Resolution No. __ RESOLUTION: To adopt an annexation plan to enlarge the corporate boundaries of the City of Rockville to include 66.4 acres of land, more or less, owned by Washington Metropolitan Area Transit Authority and CSX Transportation, Inc.

WHEREAS, on October 23, 2023, the Mayor and Council of Rockville ("Mayor and Council") introduced a resolution to annex 107.9 acres of land, more or less, adjacent and contiguous to the corporate boundaries of the City of Rockville, which land is owned in part by the Washington Metropolitan Area Transit Authority, including the Shady Grove Metro Station located at 15903 Somerville Drive, Rockville, MD 20855, and in part by CSX Transportation, Inc., and

WHEREAS, in accordance with § 4-415 of the Local Government Article of the Annotated Code of Maryland and Section 25.1.3.1(d) of Chapter 25 of the Rockville City Code ("Zoning Ordinance"), the Mayor and Council is required to adopt a final annexation plan for the area to be annexed; and

WHEREAS, the Mayor and Council discussed the annexation at their meetings on May 12, 2025, and April 20, 2026, and decided to reduce the total area as introduced on October 23, 2023 and annex 66.4 acres of land, more or less, on the west side of the Shady Grove Metro Station, which land is owned in part by the Washington Metropolitan Area Transit Authority, including the Shady Grove Metro Station, and in part by CSX Transportation, Inc., and which is defined as the "Property" henceforth and described in more in detail in said annexation resolution; and

WHEREAS, in accordance with Section 25.1.3.1(c) of the Zoning Ordinance, the Rockville Planning Commission studied the Property and prepared a preliminary annexation plan, consistent with the Rockville Comprehensive Plan, with recommended zoning for the Property; and

WHEREAS, the Planning Commission sent the Mayor and Council a copy of the preliminary annexation plan on April 23, 2025; and

WHEREAS, the Mayor and Council has reviewed the preliminary annexation plan and desires to adopt a final annexation plan for the Property as attached hereto and labeled Exhibit 1 (the "Final Annexation Plan").

NOW THEREFORE BE IT RESOLVED BY THE MAYOR AND COUNCIL ROCKVILLE, that the Final Annexation Plan attached hereto as Exhibit 1 is hereby adopted for the Property.

AND BE IT FURTHER RESOLVED that the Annexation Plan shall be

(1) Provided to the County Executive and County Council of Montgomery County, Maryland, the Secretary of the State Department of Planning, and the Chairman of the Maryland-National Capital Park and Planning Commission at least 30 days before the public hearing on the associated annexation resolution as required by § 4-415 of the Local Government Article of the Annotated Code of Maryland; and

(2) Open to the public for review and discussion at the public hearing on the associated annexation resolution.

****

I hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Mayor and Council at its meeting of September 28, 2026.

_____

Sara Taylor-Ferrell, City Clerk

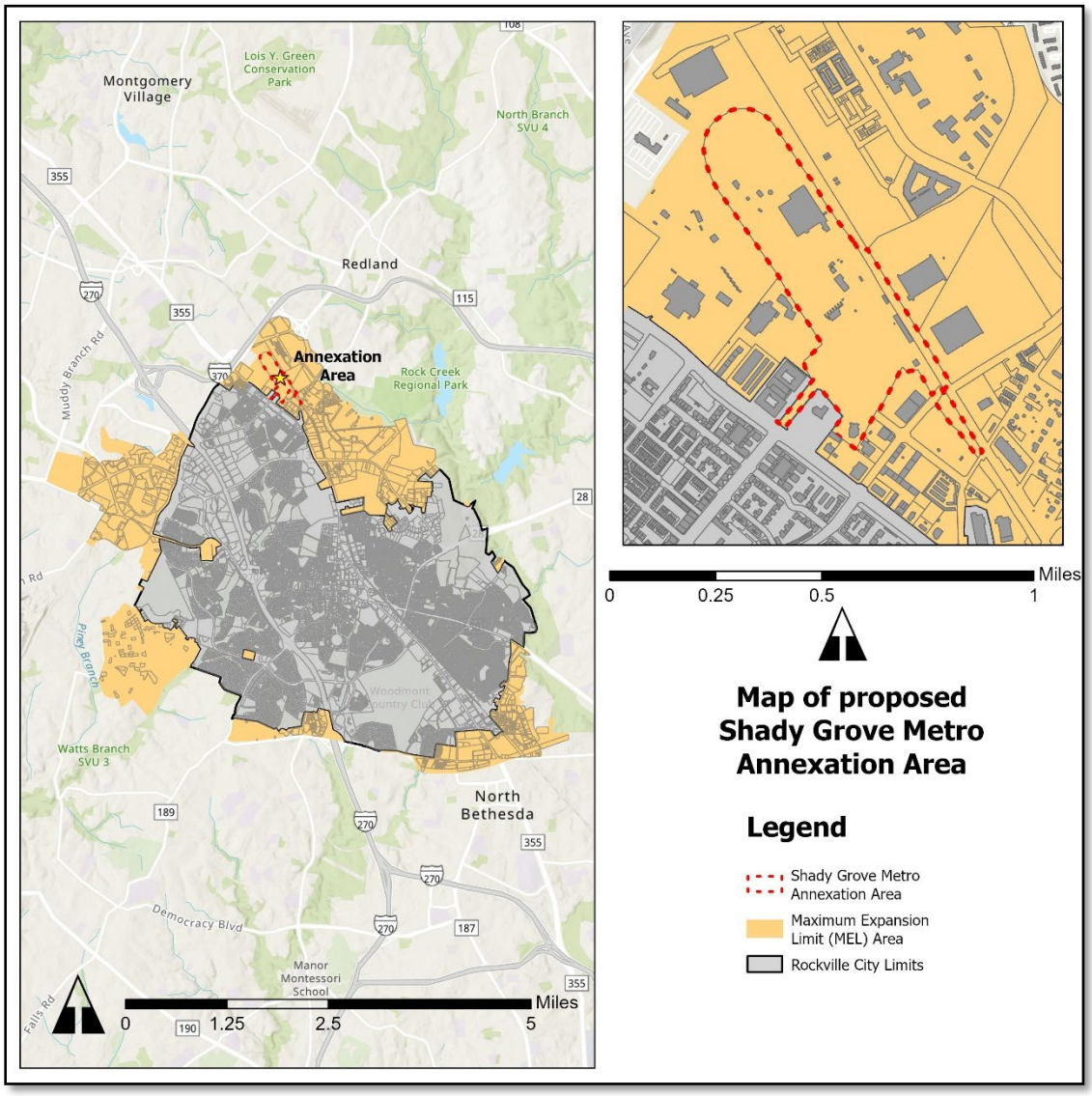
Enclosed - Exhibit 1: Annexation Plan

EXHIBIT 1
Annexation Plan (ANX2023-00147)

This annexation plan has been prepared because of a City-initiated proposal (Mayor and Council of Rockville, Applicants) to annex land into the City of Rockville, pursuant to Local Government Article, Section 4-415 of the Annotated Code of Maryland.

The area proposed for annexation is within unincorporated Montgomery County, adjacent and contiguous to the Rockville City limits, and within the City's maximum expansion limits (MEL), as established in the Municipal Growth Element (MGE), and therefore consistent with its Comprehensive Plan as adopted on August 2, 2021.

Figure 1 – Map of Rockville's MEL per 2021 adopted MGE of the Comprehensive Plan and the proposed annexation area



Rockville's Comprehensive Plan notes that, because there is no expectation that the entire area as defined as the maximum expansion limits in the comprehensive plan will be annexed, each proposed annexation should be analyzed to determine its potential impact on public services. Thus, this annexation plan includes a description of the land use pattern proposed for the area to be annexed, a recommended approach for extending public services to the annexed area, a general method of financing the extension of anticipated services, and a demonstration of available land for public facilities that may be considered reasonably necessary for the proposed use.

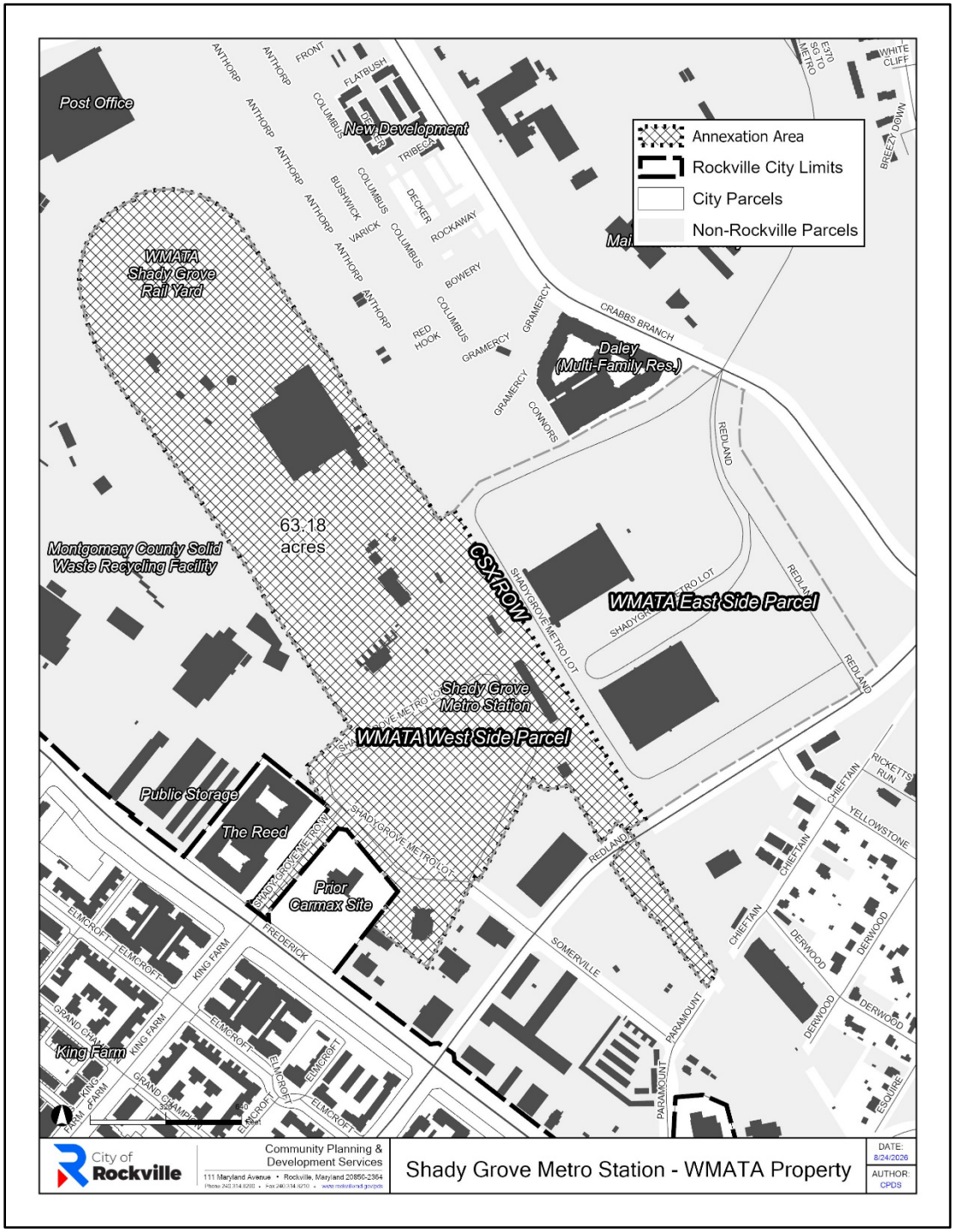
Pursuant to Section 4-415(a) of the Local Government Article of the Annotated Code of Maryland, an annexation plan shall be adopted by the legislative body for the area to be annexed. The Mayor and Council introduced the Annexation Resolution for the Annexation Area on October 23, 2023. As introduced, the annexation area included both the east and west side of the Washington Metropolitan Area Transit Authority (WMATA) Shady Grove, including the land owned by CSX transportation, Inc with a total area of approximately 107.9-acres. After various discussions and analysis, the annexation area has been reduced to include only the west side of the Shady Grove Metro Station WMATA property and the CSX, Inc property, with an area that totals approximately 66.4-acres of land.

General Information and Description

Location:

The annexation area is located approximately along the northern boundary of the City's corporate limits. The area is adjacent and contiguous to the City boundary, and includes land owned by the Washington Metropolitan Area Transit Authority (WMATA), with the Shady Grove Metro Station located at 15903 Somerville Drive, Rockville, MD 20855, and includes the land owned by CSX transportation, Inc. The area proposed for annexation is located east of Frederick Road/MD 355 and north of Redland Road and described in detail in Exhibit A as included with this Annexation Plan. Exhibit A provides a survey map and property description of the annexation area. The total area proposed for annexation is approximately 66.4-acres of land.

Figure 2 – Location map of the proposed annexation area



Land use pattern proposed for the area to be annexed, including the county master plan already in effect for the area.

The west side of the Shady Grove Metro Station WMATA property that is proposed for annexation includes the Shady Grove Metro Station, the Shady Grove Rail Yard, and surface parking lot on the west of the station. Montgomery County leases a day care center (Kinder Care) in an approximately 11,200 square-foot facility from WMATA, which is also located within the annexation area at 15910 Somerville Drive.

The Shady Grove Metro Station opened in 1984 and is the northwestern terminus of the Metrorail Red Line. The station contains a bus loop and Kiss & Ride facilities. The site contains a stream corridor and associated wetlands.

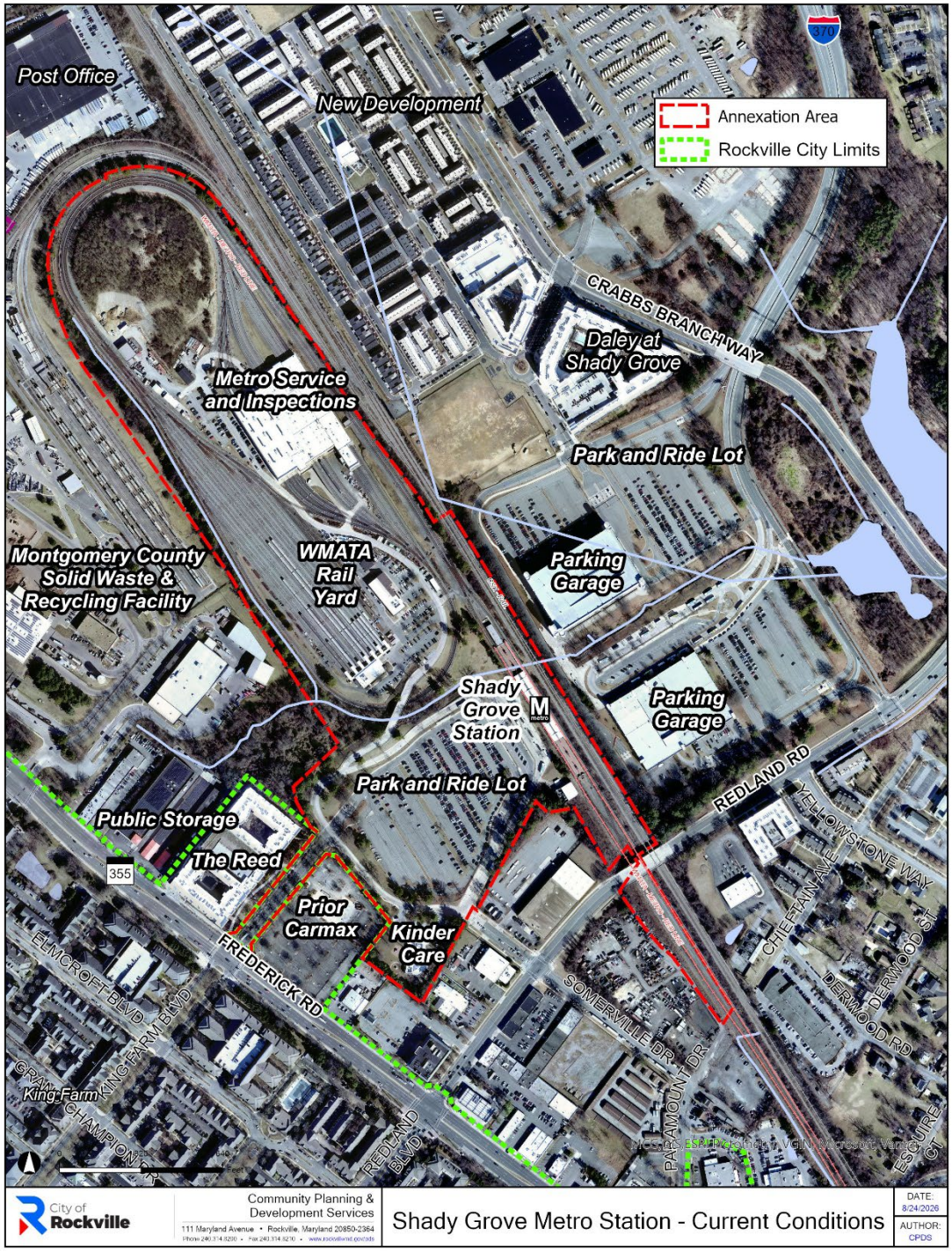
The station lies adjacent to the CSX tracks that serve freight trains, the Maryland Area Regional Commuter (MARC) trains and Amtrak intercity trains, neither of which stop at the station.

The Shady Grove Metrorail Station is a major commuter station with average weekday boardings of approximately an average of 7,000 weekly boardings in 2025 (Metrorail Ridership Summary | WMATA). The station also handles many passenger transfers to Ride-On and other transit nodes. The station provides bike racks, lockers, and Capital Bikeshare docks. Bicyclists are required to cross through a large surface parking lot to access bicycle parking. Pedestrians access the station through the Park & Ride, Kiss & Ride, and bus loop facilities.

WMATA Shady Grove Rail Yard, which is a part of the proposed annexation area, is located near the train station, and is used to perform service and inspection functions for the Metro cars. The rail yard is also adjacent to the Montgomery County Department of Environmental protection (DEP)-managed Shady Grove Processing Facility and Transfer Station. The processing facility provides recycling services and solid waste management for county residents and businesses.

Developable WMATA parcels at this location, that are not a part of the Shady Grove Rail Yard, the stream buffers and other environmental features include approximately 15 acres of land (calculated using ESRI's GIS mapping package) on the west side of the station. The west side is comprised of a surface parking lot, bus loop, and a Kiss & Ride facility.

Figure 3 – Map of current conditions



The WMATA property is a part of the Montgomery County's Shady Grove Master Plan. The Montgomery County Council adopted the Shady Grove Minor Master Plan Amendment on April 6, 2021. The existing land use designation is noted as parking where the metro station

access roads, Park & Ride, Kiss & Ride, bus loop, surface parking, and parking garages are located. The land use designation is noted as industrial at the rail-yard location (p.6).

Montgomery County Zoning

The adoption of the Shady Grove Minor Master Plan Amendment was followed by a rezoning of the WMATA properties, including the surface parking lot adjacent to the Shady Grove Metro Station, to promote high-intensity mixed-use development at the Metro station. The WMATA/Metro property, including the Metro parking lot and the Sommerville property, 15901 Sommerville Drive, were rezoned from the County's CR 1.75 C0.5 R1.5 H-160T/TDR 1.77 Zone to the CR 2.25 C1.0 R1.75 H-200 Zone, to promote high-intensity mixed-use development at the Metro station that contributes to the Sector Plan's public benefits, including the maximum percentage of affordable housing and a minimum one-acre Civic Green for the WMATA property. The County uses Floor Area Ratio (FAR) methodology for development, that recommends the building's floor area in relation to the size of the lot/parcel that the building is located on. More information on the County's CR zoning is available here. On the WMATA site, the maximum height recommended is 200 feet; the maximum overall FAR is 2.25, with a maximum commercial FAR of 1.0 and a maximum residential FAR of 1.75. A significant part of the Shady Grove Minor Master Plan Amendment's vision focused on redevelopment of the WMATA-owned Metro properties.

The County's Plan Amendment established a policy that 15 percent of new housing must be Moderately Priced Dwelling Units (MPDUs) and that there will be a higher percentage of MPDUs on publicly owned properties. Per the County Plan, as a publicly owned property, the WMATA site could potentially include up to 25 percent of their dwelling units as MPDUs.

City of Rockville Land Use.

The MGE of the Comprehensive Plan establishes a land use designation of OCRM (Office, Commercial and Residential Mix) for the property (p.245), which would be applied at the time of annexation. The OCRM land use category provides the most flexibility, allowing a wide choice in office, commercial, and residential uses.

City of Rockville Zoning.

Staff recommend the City's MXTD -235 (Mixed-use Use Transit District 235) zoning for the proposed annexation property. Rockville's MXTD Zone is intended for use in areas near Metro stations. It allows for high-density development of retail, office, and residential uses that are consistent with the City's Comprehensive Plan.

Rockville does not use the FAR methodology for calculating development potential. The City of Rockville's zoning ordinance is Chapter 25 of the Rockville City Code. Section 25.6.2.2 outlines the uses permitted in each zone. Rockville's zoning ordinance guides how buildings are constructed by establishing standards and uses as permitted by various

zoning designations. These standards include minimum lot sizes; parking, setback, and open space requirements; and design guidelines that shape urban form as outlined in the Comprehensive Plan. The following development standards apply to MXTD-235 zone per Section 25.7.3.2.

Table 1-Development Standards for Mixed Use Transit-235 (MXTD-235) Zone

	Standard	MXTD-235
A	Lot Frontage (Min.)	10 ft.
B	Setback Abutting Public Right-of-Way (Min.)	None
C	Side Setback (Min.)	None required, except as provided in Sec. 25.7.3.6(d)
D	Rear Setback (Min.)	None required, except as provided in Sec. 25.7.3.6(d)
E	Building Height (Max.)	235 ft.
	Bonus Building Height (Max.)	100 ft.
	Building Location	Sec. 25.7.3.7.
	Design Standards	Sec. 25.7.3.7 and Sec. 25.7.3.8

Please reference Rockville's zoning ordinance here.

MXTD-235 zoning permits 235' by-right height, with a bonus of 100' for the provision of affordable housing above the minimum required by code. The County's CR 2.25 C1.0 R1.75 H-200 Zone offers 200' heights by right.

Staff recommend the City's MXTD-235 zoning for the WMATA property for annexation, as that zone would permit high-density development of retail, office, and residential uses that are consistent City's Comprehensive Plan.

Compliance with Municipal Growth Element of City's Comprehensive Plan

The Municipal Growth Element (MGE) of the Comprehensive Plan creates a maximum expansion limit, denoting the identified area for future growth outside of the existing corporate limits. Per the MGE the City should, "consider annexation only for properties that are within the City's maximum expansion limit" (pg. 233). Additionally, the MGE policy 3.3 says to, "make annexing property on the east side of MD-355 (Frederick Road, north of College Parkway) to the CSX railroad tracks a priority for Rockville and reach out to the property owners to discuss annexation options" (page 237).

Within the borders of the maximum expansion limit, land is divided into two categories: proactive annexation areas and reactive annexation areas within the maximum expansion limit. This property is identified as being within the proactive annexation area within the maximum limits of expansion per Figure 36 (pg. 234), recognizing that this land has been specifically identified as an area where the city should pursue annexation. Reactive

annexation areas are those in which the city responds when property owners petition for an annexation within the city limits.

The MGE of the Comprehensive Plan also creates policy 1.5, which is to, "be proactive in regard to annexations that are logical and feasible and, in the City's best interest" (pg. 233). By initiating the annexation process through the annexation application, the City is being proactive in determining if annexation of the subject property is in the City's collective best interest.

Thus, the proposed annexation is consistent with the MGE of the City's Comprehensive Plan and is within the boundaries of the City's Maximum Expansion Limits ("MEL"), as delineated in the MGE of the City of Rockville Comprehensive Master Plan as adopted in August 2021.

The annexation proposal is within the maximum expansion limits identified in the Comprehensive Plan, as well as within the focus area of Municipal Growth Element policy 3.

WMATA's Office of Joint Development and Adjacent Construction

Joint development contributes to the financial health of the Metro by growing transit ridership and generating new fare and real estate revenue. Shady Grove Metro Station is currently placed in Group 4 in WMATA's 10-year Strategic Plan for Joint Development (page 35), released in April 2022, which means that the station requires more planning and investment before being offered for joint development. In June 2025, WMATA released a Joint Development Progress Report, where Shady Grove Metro Station was moved to Group 3 (page 11), that prioritizes sites for joint development solicitation. WMATA's goal is to conduct planning/feasibility studies for its west side property (FY26 Q3/Q4), advancing it for development, and begin the process of solicitation by 2032. In such situations, WMATA continues working with jurisdictional partners to advance projects, and notes that development at the Shady Grove Metro Station could move forward within the next ten years with an economic development strategy that can resolve the high costs of replacing the transit facility.

At the time of any redevelopment of the property, the applicant will be required to coordinate the design with the City of Rockville and WMATA's Office of Joint Development and Adjacent Construction (JDAC). JDAC is responsible for reviewing, approving, and overseeing implementation for compliance with WMATA requirements for all construction adjacent to and/or impacting WMATA interests. All necessary WMATA improvements, approvals, dedications, easements, and permits consistent with the JDAC Manual must be obtained prior to the city's approval of any detailed engineering plan and issuance of permits.

There may be other infrastructure facilities at the site that might be taken over by the city, if the property is annexed, that may require investment by the City. This is generally explored during a WMATA JFDS study.

Adequacy of Public Facilities

The WMATA property lies within an urbanized portion of Montgomery County and is well served by public facilities. However, impacts on public facilities can only be evaluated more precisely when any development plans are submitted to the city.

The City of Rockville's Adequate Public Facilities Ordinance (APFO) and the Adequate Public Facilities Standards that implement it together establish procedures and standards necessary to ensure that adequate public facilities and services are provided with new development. It requires tests of the capacity of public facilities based on current and projected data available at the time of development application. The city utilizes the development review process to ensure that adequate public facility systems exist during and after a development project and ensure that all concerns are adequately addressed and mitigated.

The methods to provide the required public facilities and services to the annexed parcels as hereby outlined are based on the understanding that there is no current plan for a joint development application with WMATA that would otherwise allow for provision of more specific comments. This section discusses the public facilities and services that currently exist and provides a general consideration of new or expanded public facilities that may be needed in the future with any proposed development to meet the "adequacy of public facilities" requirements. The following public facilities and services are discussed below:

1) Water and Sewer services
2) Transportation services
3) Public safety services
4) School services
5) Parks and Recreation services
6) Library services
7) Other considerations (Stormwater Management and the Environment)

1. Water and sewer services

The WMATA property currently serves as a transit facility. There are no known water or sewer capacity issues in its current function as a transit facility. The Washington Suburban Sanitary Commission (WSSC) currently provides public water and sewer services to the property within the annexation area.

Any new development would likely require additional water and sewer capacity that will be evaluated as part of future project planning stages. During any new proposed development, WSSC conducts a hydraulic review to evaluate the impact of the

development on existing water and sewer systems and determines needed infrastructures and facilities to serve the proposed as well as nearby future development within an identified service area. With new development, WSSC also assesses the proposed application from the developer for water and sewer systems within the property, seeking the best engineering solution that reduces impact on the environment, provides the best service for potential customers, optimizes system maintenance cost, and makes recommendations for sizes and alignments that meet WSSC water and sewer design standards.

The City's Department of Public Works has investigated the location of the WSSC water and sewer pipes at the property and have outlined the following concerns that may require consideration with any potential new development:

a) Potential Restrictions for Redevelopment with WSSC Prestressed Concrete Cylinder Pipes (PCCP)

WSSC water transmission pipelines, including parallel lines of 36" and 48" (PCCP), are adjacent to and cross the CSX/WMATA tracks and encumber portions of the eastside parcels. WSSC has special construction and design requirements for work performed in the vicinity of existing PCCP water mains, which generally restrict loading, grading, backfill and compaction due to the high-pressure and sensitive nature of the infrastructure.

The PCP lines on the west side are within the track area, so there are no anticipated impacts to the developable areas on the west side.

b) WSSC Restrictions for Railroad Tracks

WSSC requires all mains, structures, and infrastructure-to be located outside of rail zones of influence.

<u>Sewer infrastructure:</u>

It is currently unknown if there is adequate sewer capacity on the WSSC system to accommodate redevelopment of the WMATA Shady Grove Station. Any redevelopment of the site will be subject to a Hydraulic Planning Analysis (HPA) by WSSC to identify sewer capacity and system deficiencies. WMATA typically conducts the analysis during the later phases of any joint development process. The costs of upgrades are typically borne by the WMATA joint development partner.

Insufficient information is available at this time as to whether sewage will flow solely into the Rock Creek basin or split between Rock Creek and Watts Branch. WMATA conducted a study in 2021, that determined that currently there is physical capacity within the CIP-sized sewer in Rock Creek. A formal Hydraulic Planning Analysis by WSSC will be required during any redevelopment, which may identify sewer capacity and system deficiencies. The

impact of additional sewage flows into the Rock Creek and Watts Branch sewer basin will be evaluated at that time.

2. ***Transportation services***

Comments related to the transportation services are general in nature since there is no current plan for a specific development application that would allow more detailed comments on traffic and access impacts. The site is currently a Metro station owned and operated by WMATA, and even after the potential annexation into the City of Rockville, it would remain as such.

Currently, there are two roads on the west side of the tracks that access the station, Metro Access Road, and Somerville Drive.

On the west side, the Metro Access Road is a three-lane road, with metered parking on the northern side, sidewalks on both sides, and sharrows in both directions. It is completely within the metro station parcel and therefore is owned and maintained by WMATA. Existing lighting facilities on this road are not adequate, and staff have heard concerns on numerous occasions by residents, primarily from King Farm who walk to/from the metro station along this road, about the lack of sufficient lighting. To respond to the public safety concerns, Rockville's Department of Public Works staff initiated a CIP improvement project (FY2027) to design and construct streetlights on the Metro Access Road between MD 355 and Somerville Road at the Shady Grove Metro Station. Concurrent to the Annexation, the Department of Public Works will coordinate with WMATA to dedicate the Metro Access Road to the City as right-of-way, allowing the city to construct the streetlights per city standards. The roadway is used by pedestrians, bicyclists, and commuters from the King Farm neighborhood.

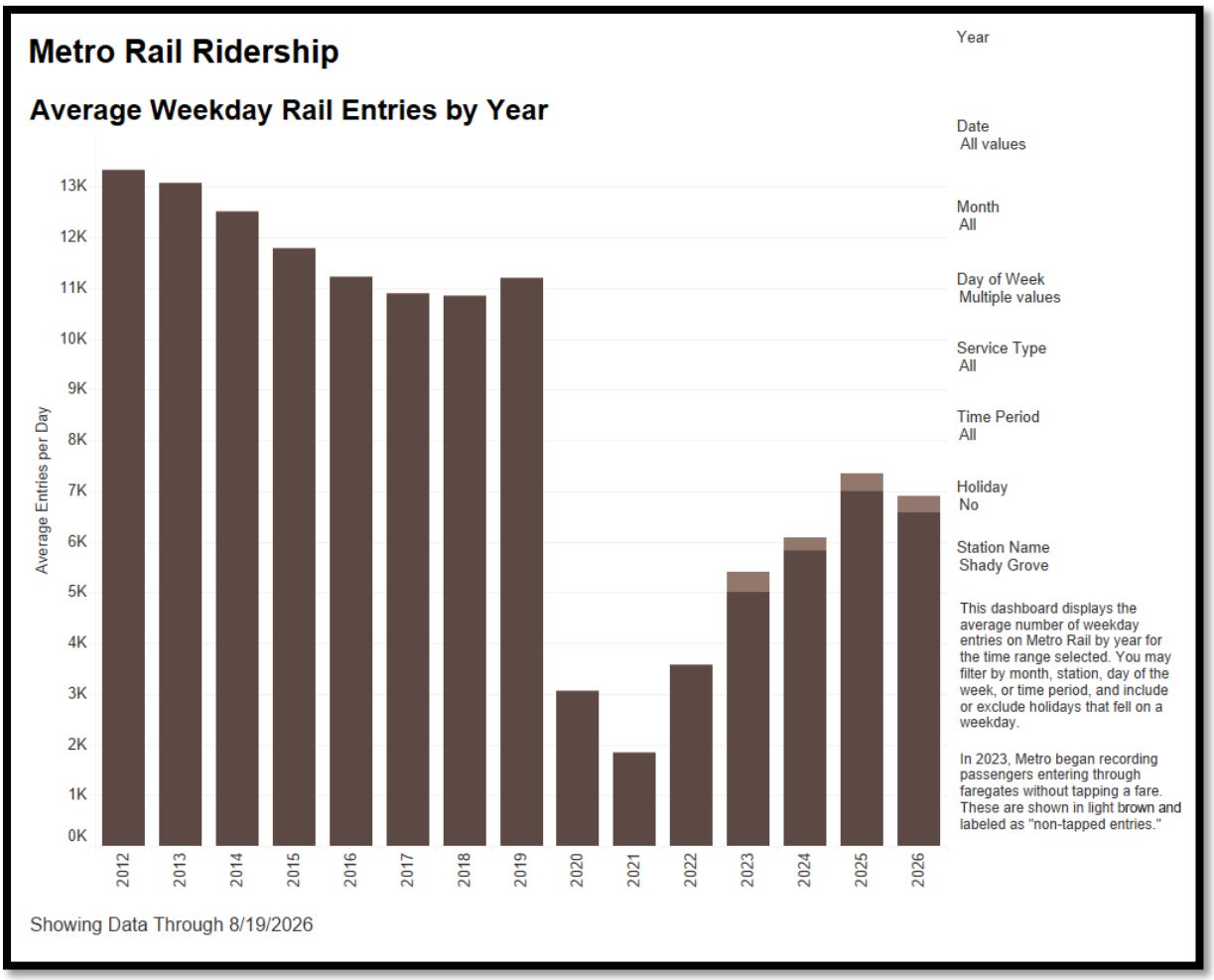
Somerville Drive, between the property line for the station and Redland Road is within Montgomery County right of way. This section of Somerville Drive has four lanes, and provides access to two other properties, and transitions into two lanes as it goes into the metro station property, where it is owned and maintained by WMATA. It has existing lighting fixtures and a sidewalk on one side. This road provides access to the surface parking, and the drop off/pick up operations on the south side of station.

<u>Transit considerations.</u>

The proposed annexation property includes the Shady Grove Metro Station, which is the terminus of the WMATA Red Line. The station is above ground and has one island platform west of the CSX Metropolitan Subdivision tracks, which carry freight trains, Amtrak, and MARC trains. The Amtrak and MARC trains do not stop at the station.

Ridership growth and dips at Shady Grove Metro Station have closely followed system-wide trends. The COVID-19 pandemic impacted ridership, as seen in the chart below. The average entries per weekday was approximately 7,000 in the year 2025, as compared to approximately 11,000 in the year 2019, prior to the pandemic (Figure 4).

Figure 4 - Metro Ridership Data



Source: Metro Rail Ridership Summary | WMATA
(Ridership Data Portal – Metrorail Ridership Dashboards. File created on 8/11/2026)

Bus Service

Bus service is available through Ride On and WMATA, both at the station and along MD 355 and Shady Grove Road. The west loop includes 3 bus bays, and a shuttle stop that serves WMATA, Ride On, and local shuttle routes.

Bus Rapid Transit (BRT)

In addition to these current transit options, the MD 355 corridor is one of the planned Montgomery Bus Rapid Transit (BRT) routes. Per the MCDOT's MD 355 BRT 35% preliminary design studying BRT station and alignment, a new BRT station and terminus facility is proposed within the existing WMATA bus loop on the west side of Shady Grove

Metro, replacing the existing Somerville Drive station and providing a more convenient connection for BRT transfer passengers to/from Metrorail and local bus.

City staff continue to coordinate with the Montgomery County DOT on the latest plans for their MD-355 Bus Rapid Transit (BRT) Project. The MD 355 corridor is proposed for 22-miles and includes two phases:
Phase 1: Central phase with a 10-mile corridor with BRT between Rockville and Germantown, addressing core needs first.
Phase 2: Extensions to Bethesda (South) and Clarksburg (North).

The central portion of the corridor is being advanced with extensions to the south and north to follow. The County presented the BRT plans to the Mayor and Council on June 8, 2026, and noted that 35 percent design is complete.

The Shady Grove Metro station will include a stop for the BRT project on the west side under the current plan, utilizing the current roadways into the station on the west side of the tracks for access. MCDOT will coordinate with WMATA to determine an appropriate location for the station.

As a part of any joint development application between WMATA and a developer for the proposed area of annexation, a comprehensive and multimodal transportation evaluation and assessment would need to be performed in accordance with the City's Comprehensive Transportation Review (CTR) to determine any potential transportation impacts and identify appropriate mitigation of such impacts as warranted. This would be based on the actual conditions at the time of application considering the proposed trips with an associated plan.

3. Public Safety Services

Police Services

Police protection will be provided by the Rockville City Police Department (RCPD), in conjunction with the Montgomery County Police Department (MCPD) and the Washington Metro Transit Police Department (MTPD) that already serve this area. The MTPD police officers have a tri-sate jurisdiction with responsibility of law enforcement and public safety functions in transit facilities throughout the Washington, DC Metropolitan area, that include District of Columbia, Maryland, and Virginia. County Police District 1 serves Rockville, though the resources of the entire County Department are available if needed.

The Montgomery County Police Department's 1st District, located at 100 Edison Park Drive in Gaithersburg, and the 6th District, located at 45 West Watkins Road in Montgomery Village, provide public safety services to the plan area and the WMATA property, though the resources of the entire County Department are available if needed. The City has a Memorandum of Understanding with Montgomery County, which also has policing authority in Rockville, outlining priorities and responsibilities for the City and the County. That Memorandum of Understanding in general asserts that the County will respond to

assist with major crimes with investigative resources; and if the County has patrol units available, they will respond to assist the city with serious crimes in progress.

Currently, the MCPD is the primary responder to the proposed annexation area location. Once the property is annexed, RCPD will become the primary responder.

RCPD has concurrent jurisdiction with MTPD at the Twinbrook and the Rockville Metro stations. RCPD is almost always the first police department to arrive at police incidents taking place on WMATA property within the city. If MTPD officers are available, they will respond and assume responsibility; however, there are instances in which they are unavailable and RCPD handles the calls for service starting from the initial report, that includes criminal investigations, through the final prosecution. MTPD is responsible for locations in Maryland, the District of Columbia and Virginia which oftentimes results in lengthy response times. MTPD has indicated that due to staff limitations, they intend to focus their resources on areas where they do not have the support of a municipal department.

In FY2027, Rockville authorized 76 sworn police positions serving an estimated city population of 68,000. In addition to the sworn officers, RCPD includes 25 administrative and support staff in areas such as criminal investigations, parking enforcement, and other services. The sworn police position numbers vary due to attrition, injury, military leave, and vacancies may occur. RCPD has experienced a significant increase in applicants and currently has a waiting list.

As of FY2027, RCPD is fully staffed at 76 sworn police officers and has made operational changes to improve coverage. They have also improved coordination with WMATA police. Therefore, RCPD projects the capacity to address the impacts of annexation on the west side of the Shady Grove Metro station property. Future calls of service will be assessed to determine if additional police officers are needed to provide public safety services.

When the annexation is complete, Rockville will be the only municipality in Maryland with three Metro stations on the red line. RCPD will continue to coordinate with MCPD and MTPD to increase cooperation and develop strategies to ensure equitable police services at the three Metro stations and city wide."

a) <u>Fire, Rescue and Emergency Medical Services</u>

Montgomery County Fire and Emergency Services (MCFRS) provides fire and disaster protection to the WMATA properties and will continue to do so after annexation, as this service is a county function. This area is primarily served by Fire and Rescue Station 8 at 801 Russell Avenue, which is in the City of Gaithersburg to the north, and Station 28 at 7272 Muncaster Mill Road, which is northeast of the property. Station 3, at 380 Hungerford Drive is also available to supplement the services. Additional resources from other fire-rescue stations are available to respond to the Plan area as needed.

The Montgomery County Fire and Rescue Service (MCFRS) has determined that a future fire-rescue station with emergency medical services (EMS) is needed for the Shady Grove area and recommended the vacant property at the southeast intersection of MD 355 and Shady Grove Road for the facility. The proposed location would provide access to the Plan area, as well as to the surrounding Rockville and Gaithersburg communities via Frederick Road, Shady Grove Road, and MD 200.

Montgomery County's 2006 Shady Grove Sector Plan recommended the "provision of a police facility within the Plan area, potentially co-located with the Fire and Rescue facility" (p.102). The 2021 Shady Grove Master Plan Amendment supports a substation in the Plan area (p.95), in conjunction with the recommended fire station as a public benefit for redeveloping properties within the Metro Neighborhoods.

4. ***School Services***

The current use of the WMATA has no impact on school services, as it is intended to serve the parking, bus, Kiss and Ride, Park & Ride services to the Shady Grove Metro Station. The proposed MXTD-235 zoning would permit a variety of uses on the property, including commercial and residential. In its current condition, the annexation itself will have no impact on schools.

The WMATA properties are in the Gaithersburg High School cluster, including Gaithersburg Middle School and Washington Grove Elementary School. The 2021 Shady Grove Master Plan Amendment recommends an elementary school at the location where the Montgomery County Public Schools (MCPS) bus depot is currently located on Crabbs Branch Way, outside the proposed annexation area. A new high school is under construction in the Gaithersburg cluster at the Crown Farm site, with an expected completion of the project in August 2027. A new elementary school, Harriet R. Tubman, recently opened in August 2022, in the Gaithersburg cluster.

If new residential development is proposed as a part of any joint development application, an evaluation of students generated by new residential development and its impact on local schools will be performed to assess the impact of any proposed residential development. If deficiencies emerge that are not adequately addressed, the project will not be permitted to move forward.

5. ***Parks and Recreation Services***

If the property remains in its existing condition as a transit facility, no additional park and recreation facilities are proposed. However, should the Metro Access Road become a city road as a part of annexation, the road would need to be improved with landscaping and street trees per the City of Rockville standards.

Any proposed development would follow the open space requirements of the MXTD-235 zone, including requirements for amenity space that must be met with redevelopment (10% of site development area) as outlined in the Division 8.4 of the City Code.

The 2021 Shady Grove Master Plan Amendment on p. 96 recommends that a recreation center could be located within the Metro Neighborhoods, as a public benefit for redeveloping properties as follows:

- Locate a future recreation center within the Metro Neighborhoods as the preferred location. If all the County Service Park public facilities are relocated, consider the adjacent Jeremiah Park as an alternative location if an elementary school is not located at this property.
- Explore co-location for the recreation center, along with other public facilities, to minimize public expenditures and maximize efficiencies.

6. *Library Services*

Public libraries in Rockville are provided by Montgomery County Public Libraries (MCPL). The closest library to the Project is the Rockville Memorial Library, which is approximately 3 miles away, Twinbrook Library is approximately 4 miles away and Gaithersburg Library is about 5 miles away, although any Montgomery County resident has access to the full resources of any library branch and all online services. The American Library Association has a standard that states that there should be 1,000 square feet of library space for each 10,000 population.

Libraries continue to evolve in response to new technologies and material formats. In addition, the use of library space changes over time. There have been preliminary discussions regarding new library services in response to recently updated master plans and expected growth in the areas of Shady Grove, however, any demands for library services will need to be coordinated with MCPL.

7. *Other Considerations*

Stormwater Management

If annexed, all properties shall be required to pay the annual Stormwater Management Utility Fee in accordance with Section 19-116 of the City Code. The City Stormwater Management Utility Fee will replace the Water Quality Protection Charge, an annual fee assessed by the Montgomery County Department of Environmental Protection. Once annexed, the fee is required for all impervious areas, with the exception of the railroad track.

Per Chapter 19 of the city code, environmental site design (ESD), to the maximum extent practicable (MEP) must be provided for all new and replaced impervious areas of any redevelopment. Providing safe conveyance of the 10-year storm and protection of other properties must also be demonstrated as part of the project plan process required for future development of the WMATA property. New development will not be approved unless it is found to be in compliance with all regulations.

Storm Drain Infrastructure

Department of Public Works staff have confirmed with Montgomery County Department of Transportation that there is no publicly maintained storm drain on the property.

If annexed and as a part of the redevelopment process, any existing private infrastructure may become the City's responsibility as part of the redevelopment approvals/agreements. Further coordination and investigation will be required to understand the implications during the redevelopment process.

Environmental Considerations

The site contains one sensitive feature, a stream corridor and associated wetlands that bisect the stream. The stream is an unmapped Montgomery County floodplain. As a part of any development process, the applicant must confirm with floodplain requirements as outlined in Section 10-5(d) of the City Code. As a part of the redevelopment process, it will also be the applicant's responsibility to obtain all necessary Federal, State and/or local approvals or permits for work within waters of the U.S., or 100-year Floodplain prior to issuance of a City Floodplain Permit.

Conclusion

The annexation of the WMATA Property, is consistent with the Municipal Growth Element of the City's Comprehensive Master Plan. A zone of MXTD-235, as recommended for the WMATA Property, would be consistent with city policies and its Comprehensive Plan.

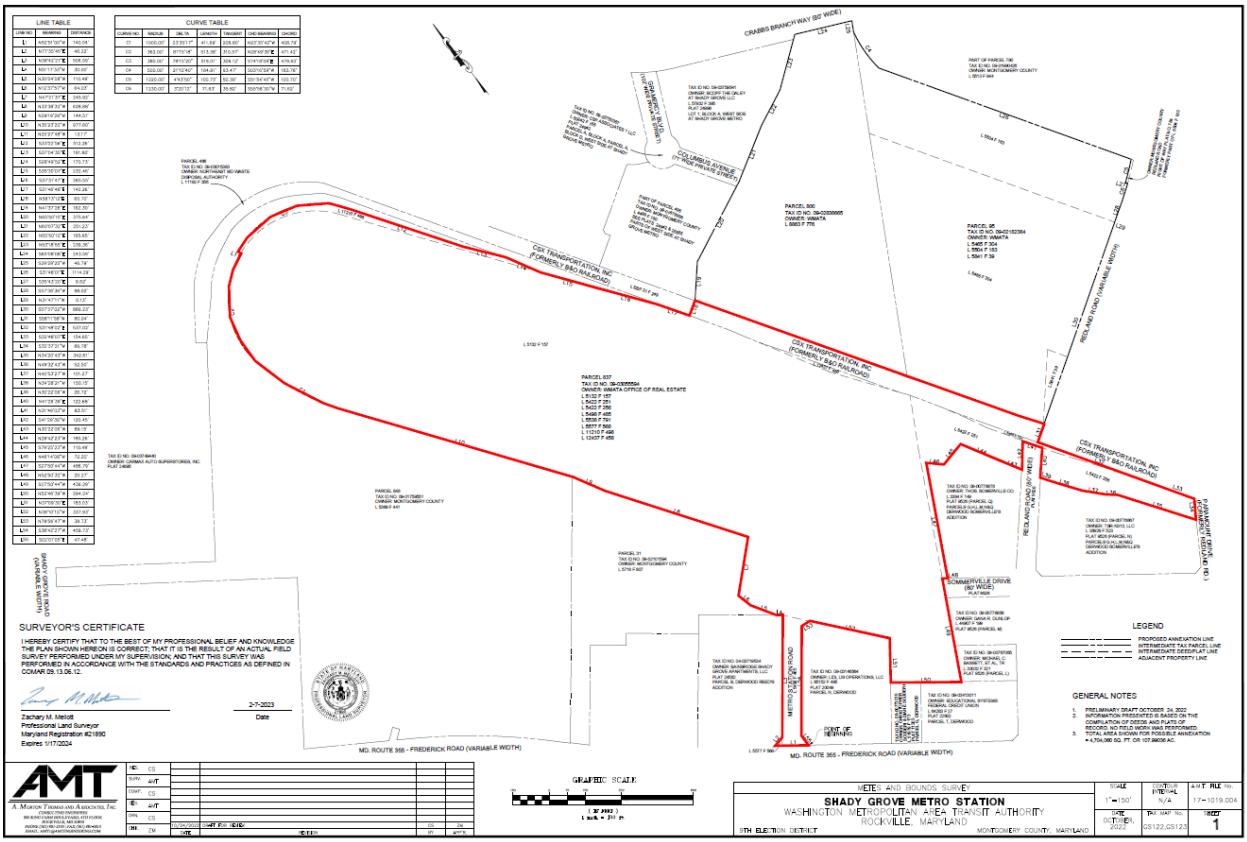
Rockville is able to support the city provided public facilities and services that will be needed pursuant to annexation. Similarly, the County is able to support the services that it provides.

Enclosed

Exhibit A – Survey Map with a Metes and Bounds Property Description for the annexation area

Exhibit A – Survey Map with a Metes and Bounds Property Description for the annexation area

Figure 5 - Survey Map



BEING part of the property described in a Declaration of Taking conveyed by Virginia Casey Visnich, et al., to Washington Metropolitan Area Transit Authority by a deed recorded May 16, 1978 among the Land Records of Montgomery County, Maryland in Liber 5132 at Folio 157; and the property described in a deed conveyed by Thos. Somerville Co., to Washington Metropolitan Area Transit Authority, dated October 24, 1979 and recorded among said Land Records in Liber 5422 at Folio 251; and the property described in a deed conveyed by Thos. Somerville Co., to Washington Metropolitan Area Transit Authority, dated October 24, 1979 and recorded among said Land Records in Liber 5422 at Folio 256; and the property described in a deed conveyed by Miller Building Supply Co., Inc., to Washington Metropolitan Area Transit Authority, dated March 13, 1980 and recorded among said Land Records in Liber 5498 at Folio 485; and part of the property described in a deed conveyed by The Baltimore and Ohio Railroad Company, to Washington Metropolitan Area Transit Authority, dated August 21, 1979 and recorded among said Land Records in Liber 5538 at Folio 791; and the property described in a deed conveyed by Reed Brothers Dodge, Incorporated, to Washington Metropolitan Area Transit Authority, dated September 16, 1980 and recorded among said Land Records in Liber 5577 at Folio 568; and the fee simple property described in a deed conveyed by Montgomery County, to Washington Metropolitan Area Transit Authority, dated March 12, 1992 and recorded among said Land Records in Liber 11210 at Folio

498; and the property described in a deed conveyed by CSX Transportation, Inc., to Washington Metropolitan Area Transit Authority, dated February 14, 1994 and recorded among said Land Records in Liber 12437 at Folio 458; and all being more particularly described in one piece in the 1971 U. S. Coast & Geodetic Survey bearing datum as follows;

BEGINNING for the same at a point on the easterly line of Maryland Route 355, Frederick Road (variable width); said point being at Station 255+96.48 per baseline shown on Maryland State Highway Right of Way Plat No. 44321; said point also being at the beginning of the North 02°01'14" West 47.48 foot line as shown on a plat titled "Parcel N, Derwood" which is recorded in Plat No. 20049; thence running with said easterly line of Maryland Route 355, Frederick Road

1. North 52°51'00" West for a distance of 140.04 feet to a point at the end of the South 77°34'46" West 46.25 foot line as shown on a plat titled "Parcel B, Derwood Reed's Addition" which is recorded in Plat No. 24582; thence running reversely with said land the following three (3) courses and distances

2. North 77°35'45" East for a distance of 46.22 feet to a point; thence

3. North 38°42'27" East for a distance of 506.59 feet to a point; thence

4. North 51°17'33" West for a distance of 30.00 feet to a point at the end of the South 30°04'08" East 110.49 foot line as shown in a deed to Montgomery County, Maryland dated June 22, 1981 and recorded among said Land Records in Liber 5718 at Folio 807; thence running reversely with said land the following five (5) courses and distances

5. North 30°04'08" West for a distance of 110.49 feet to a point; thence

6. North 12°37'57" West for a distance of 64.03 feet to a point; thence

7. North 47°21'37" East for a distance of 245.92 feet to a point; thence

8. North 33°38'32" West for a distance of 628.88 feet to a point; thence

9. North 29°19'29" West for a distance of 144.51 feet to a point at the end of the South 35°24'27" East, 977.60 foot line as shown in a deed to Montgomery County, Maryland recorded August 1, 1979 among said Land Records in Liber 5369 at Folio 441; thence running reversely with said land the following three (3) courses and distances

10. North 35°23'20" West for a distance of 977.60 feet to a point; thence

11. 411.69 feet along the arc of a curve to the right, having a radius of 1000.00 feet, a delta angle of 23°35'17" and a chord bearing of North 23°35'42"W for a distance of 408.79 feet to a point; thence

12. 513.38 feet along the arc of a curve to the right, having a radius of 362.00 feet, a delta angle of 81°15'18" and a chord bearing of North 28°49'36"E for a distance of 471.42 feet to a point; thence departing the lines described in said deed and running in, through, over and across said land as described in said Liber 11210 at Folio 498 the following four (4) courses and distances

13. North 25°27'48" West for a distance of 13.17 feet to a point; thence

14. 519.01 feet along the arc of a curve to the right, having a radius of 380.00 feet, a delta angle of 78°15'20" and a chord bearing of South 74°18'09"E for a distance of 479.60 feet to a point; thence

15. South 33°22'56" East for a distance of 512.26 feet to a point; thence

16. South 37°04'35" East for a distance of 181.80 feet to a point at the beginning of the South 29°04’59” East 170.82 foot line as shown in a deed to Maryland Waste Disposal Authority dated December 27, 1990 and recorded in said Land Records in Liber 11192 at Folio 356; thence running with said lands the following three (3) courses and distances

17. South 28°49'52" East for a distance of 170.73 feet to a point; thence

18. South 35°30'07" East for a distance of 232.46 feet to a point; thence

19. South 37°31'47" East for a distance of 265.55 feet to a point intersecting the southwesterly right of way line of CSX Transportation, Inc. as shown in a deed of inquisition to the Baltimore and Ohio Railroad company recorded in said Land Records in Liber EBP 31 at Folio 249; thence with said southwesterly line

20. South 31°46'48" East for a distance of 142.26 feet to a point; thence leaving said southwesterly line and running in, through, over and across the property of said CSX Transportation, Inc. for a new line of division

21. North 58°13'12" East for a distance of 65.70 feet to a point on the northeasterly right of way line of said CSX Transportation, Inc; said point also being the southwesterly corner of the lands acquired by Washington Metropolitan Area Transit Authority from Montgomery County in said Liber 8863 at Folio 776; said land being part of the land conveyed from Eugene B. Casey and Virginia K. Casey Visnich to Montgomery County, Maryland, by deed dated February 25, 1974, and recorded among said Land Records in Liber 4499 at Folio 180; thence running with said right of way the following courses and distances

22. South 31°48'03" East for a distance of 937.67 feet to a point; thence

23. South 34°27'47" East for a distance of 85.65 feet to a point; thence

24. South 31°47'11" East for a distance of 99.99 feet to a point; thence

25. South 32°55'56" East for a distance of 200.03 feet to a point; thence

26. South 31°12'49" East for a distance of 99.99 feet to a point; thence

27. South 34°04'39" East for a distance of 100.07 feet to a point; thence

28. South 30°49'55" East for a distance of 14.51 feet to a point; thence

29. South 58°11'58" West for a distance of 80.04 feet to a point; thence

30. South 31°48'02" East for a distance of 537.02 feet to a point; thence

31. South 32°48'07" East for a distance of 154.65 feet to a point at the end of the North 32°36’28” East 287.00 foot line of Parcel N as shown on a plat titled “Parcels G, H, L, M, N, & Q, Derwood, Sommerville’s Addition” which is recorded among said Land Records in Plat No. 9526; thence reversely with said line

32. South 32°37'21" West for a distance of 89.78 feet to a point; thence running in, through, over and across said Parcel N the following five (5) courses and distances

33. North 34°20'43" West for a distance of 342.61 feet to a point; thence

34. North 49°32'43" West for a distance of 52.50 feet to a point; thence

35. North 40°53'27" West for a distance of 101.27 feet to a point; thence

36. North 34°28'21" West for a distance of 150.15 feet to a point; thence

37. North 30°22'06" West for a distance of 26.72 feet to a point on the North 41°30'00" East 374.95 foot line of said Parcel N; thence running with said line

38. North 41°29'39" East for a distance of 122.68 feet to a point at the northwest corner of said Parcel N; thence with the outline of said plat and crossing Fields Road (80 feet wide) (now known as Redland Road)

39. North 31°49'03" West for a distance of 83.51 feet to a point at end of the North 41°30'00" East 398.95 foot line of Parcel Q as shown on said Plat No. 9526; thence reversely with said line

40. South 41°29'39" West for a distance of 120.45 feet to a point; thence running in, through, over and across said Parcel Q the following five (5) courses and distances

41. North 30°22'06" West for a distance of 89.15 feet to a point; thence

42. North 28°42'23" West for a distance of 185.26 feet to a point; thence

43. South 79°25'23" West for a distance of 110.49 feet to a point; thence

44. North 46°14'08" West for a distance of 72.20 feet to a point; thence

45. South 27°50'44" West for a distance of 486.79 feet to a point on the northerly line of Sommerville Drive (80 feet wide); thence with said northerly line

46. North 52°50'32" West for a distance of 20.27 feet to a point at the southwest corner of said Parcel Q; thence crossing said Sommerville Drive and with the westerly lines of Parcels M and L as shown on said plat

47. South 27°50'44" West for a distance of 436.29 feet to a point intersecting the South 52°51’06” 400.98 foot line as shown on a plat titled “Parcel T, Derwood” which is recorded in said Land Records in Plat No. 22602; thence running reversely with said line and also reversely with the northeasterly line of a plat titled “Parcel G, Derwood” which is recorded in said Land Records in Plat No. 11203

48. North 52°46'39" West for a distance of 294.24 feet to a point intersecting the South 37°09’19” West 433.68 foot line of said Plat No. 20049; thence running reversely with said plat lines the following five (5) courses and distances

49. North 37°09'30" East for a distance of 183.03 feet to a point; thence

50. North 39°10'15" West for a distance of 337.93 feet to a point; thence

51. North 79°56'47" West for a distance of 38.73 feet to a point; thence

52. South 38°42'27" West for a distance of 459.73 feet to a point; thence

53. South 02°01'05" East for a distance of 47.48 feet to the Point of Beginning.

Containing 2,892,435 sq. ft. or 66.40117 acres of land.