



**Wheaton High School and Thomas Edison High School of Technology, Mandatory Referral, 2013011**



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Khalid Afzal, Planner Supervisor, Area 2 Division, Khalid.afzal@montgomeryplanning.org, 301-495-4650

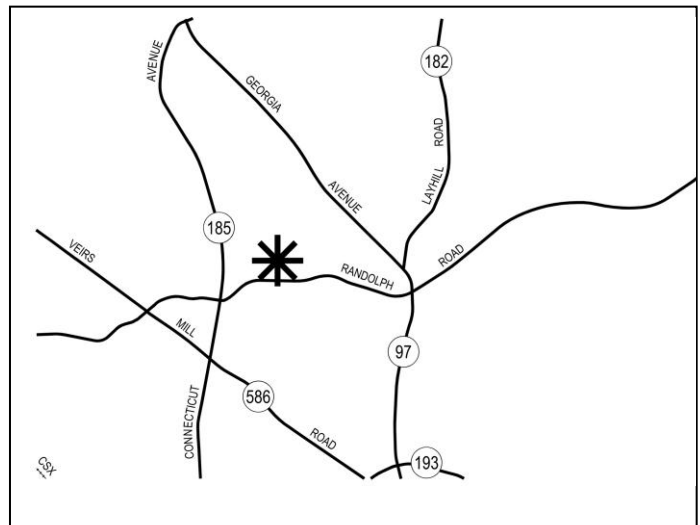


Glenn Kreger, Chief, Area 2 Division, glenn.kreger@montgomeryplanning.org, 301-495-4653

**Completed: 12/5/12**

**Description**

- 12501 and 12601 Dalewood Drive
- 28 acres, R-60 Zone
- 1989 *Master Plan for the Communities of Kensington-Wheaton*
- Applicant: Montgomery County Public Schools
- Filing Date: October 1, 2012



**Summary**

Staff recommends approval to transmit comments to the Montgomery County Public Schools (MCPS). There are no major issues with the proposed mandatory referral.

The Department of Parks has raised concerns regarding the use of the adjacent Parks property, which are included in a separate memo from the Department of Parks staff. Staff received this memo from Department of Parks on Tuesday, December 4. Staff believes that all of the issues raised in the memo can be addressed as part of the Park Permit process.

## 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 submissions for future improvements at the subject site must include a traffic study if those improvements will increase the site's core capacity beyond 2,600 students.
3. Provide inverted-U bike racks and bike lockers near the main building entrances in a weather-protected area, and show them on applicable plans.
4. All new on-site pedestrian crosswalks must be ADA compliant.
5. Construct the segment of bikeway, SP-26 designated along the property on Randolph Road.
6. MCPS and Department of Parks should work to address the Department of Parks comments listed in the attached memo as "Conditions of Approval."

## Introduction

This report consists of the proposed Mandatory Referral for the Wheaton High School and Thomas Edison High School of Technology Modernization, submitted by MCPS pursuant to Section 7-112 of the Regional District Act. The related Forest Conservation Plan review is in a separate memo to the Planning Board. The Planning Board action on the Mandatory Referral is advisory, but the Board decision on the related Forest Conservation Plan is regulatory and binding.

## Site Description

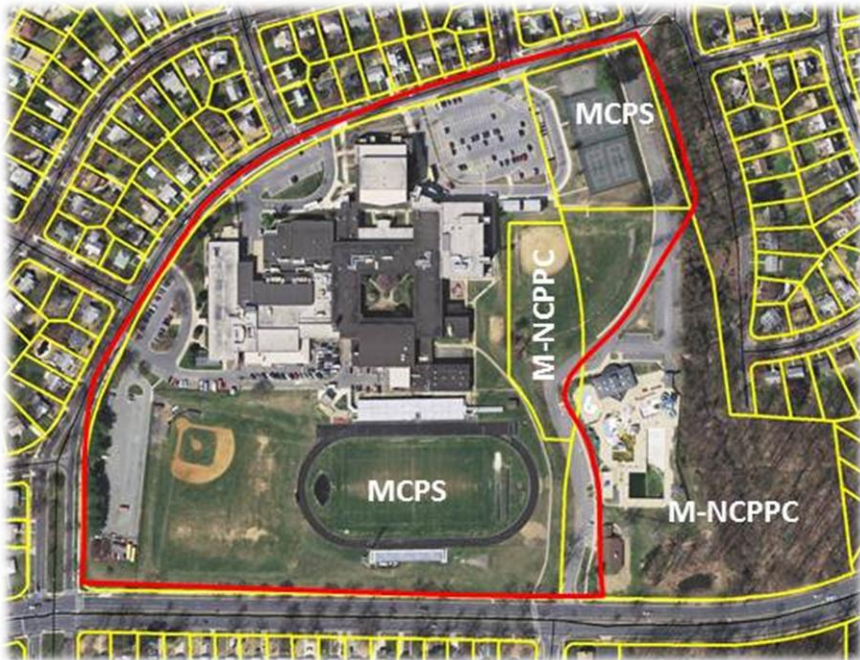
Wheaton High School and Thomas Edison High School of Technology are located on the same site at 12501 and 12601 Dalewood Drive in Silver Spring, Maryland (Figure 1). The 28-acre site is within the boundary of the *1989 Master Plan for the Communities of Kensington-Wheaton*. The property is bordered by Randolph Road to the south, Dalewood Drive to the west and north, and Glenmont Local Park to the east. The site is surrounded by single-family houses to the north and west of the site along Dalewood Drive, and south along Randolph Road. This mandatory referral involves development on four parcels of land: two of the parcels are owned by MCPS, and two are owned by M-NCPPC Department of Parks (Figure 2).

The two schools are currently housed in a 361,280-square foot building (Figure 3). Originally built in 1954 and expanded in 1962, 1965, 1972, 1982, and in 2003. Wheaton High School has a core capacity of 1,600 students with a program capacity of 1,258 students. The school's current enrollment is 1,255 students; it is expected to be 1,316 next year. The building capacity of Thomas Edison High School of Technology is 473 students for each of the two half-day sessions. For the traffic analysis the combined core capacity was estimated at 2,600 students.

Figure 1: Site Location



Figure 2: Property Ownership



## **Project Description**

MCPS is proposing to modernize Wheaton High School and Thomas Edison High School of Technology. Both schools are part of the Downcounty Consortium. Thomas Edison High School of Technology is MCPS's career and technology education center. Students who attend Thomas Edison only spend half of their school day there and the other half at their home school.

This mandatory referral proposes to replace the existing single building with two separate buildings (Figure 4). The new buildings will be located on opposite sides of the site. Wheaton High School will be located on the southwest corner of the site at Randolph Road and Dalewood Drive intersection and will be three stories with 332,625 square feet. It will increase the school's program capacity from 1,258 to 1,600 students and its' core capacity from 1,600 to 2,000 students. Thomas Edison High School of Technology will be located near the northeastern side of the property near the Dalewood Drive and Bluhill Road intersection. It will be three stories with 101,430 square feet, and will maintain the school's current capacity of 473 students per half-day session.

Other significant changes on the site include a new site layout and a new stormwater management system. The proposed site layout will have a ballfield located where the original school currently sits, and the track reoriented between the new Wheaton High School and Glenmont Local Park. The site's new stormwater management system will include roofs with 60% vegetation, pervious concrete parking spaces, and environmental site design elements. The proposed development is pursuing a LEED Silver or higher certification. Both Wheaton High School and Thomas Edison High School of Technology will have flexible building designs and additional space on their third floors for future expansion.

As mentioned earlier, some of the proposed development is on the adjacent Glenmont Local Park property, which may require a land swap between MCPS and M-NCPPC Department of Parks. MCPS will need to procure the appropriate Park Construction permit before developing on park property.

## **Community Notifications**

MCPS held a series of work sessions with the community to develop a preliminary design for the proposed schools. The participants included the Applicant's architects, MCPS staff, community members, school staff, Montgomery County Department of Transportation staff, and State Department of Education staff. The work sessions were held on the following dates:

- January 26, 2012
- February 9, 2012
- February 23, 2012
- March 8, 2012
- March 22, 2012
- April 12, 2012
- May 15, 2012

Planning Department staff mailed out mandatory referral notices to the surrounding neighbors, and civic and home owners associations. Staff received only one response: a nearby neighbor asked for and received a copy of the plans.

Figure 3: Existing Site

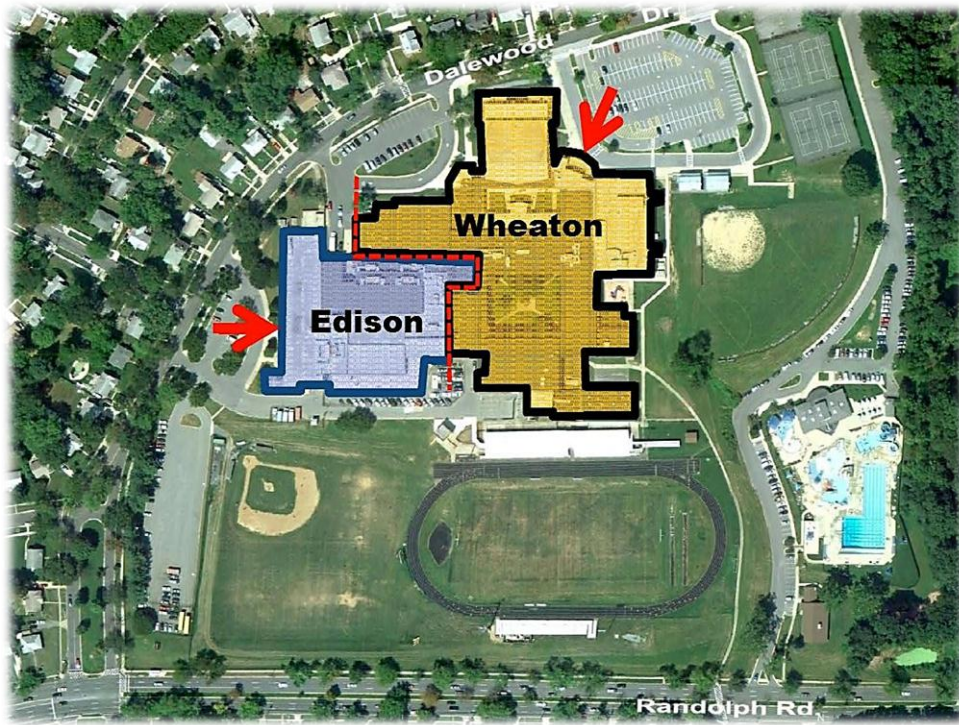
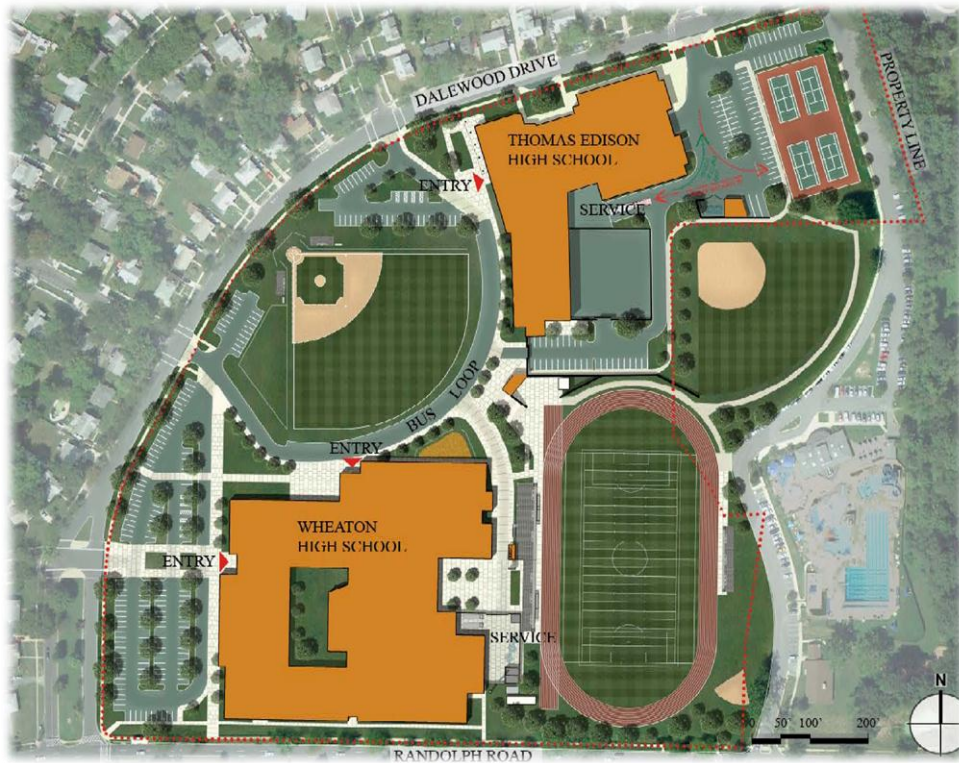


Figure 4: Proposed Development



## Analysis

### Development Standards

The site and the surrounding neighborhood are zoned R-60.

**Table: Applicable Development Standards – R-60 Zone**

Development Standards	Required	Provided
<b>Maximum Building Height: (59-C-1.327)</b>	35 ft.	± 52 ft. 8 in.
<b>Minimum Lot Area: (59-C-1.322)</b>	6,000 sq. ft.	215,280.44 sq. ft (28 acres)
<b>Minimum Width at Front Building Line: (59-C-1.322)</b>	60 ft.	± 1,982 ft. <sup>1</sup>
<b>Minimum Width at Existing Street Line: (59-C-1.323)</b>	25 ft.	± 2,013 ft.
<b>Minimum Setback from Street: (59-C-1.323)</b>	25 ft.	± 25 ft.
<b>Minimum Side Yard Setback: (59-C-1.323)</b>	8 ft. one side, 18 ft. sum of both sides	± 25 ft.
<b>Minimum Rear Yard Setback: (59-C-1.323)</b>	20 ft.	N/A <sup>2</sup>
<b>Maximum Building Coverage: (59-C-1.328)</b>	35%	21.01%
<b>Minimum Front Parking Facility Setback: (59-E-2.81)</b>	25 ft.	± 6 ft.
<b>Minimum Side Parking Facility Setback: (59-E-2.81)</b>	8 ft.	± 16 ft.
<b>Minimum Rear Parking Facility Setback: (59-E-2.81)</b>	20 ft.	N/A <sup>2</sup>

<sup>1</sup> Staff considers the front building line to be along Dalewood Drive.

<sup>2</sup>The site has frontage on two streets with no rear yard. The exact determination of yard setbacks will be made by the Department of Permitting Services (DPS) during building permit reviews.

## Conformance with Development Standards

The above Development Standards table shows that the proposed project does not meet the zone's building height and front parking facility setback requirements. However, staff believes that these violations are not significant enough to recommend denial for the following reasons:

- The proposed front parking setback of six feet is well under the zone's minimum requirement of 25 feet. Staff feels that the impact of the reduced setback is mitigated by landscaping along the Dalewood Drive right-of-way (ROW), which is in accordance with the landscaping requirements in Section 59-E of the Zoning Ordinance. The impact of the reduced setback is also mitigated by the fact that the parking frontage is broken up into small sections along the entire site frontage on Dalewood Drive.
- The proposed buildings are over the 35-foot height limit of the R-60 Zone. However, the design of the buildings reduces the impact of their additional height by placing the greatest height in the center of the top floor of each building.
- The property is surrounded by adequate landscaping consisting of street trees around the border. This will help to mitigate the impact of both the development's height and its front parking facility on the surrounding residential neighborhood.

The location and shape of the site makes it difficult to determine its setback requirements. The site sits on a lot with frontage on both Dalewood Drive and Randolph Road. For zoning purposes, in similar cases, standard practice has been for the Applicant and Staff to pick one of the streets to be the property's frontage. In this case, both Staff and the Applicant agree that the site's frontage should be along Dalewood Drive, which is where the site's existing and proposed entrances are located. The Department of Permitting Services (DPS) will make the final determinations on the setbacks during the building permit review stage.

## **Neighborhood Compatibility**

The site is surrounded by single-family residential neighborhoods along Dalewood Drive and Randolph Road. The proposed buildings are higher than the current building and the proposed front parking facility is close to the street. However, significant efforts have been made to keep the development compatible with the surrounding neighborhood.

The proposed development significantly reduces the impact of the increased height and bulk of the development by creating a separate building for each school. Each building has been situated in an area of the property where site conditions are effectively used to reduce neighborhood impacts. Wheaton High School, the larger of the two proposed schools, sits near the corner of the property where the surrounding roads are wider, and has substantial planted medians that help to buffer the bulk of the proposed building from residential uses directly across Randolph Road and Dalewood Drive. Thomas Edison High School of Technology utilizes the site's north-south downward slope to nest its lower level into the hillside, maintaining a two-story presence along the street, similar to the existing two-story school building.

Both school buildings use design elements effectively to mitigate their scale. A combination of massing articulation, alternating building materials, and the use of architectural elements such as overhangs, canopies, vertical and horizontal shading devices and various groupings of windows or expanses of architectural glazing, reduce the building mass and appearance.

The closeness of the front parking facility is mitigated by the landscaping that borders the site. The plantings along this edge of the property will provide a soft edge that would be compatible with the residential uses directly across the street. Furthermore, Staff notes that significant efforts have been made to provide parking on-site. The baseball field will be relocated to an area along Dalewood Drive between the two proposed school buildings, where its edges will effectively be utilized to maximize the bus loop area and provide additional parking spaces between the new buildings.

### **Master Plan Conformance**

The proposed modernization is consistent with the 1989 *Master Plan for the Communities of Kensington-Wheaton*. The Plan does not have any specific recommendations for this site, but it does have a general recommendation that states: “The Planning Board should utilize the site plan review and mandatory referral processes to ensure that proposals for school modernizations, additions, and reuse are compatible with surrounding homes,” (p.137). Staff finds that the proposed development is compatible with the surrounding neighborhood as discussed above in the neighborhood compatibility analysis section.

### **Transportation Analysis**

#### Vehicular Access

Access to the site is currently from six points along Dalewood Drive into several parking areas and a designated bus loop. The proposal will maintain these six vehicular access points, which will continue to operate under stop-sign controls.

#### On-Site Parking

According to MCPS staff, the existing high schools have a combined total of 342 parking spaces (330 standard and 12 handicapped). The proposed schools will have a combined total of 312 parking spaces (293 standard and 19 handicapped). Staff reviewed Section 59-E-3.7 in the zoning ordinance regarding the private education institution parking requirements. It states, “One parking space for each employee, including teachers and administrators, plus sufficient off-street parking space for the safe and convenient loading and unloading of students, plus additional facilities for all student parking.” MCPS has stated that the proposed parking will be sufficient for the reconstructed schools because there will be enough parking for employees and MCPS will have extensive bus operations to transport students to and from the site.



## Public Transit Service

There is limited transit service available to the schools. There are two bus routes serving the area:

1. The WMATA bus Route C8, College Park to White Flint, has a stop at the intersection of Randolph Road and Dalewood Drive, and runs every 15 to 30 minutes during the weekday.
2. The Ride On Bus Route 10, Twinbrook Metrorail Station to Hillandale, has a stop at the intersection of Randolph Road and Dalewood Drive, and runs every 30 minutes during the weekday.
3. The Ride On Bus Route 41, Glenmont Metrorail Station to the intersection of Grand Pre and Bel Pre Roads, has a stop at the intersection of Weller Road and Bluhill Road, (less than a quarter-mile from the school), and runs every 30 minutes during the weekday.

## Pedestrian and Bicycle Facilities

According to the traffic study, there is significant pedestrian volume concentrated near main entrances of the schools. There are sidewalks along both sides of Randolph Road and Dalewood Drive with accompanying green panels. In addition, there are crosswalks and ramps located at all the access points. New on-site pedestrian crosswalks must be ADA compliant. The project should provide inverted-U bike racks and bike lockers near the main building entrances in a weather-protected area, and show them on applicable plans.

## Master-Planned Roadways and Bikeways

Two nearby roadways are designated in the 1989 *Master Plan for the Communities of Kensington-Wheaton* and the 2005 *Countywide Bikeways Functional Master Plan* as follows:

1. Randolph Road: A major highway, M-17, with a 120-foot wide right-of-way and an un-built segment of bikeway SP-26, a shared use path, on the north side of the road. The project should construct the segment of SP-26 designated along its property.
2. Connecticut Avenue: A major highway, M-17, with a 120-foot wide right-of-way and bikeway SR-17, a signed shared roadway.

Dalewood Drive is a secondary residential street that is not a designated roadway in the master plan.

## Adequate Public Facilities Review

The table below shows the number of total peak-hour trips generated (vehicular and school bus) by the proposed increased capacity from 1,793 to 2,600 students during the schools' morning peak hour (6:45 to 7:45 a.m.) within the weekday morning peak period (6:30 to 9:30 a.m.) or its afternoon peak hour (2:00 to 3:00 p.m.) within the standard weekday evening peak period of 4:00 to 7:00 p.m. The estimated trips are based on actual vehicular driveway counts collected at the existing high schools' driveways:

Number of Students		Morning Peak-Hour			Afternoon Peak-Hour		
		In	Out	Total	In	Out	Total
Existing Enrollment	1,793	603	423	1026	129	223	352
Proposed Capacity	2,600	873	614	1487	187	322	509
Net Increase	807	270	191	461	58	99	157

Since the proposed school modernizations generates more than 30 total peak-hour trips within the weekday morning or evening peak period, a traffic study was required to satisfy the Local Area Transportation Review (LATR) test. Based on the results of the traffic study, the table below shows the Critical Lane Volume (CLV) analysis at the studied intersections for the existing, background and total future traffic conditions.

Studied Intersection	Critical Lane Volume					
	Existing		Background		Total Future	
	AM	PM	AM	PM	AM	PM
Randolph Road & Dalewood Drive	1186	591	1302	666	1471	703
Randolph Road & Connecticut Avenue	1404	956	1492	1085	1538	1107
Veirs Mill Road (MD 586) & Randolph Road	1358	1105	1414	1191	1441	1197
Connecticut Avenue (MD 185) & Weller Road	1073	656	1073	656	1109	661
Valleywood Drive, Hathaway Drive & Dalewood Drive	288	137	288	137	361	161
Dalewood Drive & School Access 1	381	186	381	186	525	244
Dalewood Drive & School Access 2	357	156	357	156	479	214
Dalewood Drive & School Access 3	361	155	361	155	481	208
Dalewood Drive & School Access 4	336	152	336	152	466	206
Dalewood Drive & School Access 5	432	231	432	231	601	299
Dalewood Drive & School Access 6	539	164	539	164	705	206

The CLV values for the studied intersections are less than the maximum CLV standard of 1,600 for intersections located within Kensington/Wheaton Policy Area. Therefore, the proposed development satisfies the LATR component of the APF test.

### Policy Area Mobility Review

To satisfy the Policy Area Mobility Review (PAMR) component of an APF test, developments located in the Kensington/Wheaton Policy Area are required to mitigate 10% of new peak-hour trips generated by their proposed land use(s).

The projected trip generation rate during the morning peak hour is 0.57 trips per student based on actual driveway counts. The morning trip generation rate for a private school with grades K to 12 in the Local Area Transportation Review/Policy Area Mobility Review Guidelines is 0.78 peak-hour trips per student. Therefore, the proposed development will generate 0.21 fewer peak-hour trips per student, which is equal to a 27% trip reduction and more than the required 10% PAMR mitigation.

To accommodate the increased capacity at the school site, MCPS will be using additional school buses to mitigate the additional site-generated trips. According to the traffic study, MCPS currently provides 76 bus trips during the schools' peak hours (48 in the morning and 28 in the afternoon) to serve the current 1,793 students. The traffic study estimates that the modernized

schools will need up to 35 additional bus trips (22 in the morning and 13 in the afternoon) for a total of 111 bus trips (70 in the morning. and 41 in the afternoon).

Staff concludes that, based on the LATR and PAMR analysis described above, and the MCPS's additional bus trips planned for the two schools, the proposed development satisfies the LATR and PAMR tests.

## **Environmental Analysis**

### Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD #420121520) for the school site on April 10, 2012. The Subject Property is in the Josephs Branch subwatershed of the Rock Creek watershed; a Use I watershed. The majority of the site is developed with the existing school and associated facilities, but there is an undeveloped strip of land along Valleywood Drive ROW. This ROW is forested and contains a tributary to Rock Creek. A high priority forest of 0.16 acres and 0.79 acres of stream valley buffer extend onto the Subject Property from this adjacent ROW. The existing development encroaches into approximately 0.63 acres of the stream valley buffer; however no changes are being proposed for this portion of the site, and no additional encroachment is proposed. The plan protects the remaining 0.16 acres of environmental buffer in a Category I Conservation Easement, and is therefore in compliance with the Environmental Guidelines.

### Forest Conservation

Forest conservation issues are covered in a separate 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 proposed Preliminary Forest Conservation Plan retains the existing 0.16 acres of forest in Category I Conservation Easement. Staff recommends approval of the Preliminary Forest Conservation Plan, with conditions, in a separate memo to the Planning Board.

### Stormwater Management

The County Department of Permitting Services approved a stormwater management concept plan on 10/11/2012, which includes vegetated roofs, pervious concrete, and microbioretention facilities.

## Conclusion

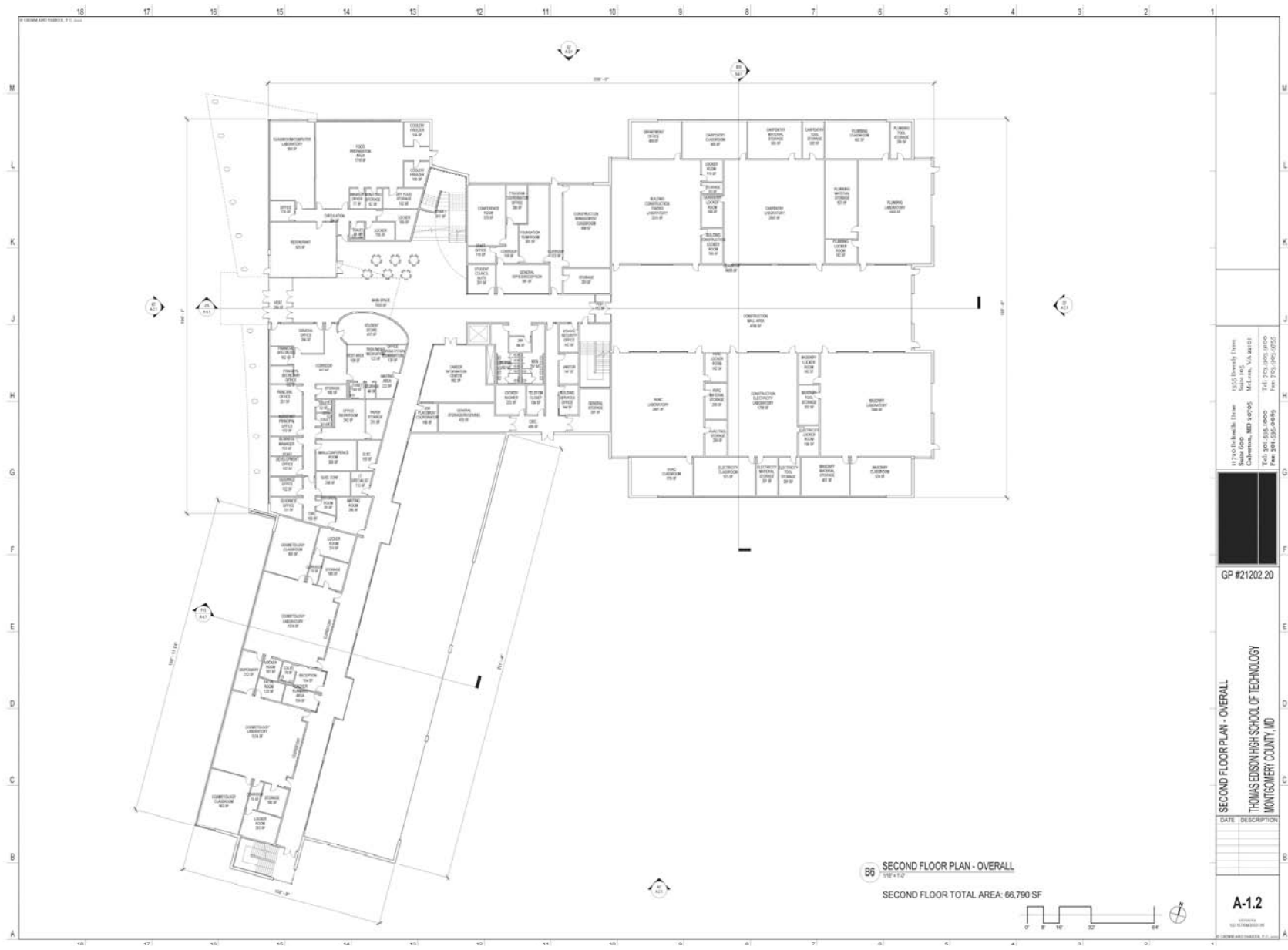
Based on information provided by MCPS and the analysis contained in this report, staff concludes that the proposed Mandatory Referral is consistent with the master plan and meets the environmental guidelines and the Adequate Public Facilities Ordinance. Staff finds that the project's lack of compliance with two of the R-60 development standards, the front setback requirement for a parking facility and the zone's height restrictions, is not significant enough to recommend denial of the development. Staff recommends approval of the Mandatory Referral with the comments listed at the beginning of the report.

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### Attachments:

1. Proposed Floor Plans
2. Proposed Building Elevations
3. Proposed Site Circulation Plan
4. Stormwater Management Concept Approval Letter
5. Architectural Renderings
6. Memo from the Department of Parks
7. Overall Stormwater Concept Plan





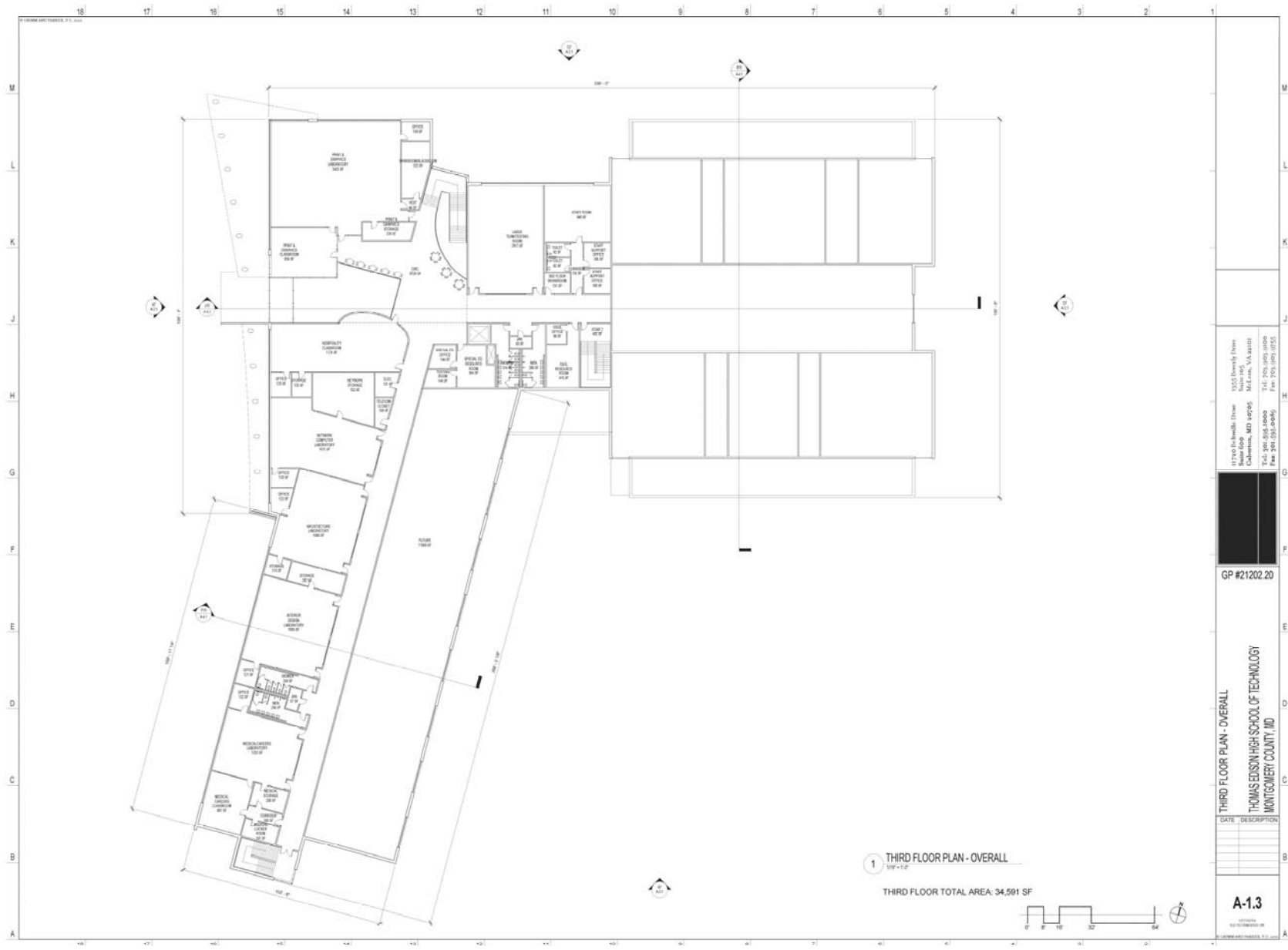
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Columbia, MD 21046  
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1325 Beverly Drive  
Suite 105  
Bel Air, MD 21034  
Tel: 410-386-0100  
Fax: 410-386-0122

GP #21202.20

SECOND FLOOR PLAN - OVERALL  
 THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY  
 MONTGOMERY COUNTY, MD

11/20/2019  
11/20/2019



11750 Inverhill Drive  
 Suite 608  
 Columbia, MD 21045  
 Tel: 301-555-8800  
 Fax: 301-555-8474

1555 Beverly Drive  
 Suite 105  
 Bel Air, MD 21034  
 Tel: 410-386-1100  
 Fax: 410-386-1122

GP #21202.20

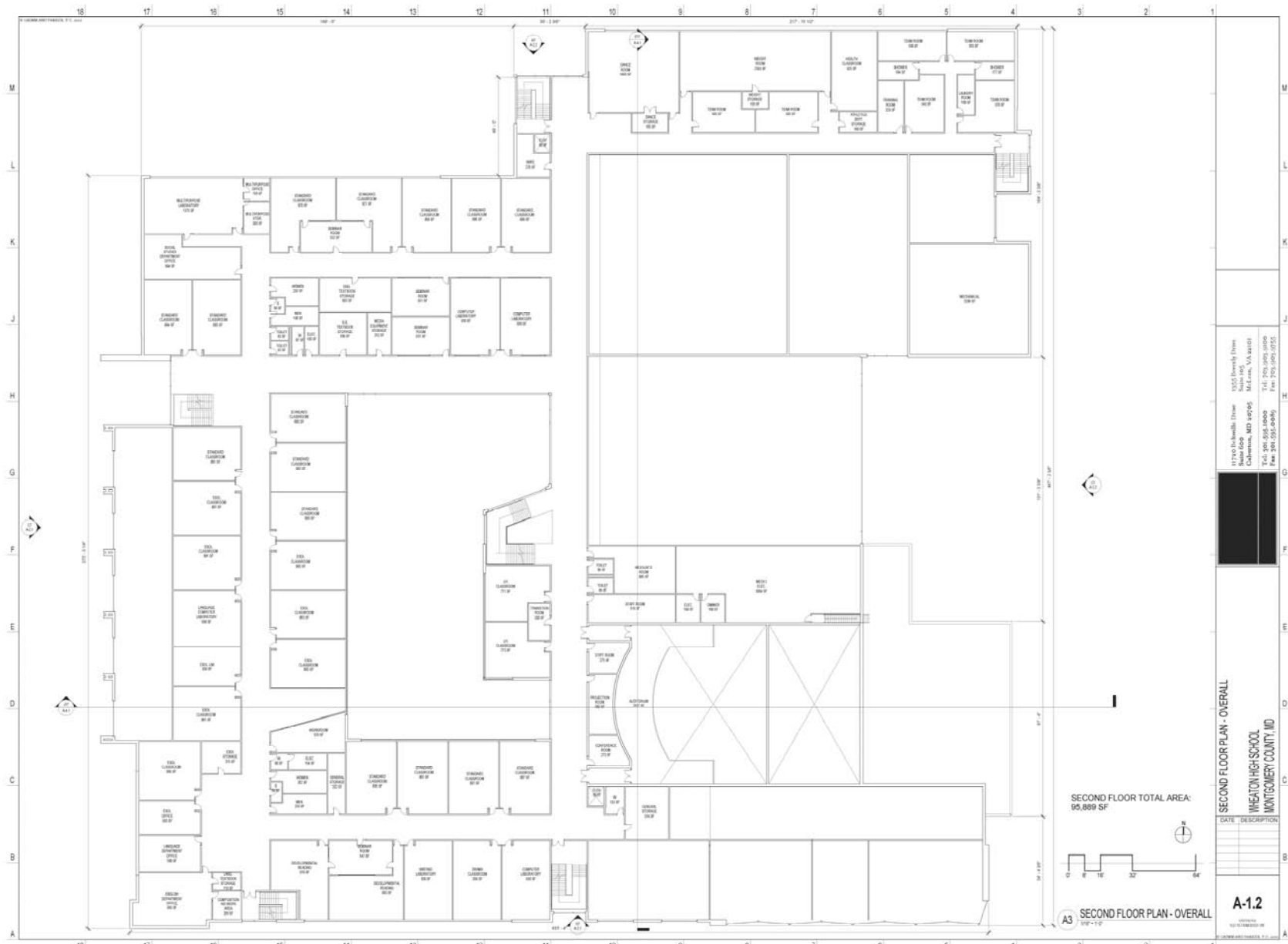
THIRD FLOOR PLAN - OVERALL  
 THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY  
 MONTGOMERY COUNTY, MD

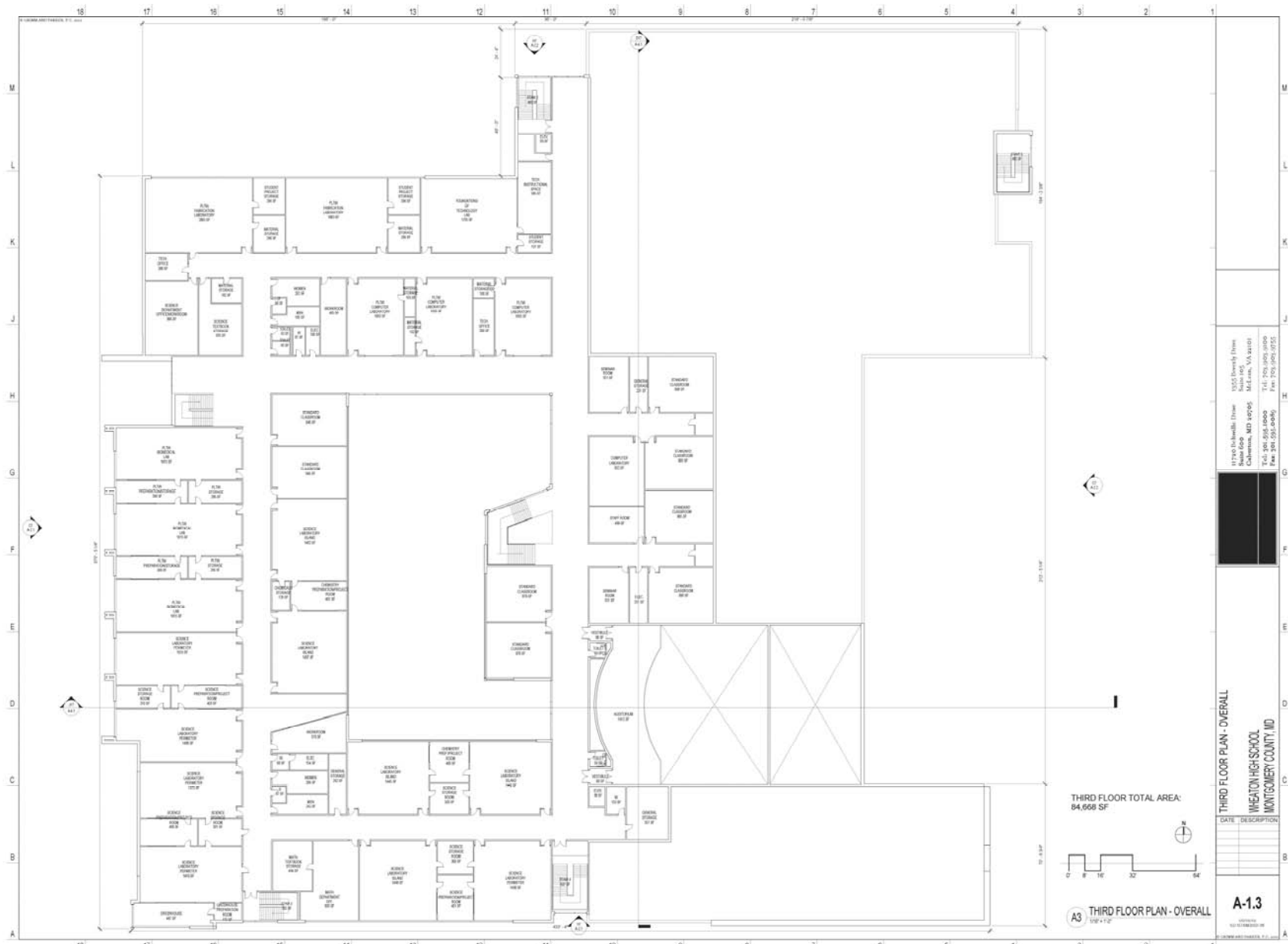
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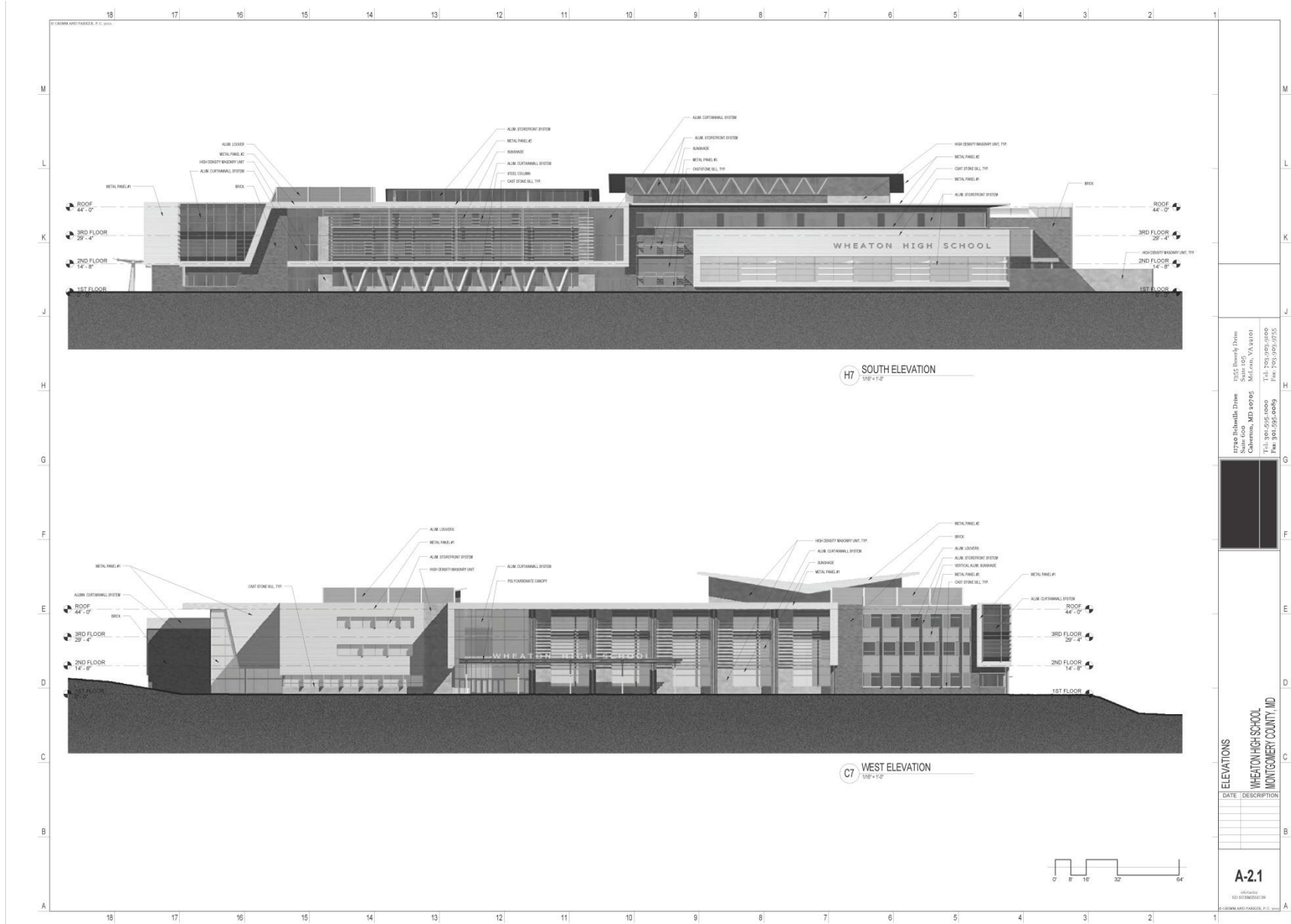












1500 S. Shultz Drive  
Suite 100  
Chesapeake, MD 20765  
Tel: 410.551.1000  
Fax: 410.551.0600

**ELEVATIONS**  
WHEATON HIGH SCHOOL  
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

**A-2.1**  
SHEET NO. 2025020001  
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## DEPARTMENT OF PERMITTING SERVICES

October 11, 2012

Diane R. Schwartz Jones  
*Director*

Isiah Leggett  
*County Executive*  
Bob Barrick, P.E.  
ADTEK Engineers, Inc.  
97 Monacacy Blvd., Unit H  
Frederick, Maryland 21701

Re: Stormwater Management **CONCEPT** Request  
for Wheaton/Thomas Edison High School  
SM File #: 244471  
Tract Size/Zone: 25.77 Ac. / R-60  
Total Concept Area: 25.77 Ac.  
Parcel: P472  
Watershed: Lower Rock Creek

Dear Mr. Barrick:

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 micro-biofilters, permeable pavement, green roof, infiltration berms and structural sandfilters. Control of the 10-year storm runoff will also be provided on-site due to concerns about the adequacy of the surrounding public storm drain system.

The following **conditions** 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 drainage area to each proposed structural sandfilter must not exceed 1 acre.
5. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
6. Landscaping shown on the approved Landscape Plan as part of the approved Site Plan are for illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Mont. Co. Department of Permitting Services, Water Resources Section.
7. A permit from the DPS Right-of Way Section is required for the proposed connections to the public storm drain system. Documentation for the proposed on-site 10-year control should be included in your submittal package to them.

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

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255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850 • 240-777-6300 • 240-777-6256 TTY  
www.montgomerycountymd.gov

montgomerycountymd.gov/311



240-773-3556 TTY



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 Mike Geier at 240-777-6342.

Sincerely,



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

RRB: tla CN244471 Wheaton Edison HS.mjg.doc

cc: SM File # 244471

ESD Acres:	16
STRUCTURAL Acres:	9
WAIVED Acres:	0

WHEATON HS  
MAIN ENTRANCE



WHEATON HIGH SCHOOL  
THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY



**WHEATON HS  
SOUTHEAST CORNER**



**WHEATON HIGH SCHOOL  
THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY**



EDISON HS  
MAIN ENTRANCE



WHEATON HIGH SCHOOL  
THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY



EDISON HS  
SOUTHWEST CORNER



WHEATON HIGH SCHOOL  
THOMAS EDISON HIGH SCHOOL OF TECHNOLOGY





**MONTGOMERY COUNTY DEPARTMENT OF PARKS**  
MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

**MEMORANDUM**

**DATE:** December 4, 2012

**TO:** Crystal Myers, Area 2, Planning Department  
Khalid Afzal, Area 2, Team Leader, Planning Department

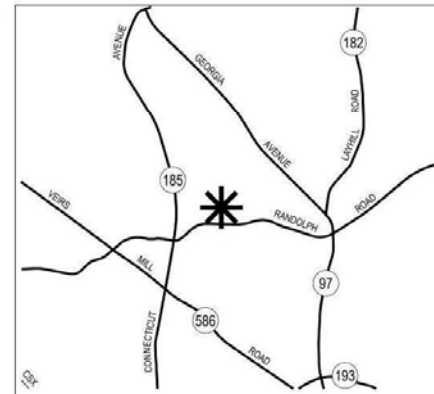
**VIA:** Michael F. Riley, Deputy Director, Administration *MR*  
Dr. John E. Hench, Ph.D., Chief, Park Planning and Stewardship Division (PPSD) *J. Hench*

**FROM:** Brooke Farquhar, Supervisor, Park and Trail Planning (PPSD) *Brooke Farquhar*  
Doug Powell, Plan Review Coordinator, Park and Trail Planning (PPSD)

**SUBJECT:** Wheaton / Edison High School Mandatory Referral

**Background**

The subject school property is located on Dalewood Drive and is adjacent to Randolph Road to the south and Glenmont Local Park to the east. Glenmont Local Park, which totals 18.5 acres and is owned and managed by M-NCPPC Montgomery Parks, contains a softball field, park activity building, an outdoor pool operated by the Montgomery County Recreation Department, a playground, and associated parking. The Montgomery County Public School (MCPS) site is about 28.23 acres and currently contains Wheaton High School and Thomas Edison High School of Technology in one building, as well as a stadium, athletic fields, tennis and basketball courts, and parking for the schools. The schools also make use of the softball field on the adjacent parkland (*figures 1 and 2*).



**Figure 1 – Locational Map**

**Impacts on Parkland**

This is one of many projects whereby MCPS is considering use of parkland to help solve its facility expansion needs. This trend will likely continue into the future. The Planning Board, through its *Policy for Parks* adopted in the 1988 *PROS Plan* and re-affirmed by every *PROS Plan* since that date, makes clear its mission to protect parkland for existing and future residents of the County. It states:

*Lands and facilities under the control of The Maryland-National Capital Park and Planning Commission are held as a public trust for the enjoyment and education of present and future generations. The Commission is pledged to protect these holdings from encroachment that would threaten their use as parkland. The Commission recognizes that under rare circumstances non-park uses may be required on park property in order to serve the greater public interest.*

## M-NCPPC, Montgomery Parks- Park Planning &amp; Stewardship Division

To uphold the *Policy for Parks*, as part of any plan that would impact parkland Parks seeks to first avoid impacts, then minimize impacts, and then mitigate impacts as a last resort. It is our understanding that in this case MCPS will be unable to fit its full program on its site if required to avoid any and all park impacts. Therefore, Parks proposes mitigation measures with enough benefits to the public to be fair, considering the temporary and permanent impacts of the MCPS expansion.

MCPS proposes to separate the educational functions into two separate buildings and reconfigure the parking and amenities on the property. This proposal requires reconfiguration of the school's stadium field, causing encroachment of over 10,000 square feet onto M-NCPPC parkland including portions of the park softball field. In addition, MCPS is proposing to use M-NCPPC's softball field for a construction staging area and site access for approximately five years. Details regarding permanent and temporary impacts are explained below and are illustrated on *figure 2*. They largely result from reorientation of the stadium field and movement of the field eastward into the park's western boundary.

**1) Permanent Impacts on Parks (*figure 2*)**

- A. Encroachment of over 10,000 square feet by the stadium field onto the park property due to the reorientation and modified location of the facility
- B. Emergency and access road between the park road/parking lot and the stadium on park property near the swimming facility
- C. Proximity of refuse service and loading area to spectator seating at softball field
- D. Maintenance of the additional stormwater facilities required by DPS for reconstruction of the park softball field

**2) Temporary Impacts on Parks (*figure 2*)**

- A. The softball field will not be usable and cannot be permitted for 5 years during the school site construction activities
- B. Use of the park roads and parking areas by construction vehicles during construction activities

**Proposed Conditions of Approval**

M-NCPPC Montgomery Parks recommends the following conditions of approval (*figure 3*).

**1) Softball Field Vicinity**

- A. MCPS may take the Park softball field out of public use for staging or accessing its construction area(s) for a period of up to five (5) years upon procuring the appropriate Park Construction Permit. When the renovations are completed, MCPS to reconstruct the field to meet Park standards. These renovations should ensure that the field meets ADA standards and that maintenance access to the field is provided from the Park. Park softball field construction specifications and standards will be provided to MCPS. ADA parking for the field is proposed to be on MCPS, therefore, MCPS will be responsible for maintaining exterior access route to the field.
- B. Required stormwater management (SWM) facilities for the reconstructed field to be included in the field renovation. Treatment concept, design/layout, and construction details of these facilities to be determined as part of the Technical Review for Park Construction Permit in coordination with, and be acceptable to, M-NCPPC Montgomery Parks' staff.

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- C. MCPS must coordinate with M-NCPPC Montgomery Parks' staff to enable timely communication to the office of Community Use of Public Facilities (CUPF) to assure the field is not permitted for public use during the school site construction. CUPF to then be notified in sufficient time for resumption of permitting after school site renovations are complete and the parkland restored.
- D. MCPS shall redesign proposed high school facilities along 1st base line and 3rd base line to establish buffers to reconstructed park softball field.
- E. MCPS storm drainage and SWM facilities shall be designed to limit impacts to existing storm drain and SWM facilities on Parkland. MCPS shall be responsible for any construction impacts on downstream facilities and shall ensure all existing SWM meet MCDEP inspection requirements upon completion of construction.

**2) Land Exchanges**

The following land exchanges are intended to place facilities and activities owned and controlled by each agency under their respective ownership.

- A. M-NCPPC to convey, in fee simple, to Montgomery County Public Schools, approximately 11,600 square feet of parkland, part of which is within the current softball field, to accommodate the reconfigured school stadium field (*Figure 3*).
- B. MCPS to convey to M-NCPPC, in fee simple, the existing portion of the park entrance driveway and parking on County land between Dalewood Drive and current parkland to the south, consisting of approximately 28,650 square feet (*Figure 3*).
- C. MCPS to convey to M-NCPPC Montgomery Parks, in fee simple, approximately 735 square feet triangle of County land that currently contains a portion of drive aisle and parking for Glenmont Local Park (*Figure 3*).

**3) Other**

- A. Prior to initiating construction on M-NCPPC Montgomery Parks, MCPS shall submit full design plans to Parks for Technical Review and approval, including grading, E&SC, planting, SWM, paving, signage, etc. on parkland.
- B. MCPS will upgrade the existing Park Activities Building. This upgrade should include the addition of a new HVAC system and ensure that the building is ADA compliant (interior and exterior access/parking).
- C. MCPS to remove and replace the Park playground facilities and access route to meet current Park and ADA standards and specifications, in accordance with a concept plan to be provided by M-NCPPC Montgomery Parks.
- D. Rehabilitate/resurface the existing parking lot on current and future M-NCPPC parkland to improve the failing pavement as well as redirect surface water towards on-site stormwater management systems.
- E. Add concrete curbing along the parking area on M-NCPPC parkland between Randolph Road and the softball field.
- F. Provide landscaping buffer along western edge of Park along redeveloped stadium field and softball field.
- G. Relocate existing parking lot gate on parkland so that M-NCPPC Montgomery Parks maintains control of site access.



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Figure 2 – Impacts on Parkland

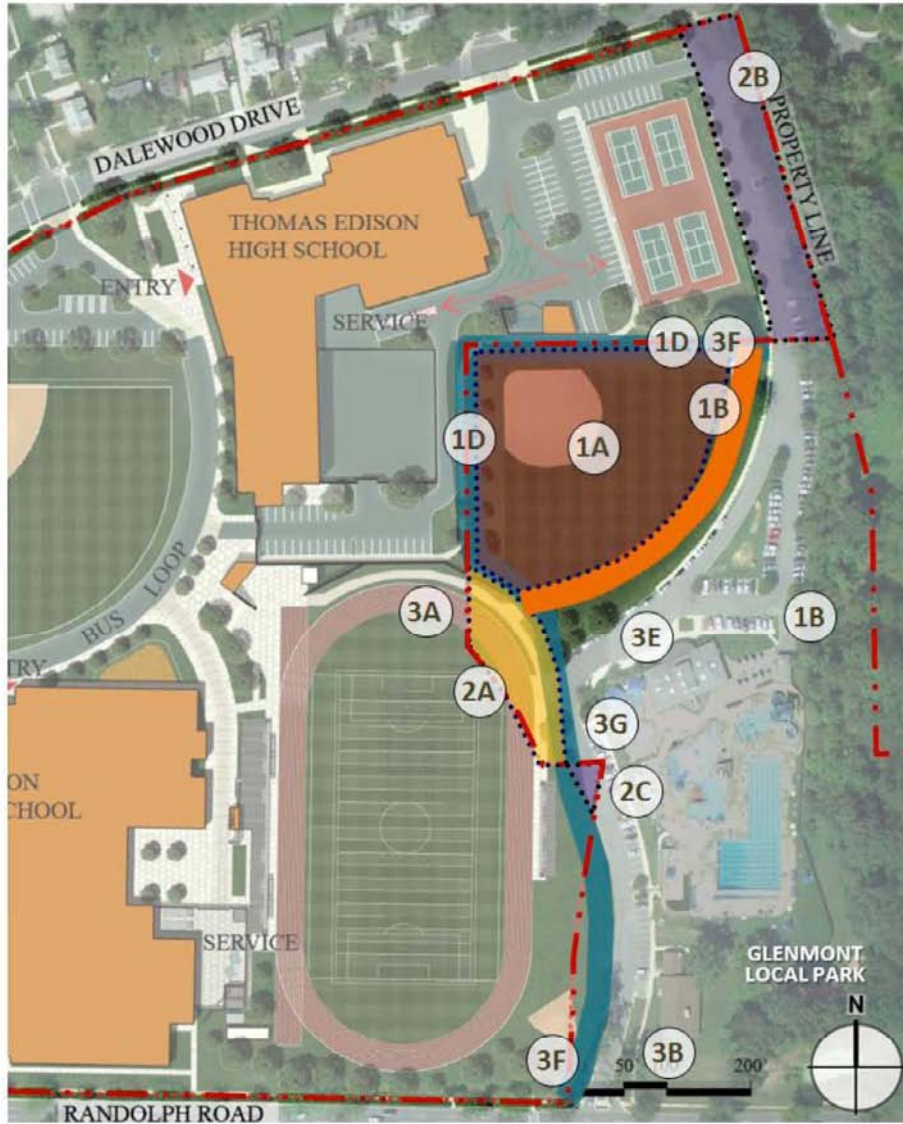


Pcc:  
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Figure 3 – Proposed Conditions of Approval



- 2B and 2C: proposed land convey to Parks
- 2A: proposed land convey to MCPS
- 1A: Construction Staging Area
- 3F: Landscaping Buffer
- 1B: Stormwater Management for Softball Field
- Existing Property Lines

