

ITEM #4: SHADY GROVE ROAD TECHNOLOGY CORRIDOR

The Plan envisions creating a technology corridor along Shady Grove Road that strengthens the County's existing technology centers nearby portions of Shady Grove Road in the I-270 Corridor. Clustering can generate synergy and efficiencies among technology companies. The Corridor will also accommodate some of the County's relocated County Service Park facilities, making way for mixed-use residential development closer to the Metro station.

Recommendations for the following Corridor sites are discussed below:

- Shady Grove Plaza
- Casey 2, vacant property
- The Great Indoors
- Post Office
- Department of Liquor Control Warehouse
- Casey 6, vacant property adjacent to Robert's Oxygen
- Casey 7, vacant property west of The Grove shopping center

Casey 3, located at MD355 and Shady Grove Road, will be discussed in Worksession #5.

Shady Grove Plaza

29 acres, southwest corner of MD 355 and Shady Grove Road

Staff Recommendation: Retain existing the OM, TSM, and C-3 zoning and approve design guidelines.

These existing commercial properties form a mixed-use center that includes a hotel, a five-story office building, and a variety of retail uses, including auto-related uses. A large water tower stands on high ground and is surrounded by the original "shady grove."

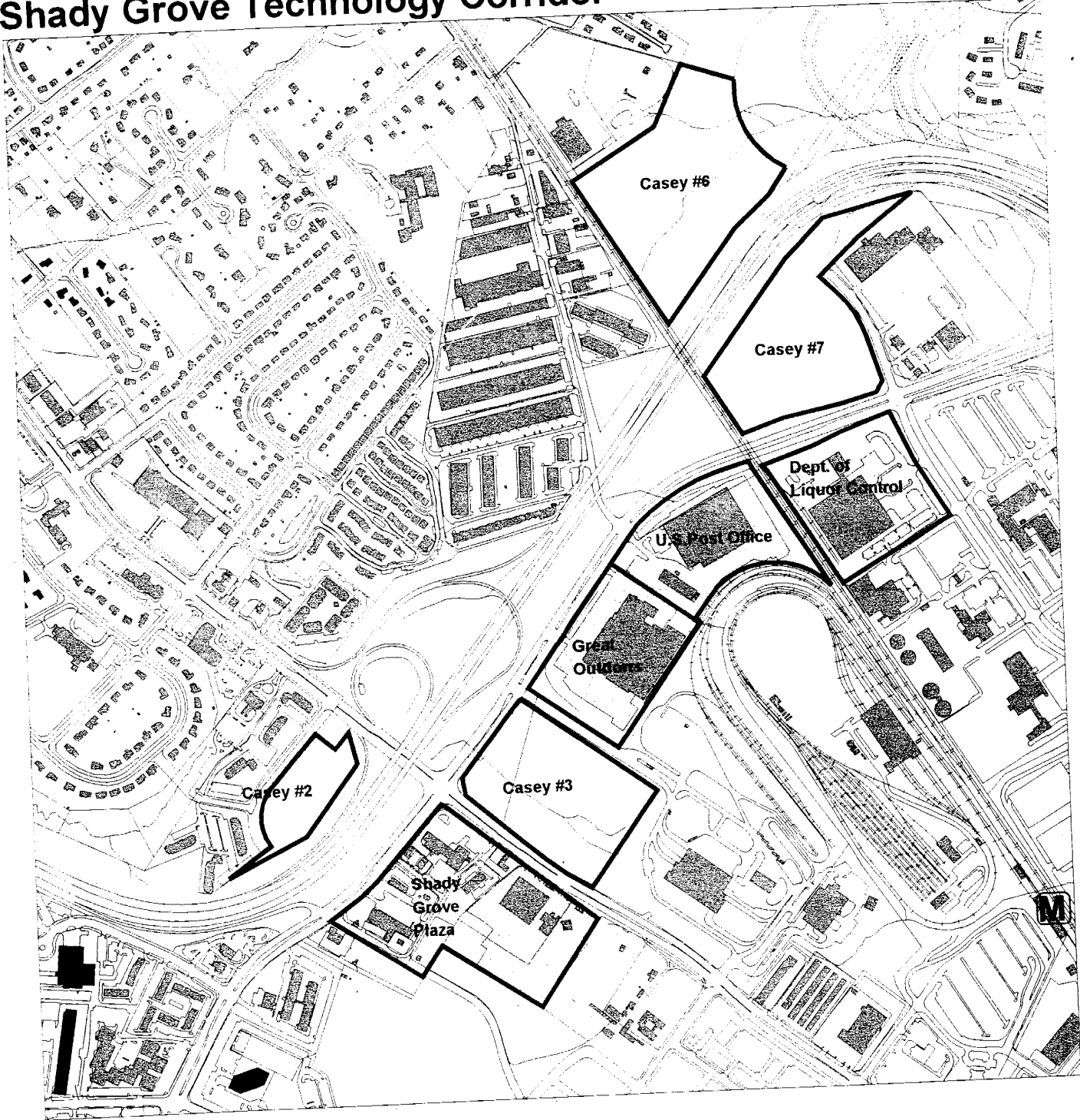
Public Hearing Draft Recommendations

- Maintain the existing OM, TSM and C-3 zoning.
- Extend Pleasant Street to connect with the King Farm street network.
- Preserve the existing old trees to maintain the vestiges of the original "shady grove."
- Establish street-oriented development if redevelopment should occur within the commercial area. Strengthen pedestrian access and increase tree coverage and shade trees.

Testimony

The property owners have offered no public testimony.

Shady Grove Technology Corridor



0 900'

Analysis of Shady Grove Plaza

Land Use

The existing mixed-use center provides a variety of services on approximately 29 acres. Approximately 23 acres are zoned C-3, five acres zoned TSM, and less than one acre is zoned OM. The mixed commercial uses totaling approximately 227,000 square feet include a hotel, office building, gas station and shopping center. There are several small, vacant C-3 zoned parcels on Pleasant Street and Fedor Avenue that could be redeveloped under existing standards.

In the short-term, this mixed-use center is not anticipated to experience significant redevelopment. Existing businesses are thriving and stable, and existing buildings are maintained. Redevelopment potential within the existing zoning will most likely occur over the long-term as buildings age or leases expire.

Transportation

Traffic analysis factored in some growth for this center given its potential for redevelopment. Extending Pleasant Street into the King Farm street network will help build the street grid and disperse traffic.

Environment

This site has the highest elevations in the planning area and a significant number of existing trees. Any redevelopment should increase the amount of tree canopy and coverage to strengthen the "shady grove."

Casey 2

5 acres, northwest quadrant of MD 355 and I-370, fronting O'Neill Drive

Staff Recommendation: Rezone from R-20 to R&D with optional I-3 zoning to allow expanded uses. Support technology or office uses.

This vacant, R-20 zoned site borders the City of Gaithersburg. In an annexation case, the County Council approved 100,000 square feet of office uses for annexation by the City. The property owner has not yet pursued annexation.

Public Hearing Draft Recommendations

- Provide for technology, research and development, or office uses to establish the technology corridor. Mixed use housing also is appropriate.
- Orient buildings toward MD 355 and screen all loading docks and trash areas from view.
- Rezone this site from R-20 to R&D and allow I-3 optional method with housing and a maximum of 100,000 square feet of development.

Testimony

Representatives of the property owner support the proposed R&D base with an optional I-3 housing zone if the property is placed in Stage 1 of the staging plan. Otherwise, they intend to pursue annexation and develop under Gaithersburg's Corridor Development (CD) zone. They also request that any development should be oriented away from MD 355 due to topography and the existing ownership pattern that limits their frontage on MD 355.

Analysis of Casey 2

Land Use

The property stands at the same elevation as I-370 with significant noise impacts and thus provides an ideal location for non-residential uses such as advanced technology and biotechnology uses. Such non-residential uses can also buffer traffic noise from the existing housing directly across O'Neill Drive. If the housing option is pursued, any housing should be oriented away from I-370 and achieve noise mitigation.

Rezoning the property from R-20 to R&D with an optional I-3 zoning is consistent with Council's previous annexation approval. The property owner may choose to pursue annexation into the City of Gaithersburg for 100,000 square feet of development within two buildings. Street orientation towards MD 355 is difficult due to the elevation differences. Street orientation along O'Neill Drive is feasible and desirable.

Transportation

Transportation analysis factored 100,000 square feet of development on this property. Primary access to this site should be from O'Neill Drive. An unusable, dead-end portion of O'Neill Drive in the City of Gaithersburg could be abandoned to improve layout opportunities without negative transportation consequences.

Environment

Any development should provide noise attenuation measures from MD 355, I-370, and Shady Grove Road. Development should also be screened from I-370.

Great Indoors

13 acres, Shady Grove Road, west of the Post Office

Staff Recommendation: Approve rezoning from the I-1 to R&D with I-3 zoning to permit additional uses, excluding the housing option. Existing uses will be grandfathered as permitted uses in the R&D Zone.

The Great Indoors, a building materials and supplies store, is located adjacent to Casey 3, in a 210,000-square foot building. Access is from Shady Grove Road.

Public Hearing Draft Recommendations

- Rezone the property from I-1 to R&D with optional I-3 zoning to achieve housing.

- Provide technology, research and development, and office uses to create a technology corridor.
- Orient buildings toward street frontage and screen parking from Shady Grove Road.
- Ensure that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.

Testimony

No testimony was received regarding this property.

Analysis for The Great Indoors

Land Use

This property is currently developed at .35 FAR with limited potential to expand given surface parking requirements. In the short term, the property will continue its current use. In the long term, the site has potential to contribute to the proposed technology corridor.

The property's current use is permitted in the I-1 Zone. If rezoned to R&D or the I-3 Zone, this use would become non-conforming. A text amendment to the R&D Zone is needed to ensure that existing uses remain conforming uses.

The Plan recommends rezoning for technology and office uses that could result in a .5 FAR development of the site under R&D or I-3 zoning. Staff recommends eliminating the Plan's recommendation for optional I-3 Zone mixed use, housing given the compromised location of housing directly adjacent to WMATA's maintenance and yard shop and Solid Waste Transfer Station.

United States Post Office

12.9 acres, Shady Grove Road, west of the Metro tracks

Staff Recommendation: Approve rezoning from I-1 to R&D with the I-3 Zone to permit additional uses excluding the housing option.

The U.S. Postal Service currently operates a central facility, approximately 170,000 square feet, which is adjacent to the Great Indoors. Access is via Shady Grove Road.

Public Hearing Draft Recommendations

- Rezone the property from I-1 to R&D with optional I-3 zoning to achieve housing.
- Provide technology, research and development, and office uses to create a technology corridor.
- Orient buildings toward street frontage and screen parking from Shady Grove Road.
- Ensure that any redevelopment of the site preserves and enhances the pedestrian environment of Shady Grove Road.

Testimony

No public testimony has been received on this property.

Analysis

Land Use

For the long term, the existing postal facility most likely will continue its current operation. Nevertheless, the property should be rezoned to support technology uses envisioned in the corridor in the event that the U.S. Postal Service relocates their operations.

The site's proximity to the WMATA maintenance yard does not support its residential use. The Plan recommendations should be modified to eliminate the housing option. The Plan recommends rezoning for R&D and I-3 to support technology and office uses that could result in a .5 FAR development of the site. Rezoning will not result in a non-conforming use for the postal facility since it is a public facility that is permitted in both zones.

Department of Liquor Control Warehouse

15 acres, part of the County Service Park, southwest corner of Shady Grove Road and Crabbs Branch Way

Staff Recommendation: Rezone from I-1 to R&D with optional I-3 zoning with the mixed use, housing option, or a PD-15 option.

This site is occupied by the County's Liquor Control Warehouse, a 180,000-square foot building at a .27 FAR. The CSX tracks form western edge of the property. The site's elevation is considerably below Shady Grove Road with primary access from Crabbs Branch Way.

Public Hearing Draft Recommendations

- Permit technology and housing options to be developed on the site.
- Connect to the local street network within the Metro Neighborhoods.
- Rezone from I-1 to R&D with I-3 optional housing.
- Mitigate noise from CSX through building and garage location, noise walls, and acoustical measures.

Testimony

The Executive has expressed interest in relocating County facilities if it can be achieved at no cost and no reduction in services.

Analysis for the Department of Liquor Control

Land Use

Relocating the current industrial use would allow this property to redevelop in a way that contributes to the proposed technology corridor and to the proposed Jeremiah Park neighborhood. If the current use remains, rezoning the site from I-1 to R&D with I-3 optional housing will not create a non-conforming use since public facilities are allowed in all zones.

The zoning recommendation will result in a maximum .5 FAR with approximately 326,000 square feet of combined technology, office uses, or housing. Under I-3 zoning, housing at eight units per acre can be achieved if the auto trips generated from the total development do not exceed the trips generated by office uses at .5 FAR. If developed with a PD-15, up to 225 dwelling units could be achieved. This level of development has been factored into the transportation analysis. Residential development should be street-oriented with noise attenuation from the CSX rail line and Shady Grove Road.

Casey 6

25 acres, north of I-370 and east of CSX rail line

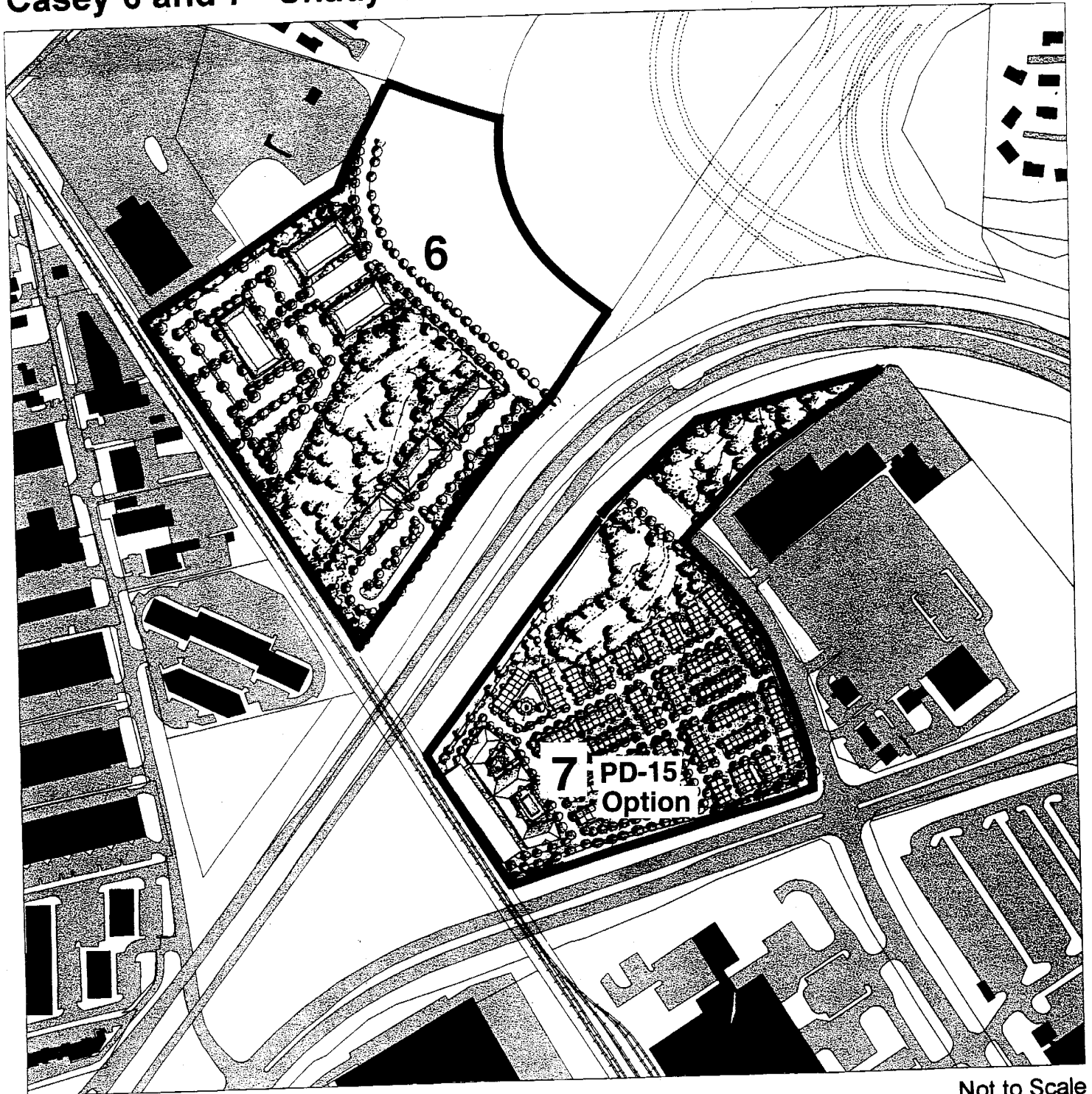
Staff Recommendation Rezone the property from I-1 to I-3 with a maximum of .3 FAR of non-residential uses. Allow up to 130 housing units under the I-3 housing option. Approve design guidelines in the Plan. This site is also suitable for the relocation of some County Service Park facilities without housing.

Casey 6 is a vacant parcel located north of I-370, bordered by industrial uses, the CSX rail line, and by the future ICC right-of-way to the east. The extension of Crabbs Branch Way will provide access to this property. The site has significant environment constraints due to noise from Robert's Oxygen to the northwest and the rail lines. Two streams bisect the site and wetlands lie along the eastern end of the property.

Public Hearing Draft Recommendations

- Encourage the relocation of some County Service Park uses.
- If County Service Park uses are not relocated, allow a mix of housing and technology, office, and research uses that extend the technology corridor.
- Only non-residential uses should be located adjacent to Robert's Oxygen.
- If a local park is not provided on Jeremiah Park in a timely manner, a ten-acre local park should be acquired on the portion of the site that borders Robert's Oxygen.
- Locate building entrances along Crabbs Branch Way. Parking facilities, storage areas, and other industrial activities should be located in the site's interior and screened from roadside views by extensive perimeter landscaping.
- Rezone from I-1 to I-3 with an option for productivity housing.
- Require significant landscaping and noise buffers to mitigate development impact on the adjacent communities of Washington Grove and Mill Creek.

Casey 6 and 7 - Shady Grove Technology Corridor



Not to Scale

Testimony

The Town of Washington Grove and some Derwood residents oppose residential development on this site because of the impact on the town's historic character. They have testified that if the site is developed under the I-3 Zone, buildings should be limited to 50 feet with a density of less than .5 FAR, and they should provide a significant green transition area and noise abatement from I-370, the CSX rail line, and industrial uses.

Property owners actively support the relocation of some County Service Park uses, including the M-NCPPC training facility to this site. If County facilities are not relocated, the owners support rezoning from I-1 to I-3 with PD-15 option for residential and office development. There is no support for placing this property in Stage 4.

Analysis for Casey 6

The discussion below describes issues if the County Service Park uses are relocated, and if they remain in their current locations.

Relocated County Service Park Uses:

Land Use

This site is suitable for technology and office uses or relocated public facilities. Relocating County Service Park uses will enable more appropriate housing development closer to the Metro station. The property owners have expressed an interest in relocating the M-NCPPC and a portion of DPWT facilities to this site. Non residential uses are also appropriate for this site, especially the northern section near Robert's Oxygen. Rezoning this property from I-1 to I-3 will not preclude public use.

Transportation

A new public road, the extension of Crabbs Branch Way, will be required to provide access to this site. This extension will improve the existing roadway network, and pedestrian and bikeway access from surrounding residential areas, including Washington Grove.

DPWT has expressed concern that if its EMOC facilities relocate to this site, they need a second point of access. There are several options that can improve access. First, a road connection, through Robert's Oxygen will link the site to the street network to the northwest. Second, a potential new bridge over the CSX rail line would connect the site directly to Oakmont Avenue. This is an expensive and unlikely option. Crabbs Branch Way via Amity Drive also offers a connection that could be used in emergency situations.

Environment

Wetlands divide the property into two sections. Any development, including the extension of Crabbs Branch Way, must work within the site's environmental constraints. The site's topography and surrounding roads and rail lines create noise impacts that will require mitigation measures for residential uses.

No County Service Park Use Relocation:

Land Use

This site also is suitable for technology, office and residential uses given its location close to commercial services at The Grove and adjacent industrial uses. If public facilities are not relocated to this site, the property owner proposes a maximum of .3 FAR non-residential uses and 130 productivity housing units. This development level is compatible with adjacent residential areas since stream valleys can buffer the site from the existing communities to the east. The proposed .3 FAR non-residential uses achieves a development level comparable to adjacent industrial areas. The non-residential uses should be located adjacent to Robert's Oxygen.

The site's southern section, closest to The Grove is suitable for multi-family dwellings if visual and noise mitigation is provided. Noise attenuation measures are important given the noise impacts from I-370.

Public Facilities

If the Plan's local park cannot be achieved in the Jeremiah Park Neighborhood, Casey 6 would provide an alternative location. Park development would be compatible with all surrounding uses including the CSX rail line. The site nearest to Robert's Oxygen could provide two ball fields, multi-age recreation, parking and multi-use courts. This site would have to be acquired since the proposed level of development does not support dedication. Housing on the southern portion of the site could still be achieved.

Transportation

If the site is not developed with County facilities, the extension of Crabbs Branch Way and its connection to Amity Drive is still needed to create a street network and improve Metro access. A bikeway is also proposed along the roadway.

Casey 7

17 acres, northwest corner of Shady Grove Road and Crabbs Branch Way

Staff Recommendation: Rezone the property from I-1 to I-3 with an option for a PD-15 with a maximum of 300 dwellings units achieved with an MDPU bonus.

This vacant site, zoned I-1, is located across from The Grove along Shady Grove Road. It is bordered to the west by the CSX rail line and by I-370 along the northwest. The topography gently slopes down from the CSX tracks to Crabbs Branch Way.

Public Hearing Draft Recommendations

- Encourage the relocation of some County Service Park facilities.
- Locate building entrances along Crabbs Branch Way. Parking, storage, and other maintenance uses should be located in the site's interior and be screened from view.
- Extensive landscaping along Shady Grove Road should screen any industrial uses.
- If County Service Park uses are not relocated, allow up to 300 housing units with a mix of townhouses and multi-family units.

- Rezone the property from I-1 to I-3 with an option for a PD-15.

Testimony

The property owners have testified in support of I-3 zoning and request a PD that would achieve 300 housing units on the property if County facilities are not relocated. The owners also have requested that any housing development of the site should not be staged after the Metro Neighborhoods.

The County Executive has not commented upon the property owners' proposal to relocate some EMOC facilities to this site. The Executive does support a ten-acre local park/library on this site.

Analysis for Casey 7

The discussion below describes issues if the County Service Park uses are relocated, and if they remain in their current locations.

Relocated County Service Park Uses:

Land Use

This site can contribute to the Plan's technology corridor by achieving technology, office or relocated public facilities. Buildings should front Crabbs Branch Way. Providing sufficient access to meet facility needs will be critical to the public use of this property. Screening any industrial uses will be necessary along Shady Grove Road.

No County Service Park Use Relocation:

This property also is suitable for residential uses given its proximity to the Metro station and The Grove shopping center. However, residential development must address the noise and roadway character of I-370, Shady Grove Road, and CSX rail line. Multi-family residential uses with parking garages adjacent to the rail line, a landscape buffer along Shady Grove Road, and noise walls should be part of redevelopment. The recommended PD 15 yields 255 units that could increase up to 300 units with the 22% MPDU bonus density.

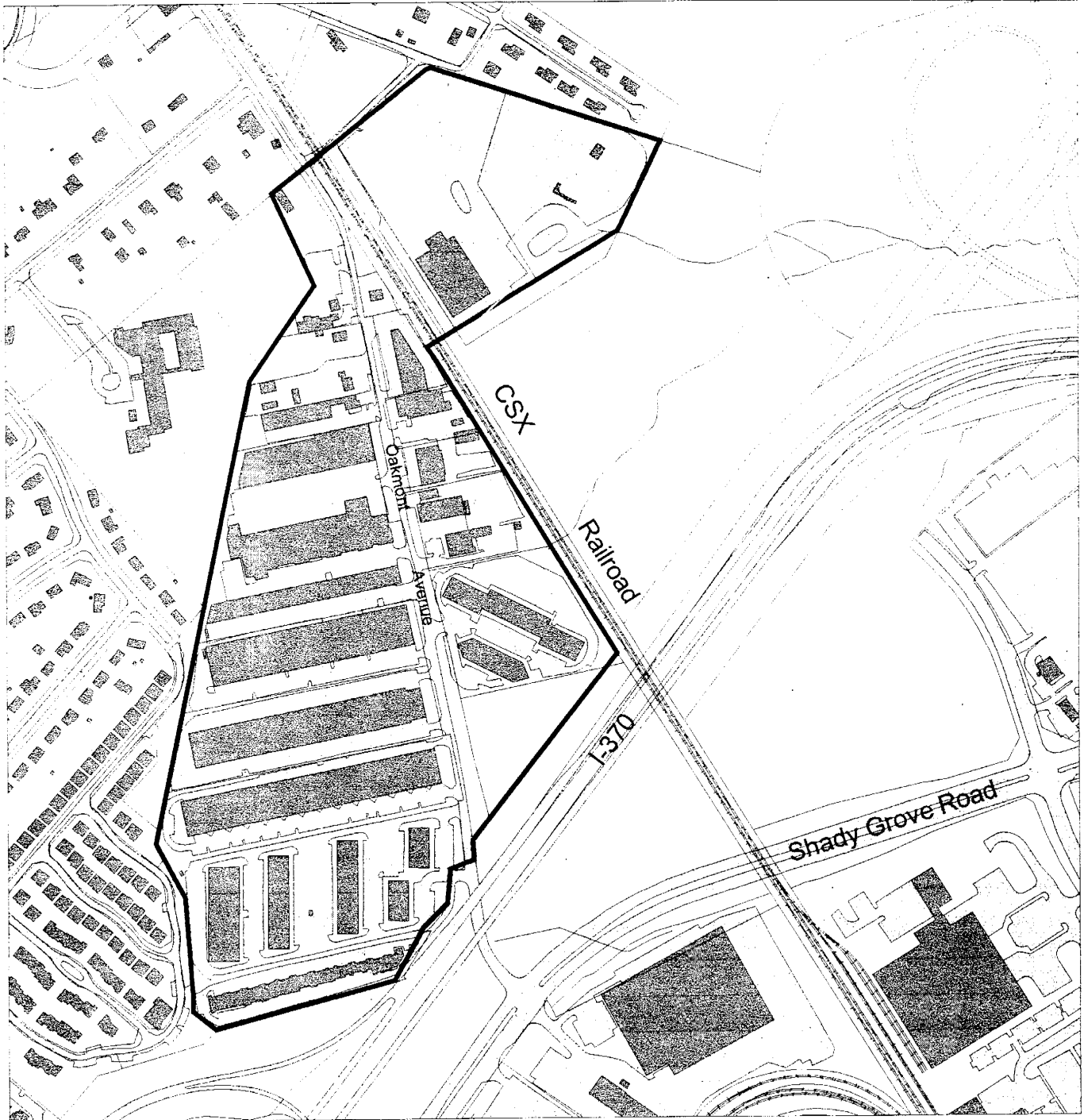
Transportation

Crabbs Branch Way is the principal access to the site. Its intersection with Shady Grove Road could require additional turning lanes to reduce unless Transportation Management Demand measures are pursued. A public use, such as DPWT, may require an additional exit lane, or a slip ramp onto Shady Grove Road.

Environment

Noise emanating from CSX trains, Shady Grove Road and I-370 traffic, and protecting the existing wetlands from Crabbs Branch extension are important environmental issues on this site. Residential and non-residential development should be protected with noise reduction measures such as noise walls and landscape buffers.

Oakmont Industrial Park



0 500'

ITEM #5: INDUSTRIAL AREAS – OAKMONT INDUSTRIAL PARK AND INDUSTRIAL OFFICE PARK ALONG CRABBS BRANCH WAY

Vision: The Plan envisions improving the overall character of the industrial areas. This Plan recommends improving the streetscape, improving pedestrian access, providing compatibility with adjacent residential areas, and providing a broader range of business support services.

Oakmont Industrial Park

49.5 acres, north of Shady Grove Road and west of the CSX rail line

Staff Recommendation: Support the Plan's recommendations to retain I-1 zoning and upgrade Oakmont Avenue to County standards. On the Robert's Oxygen Property, establish a 42-foot maximum building height and 50 foot green space buffer along the eastern property line with the Town of Washington Grove.

This established industrial park has a range of industrial, research and development, and office uses including a private day care. Maintaining these industrial uses continue to provide a location for needed services while access improvements and impacts upon adjacent community can be addressed.

Public Hearing Draft Recommendations

- Maintain the I-1 Zone in the Oakmont Industrial Park.
- Upgrade Oakmont Avenue to County standards with sidewalks and streetscape to improve pedestrian access to transit and employment.
- Mitigate environmental impacts from noise, odors, and visually unsightly industrial activity by measures such as noise walls, landscape screening, and odor containment.
- Allow for a bridge over the CSX tracks, creating a street connection from Crabbs Branch Way to Oakmont Avenue to serve public facilities access needs.

Testimony

The Town of Washington Grove testified that the current I-1 zoning for industrial properties abutting the Town of Washington Grove should be rezoned to a more compatible zone and a green buffer be established to maintain compatibility with the community.

Analysis for Oakmont Industrial Park

Land Use

This area is densely developed with industrial uses ranging from .3 FAR to .55 FAR. Individual properties may experience renovations but major redevelopment is not likely due to the level of existing development.

Robert's Oxygen, located east of the CSX tracks, directly abuts residential property in the Town of Washington Grove. Under the I-1 zone, up to a 10-story building could be approved with site plan review. Given the need to ensure compatibility with the adjacent residential community, the Plan should establish a 50-foot green space buffer along the eastern edge of the I-1 properties and maintain a 42-foot building height restriction. Currently, the existing land uses do not exceed this height restriction but the green space buffer would require relocation of outdoor storage. A building height limit and a 50-foot green space buffer will help ensure a more compatible edge with the Town of Washington Grove.

Transportation

Oakmont Avenue is a sub standard roadway in need of curb and gutter, sidewalks and streetscape. Currently, there are no sidewalks along the roadway and pedestrian safety is a concern. Upgrading Oakmont Avenue to County standards will address these problems. DPW&T has requested that an bridge access from Casey 6 be permitted over the CSX tracks to connect to Oakmont Avenue should Casey 6 be developed for public facilities. Such a bridge connection would increase the street network and improve access. The cost of a bridge would be considerable and it is unclear if this would be a public expense.

Office and Industrial Park along Crabbs Branch Way

113 acres, north of Gude Drive along Crabbs Branch Way

Staff Recommendation: Approve Plan's recommendations to retain I-1 zoning and support a text amendment to permit banks as a service use.

This office and industrial park is developed with an extensive range of research and development, technology and biotechnology uses as well as public administration facilities. The area's proximity to existing biotechnology companies such as Celera offers an opportunity for support services and related industries.

Public Hearing Draft Recommendations

- Maintain the existing I-1 zoning.
- Amend the I-1 Zone to allow for additional business support uses, including banks.

Testimony

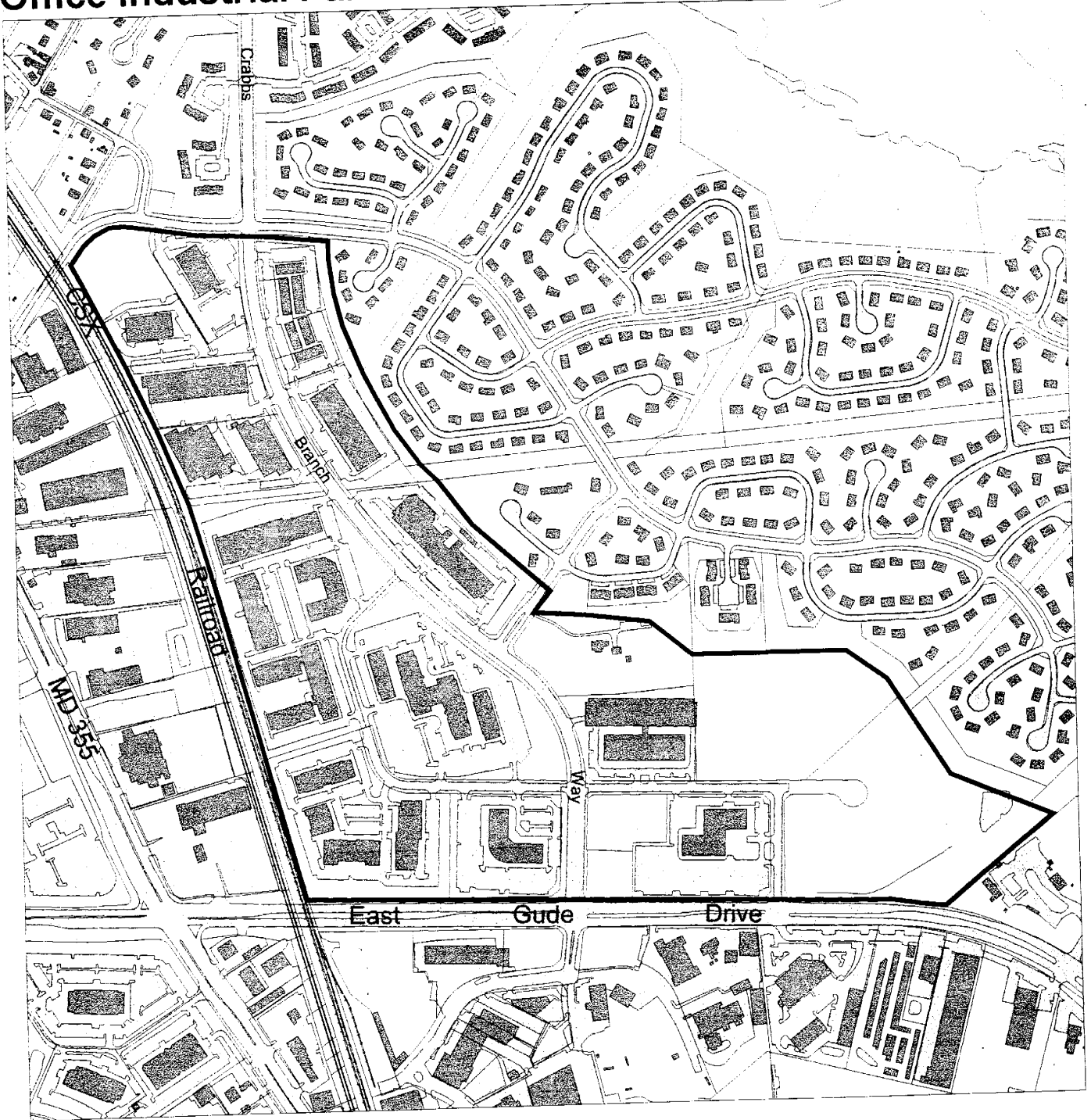
Representatives of the Metro North Business Park testified that existing zone should remain and that the I-1 zone should be amended to allow more business support uses such as a bank.

Analysis for Office Industrial Park

Land use

This thriving business and industrial park has some opportunity to expand. Its 113 acres, with approximately 1.7 million square feet of space is the largest industrial park in the planning area. Several small parcels can be redeveloped. The Plan recommends

Office Industrial Park



0 650'

retaining the I-1 zone to support the type of research, office, and service uses already established.

Property owners for the Metro North properties have requested an I-1 zone text amendment to allow a bank. Currently the I-1 Zone does not permit banks or other financial institutions. Staff supports this text amendment to improve convenience to employees within the industrial park.

ITEM #6: SPECIAL EXCEPTION GUIDELINES

Staff Recommendation: Approve the Plan's recommendations.
Designate The Grove, the VEIP property, and WMATA's property in Metro North as appropriate for senior housing.
Support child daycare centers in appropriate residential areas.

Public Hearing Draft Recommendations

- Avoid commercial service special exceptions along major roadways in the eastern portion of the planning area.
- Avoid any concentration of residential special exceptions in the Derwood Community.
- Support special exceptions for housing, especially senior housing, assisted living, and other special needs housing.

Testimony

No testimony has been received on the Plan's special exception guidelines.

Analysis

Land Use

The recommendations to discourage commercial special exception uses from Shady Grove Road and Redland Road are intended to preclude the spread of inappropriate commercial uses into the residential Derwood Community. Because they are visible and accessible, sites along major transportation corridors could be vulnerable to an over concentration of special exceptions. Some property owners along these roads, prior to this planning effort, have discussed special exception uses. The proposed language is intended to help protect the community from inappropriate special exception uses.

Special exceptions for housing are encouraged and factored into the density recommendations for the Metro Neighborhoods and The Grove. The Plan recommends senior housing on the following sites: The Grove, VEIP, and WMATA's property in Metro North Neighborhood.

Transportation

Special exceptions that might diminish the safety or reduce the capacity of roadways with too many access points or conflicting turn movements should be discouraged.

Issues and Testimony Summary

Issue/Recommendation	Testimony	Response
Rezone Metro North (EMOC and MCPS Food Services) to MXR Zone		
<p>Plan Recommendation: Allow up to 1030 units and 40,000 SF of community serving commercial uses.</p>	<p>Testimony: The Executive supports rezoning if acceptable relocation and funding is available to relocate county services.</p>	<p>Staff: Approve Plan recommendation to rezone to MXR.</p> <p>Planning Board:</p>
Jeremiah Park Neighborhood		
Rezone MCPS and M-NCPPC facilities to R-90 with PD options		
<p>Plan Recommendation: Allow up to 285 units with a library and local park. Rezone the R-200 property to the R-90 Zone. Allow the MCPS property to have a PD- 5 option and the M-NCPPC property to have a PD-15 option.</p>	<p>Testimony: The Executive supports rezoning at a level that can support relocation and funding. Requests any relocation of facilities be revenue neutral. Does not support the local park in this location. Community residents actively support the local park and library at this location.</p>	<p>Staff: Revise Plan recommendation to increase housing up to 640 units with a library and local park. Rezone from R-200 to R-90 with a PD-15 option for the entire site.</p> <p>Planning Board:</p>
Locate elementary school on Casey at Mill Creek		
<p>Plan Recommendation: Retain existing R-90 zoning. Provide for an elementary school, a 13-acre Legacy Open Space, and a Neighborhood Park. The elementary school will need to be purchased. Other public facilities will be dedicated.</p>	<p>Testimony: Community residents strongly support the proposed school location. MCPS staff does not disagree with the recommendation so long as the stormwater management can be accommodated off site. If it cannot, an alternative site is requested. Property owner does not oppose the school location but agrees only to a reservation.</p>	<p>Staff: Approve the Plan's recommendation.</p> <p>Planning Board:</p>

Issue/Recommendation	Testimony	Response
Rezone Casey 2 to R&D with optional I-3 housing		
<p>Plan Recommendation: Allow for up to .45 FAR, 100,000 SF, of technology and office uses with an option for housing. Allow development in Stage 4.</p>	<p>Testimony: Property owner supports zoning recommendation if the property is placed in Stage 1.</p>	<p>Staff: Approve Plan recommendations. Revise staging to permit any housing to be unstaged.</p> <p>Planning Board:</p>
Rezone Department of Liquor Control to R&D with optional I-3 housing		
<p>Plan Recommendation: Allow a .5 FAR of technology and office uses with an option for housing.</p>	<p>Testimony: The Executive supports rezoning if acceptable relocation and funding is available to relocate county services. Requests any relocation of facilities be revenue neutral.</p>	<p>Staff: Revise Plan recommendation to add a PD-15 option for residential development of the site.</p> <p>Planning Board:</p>
Rezone Casey 6 to I-3 with optional housing		
<p>Plan Recommendation: Rezone from I-1 to I-3 to permit .3 FAR of non residential uses and up to 130 units under the housing option. Allow development in Stage 4. Suitable for relocation of County Facilities.</p>	<p>Testimony: Property owner supports the rezoning to I-3 with the limitations on density. Supports the relocation of County Facilities. Opposes Stage 4 designation. Requests housing in Stage 1.</p>	<p>Staff: Approve Plan recommendations and revise staging to permit any housing development to occur in Stage 1.</p> <p>Planning Board:</p>
Rezone Casey 7 to I-3 with a PD option		
<p>Plan Recommendation: Rezone from I-1 to I-3 with a PD-20. Suitable for relocation of County Facilities.</p>	<p>Testimony: Property owner supports the rezoning to I-3 with a PD option that will achieve up to 300 units. Supports the relocation of County Facilities. Opposes Stage 4 designation. Requests housing in Stage 1.</p>	<p>Staff: Revise Plan recommendations to allow a PD-15 achieving up to 300 units with MPDU density bonus.</p> <p>Planning Board:</p>

Issue/Recommendation	Testimony	Response
Maintain existing zoning for Robert's Oxygen Property in Oakmont Avenue Industrial Park		
<p>Plan Recommendation: Maintain existing zoning while mitigating environmental impacts by such measures as noise walls, screening and containment of odors.</p>	<p>Testimony: Adjacent residents in the Town of Washington Grove testify that I-1 zoning with its industrial uses is not appropriate directly adjacent to the historic town. Request I-3 zoning with a green buffer to protect the community.</p>	<p>Staff: Approve Plan recommendations and add protective language restricting height and requiring a green buffer.</p>