



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item # 5 C
11/12/09

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John Carter, Chief *JC*
Urban Design and Preservation Division

FROM: Karen Kumm Morris, Master Planner *KKM*
Urban Design and Preservation Division

SUBJECT: Mandatory Referral No. 2009707-MCPS-1
Fairland Elementary School Addition
Fairland Planning Area

STAFF RECOMMENDATION: Approval to transmit the following comments.

1. Provide a 160 long foot sidewalk connection around the new addition using pervious pavement.
2. Any mandatory referral submission for future improvements at the school by MCPS must include a traffic study for Adequate Public Facilities (APF) purposes if those improvements at the school will result in a core capacity that is greater than 740 students.
3. Manage parent drop-off/pick-up of students entirely within the school property and discourage any drop-off/pick-up of students along Fairdale Road or other neighboring streets.
4. Coordinate with Montgomery County Department of Transportation (DOT) to assess the feasibility of constructing sidewalks along the east side of Fairdale Road between Briggs Chaney Road and Bradshaw Drive through County's Annual Sidewalk Program or through CIP Project No. 509036, Transportation Improvement for Schools.

PROJECT LOCATION AND DESCRIPTION

Project Location

The Fairland Elementary School is located on the northeast corner of Briggs Chaney Road and Fairdale Road in Fairland. The existing school is surrounded by single family detached and single family attached residences to the north. The school site has existing woodland to the north and south of the school. The school is in the Northeast Consortium (formerly Paint Branch Cluster).

Project Description

The existing 66,817 SF school on approximately 11.8 acres is to be expanded to 92,227 square feet with a two story addition providing 10 additional, permanent classrooms and a number of ESOL and fine arts rooms to accommodate an increase in student capacity up to 653 students. The existing school population is 554 students and the existing capacity is 346 students. The project also includes renovations to the existing building and expansion of the parking areas, bus drop-off and driveway circulation. The vehicular circulation plan includes a new driveway access along Fairdale Road.

ANALYSIS

Conformance with the 1997 Fairland Master Plan.

The proposed school expansion meets the goals and guidelines of the master plan. The school was built in 1992, and its continued use as a school site was confirmed in the 1997 Master Plan.

Conformance with Development Standards

The subject site is in the R-200 Zone. The development standards are as follows:

Development Standards

<u>Item</u>	<u>Required/Allowed</u>	<u>Proposed</u>
Lot Area	11.8 ac (existing)	11.8 ac
Building Square Feet	66,817 SF (existing)	92,227 SF
Building Coverage	58,125 SF 11.3% (ex.)	0,933 SF 13.8%
Building Height	50 Feet	40 feet (2 story)
Parking Spaces	97 existing spaces	100 spaces
Building Setbacks:		
• From Front Lot Line (Fairdale Road)	40 feet	164 feet
• From Side Yard	12 feet	237 feet
• From Rear Lot Line (adj. to sf residence)	30 feet	88 feet
Parking Setbacks:		
• From Front Lot Line	15 feet	35 feet
• Interior green space	5%	5%

PROPOSED SITE PLAN

The proposed plan represents an improvement over existing conditions for the school by providing additional permanent classroom space and improving on-site vehicular circulation. The proposed plan achieves the objectives of the zone as follows:

1. **New Building Location:** The proposed, two story addition is oriented to the rear of the school extending from existing internal hallways. The new building's setback from the side yard greatly exceeds the required side yard setbacks. Existing building setbacks along the rear property line vary from 88 feet to 124 feet. The existing mobile units in the rear will be relocated to the south side of the school.
2. **Parking and Circulation:** The vehicular circulation of buses and cars is improved by the proposed plan. Buses currently have a separate entrance from parking entrances. A second access to parking and the student drop-off area creates a one way circulation pattern and reduces the current congestion.

Pedestrian Circulation: The existing pedestrian system includes a sidewalk along Fairdale Road and connecting sidewalks to school entrances. There is a need to provide a continuous sidewalk around the school to facilitate convenient access to ball fields and play areas. An additional sidewalk link around the back of the proposed classrooms should be pervious pavement to not increase imperviousness area.

Transportation staff has reviewed the proposed traffic study and finds that the traffic generation is acceptable.

3. **Outdoor play areas and ball fields:** The existing outdoor play areas are not affected by proposed facilities. No changes are proposed to the existing ball fields.
4. **Landscaping:** The proposed plan provides adequate on-site landscaping surrounding the parking areas and along the rear yard buffering the nearest residence. The closest residence along the rear property line is 200 feet away. The existing vegetation supplemented with the proposed screening will establish a compatible relationship. The existing woodland to the north and south of the school's property requires no additional landscape screening.
5. **Lighting:** MCPS proposes new down lighting fixtures at doorway entrances for the new addition. This type of lighting will not cast glare outward towards the community. If any new pole mounted lighting is proposed for the play areas or parking lot, MCPS should use pedestrian scaled poles (15 ft. high or less) and submit for staff review. Light distribution should be 0 foot candles at the property lines.
6. **Forest Conservation and Tree Save:** See Environment Division's separate memo for discussion of forest conservation and tree save.
7. **Compatibility:** Compatibility with adjacent residences is achieved by the combination of building setback of the new addition and the tree plantings that will buffer views of the new addition. The existing active outdoor areas of the school are oriented away from the existing community and are buffered by existing woodland.

CONCLUSION

The proposed building addition, redesign of the parking lot and vehicular circulation represent improvements to the existing school. Compatibility with adjacent residences is addressed with the building location and landscape proposals. MCPS staff should continue to work with staff to address the sidewalk comments raised in this memorandum.

Attachments:

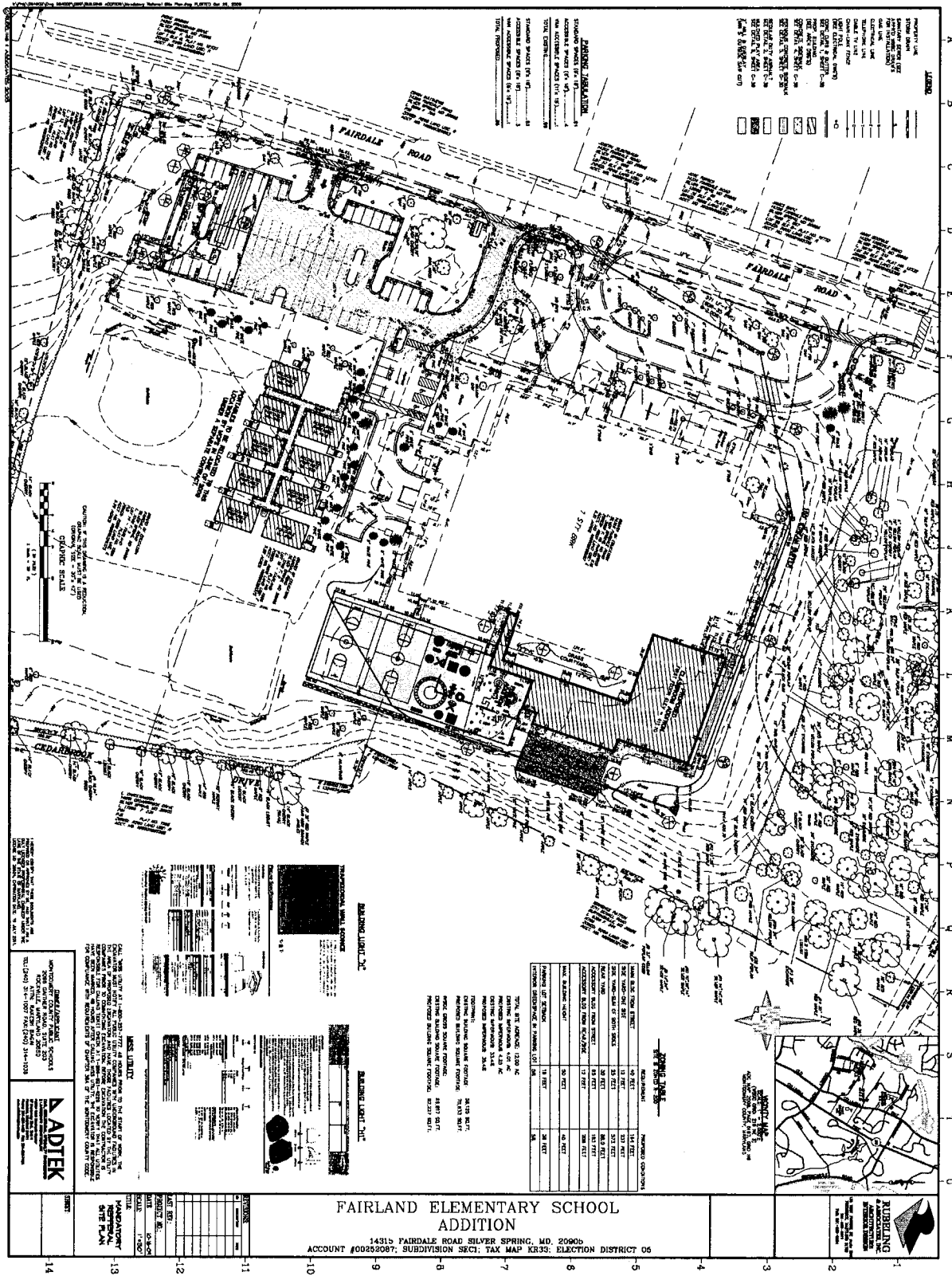
- A. Aerial Vicinity Map
- B. Proposed Site Plan
- C. Proposed Landscape Plan
- D. Transportation Division Memorandum

M:Kumm/MandatoryReferrals/Fairland ES/ Fairland Staff Report

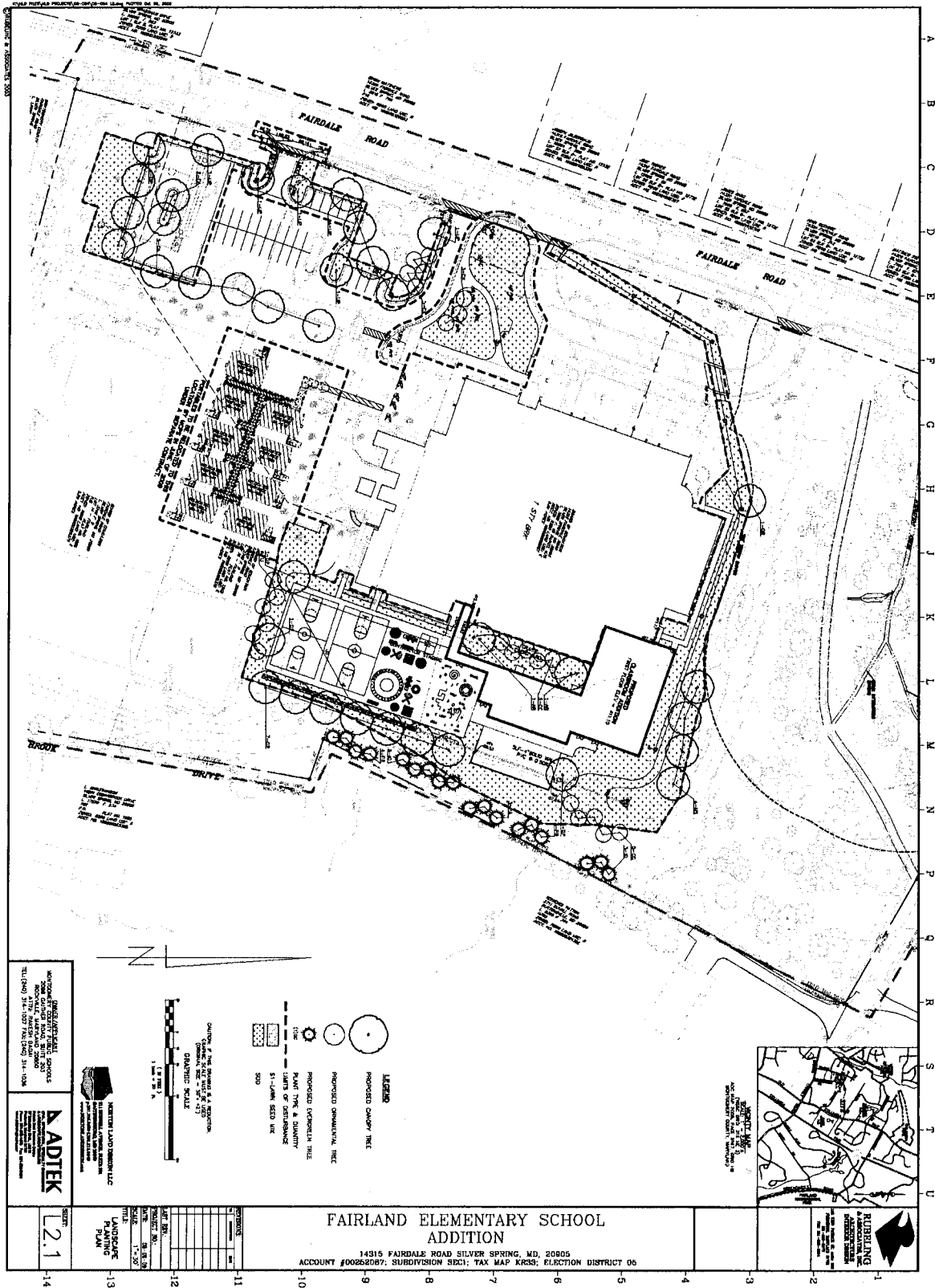
Attachment A – Aerial Vicinity Map



Attachment B – Proposed Site Plan



Attachment C – Proposed Landscape Plan





Attachment D – Transportation Division Memorandum
MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 28, 2009

MEMORANDUM

TO: Karen Kumm Morris, Master Planner/Urban Designer
Vision/Community Based Planning Division

VIA: Shahriar Etemadi, Supervisor
Move/Transportation Planning Division

FROM: Cherian Eapen, Planner/Coordinator
Move/Transportation Planning Division
301-495-4525

SUBJECT: Mandatory Referral 09707-MCPS-01
Proposed Classroom Addition Project
Fairland Elementary School
Montgomery County Public Schools
14315 Fairdale Road
Fairland/White Oak Policy Area

This memorandum presents Transportation Planning staff's review of the subject mandatory referral for Fairland Elementary School to add 13 classrooms at the school. The school is located at 14315 Fairdale Road (to the north of Briggs Chaney Road) in Silver Spring, within the Fairland/White Oak Policy Area.

RECOMMENDATIONS

We have completed our review of the materials submitted for the subject mandatory referral and recommend that the Planning Board transmit the following comments to Montgomery County Public Schools (MCPS):

1. Any mandatory referral submission for future improvements at the school by MCPS must include a traffic study for Adequate Public Facilities (APF) purposes if those improvements at the school will result in a core capacity that is greater than 740 students.
2. MCPS must manage parent drop-off/pick-up of students entirely within the school property and must discourage any drop-off/pick-up of students along Fairdale Road or other neighboring streets.

3. MCPS shall coordinate with Montgomery County Department of Transportation (DOT) to assess the feasibility of constructing sidewalks along Fairdale Road between Briggs Chaney Road and Bradshaw Drive through County's Annual Sidewalk Program or through CIP Project No. 509036, Transportation Improvement for Schools.

DISCUSSION

School Location, Existing Area Roadways/Pedestrian Facilities, Public Transit, and Land Uses

Fairland Elementary School is located approximately 1,400 feet north of Briggs Chaney Road along Fairdale Road in the Perrywood area of Silver Spring. The intersection of Briggs Chaney Road and Fairdale Road is controlled by a traffic signal. Land use in the immediate vicinity of the school is primarily residential.

Briggs Chaney Road is a two-lane arterial that runs in a general southeast-northwest direction between Prince George's County line/Fairland Road to the southeast and New Hampshire Avenue (MD 650) to the northwest. The roadway has wide shoulders/bike lanes on both sides (as recommended in the *Fairland Master Plan*). There are no sidewalks along Briggs Chaney Road in the vicinity of Fairdale Road.

Fairdale Road is a primary residential road that provides access to Fairland Elementary School. Sidewalks exist along both sides of Fairdale Road between Bradshaw Drive to the south of the school and Fairdale Terrace/Fairdale Court to the north of the school. There are no sidewalks along Fairdale Road to the south of Bradshaw Drive (to Briggs Chaney Road). For the remainder of Fairdale Road to the north/northeast, sidewalk is present only on one side of the roadway. Fairdale Road is also sole access to a large residential community. Alternative access to the residential community/elementary school is recommended in the *Fairland Master Plan* via Friendlywood Road, a primary residential street (P-16) to the north of the school between Fairdale Road and Perrywood Drive to the north (connecting to Perrywood Drive in the vicinity of Benjamin Banneker Middle School). However, this connection is currently not in place because an unfinished section of the roadway (approximately 250 feet long) to the south and north of Miles Road, which crosses Friendlywood Road.

Briggs Chaney Road is served by RideOn Route 39, which runs between Briggs Chaney Park and Ride Lot near Prince George's County line to the southeast and Glenmont Metro Station to the southwest (via Layhill). Additional Metrobus routes that serve the general area include Routes Z6, Z9, and Z8 (along Old Columbia Pike to the east of the school).

School Hours of Operation, Access, and Parking

Fairland Elementary School is open between 9:15 a.m. and 3:30 p.m. The school, oriented to Fairdale Road, currently has access from Fairdale Road via three driveways, all located to the front of the school. These include a two-way south driveway that provide in/out access to the parent drop-off/pick-up circle/loop and the visitor/staff/service parking lot, a center bus entrance driveway, and a north bus exit driveway. School buses enter the school via the center driveway, circulate in front of the school in a counter-clockwise direction to drop-

off/pick-up students, and exit the school via the north driveway.

The existing school parking lot and access scheme is proposed to be revised as part of this mandatory referral. The new scheme, as proposed, will expand the school parking lot to the south of the school building. The plan also eliminates the existing parent drop-off/pick-up circle, proposes a new school access driveway to Fairdale Road from the expanded parking lot (to be located approximately 300 feet north of Bradshaw Drive), and creates a longer parent drop-off/pick-up loop. The proposed site access and circulation improvements will therefore improve the ability of parent vehicles to queue and stack on-site for student drop-offs and pick-ups.

To further improve pedestrian accessibility to the school, Staff recommends that MCPS coordinate with Montgomery County Department of Transportation (DOT) to assess the feasibility of constructing sidewalks along Fairdale Road between Briggs Chaney Road and Bradshaw Drive. This sidewalk may be constructed through County's Annual Sidewalk Program or through inclusion in CIP Project No. 509036, Transportation Improvement for Schools.

Parking at the school is provided to the south of the school building. A total of 99 parking spaces, including five handicapped spaces are currently provided at the school. This will be reduced to a total of 86 parking spaces, including four handicapped spaces as part of this mandatory referral.

School Enrollment and Capacity

Fairland Elementary School during 2008-2009 had an enrollment of approximately 548 students, which is projected to increase to a maximum of 592 students in 2014-15 (as estimated in the FY 2009-2014 MCPS CIP). The school currently has program capacity for approximately 346 students.

To address current overcrowding and future student enrollment increases anticipated at the school, MCPS is eliminating portable classrooms at the school, and adding 13 permanent classrooms at the school. The classroom addition project will thus increase school's program capacity from 346 students to 653 students, sufficient to meet the projected enrollment. It is noted that the traffic study completed for this mandatory referral examines an enrollment of up to 740 students, identified as the core capacity for the school. The mandatory referral traffic study thus considers a future enrollment increase of 192 students at the school.

Master Plan Roadway/Bikeway Facilities

The 1997 Approved and Adopted *Fairland Master Plan* describes the following nearby master-planned roadway/bikeway facilities:

1. Fairdale Road, as a two-lane primary residential street (P-16) with a recommended minimum right-of-way width of 70-feet between Briggs Chaney Road to the south and Friendlywood Road to the north. The master plan also recommends a shared on-road local bikeway for Fairdale Road (PB-49) between Briggs Chaney Road to the south and Paint Branch Trail (PB-21) to the north.

2. Briggs Chaney Road, as a two-lane arterial (A-86) with a minimum right-of-way width of 80 feet between Paint Branch to the west and Old Columbia Pike to the east. The master plan also recommends bike lanes for this section of Briggs Chaney Road (EB10; BL-14 in the 2005 Countywide Bikeways Functional Master Plan).

Adequate Public Facilities Review

A traffic study was required for the subject mandatory referral since the school generated 30 or more total peak-hour trips during the typical weekday morning (6:30 a.m. – 9:30 a.m.) and evening (4:00 p.m. – 7:00 p.m.) peak periods. Staff review of the above traffic study indicated that the study complied with the requirements of the *LATR/PAMR Guidelines* and the traffic study scope provided by the staff.

The consultant for the applicant submitted a traffic study that presented traffic-related impacts of the school with core capacity for 740 students (an additional 192 students over current enrollment of 548 students) during the weekday morning and afternoon peak-periods. Based on trip generation data collected at the existing school, the study estimated that an increase in school enrollment to a maximum of 740 students would generate 73 peak-hour trips during the morning peak period and 54 peak-hour trips during the evening peak period. The trip generation data for the school is summarized in Table 1.

**TABLE 1
SUMMARY OF TRIP GENERATION
FAIRLAND ELEMENTARY SCHOOL CLASSROOM ADDITION PROJECT**

Trip Generation	Morning School Peak-Hour			Evening School Peak-Hour		
	In	Out	Total	In	Out	Total
Trip Generation – Current Enrollment (548 students)	113	95	208	63	91	154
Per Student Trip Rate	.21	.17	.38	.11	.17	.28
Trip Increase (192 students)	40	33	73	22	32	54
Trip Generation - Future Enrollment (740 students)	153	128	281	85	123	208

Source: Fairland Elementary School LATR and PAMR Study. The Traffic Group, Inc., January 7, 2009.

- Local Area Transportation Review

A summary of the capacity/Critical Lane Volume (CLV) analysis results for the study intersections for the weekday morning and afternoon peak-hours as presented in the traffic study is provided in Table 2. As shown in Table 2, the capacity analysis presented in the traffic study indicated that under Total Traffic (i.e., Build) Conditions, CLV at the study intersections would be below the applicable congestion standard for Fairland/White Oak Policy Area (1,475 CLV). The mandatory referral therefore satisfies the LATR requirements of the APF test.

**TABLE 2
SUMMARY OF CAPACITY CALCULATIONS
FAIRLAND ELEMENTARY SCHOOL CLASSROOM ADDITION PROJECT**

Intersection	Traffic Conditions					
	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Briggs Chaney Rd/Fairdale Rd	792	730	820	736	863	790
Fairdale Rd/Parent Access Dr (Enter)	--	--	--	--	180	163
Fairdale Rd/Parent Access Dr (Exit)	216	184	216	184	178	165
Fairdale Rd/Bus Access Dr (Enter)	61	58	61	58	65	62
Fairdale Rd/Bus Access Dr (Exit)	59	54	59	54	63	58

Source: Fairland Elementary School LATR and PAMR Study. The Traffic Group, Inc., January 7, 2009.

Note: Based on morning and evening school peak-hours of 8:30 a.m. – 9:30 a.m. and 3:15 p.m. – 4:15 p.m.

Congestion Standard for Fairland/White Oak Policy Area: 1,475 CLV

- Policy Area Mobility Review

To satisfy the PAMR requirements of the APF test, the Fairland/White Oak Policy Area requires mitigation of forty five percent (45%) of new trips generated by a use.

Trip generation data collected at the school as part of the traffic study indicated that the per student trip rate at the school is approximately 60 percent lower than the per student trip rate for private schools with Grades K through 8 included in the *LATR/PAMR Guidelines*. Staff therefore finds MCPS to be achieving trip mitigation at the school that is well above the mitigation requirement for the policy area through student bussing. The mandatory referral therefore satisfies the PAMR requirements of the APF test.

SE:CE:tc

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