MCPB
Item No.
Date: 05-10-12

Bel Pre Elementary School Modernization, Mandatory Referral MR2012008

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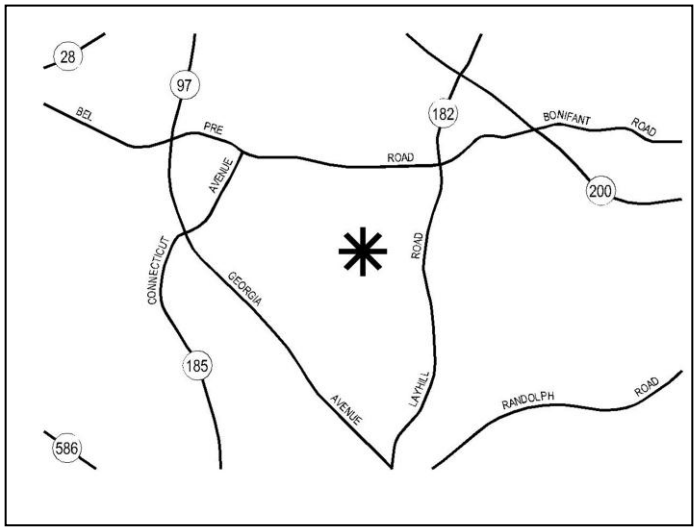
Completed: 05/2/12

Description

- 13801 Rippling Brook Drive, Silver Spring, MD
- 8.8 acres, R-150, R-200 and R-90 zones
- 1994 Aspen Hill Master Plan
- Applicant: Montgomery County Public Schools
- Filing date: October 12, 2011



Summary

Staff recommends **approval to transmit comments** to the Montgomery County Public Schools**.**
There are no major issues with the propose project.

RECOMMENDATION: Staff recommends approval of the proposed mandatory referral with the following comments:

1. The proposed development must comply with the Final Forest Conservation Plan.
2. Any mandatory referral submission for future improvements at the subject school must include a traffic study if those improvements will increase the school's core capacity beyond 740 students.
3. Provide additional screening between the front parking facility and the sidewalk.

INTRODUCTION

This report consists of staff review of the proposed Mandatory referral for the Bel Pre Elementary School Modernization, submitted by the Montgomery County Public Schools (MCPS) pursuant to Section 7-112 of the Regional District Act. A related Final Forest Conservation Plan review is contained in a separate memo to the Planning Board. The Planning Board action on a Mandatory Referral is advisory, but the Board decision on the related Final Forest Conservation Plan is regulatory and binding.

Site Description

The 8.8-acre site is located on Rippling Brook Drive, within the 1994 *Aspen Hill Master Plan*. It is surrounded by single-family detached houses to the north, south, and west and by the Bel Pre Neighborhood Park to the east. There is a one-diamond ball field attached to the school, approximately 10 feet lower than the first floor elevation of the existing school. The eastern boundary of the site is forested and has steep slopes leading into Bel Pre Neighborhood Park. A trail through the park leads from the school to neighboring communities, serving as an important connection to the adjacent Matthew Henson trail. The site has steep slopes, 0.49 acres of environmental buffer, and 2.00 acres of high priority forest to the east.

Project Description

The MCPS is proposing to modernize the existing Bel Pre Elementary School located at 13801 Rippling Brook Drive in Silver Spring (Figure 1). The majority of the existing school will be demolished except for the 2006 gymnasium addition, which will be incorporated into the modernized school.

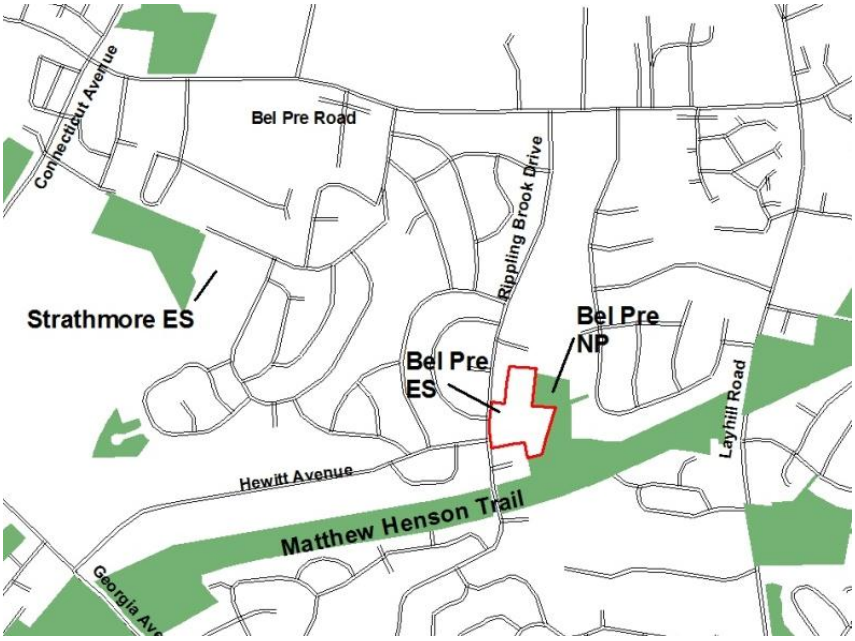


Figure 1: Bel Pre Elementary School Site Vicinity

Bel Pre Elementary school is part of the Downcounty Consortium, and is a pre-kindergarten through grade 2 school, paired with Strathmore Elementary School. The existing, single-story 59,031-square foot building was built in 1968, and expanded in 1992 (classroom addition), and 2006 (gymnasium addition). The school has reduced-sized classes and includes special education students. The current enrollment is 484 students, but expected to reach 532 students by the 2014-2015

school year. The current school capacity is approximately 366 students and the additional students are housed in eight portable classrooms.

The proposed school is master-planned for a core capacity for 740 students with a new school building of approximately 93,635 square feet for 587 students and 37 teaching stations, and a possible future addition of eight class rooms that will accommodate the increase to 740 students.

The modernized school design includes the following elements as shown in the proposed site plan (Figure 2):

- A two-story building that includes a "Linkages to Learning" program and a daycare facility;
- Public spaces grouped together within the building;
- Administrative suite adjacent to the main entrance with visual surveillance of the drop-off loops;
- A courtyard designed to promote daylight use;
- Redesigned parent and bus drop-off loops;
- Additional parking to meet increased enrollment;
- Geothermal field beneath playfield;
- Innovative stormwater management; and
- Preservation of existing natural resources.

The new school will meet all Americans with Disabilities Act (ADA) requirements and achieve a minimum Silver rating in conformance with Leadership in Energy and Environmental Design (LEED) certification.

School hours are from 8:50 a.m. to 3:05 p.m. Various existing programs and after-school activities will continue once the modernization is completed and the school will be available for public use under the Montgomery County Use of Public Facilities Program. No phasing of construction is planned; a holding facility has been identified and students will be relocated prior to the beginning of construction.

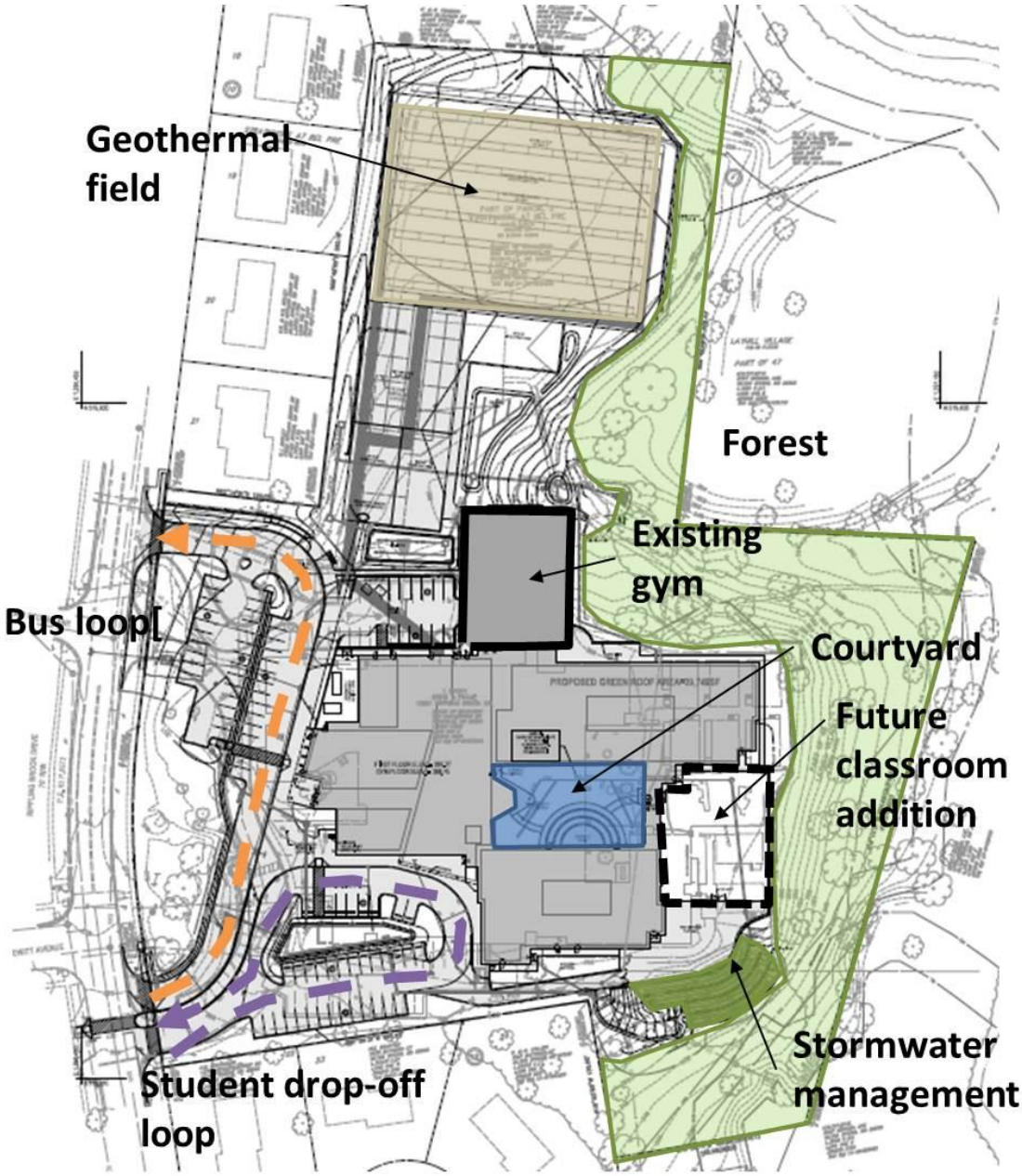


Figure 2: Proposed site plan

ANALYSIS

Conformance to Development Standards

The property is split-zoned R-150, R-200, and R-90 (Figure 3). The proposed project was analyzed for conformance with the applicable development standards. (Table 1)

The proposed front parking facility does not meet the 40-foot front setback requirements of the R-150 Zone; the proposed plan provides a 28' setback. Ten parking spaces would have to be removed in order

to meet this development standard. Since the site is constrained by environmental features and it is not feasible to move the parking facility back to provide the full setback, staff is recommending additional planting to provide screening for the parking facility, in addition to the landscaping proposed by the Applicant.

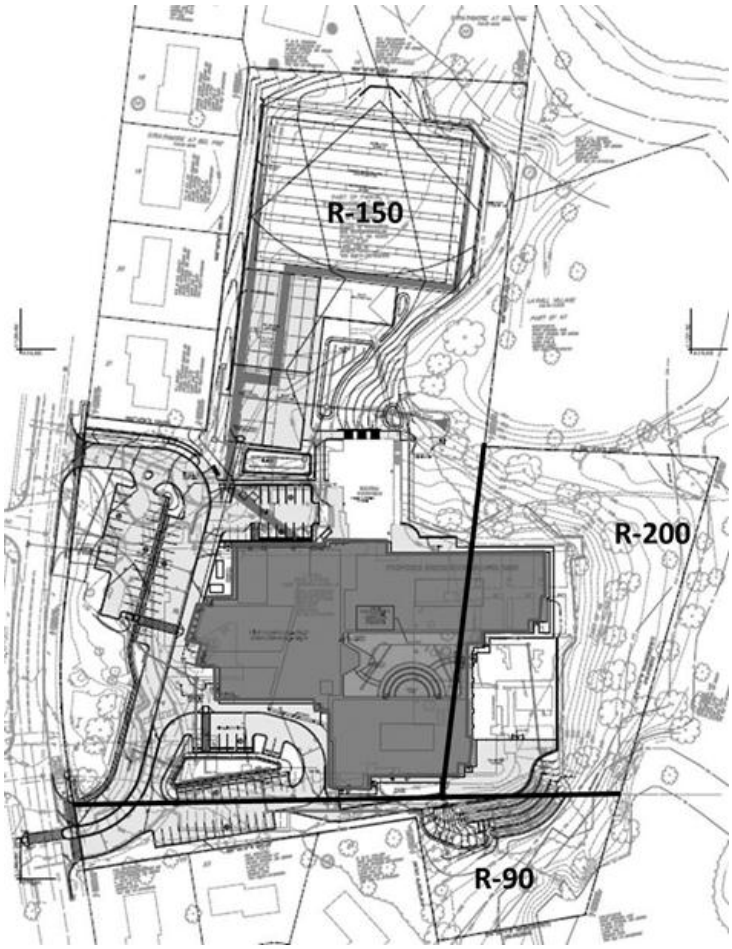


Figure 3: Existing zoning

Table 1: Development standards

Zoning Section	Development Standard	Required R-90/R-150/R-200	Provided
59-C-1.322 (a)	Minimum Lot Area	9000/20,000/20,000 square feet	±361,548 square feet
59-C-1.322 (b)	Minimum Lot Width		
	Width at front building line	75'/100'/100'	±441'
	Width at street line	25'/25'/25'	±471'
59-C-1.323	(a) Minimum Setback from street	30'/40'/40'	±135'
	(b) Minimum Setback from Adj. Lot		
	(1) Side Yard		
	- Side (One Side)	8'/12'/12'	±42', ±178'
	- Side (Sum of Two)	25'/25'/25'	±220'
	(2) Rear	25'/30'/30'	±128'
59-C-1.327	Maximum Building Height	35'/50'/50'	33'
59-C-1.328	Maximum % of lot area coverage	30%/25%/25%	18%
59-E-2.81	Parking Facility Setbacks		
	Front	30'/40'/40'	28'
	Side (One Side)	8'/12'/12'	13', 12'
	Rear	25'/30'/30'	±313'

Master Plan

The proposed modernization of Bel Pre Elementary School is consistent with the 1994 *Aspen Hill Master Plan*. The Master Plan has no specific recommendations for this site but the Community Facilities chapter states that the Master Plan "supports the retention of school sites and the modernization and utilization of the existing schools" (page 192).

Neighborhood Compatibility

Walkability

According to the traffic study, there are currently pedestrians accessing the school site. There are sidewalks along both sides of Hewitt Avenue, Blair Stone Lane, and Rippling Brook Drive in the vicinity of the school. In addition, there are crosswalks and handicapped ramps located at all entrances to the school.

Building Scale

The two-story proposed building will be in scale with the surrounding neighborhood. The new school is being developed within the footprint of the existing school, and will be setback from Rippling Brook Drive approximately 30', more than the existing school building. Trees are retained along the front areas and along the neighboring homes, wherever possible. Landscaping has been added to buffer adjacent properties.

Transportation

The proposed project will improve both the pedestrian and vehicular access to the school site. There will be a new crosswalk across Rippling Brook Drive that will connect with a new internal sidewalk on the school property leading to the school's entrance. The internal sidewalk will be protected from vehicular traffic. In addition, there will be ADA accessible striped crosswalks from both parking areas to the school building. The existing connection to the trail behind the school building will be maintained.

A total of 22 bike racks are provided on the school site. Eleven racks are located in the southeastern corner of the school between the bus loop and student drop-off/pick-up loop. The other eleven are located at the athletic fields.

Environmental Analysis

Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #420110380) for the school site on November 24, 2010. The proposed school modernization protects all but 0.01 acres of the environmental buffer in Category I Conservation Easement, and is in compliance with the *Environmental Guidelines.*

Forest Conservation

Forest conservation issues are covered in a separate regulatory memo to the Planning Board. In summary, this property is subject to the Montgomery County Forest Conservation Law (Chapter 22A of the County Code). The Planning Board approved a Final Forest Conservation Plan with the Mandatory Referral associated with the 2006 gym addition – MR2006502. Staff has reviewed a proposed amendment to the Final Forest Conservation Plan and recommends approval with conditions in the separate memo to the Planning Board.

Stormwater Management

The County Department of Permitting Services approved a stormwater management concept plan on June 6, 2011 (Attachment 4). The stormwater management concept includes a vegetated roof, micro-biofilters, and an innovative tiered biofilter, which works with the existing grade.

Transportation Analysis

Vehicular Access Points

The proposed project will improve the vehicular circulation by separating the different types of vehicular movements. There will be two ingress points along Rippling Brook Drive. The southern curb cut will serve as an ingress/egress to/from the primary parking area and parent drop-off/pick-up loop. The central curb cut serves as ingress for school buses and the additional parking area. The northern curb cut will serve as egress for school buses and the additional parking area.

Public Transit Service

The Ride-On bus Route 51–Norbeck Park N' Ride to Glenmont Metrorail station--has a stop at the school entrance and offers service every 15-20 minutes during weekdays.

Adequate Public Facilities (APF) Review

Table 2 below shows the number of total peak-hour trips generated by the proposed increased core capacity from 484 to 740 students during the school's morning peak hour, 8:30 to 9:30 AM within the weekday AM peak period and its PM peak hour, 2:45 to 3:45 PM. The school's afternoon peak hour ends before the start of the standard weekday evening peak period between 4:00 and 7:00 PM. These trip generation numbers are based on actual vehicular trips collected at the existing elementary school driveways. Total vehicular trips include pass-by and diverted trips (drivers coming to the school but who are already on the road on their way to or from other origins or destinations).

Table 2: Peak-hour trips

Number of Students		School's AM Peak Hour			School's PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Capacity	740	155	163	318	67	111	178
Existing Enrollment	484	100	105	205	43	75	118
Net Increase	256	55	58	113	24	36	60

A traffic study was required to satisfy the Local Area Transportation Review (LATR) test because the proposed school modernization generates 30 or more total peak hour trips during the weekday AM peak period (6:30 AM to 9:30 AM).

Based on the results of the traffic study, the Critical Lane Volume (CLV) analysis at the studied intersections is shown in the table below for the weekday AM and PM peak hours for existing and future traffic conditions. A background traffic condition was not analyzed because there were no unbuilt, but approved (pipeline developments) in the vicinity of the school site. Table 3 below indicates that the CLV values for the studied intersections are less than the applicable congestion standard of 1,475 for the Aspen Hill Policy Area. Therefore, the proposed school addition satisfies the LATR test.

Table 3: Intersection capacity

Studied Intersection	Traffic Condition			
	Existing CLVs		Total Future CLVs	
	AM	PM	AM	PM
Bel Pre Road & Beaverwood Lane	672	599	678	616
Bel Pre Road & Rippling Brook Drive	660	692	696	740
Bel Pre Road & Parker Farm Road	672	714	725	844
Rippling Brook Drive & N. School Access	189	151	165	174
Rippling Brook Drive & M. School Access /Blair Stone Ln	171	122	163	130
Rippling Brook Drive & Hewitt Drive	248	214	332	242
Rippling Brook Drive & S. School Access	61	55	289	149

Policy Area Mobility Review

To calculate the number of PAMR trips that should be mitigated for MCPS school projects, the trip generation rate (per student) is calculated as if it were a private school. The site specific PAMR trips are then adjusted to reflect the MCPS actual trip generation rate, which includes the trip credit due to school bus operations. The trip generation rate for a private school of equivalent enrollment would be 0.92 trips per student within the weekday AM peak hour only. The projected trip generation rate for the proposed school is 0.43 trips per student based on actual driveway counts. Therefore the proposed modernized school would generate 0.49 fewer peak-hour trips per student, which is a 53% trip reduction and more than the required 15% PAMR mitigation within the Aspen Hill Policy Area.

Parks Department

While this site is adjacent to Bel Pre Neighborhood Park, no part of the project will be located on the Park property. Parks Department staff had no comments on the application.

Community Notification

MCPS organized a Facility Advisory Committee to provide input on the proposed plans. This committee included MCPS and school staff, parents, neighbors, and Planning Department staff. MCPS notified adjacent homeowners and additional neighbors by mail and by signage. The committee held five preliminary design meetings on the following dates:

- September 8, 2010
- September 23, 2010
- October 6, 2010
- October 21, 2010
- November 3, 2010

MCPS modified the plans to address the suggestions and recommendations of the committee. The local PTA also reviewed the proposal.

After receiving the Mandatory Referral and Forest Conservation Plan applications, the Planning Department notified by mail local citizen associations and other interested parties of the plan submittal and invited comments. As of this writing, staff did not receive any comments or requests for information.

CONCLUSION

Based on information provided by MCPS and the analysis contained in this report, staff concludes that the proposed Mandatory Referral meets the applicable zoning standards (except for the front parking setback), environmental guidelines, and the Adequate Public Facilities Ordinance. Although the proposal does not fully meet the R-150 Zone's standards for minimum parking facility front setback, the deficit is not significant enough to warrant denial. Staff recommends approval of the Mandatory Referral with the comments listed at the front of this report.

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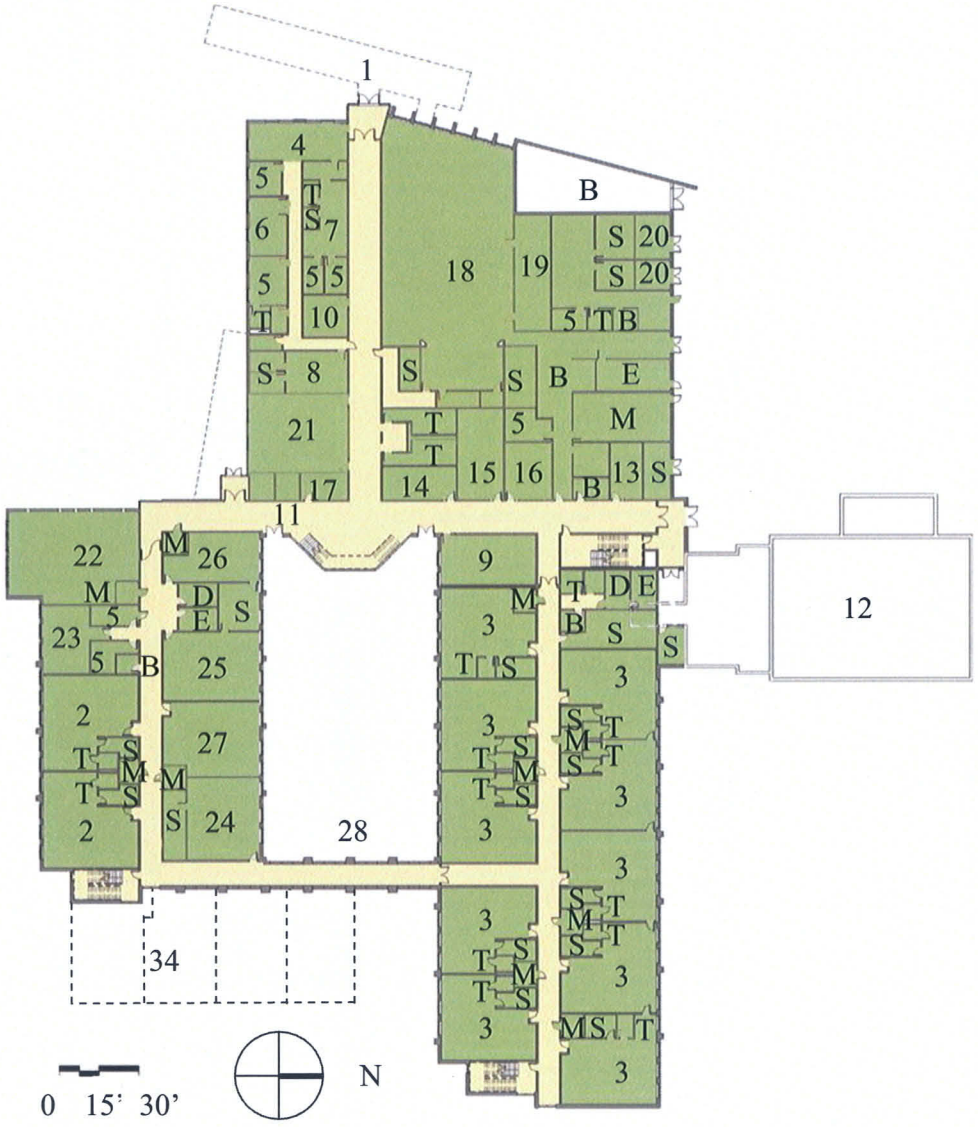
Attachments

1. Proposed Floor Plans
2. Proposed Building Elevations
3. Proposed Circulation Plan
4. Stormwater Management Concept Approval Letter

Proposed Main Level Plan



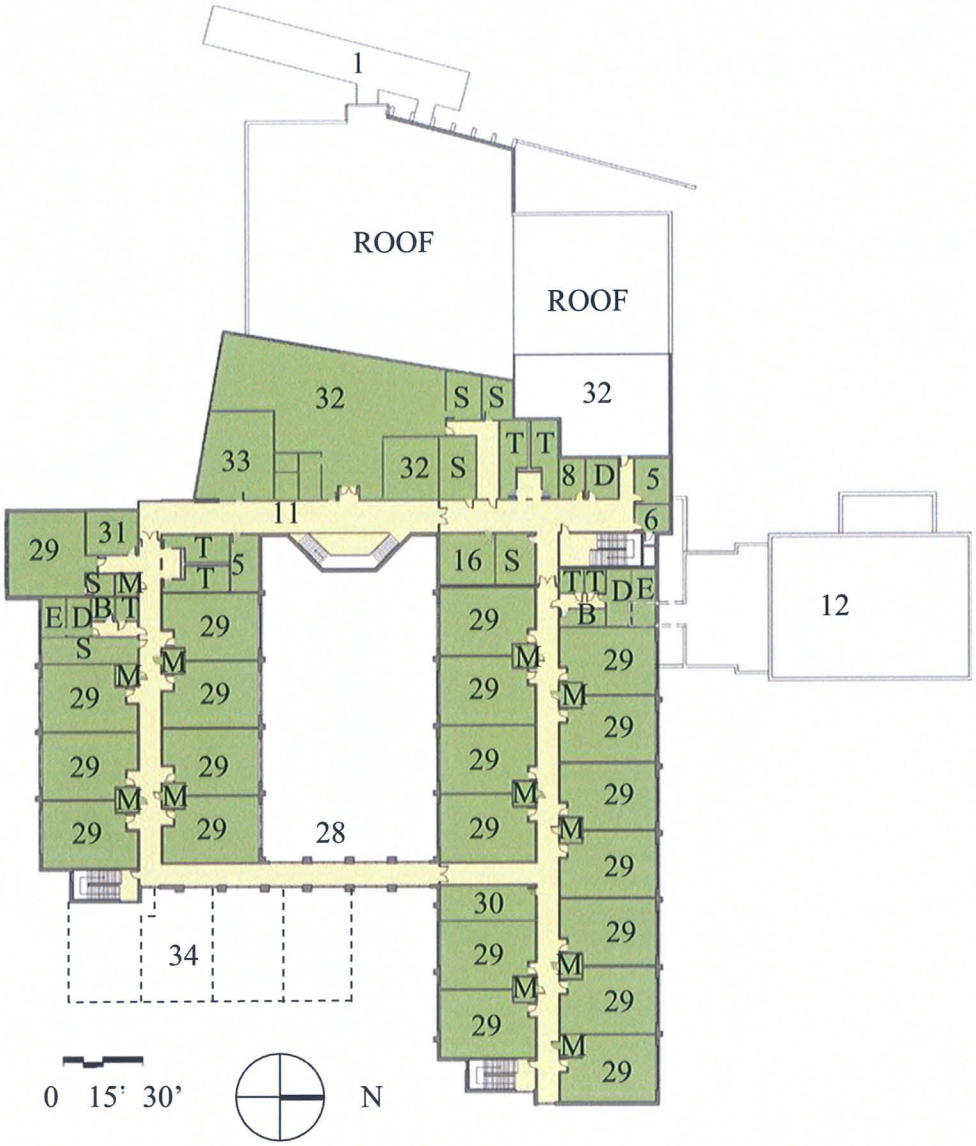
1 CANOPY
2 PRE-KINDERGARTEN CLASSROOM
3 KINDERGARTEN CLASSROOM
4 ADMINISTRATIVE SUITE
5 OFFICE
6 CONFERENCE ROOM
7 HEALTH SUITE
8 WORK ROOM
9 STAFF LOUNGE
10 COUNSELOR'S OFFICE
11 ELEVATOR
12 GYMNASIUM - EXISTING
13 OCCUPATIONAL THERAPY / PHYSICAL THERAPY
14 SPEECH/LANGUAGE ROOM
15 LARGE GROUP INSTRUCTION
16 SMALL GROUP INSTRUCTION
17 PTA STORAGE
18 MULTIPURPOSE ROOM
19 KITCHEN
20 RECYCLE/COMPACTOR
21 LINKAGES TO LEARNING
22 DAYCARE
23 TRAINING/CONF. ROOM
24 ART
25 MUSIC
26 INSTRUMENTAL MUSIC ROOM
27 DUAL PURPOSE ROOM
28 ALTERNATE CORRIDOR
29 CLASSROOM
30 HSM PULL-OUT CLASSROOM
31 PULL-OUT ROOM
32 INSTRUCTIONAL MEDIA CENTER
33 COMPUTER LAB
34 FUTURE CLASSROOMS

B BUILDING SERVICES
T TOILETS
M MECHANICAL ROOM
S STORAGE ROOM
D DATA/ COMMUNICATIONS
E ELECTRICAL

NEW CONSTRUCTION
TO REMAIN

Attachment 1

Proposed Upper Level Plan



1 CANOPY
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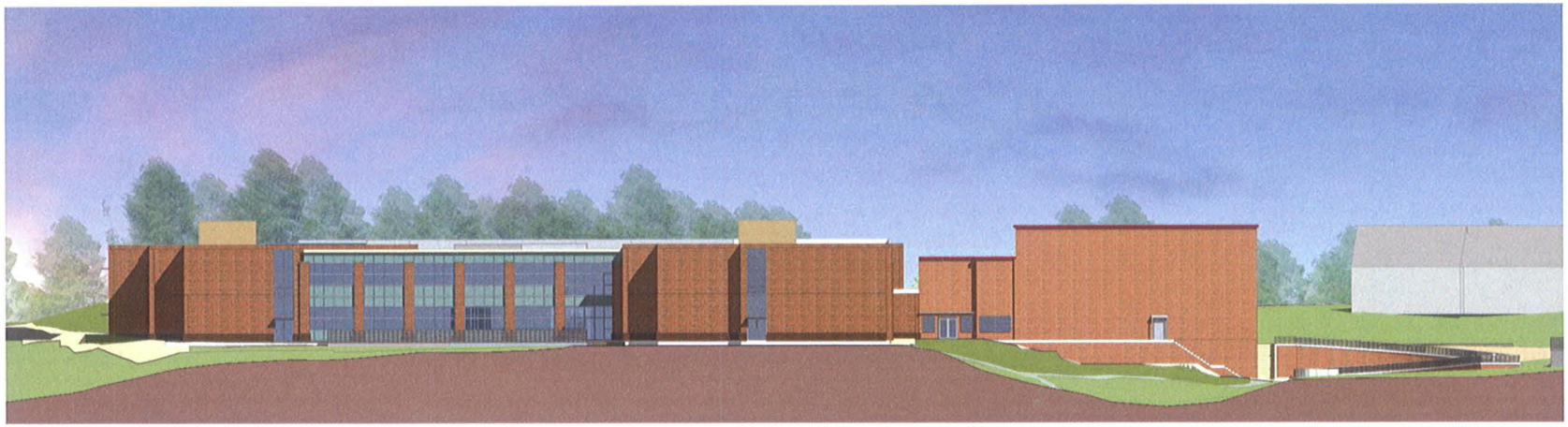
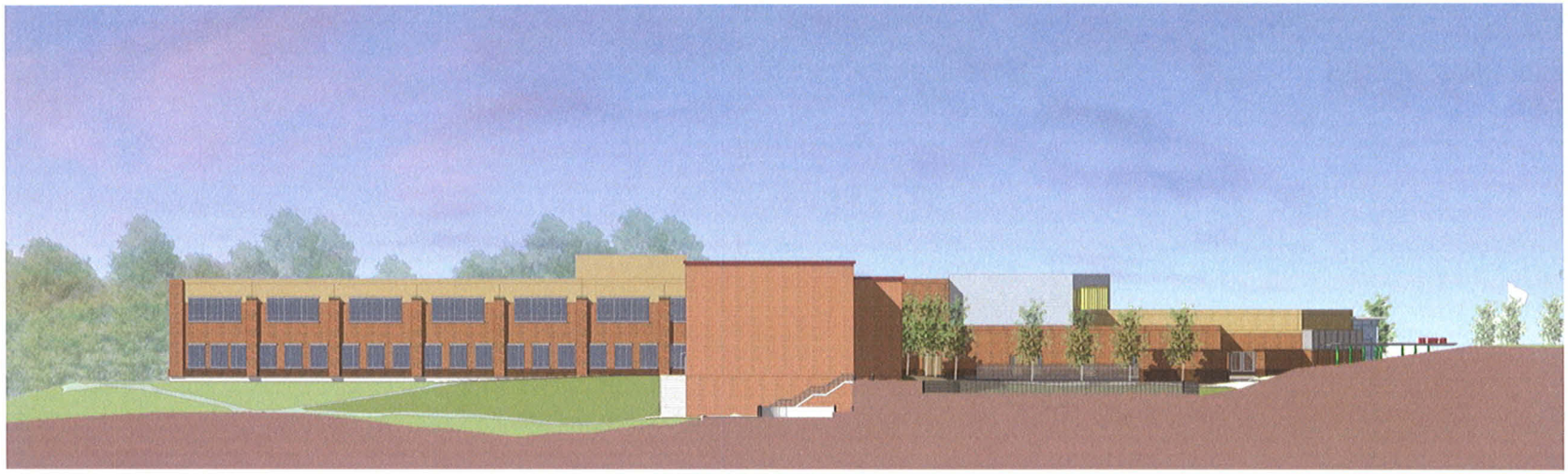
B BUILDING SERVICES
T TOILETS
M MECHANICAL ROOM
S STORAGE ROOM
D DATA/ COMMUNICATIONS
E ELECTRICAL

NEW CONSTRUCTION
TO REMAIN

Proposed Elevations (continued)



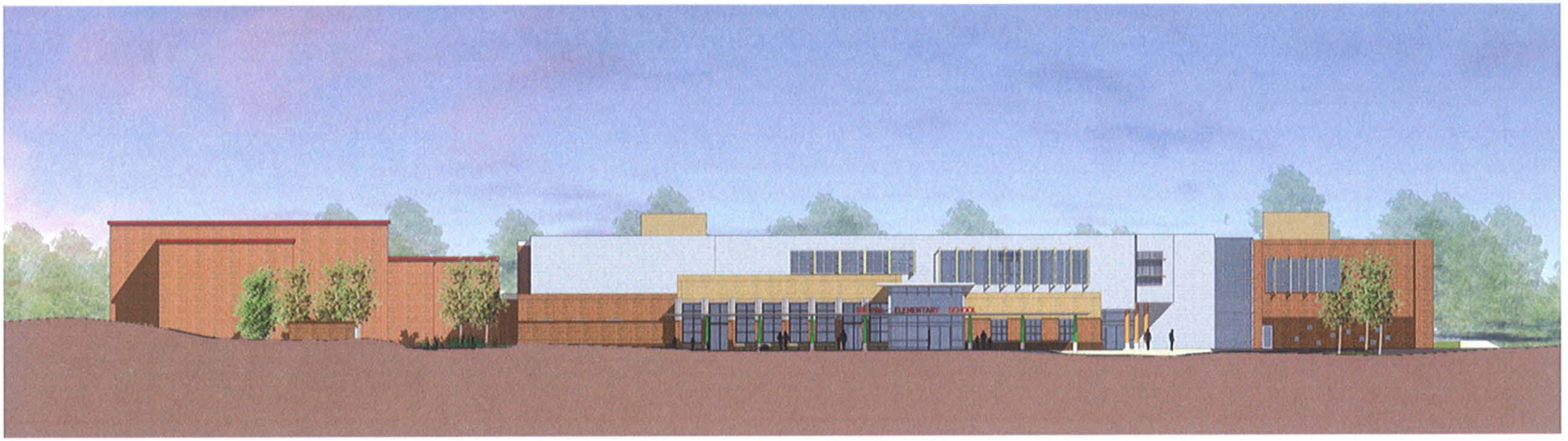
East Elevation



North Elevation

Attachment 2

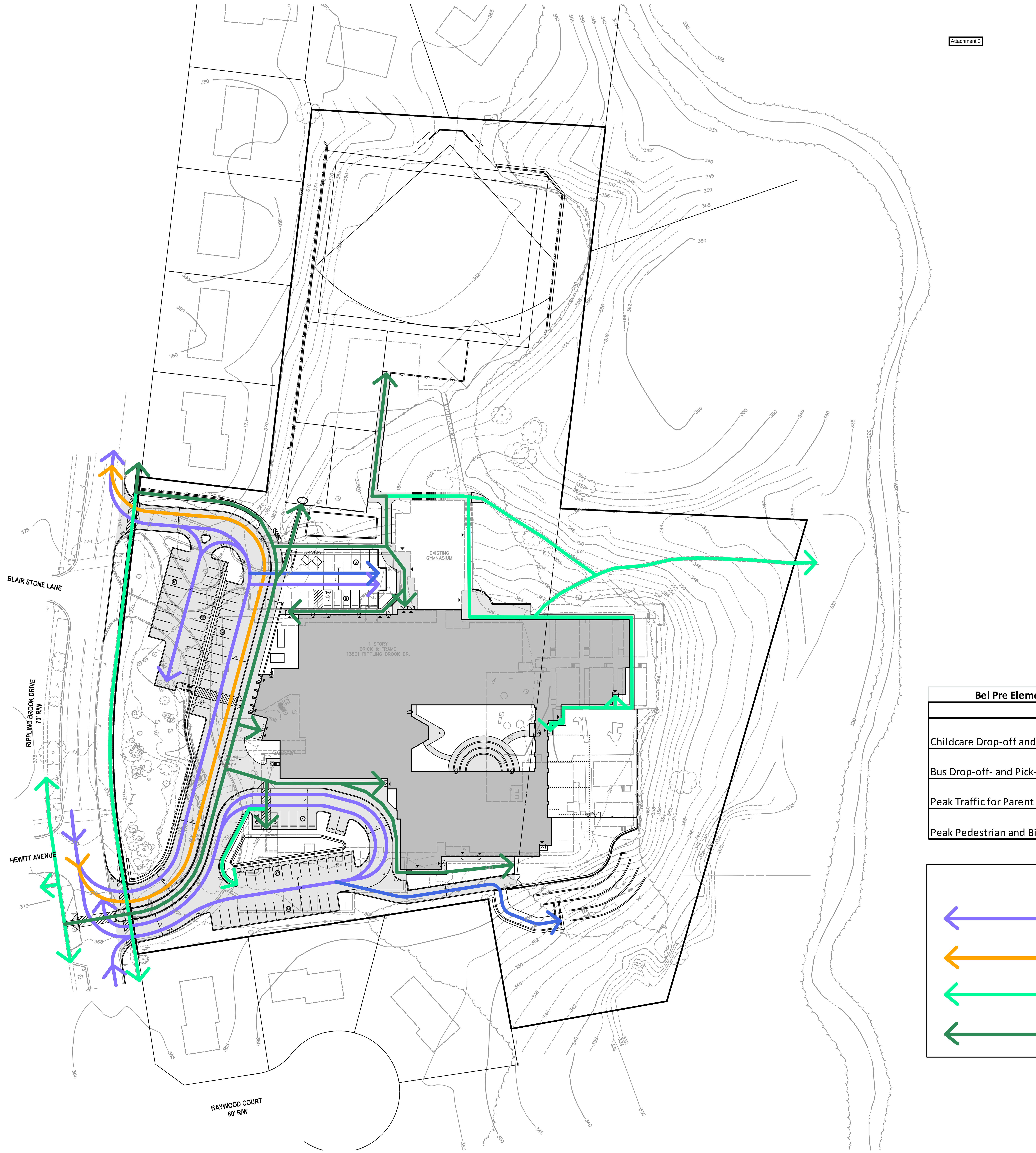
Proposed Elevations

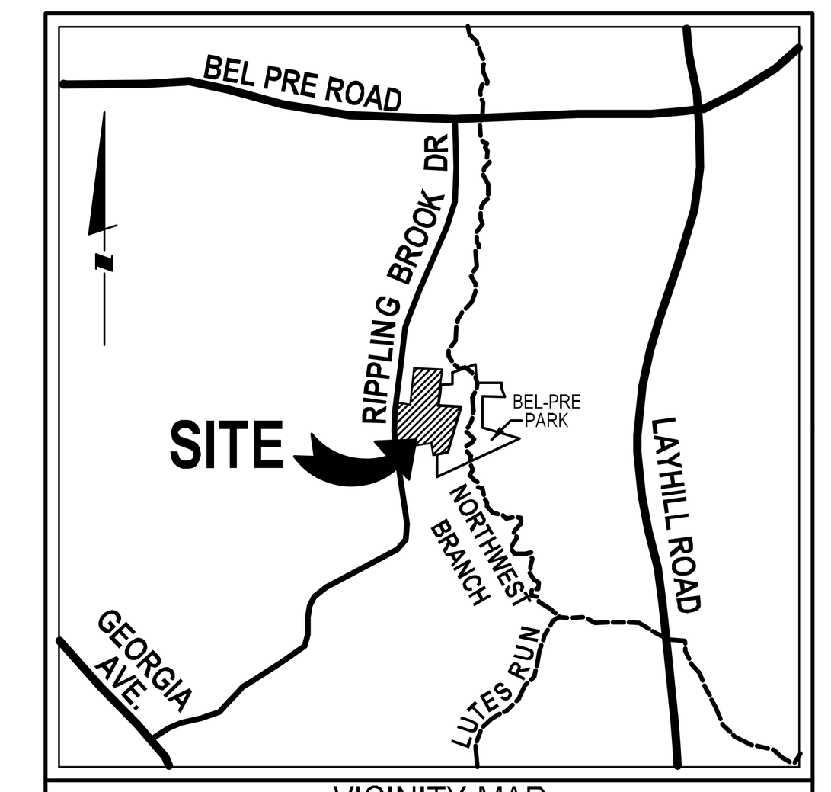


West Elevation

South Elevation

Attachment 3





VICINITY MAP
SCALE: 1"=2000'

Bel Pre Elementary School Vehicular and Pedestrian Access

Use	Time
Childcare Drop-off and Pick-up	7:00 - 9:00 am
	4:30 - 6:00 pm
Bus Drop-off- and Pick-up	8:26 - 8:55 pm
	3:00 - 3:30 pm
Peak Traffic for Parent Drop-off	8:15 - 9:15 am
	2:45 - 3:45 pm
Peak Pedestrian and Bicycle Traffic	8:30 - 9:00 am
	3:00 - 3:15 pm

LEGEND

- VEHICULAR CIRCULATION
- SCHOOL BUS CIRCULATION
- PEDESTRIAN CIRCULATION
- ADA ACCESSIBILITY

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 34780
EXPIRATION DATE: 9/20/11

Loiederman Soltesz Associates, Inc.
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GRIMM + PARKER
ARCHITECTS

GP# 21027

CIRCULATION EXHIBIT

BEL PRE ELEMENTARY SCHOOL MODERNIZATION
13801 RIPPLING BROOK DRIVE, SILVER SPRING, MD 20906

DATE	DESCRIPTION
11.04.11	65% CD SUBMISSION
03.12.12	REVISED MANDATORY REFERRAL SUBMISSION

C-150

Attachment 4

DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Carla Reid
Director

June 6, 2011

Mr. Mohamed Kadasi
Loiederman Soltesz Associates, Inc.
2 Research Place, Suite 100
Rockville, MD 20850

Re: Stormwater Management ***CONCEPT*** Request
for Bel Pre Elementary School
Preliminary Plan #: NA
SM File #: 240066
Tract Size/Zone: 8.83 acres / R-200, R-150
Total Concept Area: 3.8 acres
Lots/Block: P47/F, Block 10
Parcel(s): NA
Watershed: Northwest Branch

Dear Mr. Kadasi:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via implementation of ESD techniques, including micro biofilters and a green roof.

The following **items** will need to be addressed **during** the detailed sediment control/stormwater management plan stage:

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.

2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.

3. An engineered sediment control plan must be submitted for this development.

4. The concept plan includes proposal to construct some areas with porous paving. Due to the fact that this site is located on areas of old fill and the hydrologic soil group for this area is "D", MCDPS suggests that you reconsider this proposal since it is unlikely to perform very well. If MCPS chooses to construct the porous paving as shown, MCDPS will not object but it will not be considered as a stormwater practice in this instance.

5. The proposed tiered biofilter at the south end of the project will require structural design. This must be submitted as part of the detailed plan review. Adequate access for inspection and maintenance must also be provided. Please note that the steepest allowable access without mechanical stabilization is 10% slope. Access is allowable up to 15% slope with mechanical stabilization. Also, due to the relative inaccessibility of the stormwater access to this proposed facility, MCDPS suggests the side slopes be stabilized with low maintenance groundcover rather that grass.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mark Etheridge at 240-777-6338.

Sincerely,

Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB: tla mce

cc: C. Conlon
SM File # 240066

ESD Acres:	3.8
STRUCTURAL Acres:	0
WAIVED Acres:	0