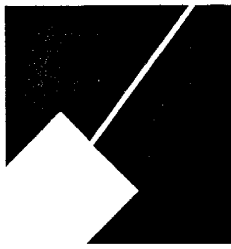


ATTACHMENT 4

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

MEMORANDUM

DATE: December 7 2005

TO: Fred Boyd, Community Based Planning Division

VIA: Mary Dolan, Countywide Planning Division, Environmental 

FROM: Marion Clark, Countywide Planning Division, Environmental 

SUBJECT Mandatory Referral No. MR-05507-MCPS-1
Weller Road Elementary School

Environmental Planning staff recommends **approval** of this mandatory referral with the following condition:

- Submit a Tree Save Plan prepared by a qualified professional. The plan shall include notes appropriate to the tree save process as outlined in the Tree Manual.

Forest Conservation

A Forest Conservation Plan exemption was issued because this is a modification of an existing developed property with no more than a total of 5000 square feet of forest cleared; no forest clearing within a stream buffer or on property subject to Special Protection Area Water Quality Plan requirements; and it does not require a new subdivision plan. The plan is still subject to the requirements for a Tree Save Plan. A Preliminary Tree Save Plan was submitted but is not complete. The submitted Tree Save Plan is not prepared by a qualified professional as required by the Forest Conservation Law.

Stormwater Management

A Stormwater Management Concept Plan is approved for this project. Full water quality and quantity control shall be expected to protect the integrity of the Wheaton subwatershed.

Green Building Design

Montgomery County Public Schools (MCPS) submitted a strategic plan entitled *Green Schools Focus* to the County Council, as required by the County Environmental Policy. MCPS pledged in the strategic plan, to "improve system design through introducing the latest high performance green building technologies (LEED) to improve sustainability and performance of buildings and reduce operating costs. MCPS will not apply for LEED certification in this project, but will include: Passive solar orientation, low e glaze windows, exterior walls with insulated cavities, Energy Star roof system, high efficiency heating, high efficiency lighting and appliances, shielded exterior lighting, specified local materials, a construction waste management plan, a bi-level flushing toilets and waterless urinals.

ATTACHMENT 5

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

December 5, 2005

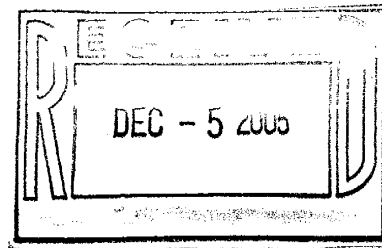
MEMORANDUM

TO: Fred Boyd, Planner
Community-Based Planning Division

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

FROM: Ed Axler, Planner/Coordinator *EA*
Transportation Planning

SUBJECT: Mandatory Referral No. 05507-MCPS-1
Weller Road Elementary School Addition
Kensington/Wheaton Policy Area



This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral case to replace the 14 "learning cottages" or temporary "relocatable" classrooms with 12 permanent classrooms.

FINDING

Transportation Planning staff has following finding as part of the APF test for transportation requirements related to the subject mandatory referral case:

Provide an updated traffic study to identify any needed transportation improvements if the school enrollment exceeds 740 students.

The Transportation Planning staff finds that the proposed classroom addition to the existing elementary school satisfies the Local Area Transportation Review test and will have no adverse effect on nearby roadway conditions or pedestrian facilities.

DISCUSSION

Site Location

The existing public school is located on the north side of Weller Road between Connecticut Avenue (MD 185) and Georgia Avenue (MD 97). The school site fronts along Weller Road to the south with Valleywood Drive to the east, Janet Road to the rear or north, and Colonel Joseph Belt Middle School to the west.

Vehicular and School Bus Access Points

The three existing vehicular access points/driveways from Weller Road into and from the elementary school are as follows:

1. An eastern-most driveway used by motorists parking in the parking lot, school buses entering the bus loop, and service vehicles.
2. A middle driveway used by school buses exiting the bus loop and other motorists parking in the few parking spaces within the bus loop area.
3. A western-most driveway used by parents dropping off and picking-up their children and other motorists parking in the few parking spaces within this area.

Pedestrians Facilities

The pedestrian facilities are adequate and would not be adversely impacted by this proposed classroom addition. Sidewalks exist along both sides of the three adjacent streets: Weller Road, Valleywood Drive, and Janet Road. Lead-in sidewalks exist along the three driveways described above from Weller Road in the front of the school. A lead-in sidewalk exists to the rear of the school from Janet Road between Valleywood Drive and Bluhill Road.

Available Transit Service

Ride-On bus route 41 operates along Weller Road between Georgia Avenue and Connecticut Avenue and between the Glenmont Metrorail Station and Bel Pre Road in Aspen Hill.

Master-Planned Roadway

According to the *Master Plan for the Communities of Kensington-Wheaton*, Weller Road to the south is classified as a primary residential street with a 70-foot right-of-way. The other two adjacent streets, Valleywood Drive and Janet Road, are not listed in the master plan and are secondary residential streets with a 60-foot right-of-way.

Local Area Transportation Review

The school's current enrollment is 571 students in November 2005, greater than the current capacity of 432 students. By September 2010, the enrollment is projected to be 637 students.

The site-generated trips were determined based on the core capacity of 740 students. Actual counts were collected for all vehicles entering and leaving the three existing driveways on a day when 601 students were in attendance. The vehicular trips generated that day were increased proportionally to reflect the core capacity of 740 students. This elementary school with 740 students enrolled would generate 98 peak-hour total trips during the weekday morning peak period (6:30 to 9:30 a.m.) and 42 peak-hour total trips during the weekday evening peak period (4:00 to 7:00 p.m.). These vehicular trips include trips by teachers, school staff, school buses, and parents dropping off and picking-up their children. Some of the trips by parents would not be new trips between home and this school in cases where the parent's ultimate destination may be their work place.

A traffic study was required to satisfy Local Area Transportation Review because the proposed land use generates a total of 30 or more peak-hour trips during the weekday morning and evening peak periods. Based on the results of the traffic study the table below shows the critical lane volumes (CLV) values for the existing, background (i.e., existing traffic plus traffic from approved, but unbuilt developments), and total traffic conditions.

Intersection	Weekday Peak Hour		Traffic Condition		
	Adjacent Street or School	Morning or Evening	Existing	Background	Total
Connecticut Avenue (MD 185) and Weller Road	Adjacent Street	Morning	1,286	1,316	1,318
		Evening	1,175	1,192	1,194
Weller Road and Hathaway Drive	Adjacent Street	Morning	798	959	968
		Evening	545	602	606
Georgia Avenue (MD 97) and Hathaway Drive	Adjacent Street	Morning	1,142	1,186	1,188
		Evening	940	953	954
Weller Road and Weller Road School's West Driveway*	Adjacent Street	Morning	466	558	566
		Evening	299	329	330
	School*	Morning	691	694	780
		Evening	269	353	388
Weller Road and Bluhill Drive / Weller Road School's East Driveway*	Adjacent Street	Morning	484	576	589
		Evening	318	248	353
	School*	Morning	519	522	555
		Evening	214	298	314

* = At the two driveways from Weller Road with vehicular traffic entering the site, the second column in the table above differentiates between the peak traffic hour of the adjacent street versus the peak traffic hour of this elementary school. Elementary school classes start after the peak traffic hour of the adjacent street. The school peak hour is from 8:00 to 9:00 compared with the adjacent street peak hour of either 7:30 to 8:30 a.m. or 7:45 to 8:45 a.m. Classes end before the start of the weekday evening peak period at 4:00 p.m. The peak traffic hour of this school is from 3:00 to 4:00 p.m. compared with the peak hour of the adjacent street, either 4:30 to 5:30 p.m. or 4:45 to 5:45 p.m.

The CLV values at each intersection during the weekday morning and evening peak hours in each traffic condition are below the congestion standard of 1,600 for the Kensington/Wheaton Policy Area.

Policy Area Transportation Review/Staging Ceiling Condition

The Weller Elementary School is an existing land use with 50 jobs already accounted for in the staging ceiling numbers. Under the *FY 2005 Annual Growth Policy* Policy Area Transportation Review is no longer considered in the APF review

EA:gw

cc: Mary Goodman
Steve Petersen

mmo to Boyd re Weller Rd ES