the costs of the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project through the issuance, sale and delivery of the Bonds.

Section 2. Resolution No. 16-676 is hereby amended as follows:

1. As used in Resolution No. 16-676, the term "Projects" shall include the DLC Warehouse Project and the Bethesda Metro Station South Entrance Project.

2. Section 2 of Resolution No. 16-676 is deleted in its entirety and the following is substituted in its place: "The County hereby authorizes the issuance, sale and delivery of the Bonds in a principal amount not to exceed One Hundred Thirty-Eight Million Dollars (\$138,000,000). The Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act."

3. Section 7 of Resolution No. 16-676 is deleted in its entirety and the following is substituted in its place: "It is hereby acknowledged that the Bonds may be issued initially in either a fixed or variable interest rate mode. It is hereby further acknowledged that it may be in the best interests of the County at some future date to convert the Bonds from a variable interest rate to a fixed interest rate. To accommodate such conversion, the County hereby authorizes the issuance, sale and delivery of additional bonds (the "Additional Bonds") for the sole and exclusive purpose of refinancing the Bonds; provided, that in no event shall the aggregate principal amount of Bonds and Additional Bonds outstanding at any one time exceed One Hundred Thirty-

Eight Million Dollars (\$138,000,000). The Additional Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act and of this Resolution, as if such Additional Bonds were Bonds.”

Section 3. Except as specifically amended by this Resolution, Resolution No. 16-676 is hereby fully ratified and confirmed.

Section 4. This Resolution shall take effect upon its adoption.

Michael J. Knapp, President
Montgomery County Council

Date _____

This is a correct copy of Council action.

Linda M. Lauer
Clerk of the Council

EXHIBIT A

DLC Warehouse Project

This project is part of the Smart Growth Initiative, CIP No. 360902, and provides for the land, and planning and design of the relocation of the existing Liquor Control warehouse located on Crabbs Branch Way, into the 200,000 square foot Finnarc building on Shady Grove Road in Gaithersburg,

The project provides for the consolidation of all Department of Liquor Control functions including all administrative functions, liquor and wine, and packaged beer storage space.

The Shady Grove Sector Plan identified County owned properties on the east and west side of Crabbs Branch Way, including the current Department of Liquor Control warehouse for future transit oriented development. Relocation of the current warehouse is also necessary to implement the County Executive's Smart Growth Initiative. The Department of Liquor Control needs a larger warehouse with air-conditioned space.

Resolution No.: 16-676
Introduced: July 29, 2008
Adopted: July 29, 2008

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: To authorize Montgomery County, Maryland, pursuant to and in accordance with Chapter 20 of the Montgomery County Code (2004 Edition, as amended) to issue its revenue bonds in a principal amount not to exceed \$78,000,000 in order to finance or refinance the costs of (a) certain facilities for the Department of Liquor Control and (b) certain transportation projects; to make certain findings with respect to the issuance of such bonds and the construction of such facilities and projects; to provide that the bonds shall be sold on a competitive basis; to provide that the County Executive and other County officials shall take all necessary, proper or expedient action to effect the issuance, sale and delivery of the bonds; and generally to provide for and determine various matters in connection with the bonds.

Background

1. Pursuant to the provisions of Title 15 of Article 2B of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement), there has been established the Montgomery County Department of Liquor Control (the "Department") to operate facilities for the wholesale and retail distribution of alcoholic beverages in Montgomery County, Maryland (the "County").
2. Pursuant to the provisions of Chapter 49 of the Montgomery County Code (2004 Edition, as amended), the County conducts and supervises the planning, design, and construction of transportation facilities in the public right-of-way.
3. Sections 5(P)(2) and 5(P)(3) of Article 25A of the Annotated Code of Maryland (2005 Replacement Volume and 2007 Supplement) and Sections 20-47 through 20-54 of Chapter 20 of the Montgomery County Code (2004 Edition, as amended) (collectively, the "Revenue Bond Act") authorize the issuance from time to time of revenue bonds or other obligations of the County, payable as to principal, interest, and premium, if any, only from the funds or revenues received from or in connection with any project, all or part of which is financed from the proceeds of revenue bonds or other obligations.

4. The County has determined that it is advisable and in the public interest to (a) design, construct and equip the Southlawn Warehouse for the use of the Department, as previously approved in the Department's operating budget (collectively, the "DLC Projects"), and (b) participate in the funding of certain transportation projects to be undertaken by the State of Maryland and the Washington Metropolitan Area Transit Authority, as previously approved as Projects #500722 and #500552, each as further described in the County's Approved FY09-14 Capital Improvements Program (collectively, the "Transportation Projects" and, together with the DLC Projects, the "Projects").
5. The County has determined that it is advisable and in the public interest to issue and sell its revenue bonds (the "Bonds") as "revenue bonds" (as defined in the Revenue Bond Act) to finance or refinance the "costs of the project" (as defined in the Revenue Bond Act) of the Projects, each of which constitutes a "project" within the meaning of the Revenue Bond Act.
6. The Director of Finance of the County has recommended that the Bonds be sold on a competitive basis to the bidder offering the lowest true interest cost to the County.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

Section 1. The County hereby finds and determines that:

- a. Each of the DLC Projects is a "project" within the meaning of the Revenue Bond Act.
- b. Each of the Transportation Projects is a "project" within the meaning of the Revenue Bond Act.
- c. It is advisable and in the public interest to complete the Projects.
- d. It is advisable and in the public interest to finance or refinance the costs of the Projects through the issuance, sale and delivery of the Bonds.

Section 2. The County hereby authorizes the issuance, sale and delivery of the Bonds in a principal amount not to exceed Seventy-eight Million Dollars (\$78,000,000). The Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act.

Section 3. The Bonds shall not constitute a pledge of the full faith and credit and unlimited taxing power of the County.

Section 4. The County hereby covenants that the timely payment of the principal of and interest on the Bonds issued to finance or refinance the Projects shall be secured equally and ratably by the net revenues of the Department (the "Net Revenues") without priority by reason of number or time of sale or delivery; and the Net Revenues are hereby irrevocably pledged to the timely payment of both principal, premium (if any) and interest on the Bonds issued to finance the Projects as set forth in executive orders of the County Executive passed subsequent to the adoption of this Resolution.

Section 5. The Bonds may be sold at private negotiated sale or at public competitive sale, as determined by the County Executive in his sole and absolute discretion, by executive order or otherwise. The County Executive is hereby authorized to select underwriters and dealers with respect to the Bonds in such manner as he, in his sole and absolute discretion, by executive order or otherwise, deems to be in the best interest of the County. The County Executive is hereby authorized to cause to be prepared and distributed a preliminary official statement and a final official statement respecting the Bonds. The Bonds shall be designated, dated, bear interest at such rate or rates, be in such denominations, be payable at such times and at such places, mature in such amounts and on such dates, be subject to prepayment prior to their maturity, and be executed and sealed in such manner as the County Executive, in his sole and absolute discretion, shall determine, by executive order or otherwise. The County Executive may determine, by executive order or otherwise, in his sole and absolute discretion, to issue the Bonds in one or more series from time to time in an aggregate principal amount not to exceed the amount authorized by this Resolution.

Section 6. The County Executive may, by executive order or otherwise, approve the form and provisions of, execute and deliver the Bonds, and specify, prescribe, determine, provide for, approve, execute and deliver (where applicable) such other matters, details, forms, documents, or procedures, including (without limitation), bond purchase agreements, lines of credit, liquidity facilities, bond insurance agreements and trust agreements, as are necessary, proper or expedient to consummate the authorization, sale, security, issuance, delivery or payment of or for the Bonds, including (without limitation) prescription of covenants relating to the operation of the Department.

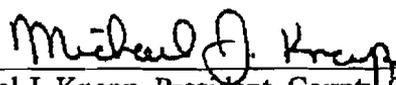
Section 7. It is hereby acknowledged that the Bonds may be issued initially in a variable interest rate mode. It is hereby further acknowledged that it may be in the best interests of the County at some future date to convert the Bonds from a variable interest rate to a fixed interest rate. To accommodate such conversion, the County hereby authorizes the issuance, sale and delivery of additional bonds (the "Additional Bonds") for the sole and exclusive purpose of refinancing the Bonds; provided, that in no event shall the aggregate principal amount of Bonds and Additional Bonds outstanding at any one time exceed Seven-eight Million Dollars (\$78,000,000). The Additional Bonds shall be issued and sold in accordance with the provisions of the Revenue Bond Act and of this Resolution, as if such Additional Bonds were Bonds.

Section 8. The County hereby covenants that it will take, or refrain from taking, any and all actions necessary to comply with the provisions of Section 103 and Sections 141 through 150, inclusive, of the Internal Revenue Code of 1986 as amended (the "Code"), applicable to the Bonds in order to preserve the status of the interest on the Bonds as excluded from gross income for Federal income tax purposes. Without limiting the generality of the preceding sentence, the County will (a) not use or permit the use of any of the proceeds of the Bonds in such manner as would cause the interest on the Bonds to be included in gross income for Federal income tax purposes, (b) make periodic determinations of the rebate amount and timely pay any rebate amount, or installment thereof, to the United States of America, and (c) prepare and timely file Internal Revenue Service Form 8038-G, Information Return for Tax-Exempt Governmental Obligations, or any successor or additional form required by the Internal Revenue Service.

Section 9. The members of the County Council, the County Executive, the Chief Administrative Officer of the County, the Director of Finance of the County, the County Attorney, and the Clerk of the County Council, for and on behalf of the County, are hereby authorized and empowered to do all things, execute all instruments, and otherwise take all such action as the County Executive may determine, by executive order or otherwise, to be necessary, proper or expedient to carry out the authority conferred by this Resolution, including (without limitation) the execution of certificates of the County, elections, statements and reports pursuant to applicable provisions of the Code and the U.S. Treasury Regulations prescribed thereunder, subject to the limitations set forth in the Revenue Bond Act and this Resolution.

Section 10. The provisions of this Resolution shall constitute a contract between the County and the holder or holders of the Bonds, and after the issuance of the Bonds no change, variation or alteration of any kind in the provisions of this Resolution shall be made in any manner, except as the County Executive, by executive order or otherwise, shall provide, until such time as the Bonds, and interest due thereon, shall have been satisfied and discharged as provided by the County Executive, by executive order or otherwise, prior to such issuance.

Section 11. This Resolution shall take effect upon approval of the President for the County Council.

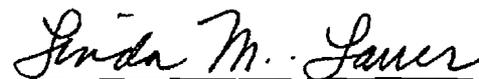


Michael J. Knapp, President, County Council

31 JUL 08

Date

This is a correct copy of Council action.



Linda M. Lauer
Clerk of the Council

Equipment and Maintenance Operations Center (EMOC) -- No. 500433

Category	Transportation	Date Last Modified	October 27, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Rockville	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	0	0	0	0	0	0	0	0	0	0	0
Total	0										

DESCRIPTION

A new EMOC facility (No. 500933) is proposed as part of the implementation of the Smart Growth Initiative Program described in Project No.360902. The project described below will be closed out.

This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: expanded bus parking from the current 127 buses to 200 buses; three new bus service lanes for both diesel and CNG fueling; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus service maintenance bays; an expanded parts room; renovation and reconfiguration of the Fleet Management portion of EMOC; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; a new soil/gravel storage area; extension of the four highway service bays; expanded employee parking; a new access drive and modified entrances; fencing; lighting; landscaping; and stormwater management.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses. In addition, expansion plans are premised on the facility accommodating 73 more buses. EMOC design must begin as soon as possible in order to meet bus expansion plans. Construction funding has been delayed in recognition of the Shady Grove Sector Plan, which calls for a mixed-use community with a residential focus where EMOC is located. The Executive Branch will continue to investigate site relocation options. The two year sector plan hold on the project will lapse prior to start of design.

OTHER

Air quality improvements at EMOC are included in the Indoor Air Quality Improvements - EMOC project.

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
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Equipment Maintenance and Operations Center (EMOC) -- No. 500933

Category	Transportation	Date Last Modified	November 06, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	North Central Transit Corridor	Status	Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	7,081	0	0	7,081	3,173	3,908	0	0	0	0	0
Land	30,000	0	0	30,000	0	30,000	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	37,081	0	0	37,081	3,173	33,908	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,081	0	0	7,081	3,173	3,908	0	0	0	0	0
Interim Finance	30,000	0	0	30,000	0	30,000	0	0	0	0	0
Total	37,081	0	0	37,081	3,173	33,908	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative Program described in Project No. 360902 and provides for land, planning and design of a new Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020, transit, highway maintenance and fleet operations. Major components of the project are: administrative buildings for Transit Services; Fleet Management, and Highways Services; 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 service bays, CNG fast-fill station, and employee parking. The current facility is located in the County Service Park on Crabbs Branch Way. The new facility will be built at sites known as Casey 6 & 7 located at the north of Shady Grove Road and west of extended Crabbs Branch Way.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses as well as the projected growth in transit and in highway and fleet services. EMOC design must begin as soon as possible in order to meet bus expansion plans. The Shady Grove Sector Plan has identified county owned properties on east and west side of Crabbs Branch Way to include EMOC facilities for future transit oriented development. As part of the County Smart Growth Initiative we need to make these sites available for the Sector Plan. This requires relocation of the current EMOC.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

A pedestrian impact analysis will be completed for this project during the design phase.

FISCAL NOTE

The project provides for the design phase only. Final construction costs will be determined during the design development stage. The total project is expected to cost approximately \$135 million. Interim financing will be used for land acquisition in the short term, with permanent funding sources to include G.O. Bonds and Land Sale Proceeds.

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Equipment and Maintenance Operations Center (EMOC) -- No. 500433

Category Transportation
 Subcategory Mass Transit
 Administering Agency General Services
 Planning Area Rockville

Date Last Modified June 23, 2008
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

*F409-14
 Approved*

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0
Total	2,962	0	0	2,962	1,913	1,049	0	0	0	0	0

DESCRIPTION

This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: expanded bus parking from the current 127 buses to 200 buses; three new bus service lanes for both diesel and CNG fueling; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus service maintenance bays; an expanded parts room; renovation and reconfiguration of the Fleet Management portion of EMOC; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; a new soil/gravel storage area; extension of the four highway service bays; expanded employee parking; a new access drive and modified entrances; fencing; lighting; landscaping; and stormwater management.

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses. In addition, expansion plans are premised on the facility accommodating 73 more buses. EMOC design must begin as soon as possible in order to meet bus expansion plans. Construction funding has been delayed in recognition of the Shady Grove Sector Plan, which calls for a mixed-use community with a residential focus where EMOC is located. The Executive Branch will continue to investigate site relocation options. The two year sector plan hold on the project will lapse prior to start of design.

OTHER

Air quality improvements at EMOC are included in the Indoor Air Quality Improvements - EMOC project.

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative. The project scope, cost estimates and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY09 (\$000)	Department of Transportation Department of General Services Department of Technology Services Department of Permitting Services Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate FY09 2,962		
Current Scope FY09 2,962		
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Appropriation Request FY09 2,962		
Appropriation Request Est. FY10 0		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 0		
Expenditures / Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY06 0		
New Partial Closeout FY07 0		
Total Partial Closeout 0		

Smart Growth Initiative - Facility Planning -- No. 360902

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 04, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	356	0	0	356	356	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	356	0	0	356	356	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	356	0	0	356	356	0	0	0	0	0	0
Total	356	0	0	356	356	0	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative program and provides planning for relocation of the following facilities from County Service Park on Crabbs Branch Way; Maryland National Park and Planning Commission (M-NCPPC) Maintenance facility; and the Montgomery County Radio Shop.

The facilities included in this project are planned for relocation as follows: the Montgomery County Radio Shop to Seven Locks Road; and the M-NCPPC Maintenance facility to a site to be determined.

Planning for additional projects which form part of the comprehensive Smart Growth Initiative are included in the following project description forms:

- 470905 - Public Safety Training Campus
- 470906 - Public Safety Headquarters
- 850900 - DLC Liquor Warehouse
- 500933 - Equipment Maintenance and Operations Center (EMOC)
- 360900 - MCPS Food Distribution Facility
- 360903 - Gude Landfill - Facility Planning

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the planning phase. Final construction costs will be determined during the design development phase. A pedestrian impact analysis will be performed during the design of each project.

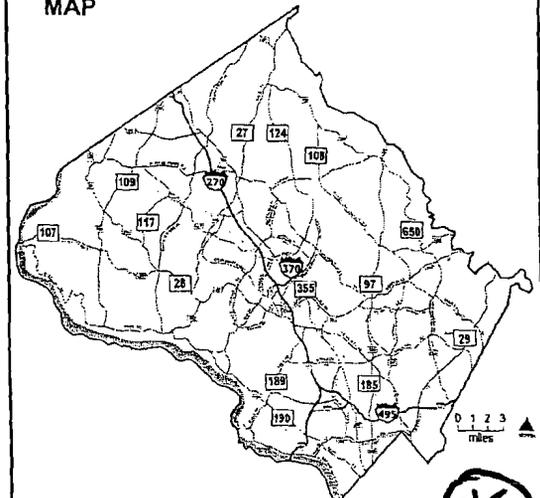
Overall the Smart Growth Initiative will be cost neutral.

APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	356
Current Scope		356
Last FY's Cost Estimate		0
Appropriation Request	FY09	356
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

- Department of General Services
- Department of Transportation
- Department of Liquor Control
- Department of Police
- Montgomery County Fire and Rescue Service
- Montgomery County Public Schools
- Maryland-National Capital Park and Planning Commission
- Department of Permitting Services
- Department of Finance
- Department of Technology Services
- Office of Management and Budget
- Washington Suburban Sanitary Commission

MAP



45

Gude Landfill - Facility Planning -- No. 360903

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

December 04, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	325	0	0	325	325	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	325	0	0	325	325	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	325	0	0	325	325	0	0	0	0	0	0
Total	325	0	0	325	325	0	0	0	0	0	0

DESCRIPTION

This project is part of the Smart Growth Initiative program and provides for a comprehensive feasibility study and planning for the relocation of the Montgomery County Public Schools Bus Depot from the County Service Park on Crabbs Branch Way to Gude Landfill.

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and address unmet needs.

The County is faced with aging facilities that require extensive investment of funds to meet our needs. With the age of some of the facilities, the extent of the required investment must be weighed against the long-term ability of the facilities to satisfy current and future County needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the planning phase. Final construction costs will be determined during the design development phase. A pedestrian impact analysis will be performed during the design of each project.

Overall the Smart Growth Initiative will be cost neutral.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
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MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIRMAN

January 19, 2009

Phil Andrews, President
Montgomery County Council
100 Maryland Ave
Rockville, MD 20850

Re: Relocation of the County Service Park

Dear Council President Andrews:

The Montgomery County Planning Board supports the Executive's initiative to relocate the County Service Park. The relocation of the County Service Park from Crabb's Branch Way near the Shady Grove Metro Station is consistent with and helps implement the Shady Grove Sector Plan. Implementing this Plan offers the County a major opportunity to take advantage of Metro proximity and provide a significant amount of housing close to jobs and transit.

Although sites for the relocation of all facilities in the Service Park have not been determined, the Executive has proposed reasonable locations -- the former National Geographic building and the Peapod warehouse, Casey tracts 6 and 7, the Webb tract and the old detention center site-- for facilities on the West side of Crabb's Branch Way and some of those on the east side. The funds requested will allow careful design of the relocated facilities to improve operations and reduce impacts on adjacent communities. The mandatory referral process will provide opportunities for review of designs and impacts.

Particular attention in the planning process must be given to the suitability of the Gude Landfill site for relocation the school bus facility. If use of that site proves to be unworkable, another must be found or a different solution for school buses will be necessary. Relocation of the bus facility is critical to full implementation of the Sector Plan, however. Leaving it in place could vitiate the quality of the new mixed use development on the rest of the Service Park property.

The budget request submitted by the County Executive does not include funding to design, construct, or acquire land to relocate the Department of Parks Central Maintenance Facility on the east side of Crabb's Branch Way. This facility occupies 80,000 GSF of building space and supporting infrastructure on 12 acres of land. A preliminary cost estimate to construct a replacement parks maintenance facility is approximately \$30 million. Our Parks Department has reviewed existing parkland for relocation opportunities and has not found suitable sites; therefore, land acquisition may be necessary. Approximately 20 acres is needed, which could cost as much as \$15 - 20 million to acquire.

We stand ready to move the parks facility on an aggressive schedule in concert with the County's efforts for the other public facilities, but must be adequately funded to do so. The facility planning PDF # 360902 with an appropriation request of \$356,000 as submitted by the Executive does name the Parks facility as one of two facilities to be studied, but does not allocate a specific budget to the park facility.

At 2.5% of the construction estimate, a reasonable facility planning budget would be \$750,000. The estimate for the full design budget, at 7.5% of the construction estimate would be \$2.25 million. We propose, therefore, that the CIP request be amended, at a minimum, to add adequate facility planning funds for the parks facility.

Thank you for this consideration.

Sincerely,

A handwritten signature in cursive script that reads "Royce Hanson".

Royce Hanson, Chairman
Montgomery County Planning Board

PSTA Academic Building Complex -- No. 479909

Category
Subcategory
Administering Agency
Planning Area
Service Area

Public Safety
Police
General Services
Countywide
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 05, 2008
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,844	1,388	456	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	108	8	100	0	0	0	0	0	0	0	0
Construction	9,351	2	9,349	0	0	0	0	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	11,304	1,399	9,905	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	11,304	1,399	9,905	0	0	0	0	0	0	0	0
Total	11,304	1,399	9,905	0							

DESCRIPTION

A new Public Safety Training Campus (Project No. 470905) is proposed as part of the implementation of the Smart Growth Initiative Program described in Project No. 360902. The project described below will be closed out.

This project provides for a major renovation and expansion of the Public Safety Training Academy (PSTA), the primary training facility for the Department of Police and Montgomery County Fire and Rescue Service (including the site for the Travilah Fire Station). The project will involve renovations to, and expansion of, the Academic Building Complex (ABC) and enhancements including a helipad and renovation of the gym and indoor firing range. ABC expansion areas will contain general classrooms, an indoor firing skills training facility, and consolidated office space. Existing space will be renovated and reconfigured to provide general and technical classrooms (such as EMT paramedic, computer, and firearms), a simulations area, a student study center, and expansion and upgrade of the physical training area and locker rooms. A portion of the basement will be renovated as un-programmed space that will provide a future capability for graphics production and video development and broadcast. A new canine support facility of 1,350 gross square feet will be developed adjacent to the existing Emergency Vehicle Operations Center (EVOC) facility and driving course. The project also includes design and construction of a public safety memorial in coordination with the Public Arts Trust. A memorial site is reserved on the PSTA site with an appropriation of \$150,000. Other site considerations include stormwater management, developing centralized reception/security access for the PSTA, providing overall security for the site, increased parking, and resurfacing of existing pavements. The project also includes improvements to the lighting, mechanical systems, and building envelope to meet Executive Regulation 68-91 AM, Building Design Standards. Subsequent phases, not included in the project at this time, will include replacement and expansion of the Montgomery County Fire and Rescue Service outdoor fire training props, including the burn building, as well as the addition of a lecture hall. The Multi-Agency Driver Training Facility project is included under the General Government section.

JUSTIFICATION

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. Since its completion, the training needs of the user agencies have changed significantly. As a result, the PSTA is in need of reconfiguration and expansion to meet current and projected training needs. Although some non-public safety agencies and citizens may use this facility for training, public safety agency training is its primary function. Since the completion of the PSTA Academic Complex project POR, a number of events have taken place that demonstrated the need for first responders to be better prepared for such events. The indoor firing range, including its target mechanism, requires modernization and upgrade to bring it up to current standards. The gym renovation is essential in order to meet the latest required fitness training and the increased number of public safety personnel utilizing the facility. The addition of a helipad allows for one of the most versatile transport vehicles to work from the PSTA.

Planning funds from the Facility Planning: Police and Facility Planning: Fire and Rescue projects have been used to develop needs assessment studies, the associated Program of Requirements, and cost estimates.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Smart Growth Initiative.

The project scope, cost estimates, and schedule is being amended with the completion of a detailed implementation and financing plan for the Smart Growth Initiative.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

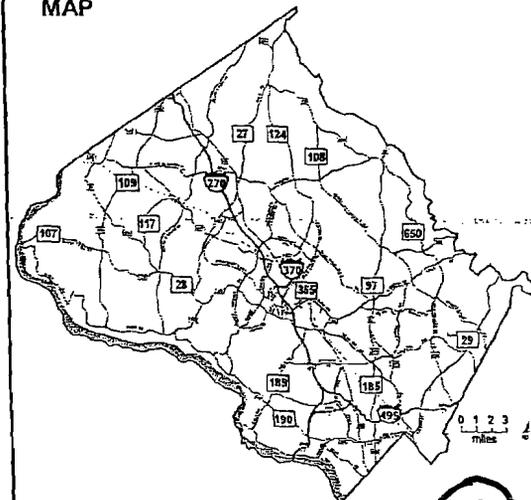
Date First Appropriation	FY99	(\$000)
First Cost Estimate	FY07	11,772
Current Scope		0
Last FY's Cost Estimate		24,909
Appropriation Request	FY09	-13,182
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		24,486
Expenditures / Encumbrances		1,750
Unencumbered Balance		22,736
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Correction and Rehabilitation
Montgomery County Fire and Rescue Service
Department of General Services
Multi-Agency Driver Training Facility
Office of Management and Budget
M-NCPPC

Special Capital Projects Legislation [Bill No. 5-98] was adopted by Council April 21, 1998, and reauthorized May 14, 2003 [Bill 6-03].

MAP



PSTA Academic Building Complex -- No. 479909

M09-14
Approved

Category	Public Safety	Date Last Modified	June 03, 2008
Subcategory	Police	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Countywide	Status	Final Design Stage
Service Area	Countywide		

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,195	1,388	456	351	180	171	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,744	8	100	3,636	2,318	1,318	0	0	0	0	0
Construction	18,509	2	9,349	9,158	3,443	5,715	0	0	0	0	0
Other	461	1	0	460	137	323	0	0	0	0	0
Total	24,909	1,399	9,905	13,605	6,078	7,527	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	Total	1,399	9,905	13,605	6,078	7,527	0	0	0	0
	24,909	1,399	9,905	13,605	6,078	7,527	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				504	0	64	110	110	110	110
Energy				206	0	26	45	45	45	45
Net Impact				710	0	90	155	155	155	155

DESCRIPTION

This project provides for a major renovation and expansion of the Public Safety Training Academy (PSTA), the primary training facility for the Department of Police and Fire and Rescue Service (including the site for the Travilah Fire Station). The project will involve renovations to, and expansion of, the Academic Building Complex (ABC) and enhancements including a helipad and renovation of the gym and indoor firing range. ABC expansion areas will contain general classrooms, an indoor firing skills training facility, and consolidated office space. Existing space will be renovated and reconfigured to provide general and technical classrooms (such as EMT paramedic, computer, and firearms), a simulations area, a student study center, and expansion and upgrade of the physical training area and locker rooms. A portion of the basement will be renovated as unprogrammed space that will provide a future capability for graphics production and video development and broadcast. A new canine support facility of 1,350 gross square feet will be developed adjacent to the existing Emergency Vehicle Operations Center (EVOC) facility and driving course. The project also includes design and construction of a public safety memorial in coordination with the Public Arts Trust. A memorial site is reserved on the PSTA site with an appropriation of \$150,000. Other site considerations include stormwater management, developing centralized reception/security access for the PSTA, providing overall security for the site, increased parking, and resurfacing of existing pavements. The project also includes improvements to the lighting, mechanical systems, and building envelope to meet Executive Regulation 68-91 AM, Building Design Standards. Subsequent phases, not included in the project at this time, will include replacement and expansion of the Montgomery County Fire and Rescue Service outdoor fire training props, including the burn building, as well as the addition of a lecture hall. The Multi-Agency Driver Training Facility project is included under the General Government section.

JUSTIFICATION

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. Since its completion, the training needs of the user agencies have changed significantly. As a result, the PSTA is in need of reconfiguration and expansion to meet current and projected training needs. Although some non-public safety agencies and citizens may use this facility for training, public safety agency training is its primary function. Since the completion of the PSTA Academic Complex project POR, a number of events have taken place that demonstrated the need for first responders to be better prepared for such events. The indoor firing range, including its target mechanism, requires modernization and upgrade to bring it up to current standards. The gym renovation is essential in order to meet the latest required fitness training and the increased number of public safety personnel utilizing the facility. The addition of a helipad allows for one of the most versatile transport vehicles to work from the PSTA.

Planning funds from the Facility Planning: Police and Facility Planning: Fire and Rescue projects have been used to develop needs assessment studies, the associated Program of Requirements, and cost estimates.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.

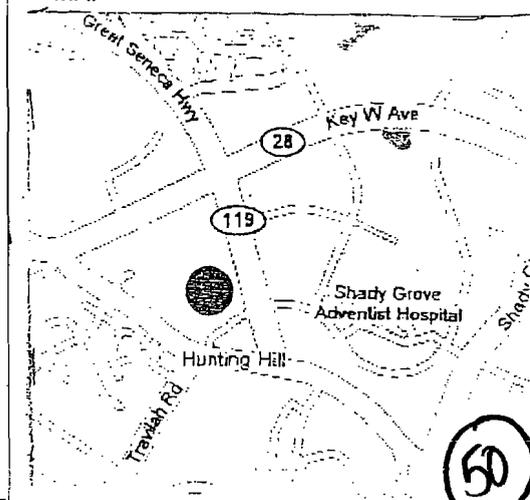
APPROPRIATION AND EXPENDITURE DATA		
Date First Appropriation	FY99	(\$000)
First Cost Estimate		
Current Scope	FY07	24,909
Last FY's Cost Estimate		24,909
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	423
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		24,486
Expenditures / Encumbrances		1,750
Unencumbered Balance		22,736
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Department of Police
 Department of Correction and Rehabilitation
 Montgomery County Fire and Rescue Service
 Department of General Services
 Multi-Agency Driver Training Facility
 Office of Management and Budget
 M-NCPPC

Special Capital Projects Legislation [Bill No. 5-98] was adopted by Council April 21, 1998, and reauthorized May 14, 2003 [Bill 6-03].

MAP



PSTA Academic Building Complex -- No. 479909 (continued)

F409-14
Approved

The location and schedule of this project has been proposed to change by the County Executive as part of his comprehensive Property Use Initiative.

The project scope, cost estimates, and schedule will be amended with the completion of a detailed implementation and financing plan for the Property Initiative.

FISCAL NOTE

This project's schedule has been phased with the Travillah Fire Station project (#450504) in order to complete both projects in a more efficient and cost effective manner.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

MCPS Food Distribution Facility -- No. 360900

Category
Subcategory
Administering Agency
Planning Area

General Government
County Offices and Other Improvements
General Services
North Central Transit Corridor

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

November 05, 2008
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	892	0	0	892	669	223	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	892	0	0	892	669	223	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	892	0	0	892	669	223	0	0	0	0	0
Total	892	0	0	892	669	223	0	0	0	0	0

DESCRIPTION

This project is part of the comprehensive Smart Growth Initiative Program described in Project No. 360902 and provides for the planning and design for relocation of the Montgomery County Public Schools (MCPS) Food Distribution Facility. The current facility is located in the County Service Park north of Equipment Maintenance Operation Center and south of Department of Liquor on the west side of Crabbs Branch Way. The current facility is about 58,000 square feet with 150 parking spaces for the staff and eight loading docks. This project will relocate the existing facility to a site on Snouffer School Road known as the Webb Tract. The facility operates from 3:30 a.m. to 4:30 p.m. and must be centrally located in the County. The new facility will be located on the same site with the new Public Safety Training Campus (Project No. 470905).

JUSTIFICATION

In order to implement the County's Shady Grove Sector Plan which would capitalize on the existing investment in mass transit by creating a transit-oriented development community, the County Service Park must be relocated. Relocation of the facilities at the County Service Park will enable the County to realize both the transit oriented development intended for the area and to address unmet needs.

Plans and studies for this project include: M-NCPPC Shady Grove Sector Plan, approved by the Montgomery County Council, January 2006, adopted by the M-NCPPC, March 15, 2006; "Montgomery County Property Use Study Updated Briefing to County Council", April 29, 2008 (based on Staubach Reports); "Montgomery County Smart Growth Initiative Update to County Council", September 23, 2008.

OTHER

The project provides for only the design phase. Final construction costs will be determined during the design development phase.

A pedestrian impact analysis will be completed for this project during the design phase.

FISCAL NOTE

The project is estimated to cost approximately \$18 million.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: center;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">892</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: center;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	892	Current Scope			Last FY's Cost Estimate		0	<p>Department of General Services Montgomery County Public Schools Maryland-National Capital Park and Planning Commission Department of Permitting Services Department of Finance Department of Technology Services Office of Management and Budget Washington Suburban Sanitary Commission</p>	<p>See Map on Next Page</p>
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New Partial Closeout	FY07	0												
Total Partial Closeout		0												



OFFICE OF THE COUNTY EXECUTIVE

Isiah Leggett
County Executive

October 29, 2008

Timothy L. Firestine
Chief Administrative Officer

Mr. Robert D. Youngentob
President
EYA LLC
4800 Hampden Lane, Suite 300
Bethesda, MD 20814

Mr. Jonathan B. Cox
Senior Vice President
AvalonBay Communities, Inc.
2900 Eisenhower Avenue, Suite 300
Alexandria, VA 22314

Re: Letter of Intent – Smart Growth Initiative

Dear Messrs. Youngentob and Cox:

This letter sets forth the basic terms and conditions under which Montgomery County, Maryland ("County") is prepared to enter into negotiations with Eakin - Youngentob Associates, Inc. ("EYA"), and AvalonBay Communities, Inc. ("AvalonBay"), concerning the acquisition and disposition of certain properties associated with the fulfillment of the County's Smart Growth Initiative ("Letter of Intent").

The County is the owner of a 91 acre parcel of land along Crabbs Branch Road in Gaithersburg, Maryland, known as the County Service Park ("CSP"). The CSP is bisected by Crabbs Branch Road so that approximately 45 acres lie on the West side of Crabbs Branch Road and approximately 45 acres lie on the East side of Crabbs Branch Road. Several County facilities currently occupy CSP West, including the County's Equipment Maintenance Operation Center, County Liquor Warehouse and the County's public schools food preparation facilities.

The County Executive announced his Smart Growth Initiative, a comprehensive strategy to better serve the public interests by relocating several County agencies from their current, outdated and inadequate facilities to other more functional sites in the County and to utilize the properties being vacated by these County agencies to promote the "Smart Growth" ideals of encouraging transit-oriented mixed-use development in close proximity to public transit facilities. One of the goals of the Smart Growth Initiative is to relocate the County facilities now occupying the CSP, and upon such relocation, to develop the CSP with a transit-oriented mixed-use development in accord with the 2006 Shady Grove Sector Plan ("Sector Plan").

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The Sector Plan, which designates the area of the CSP lying to the west of Crabbs Branch Road as "Metro North-CSP" ("Metro North-CSP") and the area of the CSP lying to the east of Crabbs Branch Road as "Jeremiah Park" ("Jeremiah Park"), calls for the relocation of the existing facilities now on the CSP and outlines a plan for the redevelopment that should occur on the CSP and nearby parcels. The Sector Plan specifically identifies the "Casey 6 & 7 Parcels," controlled by EYA, as suitable relocation sites for some of the uses now on the CSP West that need to remain in the vicinity of the Shady Grove METRO and expressly contemplates increasing the proposed density on the CSP if jointly developed with the Casey 6 & 7 Parcels. EYA was substantially involved in the Sector Plan process and proposed the use of Casey 6 & 7 Parcels to the County as potential relocation sites.

Under a joint development plan, the Sector Plan allows up to 40,000 square feet of retail development, 133,250 square feet of office development, and 2,240 residential units, including substantial numbers of MPDU, TDR, and Workforce units, to be developed on the total CSP. Of the total residential units allowed on the CSP by the Sector Plan, a maximum of 1,540 are allocated to Metro North-CSP, including all bonus densities.

AvalonBay Communities, Inc. ("AvalonBay") is the contract purchaser of a 51+/- acre property located at 100 Edison Park Drive in Gaithersburg, Maryland (the "GE Tech Property"). The GE Tech Property is improved with a 5-story, 375,000 square foot building that formerly served as the headquarters for the National Geographic Society. AvalonBay responded to a solicitation issued by the County that sought potential relocation sites for facilities at the CSP. AvalonBay proposed to sell the GE Tech Property to the County, for use as a relocation site for County facilities, in exchange for providing AvalonBay with an exclusive right to purchase a portion of the CSP. The County believes that the GE Tech Property is better suited to serve as the headquarters for the administrative offices of the County's public safety departments and is interested in acquiring the property for that purpose.

County, EYA, and AvalonBay enter into this non-binding Letter of Intent and further describe their respective intentions, in furtherance of the County's Smart Growth Initiative and the redevelopment of the CSP, as follows:

- (1) Purchase and Sale Agreement for the Casey 6 & 7 Parcels. County and EYA will use commercially reasonable efforts to enter into a binding Purchase and Sale Agreement, by December 1, 2008, for the County's acquisition of the Casey 6 and 7 Parcels. It is the intention of the parties that, in addition to such other terms as are mutually agreed to between the two parties, the Purchase and Sale Agreement will include the following provisions:
 - (a) The price to be paid for Casey 6 and 7 Parcels shall be the fair market value, as mutually agreed to by EYA and County, based on the amount of residential and office density permitted in the approved Phase II Preliminary Plan for the Casey 6 & 7 Parcels.

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- (b) Closing shall be all cash and shall occur on or before July 3, 2009.
- (c) EYA and County will enter into an exclusive negotiating period, for 180 days after execution of the Purchase and Sale Agreement, in which EYA and County shall use commercially reasonable efforts to enter into a Master Planning Agreement that would detail the role of EYA as the CSP Master Planner, as further described in paragraph (3) below.
- (2) Purchase and Sale Agreement for the GE Tech Property. County and AvalonBay shall use commercially reasonable efforts to enter into a binding Purchase and Sale Agreement, by December 1, 2008, for the County's acquisition of GE Tech Property. Both County and AvalonBay acknowledge that they have been in extended negotiations for the acquisition of the GE Tech Property. It is the intention of the parties that, in addition to such other terms as are mutually agreed to between the two parties, the Purchase and Sale Agreement will include the following provisions:
- (a) The price to be paid for the GE Tech Property shall be the fair market value, as mutually agreed to by AvalonBay and County in their respective sole discretion;
- (b) AvalonBay will deliver title to the GE Tech Property free and clear of all encumbrances, including, but not limited to, the existing financing that encumbers the property;
- (c) AvalonBay will terminate the existing lease of the GE Tech Property prior to closing.
- (d) In exchange for its agreement to sell the GE Tech Property, AvalonBay shall have the opportunity to enter into an agreement as the Multi-Family Component Developer to purchase land for 600 multifamily units and related retail on Metro North-CSP at the fair market value price, including mutually agreed escalations in that price, together with such other terms and conditions, that are contained in an agreement, in form and substance mutually agreeable to Avalon Bay and the County, to be entered into at the same time as the Purchase and Sale Agreement. Subject to an agreement between Avalon Bay and EYA as to how density should be allocated on the Metro North-CSP, AvalonBay may have a further first right of opportunity to purchase land for additional multi-family units approved for development on the Metro North-CSP pursuant to the terms and conditions of a purchase and sale agreement to be entered into at the same time as the Purchase and Sale Agreement.
- (3) Master Planning Agreement for the CSP. Following the execution of the Purchase and Sale Agreement contemplated in Paragraph (1), County and EYA shall use commercially reasonable efforts to enter into a Master Planning Agreement for the CSP. It is the intention of the parties that, in addition to such other terms as are mutually agreed to

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between the two parties, the Master Planning Agreement will include the following provisions:

- a) EYA shall serve as the CSP Master Planner. In its role as Master Planner, EYA shall be responsible to oversee the Pre-Development Design Work (to be defined in the Master Planning Agreement), which shall include creating a Redevelopment Plan for the CSP that substantially implements the Sector Plan vision for the CSP.
- b) The scope of work contemplated under the Master Planning Agreement in accordance with the Sector Plan shall be the Pre-Development Work necessary to create the redevelopment plan for the County Service Park that will implement the Sector Plan, maximize the allowable density on the CSP, and optimize the land value for the County. This work shall include (i) preparing and seeking approval of a preliminary development concept plan (the "Preliminary Concept Development Plan"), (ii) preparing and seeking approval of a Preliminary Plan Application ("Preliminary Plan Approval"), (iii) preparing and seeking approvals of a Final Site Plan Application ("Final Site Plan Approval"), and (iv) preparing and seeking approval of a plat of subdivision ("Subdivision Plat Approval).
- c) County and EYA shall mutually agree on a schedule of Performance Milestones for EYA to complete the Master Planning Work. Such milestones will include, but not be limited to, preparation of a preliminary development concept for the CSP, submission of a Preliminary Plan Application and submission of a Final Site Plan Application.
- (a) d) In exchange for performing its role as Master Planner, EYA shall have the right to purchase land on Metro North-CSP for 338 attached single family attached units, as provided in the Sector Plan, at the fair market value price (including mutually agreed additional price payments to compensate the County should the units sell for prices greater than in 2008) and under terms and conditions as contained in the Master Planning Agreement. Subject to an agreement between Avalon Bay and EYA as to how density should be allocated on the Metro North-CSP, EYA may have the further first right of opportunity to purchase land on the Metro North-CSP for additional single family attached units pursuant to the terms and conditions of a purchase and sale agreement entered into at the same time as the Purchase and Sale Agreement.

County, EYA and AvalonBay agree not to market their respective properties which are the subject of this Letter of Intent, or solicit, or negotiate for, or accept offers for the purchase of such properties, or enter into any agreements for sale of such properties with other potential purchasers, for a period of ninety (90) days after the date of this Letter of Intent. County, EYA and AvalonBay shall have the right, at any time prior to the expiration of such ninety (90) day period, to cancel or withdraw this Letter of Intent by written notice to the other party. If the parties have not entered into the Purchase and Sale Agreements contemplated by this Letter of Intent, on or before the end of such ninety (90) day period, then this Letter of Intent shall

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automatically fully and forever terminate and the parties shall have the right to market their properties which are the subject of this Letter of Intent, or solicit or accept offers for the purchase or lease of such properties, and to enter into and consummate agreements in connection therewith, and this Letter of Intent shall be null and void. The foregoing provisions are referred to as the "Exclusivity Provisions."

This Letter of Intent is and is intended only to be an expression of interest, by the parties signing and accepting this letter, to the transaction herein described, and in no event shall this Letter of Intent or any modifications hereof, or any correspondence in any form, negotiations, submissions of draft contracts or other documents, or any discussions, between the parties hereto or their agents, counsel or employees shall be deemed to be or constitute a binding contractual agreement or other legally enforceable obligation of any kind upon or among County, EYA and AvalonBay to any such or any other matters, or an express or implied duty of the parties to negotiate or agree upon, execute, deliver or consummate any agreement or any other documents concerning the properties which are the subject matter of this Letter of Intent. Any legally binding obligation, if any, shall be only as may be contained in the Purchase and Sale Agreements mutually agreed upon, executed and delivered by the parties concerning the properties that are the subject matter of this Letter of Intent. Notwithstanding anything to the contrary set forth in this Letter of Intent, the County expressly reserves the right to acquire the GE Tech Property and/or Casey 6 & 7 Parcels for a public purpose, in its sole judgment and absolute discretion, through any means legally available to the County, including the exercise of its power of Eminent Domain. All such rights are expressly reserved by the County.

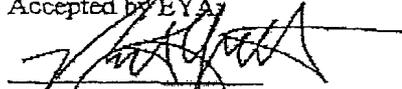
The County looks forward to working with EYA and AvalonBay on the County's Smart Growth Initiative. Please have EYA and AvalonBay execute the Letter of Intent and return it to me.

Sincerely,



Diane R. Schwartz Jones
Assistant County Administrative Office for
Montgomery County, Maryland

Accepted by EYA



Accepted by AvalonBay

