

Shady Grove Sector Plan Implementation Advisory Committee
Virtual Meeting- Via Microsoft Teams
Wednesday, August 3, 2022 @ 7:30 p.m.

IN ATTENDENCE

M-NCPPC Representative: Nkosi Yearwood

Committee Members: John Compton, Andrew Einsmann, Carol Kosary, Alfred Minichiello, Jeff Reznick (Chair), Kara Olsen Salazar, Shobhana Sharma

Speakers: Greg Ossont (MC-DGS), Seth Adams (MCPS), Adam Hayes (EYA)

Other Attendees: Ally Chowbay, Hsiu Chu, Caren Garfield, Noel Gric, John Fisher, Carmen Izurieta, Mike Leventhal, Dawn Luedtke, Ryan Kushner, Wei Chao Mao, Habibi Peiman, Janis Sartucci, Vaughn Stewart, William Wall, Dawn Welch, Joseph Wermers, Emily Zhu, Niazi Zohan

AGENDA

I. Welcome

Jeff Reznick (Chair) welcomed the meeting participants. As a reminder this meeting was recorded. This recording as well as all other information relating to the Shady Grove Sector Plan and this Committee can be found here:

<https://montgomeryplanning.org/planning/communities/midcounty/shady-grove/#committee>

II. Update: Shady Grove Station Eastside- Jeremiah Park Redevelopment (Greg Ossont (Deputy Director, Department of General Services, Montgomery County) and Seth Adams (Director, Department of Facility Management, Montgomery County Public Schools))

Mr. Ossont began his update with information regarding the proposed relocation of the Shady Grove School Bus Depot. The County's proposal has been to relocate approximately half the buses to a new facility to be constructed on a portion of a 28.2-acre parcel of County owned land located on Seven Locks Road (1307, 1451, and 1541 Seven Locks Road) within the City of Rockville. The Montgomery County Detention Center (MCDC) was first located at this location in 1961 so it should be noted that this site has had a public semi-industrial use for over 60 years. This site was also the location of the 1st District Police Station until its relocation to Gaithersburg. Besides the relocation of the Shady Grove School Bus Depot the County is also planning on developing the site of the MCDC and former 1st District Police Station to provide a new Restoration Center, and as the site for a new Criminal Justice Center.

Mr. Ossont stated that the County was invited to brief the City of Rockville Mayor and City Council on February 28th and July 11th. The February 28th briefing, and discussion can be viewed here: https://rockvillemd.granicus.com/MediaPlayer.php?view_id=2&clip_id=4501 (Item 6 starting at 39:59). The July 11th briefing, and discussion can be viewed here:

https://rockvillemd.granicus.com/MediaPlayer.php?view_id=2&clip_id=4566 (Item 5 starting at 6:48). [NOTE TO COMMITTEE FOR POSSIBLE FUTURE DISCUSSIONS: It is clear from the July 11th briefing that the City of Rockville believes that there is more than enough land around the Montgomery County Correctional Facility (22880 Whelan Ln, Boyds) for the County to locate the proposed Restoration Center and Criminal Justice Center adjacent to this facility, freeing the 28.2-acre County owned site for private development. This is not correct. The Montgomery County

Correctional Facility is located in the environmentally sensitive Ten Mile Creek area. What looks on the map like wide open available space are heavily wooded areas identified as a Legacy Open Space Natural Resource, steeply sloped stream valleys, and areas within the Clarksburg West Environmental Overlay Zone with no additional imperviousness permitted.]

Mr. Ossont informed the Committee that the City of Rockville Mayor and City Council voted during their August 1st meeting to transmit a letter to the County Executive and County Council strongly objecting to the location of the Bus Depot and Restoration Center at the County owned Seven Locks Road location within the City of Rockville. The draft of this letter is included at the end of these minutes, The August 1st discussion can be viewed here:

https://rockvillemd.granicus.com/MediaPlayer.php?view_id=2&clip_id=4575 starting at 1:44:00.

When asked what the County could do about the City of Rockville's objections, Mr. Ossont indicated that this is a legal question. It, however, must be pointed out that all County residents should have an interest in ensuring that we have adequate infrastructure, and all should be vested.

Mr. Ossont stated that the County has looked at close to 100 sites for the Bus Depot relocation including in the Southlawn/Gude area as well as the area around the Airpark.

Mr. Adams stated that MCPS is in ongoing discussions with the County (DGS) concerning the Bus Depot relocation and are excited about the Seven Lock Road location because it would allow for enhanced operational elements. MCPS has been exploring parking school buses at High Schools. Although this is doable, it does not eliminate the need for a Bus Depot which is required for inspections and maintenance. [NOTE TO COMMITTEE FOR POSSIBLE FUTURE DISCUSSIONS: At the February 28th City of Rockville meeting, it was stated by Mr. Ossont that the High Schools within the City of Rockville (Rockville, Wooten, Richard Montgomery) are limited in the number of school buses (if any) which could be parked on site. How many of the buses which would be parked at the proposed Seven Locks Road site would be supporting the transportation needs of schools located within the City of Rockville?]

Mr. Adams was asked why MCPS was installing electrical charging infrastructure at the Shady Grove Bus Depot if the plan is to relocate this facility. Mr. Adams stated that MCPS has made a commitment to electrifying its bus fleet. The infrastructure is required to support electric buses which MCPS will be taking possession of, however, there are provisions within the contract for the relocation of this infrastructure. Mr. Adams further stated that because of the characteristics of an electric fleet compared to the current diesel fleet the Carver Educational Services Center (850 Hungerford Drive) and Blair Ewing Center (14501 Avery Road) are potentially back on the table.

Mr. Ossont and Mr. Adams were asked whether a Memorandum of Understanding (MOU) existed between the County and the Board of Education (BOE) concerning the use of the Bus Depot site as well as upkeep and maintenance of the site. Mr. Ossont responded by indicating that no formal MOU exists, and that the committee asked further why and indicated that there should be such an MOU.

Members of the community who were present noted that the property is rundown, untidy, and lacks appropriate landscaping, especially when compared to other MCPS Bus Depots in the County. It was decided that a smaller group would be assembled to work with MCPS and DGS on cleanup and landscaping for the Bus depot facility.

Mr. Ossont was asked whether there had been discussions with Pepco as to whether the grid can support an electrified MCPS bus fleet. He indicated that Pepco anticipates no issues. He also mentioned the recent Brookville Smart Energy Bus Depot microgrid project for Ride-On. This type of installation will probably be deployed at other County bus facilities. (Information on Brookville microgrid project (<https://montgomerycmd.blogspot.com/2021/09/first-of-its-kind-integrated-microgrid.html>)).

Community members also brought up the untidiness of the portion of the east side which was previously occupied by the M-NCPPC Maintenance Facility. There is concerns about the large number of cars which are currently parking on this site and the need for extensive environmental clean-up and removal of a large amount of impervious surface. Ms. Ossont stated that environmental cleanup, which has extensive Maryland Department of the Environment requirement, would wait until the Bus Depot has been relocated. Given the long timeline for the relocation of the buses, however, this Committee should explore and advocate for clean-up of this portion of the eastside. This should include exploring whether State funds can be obtained for supporting this clean-up.

Finally, Mr. Ossont stated that EYA is the master developer for both the east and west side. Their responsibility was taking both sides through the Preliminary Plan process and construction of the infrastructure. EYA, however, only has the right to develop the west side. At the present time there is no developer identified for the east side.

III. Project Update - Shady Grove Station Westside (Adam Hayes (VP Engineering, EYA))

Mr. Hayes state that he is also currently President of the Westside HOA.

Mr. Hayes announced that Pearl Vision will be coming to the Daley apartment building. No timeline was given.

The multi-family building currently under construction is owned by the Housing Opportunity Commission and will be know as the Laureate. The anchor tenant is CVS, and the first retail space should be occupied in October. EYA is in discussion with both an Urgent Care provider and boutique fitness company for other space.

The last multi-family building will contain 413 units and will begin design once the Laureate is completed. It will contain space for a county library facility.

Mr. Hayes stated that Stanley Martin has sold and settled all of their townhouses. 96 of their 100 2-overs have also been sold with 83 settled. Lennar has sold 71 of their 178 townhouses with 40 having reached settlement.

Mr. Hayes stated that plans for the future development area (the undeveloped portion of the west side closest to Shady Grove Road) is still undecided. This space was initially supposed to be office space. A grocery store was also explored as well as a day care center. Noe of these panned out and EYA is now exploring more residential development. When questioned, Mr. Hayes stated that this area is still owned by Montgomery County, not EYA. [NOTE TO COMMITTEE FOR POSSIBLE FUTURE DISCUSSIONS: It is pretty clear, that given the residential density already on site coupled with the lack of amenities, the current Westside community reaction is unsupportive in terms of adding even

more residential development. Need to explore whether the County's agreement with EYA sunsets after a given period of time. Is there anything which can be brought to this area which would benefit the existing community such as temporary park space?]

Community members at the meeting expressed their concerns and dissatisfaction about the current development. The bulk of the promised community amenities (the park and elementary school site) are on the east side and under the current timeline will not be delivered for over a decade. The bus depot is an eyesore. There is dissatisfaction with the lack of an effort in placemaking. Residents are increasingly concerned about the speed of traffic on Crabbs Branch Way and the potential for traffic accidents with the potential for encroaching onto the sidewalk due to the tight separation between the sidewalk and the road. There have been increased security issues in the neighborhood.

The Shady Grove Sector Plan Implementation Advisory Committee thanks everyone who participated.