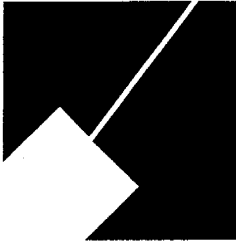


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

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April 29, 2005

**MEMORANDUM—MANDATORY REFERRAL**

**TO:** Montgomery County Planning Board

**VIA:** John A. Carter, Chief, Community-Based Planning Division, *JAC*

**FROM:** *CM*  
Callum Murray, Potomac Team Leader  
Community-Based Planning Division (301/495-4733)

**SUBJECT NO. 1:** Preliminary Forest Conservation Plan for Mandatory Referral No. 05402-MCPS-1: Seven Locks Elementary School (Replacement), 9600 Kendale Road, RE-2 Zone, Potomac Subregion Master Plan

**SUBJECT NO. 2:** Mandatory Referral No. 05402-MCPS-1: Seven Locks Elementary School (Replacement), 9600 Kendale Road, RE-2 Zone, Potomac Subregion Master Plan

**FILING DATE:** March 14, 2005

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This combined staff report provides recommendations on the Preliminary Forest Conservation Plan and Mandatory Referral No. 05402-MCPS-1 for the Seven Locks Elementary School (Replacement).

**SUBJECT NO. 1: STAFF RECOMMENDATION - Preliminary Forest Conservation Plan**  
Staff recommends approval with the following condition:

- Provide a final forest conservation plan prior to issuance of sediment and erosion control permits by the Montgomery County Department of Permitting Services (DPS).

**SUBJECT NO. 2: STAFF RECOMMENDATION - Mandatory Referral No. 05402-MCPS-1**  
Staff recommends approval with the following comments:

1. Obtain an approved stormwater management concept from the Montgomery County Department of Permitting Services (DPS).
2. Submit a Local Area Transportation Review study if the student enrollment of the Seven Locks Elementary School exceeds the 558 students analyzed in the traffic study for this application.

3. Seek approval from the appropriate agencies and implement all roadway and traffic operational improvements listed on the MCPS/Kendale Neighborhood Joint Traffic Plan, Revision #6 dated April 25, 2005 (Attachment 15).
4. Attempt to negotiate a reciprocal agreement with the German School regarding special event parking.
5. Remove parking spaces and light fixtures from the 50-foot front yard setback.
6. Provide 'cut-off' light fixtures to eliminate light intrusion outside the property.
7. Amend landscape plan to provide supplemental evergreen screening of the modified south parking lot.
8. Although the existing Seven Locks Elementary School is not the subject of the current mandatory referral application, the 2002 Potomac Subregion Master Plan addresses potential surplus school sites as follows:

*Surplus and future school sites offer potential for fulfilling some of the recreation needs of the Potomac Subregion. All school sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including park land, if they are declared surplus.*

## **INTRODUCTION**

### **Project Summary**

Montgomery County Public Schools intends to construct a Seven Locks Elementary School (Replacement) on the east side of Kendale Road, opposite Crider Brook Way. The 10.5-acre site is located immediately north of the German School of Washington D.C. The proposed school will provide teaching spaces for an initial capacity of 558 students with core spaces to support 740 students. The facility will accommodate a full-day kindergarten program and includes a gymnasium. An additional eight classrooms and areas for re-locatable buildings are master-planned for future expansion of the building. The design of the building will encourage a flexible approach that accommodates changing educational programs, interdisciplinary teaching methods, and efficient and cost-effective use of spaces.

The replacement building is sited towards the south property line, maximizing the distance from abutting and confronting residential properties to the west, north and east. A soccer field and two overlapping softball fields are proposed to the north of the school, with paved and mulched play areas to the rear of the building.

Separate driveways serve a bus loop and student drop-off areas, and both areas relate directly to the main entrance to the school. The driveway loop for student drop-off and pick-up is designed to maximize on-site stacking of vehicles without interfering with movement in and out of parking spaces. The parking lot accommodates 71 vehicles while the bus loop accommodates 12 buses and will be double striped for after-hour

use. The after-hours parking total is 140 spaces. The configuration of the parking areas depicted on the submitted site plan differs from the schematic designs displayed at the last Facility Advisory Committee. The rationale for this was a concern regarding visibility for drivers reversing out of the radial parking lot at the lower portion of the north parking lot. Unfortunately, the reconfigured southern lot driveway intruded substantially into the front yard setback, and planning staff requested that MCPS modify their proposal. A reduction of an amended proposal has been forwarded electronically, and is included as Attachment 10.

The proposed building is a partial two-story steel framed structure with brick and metal exterior facades and incorporates outdoor courtyards to provide natural day-lighting into the surrounding interior spaces. The design is very compact, and the elevations depict attractive brick facades with a sloping pitched roof with shingles. The building is conceptually segmented into public and educational classroom areas, and into active and passive areas. The public area, located at the front of the school, includes the administrative suite, multi-purpose room, gymnasium, art, music, and support spaces. The educational classroom area at the rear of the building includes the classroom wings and the instructional media center with its support spaces.

The front gable roof pavilion identifies the main entrance of the school. The administrative suite is located in the front of the building to allow supervision of the bus loop, student drop-off area, entry plaza and lobby. The gymnasium is also located at the front of the building and has a separate entrance near the parking lot and ball fields providing after-hours access to the gymnasium without compromising the security of the entire building. The two-story classroom wings at the rear of the building provide direct access to outdoor play areas. All kindergarten classrooms are located on the main floor level. A master-planned eight-classroom addition will connect the two classroom wings in the future.

### **Background/History**

The current mandatory referral application is the outcome of decisions and processes that are extremely controversial in the community, even more so than any single issue that surfaced during the preparation of the Potomac Subregion Master Plan. To quote Mark R. Adelman, Education Committee Chair, Montgomery County Civic Federation (see Appendix, Item 5):

*Any attempt to summarize an issue as complex as the fate of the Seven Locks Elementary School is almost certain to fail, at least in part because so many people have so many strong feelings and differing perspectives.*

These decisions and processes are comparatively recent (since early 2004), and staff has provided a chronological history in the Appendix to provide context for the Planning Board in reaching a decision on the mandatory referral application. One of the dilemmas is that the current application pertains to a new school, with no corroborated information regarding the fate of the school it will replace. As is evident from the Appendix, and in the view of very large numbers of the community, issues regarding both facilities are inextricably linked.

Appendix Item 4 provides an Executive Summary of Issues prepared by the Save Seven Locks Coalition, and Appendix Item 22 (Appeal of Montgomery County Board of Education Decision to Maryland State Board of Education – Deerfield Weathered Oak Citizens' Association, et. al – Appellants) provides a summation of facts on pages 2-7.

The issues detailed in the Appendix surfaced repeatedly at each of the Facility Advisory Committee meetings arranged by MCPS staff, and were raised by citizens representing numerous constituencies. Despite Mr. Adelman's assertion, the following is an attempt to summarize the issues raised, and is by no means comprehensive.

One group of major issues centers around concern for losing the heart of the Seven Locks neighborhood, anger about a sudden change in MCPS plans, alleged misrepresentation of the views of the PTA and lack of due process, alleged concealment of true comparative costs and waste of taxpayer money, alleged failure to explore a full range of options, opposition to declaring the existing school as surplus, and concerns about hidden agendas and lack of transparency.

The other major group of issues centers around the suitability of the Kendale Road site, its small size, environmental challenges, loss of forest, potential to increase flooding, necessity to widen Kendale Road, lack of sidewalks, shortage of parking, and reduction in recreational space. Many of these points have validity, as the Kendale school site was acquired in an age when elementary schools with up to 740 students were never contemplated.

As the Planning Board is well aware, decisions on funding CIP items are a function of the County Council, and decisions regarding the location of schools are a function of the Board of Education. The task facing the Planning Board is to make a recommendation on a mandatory referral for a specific property based on the latter group of issues. However, because the application is for a 'Replacement' facility, it is difficult to ignore the potential ramifications for the facility being replaced. For example, The Office of Community Use of Public Facilities (see Attachment, pages 17-18), in their review of the mandatory referral, commented that the current Seven Locks Elementary School fields should be preserved for community use. At their discretion, the Planning Board, in communicating their decision to MCPS, are not limited from doing likewise. (See subsection on Master Plan, below.)

### **Subject Site**

The site is located at 9600 Kendale Road on the east side facing Crider Brook Way (see Vicinity Map). It is composed of Parcel 808 (part of the Bradley Tract) at 9.951 acres, and Outlot A, McAuley Park, at 0.549 acres, for a total of 10.50 acres, and is zoned RE-2. The site is bounded on the north by a single-family detached dwelling on Kendale Road in the RE-2 Zone and on the east by single-family detached dwellings on Kentsdale Drive and Mercy Court in the R-200 Zone. To the south lies the German School of Washington D.C., owned by the Federal Republic of Germany, and zoned RE-2 with access from Chateau Drive. Kendale Road forms the west boundary, and the site is confronted with detached single-family homes on Kendale Road and Crider Brook Way in the RE-2 Zone. The two directly confronting properties are corner lots and have two front yards each, with implications for the front setback for the proposed new school.

The entire 10.5-acre site is forested with a healthy and regenerating upland forest. The site has an elevation high point of 296.3 feet in the south central area and falls to elevations of 245 feet and 265 feet in the southwest and southeast corners respectively. The site slopes more gently to the northwest (elevation 275 feet) and the northeast (elevation 265 feet). The site will be substantially graded with the proposed first floor elevation (282 feet) of the proposed school some 14 feet below the high point of the site.

## **ANALYSIS**

### **Master Plan**

The site is within the area of the 2002 Approved and Adopted Potomac Subregion Master Plan. The Plan addresses the classification status of Kendale Road and the possible future use of the proposed school site, based on the information available at that time.

Regarding the school property, and on the basis of the existing deficiency of ballfields in the Subregion, the Master Plan (Page 135) recommended as follows:

***Surplus and future school sites offer potential for fulfilling some of the recreation needs of the Potomac Subregion. All school sites not otherwise recommended in this Plan for environmental conservation should be considered for other public uses, including park land, if they are declared as surplus.***

*The Brickyard Junior High School, Kendale Elementary School, and Churchill Elementary School sites could be developed as local parks with ball fields or other recreational uses. (Recreational uses should be evaluated along with other public uses identified elsewhere in this Plan to determine the priority use for each available site.)*

This recommendation would also apply to the existing Seven Locks Elementary School site, in the event that it is ever declared surplus. Staff recommends that the Planning Board, in transmitting its comments to MCPS, allude to the Potomac Subregion Master Plan recommendation regarding surplus school facilities.

Regarding the classification status of Kendale Road, the Master Plan (page 119) states the following:

*Kendale Road is classified as a primary residential road connecting Bradley Boulevard (an arterial) with Kentsdale Drive (an arterial recommended by this Master Plan as a primary residential road.) Kendale Road serves some 65 residential lots, a very low number for a primary road.*

*In 1969, the Federal Republic of Germany obtained special exception approval for a school, dedicating property for a re-alignment of Kendale Road along the full depth of the property. Despite the dedication, approval of the special exception was conditioned on sole access from Chateau Drive. Parcel 808, the vacant 10.5-acre property north of the German School and fronting Kendale Road, is owned by the Board of Education. Although no construction is planned, it is indicated on the Board's inventory as a future Kendale Elementary School. As a minimum standard, access to an elementary school requires a primary residential road.*

The Master Plan recommended that Kendale Road remain classified as a primary residential road, and that the classification only be removed in the event that the site was used for a use other than a public or private school.

**RE-2 ZONE DEVELOPMENT STANDARDS**

	<u>Required</u>	<u>Proposed</u>
Main Building from Street	50 feet	220.6 feet
Side Yard – One Side	17 feet	49.8 feet
Side Yard – Sum of Both Sides	35 feet	312 feet
Rear Yard	35 feet	276 feet
Maximum Building Coverage	25.0%	11.0%
Maximum Building Height	50 feet	33 feet
Parking Lot/Driveway Setback	50 feet	9 feet ****
Interior Green Space in Parking Lot	5.0%	7.1%
Parking Spaces (From Education Specifications)	70	140

\*\*\*\*NOTE: Scaled from Submitted Site Plan – MCPS have agreed to amend plans to markedly increase this setback.

**Hours of Operation**

Current school hours are from 8:50 a.m. to 3:05 p.m. Staff hours are from 8:15 a.m. to 3:45 p.m. although many staff members arrive earlier. After-school activities are over at 4:15 p.m. and after-hours rental activities normally conclude by 9:30 p.m.

**TRANSPORTATION**

This memorandum is Transportation Planning staff's review of the subject Mandatory Referral. The subject Mandatory Referral is for the proposed new Seven Locks Elementary School to be located on the east side of Kendale Road south of Kentsdale Drive in Potomac.

## **Recommendation**

Based on our review of the site plan and the traffic study provided by the applicant, Transportation Planning staff recommends approval of this mandatory referral with the following comments:

1. Submit a Local Area Transportation Review study if the student enrollment of the Seven Locks Elementary School exceeds the 558 students analyzed in the traffic study for this application.
2. Implement all roadway and traffic operational improvements as listed on the MCPS/Kendale Neighborhood Joint Traffic Plan, Revision #6 dated April 25, 2005 (see Attachment 15).

## **Access and Circulation**

The site plan includes two access points, one to the school bus loading/unloading lot and the other to the student drop-off loop and staff/visitor parking lot, from Kendale Road. Kendale Road is connected to Bradley Boulevard to the south and Kentsdale Drive to the north. Both Kendale Road and Kentsdale Drive are classified in the Potomac Master Plan as two-lane primary residential streets with a 70-foot right-of-way while Bradley Boulevard is classified as a two-lane arterial with an 80-foot right-of-way. There are no sidewalks or bikeways present along Kendale Road and Kentsdale Drive. Since there are no sidewalks in the vicinity of the area, there is no need to provide off-site sidewalk connections to the proposed school site. The student drop-off lane has stacking spaces for approximately 45 cars, which is sufficient for accommodating cars to drop off or pick up students during the morning and afternoon school peak periods. Staff finds that the proposed access to the school with proposed improvements on Kendale Road and internal vehicular/pedestrian circulation system as shown on the site plan is adequate.

## **Local Area Transportation Review**

The proposed new Seven Locks Elementary School with an initial capacity of 558 students would generate 234 morning and 156 evening peak-hour trips, respectively, using the Institute of Transportation Engineers' trip-generation rates for an elementary school. As a requirement of the mandatory referral review and the Local Area Transportation Review Guidelines, the applicant was required to submit a traffic impact study. The following is a summary of the traffic analysis.

The traffic study was prepared considering trip distribution patterns currently observed at the Seven Locks Elementary School at the corner of Seven Locks Road and Bradley Boulevard and the Potomac Elementary School at River Road west of Falls Road. Since there is no approved development in the area which would impact the traffic volumes in the study area, the background traffic condition for the future traffic volumes was developed for the year 2010 with an annual traffic growth rate of 1.5%. The congestion standard for the Potomac Policy Area is a critical lane volume (CLV) of 1,475. The traffic study analyzed three intersections (Democracy Boulevard/Newbridge Drive, Kentsdale Drive/Kendale Road, and Kentsdale Drive/Bradley Boulevard) that were identified as the critical intersections to be affected by the development of the new school per the Local Area Transportation Review Guidelines. Based on the traffic analysis, these three

analyzed intersections operate at an acceptable level within the congestion standard. With the future traffic volumes from the proposed school enrollment, the acceptable level of the traffic conditions at all analyzed intersections is projected to continue.

### Results of Critical Lane Volume (CLV) Analysis

Location	Existing Condition		2010 Without School Condition		2010 With School Condition	
	AM	PM	AM	PM	AM	PM
<b>Democracy Blvd/ Newbridge Dr</b>	<b>767</b>	<b>620</b>	<b>826</b>	<b>664</b>	<b>885</b>	<b>708</b>
<b>Kentsdale Dr/ Kendale Rd</b>	<b>280</b>	<b>206</b>	<b>295</b>	<b>221</b>	<b>575</b>	<b>413</b>
<b>Kentsdale Dr/ Bradley Blvd</b>	<b>545</b>	<b>575</b>	<b>605</b>	<b>620</b>	<b>708</b>	<b>722</b>
<b>Bradley Blvd/ Seven Locks Rd</b>	<b>1520</b>	<b>1408</b>	<b>1632</b>	<b>1504</b>	<b>1672</b>	<b>1556</b>
<b>Bradley Blvd/ River Rd</b>	<b>1468</b>	<b>1248</b>	<b>1648</b>	<b>1376</b>	<b>1648</b>	<b>1383</b>

The parameters of the traffic analysis were customized for this study in response to community comments and concerns. The resulting traffic study provides a more conservative estimate of traffic impacts than would normally be required from three perspectives. First, the geographic study area was enlarged beyond the guidance of the Planning Board's Local Area Transportation Review (LATR) Guidelines to include two additional intersections on Bradley Boulevard. Second, an annual traffic volume growth factor was applied to existing traffic to account for traffic growth due to development beyond the area in which background (i.e., approved but unbuilt) development would normally be considered in an LATR study. Third, the new Seven Locks Elementary School is to be relocated from the existing school at the corner of Seven Locks Road and Bradley Boulevard. Thus, much of the traffic to the new school is already existing and diverted from the old school to the new site. The traffic study analyzed the traffic to the relocated school as new traffic and did not take credit for any reduction in traffic generated at the current school site. Staff requested and obtained MCPS concurrence to go "above and beyond" the normal requirements to address community concerns.

Based on the supplemental traffic analysis, the two Bradley Boulevard intersections at Seven Locks Road and River Road would operate at an unacceptable congestion standard for the conservatively projected background development condition. These unacceptable conditions are projected with or without the school traffic and the future background traffic conditions were developed based on a conservative estimate of traffic. Therefore, staff does not recommend intersection improvements to be provided by the MCPS in connection with the new Seven Locks Elementary School at these additionally analyzed intersections. The analysis of these two intersections is provided for information purposes and will provide useful context for subsequent review of both development applications and potential CIP improvements.



### **Roadway and Traffic Operational Improvements**

As described on the MCPS/Kendale Neighborhood Joint Traffic Plan (see Attachment 15), the MCPS provides a number of roadway and traffic operational improvements. The Joint Traffic Plan includes widening Kendale Road between Crider Brook Way and Kentsdale Drive from the existing 18-foot-wide to 22-foot wide to accommodate safe operation of school bus traffic. The proposed traffic operational improvements, (including no left-turns from school driveways at Kendale Road due to limited sight distance and prohibited entry to Kendale Road from Bradley Boulevard from 7:00-9:00 a.m. and 2:00-7:00 p.m.) would enhance traffic safety in connection with the Seven Locks Elementary School. Staff has reviewed all proposed roadway and traffic operational improvements and finds them safe and efficient. Staff thus recommends that MCPS seek the approvals of the appropriate agencies for all of the proposed improvements in the Joint Traffic Plan and implement them prior to opening the new school.

### **ENVIRONMENT**

Environmental Planning staff recommends approval of this plan with the following conditions:

- Provide a final forest conservation plan prior to issuance of sediment and erosion control permits by the Montgomery County Department of Permitting Services (DPS).
- Obtain an approved stormwater management concept from the Montgomery County Department of Permitting Services (DPS).

### **Site Description**

The site of the Seven Locks Elementary School replacement is a 10.5-acre forested site located in the midst of a low-density residential area along Kendale Road. It is generally a gently sloping site with 65% of the site 0-8% slopes, 30% of the site 8-15% slopes with 5% of the slopes at 15% or greater. Located within the Cabin John watershed, this site straddles the lower Ken Branch and Middle Mainstem subwatersheds, both of which have good water quality and good quality habitat. Kendale Road crosses the lower Ken Branch approximately 1000 feet downstream from the site of the proposed school. The valley of the Ken Branch at this location has been subjected to severe flooding in the past few years and sites adjacent to the stream exhibit signs of severe erosion.

### **Forest Conservation**

The entire 10.5-acre site is forested. The majority of the 73 significant/specimen trees are located in the western, more mature part of the forest closest to Kendale Road. This stand is a healthy and regenerating upland forest dominated by Tulip Poplars. Common understory species include Tulip Poplar, Black Cherry, White Oak, Hickory and Cedar. The forest on the east side of the property is an upland forest in its secondary stage of development. It is dominated by Tulip Poplar, White Oak and Red Maples. There are several specimen trees located on the southeastern corner of this forest stand.

The applicant proposes to remove 9.5 of the 10.5 acres or 90% of the forest. Areas of preservation are located along the north and south perimeters with a larger area concentrated along the eastern property boundary. These save areas will preserve eighteen specimen trees along with many smaller understory trees. In addition, the applicant proposes to preserve two large trees along Kendale Road. One is a 40-inch Tulip Poplar; the other is a 30-inch Hackberry. The Tulip Poplar is in marginal health and is a species that generally responds poorly to root disturbance. It is not likely to survive. The Hackberry is in good health and by providing this tree with preservation measures such as tunneling utilities, providing aeration under necessary fill and providing water during the construction process, this tree is likely to survive. This is important because this Hackberry will be the only remaining tree along the school frontage.

Because of the medium density of the underlying zone of this property, the conservation threshold for forest on this site is 25% or 2.5 acres. In an ideal situation for this site, 2.5 to 4-acres of forest would be preserved and any reforestation requirements would be met on-site. Unfortunately this is not possible given the large size of the building and the number of required parking spaces. Because more than 2.5 acres of forest will be removed, there is a significant mitigation penalty, causing the reforestation requirement to be approximately 4.75 acres. This mitigation will take place off-site.

Although not ideal, the forest conservation plan is acceptable. A final forest conservation plan will be required prior to the release of building permits. Items to be addressed in this plan will include any changes in the forest due to stormwater management upgrades, adjustments to the forest conservation worksheet and a location for the off-site mitigation.

### **Stormwater Management**

Stormwater is a significant issue on this site. The surrounding area was developed in the 70's and 80's without the benefit of stormwater management so there is no existing system of detention ponds and storm drains. The lack of stormwater management facilities is a contributing factor to the regular flooding of the bridge over Ken Branch (1000 feet downhill from the school site).

Stormwater quantity will be managed via underground facilities in the vicinity of the parking and bus drop-off areas. There will also be water quality structures located throughout the site. The Montgomery County Department of Permitting Services has reviewed the stormwater management concept for the school and has provided comments to the applicant regarding necessary upgrades. Issues that need to be addressed are as follows:

- The need for additional quality control structures.
- Testing for and relocation of infiltration trenches.
- The need for additional detention volume.
- Safe conveyance of stormwater to Ken Branch.

The history of flooding downstream of this site makes the requirement for additional quality control structures and the need for additional volume detention and safe conveyance to Ken Branch more critical. The outfall depicted on the stormwater management plan at the southeast portion of the property may be required to be replaced by continuous conveyance to the Ken Branch via existing right-of-way, possibly via the property dedicated by the German School in 1969.

### **Energy Management**

The project follows sustainable design practices found in Leadership in Energy and Environmental Design (LEED) guidelines as best as can be practically applied. Although the Board of Education has not committed to pursuing certification at this time, the conservation of energy is a primary factor in the design of the school. The importance and consideration placed on energy conservation is reflected in the configuration and orientation of the building, the selection of materials, and the mechanical/electrical systems proposed. The new building will be designed to exceed ASHRAE 90.1-2001 energy requirements and BOCA Basic Energy Conservation codes as well as Montgomery County energy conservation codes. The design will incorporate the ANSI/ASHRAE/IES Energy Efficient Design for New Buildings. Green technology elements and energy efficient design features that will be incorporated into the project are as follows:

- Energy Efficient Equipment
- Natural Light in Classrooms
- High Efficiency Insulation
- Low VOC Finishing
- Light Color Roofing
- Low "E" Coated Insulated Glass
- Outdoor Views from Classrooms

### **Landscape and Lighting Plan**

The submitted Landscape Plan proposes 98 evergreen trees at a height of 8-10 feet, 84 deciduous trees, and 122 shrubs, both deciduous and evergreen. The species selected and sizes proposed are appropriate. The Lighting Plan proposes standard single-and double-shoebox lighting fixtures on 20-foot high poles. It is recommended that the light fixture within the right-of-way at the entrance to the bus loop be moved to the east approximately 40 feet, and that all lights have cut-off fixtures to preclude light leakage beyond the site boundaries. The Landscape Plan should also be amended to provide additional evergreen screening of the modified south parking lot.

### **Noise**

The project will be in compliance with the Montgomery County Noise Ordinance, Section 31 (b) of the County Code, and the proposed plan for the site should pose no objectionable noise levels to the surrounding area.

## **PUBLIC CONSULTATION**

The schematic design of the Seven Locks Elementary School (Replacement) was developed based on educational specifications prepared by Montgomery County Public Schools (MCPS). The proposed plans went through a series of design reviews with members of a Facility Advisory Committee composed of staff of the existing Seven Locks Elementary School, Delegate Jean Cryor (Montgomery County, District 15), PTA members from Seven Locks and Potomac Elementary Schools, neighbors, community members of the Kendale Neighborhood Coalition and West Montgomery Citizen's Association, and project staff from the MCPS Department of Planning and Capital Programming and the MCPS Division of Construction.

The Facility Advisory Committee held four public work sessions at the Seven Locks Elementary School between October 20, 2004 and December 2, 2004, and held a further three community meetings at the same venue between December 16, 2004, and February 8, 2005. The proposed plans were modified and evaluated in accordance with the suggestions and recommendations of the Committee and community members.

Planning staff mailed notices of the Planning Board hearing to all abutting and confronting property owners, all Civic, Homeowner, and umbrella organizations registered with the Community Relations section within one mile of the proposed site, and any individual or organization on an e-mail mailing list prepared over the past 12 months. Copies of responses and materials forwarded to staff are attached as a separate Appendix.

## **CONCLUSION**

Staff recommends approval of this mandatory referral and transmittal of comments to Montgomery County Public Schools.

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### **Attachments**

1. Vicinity Map
2. Zoning Map
- 3-7. Aerial Photographs of Proposed Site
8. Site Topography
9. Schematic Site Plan
10. Site Plan
11. Proposed Elevations (South and East)
12. Proposed Elevations (North and West)
13. First Floor Plan
14. Second Floor Plan
15. MCPS/Kendale Neighborhood Joint Traffic Plan – Revision #6, April 25, 2005
16. MCPS Facility Advisory Committee Meeting Schedule
- 17-18. Memorandum from The Office of Community Use of Public Facilities – April 28, 2005
- 19-20. DPS comments on Stormwater Management Plan concept – April 14, 2005
21. Public Notice

Testimony and Background History/Information – See Separate APPENDIX