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DEC 17 2004

DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

December 15, 2004

Robert C. Hubbard
Director

Mr. Scott D. Roser, P.E.
Macris, Hendricks and Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, Maryland 20886-1279

A-8

Re: Stormwater Management **CONCEPT** Request
for Winchester School
SM File #: 211432
Tract Size/Zone: 1.97 Ac./ R-200
Total Concept Area: 1.97 Ac.
Parcels: P171 & P172
Watershed: Upper Rock Creek

Dear Mr. Roser:

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 consists of on-site water quality control via a biofiltration facility and onsite recharge via recharge chambers. Channel protection volume is not required because the one-year post development peak discharge is less than or equal to 2.0 cfs.

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

1. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
2. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
3. An engineered sediment control plan must be submitted for this development.
4. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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

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

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable



Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mike Geier at 240-777-6342.

Sincerely,



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

RRB:dm CN 211432.WinchesterSchool.mjg.doc

cc: R. Weaver
S. Federline
SM File # 211432

QN -N/R; Acres: 2
QL - on-site; Acres: 2
Recharge is provided



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 25, 2005

A-9

MEMORANDUM

TO: Nkosi Yearwood
Community-Based Planning Division

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

FROM: Cherian Eapen, Planner/Coordinator *CE*
Transportation Planning
301-495-4525

SUBJECT: Special Exception Case No. S-2604
Proposed Private Educational Institution – Winchester School
17320 Georgia Avenue, Olney (Parcels 171, 172 and 173)
Olney Policy Area

This memorandum presents the Transportation Planning staff's Adequate Public Facilities (APF) review of the above Special Exception case to permit a new 126-student private educational institution with a maximum of 16 staff members to be located at 17320 Georgia Avenue (MD 97) in Olney. The proposed school will have students attending grades 1 through 6, and will be open on weekdays between 7:00 a.m. to 6:00 p.m. The property is currently zoned R-200.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the transportation-related requirements to grant this Special Exception request (based on our review of the current traffic study and Transportation Management Plan (TMP) submitted for the subject Special Exception case):

1. Establish a 100 percent student-busing program that will mitigate the impact of site-generated traffic at intersection(s) along Georgia Avenue and within the site. Alternatively, the applicant may explore, through coordination with staff, opportunities to establish a partial busing program along with applicable *Local Area Transportation Review (LATR) Guidelines* trip reduction and/or physical intersection improvement measures that will permit

limited drop-offs and pick-ups at the school without regard to the geographical location of student residences. Any proposed busing program should include contingency plans to transport to the school those students who may miss the morning inbound bus for any reason, and should keep the buses on-site through the morning peak-period.

2. Identify and evaluate the feasibility of potential off-site student pick-up and drop-off locations that the proposed school may utilize to establish a 100 percent (or alternative partial) busing program.
3. Limit hours of operation of the proposed school, and number of students/staff at the proposed school to that described in the latest Petitioner's Special Exception Statement of Operations.
4. Manage all school-related vehicle queues, as well as any queuing/parking related to student drop-offs/pick-ups on-site within the school property without spillover to Georgia Avenue and/or adjacent local streets.
5. At the time of Preliminary Plan, consistent with the 1980 Approved and Adopted Olney Master Plan (and the May 2004 Olney Master Plan Planning Board Draft), dedicate adequate right-of-way along Georgia Avenue to provide 75 feet of right-of-way from the roadway centerline and locate any proposed on-site improvements outside of the master plan right-of-way.
6. At the time of Preliminary Plan, design the proposed site access driveway to meet Maryland State Highway Administration (SHA) design requirements, with adequate sight distance. The driveway should be designed to permit the largest vehicle anticipated at the school, including a school bus, to safely enter/exit the site from/to Georgia Avenue.
7. Provide an eight-foot-wide Class I bikeway (shared-use path) and an eight-foot-wide tree panel on Georgia Avenue along the entire property frontage. The design of the shared use path at the proposed site access driveway should be ADA compliant.
8. Provide a lead-in sidewalk from Georgia Avenue to the proposed school building.
9. Meet relevant Montgomery County Department of Public Works and Transportation (DPWT) and Department of Permitting Services (DPS) County on-site requirements, including ability of school buses and student drop-off/pick-up vehicles to safely circulate within the school site.

DISCUSSION

Site Location, Vehicular Access and Pedestrian Facilities

The property is located along the west side of Georgia Avenue just north of the intersection with Rock Hill Lane (a private roadway, along the southern subject property line), between Prince Philip Drive/Hines Road to the north and Cherry Valley Drive and Old Baltimore Road to the south.

It is currently developed with a single-family residential unit on approximately 2.0 acres, with driveway access to Georgia Avenue.

Vehicular access to and from the proposed school is designed to be via a new driveway to Georgia Avenue, placed along the southern edge of the property. The driveway provides for approximately 500 feet of queuing on the property. Eleven staff/general parking spaces are provided to the rear southwest corner of the property, an additional 11 staff/general visitor parking spaces including one handicapped parking space are provided along the north side of the driveway to the school. The bus/auto queuing plan for the school proposes the buses and pick-up vehicles to queue/stack the along the north side of the site access driveway, and is anticipated to provide adequate queuing for three buses and 14 passenger vehicles at any one time.

Georgia Avenue, to the front of the property, is a four-lane divided major highway, and has sidewalks on both sides. Consistent with the master plan recommendations, the applicant will be required to upgrade the existing sidewalk along the site frontage to provide a shared use path and a tree panel, and to provide a lead-in sidewalk into the property. Georgia Avenue is also proposed to have a future express two-lane, bi-directional, bus-only roadway within its median that will connect Olney and Aspen Hill communities to the north with Glenmont Metro Station to the south. Currently, Metrobus routes Y8, Y9 and Ride-On bus routes 52 and 53 provide service along Georgia Avenue. Ride-On bus routes 52 and 53 also serve local communities via Prince Philip Drive and Hines Road.

Prior Review of the subject Special Exception Case

The subject Special Exception case, with a proposal for 175 students, was presented to the Planning Board on July 29, 2004, at which time the Planning Board unanimously denied the petition. The current revision to the Special Exception case has reduced the student population to 126.

Master Plan Roadways and Bikeway/Pedestrian Facilities

The 1980 Approved and Adopted Olney Master Plan describes the nearby master-planned roadways, bikeway and pedestrian facilities as follows:

1. Georgia Avenue: as a north-south four-lane divided Major Highway (M-8) with a minimum right-of-way width of 150 feet (between Emory Lane to the south and Spartan Road to the north), and with a Class I bikeway (shared-use path, SP-29, in the May 2004 Olney Master Plan Planning Board Draft) along the west side of Georgia Avenue.
2. Prince Philip Drive: as a two-lane Arterial (A-46) with a minimum right-of-way width of 80 feet (between MD 108 to the north and MD 97 to the south, and with a shared road bikeway [Class III bikeway], B-30, in the May 2004 Olney Master Plan Planning Board Draft).
3. Hines Road: as a two-lane Arterial (A-49) with a minimum right-of-way width of 80 feet between MD 97 to the east and Cashell Road to the west (and with bike lanes [Class II bikeway], BL-19, in the May 2004 Olney Master Plan Planning Board Draft).

4. Cherry Valley Drive: as a two-lane Primary (P-3) with a minimum right-of-way width of 70 feet between MD 97 to the east and Wellfleet Drive to the west.
5. Old Baltimore Road: as a two-lane Primary (P-2) with a minimum right-of-way width of 70 feet between MD 108 to the north and MD 97 to the south. The May 2004 Olney Master Plan Planning Board Draft recommends adding a third approach lane on Old Baltimore Road at its intersection with MD 97.

Since this Special Exception case is required to submit a Preliminary Plan application, the applicant would be required to dedicate additional right-of-way, as needed, along Georgia Avenue. Associated with this requirement, any proposed on-site improvements should be located outside of the master plan right-of-way.

Local Area Transportation Review

Per the *LATR Guidelines*, the applicant submitted a traffic study dated February 2005 for the currently proposed 126-student school that assessed impact of the proposed school on the immediate local area roadway network. A traffic study for APF test was required since the proposed school was estimated to generate more than 50 total peak-hour trips during the typical weekday morning/evening peak periods [50 total peak-hour trips since the Special Exception case was filed prior to July 1, 2004, under the FY 2004 Annual Growth Policy (AGP)]. The applicant also submitted a Transportation Management Plan (TMP) for the subject Special Exception case.

Staff review of the traffic study indicated that the study area, the traffic counts and the description of area pedestrian facilities as presented in the study complied with the requirements of the *LATR Guidelines* and the traffic study scope. The traffic study also identified existing/future roadway features/lane configurations within the study area correctly. In addition, Background traffic conditions presented in the study adequately incorporated traffic associated with background developments identified by the staff.

However, staff continues to disagree with the build (Total traffic) conditions presented in the traffic study since the assumed future student population distribution for the proposed Winchester School and its busing program (tied to the anticipated future geographical distribution of student population) cannot reasonably be expected to fully mitigate the anticipated future traffic impact of the school at the study intersection(s) and within the site.

The current traffic study estimated that approximately 66% of the 126 students (the currently proposed school capacity) would access the school from the south along Georgia Avenue (or in other words, approximately 84 students would reside to the south of the school). The busing plan presented in the traffic study proffered that these students to the south of the school would be bused, and therefore would not impact or add critical lane movements at the Georgia Avenue/Old Baltimore Road intersection during the morning peak hour. The traffic study estimated that the rest of the student population, to the north of the school (or in other words, assumed to reside to the north of the school) would access the school from the north via Georgia Avenue as drop-offs/pick-ups. Since a majority of these trips was assumed to be already on Georgia Avenue in the southbound direction as pass-by trips, and the remaining new trips were estimated to return north after the drop-off, it was

determined that these vehicle trips from the north would not impact the Georgia Avenue/Old Baltimore Road intersection during the morning peak hour. Based on the above, the traffic study determined that the development proposal met *LATR Guidelines* requirements.

Though creative, staff finds that the above assumptions on the student population distribution and the proposed busing program tied to these assumptions that mitigate only those trips through a critical intersection cannot be reasonably supported. It is staff's opinion that even minor changes to student population distributions to the north or the south could affect either the on-site vehicle circulation/queuing, Critical Lane Volume (CLV) at the Georgia Avenue/Old Baltimore Road intersection during the morning peak hour, or both. For example, under assumptions incorporated in the traffic study, though an overall future increase in the percentage of students residing to the north of the school may not affect CLV at the Georgia Avenue/Old Baltimore Road intersection during the morning peak hour, it could potentially create on-site queuing issues at the school due to additional drop-offs/pick-ups. Alternatively, if the future percentage of students residing to the south of the school were to increase beyond the 66% assumed in the traffic study, this will require additional busing of students so that CLV at the Georgia Avenue/Old Baltimore Road intersection during the morning peak hour is not affected.

Consequently, staff recommends that the applicant consider a 100 percent student-busing program. Alternatively, the applicant may pursue *LATR Guidelines* trip reduction and/or physical intersection improvement measures that may permit some drop-offs/pick-ups at the school, while maintaining a certain fixed percentage/level of busing without regard to the geographical location of student residences.

Policy Area Transportation Review/Transportation Staging Ceiling Test

The subject Special Exception case was filed prior to July 1, 2004, under the FY 2004 AGP. Since the proposed use for the site was estimated to generate more than five weekday peak hour trips during the morning and evening peak periods, it was required to satisfy the Policy Area Transportation Review (PATR) test to determine adequacy of transportation staging ceiling. The site is located within the Olney Policy Area, which had a net remaining staging ceiling capacity of 1,924 jobs on June 30, 2004. With an estimate of 50 jobs for an elementary school, the proposed Special Exception use therefore satisfies the PATR test.

CE:kew

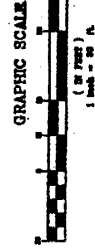
cc: Shahriar Etemadi
Catherine Conlon
Khalid Afzal
Mary Goodman
Jeff Riese
Greg Cooke
C. Craig Hedberg
Jody S. Kline

A-10



VICINITY MAP
SCALE 1" = 2,000'

1. Gross Tract Area = 88,203 sq. ft. or 2.02 acres
 Parcel 171 = 43,500 sq. ft.
 Parcel 172 = 44,985 sq. ft.
 Parcel 173 = 9,718 sq. ft.
 Prop. Road Dedication = 2,170 sq. ft.
 Net Tract Area = 86,033 sq. ft. or 1.97 acres
2. Existing Zoning - R-200
 Existing Use - Private Educational Facility
 Property Information - 17329 Georgia Avenue
 Tax # 08-00701362 (P171)
 08-00701363 (P172)
 08-00701373 (P173)
3. Allowable Students = 175*
 Proposed Students = 126
 Staff = 16 (10 Full time / 6 Part time)
 *Student density limited to 87 pupils per acre or 175.74 total stud.
 (87x 2.02 acres) per Section 59-G-2.19(c)(4)(v)(5)
4. Building Setbacks: Front - Required - Provided.
 100' vs. 127' 25' (new) - 47' 20'
 Side - 30' - 44' 150'
 Rear - 30' - 44' 150'
5. Allowable Building Height = 50'
 Proposed Building Height = 40' front, 19' rear
 Height of Existing Building = 4/23'
6. Building Coverage Allowable = 25.0% or 21,208 sq. ft. (Net Lc)
 Building Coverage Provided = 10.0% or 8,845 sq. ft.
7. Internal Green Space Required = 5.0% or 1,040 sq. feet
 Internal Green Space Provided = 16.4% or 3,450 sq. feet
 Parking Compound = 20,600 sq. feet



SE-

TAX MAP WBS1

SPECIAL EXCEPTION

BUS AND AUTO QUEUE PLAN

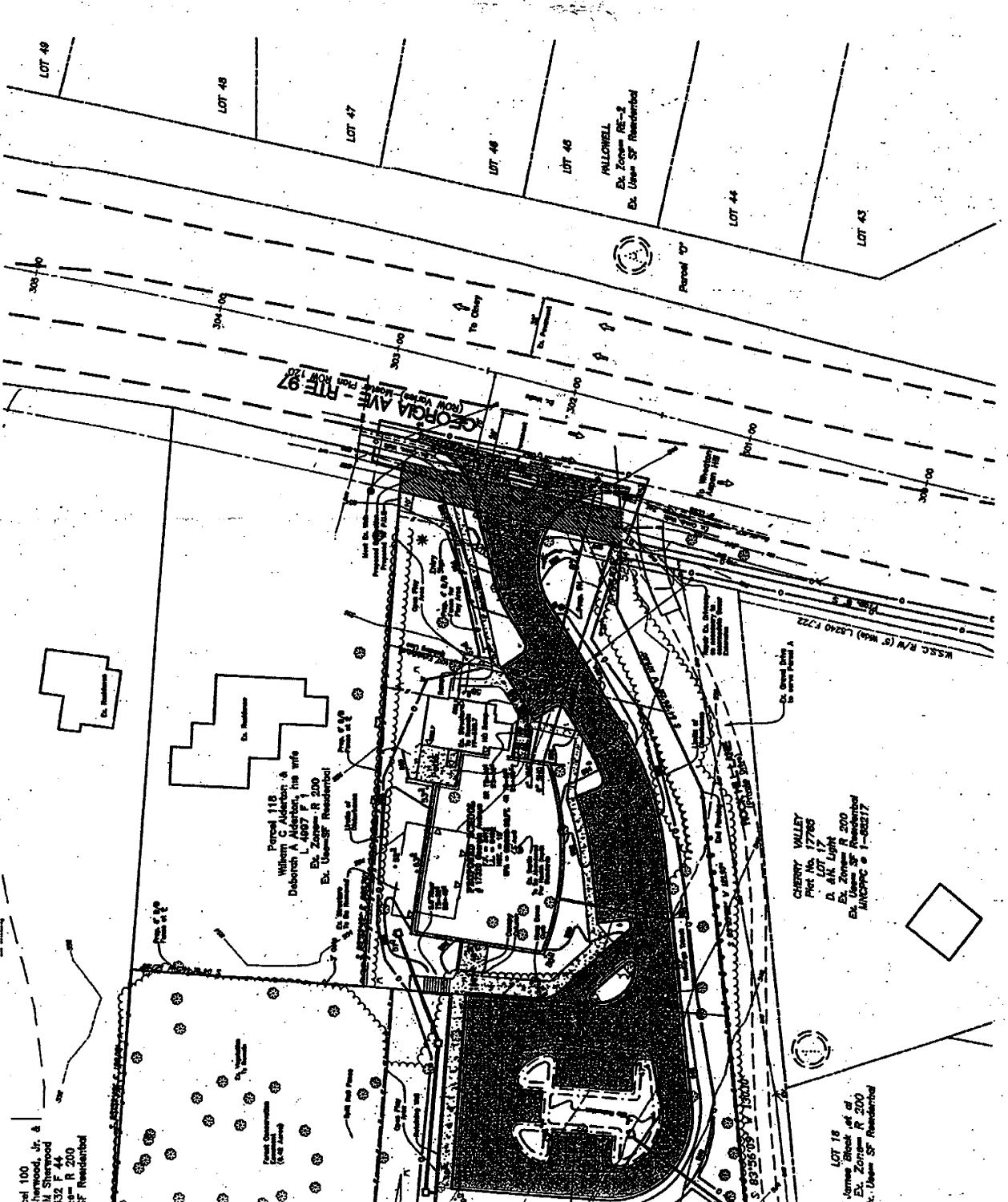
WINCHESTER SCHOOL

Parcels 171, 172, and 173

6th ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

Proj. No.	Date
173	10/1/00
172	10/1/00
171	10/1/00

Prepared by: MHG
 M. H. G. & Associates, Inc.
 2000 Montgomery Road, Suite 108
 Pikesville, MD 21076
 Phone: (301) 289-5668
 Fax: (301) 200-0128



PREPARED FOR:
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 Pikesville, MD 20854
 Phone: (301) 289-5668
 Fax: (301) 200-0128

257-7777.
 t. of work.
 is based on the plat
 as it is recorded.

LAW OFFICES

MILLER, MILLER & CANBY

CHARTERED

200-B MONROE STREET
ROCKVILLE, MARYLAND 20850

(301) 762-5212
FAX (301) 762-6044

February 25, 2005

Montgomery County Planning Board
8787 Georgia Ave.
Silver Spring, MD 20910

JAMES R. MILLER, JR.*
PATRICK C. MCKEEVER
JAMES L. THOMPSON
LEWIS R. SCHUMANN
JODY S. KLINE
ELLEN S. WALKER
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DONNA E. McBRIDE
MICHAEL G. CAMPBELL
SOO LEE-CHO
W. CHRISTOPHER ANDREWS
**Of Counsel*

Re: Special Exception No. S-2604
Petition of Mary Rhim for Winchester School

Dear Mr. Berlage and Members of the Planning Board:

Mrs. Rhim and her advisors have not yet seen the Technical Staff Report on Special Exception No. S-2604 for a private educational institution to be located at 17320 Georgia Avenue. Yet, Staff has been candid enough about their reservations regarding the current Winchester School proposal that we are able to anticipate the Report's recommendations.

The Board members may recall that you reviewed an earlier version of the Winchester School proposal in July, 2004 with a Staff report recommending denial. The Board's acceptance of the Staff's recommendation caused Mrs. Rhim to reconsider her entire application. After substantial re-working of the School's proposed design and operations, a major modification to the original proposal was resubmitted for consideration. The highlights of the drastically reduced Winchester School proposal are summarized as follows:

	<u>County Regulations</u>	<u>Original Submission</u>	<u>Revised Package</u>
Number of Students	175 (at 87@acre)	175	126
Number of Staff	--	23	16
New Building Area	--	20,000 s.f.	15,000 s.f.
Number of Classrooms	--	14 + library	9 + library
Building Coverage	25%	13.7%	10.0%
Building Height	50'	14'	14' Front 19' Rear
Green Area	n/a	53,900 s.f. (61%)	59,800 s.f. (67.8%)
Parking Provided		26 spaces	23 spaces
Forest Conservation		0.36 acres	0.05 acres

Green Area	n/a	53,900 s.f. (61%)	59,800 s.f. (67.8%)
Parking Provided		26 spaces	23 spaces
Forest Conservation Area Required		0.36 acres (fee in lieu)	0.05 acres
Forest to Remain		0.28 acres	0.48 acres

To accomplish this substantially modified application, Mrs. Rhim amended her preferred educational model as follows:

- A. Instead of two sections in each grade (1-6) with 15± students per section (176 students total), the School will operate with six sections (one for each grade) with 18± students per section (total of 126 children)
- B. Reduction of the student enrollment resulted in a reduction in the number of classrooms required and a commensurate reduction in the building area, staffing requirements, parking for employees, and so on.
- C. Due to a smaller building, and reduced parking needs, the Petitioner was able to increase greenspace, including, with Staff’s encouragement, areas with the most mature trees.

Notwithstanding these dramatic reductions in the scale and scope of the original proposal, Mrs. Rhim unfortunately anticipates another unfavorable Staff recommendation, a response to her sincere efforts to develop a workable educational program that disappoints her very much.

Actually, the Petitioner and the Staff may not be that far apart. After several meetings, and preparation of numerous alternative study plans, our disagreement with Staff boiled down to one core issue – “Should the existing stone residence on the property be removed in order to create more forest conservation area in the rear (west) of the site?”

Staff was very forthcoming in our discussions and even went “the extra step” of providing the development team with a sketch (example attached) of what might be accomplished if the existing stone residence (dashed square within new building footprint) was removed, including creation of a 50 ft. wide strip across the back of the lot which would make that area eligible for designation as “forest”.

The Petitioner disagrees that sacrificing the attractive existing stone residence is worthwhile to create more “forest” on the site. The stone house is: (a) part of the established “scenery” of Georgia Avenue in this stretch of road; (b) a feature that contributes to the uniqueness of this site; and (c) is a design cue (both in terms of height, scale and materials) for the proposed new school building. Mrs. Rhim simply thinks that removal of the stone house alters the character of the site, modifies the image of the School and changes the appearance of the property from Georgia Avenue. While the Petitioner appreciates Staff’s efforts to suggest how the site could be developed, each time we re-looked at how to organize the various school components, we kept reaching the same conclusion that the current special

exception site plan achieved the most compatible and most effective form of development. For instance, on the attached study alternative plan suggested by Staff, notwithstanding its good features, the following shortcomings also can be observed:

1. School building is distant (65') from car/bus drop-off point.
2. Setback on the north side is only twelve feet, closer than the existing residence and probably too close to the Aldertons' residence.
3. The sidewalk adjacent to the building in the front "hugs" the building at certain points.
4. Topography complicates access to the building from the front parking spaces.
5. Outdoor play areas are located adjacent to, rather than distant from, the classrooms.
6. The parking area will not accommodate stacking of three buses simultaneously which may be necessary.

These observations are not intended to be criticisms of Staff's suggestion, which is simply a "concept plan", but are intended to show that the Petitioner's current proposal is well thought out and best balances the many competing policies and standards that come into play in this proposal.

Please review the Staff's Report on Special Exception No. S-2604 in the context of these comments on behalf of the Petitioner. Mrs. Rhim and her team look forward to appearing before you next Thursday and to answering your questions about Winchester School.

Sincerely yours,

MILLER, MILLER & CANBY

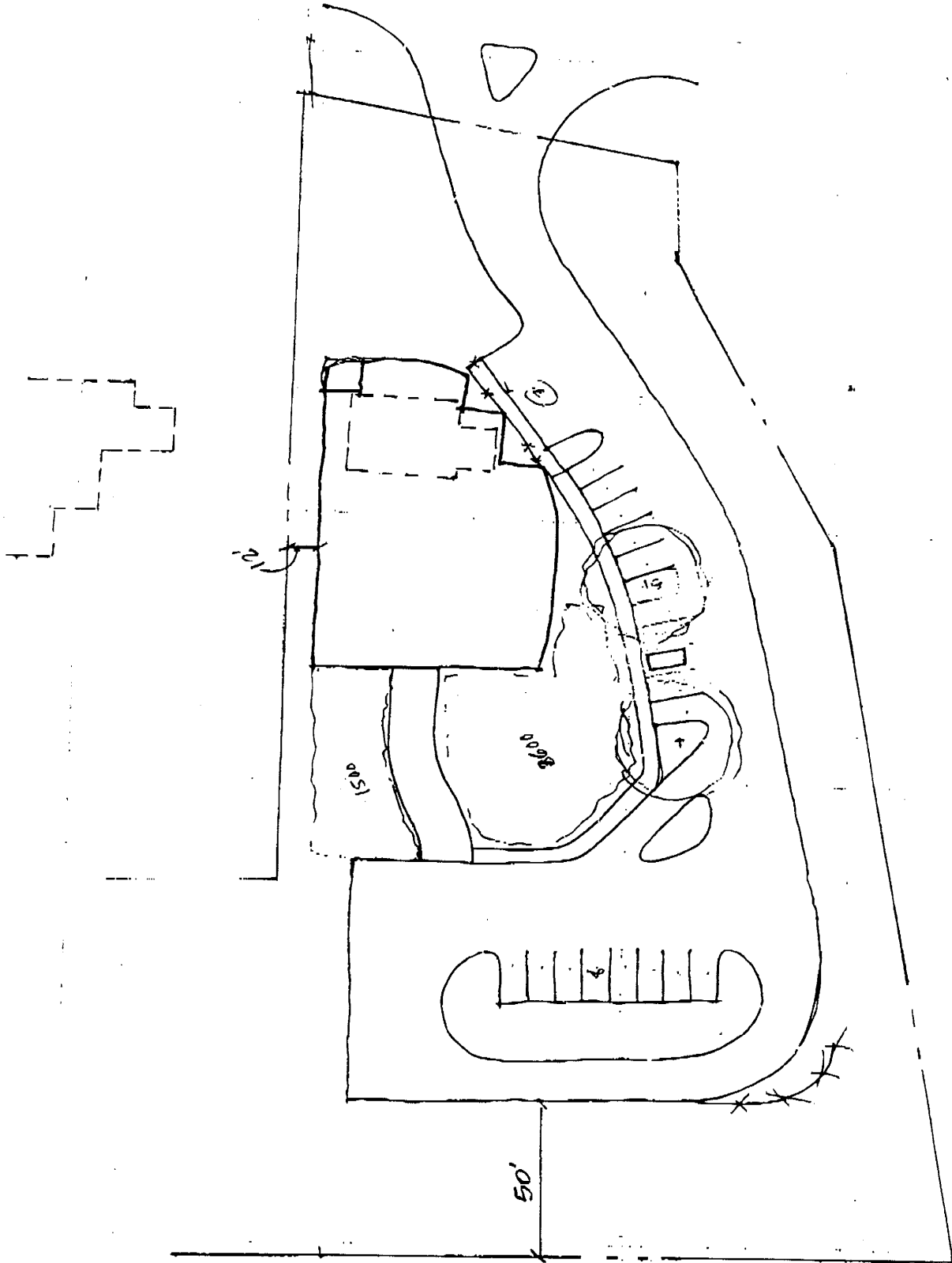


Jody S. Kline

JSK/cas

Attachment

cc: Nkosi Yearwood
Marian Clark
Cherian Eapen
Mary Rhim
Phil Perrine
Brian Donnelly
Dennis Delizzio
Barbara Seligson
Craig Hedberg



1" = 50'