



# MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
Item # 6B  
7/29/10

July 22, 2010

## MEMORANDUM

**TO:** Montgomery County Planning Board

**VIA:** John A. Carter, Chief *JAC*  
Urban Design and Preservation Division

**FROM:** Margaret K. Rifkin, AICP RLA, Urban Designer/Planner Coordinator *MKR*  
Urban Design and Preservation Division

**SUBJECT:** Mandatory Referral No.10722-MCPS-1 Herbert Hoover Middle School  
Modernization Project, 8810 Postoak Road, Tuckerman Lane and Postoak Road,  
R- 90, Potomac Subregion Master Plan 2002.

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**STAFF RECOMMENDATION: APPROVAL** and transmit the following comments to the Montgomery County Public Schools:

1. Provide landscaping, a low wall, or other features to reduce the visual impact of the parking lot along Postoak Drive while still maintaining sight lines for surveillance.
2. Improve mobility by:
  - a. Reducing morning peak-hour trips
  - b. Discouraging the use of neighborhood streets for drop-off and pick-up
  - c. Maintaining resident parking on Postoak Road in coordination with MCDOT
3. Provide a new traffic study for any increase of capacity beyond 1,200 students.

## PROJECT SUMMARY

### Location

Herbert Hoover Middle School is located in Potomac adjacent to Winston Churchill High School. The existing school is on an 18.59 acre property owned by Montgomery County Public Schools. The school is bordered on the north by St. Andrews Episcopal School, on the east by Winston Churchill High School athletic fields, on the south by Tuckerman Lane, and on the west by Postoak Road.

**Project Description**

The modernization involves the replacement of most of the existing school. The modernization will increase the school core capacity from 914 to 1092 students. The existing school property has one building which is 135,342 square feet. It includes an addition of 23,299 square feet constructed in 2000 which is to remain. The school will have a geothermal heat pump system with numerous geothermal wells under the school fields and dark sky friendly, exterior lighting fixtures.

**ANALYSIS**

**Consistent with the Potomac Subregion Master Plan**

The project is consistent with the Master Plan. The land use map in the master plan shows a school use on this site. The Master Plan confirms an existing bikeway on Tuckerman Lane and that it and Postoak Road are two lanes each as shown in the proposal.

**Conformance with Development Standards of the R-90 Zone**

The project is consistent with the development standards in the Zoning Ordinance with the exception of the provision of design features along Postoak Road to reduce the visual impact of the parking lot. The following table compares the development standards to the features of the school proposal.

Development Standard	Required /Allowed	Proposed
<b>BUILDING</b>		
Front Setback from Street	30 feet	179 feet
Rear Setback	25 feet	800 feet
Side	12 feet	84 feet
Sum of Sides	25 feet	230 feet
Maximum Building Height	120 feet	55 feet
Lot Size	9000 square feet (= 0.2 acres)	18.31 acres
Building Coverage Lot	30%	13%
<b>PARKING</b>		
Setbacks:		
• Postoak Road (front yard)	30 feet	30 feet
• Tuckerman Lane (front yard)	30 feet	35 feet
• North Edge (side yard)	12 feet	19 feet
Parking Interior Green Space	5.0%	5.8%

The Zoning Ordinance standards for these parking lot setbacks calls for *“a solid wall or fence, of adequate height for screening or a compact evergreen hedge with a minimum height of 3 feet at the time of original planting.”* The trees and understory on the north side and on the south side along Tuckerman Lane provide adequate screening. Additional features should be provided to reduce the visual impact of the parking lot. These can be low plantings, a fence or a wall.

## **Building Location**

The building location provides for a compatible relationship to the surrounding community. The building is oriented toward both Postoak Road and Tuckerman Lane where existing homes face the street. The building location also preserves the existing relationship of the school's open space to the homes that back onto the school site.

## **Transportation**

- **Pedestrian Circulation** - The pedestrian circulation is adequate, safe and efficient. The school is well connected to the community by sidewalks and paths. There are two public paths connecting to neighborhoods to the north, and there are paths and sidewalks along Tuckerman Lane and Postoak Road. There are also paths to the sports facilities and to Winston Churchill High School next door. The drop off area places pedestrians on walkways adjacent to the school. Walkers can reach destinations within the site with no more than one driveway crossing.
- **Parking and Circulation** - The parking and vehicular circulation are adequate to serve the school and special events for the community. There are separate drop off loops for parents and for buses. The three existing access points from Post Oak Road are reduced to two. The parking is in two areas which are connected for better internal circulation. For special events, the school has reciprocal arrangements with the adjacent private school to provide for overflow by sharing parking.
- **Transportation Capacity** - The PAMR trip mitigation standard of 40 percent is not achieved. This project falls short at 24 percent. MCPS should explore ways to reduce morning peak-hour trips to the school, such as encouraging students to walk, bike, car pool and ride buses; offering busing to more students; communicating with parents regarding the need to reduce trips; and providing transit incentives to staff. A typical Local Area Traffic study was waived for this project per the LATR/PAMR guidelines.

## **Landscaping and Lighting**

The landscaping and lighting are adequate. They contribute to compatibility with the surrounding community and create a good model for well-planned development in the county. Landscaping includes the preservation of existing mature trees, the addition of shade trees within the parking lots, along the perimeter of the site and within a large green island in the bus drop off area. Evergreens trees and shade trees are added along the northern boundary where existing homes back onto the school site. These will serve to fill in some existing gaps in perimeter screening. There are more than 180 new deciduous trees as well as 25 evergreen trees. These include a large complement of red maples, river birches, red oaks and swamp white oaks. There are also 25 flowering ornamental trees, redbuds and dogwoods. The trees are primarily natives. To reduce the visual impact of the parking lot on Postoak Drive, additional low plantings should be provided. There are eight mature trees that will be removed for this project and are the subject of a variance request to be addressed as part of the Preliminary Forest Conservation Plan.

The exterior lighting is designed to shield adjacent residences from intrusive glare while maintaining light levels for safety and security. The light fixtures will be 100% down lighting to minimize light pollution into the night sky.

## **Environment**

The project is consistent with the environment guidelines, and it contributes to creating sustainable development.

- **Carbon Footprint**- The project limits its carbon footprint. Locally sourced and recycled material will be used. A construction waste management plan will divert 75% of materials from disposal. The use of alternative transportation will be encouraged through the provision of bike racks and preferred parking for car pools and low emission vehicles. Daylighting is employed with a courtyard design and east-west classroom wing orientation. A vegetated roof provides insulation. It is 70,000 square feet. A geothermal field is located under the athletic fields and reduces energy consumption.
- **Walkability** - The school is located within an existing neighborhood and within walking distance for many students. Pedestrian circulation is good and, as discussed above, MCPS should encourage more students to walk.
- **Urban Heat Island Effect**-The project uses a combination vegetated and reflective roof. Shade in the parking area is increased as there is an increase in internal green space which includes tree plantings.
- **Water Quality** - The project is adequately protecting water quality. This school has a compact, efficient design, and there is no increase in impervious area. Micro facilities are handling stormwater flow as close to the source as possible.
- **Natural Resource Inventory/Forest Stand Delineation** - The project is consistent with the environmental guidelines. The applicant submitted and received approval of a Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) number 420092130 on July 21, 2009.
- **Forest Conservation** - A Forest Conservation Plan has been submitted and is recommended for approval along with a variance, as an action separate from this mandatory referral.
- **Stormwater Management** - The project has an adequate stormwater management strategy. A Stormwater Management concept plan was approved by the Department of Permitting Services (DPS) on June 17, 2010. The concept includes quantity and quality control and uses a vegetated roof, micro bioretention facilities, and pervious paving.
- **Green Building** - This project will comply with County Council Bill 17-06, Montgomery County Green Buildings Law. MCPS is seeking LEED (Leadership in Energy and Environmental design) Silver Certification.

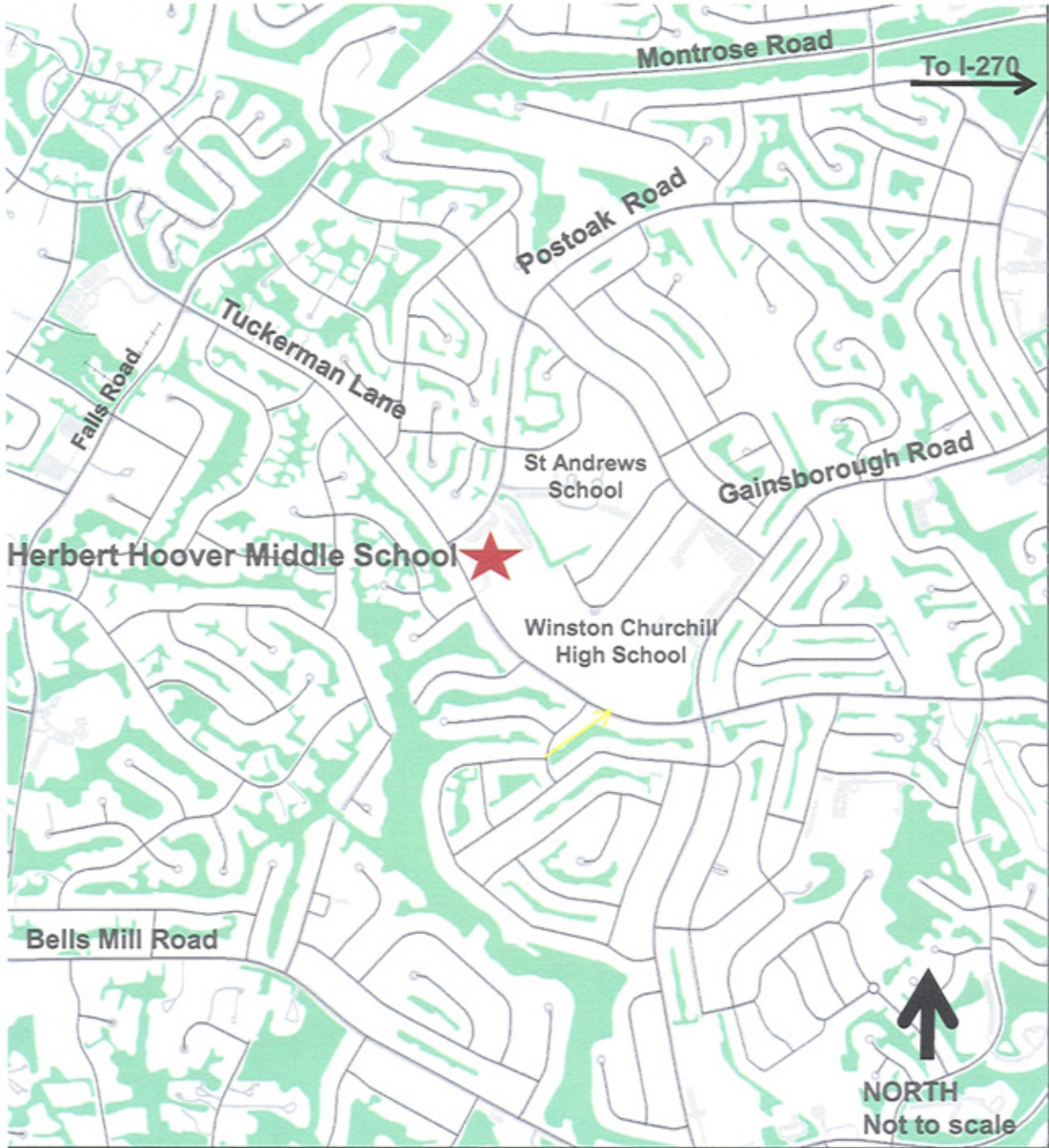
## **CONCLUSION**

The proposed modernization increases student capacity, improves vehicle circulation and contributes to sustainability in many ways including the provision of a vegetated roof and the installation of energy efficient geothermal wells. MCPS should strive to reduce trips and increase alternatives to car use. Additional low features should be provided along Postoak Drive to reduce the visual impact of the parking lot.

### Attachments:

1. Vicinity Map
2. Existing Conditions
3. Proposed Layout Concept
4. Proposed Landscape Plan
5. Staff Memorandum, Green/Environmental Planning Division
6. Staff Memorandum, Move/Transportation Planning Division
7. Staff Memorandum, Vision/Community Based Planning Division

Attachment 1 – Vicinity Map



# Attachment 2 – Existing Conditions

Postoak Road



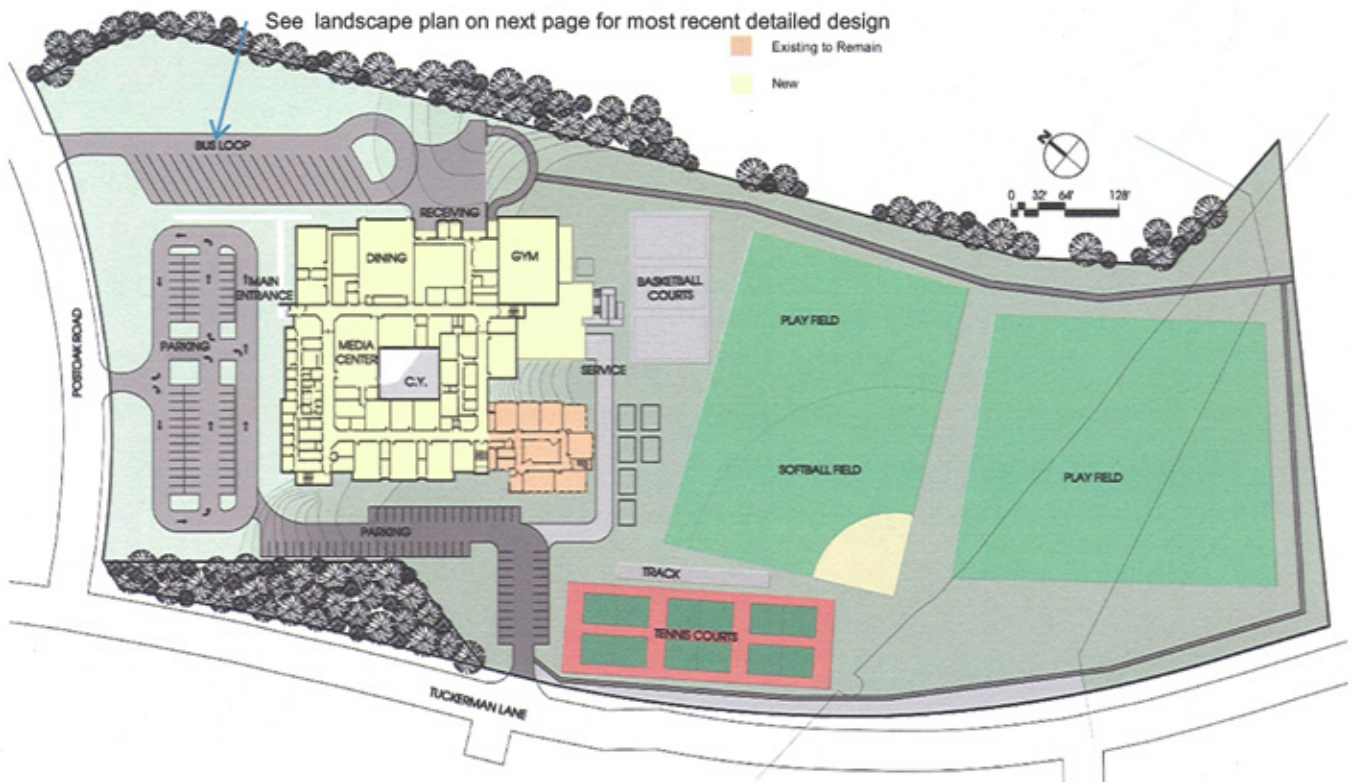
North Side



View from South

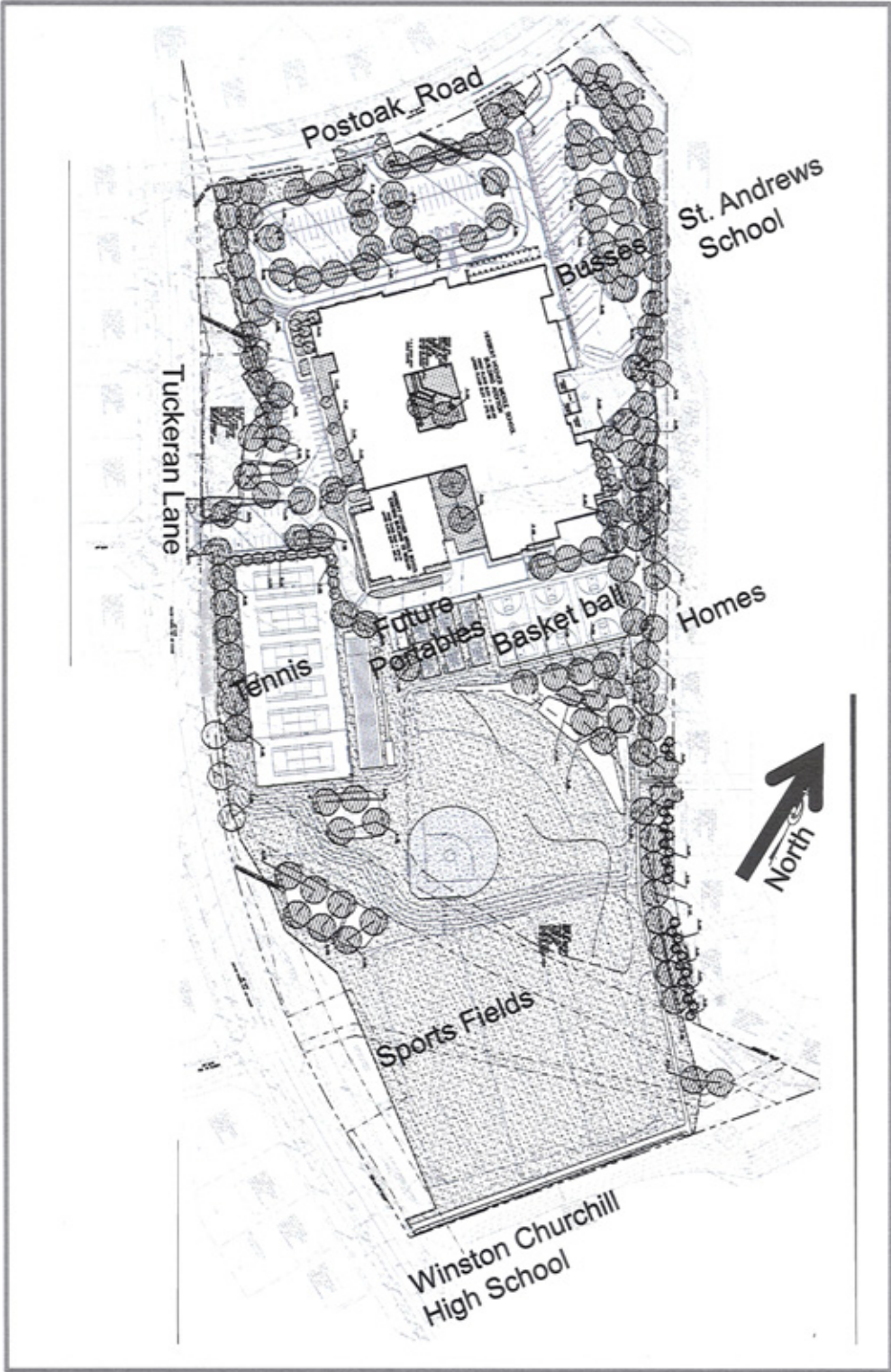


# Attachment 3 – Existing and Proposed Layout Concept





Attachment 4 – Proposed Landscape Plan





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

**MEMORANDUM**

TO: Margaret Rifkin, Urban Design and Historic Preservation Division

VIA: Mark Pfefferle, Acting Chief, Environmental Planning

FROM: Amy Lindsey, Environmental Planning

DATE: July 12, 2010

SUBJECT: MR2010722  
Herbert Hoover Middle School

**RECOMMENDATION:**

**Environmental Planning staff recommends transmittal of the Mandatory Referral.**

**BACKGROUND**

Herbert Hoover Middle School is an existing school on 18.59-acres located in the Potomac Subregion planning area at the intersection of Post Oak Road and Tuckerman Lane. Access is from both Post Oak Road and Tuckerman Lane. Saint Andrews Episcopal School and single-family residential dwellings border the school site to the east. Post Oak Road is to the north and Tuckerman



Lane is to the west and south. The athletic fields of Winston Churchill High School and Herbert Hoover Middle School share a boundary to the southeast.

The proposed plan is to replace the majority of the existing predominately two-story school with a new predominately three-story building, including parking lots, drop-off loops, athletic fields and stormwater management facilities. A two-story addition, completed in 2000, will be re-used and integrated into the proposed design.

The property subject to this mandatory referral has 0.44 acres of upland forest dominated by red and white oak trees. This forest is considered a high priority for retention, due to

the size of trees within the forest and the buffering function it serves from both the road and residential properties. There are no other environmentally sensitive features. The property is within the Buck Branch subwatershed of the Cabin John watershed; a Use I watershed of good water quality.

## ISSUES

### Sustainability

Montgomery County has a number of goals that work towards the higher goal of creating a sustainable community. These goals include reducing the carbon footprint of proposed development, promoting walkability, reducing urban heat island effect, and protecting air and water quality. In order to meet the countywide goals, individual projects will have to positively contribute to creating sustainable development. Public projects should lead the way in promoting sustainability, as the public will reap the rewards in the long term, and give example to private development and future leaders of its multiple benefits.

**Carbon footprint** The carbon footprint can be divided into three basic categories – embodied energy, transportation energy, and building energy emissions. Embodied energy is the emissions created in the creation and transportation of the building materials and the construction of the project. Locally-sourced and recycled material will be used to construct the new building and a construction waste management plan will divert 75% of materials from disposal.

Transportation energy is the energy associated with vehicular traffic to and from the project. This school is located adjacent to an existing neighborhood and some of the students walk to school. This school is also located on a bus line on Tuckerman Lane, which is directly linked to the Grosvenor Metro stop. The use of alternative transportation will be encouraged through the provision of bike racks and preferred parking for carpools and low emission/fuel efficient vehicles. An on-road bike lane is planned for Tuckerman Lane as part of the Countywide Bikeways Functional Master Plan.

Building energy emissions are created in the normal operation of a building including lighting, heating cooling and ventilation, operation of computers and appliances, etc. Schools tend to be a fairly intensive energy use, as the lighting requirements are generally more intensive and numerous computers are often in use. Daylighting is employed as much as possible, with a courtyard design and east-west classroom wing orientation enhancing the opportunities. A vegetated roof also reduces energy use due to the insulating effects of the vegetation and planting medium. A geothermal field is located under the athletic field to further minimize energy requirements. The County is pursuing a number of LEED credits related to the goal of reduced energy emissions, including enhanced commissioning and energy performance optimization

**Walkability** This project is located within an existing neighborhood structure but pedestrian access is limited by the adjacency to Tuckerman Lane. There is no sidewalk on the west side of Tuckerman Lane but there are clear people's choice paths, as well as a wide parking lane. A crosswalk is clearly marked and assists walkers with crossing Tuckerman Lane. The neighborhood on the east side of Tuckerman Lane is well

connected to the school with a combination of sidewalks and paved paths.

**Urban heat island effect** Heat island effect is an urban and suburban problem that results from the large quantity of impervious surfaces radiating appreciably more heat into the atmosphere than natural surfaces. It can significantly affect air quality, water quality and livability in developed areas. Tree cover, green walls, and vegetative and reflective roofs can diminish a project's contribution to the overall heat island. The proposed plan uses a combination vegetated and reflective roof. Tree cover in the parking area is significantly increased over the current design, as there is a major increase in median area. The medians are used for both stormwater microbioretenion areas and tree plantings.

**Air quality** A discussion of air quality substantially overlaps with the carbon footprint section as air quality is affected by emissions from buildings, transportation and tree cover. The vegetated roof traps particulate matter, as well as removing other pollutants from the air. 153 trees will be planted on-site as landscaping, which will also promote air quality.

**Water quality** Water quality in urban and suburban areas is largely determined by the amount of impervious surfaces and amount of stormwater management provided. The amount of tree cover also influences water quality, as it intercepts rainfall and allows for evapotranspiration. This school has a compact, efficient design, which minimizes imperviousness. The school capacity increased without increasing impervious area and micro facilities are handling stormwater flow as close to the source as possible.

## **REGULATORY FRAMEWORK**

### **Environmental Guidelines**

The applicant submitted and received approval of a natural resource inventory/forest stand delineation (NRI/FSD) number 420092130 on July 21, 2009.

### **Forest Conservation**

This property is subject to the Chapter 22A Montgomery County Forest Conservation Law and a Forest Conservation Plan has been submitted for approval. There are 0.44 acres of forest in a single red oak/white oak stand on the subject property. The forest is considered high priority for retention, due to specimen trees and the function of this forest as a buffer. 0.89 acres of afforestation will be met through canopy credit and the remaining 2.03 acres of credit will be met off-site.

The applicant proposes to impact eight trees requiring a variance under Section 1607(c) of the Natural Resources Article, MD Ann. Code. Staff recommends approval of the variance as part of the forest conservation plan. A more detailed discussion on the variance is included in the Environmental Planning report to the Planning Board.

### **Stormwater Management**

A Stormwater Management concept plan was approved by the Department of Permitting Services (DPS) on June 17, 2010. The concept includes quantity and quality control and uses a vegetated roof, microbioretenion facilities, and pervious paving.

**Green Building**

This project will need to comply with County Council Bill 17-06, Montgomery County Green Buildings Law. MCPS is seeking LEED (Leadership in Energy and Environmental Design) Silver Certification for this project.

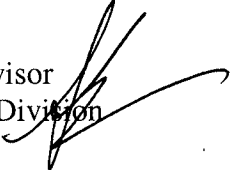



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 21, 2010

**MEMORANDUM**

TO: Margaret Rifkin, Planner/Coordinator  
Urban Design Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning Division 

FROM: Cherian Eapen, Planner/Coordinator  
Transportation Planning Division   
301-495-4525

SUBJECT: Mandatory Referral 10722-MCPS-1  
Herbert Hoover Middle School Modernization Project  
8810 Postoak Road  
Montgomery County Public Schools  
Potomac Policy Area

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This memorandum presents Transportation Planning staff's review of the mandatory referral for the Herbert Hoover Middle School modernization project. Herbert Hoover Middle School is located at 8810 Postoak Road within the Potomac Policy Area. The proposed new school building will be located in the same general location of the existing building.

**RECOMMENDATIONS**

We have completed our review of the materials submitted for the subject mandatory referral and recommend that the Planning Board transmit the following comments to Montgomery County Public Schools (MCPS):

1. Any mandatory referral submission for future improvements at the school must include a traffic study if those improvements will increase school's student core capacity beyond 1,200 students.
2. MCPS must manage parent drop-off/pick-up of students entirely within the school property and must strongly discourage any drop-off/pick-up of students along Tuckerman Lane, Postoak Road, or any other neighboring streets.

3. MCPS must explore opportunities to reduce peak-hour trips to the school during the morning peak-period to achieve the Potomac Policy Area Policy Area Mobility Review (PAMR) trip mitigation goal of 40 percent. Trip reduction strategies that may be considered by the MCPS include:
  - a. Encouraging more students to walk or bike to school, carpool, and use school bus,
  - b. Offering bussing as an option for a larger percentage of students,
  - c. Communicating to parents on the need to reduce peak-hour trips to the school, and
  - d. Providing transit incentives to teachers and other staff.
4. MCPS must coordinate with Montgomery County Department of Transportation (DOT) on site access and any need to remove parking along southbound Postoak Road (towards Tuckerman Lane) along school frontage.

A traffic study was required for the mandatory referral since the school generated **30** or more total peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. The traffic study dated July 1, 2010, prepared for the school modernization project was forwarded to both Maryland State Highway Administration (SHA) and Montgomery County Department of Transportation (DOT) on July 14, 2010, for their review and comments. Since comments on the traffic study from SHA and DOT are still pending, we recommend that the following additional comment be incorporated into Planning Board's comments to MCPS regarding this mandatory referral:

5. MCPS must continue to coordinate with M-NCPPC, SHA, and DOT staff on an administrative review of the traffic study. If the administrative review confirms that additional changes to site design and/or offsite improvements based on the increase in core capacity at the school are not needed, then this mandatory referral will be completed by a staff memo to that effect with a copy provided to Planning Board members. However, if the administrative review results in new technical comments by SHA and/or DOT staff, then MCPS must resubmit a revised mandatory referral application for the school reflecting those changes.

## **DISCUSSION**

### School Location, Area Roadways, Pedestrian Facilities, Public Transportation

Herbert Hoover Middle School is located within the northeast corner of Tuckerman Lane and Postoak Road in Potomac. St. Andrews Episcopal School is located immediately to the north of the school and Winston Churchill High School is located immediately to the east/northeast of the school.

Montgomery County Public Schools (MCPS) is planning to modernize the existing Herbert Hoover Middle School. This modernization project will demolish the original school building constructed in 1966 and construct a new replacement building in its place, and will renovate an addition constructed at the school in 2000.

Herbert Hoover Middle School is open between 7:55 a.m. and 2:40 p.m. The school currently serves a population of 1,011 students. Once completed, the new school will have a core capacity for 1,200 students and program capacity for 1,084 students.

Postoak Road is a primary residential street between Seven Locks Road to the northeast and Tuckerman Lane to the southwest, and has a posted speed limit of 25 mph in the vicinity of the school. Stopping is prohibited along the northbound side of Postoak Road on school days between 7:30 a.m. and 4:00 p.m. Parking is permitted along the southbound side of Postoak Road near the school. Tuckerman Lane is an arterial roadway between Falls Road to the west and Rockville Pike (MD 355) to the east, and has a posted speed limit of 35 mph (25 mph when flashing) in the vicinity of the school.

The intersection of Tuckerman Lane and Postoak Road has STOP-sign control on the Postoak Road approach to the intersection. Cross-walks are provided across the north and east legs of the intersection. Pedestrian and school warning signs currently exist along the Tuckerman Lane and Postoak Road approaches to the school. A crossing guard is posted at the intersection during the morning and evening school opening/closing hours, to manage traffic through the intersection.

Sidewalks currently exist along both sides of Postoak Road between Tuckerman Lane and Seven Locks Road. Tuckerman Lane has a sidewalk along its north side between Postoak Road and Gainsborough Road. An internal sidewalk system also connects Winston Churchill High School with Herbert Hoover Middle School.

Tuckerman Lane is serviced by RideOn route 37, which has a bus stop next to the school at the intersection of Tuckerman Lane and Postoak Road. Postoak Road is serviced by RideOn route 38, which runs between Victory Lane and Seven Locks Road. Route 38 has stops at the intersection of Postoak Road and Victory Lane, approximately 1,800 feet to the north of the school.

### School Access, Circulation, Parking

Vehicular access to the existing school is via three driveways along Postoak Road and one driveway along Tuckerman Lane. The north access driveway along Postoak Road currently provides access to the school parking lot and parent drop-off/pick-up loop located to the north of the existing school building. The southern access driveway serves as ingress and the middle access driveway serves as egress for school bus traffic, which currently circulates in front of the existing school building in a counter-clockwise direction. The driveway along Tuckerman Lane serves as access to a staff only parking lot located to the south of the existing school building.

As part of the modernization project, school access points along Postoak Road and along Tuckerman Lane are being reconfigured. Under the proposed plan, the school bus in/out access is relocated to the existing north access driveway and to a new bus loop located to the north of the new school building. The middle and south access driveways are consolidated to a new access driveway located midway between Tuckerman Lane and the north access driveway. This driveway is proposed to provide access to the new school building and school parking lot, as



well as to the parent drop-off/pick-up loop to the front of the new school building. The access driveway and staff parking lot from Tuckerman Lane are also redesigned. As part of the modernization project, this parking lot is proposed to be connected to the new parking area to the front of the new school building.

The school currently has 131 parking spaces, including 5 handicapped parking spaces. Once the modernization project is completed, the school will have 135 parking spaces, including 7 handicapped spaces.

#### Master Plan Roadways/Bikeways

The Approved and Adopted *Potomac Subregion Master Plan* describes the following nearby master-planned roadways/bikeways:

1. Tuckerman Lane, as a two-lane arterial (A-71) with a recommended minimum right-of-way width of 80-feet and with bike lanes (BL-23 in the *2005 Countywide Bikeways Functional Master Plan*) between Falls Road to the west and I-270 to the east.
2. Postoak Road, as a two-lane primary residential street (P-29) with a recommended minimum right-of-way width of 70-feet, between Tuckerman Lane south and Seven Locks Road north.

#### Local Area Transportation Review/Policy Area Mobility Review

The *LATR/PAMR Guidelines* requires a traffic study for all uses that generate **30** or more total peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and/or evening (4:00 p.m. – 7:00 p.m.) peak periods. However, under Section II.C.1 of the *LATR/PAMR Guidelines*, a full LATR study is not required for uses within the Potomac Policy Area if the use will not impact specific intersections that are identified in the *Guidelines*. Since school related traffic will only minimally affect two of these listed intersections, a typical LATR traffic study was waived for this MCPS project. A PAMR analysis was however required. In addition, following Section II.A of the *LATR/PAMR Guidelines*, the traffic analysis for the proposed modernization project was limited to the peak-hour trip increment over the existing school peak-hour trips (rather than “total” peak-hour trips generated by the future school) since the existing school has been in operation for more than 12 years.

As required in the traffic study scope letter, the traffic study for the mandatory referral submission was required to analyze internal school traffic circulation, internal/external student drop-off’s and pick-ups, existing and projected queuing along school driveways, and operation of school driveway intersections with Tuckerman Lane and Postoak Road during the morning and afternoon peak school arrival/dismissal hours.

Using trip generation rates developed for the existing school, it was estimated in the traffic study that the proposed modernization project (providing an increase in core capacity to enroll up to 1,200 students) would result in 133 additional trips to the school during the morning school peak-hour and 66 additional trips during the afternoon school peak-hour.

The traffic study indicated that intersections in the immediate vicinity of the proposed school will operate satisfactorily during the weekday morning school drop-off and afternoon school pick-up peak periods.

It is also noted that though several circulation and queuing issues were identified in the traffic study, no solutions were identified in the study.

The PAMR study included in the traffic study notes that the school is achieving a trip reduction of approximately 24 percent. This is well below the Potomac Policy Area requirement of 40 percent. We therefore recommend that MCPS explore opportunities to further reduce peak-hour trips to the school during the morning peak period by assessing:

1. How more students could be encouraged to walk or bike to the school,
2. How the bussing program could be enhanced to bus more kids to the school,
3. How a carpool program could be implemented or if existing, enhanced at the school,
4. How the school could communicate to parents on the need to reduce peak-hour drop-off/pick-up trips to the school, and
5. How the RideOn service along school frontage on Tuckerman Lane could be used (especially by staff).

SE:CE:tc

cc: Dennis Cross  
Ki Kim  
Greg Leck  
Sarah Navid  
Jean Gries  
Carl Wilson

mmo to MR re HHMS 10722-MCPS-1



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

ATTACHMENT 7

July 14, 2010

**MEMORANDUM**

**TO:** Margaret Rifkin, Planner Coordinator  
Design Division

**FROM:** Callum Murray, Team Leader, Potomac and Rural Area (301-495-4733)  
Katherine Holt, Senior Planner (301-495-4549)  
Vision Division

**SUBJECT:** Modernization of Herbert Hoover Middle School  
Potomac - MR2010722  
Master Plan Conformance

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**RECOMMENDATION**

Staff finds that this Mandatory Referral is consistent with the 2002 Approved and Adopted Potomac Subregion Master Plan and recommends approval. Staff would also support arrangements for overflow special event parking between St. Andrews School and Herbert Hoover Middle School.

**DESCRIPTION**

Herbert Hoover Middle School consists of one 18.59-acre parcel bounded by Post Oak Road and Tuckerman Road. The proposal is to partially replace part of the three-story building with new classrooms and a courtyard, to reconfigure the parking areas, and to reconfigure and expand recreational areas.

**MASTER PLAN CONFORMANCE**

The property is located within the 2002 Potomac Subregion Master Plan area. The Master Plan is silent on this particular site. However, the Master Plan shows that Tuckerman Road is classified as an Arterial Highway with an existing bikeway and will remain two-lanes. Post Oak Road is classified as a Primary Residential street that will also remain as two-lanes. The land use map indicates the site as a school and the property is within the sewer service envelope.

**CONCLUSION**

Vision Division Staff recommends approval of the proposed Mandatory Referral for Herbert Hoover Middle School since it is consistent with the recommendations of the Approved and Adopted Potomac Subregion Master Plan.