



Kensington Parkwood Elementary School Addition, Mandatory Referral No. MR2016013

MB Michael Brown, Planner Coordinator, Area 2 Division, Michael.Brown@montgomeryplanning.org, 301.495.4566

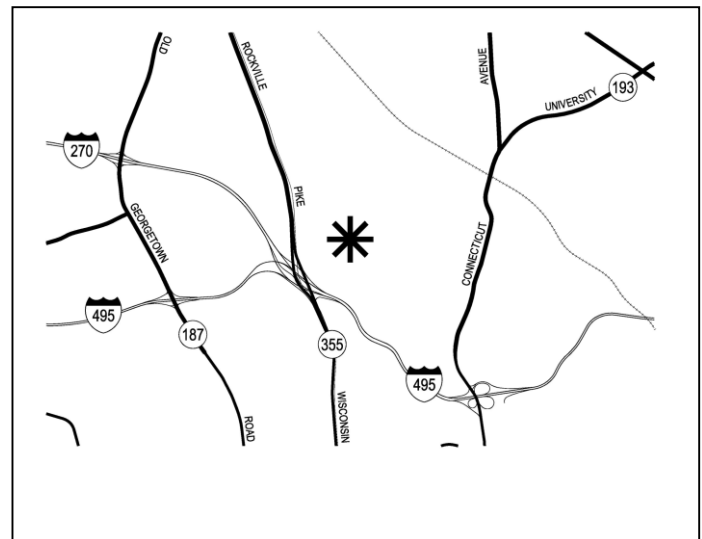
[YA] Khalid Afzal, Planner Supervisor, Area 2 Division, Khalid.Afzal@montgomeryplanning.org, 301.495.4650

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Completed: 1/13/16

Description

- Request to add approximately 25,246 square feet for fourteen classrooms, expand parking lot, and add new plantings and permeable parking spaces;
- Located at 4710 Saul Road;
- 9.88-acre site zoned R-60 within the 1989 *Approved and Adopted Master Plan for the Communities of Kensington-Wheaton*;
- Applicant: Montgomery County Public Schools;
- Acceptance Date: November 24, 2015.



Summary

- Staff recommends approval to transmit comments to Montgomery County Public Schools.
- The project is exempt from submitting a forest conservation plan under Section 22A-5 (t) of the Forest Conservation Law.

SECTION 1: RECOMMENDATION AND COMMENTS

1. The approval is limited to a core capacity of 746 students. A mandatory referral submission will be required for future improvements that increases the core capacity.
2. Coordinate with the Montgomery County Department of Transportation to upgrade all existing four-foot wide sidewalks along Saul Road and Franklin Street to the minimum, standard five-foot width per the Road Code.
3. Provide bicycle parking spaces with Inverted-U bike racks (or equivalent) at the main building entrances and appropriate locations near playing fields.
4. Monitor on-site parking capacity and implement measures, as necessary, to prevent parking overflow on adjacent streets.
5. Implement measure to prevent queuing overflow of vehicles onto the adjacent streets during drop-off and pick-up.

SECTION 2: SITE DESCRIPTION

Site Vicinity

The Site is located at the western corner of the intersection of Saul Road and Franklin Street in Kensington, west of Cedar Lane, north of the Capital Beltway, east of Rockville Pike and north and east of Beach Drive in Rock Creek Park. It is within the *Master Plan for the Communities of Kensington-Wheaton* (Master Plan), and surrounded on all sides by single-family residential houses in a predominately residential neighborhood.



Figure 1: Vicinity Map

Existing Conditions

The original Kensington Parkwood Elementary School was constructed in 1952 and has gone through several modifications. The last modification in 2006 was a renovation and expansion of the school building to 77,136 gross square feet. Seven portable classrooms are located along Saul Road to alleviate some of the school's overcrowding.

The 9.88-acre Site slopes about 20 feet from east to west. The existing school building, sited on a hill, is a two-story, split-level structure with exits to grade at the upper and lower levels. The north end of the school is at the highest grade elevation.



Figure 2: Existing Site Plan

In the northwest portion of the Site, there are softball and soccer fields, basketball courts and a mulched play area with play structure. There are two vehicular access points. An entrance on Franklin Street accommodates student drop-off, visitor parking, loading dock and trash area. An entrance on Saul Road accommodates nine bus parking spaces and eighteen standard parking spaces.

Staff approved the Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) #42016034E on September 1, 2015. There are no known rare, threatened, or endangered species, forests, 100-year floodplains, stream buffers, wetlands, or other environmentally sensitive features. The Site is within the Lower Rock Creek watershed and has 12 trees of 24" or greater Diameter at Breast Height (DBH). There are no known historic properties or features on the Site.

Master-Planned Roadways and Bikeways

The Master Plan designates Saul Road as a primary residential road, P-3 with a recommended 70-foot wide right-of-way. The current right-of-way along the Site's frontage varies from 59 to 68 feet wide. Parkwood Drive to the north of the Site is a secondary residential street with a 60-foot wide right-of-way. Edgefield Road and Franklin Street are tertiary residential streets with 50-foot wide rights-of-way. Along the Site's frontage, the existing right-of-way for Franklin Street varies from 50 to 54 feet wide. The existing right-of-way for Edgefield Road varies from 49 to 55 feet wide.

There are no master planned bikeways along Saul Road, Parkwood Drive, Edgefield Road, or Franklin Street.

Pedestrian Facilities

Saul Road and Franklin Street have four-foot wide sidewalks and seven-foot wide green panels on both sides. The following marked pedestrian crosswalks exist at the adjacent intersections:

- Saul Road/Parkwood Drive: All four legs
- Saul Road/Oldfield Drive: On the east and south legs
- Saul Road/Franklin Street: On the north, east, and south legs
- Franklin Street/Woodfield Road/existing student drop-off: On the north and south legs
- Franklin Street/Edgefield Road: On the north and south legs

Public Transit Service

The nearest Ride On Route 34 operates along Cedar Lane, approximately 500 feet east of Saul Road. Ride On Route 34 operates with 30-minute headways between the Friendship Heights Metrorail Station and the Bel Pre/Grand Pre Road intersection on weekdays and Saturdays. Transit service is not available along the other four local streets surrounding the Site.

Proposal

The Applicant proposes to add approximately 25,246 square feet for 14 additional classrooms and support spaces, and expand the existing multi-purpose room to meet the growth in enrollment resulting in a total of 102,382 gross square feet of gross floor area. The proposed addition will increase maximum core capacity from 643 to 746 students in kindergarten through the 5th grade. This improvement will eliminate the need for seven portable classrooms currently on-site.

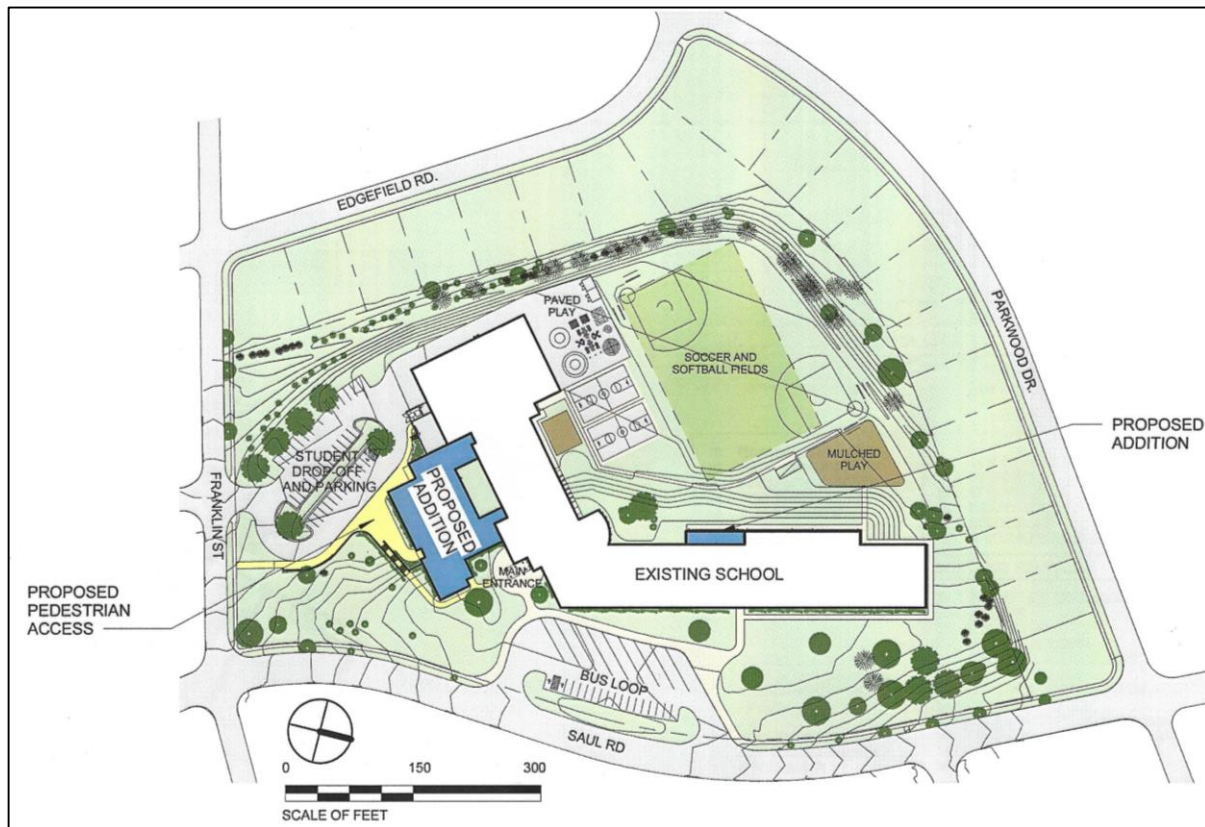


Figure 3: Proposed Site Plan

The proposed addition is on the south end of the Site, in an undeveloped grassy area directly in front of the main entrance. It is a two-story addition with a double loaded corridor on both levels, and an open-air courtyard between the new addition and the existing building. A new retaining wall and regrading of this part of the Site will allow an exit on the lower level. The retaining wall, which faces the interior of the Site, allows daylight to the lower level classrooms and creates an outdoor queuing area for drop-off and pick up. A small bump out of the exterior wall on the rear of the existing building will expand two kindergarten classes on the upper level.

Other changes include: the paving of the existing car parking spaces in the bus loop along Saul Road will be replaced with permeable pavers to increase quality and quantity controls of stormwater runoff; the parking area in the student drop-off lot will be increased to accommodate 10 additional spaces; and 12 shade trees and 8 ornamental trees will be planted on the Site.

Sustainable Design

Environmentally sensitive design and construction features include, but are not limited to: managing stormwater for quality and quantity control using vegetative roof areas and permeable pavers; utilizing energy-conserving technologies with the building envelope, lighting and HVAC systems; and utilizing recycled and regionally-manufactured construction materials.

Vehicular Access

The existing vehicular bus loop access from Saul Road and the existing student drop-off and parking area access from Franklin Street will be retained.

On-Site Parking

The number of on-site parking spaces will increase from the existing 50 for a total of 60 spaces. No addition to the existing 9 bus bays is proposed.

Transportation Review

The table below shows the number of trips generated by the increased number of students and staff in the weekday morning peak period (6:30 to 9:30 a.m.) and in the afternoon school traffic peak period of 2:30 to 3:50 p.m. (before the standard evening peak period of 4:00 to 7:00 p.m.).

Number of Students		Traffic Conditions	
		Morning	Evening
2014-2015 Enrollment	643	289	180
2020-2021 Core Capacity	740	333	207
Increased Vehicular Trips	97	44	27
Increased Vehicular Trips by Parents		30	13
Less than 50% New Student drop-off & Pick-up Vehicular Trips		15	7
New Trips by Added Teaching Positions		14	14
Max. Increased New Vehicular Trips		29	21

Since the proposal did not generate more than 30 new trips, a traffic study was not required to analyze the capacity/Critical Lane Volume (CLV) values at the adjacent intersections. No intersection improvements are needed.

Community Outreach

The Applicant has met all proper signage, noticing, and pre-submission meeting requirements. The Applicant held four community meetings and four schematic design worksessions between May 2012 and December 2014. During these phases, the Applicant worked with the community to refine the proposal based on community's comments and observations. Staff has not received any correspondence from the community regarding this application.

SECTION 3: ANALYSIS

Master Plan Conformance

The proposal is consistent with, and furthers, the recommendations of the 1989 *Master Plan for the Communities of Kensington-Wheaton*. While there are no specific land use recommendations for the Site, the proposal meets the Master Plan’s general land use and zoning objectives applicable to this proposal: to protect and stabilize the extent, location, and character of existing residential and commercial land uses; and to maintain the well-established low- to medium-density residential character which prevails over most of the planning area.

The proposal also meets the objectives outlined in the Community Facilities Plan Chapter: to provide the operating public school facilities necessary to sustain high quality educational programs at reasonable cost; and promote compatibility between surrounding land uses.

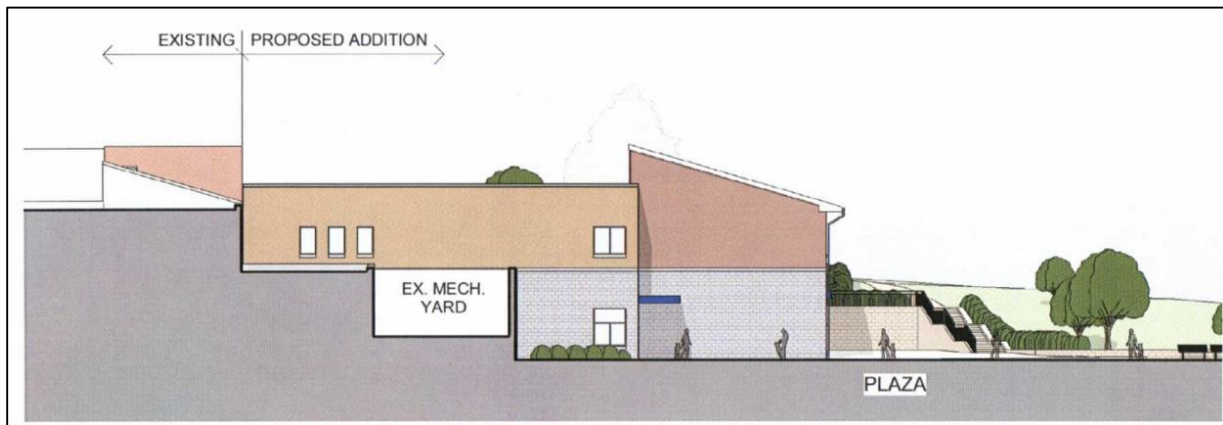
Zoning Requirements

The primary intent of the R-60 Zone is to provide moderate-density residential uses. However, public uses such as schools are also permitted. The proposal is consistent with the intent of the zone and meets the requirements of the R-60 Zone demonstrated in the table below.

Development Standard Section 4.4.9 Residential – 60 Zone (R-60)	Permitted/ Required	Proposed
B.1. Lot and Density		
Min. lot area (sf)	6,000	430,433
Min. lot width at front bldg line (ft)	60	772
Min. lot width at front lot line (ft)	25	929
Max. density (units/ac)	7.26	0
Max. lot coverage	35	21
B.2. Building Setback		
Min. front (ft)	25	74
Min. side street (ft)	25	179
Min. side (ft)	8	53
Min. rear (ft)	20	61
B.3. Building Height		
Max. height of principal bldg (ft)	35	19.25

Neighborhood Compatibility

The existing school is laid out in a modified “L” configuration and is partially two stories due to the steep topography of the Site. Although the proposed addition will reduce the building setbacks along Saul Road and Franklin Street, neighborhood compatibility is achieved by proposing a two-story addition with a compact footprint that will cut into the topography. This design measure reduces the visual impact of the building’s additional mass from the street and confronting single-family houses. The height of the addition will match the height of the existing two-story portion.



West Section illustrating the existing structure (left) and proposed addition (right)

The proposed site modifications are relatively minor and will not negatively impact the character of the Site or the neighborhood. An outdoor area for drop-off and pick-up will be created along the frontage of the new addition. A new lead-in sidewalk will connect this area to Franklin Street. The addition of the 10 spaces in the existing parking lot along Franklin Street will decrease the parking setback from 47 feet to 37 feet. The addition of permeable pavement in the bus loop parking will replace existing pavement. The existing school, with the proposed addition, will continue to be compatible with the neighborhood.

The proposed lighting will not impact confronting residential properties. The new light fixtures have been located in the interior of the Site and will not extend light to the shared property lines. On-site landscaping improvements will provide additional canopy cover and shrubs on the lawn between the proposed addition and Saul Road. These improvements create an attractive setting for the school within the residential neighborhood.

Adequacy, Safety, and Efficiency

The locations of building and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.

The proposed addition is located on the Franklin Street frontage for efficiency of building design and maximum compatibility. The placement of the new addition allows for the existing site

elements to remain. The proposed open spaces include play areas, ball courts and fields, which are available for use by the surrounding community when they are not needed for school use.

The proposed landscaping and lighting for the Site will ensure the area will be safe, adequate, and efficient for year-round use and enjoyment by students, faculty and visitors. A mix of shade trees and ornamental trees are proposed throughout the Site. It will add to the trees, shrubs and foundation plantings existing onsite.

Vehicular circulation will not be altered and will remain adequate, safe and efficient. Curb cuts onto the Site are minimized to provide safe pedestrian circulation. Separation of the bus and parent drop-offs and pick-up improves the efficiency of circulation accessing the Site. However, the Applicant has indicated that queuing space in the parent drop-off/pick-up area is currently maxed out. To enhance vehicular circulation, Staff recommends MCPS implement appropriate measures to prevent queuing overflow onto surrounding roads.

Although the proposed project includes certain pedestrian and bicycle improvements, it lacks the following improvements which Staff recommends:

1. Upgrading the existing substandard four-foot sidewalks along Saul Road and Franklin Street to the standard five-foot width with a tree panel along the curb per the current Road Code standard.
2. Inverted-U bike racks (or equivalent) at the main building entrances and appropriate location(s) to serve the non-school users of play fields.

These improvements will enhance the adequacy, safety, and efficiency of the pedestrian and bicycle facilities.

The number of on-site parking spaces will increase from the existing 50 to a total of 60 spaces. The Applicant believes that the modest increase in parking spaces will be adequate to accommodate the additional staff. Staff recommends the Applicant monitor the on-site parking capacity and implement measures, as needed, to prevent parking overflow of vehicles onto the adjacent streets.

Environment

Forest Conservation Law

The Site is subject to Chapter 22A Montgomery County Forest Conservation Law. The application received an exemption from submitting a forest conservation plan under Section 22A-5 (t) of the Forest Conservation Law on September 1, 2015. (See Attachment 2.)

Stormwater Management

The stormwater management (SWM) concept plan was developed to provide on-site control and treatment of stormwater runoff utilizing a vegetated roof on portions of the new building and other Environmental Site Design (ESD) measures, including micro-bio retention, landscape

infiltration, and/or other micro-scale stormwater management practices. The Montgomery County Department of Permitting Service accepted a SWM Concept Plan on January 11, 2016.

Conclusion

Based on the analysis contained in this report, Staff recommends approval to transmit comments listed at the front of this report to Montgomery County Public Schools.

ATTACHMENTS

1. DPS letter of SWM concept plan dated January 11, 2016.
2. FCP exemption letter dated September 1, 2015.

ATTACHMENT 1



DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County Executive

Diane R. Schwartz Jones
Director

January 11, 2016

Mr. Josh Poulin, P.E.
A. Morton Thomas & Associates, Inc.
800 King Farm Blvd
Rockville, MD 20850

Re: Stormwater Management **CONCEPT** Request
for Kensington Parkwood Elementary School
Addition
SM File #: 277035
Tract Size/Zone: 9.88 Ac./R-60
Total Concept Area: 1.01 Ac.
Parcel(s): 950
Watershed: Lower Rock Creek

Dear Mr. Poulin:

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 ESD to the MEP with the use of green roof and permeable pavement. Part of the remaining volume will be treated structurally in an Infiltration Trench and a Separator Sand Filter. Due to space constraints from placement of existing stormwater management there is no more room for treatment of the remaining third of the target volume, so a waiver of this volume is granted.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. At time of plan submittal try to increase the area of green roof coverage.
5. Green roof to be designed by a professional with green roof experience.

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 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

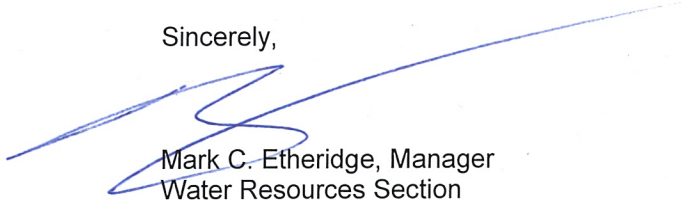
255 Rockville Pike, 2nd Floor • Rockville, Maryland 20850 • 240-777-6300 • 240-777-6256 TTY
www.montgomerycountymd.gov

Mr. Josh Poulin
January 11, 2016
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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 David Kuykendall at 240-777-6332.

Sincerely,



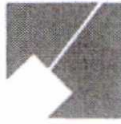
Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: CN277035 Kensington Parkwood Elementary School.DWK

cc: C. Conlon
SM File # 277035

ESD Acres:	0.20
STRUCTURAL Acres:	1.01
WAIVED Acres:	1.01

ATTACHMENT 2



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

September 1, 2015

Mr. R. Craig Shuman, Director, Division of Construction
Montgomery County Public Schools
45 West Gude Drive, Suite 4300
Rockville, MD. 20850

Re: Forest Conservation Exemption 42016034E; Kensington Parkwood Elementary School

Dear Mr. Shuman:

Based on the review by staff of the Montgomery County Planning Department, the Forest Conservation Exemption Request submitted on August 25, 2015 for the plan identified above, is confirmed. The project site is exempt from Article II of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(t) because the site is a modification to an existing non-residential developed property: (1) no more than 5,000 square feet of forest is ever cleared at one time or cumulatively after an exemption is issued, (2) the modification does not result in the cutting, clearing, or grading of any forest in a stream buffer or located on property in a special protection area which must submit a water quality plan, (3) the modification does not require approval of a preliminary plan of subdivision, and (4) the modification does not increase the developed area by more than 50% and the existing development is maintained.

A pre-construction meeting is required after the limits of disturbance have been staked prior to clearing and grading. The MCPS representative, construction superintendent, private arborist, forest conservation inspector, and the Montgomery County Department of Permitting Services sediment control inspector shall attend this meeting. If you have any questions you may contact me at 301-495-4581 or at david.wigglesworth@montgomeryplanning.org.

Sincerely,

A handwritten signature in black ink that reads "David Wigglesworth".

David Wigglesworth
Sr. Planner
Development Applications & Regulatory Coordination

CC: 42016034E
Michael Norton (NLD)