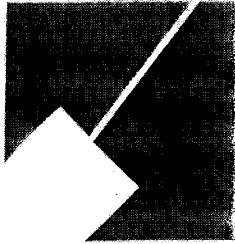


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

November 8, 2004

MEMORANDUM

TO: Fred Boyd, Community Planner
Community Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH*
Transportation Planning

FROM: Maureen Decker, Planner/Coordinator *MD*
Transportation Planning

SUBJECT: Board of Appeals Petition CBA-470-A
Petition to build all-purpose room addition
3202 Decatur Avenue
Zone R-60
Kensington/Wheaton Policy Area

NOV 19 2004

This memorandum is Transportation Planning staff's adequate public facilities review of the subject petition, which was filed on June 25, 2004. The parent/teacher co-op nursery school has a maximum of two classes with a total of 29 students and a staff of six at any one time. The application is to build an all-purpose room addition. The school cannot increase the student capacity due to current license restrictions.

RECOMMENDATION

Transportation Planning recommends no conditions required to support approval of this application since it meets the adequate public facilities test for transportation requirements. Staff finds that this action will have no increase in vehicular traffic and therefore will have no adverse effect on the transportation system.

DISCUSSION

Local Area Transportation Review

The proposed addition is expected to generate fewer than 50 trips during both the morning and evening weekday peak hours; therefore, a traffic study is not needed to satisfy Local Area Transportation Review requirements. In fact, the modification is not expected to generate any additional trips during the weekday morning peak period (6:30 to 9:30 a.m.) and weekday evening peak period (4:00 to 7:00 p.m.).

Parking, Access and Circulation

The applicant has applied for a Special Exception in order to add an "all-purpose" room to a not-for-profit, local, co-operative, nursery school that has been in its current location since 1957. At any one time the school is serving 29 students with a paid-staff of two and a parent-staff of four.

The applicant's statement indicates that approximately one-third of the families walk to the nursery school and approximately one-third of the students are in a carpool. It indicates there are designated off-street parking spaces for the paid-staff and parent-staff, which remain parked between 8:00 a.m. and 3:00 p.m. According to the statement children usually arrive to the nursery school during a 15-minute window starting at 8:50 a.m. or 11:15 a.m. and usually leave around 11:00 a.m. for the morning session, and prior to 3:00 p.m. for the afternoon session. The applicant has stated that the proposed modification *will not increase* the number of students or vehicular traffic generated by the school.

Paid-staff park in the driveway where there is sufficient room for their vehicles and a parking space for handicapped. The parent-staff park perpendicular to Decatur Avenue in a stone lot that extends almost the full frontage of the property, along with the parents who drop-off or pick-up students by vehicle. The stone perpendicular parking area along the front of the property has accommodations for approximately 13 passenger cars. This is more than sufficient since Zoning Chapter, Section 59-E-3.7 indicates the average drop-off and pick-up space required is one space for every six children or in this case five parking spaces.

In a field review conducted by Transportation Planning staff on November 1, 2004, staff noted the following:

Decatur Avenue

1. Decatur Avenue is a truncated street with access only via Pearson Street and provides access to only 14 properties in addition to the petitioner's property.
2. Decatur Avenue is a two-way street with approximately twenty-six feet of paved width. No sidewalks are present.

3. Street parking is allowed on Decatur Avenue and when observed during midday hours on a weekday, only one car was parked on the street.
4. Many of the homes on Decatur Avenue have a garage or driveway. Some, but not most, of the driveways are wide enough for two side-by-side cars. In most cases the driveways are long enough to provide space for two cars, front-to-rear without encroaching into the right-of-way.
5. The nursery school was not open at the time the transportation staff visited the site.

All of the above indicates there should be adequate off and on-street parking for the existing nursery school operations. The parking operations should not change with the petitioner's proposed modifications.

Master Plan Roadways and Bikeways

The *Master Plan for the Communities of Kensington-Wheaton*, approved and adopted May 1989, does not address Decatur Avenue in the *Adopted Street and Highway Plan* indicating that the zoning ordinance or subdivision regulations govern. For tertiary residential roads whose purpose is to provide direct access to a residential development containing not more than seventy-five dwelling units, shall in no case have a right-of-way less than twenty-seven feet four inches and a pavement width of twenty-six feet wide for two-way traffic.

Policy Area Review/Staging Ceiling

The petitioner's property is located in the Kensington-Wheaton Policy Area, which had a remaining capacity for housing of 2,524 units and 2,770 jobs under the *Fiscal Year (FY) 2004 Annual Growth Policy*, as of June 30, 2004. Under the *FY 2005 Annual Growth Policy*, effective July 1, 2004, the Planning Board is no longer required to determine if sufficient residential or non-residential capacity exists.

MD:gw