



Montrose Baptist Church, Local Map Amendment, G-964

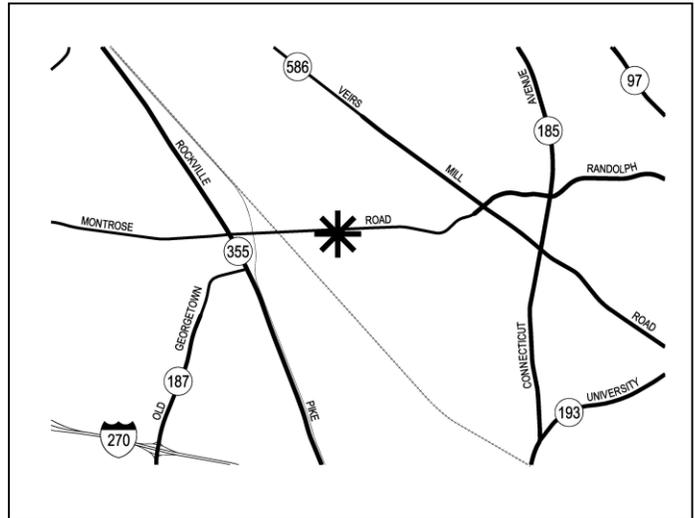
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Emily Tettelbaum, Senior Planner, Area 2 Division, Emily.Tettelbaum@montgomeryplanning.org, 301-495-4569
Khalid Afzal, Supervisor, Area 2 Division, Khalid.Afzal@montgomeryplanning.org, 301-495-4650
Glenn Kreger, Chief, Area 2 Division, Glenn.Kreger@montgomeryplanning.org, 301-495-4653

Completed: 11/9/15

Description

- Request to rezone 8.76 acres from the R-90 and R-60 zones to the RT-15 Zone to allow up to 131 townhomes;
- Location: 5020, 5010, and 5100 Randolph Road, Rockville;
- 1992 *North Bethesda/Garrett Park Master Plan*;
- Applicant: Montrose Baptist Church;
- Filing Date: April 29, 2014;
- Hearing Examiner Public Hearing Date: December 11, 2015.



STAFF RECOMMENDATION

Approval of the RT-15 Zone.

SUMMARY

Montrose Baptist Church is requesting a rezoning of 8.76 acres of land from the R-60 and R-90 Zones to the RT-15 Zone to allow the development of up to 131 new townhomes. The Site is currently improved with several buildings that house the Montrose Baptist Church, the Montrose Christian School, and the Montrose Christian Child Development Center. Pursuant to Section 7.7.1.B.1 of the current Zoning Ordinance, this application is reviewed under the standards and procedures of the Zoning Ordinance in effect on October 29, 2014.

The proposed development complies with the purpose clause of the R-T Zone and it furthers the land use goals of the 1992 *North Bethesda/Garrett Park Master Plan*. The proposed development would serve as an appropriate transition between single-family detached houses and more intense uses, and it would increase the diversity of housing types in the surrounding area.

PROPERTY DESCRIPTION AND SURROUNDING AREA

The Site is located on Randolph Road approximately 0.7 miles east of Rockville Pike. It abuts three public roads; Randolph Road to the north, Putnam Road to the west, and Macon Road to the south. Detached houses border the Site to the south and east. The Site comprises three contiguous lots 4, 5, and 32 of the Randolph Farms subdivision, with a total area of approximately 6.69 acres (Figure 1). Lots 4 and 5 are zoned R-90. Lot 32 is split-zoned; the northern portion is zoned R-90, and the southern portion is zoned R-60. In sum, approximately 5.14 acres of the Site are zoned R-90, and 1.55 acres are zoned R-60. The tract area for this application includes 2.07 acres of prior road dedications in addition to the Montrose Baptist School Site.¹



Figure 1: Aerial View of Site

The topography generally slopes down towards the southwestern corner of the Site, with a few areas of steep slopes (> 25%). The Site is currently improved with three buildings, totalling approximately 88,940 square feet, that house the Montrose Baptist Church, the Montrose Christian School, and the Montrose Child Development Center. The Site also contains approximately 160 surface parking spaces and several outdoor recreation areas.

Zoning History

At the time of the 1954 comprehensive rezoning of the County, the Site was classified in the R-90 and R-60 Zones. In 1958, when the Regional District was expanded to include Upper Montgomery County, the associated comprehensive map amendment confirmed the R-90 and R-60 zoning for the Site. The zoning was confirmed again by District Map Amendment G-956 in 2014.

Surrounding Area

Staff defined an area surrounding the Site to assess the compatibility of the rezoning proposal with nearby uses. The surrounding area was delineated based on natural boundaries and logical roadways that capture the diverse, transitional nature of the area. The area is generally bound by the Montrose Parkway right-of-way and Rock Creek Park to the north, Gaynor Road to the east, Rocking Horse Road and Boiling Brook Parkway to the south, and Parklawn Drive to the west (Figure 2). The land use pattern in the surrounding area is predominately single-family residential, but it also includes multi-family residential, commercial, institutional, and industrial uses.

The location of the Site is a generally transitional area between single-family detached houses to the north and east and commercial, industrial, and multi-family uses to the west. Loehmann's Plaza, a shopping center anchored with a grocery store, is located directly across Putnam Road to the west. Detached single-family houses built in the 1960s are located across Randolph Road to the north, and

¹ See identification plat (Attachment 1)

also abut the Site to the south and east. The area includes three multi-family complexes located to the northwest and southwest of the Site.

A Montgomery County Public Schools office facility (the Rocking Horse Road Center) and the Charles E. Smith Jewish Day School are located in the southern part of the defined surrounding area. The surrounding area also includes two office buildings, one of which is a medical office building that was approved by special exception in the R-60 Zone. A U-haul moving and storage facility occupies the northwest corner of the surrounding area.



Figure 2: Land Uses in the Surrounding Area

PROPOSAL

The Applicant has determined that it can better serve its congregation by relocating its facilities, and it proposes to rezone the Site to RT-15 in order to redevelop it with up to 130 townhomes (113 market rate units and 17 MPDUs).² As an alternative to the RT-15 Zone, the Applicant proposed a reclassification to the lower density RT- 12.5 Zone.

² The Applicant proposed 130 townhouses but the maximum density yield for this site under the RT-15 Zone would be 131 townhouses.

PUBLIC FACILITIES

Water and Sewer

The Washington Suburban Sanitary Commission (WSSC) reviewed the application and determined that the reclassification of the Site from the R-60 and R-90 Zones to the RT-15 Zone would have a negligible effect on water and sewer infrastructure, and would not trigger a need for infrastructure upgrades.³

Schools

The Site is located in the Wheaton cluster, within the service area of Viers Mill Elementary School, the Middle School Magnet Consortium (where there is choice to attend Argyle, Loiederman or Parkland Middle Schools), and the Downcounty Consortium (where there is a choice of attending Blair, Einstein, Kennedy, Northwood, or Wheaton High Schools). The base area high school is Wheaton High School. The 130 townhomes planned for the project would generate approximately 23 elementary school students, 8 middle school students, and 13 high school students. Under the current FY 2016 Subdivision Staging Policy School Test, there is a school facility payment required at the middle school and high school levels. Space is adequate at the elementary school level.

On October 28, 2015, the interim superintendent of schools released his *Recommended FY 2017 Capital Budget and FY 2017-2022 Capital Improvements Program (CIP)*. The school system recently completed feasibility studies for additions at Loiederman and Parkland Middle Schools, but funds for classroom addition projects at these schools were deferred for a future CIP. At the high school level, feasibility studies for additions at all Downcounty Consortium high schools are scheduled for the coming year. The results of these studies, and any recommendation for additions, will be included next fall in the *Amended FY 2017-2022 CIP*.⁴

Other Public Facilities

Two fire stations, the Rockville Volunteer Fire Department and the Kensington Volunteer Fire Department, are located within 2 miles of the Site. The District 4 Montgomery County Police Facility is approximately 3 miles from the Site. Rock Creek Park and Randolph Hills Local Park are within 0.75 mile of the Site.

TRANSPORTATION

Vehicular Access

The Site currently has two curb cuts on Randolph Road and one on Putnam Road.

Master-Planned Roadways, Bikeway, and Transitway

Recommendations for Randolph Road are included in the 1992 *North Bethesda/Garrett Park Master Plan*, the 2005 *Countywide Bikeways Functional Master Plan*, and the 2013 *Countywide Transit Corridors Functional Master Plan*. In the *North Bethesda/Garrett Park Master Plan*, Randolph Road is designated as a four-lane arterial, A-69, with a recommended 100-foot right-of-way and a Class II bikeway. The existing right-of-way ranges from 90 to 100 feet wide. Therefore, dedication of additional right-of-way will be required at preliminary plan review. The County Department of Transportation and the Maryland State Highway Association have been reviewing Randolph Road in the context of the Montrose Parkway East Phase 2 design study, and recently decided not to terminate Randolph Road at the CSX Railroad

³ See WSSC memo (Attachment 2)

⁴ See Montgomery County Public Schools memo (Attachment 3)

tracks. The *Countywide Bikeways Functional Master Plan* recommends bike lanes, BL-15. The *Countywide Transit Corridors Functional Master Plan* recommends Bus Rapid Transit (BRT) on Randolph Road, within its Master-Planned 100-foot wide right-of-way, as part of Corridor 7 of the County BRT network. The BRT vehicle would operate in mixed-traffic along Randolph Road. The nearest BRT station is proposed at the intersection of Parklawn Drive and Randolph Road.

Putnam Road and Macon Road are both dead-end streets that are local secondary residential streets not listed in the Master Plan. Macon Road has an existing 60-foot wide right-of-way that serves as vehicular access for 23 single-family detached housing units. Putnam Road has an existing 52- to 71- foot wide right-of-way that serves as vehicular access to the Site and the adjacent shopping center.

Available Transit Service

Transit service is available along Randolph Road via following bus routes:

1. Ride On route 10 operates with 30-minute headways between the Hillendale (at New Hampshire Avenue and Powder Mill Road) and the Twinbrook Metrorail Station on weekdays and weekends.
2. Metrobus route C4 operates with 15-minute headways between the Twinbrook Metrorail Station and the Greenbelt Metrorail Station on weekdays and weekends.
3. Metrobus route C8 operates with 30-minute headways between the College Park-University of Maryland Station and the White Flint Metrorail Station on weekdays and Saturdays.

The nearest bus stop is located on Randolph Road west of the intersection with Putnam Road where the eastbound (south side) stop is approximately 70 feet to the west of the intersection, and the westbound (north side) stop is approximately 225 feet to the west. In addition, Metrobus route J5 operates along nearby Parklawn Drive approximately 1,015 feet to the west of the Site. The White Flint Metro Station is located approximately 1.2 miles southwest of the Site, and Twinbrook Metro Station is approximately 1.5 miles to the northwest.

Pedestrian Facilities

Randolph Road has an existing four-foot wide sidewalk with a 12-foot wide green panel along the Site frontage. Putnam Road has an existing four-foot wide sidewalk on the east side only with an 11-foot wide green panel, and parking. Macon Road has four foot wide sidewalks, 10- to 12- foot wide green panels, and parking on both sides. The existing four-foot wide sidewalks along the three adjacent roadways are considered substandard in the Road Code and must be reconstructed to be at least five feet wide.

The three adjacent intersections with Randolph Road at Putnam Road, Loehmann's Plaza driveway, and Macon Road are unsignalized. There are no pedestrian crosswalks, but there are handicap ramps at the Randolph Road and Macon Road intersection.

Local Area Transportation Review

The existing uses on the Site include a church, a school, and a day care. The school has served as many as 500 students, but it has an average student enrollment of 250. The day care serves an average of 100 students. The table below shows the number of peak-hour vehicular trips estimated for the existing and proposed uses during the weekday morning and evening peak-periods (6:30 to 9:30 a.m. and 4:00 to 7:00 p.m., respectively):

Land Uses		Weekday Peak-Hour Trips	
		Morning	Evening
Existing	Private School (250 students)	198	145
Existing	Child Day care (100 children)	80	81
Total Existing		278	226
Proposed	Townhouses (130 units)	64	97
Net Reduction in Peak-Hour Trips		-214	-129

Although 30 or more total peak-hour trips are generated by the proposed townhouses, the proposed land use generates fewer trips than the existing land uses. Therefore, a traffic study is not required to be submitted to satisfy the Local Area Transportation Review test.

Transportation Policy Area Review

If the Local Map Amendment is approved, a Transportation Policy Area Review (TPAR) payment of 25% of the development impact tax is not required because the proposed townhouse units replacing the existing, previously approved uses will generate less than three new peak-hour trips.

If the Local Map Amendment (LMA) is approved, the Applicant will have to do the following at preliminary plan review:

1. Dedicate additional right-of-way along the Randolph Road frontage for a total right-of-way of 50 feet from its centerline.
2. Dedicate additional right-of-way along the Putnam Road frontage for a total right-of-way of 30 feet from its centerline.
3. Upgrade the substandard sidewalks to be five feet wide along the three adjacent roadways of Randolph Road, Putnam Road, and Macon Road.
4. Provide the missing pedestrian crossings and handicap ramps at the three adjacent intersections with Putnam Road.
5. Provide the required bike parking spaces on the Site.⁵

ENVIRONMENTAL CONSIDERATIONS

Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD 420160570) for the Site on October 20, 2015. The Site contains some areas of tree cover with significant and specimen trees, but

⁵ See Transportation memo (Attachment 4)

no forest. No streams, floodplains, or wetlands are present. There is a small area of environmental buffer that extends onto the southwest corner of the Site from an off-site stream.

Forest Conservation

At the time of Preliminary Plan review, the Site will be subject to the Forest Conservation law (Chapter 22A). There is 0.08 acres of Conservation Easement along the south property line of Lot 3. This pre-Forest Conservation Law easement was implemented by Preliminary Plan #119892120 as a tree save area, but it currently includes a portion of a parking lot and approximately eight individual trees. The disposition of this easement will be reviewed as part of the Preliminary Forest Conservation Plan at Preliminary Plan review.

Stormwater Management

The majority of the Site was developed at a time when the County had less stringent stormwater management regulations. The redevelopment will be subject to the Stormwater Management Act of 2007, and will be required to use Environmentally Sensitive Design (ESD) techniques to the maximum extent practicable.

MASTER PLAN

A master plan recommendation is not essential for approval of the RT-15 Zone, but the master plan goals and objectives are nonetheless evaluated in the context of the LMA application. If a master plan recommends a floating zone for a particular site, this recommendation has a significant impact upon the floating zone application. Absent a specific master plan recommendation, the general goals and objectives of a master plan are an important consideration as they embody the public interest for a given area of the County.

This Site is within the 1992 *North Bethesda Garrett Park Master Plan* (the Plan). It is also within the boundaries of the underway *White Flint 2 Sector Plan*, which is expected to be adopted by the County Council in 2017. Since no draft land use recommendations for the *White Flint 2 Sector Plan* have been released, Staff has reviewed this application for compliance with *North Bethesda Garrett Park Master Plan* only.

The *North Bethesda Garrett Park Master Plan* does not contain any specific recommendations for the Site, but it does include the following general land use objectives that relate to the application on page 35:

- *Direct future development to land nearest to metro stops and new transit stations, and to areas best served by transportation infrastructure.*
- *Preserve and increase the variety of housing stock, including affordable housing.*
- *Encourage a land use pattern that provides opportunities for housing and employment.*
- *Encourage a mixture of land uses in redeveloping areas to promote variety and vitality.*

The application supports these Master Plan objectives. The Site is well served by existing and planned transportation infrastructure. Metrobus and Ride On stops are within walking distance of the Site, and buses provide relatively frequent service to the Twinbrook and White Flint Metro stations. The Site is also located close to the planned eastern extension of Montrose Parkway, which will provide convenient access to I-270 and I-495. Further, the County's *Transit Corridors Functional Master Plan* calls for BRT service along Randolph Road, with a planned BRT station a few blocks away.

If approved, the proposed townhouse development will enhance the housing choices for area residents. Single-family and multi-family homes are prevalent, but there are no townhouses within the defined surrounding area. The proposed development will also increase the stock of affordable housing because a minimum of 12.5% of the units will be Moderately Priced Dwelling Units (MPDUs).

Due to the abundance of commercial and industrial businesses in the vicinity of the Site, this application could offer increased opportunities for employees to live near their places of employment. A townhouse development at this density would also encourage a more active streetscape, especially in the evening, and it will enhance the pedestrian environment.

ZONING

Pursuant to Section 7.7.1.B.1 of the current Zoning Ordinance, this application is reviewed under the standards and procedures of the Zoning Ordinance in effect on October 29, 2014. The Applicant requested that the rezoning be evaluated as a standard method Local Map Amendment (LMA) application under Section 59-H-2.4 of the 2004 Zoning Ordinance. A standard method LMA application does not require a schematic development plan, nor the proffering of any binding elements.

The request to rezone the site to RT-15 involves an evaluation of the application in the context of the zone's purpose clause. This includes an assessment of the requested zone's compatibility with existing and proposed land uses, and the nexus between the application and public interest. In addition, the Zoning Ordinance prescribes development standards that any development in the RT-15 Zone must satisfy.

Purpose Clause of the R-T Zone

The intent and purpose of the R-T Zone under Section 59-C-1.721 is as follows:

The purpose of the R-T Zone is to provide suitable sites for townhouses:

(a) In sections of the County that are designated or appropriate for residential development at densities allowed in the R-T Zones; or

(b) In locations in the County where there is a need for buffer or transitional uses between commercial, industrial, or high-density apartment uses and low-density one-family uses.

It is the intent of the R-T Zones to provide the maximum amount of freedom possible in the design of townhouses and their grouping and layout within the areas classified in that zone, to provide in such developments the amenities normally associated with less dense zoning categories, to permit the greatest possible amount of freedom in types of ownership of townhouses and townhouse developments, to prevent detrimental effects to the use or development of adjacent properties or the neighborhood and to promote the health, safety, morals and welfare of the present and future inhabitants of the district and the County as a whole. The fact that an application for R-T zoning complies with all specific requirements and purposes set forth herein shall not be deemed to create a presumption that the resulting development would be compatible with surrounding land uses and, in itself shall not be sufficient to require the granting of the application.

The application must satisfy the purpose clause of the R-T Zone, which requires that a site be designated for townhouse densities in a master plan or other planning document, be appropriate for such densities, or serve as a buffer or transitional use between commercial, industrial, or high-density apartment uses and low-density one-family uses. Although the Site is not designated for R-T zoning in a master plan, it is appropriate for townhouse densities because of its location along a major road, and because it will serve as a buffer between one-family residential and more intense uses.

The proposed RT-15 Zone is compatible with the density and height pattern of the zoning in surrounding area, where the scale of density and height generally increases from east to west (Figure 3). The R-60 and R-90 zoned single-family neighborhoods to the east of the Site allow maximum densities between 4.84 and 7.27 dwelling units per acre and a maximum height up to 35 feet.⁶ The R-30 Zone directly to the south of the Site allows a maximum density of 17.69 units per acre and a maximum height of 35 feet. The CR zoning on Loehmann’s Plaza, located directly to the west of the Site, allows a density up to 1.5 FAR and a maximum height of 75 feet. The R-20 Zone to the southwest of the Site allows a maximum density of 26.47 units per acre and a maximum height of 80 feet.

A townhouse development at the proposed density would serve as an appropriate transition between Loehmann’s Plaza shopping center and the multi-family complexes to the west of the Site, and the detached houses to the east. This type of step down in density has been used throughout the County and the region to transition between commercial sites and single-family homes.

The proposed development would also serve as a visual and auditory buffer between Randolph Road to the north, and the detached houses on Macon Road to the south. In addition, because of its flexibility in design and layout, an R-T Zone at this particular location, with its proximity to retail, parks, and transit, would allow a reasonable number of additional residents to take advantage of the nearby amenities.

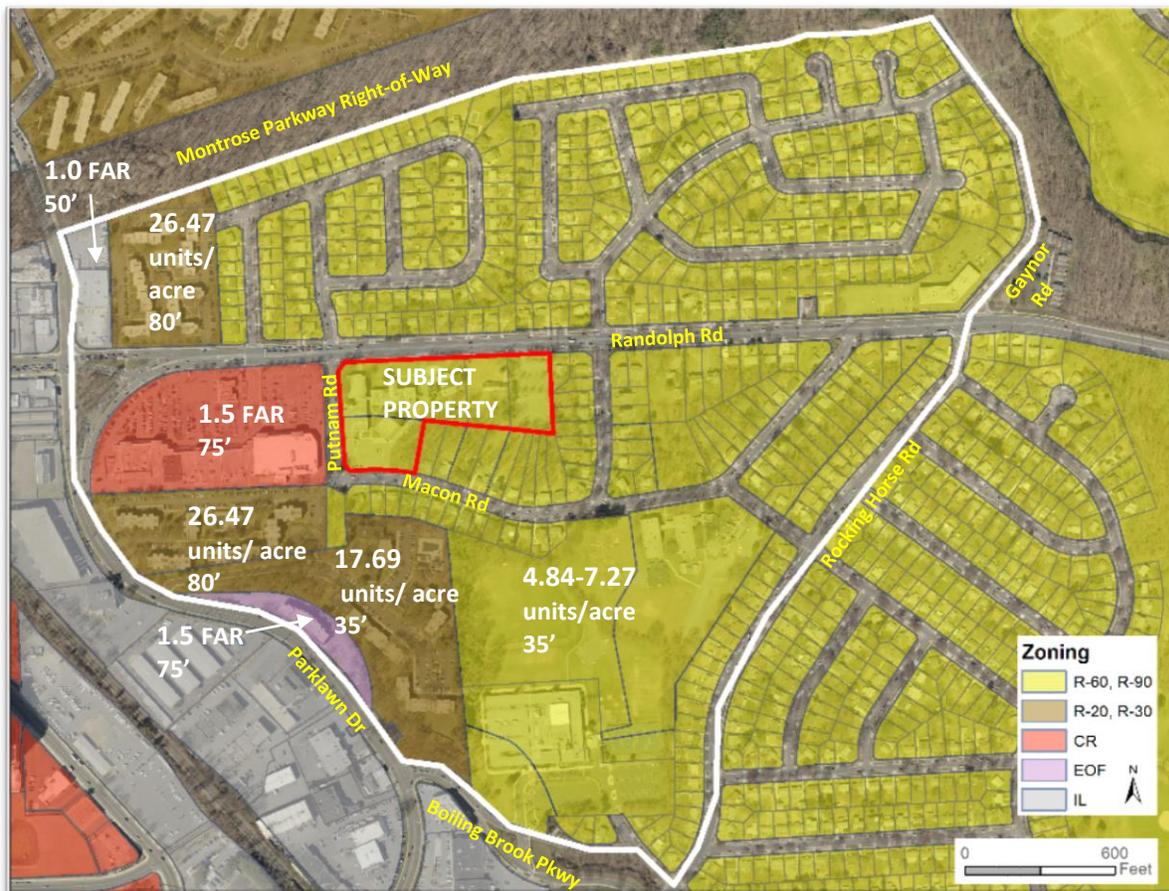


Figure 3: Zoning in the Surrounding Area

Note: Maximum height and density represents optional method development in R-20, R-30, CR, and EOF and standard method in IL, R-60, and R-90

⁶ Height above 35 feet in R-60 and R-90 Zones may be allowed through a Site plan approval.

The proposed townhouse community would be compatible with development in the surrounding area. A townhouse community will reinforce the residential character of the surrounding area by substituting a residential use for the existing institutional use. The proposed townhouse use is considered single-family residential and, if designed properly, will be compatible with the adjacent single-family detached houses to the east and south. The maximum height in the RT-15 Zone, 35 feet, is compatible with the maximum height of 35 feet in the R-60 and R-90 Zones. At Preliminary Plan and Site Plan review, special attention should be given to the scale, articulation, and placement of buildings in relation to the nearby residential uses to ensure that the proposed development is harmonious with the neighborhood.

Because this application was submitted under standard method, and the Applicant is not bound by the proposed use, approval of the LMA would not preclude the Applicant from developing the Site with any use allowed in the RT-15 Zone. The uses allowed in the RT-15 Zone overlap with the uses allowed in the R-60 and R-90 Zones, with a few exceptions. The RT-15 Zone permits a wider variety of building types to function as one-family dwelling units,⁷ and also permits business offices and recreation facilities that serve a residential development. All other permitted and special exception uses allowed in RT-15 are also allowed in R-60 or R-90. These uses are presumed to be compatible with the surrounding area because they are allowed in the existing zones.

The proposed development would promote the public interest by advancing several goals of the Master Plan and providing additional housing near existing public infrastructure. As discussed on page 7 of this report, the proposed development is consistent with the general goals of the *North Bethesda/Garrett Park Master Plan* because it will capitalize on existing and proposed transportation infrastructure and add housing diversity, affordable housing, and vitality to the surrounding area. Public facilities will adequately accommodate the proposed development. Since the Site is located in a school cluster where middle and high schools have enrollments above the planned capacity limits, the proposed development would require a school facility payment at the middle and high school levels.

In addition, as described on page 6 of this report, the proposed development will decrease the peak hour vehicle load on the road network in comparison to the existing use. Shops, transit, and employment opportunities are within walking distance of the Site, decreasing the need for future residents to depend on a car for every trip. The proposed development will enhance the pedestrian network with upgrades to nearby sidewalks and crosswalks. The proposed development will also generate tax revenue to support existing and proposed infrastructure, and it will enhance water quality by improving the Site's stormwater management capabilities.

Development Standards

If approved for the RT-15 Zone, the proposed development must satisfy the development standards of the zone, as listed below (Section 59-C-1.73). The proposed development satisfies the minimum tract area requirement; all other development standards must be approved by the Planning Board at Preliminary and Site Plan review.

⁷ RT-15 permits one-family attached dwelling units, one-family semidetached dwelling units, and townhouses. In R-60 and R-90, one-family attached dwelling units, one-family semidetached dwelling units, and townhouses are allowed under the optional method of development.

Development Standards for RT-15 (Standard Method) ⁸	Required
Minimum tract area	40,000 sf
Maximum density	15 dwelling units per acre
Minimum percentage of tract that must be devoted to green area	30%
Building setbacks (Minimum)	
From any detached dwelling lot or land classified in a one-family detached, residential zone	30 ft
From any public street	20 ft
From an adjoining lot:	
Side (end unit)	8 ft
Rear	20 ft
Maximum Building Height	
For a main building	35 ft

COMMUNITY OUTREACH

This application satisfied all noticing and posting requirements. The Applicant held a community meeting to discuss the project on October 14, 2015. To date, Staff has not received any comments from the community.

CONCLUSION

Planning Staff recommends that Local Map Amendment G-964, for reclassification of 8.76 acres from the R-60 and R-90 Zone to the RT-15 Zone, be approved. Based on the analysis contained in this report, Staff determined that the proposed development will be adequately served by public facilities and transportation infrastructure. The proposed development is compatible with the surrounding area, and functions as a transition between single-family homes and more intense uses. It complies with the purpose clause of the RT Zone, and furthers the land use goals of the 1992 *North Bethesda/Garrett Park Master Plan*. Further, the proposed development will serve the public interest by improving the pedestrian network, improving water quality, and generating tax revenue.

ATTACHMENTS

1. Identification Plat
2. WSSC Memo
3. MCPS Memo
4. Transportation Memo

⁸ The development standards may be modified by footnotes, or for an optional method MPDU project, under Section 59-C-1.73.

ATTACHMENT 2

WASHINGTON SUBURBAN SANITARY COMMISSION

DEVELOPMENT PROPOSAL REVIEW FOR A REZONING APPLICATION

APPLICATION NO.: G-964

DATE: October 7, 2015

APPLICANT: Montrose Baptist Church, Inc

LOCATION: Lots 4, 5, and 32, Block 2: 5020, 5010, 5100 Randolph Rd, Rockville, MD

COUNTY: Montgomery County

200' SHEET NO.: 215NW05

PRESENT ZONING: R-60 and R-90

EXISTING UNITS: a Church, a school and a
day care facility

PROPOSED ZONING: RT-15

SIZE OF PARCEL: 6.7 Acres

DWELLING UNITS: 130 TH

OTHER

WATER INFORMATION

1. Water pressure zone: 495A
2. Various size water lines (20-inch, 12-inch, and 8-inch) abut this property.
3. There is a large diameter (20-inch) Pre-stressed Concrete Cylinder Pipe (PCCP) and Cast Iron water main in the vicinity of this project. This could impact service to this property.
4. Local service is adequate.
5. Program-sized water main extensions (16 inches in diameter or greater) are not required to serve the property.
6. The impact from rezoning this property would be negligible.

SEWER INFORMATION

1. Basin: Rock Creek; flow is treated at Blue Plains
2. Sewer lines abutting this property are 8 and 6 inches in diameter.
3. Average wastewater flow from the present zoning: 10,613 GPD
Average wastewater flow from the requested zoning: 24,336 GPD
4. Program-sized sewer mains (15 inches in diameter or greater) are not required to serve the property.
5. Interceptor capacity is adequate.
6. The impact from rezoning this property would be negligible.

Statements of adequacy/inadequacy are made exclusively for this application at this time. Further analysis of adequacy will be part of the review at the time of application for water/sewer service.

Reviewed by Shari Djourshari (301)206-8812, Shari.Djourshari@wsscwater.com

ATTACHMENT 3

From: Crispell, Bruce [mailto:Bruce_Crispell@mcpsmd.org]
Sent: Monday, October 05, 2015 3:36 PM
To: Harris, Robert R.
Subject: Update for housing project in Wheaton

Bob,

This email is sent in response to your request for updated information on school utilizations in the Wheaton Cluster where you are working on a proposed development of 130 townhouse units at 5110 Randolph Road. That location is within the service area of Viers Mill Elementary school, the Middle School Magnet Consortium (where there is choice to attend Argyle MS, Loiederman MS or Parkland MS) and the Downcounty Consortium (where there is a choice of attending Blair, Einstein, Kennedy, Northwood, or Wheaton high schools. And, the base area high school is Wheaton High School.) Under the current FY 2016 Subdivision Staging Policy School Test, there is a school facility payment required at the middle school and high school levels. Space is adequate at the elementary school level.

The school system has recently completed feasibility studies for additions at Loiederman MS and Parkland MS. On October 28, 2015, the interim superintendent of schools will release his *Recommended FY 2017 Capital Budget and FY 2017-2022 Capital Improvements Program (CIP)*. Any recommendations to address over-utilization at those two middle schools would be included in the CIP. At the high school level feasibility studies for additions at all Downcounty Consortium high schools are scheduled for the coming year. The results of these studies, and any recommendation for additions, would be included next fall in the *Amended FY 2017-2022 CIP*.

The 130 townhomes planned for the project would generate approximately 23 elementary school students, 8 middle school students and 13 high school students. As indicated above, space is adequate at the elementary school level for the additional enrollment. Attached are pages from the current *FY 2016 Master Plan and Amended FY 2015-2020 Capital Improvements Program* for the Downcounty Consortium schools. Let me know if I can be of further assistance.

Bruce Crispell

Director, Division of Long-range Planning
Montgomery County Public Schools
45 West Gude Drive, Suite 4100
Rockville, Maryland 20850

(240) 314-4702 (office)
(301) 279-3062 (fax)



ATTACHMENT 4

MONTGOMERY COUNTY PLANNING DEPARTMENT
IE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 30, 2015

MEMORANDUM

TO: Emily Tettlebaum, Senior Planner
Area 2 Planning Division

VIA: Khalid Afzal, Supervisor
Area 2 Planning Division

FROM: Ed Axler, Planner Coordinator
Area 2 Planning Division

SUBJECT: Montrose Baptist Church
5020, 5010, & 5100 Randolph Road
Local Map Amendment No. G-694
North Bethesda Policy Area

This memorandum is Area 2 transportation planning staff's review of the subject Local Map Amendment to change from the current church, private school, and child day care center to the maximum number of townhouses permitted in the RT-15 zone.

RECOMMENDATIONS

Area 2 transportation planning staff recommends the following conditions related to the transportation requirements for the subject Local Map Amendment:

1. The Local Map Amendment must be limited to a maximum of 130 residential townhouses permitted in the RT-15 zone.
2. If the Local Map Amendment is approved, the Applicant will have do the following at preliminary plan review:
 - a. Dedicate additional right-of-way along the Randolph Road frontage for 50 feet from its centerline.
 - b. Dedicate additional right-of-way along the Putman Road frontage for 30 feet from its centerline.
 - c. Upgrade the substandard sidewalks to be 5-foot wide along the three adjacent roadways of Randolph Road, Putman Road, and Macon Road.
 - d. Provide the missing pedestrian crossings and handicap ramps at the three adjacent intersections with Putman Road.
 - e. Provide the required bike parking spaces on the site.

DISCUSSION

Site Location and Vehicular Site Access Points

The Property is located in the southeastern corner of Randolph Road and Putman Road. The existing vehicular accesses into the school's parking areas includes two curb cuts from Randolph Road and one from Putman Road. The Property is surrounded by single-family detached houses on the north, east, and south sides and the Loehmanns Plaza/shopping center on the west side. At preliminary plan review, the proposed redevelopment for townhouses may reduce the two existing curb cuts from Randolph Road to one access point.

Master-Planned Roadways, Bikeway, and Transitway

In accordance with the 1992 *North Bethesda/Garrett Park Master Plan (Master Plan)*, 2005 *Countywide Bikeways Functional Master Plan*, and 2013 *Countywide Transit Corridors Functional Master Plan*, the master-planned roadway, bikeway, and transitway is as follows:

Randolph Road is designated as a four-lane arterial, A-69 with a recommended 100-foot right-of-way and a Class II bikeway. The *Countywide Bikeways Functional Master Plan* recommends bike lanes, BL-15. The *Countywide Transit Corridors Functional Master Plan* recommends Bus Rapid Transit (BRT) on the Corridor 7, "Randolph Road" with BRT vehicles operating along Randolph Road within its Master-Planned 100-foot wide right-of-way. The nearest BRT station is proposed at the intersection of Parklawn Drive and Randolph Road. The existing right-of-way ranges from 90 to 100 feet wide and, thus, dedication of additional right-of-way will be required at preliminary plan review.

Putman Road and Macon Road are both dead end streets that are local secondary residential streets not listed in the Master Plan. Macon Road has an existing 60-foot wide right-of-way that serves as vehicular access for 23 single-family detached housing units, Putnam Road has an existing 52-to-71-foot wide right-of-way that serves as vehicular access to the subject property and the adjacent shopping center.

Available Transit Service

Transit service is available along Randolph Road via following bus routes:

1. Ride-On route 10 operates with 30-minute headways between the Hillandale (at New Hampshire Avenue and Powder Mill Drive) and the Twinbrook Metrorail Station on weekdays and weekends.
2. Metrobus route C4 operates with 15-minute headways between the Twinbrook Metrorail Station and the Greenbelt Metrorail Station on weekdays and weekends.
3. Metrobus route C8 operates with 30-minute headways between the College Park-University of Maryland Station and the White Flint Metrorail Station on weekdays and Saturdays.

The nearest bus stop is located along Randolph Road west of the intersection with Putman Road where the eastbound or south side stop is approximately 70 feet to the west and the westbound or north side stop is approximately 225 feet to the west. In addition, Metrobus route J5 operates along nearby

Parklawn Drive approximately 1,015 feet to the west of the site. The White Flint Metro station is located approximately 1.1 miles southwest of the Property.

Pedestrian Facilities

Randolph Road has an existing 4-foot wide sidewalk with a 12-foot wide green panel along the Property frontage. Putman Road has an existing 4-foot wide sidewalk on the east side only with an 11-foot wide green panel, and parking on the east side. Macon Road has existing on both sides -- 4-foot wide sidewalks, 10-to-12-foot wide green panels, and parking. The existing 4-foot wide sidewalks along the three adjacent roadways are considered substandard in the new Road Code and must be reconstructed to be 5-foot wide at preliminary plan review.

The three adjacent intersections with Randolph Road are unsignalized at Putman Road, Loehmanns Plaza driveway, and Macon Road. There are no pedestrian crosswalks, but there are handicap ramps at the intersections with Randolph Road and Macon Road. The missing pedestrian crosswalks and handicap ramps should be provided at preliminary plan review.

Local Area Transportation Review

The table below shows the number of peak-hour vehicular trips projected to be generated by the proposed change in land uses during the weekday morning peak-period (6:30 to 9:30 a.m.) and the evening peak-period (4:00 to 7:00 p.m.):

Land Uses		Number	Weekday Peak-Hour Trips	
			Morning	Evening
Existing	Private School	250 students	198	145
Existing	Child Day care	100 children	80	81
Existing	Subtotal		278	226
Proposed	Townhouses	Max. of 130 units	64	97
Net Reduction in Peak-Hour Trips			-214	-129

Even though 30 or more the total peak-hour trips are generated by the proposed townhouses, the proposed land use generates fewer trips than the existing land uses. As a result, a traffic study is not required to be submitted to satisfy the Local Area Transportation Review test.

Transportation Policy Area Review

If the Local Map Amendment is approved, a Transportation Policy Area Review (TPAR) payment of 25% of the development impact tax is not required to satisfy the TPAR test because the proposed townhouse units replacing previously approved and current private school and child day care facility will generate less than three new peak-hour trips.