



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

MCPB Item No 15
01-11-07

January 5, 2007

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Gwen Wright, Acting Chief – Countywide Planning Division *GW*
Richard Hawthorne – Chief – Transportation Planning *RCH*
Sue Edwards – I-270 Corridor Team Leader – Community Based Planning

FROM: Tom Autrey (301-495-4533), Supervisor, Transportation Planning *TA*

PROJECT: Improvements To The Montgomery County Solid Waste Transfer Station – 16101 Frederick Road, Derwood, Maryland 20855.

REVIEW TYPE: Mandatory Referral (Section 7-112 of the Regional District Act) – Mandatory Referral Number 06817-DPW&T –1 (Noted As Number 2006-WPT-0617 in Applicant's Submittal)

APPLICANT: Montgomery County Department of Public Works and Transportation (DPWT) – Division of Solid Waste Services

APPLICABLE ADOPTED PLANS: Shady Grove Sector Plan (March 2006)
Comprehensive Solid Waste Management Plan (2004 through 2013) (February 2005)

FOREST CONSERVATION AND STAFF RECOMMENDATIONS

Forest Conservation (Chapter 22A)

The site has a 'Modification to Existing Developed Property' exemption (No.42005246E, approved March 14, 2005) from forest conservation per Section 22A-5(t) of Forest Conservation Law.

Staff Recommendations

Staff recommends approval of the Mandatory Referral with the following recommendations to the Department of Public Works and Transportation – Division of Solid Waste Services:

1. Consistent with the provision of the adopted Shady Grove Sector Plan, participate in the Greater Shady Grove Transportation Management District (GSGTMD) when established and enter into a traffic mitigation agreement that includes but is not limited to the following:
 - Participation in the TMD activities, programs and services
 - Designation of an employee transportation benefits coordinator
 - Promotion of alternative transportation options to employees
 - Creation of a public display area for transit/carpool/bike/walk information
 - Promote Guaranteed Ride Home services
 - Participation in commuter surveys
 - Submittal of an annual report
2. Plant additional trees to serve as a visual buffer as specified in the updated Landscape Plan submittal of December 20, 2006.
3. Replace the existing informational signage in the median of Frederick Road with signage more consistent with the other external signage of the facility, subject to State Highway Administration review and approval.
4. Identify the new crosswalk at the north end of the new sidewalk with pavement marking and signing consistent with the Manual on Uniform Traffic Control Devices (MUTCD)
5. Confirm that traffic control signing will also be consistent with the MUTCD.

PROJECT DESCRIPTION

Location

The facility is located at 16101 Frederick Road (MD 355), in the southeast quadrant of the intersection of Frederick Road and Shady Grove Road (see Exhibit 1). Access and egress to the facility's Transfer Building is off of Shady Grove Road and is used by commercial vehicles and light trucks and vans. The Frederick Road entrance is used by automobile and multi-purpose vehicles for access to the Public Unloading Facility.

Project Overview

The proposed improvements include the following:

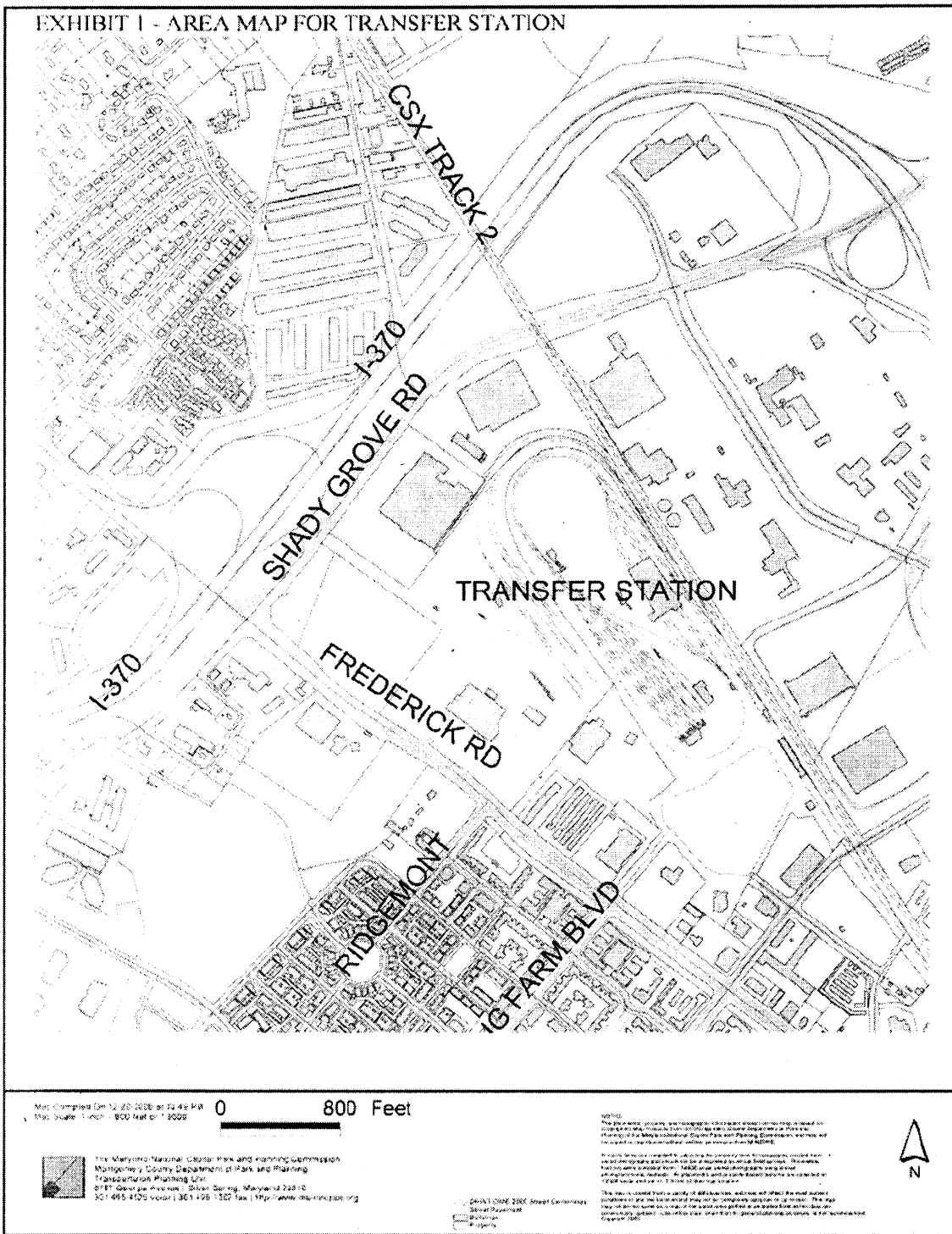
- Transfer Building Addition and Associated Roadway

This addition involves the construction of approximately 13,000 square feet of additional building space immediately west of the existing Transfer Building (see Exhibit 2). The additional space is essentially an expanded tip floor on the west side of the existing trench where waste is received from trucks unloading on the tip floor. Bulldozers in the trench, also called the pit area, push waste to two compactor openings at the south end of the pit. After compaction the waste is pushed into transferable containers on chassis. Access and egress for the building addition will be provided by a new one-way internal roadway that begins near the existing Scale House at the Shady Grove Road entrance and extends to a point approximately 400 feet south of the building addition where it joins an existing internal roadway used by trucks to exit the facility via Shady Grove Road.

- Scale House Area Modifications

The modifications to the Scale House Area include the construction of two new scales and a new exit by-pass lane. In addition, repairs to the existing scales and modification to the existing scale house will be made as part of the project.

EXHIBIT 1 - AREA MAP FOR TRANSFER STATION





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2. Plant additional trees to serve as a visual buffer as specified in the updated Landscape Plan submittal of December 20, 2006.
3. Replace the existing informational signage in the median of Frederick Road with signage more consistent with the other external signage of the facility, subject to State Highway Administration review and approval.
4. Identify the new crosswalk at the north end of the new sidewalk with pavement marking and signing consistent with the Manual on Uniform Traffic Control Devices (MUTCD)
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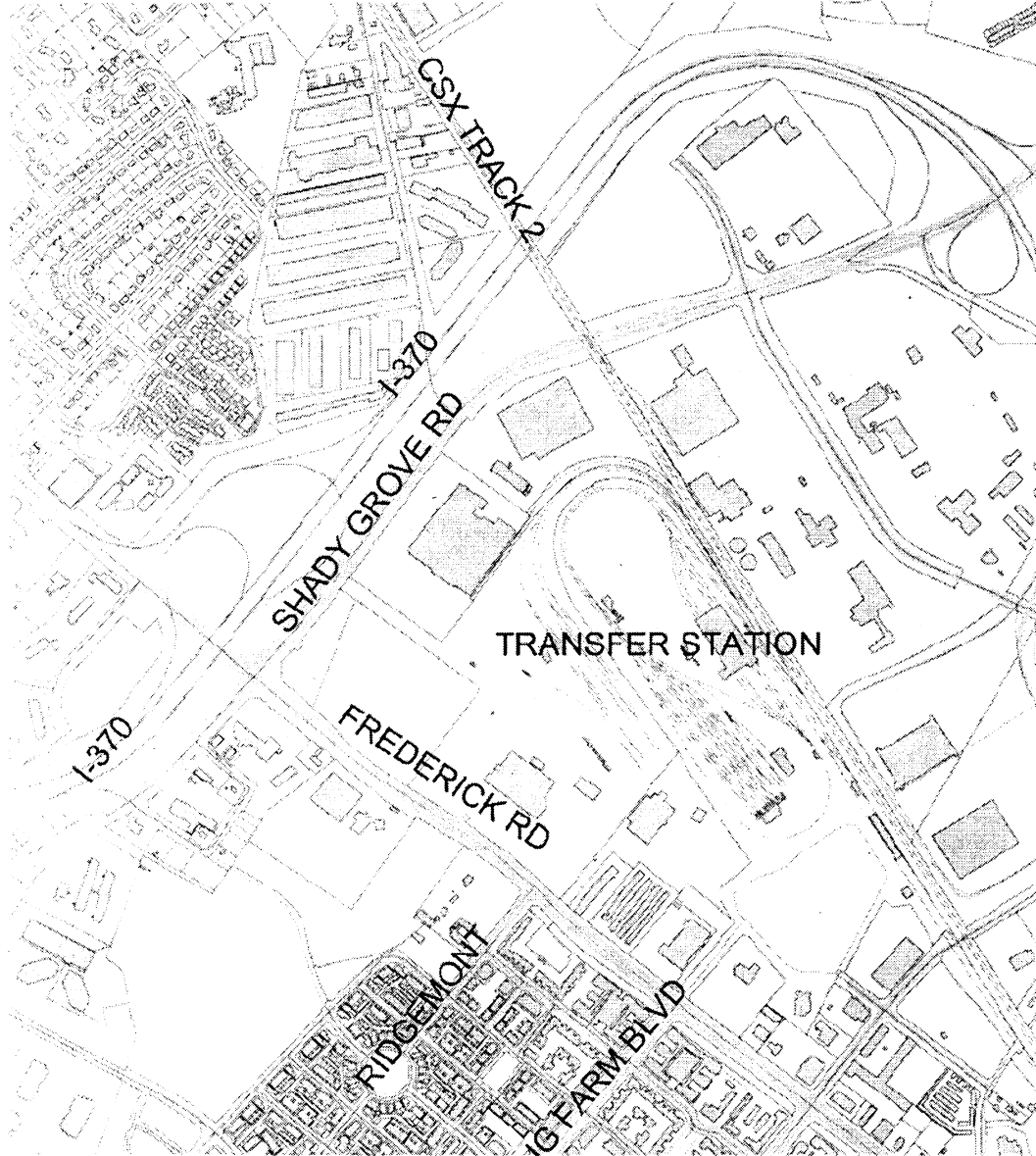
- Transfer Building Addition and Associated Roadway

This addition involves the construction of approximately 13,000 square feet of additional building space immediately west of the existing Transfer Building (see Exhibit 2). The additional space is essentially an expanded tip floor on the west side of the existing trench where waste is received from trucks unloading on the tip floor. Bulldozers in the trench, also called the pit area, push waste to two compactor openings at the south end of the pit. After compaction the waste is pushed into transferable containers on chassis. Access and egress for the building addition will be provided by a new one-way internal roadway that begins near the existing Scale House at the Shady Grove Road entrance and extends to a point approximately 400 feet south of the building addition where it joins an existing internal roadway used by trucks to exit the facility via Shady Grove Road.

- Scale House Area Modifications

The modifications to the Scale House Area include the construction of two new scales and a new exit by-pass lane. In addition, repairs to the existing scales and modification to the existing scale house will be made as part of the project.

EXHIBIT I - AREA MAP FOR TRANSFER STATION



Map Completed On 12-20-2008 at 10:48 PM
Map Scale 1 inch = 800 feet or 1:8000

0 800 Feet



The Maryland-National Capital Park and Planning Commission
Montgomery County Department of Park and Planning
Transportation Planning Unit
9785 George Avenue, Silver Spring, Maryland 20910
301-495-4100 (voice) 301-495-1307 fax | <http://www.mnccap.org>

© 2008 SHAW 2008 Street Centerlines
Shaded Pavement
Contours
Property

NOTES:
This plan, map, property, and topographic information shown on this map is based on
information provided by the Montgomery County Department of Park and Planning
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- Public Unloading Facility

Improvements to the Public Unloading Facility (accessed from Frederick Road) will include the construction of a new bay on the south end of that area and certain repairs to the existing structure.

Associated lighting and landscaping enhancements as well as a sidewalk are also included as part of the project.

Purpose and Need

The objective and anticipated benefits of the project as described in the applicant's submittal include the following:

- improved vehicle queuing distance and reduced waiting times
- reduced traffic congestion
- safer vehicle and pedestrian mobility
- separation of varied size commercial and public vehicles on the tipping floor, and
- enlarged area for solid waste management

Construction Within The Project Limits

The following structures or circulation components are included in the project:

- Transfer Building Addition

The addition to the existing building measures 150 feet along the front and is 85 feet deep and adjacent to, and west of, the existing building that has a frontage of 380 feet. The addition is centered in front of the existing building. The addition will be 44 feet high as measured from the tip floor to the roof, similar in height to the existing building. The base of the new building is about five feet below the berm and trees that are located between the front of the new building and Frederick Road. The new front building line will be an estimated 182 feet from the nearest northbound travel lane of Frederick Road, compared to the existing setback of an estimated 267 feet. The exterior of the new building is planned to be similar in design to the existing building.

- New Internal Roadway

The new roadway is an estimated 1,400 feet in length and is intended to provide one-way access to and from the Transfer Building addition. Actual pavement width will vary from 12 to 18 feet while the shoulder width will vary from five to six feet. The variations in the typical roadway section are a result of site constraints, primarily in the form of an existing adjacent roadway and sidewalk and the approach to the entrance of the additional building.

According to the submittal, the new roadway is designed to accommodate heavy industrial loads in order to meet the operational needs of the facility and will be constructed to the same standards as the existing access/egress roadway to the existing Transfer Building. The roadway is not designed to meet any specific standards set forth in Chapter 49 of the County Code, as there is no specific applicable functional category in the Code. The new roadway will result in the removal of 20-30 trees and the relocation of an existing fence.

- **New Sidewalk (Extension)**

A new five foot wide sidewalk extension of approximately 260 feet in length will be constructed along the west side of the existing access roadway. This sidewalk is intended to modify the pedestrian path to and from the main office and Frederick Road so that pedestrians are guided away from the vehicular entrance on Frederick Road and also away from the new internal roadway that will be adjacent to the existing sidewalk on the east side of the existing roadway.

- **Scale House Area**

Two truck scales will be installed at the facility entrance off of Shady Grove Road. The scales are an estimated ten feet wide and three feet high. The scale house facility (approximately 15 feet high) itself will be upgraded within its existing 40 foot by 15 foot dimension. A new exit by-pass lane will be constructed on the east perimeter of the Scale House Area. The by-pass lane will be about 17 feet wide and 220 feet long (including the taper).

- **Public Unloading Facility**

The Public Unloading Facility (accessible from Frederick Road) will be expanded by the addition of a (sixth) 50-foot wide unloading area on the south end of the facility.

Project Phasing and Funding

The project construction is expected to begin in early 2007 and continue over a 15-month period. The project is being funded through the County's Solid Waste Disposal Fund and is part of the current approved Capital Improvement Program (CIP Project Number 500550 – see Exhibit 3).

EXISTING OPERATIONS

The days and hours of operation include the following:

Shady Grove Entrance

Monday – Saturday
(7:00 AM to 5:00 PM)

Frederick Road Entrance

Monday - Friday
(7:00 AM to 8:00 PM)
Saturday
(7:00 AM to 5:00 PM)
Sunday
(9:00 AM to 5:00 PM)

Operations within the facility itself may continue up to 24 hours per day, Monday through Saturday, if required, in order to clear the tipping floor and pit area of all solid waste prior to the next day's operation. The peak period for vehicles entering and exiting the facility on a typical weekday is from 11:00 AM to 2:30 PM – the vast majority of that activity being commercial vehicles using the Shady Grove Road entrance.

EXHIBIT 3 – CAPITAL IMPROVEMENT PROGRAM DESCRIPTION OF PROJECT

Transfer Station Improvements -- No. 500550

Category Solid Waste-Sanitation
Agency Public Works & Transportation
Planning Area Rockville
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,736	272	399	1,065	797	166	102	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,620	0	0	2,620	0	1,417	1,203	0	0	0	0
Construction	6,915	0	0	6,915	6,594	93	228	0	0	0	0
Other	121	0	0	121	0	0	121	0	0	0	0
Total	11,392	272	399	10,721	7,391	1,676	1,654	0	0	0	0

FUNDING SCHEDULE (\$000)

Solid Waste Disposal Fund	11,392	272	399	10,721	7,391	1,676	1,654	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				116	0	0	17	33	33	33	0
Energy				70	0	0	10	20	20	20	0
Program-Staff				399	0	0	57	114	114	114	0
Program-Other				963	0	0	138	275	275	275	0
Offset Revenue				-93	0	0	-13	-26	-27	-27	0
Net Impact				1,455	0	0	209	416	415	415	0
Workyears					0.0	0.0	1.0	2.0	2.0	2.0	0.0

DESCRIPTION

This project consists of the assessment of the effectiveness of current operations at the Transfer Station complex, and the planning, design and implementation of improvements to the facility. The County needs to plan and prepare the necessary infrastructure to maintain fundamental waste management services. This requires: modifications to the current transfer station facility to improve safety by separating large collection vehicles from smaller vehicles being driven and unloaded by residents and businesses; increases in the efficiency of operations through providing additional truck scales for weighing in and weighing out vehicles and providing additional unloading areas; and reductions in the frequent queuing of vehicles onto Shady Grove Road. This project also provides for planning, design and construction for a relocated yard trim/wood waste processing facility.

Service Area

Countywide

JUSTIFICATION

The growth in County population, the increases in the percentage of County-generated waste that stays in the County and is disposed of at County facilities, the increases in the number and size of businesses, and the corresponding increases in the numbers of collection vehicles serving these businesses dropping off refuse and recyclables all contribute to significant impacts on the efficient and effective operation of County waste facilities. Over the past several years, the County added programs to the Transfer Station site to improve customer service, recycling opportunities, and address State and County requirements, i.e., yard waste was banned from disposal facilities. When the Transfer Station opened over 20 years ago, it just handled waste for disposal. Presently, in addition to handling waste for disposal, the Transfer Station provides an extensive drop-off area for recycling and a yard waste drop-off and processing area. This has resulted in increased demands on the transfer station site resulting in a need to upgrade the facility to safely and efficiently handle the increased volume in traffic and waste.

Plans and Studies

Pedestrian safety will be considered during design.

Cost Change

Increase due to construction cost escalation.

OTHER

This project includes a relocated yard trim/wood waste processing facility. A site has not yet been selected.

FISCAL NOTE

The County Council will consider additional appropriation after project costs are refined and it approves an updated Solid Waste Management Plan. Final design and cost estimating were completed in FY06 and the County Council approved the updated Solid Waste Management Plan in February 2005.

DISCUSSION / REVIEW

Conformance With Adopted Plans

Shady Grove Sector Plan, March 2006

The submitted mandatory referral is consistent with the land use recommendations of the Approved and Adopted (2006) Shady Grove Sector Plan that retained the Light Industrial (I-1) zone for the Solid Waste Facility. The Plan identifies the Solid Waste Facility and Metro Maintenance Facility as part of the Industrial Core portion of the Plan Area. Specifically, the Plan recommends the following:

- Introduce measures to further reduce noise, odors, and truck traffic, improving compatibility with future residential development of the Metro station area.
- Planting additional shade trees within the industrial facilities to help clean the air and serve as a visual buffer.
- Provide cut-off lighting fixtures to reduce glare and light encroachment into residential uses (p. 42)

The proposed addition conforms to the Sector Plan recommendations. The new truck scales will alleviate potential vehicle and truck queuing onto Shady Grove Road. Further, additional landscaping along the front of the building and new road are consistent with the Plan's recommendations.

The Plan recommends the creation of the Shady Grove Transportation Management District (TMD) and staging of development within the Plan area. Under the general staging provisions, the Plan recommends that:

- Any County owned property, including the County Service Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips (p.35-Resolution No. 15-1283).

As a condition of approval, staff recommends that Solid Waste Transfer Facility participate in the Shady Grove Transportation Management District when established and enter into a traffic mitigation agreement that includes but is not limited to the following:

- Participation in the TMD activities, programs and services
- Designation of an employee transportation benefits coordinator
- Promotion of alternative transportation options to employees
- Creation of a public display area for transit/carpool/bike/walk information
- Promotion of Guaranteed Ride Home services
- Participation in commuter surveys
- Submittal of an annual report

The Sector Plan does not limit the height of the Solid Waste facility. The I-1 zone allows buildings up to 120 feet if the applicable plan does not indicate that large employment centers are unsuitable for the applicable site with site plan review and different development standards. The plan is silent on this provision.

Division of Solid Waste Services 10 Year Plan (2004 – 2013), February 2005

The submitted application is also consistent with the Plan of Action set forth in the adopted Division of Solid Waste Services 10 year Plan (page 5-14) which notes in part:

“... During peak days, the Transfer Station receives over 3,000 tons of waste per day, so contingency planning is underway to improve operating flexibility for these peak days...”, and

“...additional proposed capital improvements will address the need to plan and prepare the necessary infrastructure to maintain fundamental waste management services that will include: (1) modification of the current Transfer Station facility to minimize large collection vehicles from conflicting with smaller vehicles; (2) increase the efficiency of the weighing and dumping of incoming vehicles and the compaction and loading of containers for shipment from the site; (3) improve the throughput of vehicles through the scaling operation...”

Consistency With The Intent and The Requirements of The Zone

The Solid Waste Transfer Station is located in a Light Industrial (I-1) Zone as an allowable use as a publicly owned or operated facility as provided for in the Zoning Ordinance (Chapter 59 of the Montgomery County Code). ¹The recently adopted Shady Grove Sector Plan recommends no change in zoning in the Industrial Core Area.²

As previously noted, the height of the addition to the Transfer Building will be 44 feet as measured from the tip floor to the highest flat portion of the roof. According to the applicant the height of the addition will be the same height as the existing (adjoining) building. Section 59-C-5.3 stipulates the maximum height for buildings in an I-1 zone as 42 feet. The applicant's position on this issue is that the design height is a result of the need to accommodate the heavy commercial trucks unloading solid waste using hydraulic equipment that raise the cargo area of the trucks. There is also a need to accommodate HVAC and other infrastructure unique to this type of building.

Community Based Planning staff has reviewed this issue and believes that Section 59-C-5.41(b)(1) – Special Regulations for I-1 Zones could be considered as applicable in this instance. These special regulations are intended to encourage planned development of employment centers and allow for building heights of up to 120 feet. The Community Based Planning Staff memo is provided as Attachment C for reference. Staff supports the application of the Special Regulations in this instance in that (1) the existing building height of 44 feet is sufficiently distant from and buffered by screening so as to not impact residential properties and (2) the zoning and use of properties adjacent to the Solid Waste Transfer Station are not impacted by the proposed building height of 44 feet.

Compatibility of Proposed Site and Development With Surrounding Neighborhoods and Properties

All of the proposed improvements are within the current limits of the site. A review of compatibility issues related to the improvements is provided below:

- Proximity to Frederick Road

The addition to the Transfer Building will result in the building line being an estimated 85 feet closer to Frederick Road, or about 182 feet from the nearest northbound travel lane, compared to the existing distance of an estimated 267 feet. Internal vehicular traffic in the form of heavy commercial trucks traveling on the new internal roadway will be about 160 feet from the nearest northbound travel lane. These vehicles are currently operating over an internal roadway that is an estimated 400 feet from the Frederick Road and cannot currently be seen from Frederick Road. As

¹ Montgomery County Code, Section 59-C-5.21. (d)

² Montgomery County Council resolution 15-1283, January 17, 2006, page 41.

noted earlier, the base of the new building is about five feet below the berm and base of trees that are located between the front of the new building and Frederick Road. The peak period for use by the commercial vehicles is 11:00 AM to 2:30 PM.

There is no alternative to the proposed location of the building addition, due in large part to the need to share the existing pit area. Any other alternative locations on the site would likely involve significant additional costs and would also likely require relocation of other activities on the site.

Staff noted in the initial discussions with the applicant that one recommendation would likely focus on the need to provide more of a visual buffer along the Frederick Road frontage given the location of the new internal roadway and the building addition. The applicant has been receptive from the outset to this recommendation and has provided an updated landscape plan (see Exhibit 4) that increases the number of trees of mixed species to be planted from 41 to 95.

- Lighting

The applicant has provided a Photometric Plan presenting light intensities at varying intervals away from the installed location of each of the proposed lights, noting that none of the new light generated by the project will leave the Transfer Station property.

- Noise

The Transfer Station operations meet all applicable noise ordinances with regard to noise levels at the property line. Most waste operations are located indoors or towards the interior area of the property. Current noise generators (rail yard operations and yard waste grinding operations) are located towards the edge of the property adjacent to the Washington Metropolitan Area Transit Authority (WMATA) rail yard and other noise compatible industrial and commercial uses.

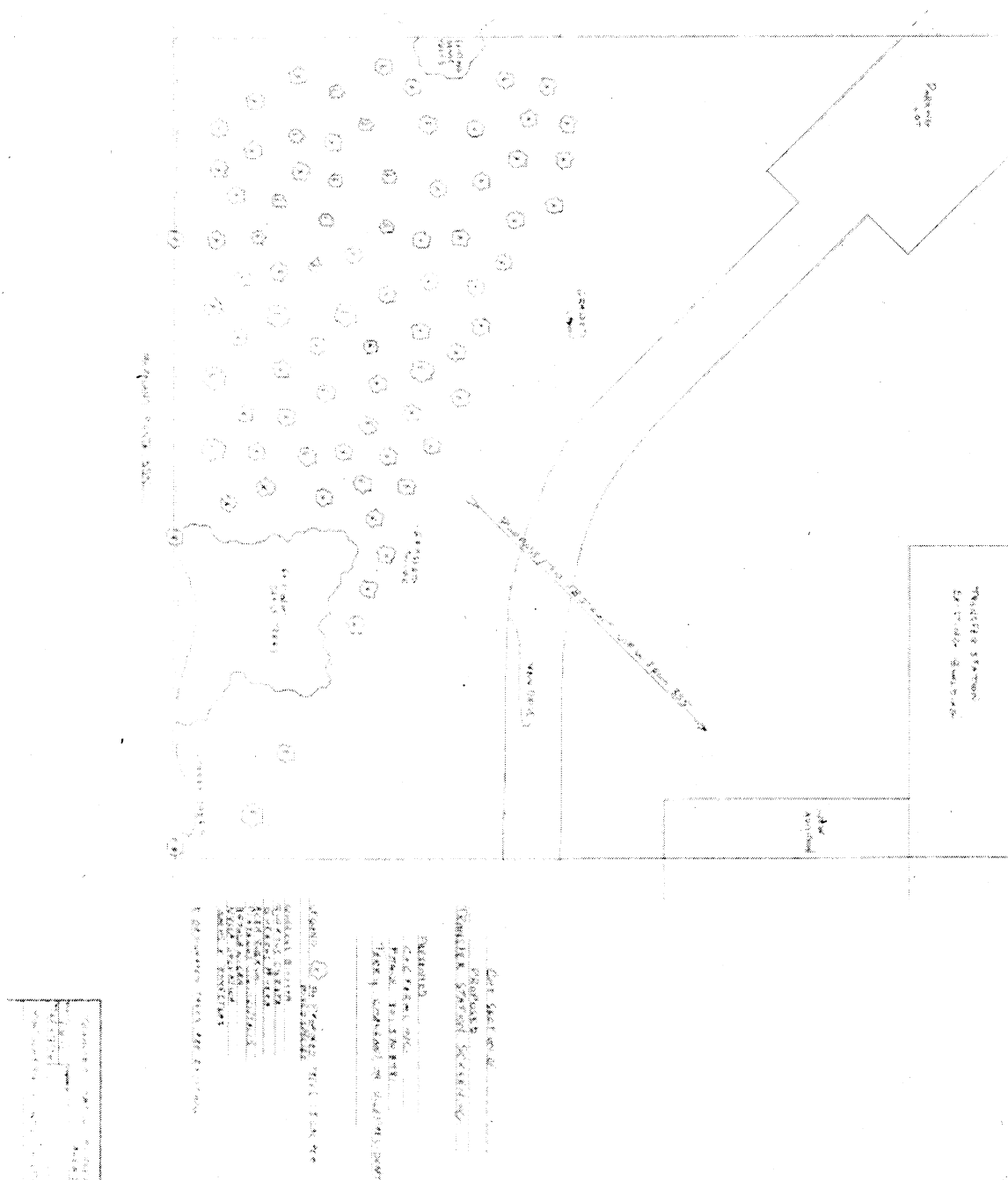
- Adjacent and Surrounding Neighborhoods and Properties

Adjacent property owners and activities include the following:

- WMATA Shady Grove Rail Yard
- Midway Center LLC (Strip Commercial Center)
- Betty B. Casey Trust (Noted In Sector Plan as "Vacant Site 3")
- The Great Indoors (Sears, Roebuck and Company Retail)

Immediately across Frederick Road is the King Farm development. The Frederick Road entrance to the Transfer Station is opposite the Ridgemont Avenue entrance to King Farm. King Farm itself is within the City of Rockville corporate limits and consists of mixed residential, retail and commercial office activity within its 430-acre site.

EXHIBIT 4 – REVISED LANDSCAPE PLAN (Additional Plants Only)



The Transfer Station operation and related activity is compatible with all existing adjoining activities. Any potential compatibility issues with the King Farm development have been minimized in part as a result of the modern solid waste management practices inherent in the station's design and operation. Examples include commercial truck access being limited to Shady Grove Road and the transferable trailers or containers and rail transport used in the processing and distribution functions of the station.

Staff did note during a site visit that signage for the Transfer Station's public entrance from Frederick Road located in the roadway median is not consistent with the facility's other external signing. We recommend an upgrade of the sign and would ask that the State Highway Administration be provided an opportunity to review any proposed change.

Adequate, Safe, and Efficient Buildings, Structures, Open Spaces, Landscaping, Recreation Facilities, and Pedestrian and Vehicular Circulation Systems

A review of the applicable operational adequacy, safety, and efficiency of the proposed improvements is provided below:

- Air Quality

While waste unloading can be an inherently dusty operation, having all unloading performed inside the building greatly limits fugitive dust emissions from the site. All adjacent roadways are paved. Air quality within the building will be improved by the addition of four new (approximately 50" diameter) roof ventilators each capable of operating at 13,000 CFM. The fans will provide added air exchange to manage exhaust emissions from disposal vehicles dumping solid waste into the Transfer Station.

At present, vehicle queuing into the Transfer Station is not instantaneous and often needs to be routed to other portions of the site to handle peak vehicle throughput. This extended vehicle idling significantly impacts vehicle emissions on-site, as well as within and around the Transfer Station itself. The project will provide additional scales that will allow for more efficient vehicle throughput, decrease overall vehicle queuing time and total exhaust emissions, thereby improving the air quality situation.

- Landscaping

See discussion above under "Proximity to Frederick Road".

- Pedestrian Access and Circulation

The proposed improvements include an extension of the sidewalk north toward the office building along the west side of the existing internal roadway used by the public for access to the office building. The sidewalk extension enhances pedestrian access and safety by providing an alternative for pedestrians to cross the roadway at a point north of the access / egress to Frederick Road. The Traffic Flow Plan submitted as part of the application does not include pedestrian signing and crosswalk treatment. Staff recommends these be included as part of the improvements and that they be consistent with the Manual Of Uniform Traffic Devices (MUTCD) (2003).

- **Vehicular Access and Circulation**

The most important aspect of this project from a safety perspective appears to staff to be the additional space on the tipping floor that will provide for: (1) better separation of heavy commercial vehicles from other vehicles and (2) more space for vehicular movements within the Transfer Building. According to the applicant, the enhancements in the scale house area will reduce waiting times by 33 percent and result in fewer instances where the trucks waiting to access the facility create a queue that extends onto Shady Grove Road. The Traffic Flow Plan submitted by the applicant includes a four way stop at the intersection of the new one-way internal circulation roadway and the existing two-way roadway that provides access to the office building. Pavement markings are noted in the plan as being consistent with MUTCD standards but there is no similar reference to the signing as being consistent. Staff recommends that this be clarified and that speed limit signs be posted in advance of the intersection with the existing roadway and immediately after exiting the Transfer Building. The posted speed should not exceed 25 mph on the new roadway.

Forest Conservation Law Compliance

The site has a 'Modification to Existing Developed Property' exemption (No.42005246E, approved March 14, 2005) from forest conservation per Section 22A-5(t) of Forest Conservation Law. The forested areas of the property are the result of landscaping, primarily during the construction of the existing structures. Less than 5% of the total stem count of trees on the Transfer Station property is estimated to be from either native or volunteer growth since the original renovation and construction in 1980. The project does not propose to disturb any of the site's forest cover. A tree save plan is not required for this project.

Stormwater Management

The Montgomery County Department of Permitting Services (DPS) approved a stormwater management concept plan for the site on April 4, 2006. The stormwater management concept consists of off-site channel protection measures in the nearby Crabbs Branch Regional Facility and on-site water quality control via two new Aqua Filter Systems. Runoff from existing site roadways and parking lots flow through stormwater interceptors designed to remove oil and grit. Stormwater from the roof and roadways of the proposed building expansion and surrounding areas will flow through three existing stormwater interceptors and two new infiltration units. The station has an approved Stormwater Pollution Prevention Plan that was fully revised in 2001 and is updated annually.

Water Quality and Special Protection Area Applicability

This site is not located within a Special Protection Area. There are no sensitive environmental features or active waterways onsite, although part of a small tributary to Rock Creek (that originates near the intersection of Interstate 370 and Shady Grove Road) is currently piped beneath the property. There are no wetlands on the subject property but there is a 2-acre marsh with a variety of distinctive flora and fauna peculiar to that environment, on a vacant lot adjacent to the southwestern corner of the property.

The property is in the Crabbs Branch subwatershed of the Upper Rock Creek Watershed. According to the Montgomery County Countywide Stream Protection Strategy (CSPS, 2003 update) the watershed supports a wide range of stream conditions ranging from 'excellent' to 'poor'. Areas with poor stream conditions are adjacent to areas with excellent stream conditions, reflecting the changes occurring in this watershed. CSPS lists Crabbs Branch subwatershed

stream quality as 'fair', current habitat conditions as 'excellent', and in-stream habitat as 'stable', based on data collected between 1994 and 2000.

Surplus School Site

This application does not involve any surplus school property.

Mitigation Measures Considered By Applicant

As previously noted, the applicant has submitted an updated Landscape Plan that provides for additional trees between the building addition and Frederick Road in order to provide for a more significant visual buffer.

Leadership in Energy and Environmental Design (LEED) Certification

The project is not seeking Leadership in Energy and Environmental Design (LEED) certification and will not specifically budget for use of LID technology. The issues were discussed during preliminary project design but were seen as cost prohibitive and not pursued. The project will improve the landscaping and vegetative buffer between the building addition and MD Route 355 by planting an additional 95 trees of mixed species, which should help reduce the heat island effect.

Public Outreach and Response

The public notice (see Attachment A) was mailed during the first week of December 2006 to resident and civic associations on record with an address within a one-mile radius of Frederick Road (MD 355) and Shady Grove Road. The cities of Rockville and Gaithersburg were included in the mailing, as was the town of Washington Grove and WMATA. A supplemental mailing to adjacent property owners and King Farm was sent out during the third week of December. As of this writing, staff has not received any comments on the project from the public.

In addition to the mailings, the applicant met with the Shady Grove Alliance at its regularly scheduled meeting on November 8, 2006 to discuss the project. The limited input received at that meeting was positive.

TA:ba

Attachments

- Attachment A – Project Public Notice (excluding Area Map)
- Attachment B – Applicant Letter of December 20, 2006 related to supplemental plantings
- Attachment C – Community Based Planning Memo
- Attachment D – Environmental Planning Memo

ATTACHMENT A – PUBLIC NOTICE

PUBLIC NOTICE OF MONTGOMERY COUNTY PLANNING BOARD MANDATORY REFERRAL HEARING

PROJECT: Improvements to the Shady Grove Solid Waste Transfer Station to enhance safety and service and reduce the queuing of user truck traffic back onto Shady Grove Road. A Vicinity Map is provided on the back of this notice for reference.

The Montgomery County Planning Board has received a Mandatory Referral application, pursuant to Section 7-112 of the state law, for the project noted below.

The Planning Board encourages community input on all its projects including mandatory referrals and welcomes citizen participation in the review processes. If you or other members of your community or organization have any concerns or comments, please contact the staff member listed below.

Project: Improvements to the Shady Grove Solid Waste Transfer Station to enhance safety and service and reduce the queuing of user truck traffic back onto Shady Grove Road. The project includes: an addition to the transfer building, (truck) scale house modifications, an addition to the public unloading facility, and improvements to associated internal entrance and exit roadways.

Applicant: Montgomery County Department of Public Works
Address: Division of Solid Waste Services
16101 Frederick Road
Derwood, MD 20855-2223

Master Plan: Shady Grove Sector Plan 2006

Also Montgomery County Department of Public Works and Transportation's
Division of Solid Waste Services 10 Year Plan 2004-2013

**Tentative
Hearing Date:** January 11, 2007

**Hearing
Location:** Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

**Comment
Period:** Until 5:00 pm December 27, 2006 for inclusion in staff report

Staff Contact: Tom Autrey – Phone: 301-495-4533 or e-mail Thomas.Autrey@mncppc-mc.org

The Planning Board encourages the participation of individuals with disabilities in all its programs and services. For information on meetings in progress, call 301-495-1333. For other information, call 301-495-4600 or the TTY (teletypewriter used by the people with hearing or speech impairments) at 301-495-1331. Meeting agendas and staff reports are available on the Internet at www.mc-mncppc.org

ATTACHMENT B – APPLICANT LETTER RELATED TO SUPPLEMENTAL PLANTINGS



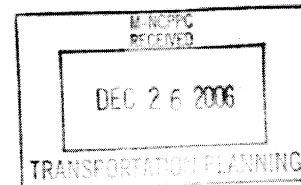
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

December 20, 2006

Arthur Holmes, Jr.
Director

Mr. Thomas Autrey
Maryland-National Capital Park and Planning Commission
Transportation Planning - Room 103
8787 Georgia Avenue
Silver Spring, MD 20910-3760



RE: Mandatory Referral No. 2006-WPT-0617 Solid Waste Transfer Station Alterations
Full-Planning Board Review
Montgomery County Waste Transfer Station

Dear Mr. Autrey:

The Montgomery County Department of Public Works and Transportation, Division of Solid Waste Services is pleased to submit supplemental information regarding *Mandatory Referral No. 2006-WPT-0617 Solid Waste Transfer Station Alterations*. Specifically, we are providing a second landscaping plan to improve the vegetative buffer along the berm bordering Route 355 looking northwest from the front entrance of the new Transfer Building addition. This landscaping plan identifies fifty four (54) additional plantings of mixed species of 1.5" caliper. This is in addition to the forty one (41) plantings proposed in the first landscaping plan along the southern berm bordering Route 355.

Per your discussion with Steve Lezinski on December 18, 2006, the second landscaping plan should satisfy the outstanding mandatory referral requirements and allow M-NCPPC to complete their review. Enclosed are five (5) copies of the supplemental information. Please contact me at 301-840-2773 or Steve Lezinski at 301-926-1283 with any comments or questions. Thank you.

Sincerely,

Peter R. Karasik, P.E.
Section Chief, DSWS Central Operations

PRK:sil-mncppc mandatoryref transmittal 4

Enclosures

cc: Michael Zamore, M-NCPPC, w/encl.

Division of Solid Waste Services

16101 Frederick Road • Derwood, Maryland 20855 • 301-840-2370 • 301-840-2385 FAX
www.montgomerycountymd.gov/solidwaste • Located at the intersection of Route 355 and Shady Grove Road

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ATTACHMENT C - COMMUNITY BASED PLANNING MEMO

Attachment C – Community Based
Planning Memo

Memorandum

To: Tom Autrey
Transportation Planning Division

Via: Sue Edwards, Team Leader
I-270 Corridor

From: N’kosi Yearwood
Community-Based Planning Division

Date: January 4, 2007

Re: Mandatory Referral-Solid Waste Transfer Station (No. 2006-WPT-0617)

Mandatory Referral Comments

Community-Based Planning Division recommends approval with the following comments:

1. The applicant must enter into a Trip Mitigation Agreement with Shady Grove Transportation Management District.
2. The applicant must submit a revised landscape plan with additional shade trees for the new access road and building addition frontage.

Background

The submitted mandatory referral for the Solid Waste Transfer Facility (No. 2006-WPT-0617) is to improve operational and efficiencies at the existing facility. This facility processes solid waste and recycles different material. Frederick Road (MD 355) and Shady Grove Road provides primary access to the site.

The proposed modification will include: an expansion of the tipping floor and waste transfer building, approximately 13,000 square feet, to provide additional area for vehicles to unload waste; a new interior access and egress road extending from existing scale facilities; and construction of two new truck scales and a new exit bypass lane.

Shady Grove Sector Plan

The submitted mandatory referral is consistent with the land use recommendations of the Approved and Adopted (2006) Shady Grove Sector Plan that recommends Light Industrial (I-1) zone for the Solid Waste Facility. The Plan identifies the Solid Waste Facility and Metro Maintenance Facility as part of the Industrial Core portion of the Plan Area. Specifically, the Plan recommends the following:

- Introduce measures to further reduce noise, odors, and truck traffic, improving compatibility with future residential development of the Metro station area.
- Planting additional shade trees within the industrial facilities to help clean the air and serve as a visual buffer.
- Provide cut-off lighting fixtures to reduce glare and light encroachment into residential uses (p. 42)

The proposed addition conforms to the Sector Plan recommendations. The new truck scales will alleviate potential vehicle and truck queuing onto Shady Grove Road. Further, additional landscaping along the front of the building and new road are consistent with the Plan's recommendations.

The Plan recommends the creation of the Shady Grove Transportation Management District (TMD) and staging of development within the Plan area. Under the general staging provisions, the Plan recommends that:

- Any County owned property, including the County Service Park, must participate in Trip Mitigation Agreements even if development yields less than 100 additional peak-hour vehicle trips (*p.35-Resolution No. 15-1283*).

As a condition of approval, staff recommends that Solid Waste Transfer Facility participate in the Shady Grove Transportation Management District.

Building Height

As proposed, the addition will be approximately 44 feet as measured from the tipping floor to the highest point of the roof. Staff has not received the building addition's measurement from the existing street. Building height in the Zoning Ordinance is measured from the "level of approved street grade opposite the middle of the front of a building to the highest point of roof surface...."

The Sector Plan does not limit the height of the Solid Waste Facility. The I-1 zone allows buildings up to 10 stories or 120 feet, if the applicable plan does not indicate that large employment centers are unsuitable for the applicable site with site plan review and different development standards. The Plan is silent on this provision.

ATTACHMENT D – ENVIRONMENTAL PLANNING MEMO



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

MEMORANDUM

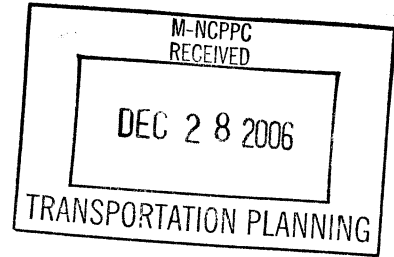
TO: Thomas Autrey, Transportation Planning

VIA: Mary Dolan, Environmental Planning *MD*

FROM: Michael Zamore, Environmental Planning *MZ*

DATE: December 26, 2006

SUBJECT: Mandatory Referral No. 06817-DPW&T-1
Solid Waste Transfer Station Alterations, 16101 Frederick Road,
Derwood



Recommendation: Environmental Planning staff recommends **approval**.

Discussion

Forest Conservation

The site has a 'Modification to Existing Developed Property' exemption (No.42005246E, approved March 14, 2005) from forest conservation per Section 22A-5(t) of Forest Conservation Law. The forested areas of the property are the result of landscaping, primarily during the construction of the existing structures. Less than 5% of the total stem count of trees on the Transfer Station property is estimated to be from either native or volunteer growth since the original renovation and construction in 1980. The project does not propose to disturb any of the site's forest cover. A tree save plan is not required for this project.

Environmental Guidelines

This site is not located within a Special Protection Area. There are no sensitive environmental features or active waterways onsite, although part of a small tributary to Rock Creek (that originates near the intersection of Interstate 370 and Shady Grove Road) is currently piped beneath the property. There are no wetlands on the subject property but there is a 2-acre marsh with a variety of distinctive flora and fauna peculiar to that environment, on a vacant lot adjacent to the southwestern corner of the property.

Watershed Protection

The property is in the Crabbs Branch subwatershed of the Upper Rock Creek Watershed. According to the *Montgomery County Countywide Stream Protection Strategy* (CSPS, 2003 update) the watershed supports a wide range of stream conditions ranging from 'excellent' to 'poor'. Areas with poor stream conditions are adjacent to areas with excellent stream conditions, reflecting the changes occurring in this watershed. CSPS

lists Crabbs Branch subwatershed stream quality as 'fair', current habitat conditions as 'excellent', and in-stream habitat as 'stable', based on data collected between 1994 and 2000.

Water and Sewer Availability

Public water (Category W-1) and sewer (Category S-1) in Montgomery County's Ten-Year Water and Sewage System Plan, currently serves the property. A 68-inch wide storm drain traverses the property from northwest to southeast.

Stormwater Management

The Montgomery County Department of Permitting Services (DPS) approved a stormwater management concept plan for the site on April 4, 2006. The stormwater management concept consists of off-site channel protection measures in the nearby Crabbs Branch Regional Facility and on-site water quality control via two new Aqua Filter Systems. Runoff from existing site roadways and parking lots flow through stormwater interceptors designed to remove oil and grit. Stormwater from the roof and roadways of the proposed building expansion and surrounding areas will flow through three existing stormwater interceptors and two new infiltration units. The station has an approved Stormwater Pollution Prevention Plan that was updated in 2001.

Air Quality

Dust within the building will be minimal since waste operations will be conducted indoors and all adjacent roads will be paved. Air quality within the building will be improved by the addition of four new (approximately 50" diameter) roof ventilators each capable of operating at 13,000 CFM. The fans will provide added air exchange to manage exhaust emissions from disposal vehicles dumping solid waste into the Transfer Station.

At present, vehicle queuing into the Transfer Station is not instantaneous and often needs to be routed to other portions of the site to handle peak vehicle throughput. This extended vehicle idling significantly impacts vehicle emissions on-site, as well as within and around the Transfer Station itself. The project will provide additional scales that will allow for more efficient vehicle throughput, decrease overall vehicle queuing time and total exhaust emissions, thereby improving the air quality situation.

The proposed improvements will not specifically address community complaints regarding the odor from wet waste on hot, humid days. The odor issue will be addressed by a separate project to relocate the yard waste operations (potentially to the Gude Landfill) and increase the buffer distance between the operations and local residents.

Noise

The Transfer Station operations meet all applicable noise ordinances with regard to noise levels at the property line. Most waste operations are located indoors or towards the interior areas of the property. Current noise generators (rail yard operations and yard waste grinding operations) are located towards the edge of the property adjacent to the WMATA rail yard and other noise compatible industrial and commercial uses.

LEED Certification

The project is not seeking Leadership in Energy and Environmental Design (LEED) certification and will not specifically budget for use of LID technology. The issues were discussed during preliminary project design but were not pursued because they were seen as cost prohibitive. The project will improve the landscaping and vegetative buffer between the building addition and MD Route 355 by planting an additional 54 trees of mixed species, to improve on the 41 trees already screening the area. This additional tree cover will contribute to a reduction in the heat island effect.