


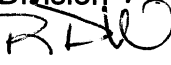



MCPB
Item #
03/15/07

MEMORANDUM: SPECIAL EXCEPTION

DATE: February 15, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow , Chief, Development Review Division 
Ralph Wilson, Development Review Division 

FROM:  Dan Janousek, Development Review Division

RE: Board of Appeals Special Exception Case No. S-2685

PETITIONER Avalon Education Group, Inc.

SUBJECT: Petition to construct and operate a 600-student Private Educational Institution at 22821 and 22901 Frederick Road, Clarksburg.

ZONE: R-200

MASTER PLAN: Clarksburg Master Plan (June 1994)

FILING DATE: September 25, 2006

HEARING: March 30, 2007

I. RECOMMENDATION: APPROVAL with conditions

A. Summary

Staff recommends approval of the application and its preliminary Forest Conservation Plan. The application does not conflict with any development standard of the applicable zone or any special exception standard. The site plan limits the total gross area of impervious impact to 28.7 percent. The proposal does not pose an adverse impact to public facilities and it does not conflict with the Clarksburg Master Plan.

B. Conditions

- a. Limit the school enrollment to a maximum of 600 students.
- b. Limit all students pick up and drop off to occur on site.

- c. Submit an annual report to the Board of Appeals regarding the implementation of the submitted Transportation Management Plan.
- d. Construct a sidewalk along Frederick Avenue.
- e. The regular academic year will begin in late August and end in early June.
- f. School hours of operation will begin with student arrival at 7:30 a.m., and final departure at 6:00 p.m., with classes for all grades beginning at 8:30 a.m. and ending at 3:15 p.m. Monday through Friday.
- g. Planning Board approval of a Preliminary Plan under Chapter 59-D-3 is required.
- h. Site imperviousness must not exceed 28.7%. If the applicant wishes to expand the proposed facility by amending the Special Exception, the new imperviousness must be offset by increasing contiguous land area so that impervious coverage remains at or below 28.7percent.
- i. Conform to the conditions stated in the Montgomery County Department of Permitting Services (DPS) letter approving the elements of the SPA Preliminary Water Quality Plan (see Attachment 2).
- j. Submit a Final Forest Conservation Plan (FCP) that meets the requirements of Section 109(B) of the Forest Conservation Regulations.
- k. Final FCP to be approved by M-NCPPC Staff before any clearing or grading on the property.
- l. Site inspections required by M-NCPPC monitoring staff per Section 110 of the Forest Conservation Regulations.
- m. Reforestation area towards the rear of the property must be placed into a Category-One forest conservation easement, and it is to be recorded in the land records.
- n. Implement programs as necessary to ensure that the total number of vehicles entering and leaving the site ("trips") will not exceed 420 trips in the a.m. (morning) peak hour of activity.
- o. The applicant must provide a five-foot-wide concrete sidewalk along the property's MD 355 frontage and extend it off-site to the intersection with Shawnee Lane. The applicant must also provide a lead-in sidewalk on both driveways from MD 355. In order to extend the sidewalk along MD 355, the applicant must make a good faith effort to acquire the right-of-way from the property owner of the adjacent Parcel 906.

- p. The applicant should satisfy all requirements, including right-turn out only from the northernmost driveway, of the Maryland State Highway Administration.
- q. No vehicles destined to the school are allowed to be stacked (queue) on off-site streets during morning drop-off and afternoon pick-up periods.
- r. The School must implement a comprehensive traffic management program as described in the submitted Transportation Management Plan (TMP) with the following modifications:
 - 1. Establish a goal to limit the School's AM peak hour trips to 420 vehicles.
 - 2. At least three months prior to occupancy, establish a community liaison committee (CLC) to allow the area residents to monitor the TMP performance and establish a mechanism for residents to influence and shape the Plan should monitoring reveal goals are not being met.

II. DESCRIPTION

A. Site Description

The subject property is in the R-200 Zone, south of Clarksburg Town Center. The 9.68 acres of subject property include parcels P770, P765 and P801. These properties will be combined during the subdivision process. The subject property includes two existing single-family structures, landscaped areas, grass/shrubbery and a small looped driveway for one of the homes.

The subject property should be distinguished from the "site area". The site area extends beyond the property and includes land that will need to be acquired by the property owner in order create the additional public facilities needed to ensure traffic safety along the frontage of the property (acceleration and deceleration lanes). The site area slopes upward from south to north approximately 50 feet in elevation.

The property has 746.9 feet of frontage along Frederick Avenue, and it is 600 feet deep. At the time of preliminary plan the petitioner proposes to dedicate a 35+- ft. deep area along the frontage of Frederick Road to complete a 60-ft. wide dedication to the centerline of the road. The property will be approximately 562 feet deep after this dedication of frontage.

B. Neighborhood Description

Single-family detached homes surround the site area. These homes are in the R-200 Zone (See Attachment 2). Along the side of the subject property to the west are two home sites. Of the two homes located there, the closest to the proposed building is approximately 250 feet away. Located to the east along the rear are three homes sites,

and to the southeast, along Shawnee Lane and along Frederick Avenue, are six home sites. Of these dwellings, the structure closest to a proposed school building is 190 feet away.

The extended neighborhood area for the purposes of impact analysis includes properties fronting on Frederick Avenue from Little Seneca Parkway north to Stringtown Road. From an east to west direction, the extended neighborhood area includes properties west of Timber Creek Lane and properties east of the Gateway Business Center and COMSAT. The area contains single-family detached homes, public institutions and industrial/business areas. The area includes the Clarksburg Area High School and the Rocky Hill Middle School. There are also developed properties in the R-200/TDR and RMX-2 zones (See Attachment 2). There does not appear to be an over-concentration of special exceptions that affect this case. There is one approved Special Exception in Neighborhood Area; Case No. S-521 – Horticulture Nursery and Commercial Greenhouse – 1977 – See Attachment 5).

III ELEMENTS OF THE PROPOSAL

The Avalon Education Group and The Avalon School

The petitioner maintains that The Avalon Education Group (AEG) is a not-for-profit organization formed by concerned citizens, responsible parents, and experienced educators who desire to provide distinctive and high quality educational opportunities for families in Montgomery County and lower Frederick County.

AEG opened Avalon School in the fall of 2003. It is a school for boys in grades 3 through 12. It hosted its first twelfth-grade graduating class in June of 2007. The Avalon School is currently housed in a Montgomery County-owned rental facility, a former public school located at 7000 Radnor Road, Bethesda. The Avalon School has an enrollment of approximately 237 students. In 2008, the school will lose its ability to be located in the Bethesda facility.

AEG has also opened Brookewood, a school for girls located in Kensington, MD and the Thomas Moore Institute, located in Augusta, WV. The Avalon School characterizes itself as “classically based” and “morally driven”. The school has a liberal arts curriculum, athletic programs, and broad based activities while focusing on providing young people with lifelong “noble” qualities.

Development Proposal

The school will begin with a limited enrollment of approximately 300 students in grades 3 through 12. The student/teacher ratio is projected at 12:1. As a general rule, class size will not exceed 18 students. The petitioner will construct four buildings totaling approximately 94,000 square feet. Three of the buildings will house the schools administration, library, chapel, dining hall and classrooms. One of these buildings is a 25,000 square foot gymnasium. Effort will be made to retain as many existing trees and plants on the site as possible, with extensive new landscaping to be installed. The

school's philosophy encourages the use of natural areas, rather than man-made equipment, for play. Therefore, open areas will not include man-made equipment. Sports fields will be located off-site through arrangements with the County or other existing recreational organizations. Fencing around the school will separate the school property from other properties.

The school faculty operates with a total staff of 27. There are eleven administrative positions and 23 faculty positions, but because staff feels some administrative positions, the total number of employees will increase to 30 in order to operate the school at the initial proposed enrollment of 300 students. In order to accommodate the 600 students proposed in this petition, it would be necessary to increase faculty and staff positions for a total of 65 employees. In addition to regular staff, 2 or 3 additional teachers may be needed to teach special curriculum on site, such as music and art.

The regular academic year will begin in late August and end in early June. School hours of operation will begin with student arrival at 7:30 a.m., and final departure at 6:00 p.m., with classes for all grades beginning at 8:30 a.m. and ending at 3:15 p.m. Occasional evening meetings, such as "Back to School Night" and guest lectures, will also take place at the school. Additional off-site parking for these events is available through an agreement with a church across Frederick Avenue. The school offers bus services to its students, and currently, more than half of the students are picked up and driven to school by faculty members in the schools nine vans.

The school will offer summer school "camp programs", such as a "Natural History Camp", a "Sea and Sky Camp", a "Math Boot Camp", and other camps to be determined later. The school is contemplating a basketball camp to be housed in its gymnasium. Although there are no current plans for use of the school facilities by outside groups, the Avalon School hopes to make its facilities available to the greater Clarksburg community by lease or other arrangements when time and space permit.

IV. COMMUNITY ISSUES

Planning staff is not aware of any opposition to the proposal.

V. ANALYSIS

A. Master Plan

The proposal does not conflict with the Clarksburg Master Plan. It will be compatible with other nearby uses. The proposed use will not result in an over-concentration of special exception uses in a residential area.

B. Inherent and Non-Inherent Effects - Section 59-G-1.2.1

In the case of the subject petition, the inherent adverse effects include the buildings, vehicle activity and lighting associated with the traffic and movement of people associated with the school. The buildings have architectural design features to provide

compatibility with the general neighborhood area, which includes single-family houses and a High School. The location, size and scale of the subject building will be compatible with the proposed development in the area, and the buildings and parking will be screened from adjacent residential properties. Although pick up and drop off of students will occur entirely outside of the peak traffic periods, the applicant will ensure that no more than 420 A.M. peak hour trips occur. Lighting will not spill directly onto neighboring properties as shown on the petitioner's plan. As for any non-inherent adverse effects, staff concludes that there are no non-inherent adverse effects associated with this petition.

C. General Conditions:

59-G-1.21 General conditions.

(a) A special exception may be granted when the Board, the Hearing Examiner, or the District Council, as the case may be, finds from a preponderance of the evidence of record that the proposed use:

(1) Is a permissible special exception in the zone.

The proposed use is allowed by special exception in the R-200 Zone.

(2) Complies with the standards and requirements set forth for the use in Division 59-G-2. The fact that a proposed use complies with all specific standards and requirements to grant a special exception does not create a presumption that the use is compatible with nearby properties and, in itself, is not sufficient to require a special exception to be granted.

The proposed use complies with all of the specific standards and requirements pursuant to Section 59-G-2.19 of the zoning ordinance.

(3) Will be consistent with the general plan for the physical development of the District, including any master plan adopted by the Commission. Any decision to grant or deny a special exception must be consistent with any recommendation in a master plan regarding the appropriateness of a special exception at a particular location. If the Planning Board or the Board's technical staff in its report on a special exception concludes that granting a particular special exception at a particular location would be inconsistent with the land use objectives of the applicable master plan, a decision to grant the special exception must include specific findings as to master plan consistency.

The proposed use does not conflict with any Master Plans. The proposed special exception will not create an excessive

concentration of special exceptions in the general neighborhood.

- (4) Will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any proposed new structures, intensity and character of activity, traffic and parking conditions and number of similar uses.

The general and surrounding neighborhood is comprised of a mix of uses. The buildings will be compatible and in harmony with the neighborhood. The site plan does not conflict with the requirements of the Zoning Ordinance in terms of coverage and height, and the site will be well landscaped in order to screen the building, vehicles and parking areas.

- (5) Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The proposed use will not be detrimental to other property in the general neighborhood and will not have adverse affects to the peaceful enjoyment, character or future development of the general neighborhood.

The proposal is adjacent to a major highway, and will not disrupt the general neighborhood. The applicant proposes to “minimize”, “manage” and “disperse” traffic to ensure safe and adequate circulation so as not to adversely affect the neighborhood.

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The buildings will be screened from adjoining properties, and there is a great distance (over 190 feet) between the proposed buildings and the closest of the surrounding single-family homes. Lighting from the buildings will not create an adverse impact on the general neighborhood area. The Planning Board will review illumination of the building for any potential impacts at the time Preliminary Plan review.

- (7) Will not, when evaluated in conjunction with existing and approved special exceptions in any neighboring one-family residential area, increase the number, intensity, or scope of special exception uses sufficiently to affect the area adversely or alter the predominantly

residential nature of the area. Special exception uses that are consistent with the recommendations of a master or sector plan do not alter the nature of an area.

This special exception use, itself, will not alter the nature of the area. It does not create an excessive concentration of special exception or other non-residential land uses in the area. The surrounding neighborhood area contains a mix of residential, commercial, and institutional uses.

- (8) Will not adversely the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

The proposed use will not adversely the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site.

- (9) Will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities.

The Property is served by public services.

- (i) If the special exception use requires approval of a Preliminary Plan of subdivision the adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. In that case, subdivision approval must be included as a condition of the special exception. If the special exception does not require approval of a Preliminary Plan of subdivision, the Board of Appeals must determine the adequacy of public facilities when the special exception is considered. The adequacy of public facilities review must include the Local Area Transportation Review and the Policy Area Transportation Review, as required in the applicable Annual Growth Policy.

The use will be served by adequate public services and facilities including, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities. Preliminary Plan of Subdivision approval must be included as a condition of the special exception.

- (ii) With regard to findings relating to public roads, the Board, the Hearing Examiner, or the District Council, as the case may be, must further determine that the proposal will not reduce the safety of vehicular or pedestrian traffic.

The proposal does not include changes to the site that would reduce the safety of vehicular or pedestrian traffic. Traffic impacts will be minimized because the applicant has committed to constructing road improvements, and they have provided a plan for reducing, managing and dispersing traffic. The applicant's queuing analysis shows that queuing will not create adverse impacts.

D. Specific Conditions

Sec. 59-G-2.19. Educational institutions, private.

(a) Generally. A lot, tract or parcel of land may be allowed to be used for a private educational institution if the board finds that:

- (1) the private educational institutional use will not constitute a nuisance because of traffic, number of students, noise, type of physical activity, or any other element which is incompatible with the environment and character of the surrounding neighborhood;

The proposed modification will not constitute a nuisance because of traffic, number of employees, noise, type of physical activity, or any other element. The buildings and parking facility will be screened from view from adjoining properties and the design of the building is in character with the neighborhood, which is mixed in character. No physical activity is associated with this use other than employees, students and parents who will travel to the subject property. Traffic to the surrounding neighborhood will be limited based on traffic management controls offered by the applicant (attached). The proposed circulation system respects those controls.

- (2) except for buildings and additions completed, or for which a building permit has been obtained before (date of adoption [April 2, 2002]), the private educational institution must be in a building architecturally compatible with other buildings in the surrounding neighborhood, and, if the private educational institution will be located on a lot, tract, or parcel of land of 2 acres or less, in either an undeveloped area or an area substantially developed with single-family homes, the exterior architecture of the building must be similar to a single-family home design, and at least comparable to any existing homes in the immediate neighborhood;

Although the size and scale of the new buildings are larger than the single-family houses immediately adjacent to the proposal, the mass of the new buildings will be mitigated by screening

and trees, and they are located a great distance from adjacent single-family houses.

- (3) The private educational institution will not, in and of itself or in combination with other existing uses, affect adversely or change the present character or future development of the surrounding residential community; and

The proposal will not affect adversely or change the present character or future development of the surrounding neighborhood.

- (4) the private educational institution must conform with the following standards in addition to the general development standards as specified in Section G-1.23:

- a. **Density**—The allowable number of pupils per acre permitted to occupy the premises at any one time must be specified by the Board considering the following factors:

1. Traffic patterns, including:

- a) Impact of increased traffic on residential streets;
- b) Proximity to arterial roads and major highways;
- c) Provision of measures for Transportation Demand Management as defined in Section 42A-21 of the Montgomery County Code;
- d) Adequacy of drop-off and pick-up areas for all programs and events, including on-site stacking space and traffic control to effectively deter queues of waiting vehicles from spilling over onto adjacent streets; and

2. Noise or type of physical activity;

3. Character, percentage, and density of existing development and zoning in the community;

4. Topography of the land to be used for the special exception; and

5. Density greater than 87 pupils per acre may be permitted only if the Board finds that (i) the program of instruction, special characteristics of students, or other circumstances justify reduced space and facility requirements; (ii) the additional density will not adversely affect adjacent properties;

(iii) additional traffic generated by the additional density will not adversely affect the surrounding streets.

- b. **Buffer**—All outdoor sports and recreation facilities must be located, landscaped or otherwise buffered so that the activities associated with the facilities will not constitute an intrusion into adjacent residential properties. The facility must be designed and sited to protect adjacent properties from noise, spill light, stray balls and other objectionable impacts by providing appropriate screening measures, such as sufficient setbacks, evergreen landscaping, solid fences and walls.

The applicant has submitted statements and plans which demonstrate that the buildings will conform to the sited development standards. Because of the design of the buildings, the large site size, and the natural and proposed vegetation screening, the subject property is designed to protect adjacent properties from noise and spill light. Given the property's location near a major highway (MD 355), access to the subject property is and will be adequately provided.

The new employees and students on the subject property at any given time will achieve a density of approximately 58 persons per acre, below the "87 students per acre" referenced in the Zoning Ordinance (59-G-2.19).

Additional traffic generated by the proposal will not adversely affect the surrounding streets. The proposal will not adversely affect adjacent properties because the applicant will limit traffic during peak traffic hours (See Transportation Division Memorandum – Attachment 7). There is an adequate student drop-off and pick-up area, and traffic queuing will be limited at the subject property.

- (b) If a Private Educational Institution operates or allows its facilities by lease or other arrangement to be used for: (i) tutoring and college entrance exam preparatory courses, (ii) art education programs, (iii) artistic performances, (iv) indoor and outdoor recreation programs, or (v) summer day camps, the Board must find, in addition to the other required findings for the grant of a Private Education Institution special exception, that the activities in combination with other activities of the institution, will not have an adverse effect on the surrounding neighborhood due to traffic, noise, lighting, or parking, or the intensity, frequency, or duration of activities. In evaluating traffic impacts on the community, the Board must take into consideration the total cumulative number of expected car trips generated by the regular academic program and the after school or summer programs, whether or not the traffic exceeds the capacity of the road. A transportation

management plan that identifies measures for reducing demand for road capacity must be approved by the Board.

The Board may limit the number of participants and frequency of events authorized in this section.

The proposal will not have an adverse effect on the surrounding neighborhood due to traffic, noise, lighting, or parking, or the intensity, frequency, or duration of activities, because the petitioner has limited these activities and does not make its space available to other education programs. The proposed Transportation Management Plan will provide for mitigation and minimization of the traffic impacts generated by the proposal. The applicant's objective in their transportation management plan is to maintain the use of van services for approximately 60% of their students.

(d) **Site plan.**

- (1) In addition to submitting such other information as may be required, an applicant shall submit with his application a site plan of proposed development. Such plan shall show the size and shape of the subject property, the location thereon of all buildings and structures, the area devoted to parking and recreation facilities, all access roads and drives, the topography and existing major vegetation features, the proposed grading, landscaping and screening plans and such other features necessary for the evaluation of the plan.

The applicant has submitted such a plan and staff finds it acceptable.

E. Additional Requirements

Section 59-G-1.22 Additional requirements

The petitioner has submitted the required documents and data to accompany the application for the Special Exception. The applicant has submitted for the Planning Board review documents that are the equivalent of those required by the Planning Board in the administration of section 50-35(k) because Chapter 50 requires a Preliminary Plan of Subdivision before the development of the Special Exception (Section 59-A-4.22 (b)).

Staff does not feel that the Board of Appeals will need to require supplemental information to render an opinion in this case. Since a Preliminary Plan of Subdivision is required as provided for in Section 59-A-4.22 (b), and pursuant to 59-A-4.48, staff recommends that the Planning Board advise the Board of Appeals that the adequacy of public facilities will be determined by the Planning Board at the time of subdivision approval, as provided for in subsection (a)(8) of section 59-G-1.21, titled "General Conditions". The specific requirements of the Zoning Ordinance in this case will ensure compatibility and adequate public facilities.

Amendments to the Petition While the Record is Open

Pursuant to Section 59-A-4.49, if the applicant amends the petition during the time that the record is open, the Planning Board or its staff “must comment on the amendment or state that no further review and comment are necessary.”

F. General Development Standards

Section 59-G-1.23 General development standards

The proposal must not be granted without specific findings that the proposal does not conflict with the “General Development Standards”. In the subject case, there are no additional development standards of Section 59-G-2 that apply, other than density, which is described above on page eight of this report. Pursuant Section 59-C-1.3 the proposed private Education Institution is allowed as a Special Exception use in the R-200 Zone under standard methods of development. Staff finds that the proposal complies with the relevant development standards of the Zoning Ordinance. The proposal is compared to the development standards that apply to property in the R-200 Zone in the following table:

Table 2. Comparison of Development Standards:

Item	R-200 Zone Required/Allowed	Proposed for Approval
Lot Area and Width <i>Section 59-C-1.322(a)(b)</i>	<u>Lot Area</u> 20,000 sq. ft. minimum lot area (for one-family detached dwelling) <u>Lot Width at front building line:</u> Minimum 100 ft. Lot Width at proposed street line Minimum 25 ft.	9.68 acres (448,668 sq. ft) 740 ft. 746.9 ft.
<i>Yard Requirements for Main Building</i> Setbacks: <i>Section 59-C-1.323</i> (a) Street (b) Side Lot Rear Lot	40 12 ft. (25 ft. combined) 30 ft. min.	40 ft. 80 ft. 115 ft.

Item	R-200 Zone Required/Allowed	Proposed for Approval
Maximum Building Height Section 59-C-1.327	50 ft.	44 ft.
Coverage Section 59-C-1.328	25 % Maximum % of Net Lot Area	13.3 % of Net

G. Exterior Appearance in Residential Zones

Pursuant to Section 59-G-1.26, the proposal will provide unique building exteriors of brick and stone. The site will be well landscaped and there will be adequate pedestrian circulation as required by this section (see Attachment 7).

H. Parking Requirements

Pursuant to Section 59-A-5.5, Of Street parking, automobile off-street parking shall be provided in connection with any permitted use or special exception in accordance with the provisions of the article 59-E of this chapter.

The proposed parking does not conflict with the parking facilities plan objectives of Section 59-E-4.2.

Sec. 59-E-4.2. Parking facilities plan objectives.

A parking facility plan shall accomplish the following objectives:

- (a) The protection of the health, safety and welfare of those who use any adjoining land or public road that abuts a parking facility. Such protection shall include, but shall not be limited to, the reasonable control of noise, glare or reflection from automobiles, automobile lights, parking lot lighting and automobile fumes by use of perimeter landscaping, planting, walls, fences or other natural features or improvements.

Adjacent properties are reasonably protected from automobile nuisances because the parking will be dispersed and the lighting and noise impacts will not be close to the adjacent single-family residential uses. Many of the school's daily recreational activities will be contained within the indoor area provided in the gymnasium. The parking for the school can handle overflow problems if they arise because the school has a parking arrangement with a church across Frederick Avenue.

- (b) The safety of pedestrians and motorists within a parking facility.

Pedestrians and motorists will be able to safely maneuver onto the site, park, enter the buildings, and then exit the site safely. Queuing will be adequate and allow adequate area for stacking of cars on the site so as to not interfere with traffic.

- (c) The optimum safe circulation of traffic within the parking facility and the proper location of entrances and exits to public roads so as to reduce or prevent traffic congestion.

The applicant will improve the highway entrances and exits, and the queuing plan shows that the safe circulation will be ensured and congestion will be reduced.

- (d) The provision of appropriate lighting, if the parking is to be used after dark.

Appropriate lighting is provided for the parking lot areas. The applicant maintains that appropriate lighting will be provided, and this is supported by the submitted lighting plan.

At the time of Preliminary Plan review, the Planning Board will ensure that adequate lighting is approved.

I. Forest Conservation Requirements

(Source: Environmental Planning Division – Attached)

The project has an approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) (No.420063020 issued on May 19, 2006). The applicant submitted a Preliminary Forest Conservation Plan for review by Environmental Planning staff. There is no forest on the site. The Afforestation Threshold is 1.65 acres. The applicant will meet the site's forest conservation requirement onsite by establishing 1.65 acres of forest along the eastern property boundary. By creating this new forest the applicant will meet the requirements of Forest Conservation Law.

J. Water Quality Plan

(Source: Environmental Planning Division – Attached)

DPS approved the portion of the water quality plan under its purview. DPS outlined the steps that the applicant must take to address stormwater management and sediment control on the property.

Environmental Planning Staff reviewed the project to ensure that it reasonably addressed imperviousness, forest conservation, and compliance with the environmental

guidelines (*Guidelines for Environmental Management of Development in Montgomery County*).

Stormwater Management

Water quality and recharge will be provided using four bioretention devices, two stormfilters, water quality swales, stone under the bioretention devices and in the recharge trenches, and disconnection credits. The project will provide channel protection volume for both onsite drainage and offsite areas that drain to the property, via an underground storage facility in the southern corner of the site.

Water and Sewer

The property will connect to existing sewer on Shawnee Lane via a proposed 8-inch sewer line.

K. Signs

The applicant has not proposed any signage other than the proposed “Feature Wall” shown on the site plan. This sign will be reviewed at the time of Preliminary Plan review.

L. Building Compatibility in Residential Zones

The petition is limited to the school use. The proposed site plan will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any new structures, intensity and character of activity, traffic and parking conditions, and number of similar uses (Note: part of the General Conditions). The height and bulk of the buildings, and the manner in which they are situated, will be compatible with adjacent properties and uses. The buildings are located at a sufficient and safe distance from the adjacent neighborhood, and visual and noise impacts from the use will be minimal because the use is located adjacent to a major arterial roadway.

M. Lighting in residential zones

No direct light will intrude onto the adjacent residential property. This is confirmed by the submitted lighting plan. Lighting levels along the side and rear lines will not exceed 0.1foot candles. At the time of Preliminary Plan review, the Planning Board will ensure that adequate lighting is approved which will not create glare and spill light on to adjacent properties.

VI TRANSPORTATION (Source: Transportation Planning Division – Attached)

Transportation staff concludes that the proposed Avalon School up to an enrollment of 600 students can be adequately accommodated with implementation of traffic management program as described in the proposed Transportation Management

Program (TMP). The School should provide all roadway improvements as recommended in this memo.

CONCLUSION

Staff recommends approval of the applicant's petition for special exception for a Private Educational Institution in the R-200 zone. Staff recommends approval of the application and its preliminary Forest Conservation Plan. The application does not conflict with the development standards of the Zoning Ordinance, and the site plan limits the total gross area impervious impact to 28.7 percent. The proposal does not pose an adverse impact to public facilities and it does not conflict with the Clarksburg Master Plan.

Plans

- a. Site Plan
- b. Impervious Plan
- c. Landscape Plan
- d. Transportation Management Plan

Attachments

1. Subject Property
2. Zoning
3. Area Map
4. Aerial Photo
5. Neighborhood Area
6. Environmental Division Memorandum
7. Transportation Division Memorandum
8. Community-Based Planning Division Memorandum

- GENERAL NOTES:**
1. IMPERVIOUS AREAS ARE PROVIDED BY PATTON HARRIS RUST & ASSOCIATES, INC.
 2. TOPOGRAPHY INFORMATION PROVIDED BY PATTON HARRIS RUST & ASSOCIATES, INC.
 3. PROPERTY IS ZONED R-200.
 4. GROSS TRACT AREA IS 10.29 ACRES.
 5. TAX MAP EMT1, PARCEL P770, P765, P801.
 6. IMPERVIOUS AREA MAY BE ADJUSTED PERFORM OF DESIGN OF STATE ROAD IMPROVEMENTS AND MAINTENANCE OF ROAD BY THE FEDERAL OWNERS.

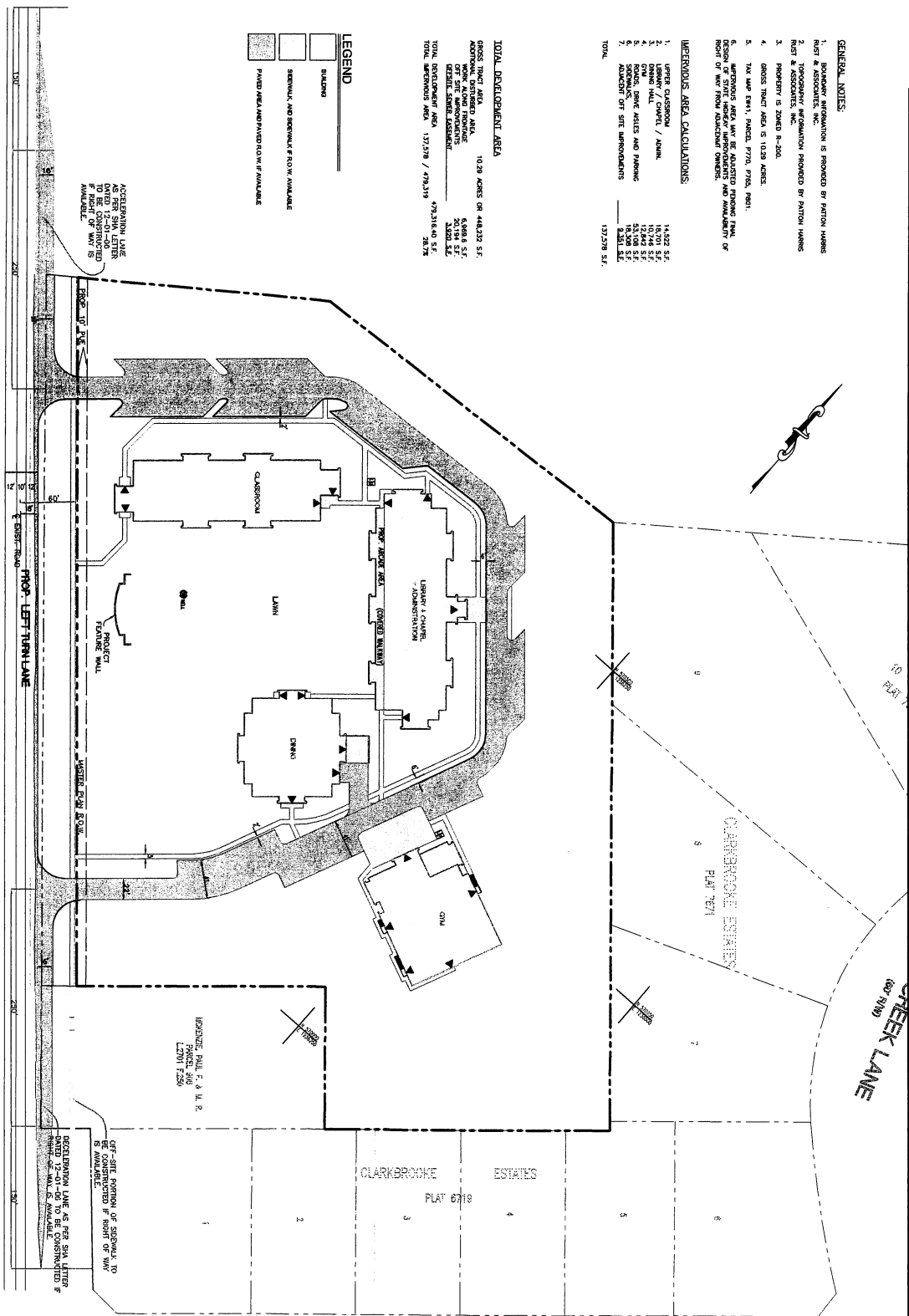
IMPERVIOUS AREA CALCULATIONS:

1. UPPER CLASSROOM	14,522 S.F.
2. LIBRARY / OFFICE / ADMIN	16,070 S.F.
3. GYMNASIUM	12,242 S.F.
4. GYMNASIUM	12,242 S.F.
5. GYMNASIUM	12,242 S.F.
6. GYMNASIUM	12,242 S.F.
7. ADJACENT OF SITE IMPROVEMENTS	8,261 S.F.
TOTAL	137,278 S.F.

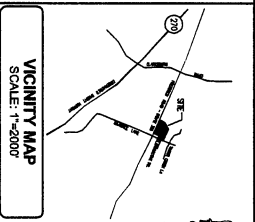
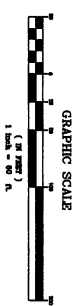
TOTAL DEVELOPMENT AREA

GROSS TRACT AREA	10.29 ACRES OR 448,232 S.F.
ADJACENT DEVELOPMENT AREA	5,898 S.F.
NET DEVELOPMENT AREA	20,184 S.F.
NET DEVELOPMENT AREA	2,002 S.F.
TOTAL DEVELOPMENT AREA	137,278 / 479,219 S.F.

- LEGEND**
- BLANK
 - PERVIOUS AND IMPERVIOUS FLOW AVAILABLE
 - PERVIOUS AND IMPERVIOUS FLOW AVAILABLE



FREDERICK ROAD, RTE 355
(50' WIDE R/W)



OWNER: AVALON EDUCATION GROUP
700 RADNOR ROAD
BETHESDA MD 20817-6031

DEVELOPER:

Patton Harris Rust & Associates
Engineers, Surveyors, Planners, Landscape Architects.
12850 Middlebrook Road, Suite 200, Germantown, MD 20874
T 301.525.4300 F 301.525.6419

No.	REVISION	DATE	BY
1.	REV. PER MDCPC COMMENTS	12-22-06	MS
2.	REV. PER MDCPC COMMENTS	11-13-07	MS
3.	REV. LAYOUT	1-26-07	MS
4.	ADD SEGWALKS	5-26-07	AW

IMPERVIOUS AREA PLAN

AVALON SCHOOL
TAX MAP EW41, PARCEL P770, P765, P801
22821 FREDERICK ROAD
CLARKSBURG, MARYLAND 20871

2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

PHRA

DESIGNED: PHRA
DRAWN: AW
DATE: 02/08/07
SCALE: 1"=50'

TITLE NO: 14449-1-B
SHEET: 1 OF 1

TRANSPORTATION MANAGEMENT PLAN

THE AVALON SCHOOL (Revised 20 February, 2007)

Introduction

The following document describes the transportation management strategies to be employed by The Avalon School in implementation of its proposal to operate an independent school of up to 600 students in the Clarksburg area of Montgomery County. Avalon recognizes that the opportunity to conduct school operations will bring with it an increased responsibility to actively manage traffic generated by its activities and to minimize this impact in conjunction with the traffic growth in the up-county area.

Background

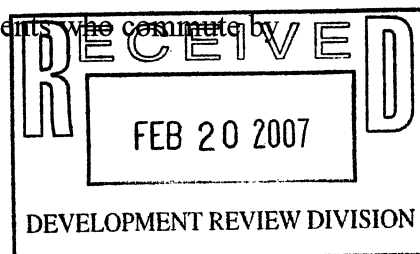
The Avalon School opened with 102 students in grades 3 – 9 in 2003 in Rockville, Maryland in rented facilities from Montgomery County Schools. We have added a grade each year and now have 240 students in grades 3 – 12. Our current location is 7000 Radnor Rd., Bethesda, MD.

Avalon bought 10.3 acres in December 2005 on 22821 Frederick Rd. in Clarksburg, MD. We plan on building our campus and moving there in the fall of 2008.

Avalon currently employs 28 full-time faculty and staff and the County provides two maintenance men. The school day runs from 8:50 am to 3:15 pm. The doors officially open at 7:30 am and close at 6:00 pm. Sometimes operations and/or extracurricular activities extend from 3:15 pm to as late as 12:00 am.

The Transportation Management Plan will be essential to achieve the following primary objectives:

1. Manage the flow of traffic at the School's point of access and egress so that vehicular traffic movements are made in a safe and efficient manner without impeding the flow of traffic on Frederick Road;
2. Ensure that queuing and circulation of vehicles on campus is conducted in an organized and efficient manner that supports the School's operations;
3. Reduce the volume of traffic, whenever possible, to and from the Avalon campus so as to support objectives 1 and 2 above and to minimize traffic on surrounding streets and roads; and
4. Maintain or improve the current number of students who commute by school van or carpool.



Summary of Management Plan

The Transportation Management Plan to support The Avalon School has three major components:

- (1) The minimization of vehicular traffic;
- (2) The management of vehicular traffic; and
- (3) The dispersal of traffic away from the peak hours of usage of Frederick Road.

The program to minimize vehicular traffic, both in terms of volume and during certain periods of the day, will include continued efforts to encourage carpooling, the use of school vans, the use of public bus service, and the restriction of vehicles that can be driven to the campus. The management of vehicular traffic will include programs to optimize the circulation and parking of vehicles; the use of traffic control measures; the supervision of campus traffic by staff members; and the education of persons commuting to and on The Avalon School campus. Finally, the program to disperse traffic away from peak hours of usage will include protocols that facilitate the scheduling of non-classroom instruction events or activities, including parent-teacher meetings, committee or board meetings, and alumni activities, on days and times outside of the School's peak hours of traffic flow. Each of these programs will be implemented from the commencement of operations of the new school.

Personnel

The Transportation Management Plan will be managed by a staff person who will be designated to act as Transportation Coordinator. This person will act as liaison with other persons and other divisions in the school to facilitate the programs described in this Plan. Examples of the persons and department with which the Coordinator will interact include (a) Building and Grounds staff; (b) Admissions office staff; (c) Avalon events coordinator; (d) parent groups; (e) van operators; and (f) School Registrar. The activities of the office of Transportation Coordinator will be evaluated annually with primary emphasis on success in increasing the number of Avalon students riding in carpools or vans or public buses, and how to best achieve the school's stated goals.

Program

I. MINIMIZATION OF VEHICULAR TRAFFIC

A. Carpooling

1. The Transportation Coordinator will direct efforts to encourage, coordinate and maintain carpools.
2. The Transportation Coordinator will be authorized to undertake the following steps to encourage and support carpooling at Avalon.

- a. Before the start of each academic year, Avalon will mail to parents of students a form requesting information on a student's travel patterns and the student's interest in opportunities to travel to school by public transportation, van, or carpools.
- b. The information gathered from this mailing will then be collated by the Transportation Coordinator and will be sorted into geographical areas.
- c. The Transportation Coordinator will use this information to create an area map for parent/student review showing the location of families in existing carpools or families interested in forming carpools.
- d. In addition, as part of the parent orientation programs conducted during the school each year, the Transportation Coordinator will make presentations to the parents regarding the Transportation Management Plan, specifically the benefits of carpooling and taking vans. The Transportation Coordinator will stress the convenience factor and the benefits of traffic reduction.
- e. The Transportation Coordinator will establish and maintain a carpool registry at the School so that carpool formation can be fostered during the entire school year or so that short-term carpooling arrangements can be made.
- f. Parents of students will be encouraged in literature and publications mailed by the School to organize carpools from the information provided by the coordinator, or to consult the coordinator for further assistance.
- g. The School will include carpool opportunities in:
 - (1) Correspondence periodically mailed by the School to the parents;
 - (2) The School's web site;
 - (3) The student handbook;
- h. The Transportation Coordinator will develop and the School will adopt incentives for families that carpool or take vans or use public transportation, including but not limited to:

- (1) Parking privileges for special events that may otherwise require off-site parking will be provided on-site for such families;
- (2) Priority seating and/or additional seats to graduation and potentially other activities.

B. Van or Bus Transportation

Avalon is dedicated to encouraging travel to School by van or by public bus.

1. Ride-On Transportation:

Ride-On bus #75 passes the Frederick Road campus. Therefore, the School will work with the Montgomery County Office of Transit Services to provide a bus stop near the campus.

2. Van transportation:

- a. Currently, Avalon operates an extensive program of private transportation connecting the School with various communities in upper Montgomery County. Approximately, 60% of our students use this service. We have 2 vans at Milestone in Germantown, 2 vans at The Lake Lands in Gaithersburg, 2 vans at Rockville Library, 1 van at Mother Seton in Germantown, 1 van at the Brookewood School in Kensington, 1 van at Glenmont Metro and 1 van at the Bethesda Metro (for students who use the metro). Teachers and staff drive the vans and take them home at night. The School will continue this program when the new school opens and will strive to expand the program as enrollment increases.
- b. The School will undertake the following programs to increase the number of riders in its van program:
 - (1) Include in all School literature, on its web site, and in periodic mailings to parents, information about van service to the School;
 - (2) Continually assess how expanded van service can be employed as a recruitment

tool and using such a program to attract new students from areas not historically represented within the Avalon student body or well-served by Avalon bus transportation;

- (3) Establish and inform all parents of a regular morning and afternoon bus stop at Grosvenor Metro station, Shady Grove Metro station and Glenmont Metro station to further encourage and facilitate use of Metro rail by students;
- (4) Offer Avalon families receiving financial aid a discount from van fees in order to make it affordable to all families;
- (5) Each year, assess and modify as appropriate, van routes to make them convenient for each family;
- (6) Offer the same preferential parking and other privileges to Avalon families using Avalon vans described above under carpooling; and
- (7) Avalon will work actively to expand its van service, with the understanding that it retains the right to modify or cancel any route that fails to attract enough students. The School's goal in allocating resources available for transportation will be to maximize the number of students employing carpools and vans to reach campus.

c. It would not be realistic to anticipate that, at full enrollment of 600 students, the School will continue to provide bus transportation for 60% of the student body, which would require a van fleet (assuming the 14-person vans now in use) of 25 – 26 vehicles. However, the following van usage pattern is expected to occur:

- (1) For academic year September, 2008 – June, 2009, the School will not be able to relocate until mid-year so van transportation will stay at 60%± for the Fall semester. After the

opening and relocation to the Clarksburg campus in early 2009, van transportation is expected to remain high as a mere extension of the commuting patterns already in place for that school year.

- (2) For the academic year September, 2009 through June, 2010, the School hopes to increase enrollment to approximately 390 students. The current bus fleet will absorb some of those new students and additional vans may well be added based on interest and demand. However, the pattern of 60% usage will probably diminish due to (a) lack of necessity for van transportation options as the School locates closer to its target audience and (b) the unwieldiness of the School having to own, maintain and operate a larger fleet of vehicles.
- (3) For the academic year September, 2010 through June, 2011, the enrollment is again projected to increase by approximately 15% to approximately 460 students. The van fleet will probably have reached its maximum size (14 – 15 vehicles) by then, but by that date the new well-ensconced School expects to have an aggressive carpooling program in place that will effectively increase the per vehicle occupancy rates resulting in a practical limitation on trips to the School that approximate a 60% busing program, or close to it.

d. Vehicle limitations:

- (1) Limit the number of student vehicles on campus by restricting parking privileges. Currently, we allow sophomores, juniors, and seniors to drive personal automobiles to school. Limitations on the eligibility of students to drive to school will be included in the School's analysis to achieve its stated goals. Any restrictions could be managed

via the sale and mandatory use of student parking tags;

- (2) Faculty and administration will be encouraged to share travel opportunities to and from school.

I. MANAGEMENT OF TRAFFIC

Avalon's one-way circulation system will make it easier to handle projected traffic loads. In addition:

- A. Avalon will utilize staff to actively manage the drop-off/pick-up queue each day to ensure traffic moves smoothly, efficiently, and safely. The staff members will minimize the length of the queue by actively directing parents to move forward as far as possible and to close any gaps between cars.
- B. If congestion occurs at the entrance or exit, we will hire an off-duty Montgomery County policeman to facilitate the morning drop-offs or the afternoon pickups, or we will start the high school at 8:50am and the lower and middle school at 9:00am.

II. DISPERSAL OF VEHICULAR TRAFFIC

There is much more activity on the Avalon campus than just classroom teaching. Avalon has numerous committees, groups and advisors whose trips could conflict with the normal pick-up and delivery of students. Accordingly, Avalon has developed the following protocols:

- A. Faculty and staff will be instructed to commute, whenever possible, outside of the hours of morning drop-off or afternoon pick-up.
- B. Parent-teacher meetings, when they must occur early in the morning or near the end of school, will be scheduled to take place outside of the School's peak hours of traffic flow (8:00 – 9:00am or 3:00 – 4:00 pm).
- C. Meetings of committees and boards will be scheduled whenever possible outside of the School's peak hours of traffic flow.
- D. Avalon events, such as alumni activities, will be scheduled whenever possible in the evening or on weekends.
- E. Avalon's events coordinator will ensure that activities will be scheduled so that they will minimize traffic movements during peak hours whenever possible.

Special Event and Auxiliary Use Traffic

In addition to daily school operations and athletic games, Avalon runs a number of special events each year that generate traffic to varying degrees. Avalon also permits a limited number of auxiliary uses during the school year that generate some traffic. Each type of event and auxiliary program is listed below, along with information about traffic levels and mitigation measures:

I. SPECIAL EVENTS

Among the many special events on The Avalon campus each year, only two – the Christmas party, and graduation in June – generate enough traffic to potentially cause off-campus traffic impacts. Both are held on Sundays. We will use off-campus parking for these events at Lakewood Church of God (across the street), with whom we have reached an agreement, or with Clarksburg High School. Clarksburg High School is less than a quarter-mile from Avalon and would be an easy shuttle for us. Avalon staff are deployed at both of these events each year to keep traffic moving smoothly on-campus and prevent off-campus traffic impacts.

Other recurring special events (not including scheduled athletic games) on campus include:

<u>EVENT</u>	<u>DATE</u>	<u>FREQUENCY (Per Year)</u>	<u># OF PERSONS</u>
Chesterton Lecture Series	Weekday/Evenings	4 times	70 – 100
Back-to-School Nights	Weekdays/Evenings	4 times	150 – 200
Halloween Party	Weekend/Evenings	1 time	150 – 200
College Counseling	Weekday/Evening	2 times	30 – 50
Admissions Open House	Weekend/Day	1 time	150 – 250
Report Card Days	Weekday/Day	3 times	200 – 250
Maryland Day	March 25	1 time	150 – 250

None of these events generates traffic that requires active traffic management in order to prevent off-campus traffic impacts or on-campus bottlenecks. Even at 600 students, these events are easily managed with the measures described earlier. Because the events are generally “family oriented”, a higher than normal vehicle occupant load has been observed and is anticipated to continue at the new campus. Therefore, the parking spaces on campus are expected to be adequate to accept the maximum number of attendees (250 persons) for such an event. If any recurring event grows to the point of threatening off-campus bottlenecks and slowdowns despite intensive traffic management measures, Avalon will modify the event itself to reduce traffic volume and will engage staff to ensure that queues do not extend onto Maryland Route 355.

II. SUMMER PROGRAMS

Avalon conducts a popular series of summer programs with both academic and recreational components. Traffic management measures already in place for summer programs include:

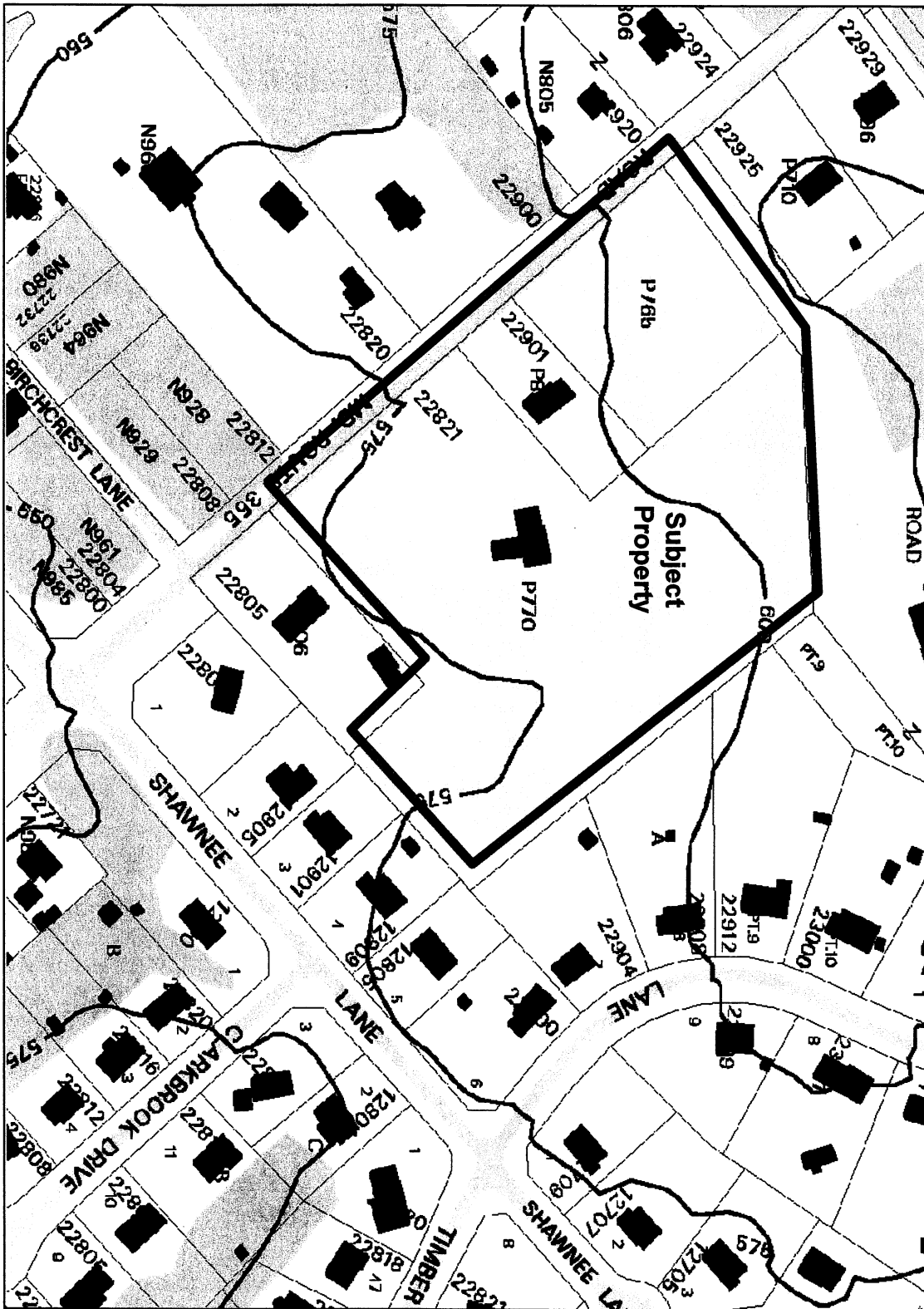
1. Staggered starting and ending times for different programs, to spread traffic arrivals and departures over time sufficiently to reduce on-campus traffic congestion and prevent off-campus traffic impacts;
2. Stationing of summer program personnel at each drop-off/pick-up point to facilitate the flow of traffic around those points;

Experience indicates that the present measures to organize, stack and circulate vehicles on the campus during the summer sessions can easily accommodate a substantially larger enrollment without any adverse impact on campus circulation or off-site congestion. However, if the traffic generated by an increased summer enrollment begins to approach the level that could cause off-campus back-ups or congestion, Avalon will take necessary measures including limiting enrollment to the number that experience shows can be adequately managed with the measures described above.

The multiple measures currently in use and available for future use, combined with the set up of the Avalon campus and the number of personnel on-hand to help manage traffic, allows Avalon to confidently promise the County that any future growth that may occur in summer programs can and will be managed in a way that does not increase off-site congestion around the entrance and exit from campus. The fact that Avalon summer programs traffic occurs outside the peak rush hours for commuting traffic makes it unlikely that any future growth in Avalon summer programs will have an adverse impact on traffic levels at local intersections.

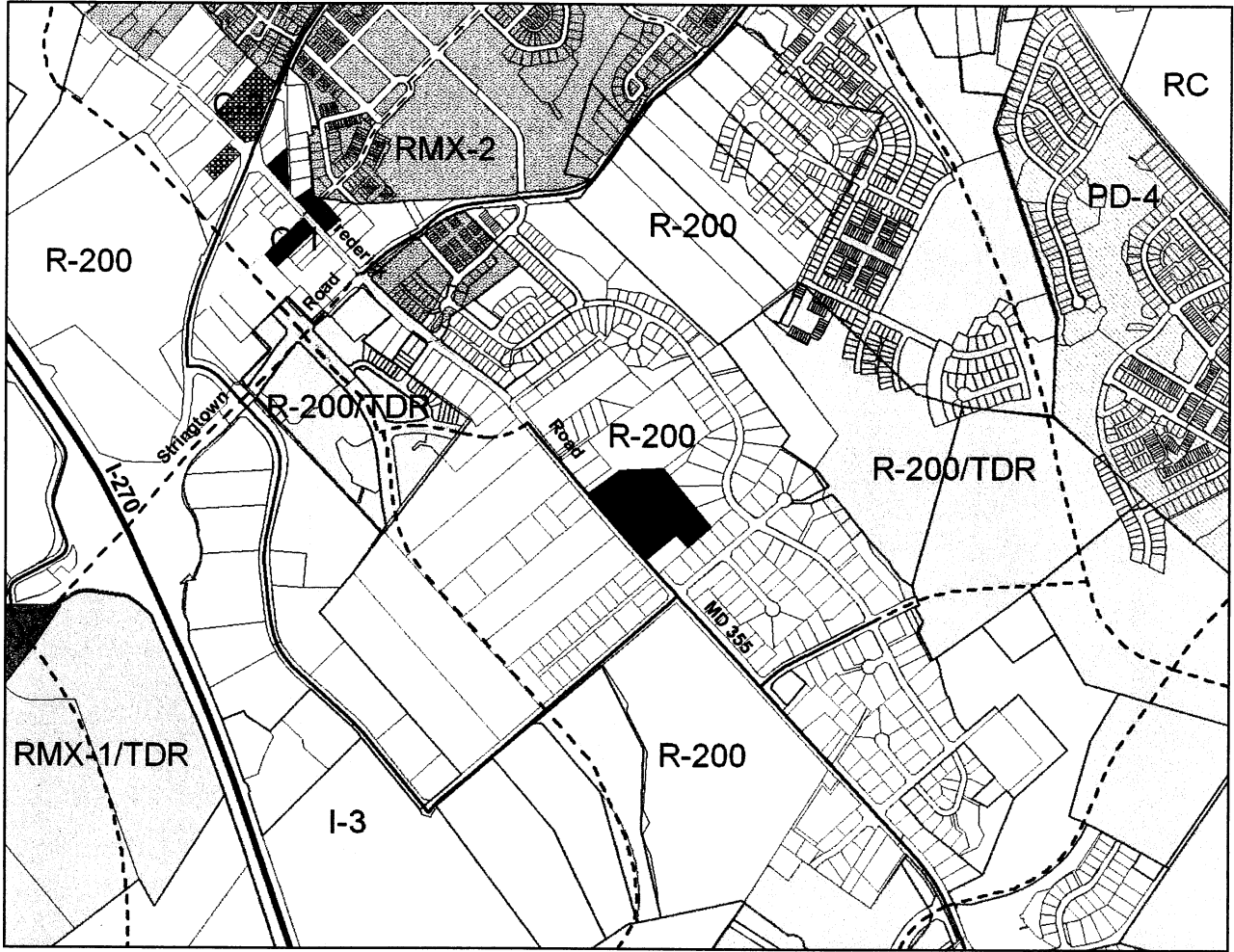
Summary

The foregoing Transportation Management Plan is intended to mitigate the potential impacts a growing Avalon might have on local traffic loads and flow, as well as to improve access and circulation on the Avalon campus for the benefits of the members of the Avalon community, its neighbors and the general traveling public. Through this multifaceted plan, based on Avalon's strength in van transportation resources and carpooling and some accessibility via public transportation, Avalon intends to manage its growth in a manner that will avoid vehicular congestion within the campus and on the surrounding transportation network.



Map 1. Subject Property

Map 2. – Zoning and Surrounding Area



Aerial Photo 1. Existing Conditions





MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

TO: Daniel Janousek, Development Review

VIA: Mary Dolan, Environmental Planning *MD*

FROM: Michael Zamore, Environmental Planning

DATE: February 7, 2007

SUBJECT:

1. Preliminary Water Quality Plan for Special exception No. S-2685, Avalon School
2. Preliminary Forest Conservation Plan Avalon School
3. Special Exception No. S-2685 Avalon School

1. Preliminary Water Quality Plan Recommendation:

We recommend **approval** with the following conditions:

- a) Site imperviousness must not exceed 28.7%. If the applicant wishes to expand the facility at a later stage, the new imperviousness must be offset by increasing contiguous land area so that impervious coverage remains at or below 28.7% (see Attachment 1).
- b) Conform to the conditions stated in the Montgomery County Department of Permitting Services (DPS) letter dated March 1, 2007, approving the elements of the SPA Preliminary Water Quality Plan under its purview (see Attachment 2).

2. Preliminary Forest Conservation Plan Recommendation:

We recommend **approval** with the following conditions:

- a) Applicant to submit a Final Forest Conservation Plan that meets the requirements of Section 109(B) of the Forest Conservation Regulations.
- b) Final FCP to be approved by M-NCPPC Staff prior to any clearing or grading for the project.
- c) Required site inspections by M-NCPPC monitoring staff per Section 110 of the Forest Conservation Regulations.
- d) Reforestation Area towards the rear of the property must be placed into a Category-one forest conservation easement (recorded).

3. Special Exception Recommendation:

We recommend **approval**.

Discussion

Forest Conservation Law Compliance

The project has an approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) (No.420063020 issued on May 19, 2006). The applicant submitted a Preliminary Forest Conservation Plan for review by Environmental Planning staff. There is no forest on the site. The Afforestation Threshold is 1.65 acres. The applicant will meet the site's forest conservation requirement onsite by establishing 1.65 acres of forest along the eastern property boundary. By creating this new forest the applicant will meet the requirements of Forest Conservation Law. We recommend approval of the Preliminary Forest Conservation Plan (Attachment 3).

Water Quality Plan Requirements

The project area is entirely within the Clarksburg Special Protection Area (SPA). Section 8 of the Water Quality Inventory of Montgomery County Executive Regulation 29-95 – *Water Quality Review for Development in Designated Special Protection Areas*, requires the preparation of water quality plans. Under the SPA law, Montgomery County Department of Permitting Services (DPS) and the Planning Board have different responsibilities in the review of the water quality plan. DPS reviews and conditionally approves the elements of the final water quality plan under its purview (e.g. stormwater quality and quantity control, sediment and erosion control), while the Planning Board determines whether the site imperviousness, environmental guidelines for special protection areas, and forest conservation requirements, have been satisfied.

DPS approved the portion of the water quality plan under its purview on March 1, 2007. The DPS letter of approval outlined the steps that the applicant must take to address stormwater management and sediment control on the property.

Environmental Planning Staff reviewed the project to ensure that it reasonably addressed imperviousness, forest conservation, and compliance with the environmental guidelines (*Guidelines for Environmental Management of Development in Montgomery County*). Initial design showed proposed imperviousness at well over the imperviousness limit for the site. There is no impervious cap in Clarksburg SPA, but 22%-29% is targeted as maximum allowable impervious area in the R-200 zone. The applicant eventually eliminated one building initially proposed for the site, to keep imperviousness at or under 29% of site coverage. The applicant will also use porous pavers that increase infiltration and groundwater recharge. Revised plans correctly show all proposed imperviousness and kept imperviousness under 29% of the site. We recommend approval of the Water Quality Plan, with a limitation to the 28.7% imperviousness proposed in the Attachment 1.

Environmental Guidelines

The project plans to create 1.65 acres of forest onsite, which is in keeping with the intent of the Forest Conservation Guidelines (*Guidelines for Environmental Management of Development in Montgomery County*). New imperviousness will be kept at or under the 29% limit for the (R200) base zone.

Stormwater Management

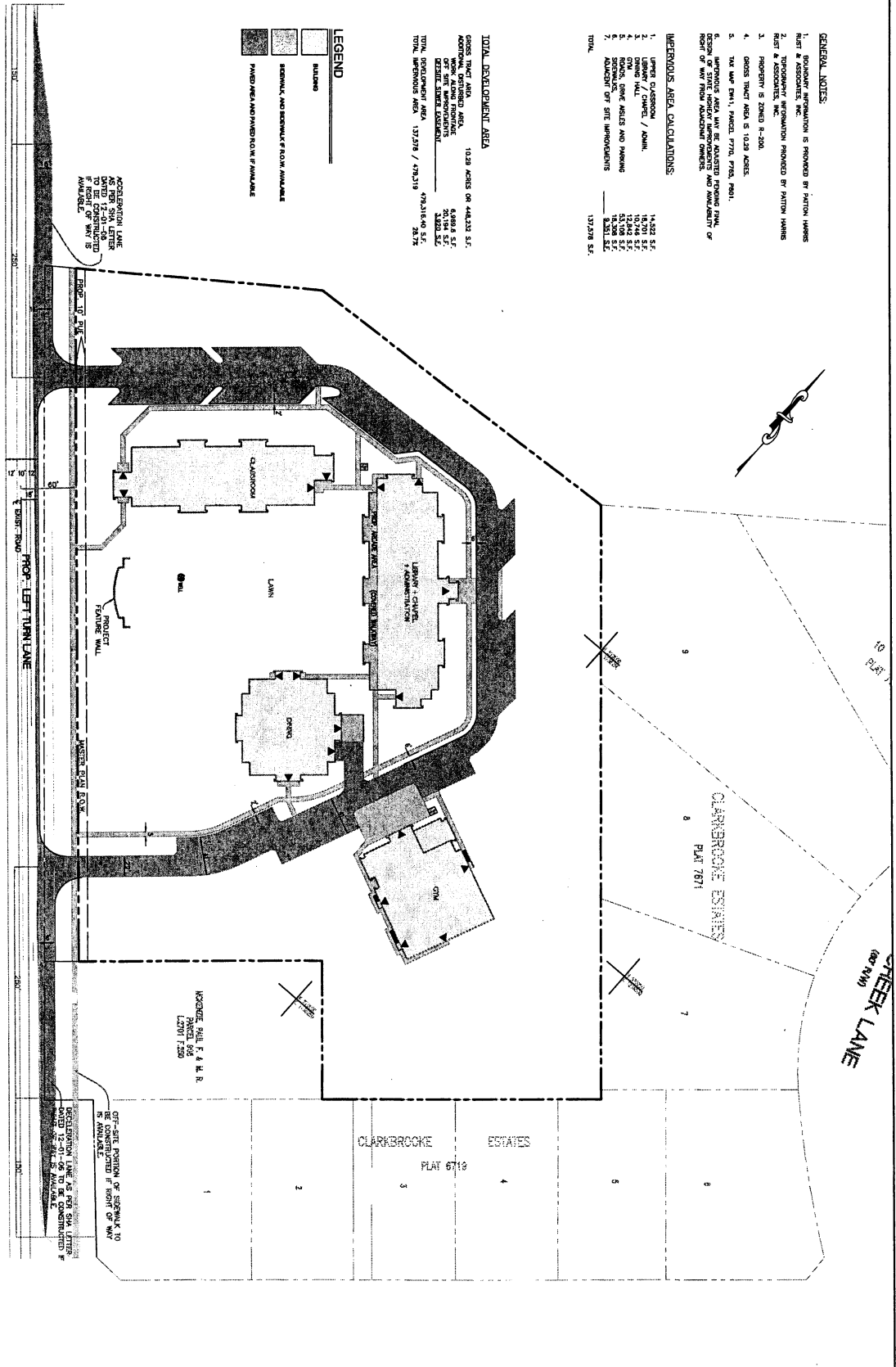
The DPS approval letter of March 1, 2007, outlines the water quality goals with proposed measures, for the property. Water quality and recharge will be provided using four bioretention devices, two stormfilters, water quality swales, stone under the bioretention devices and in the recharge trenches, and disconnection credits. The project will provide channel protection volume for both onsite drainage and offsite areas that drain to the property, via an underground storage facility in the southern corner of the site.

Water and Sewer

The property will connect to existing sewer on Shawnee Lane via a proposed 8-inch sewer line.

Water Quality

The site drains to the Upper Little Seneca (South) subwatershed of the Seneca Creek Watershed. The *Countywide Stream Protection Strategy* (CSPS, 2003 Update) lists current habitat status and stream quality as 'good', and habitat stability as 'unstable' based on data gathered between 1994 and 2000. Some areas in this subwatershed contain many springs and seeps.



GENERAL NOTES:

1. EXISTING INFORMATION IS PROVIDED BY PATTON HARRIS RUST & ASSOCIATES, INC.
2. ALL DIMENSIONS ARE IN FEET AND INCHES.
3. PROPERTY IS ZONED R-200.
4. CROSS STREET AREA IS 1028 ACRES.
5. TAX MAP CH-1, PARCELS P770, P765, P801.
6. IMPERVIOUS AREA MAY BE ADJUSTED UPON REVIEW OF RECORDS OF SURVEY FROM ADJACENT OWNERS.

IMPERVIOUS AREA CALCULATIONS:

1. UPRIG CLASSROOM	14,822 S.F.
2. UPRIG OFFICE	14,822 S.F.
3. OFFICE HALL	10,246 S.F.
4. GYMNASIUM	51,708 S.F.
5. GYMNASIUM	13,238 S.F.
6. GYMNASIUM	13,238 S.F.
TOTAL	137,238 S.F.

TOTAL DEVELOPMENT AREA

1. TOTAL DEVELOPMENT AREA	10.28 ACRES OR 443,238 S.F.
2. IMPERVIOUS AREA	6,898.2 S.F.
3. PERVIOUS AREA	436,339.8 S.F.
4. TOTAL DEVELOPMENT AREA	443,238 S.F.
5. TOTAL IMPERVIOUS AREA	137,238 S.F.
6. PERVIOUS AREA	306,000 S.F.

LEGEND

- ASPHALT
- CONCRETE
- PAVED DRIVE AND DRIVEWAY
- PAVED DRIVE AND DRIVEWAY

GRAPHIC SCALE
1" = 50' (AS SHOWN)
1" = 100' (AS SHOWN)

OWNER: AVALON EDUCATION GROUP
700 RADNOR ROAD
BETHESDA MD 20817-6331

DEVELOPER:

Patton Harris Rust & Associates
Engineers, Surveyors, Planners, Landscape Architects.
12600 Middlebrook Road, Suite 202, Germantown, MD 20874
T 301.628.4300 F 301.628.5510

VICINITY MAP
SCALE: 1"=2000'

IMPERVIOUS AREA PLAN

AVALON SCHOOL
TAX MAP EW41, PARCEL P770, P765, P801
22821 FREDERICK ROAD
CLARKSBURG, MARYLAND 20871

2ND ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND

No.	REVISION	DATE	BY
1	REV. PER INCHES COMMENTS	11-11-07	SB
2	REV. PER INCHES COMMENTS	11-29-07	SB
3	REV. LAYOUT	12-20-07	SB
4	REV. SCHEDULES	01-08-08	SB

OWNER: AVALON EDUCATION GROUP
700 RADNOR ROAD
BETHESDA MD 20817-6331

DEVELOPER:

Patton Harris Rust & Associates
Engineers, Surveyors, Planners, Landscape Architects.
12600 Middlebrook Road, Suite 202, Germantown, MD 20874
T 301.628.4300 F 301.628.5510

Attachment 2
(M)

DEPARTMENT OF PERMITTING SERVICES

Isiah Leggett
County ExecutiveReginald Jetter
Acting Director

March 1, 2007

Ms. Christina Tadle Contreras, P.E.
Patton, Harris, Rust and Associates, PC
12850 Middlebrook Road, Suite 200
Germantown, Maryland 20874Re: Preliminary Water Quality Plan for
Avalon School
SM File #: 228521
Tract Size/Zone: 10.3Ac/R-200
Tax Plate: EW 41
Parcels: P770, P765 & P801
Montg. Co. Grid: 9D07
Watershed: Little Seneca Creek

SPECIAL PROTECTION AREA

Dear Ms. Contreras:

Based on a review by the Department of Permitting Services, the Preliminary Water Quality Plan (PWQP) for the above mentioned site is conditionally approved. This approval is for the elements of the Preliminary Water Quality Plan of which DPS has lead agency responsibility, and does not include limits on imperviousness or stream buffer encroachments.

Site Description: The site is located on the east side of MD Route 355 near the intersection with Shawnee Lane. This proposal is for a private school campus and the associated infrastructure on 10.3 acres of land area. This is located within the Little Seneca Creek watershed of the Clarksburg Special Protection Area.

Stormwater Management: Channel protection volume for this site will be provided via underground storage pipes with a maximum detention time of 24 hours for the one year storm. Quality control will be provided via a combination of structures that includes recharge structures, flat bottom swales, pervious concrete, bioretention structures and a structural water quality filter. Additional recharge volume has been provided for redundancy and to offset the use of curb and gutters. Areas that are intended for vehicular use are to be pretreated prior to entering any water quality structures.

Sediment Control: Redundant sediment control structures are to be used throughout the site. The use of sediment traps with forebays will be acceptable. The total storage volume is to be 125% to 150% of the normally required volume. All sediment trapping structures are to be equipped with dewatering devices.

The following features are to be incorporated into the detailed sediment control plan:



Christina Tadle Contreras
March 1, 2007
Page 2

1. The earth dikes that feed the sediment traps are to be constructed using trapezoidal channels to reduce flow rates.
2. Silt fence alone will not be allowed as a perimeter control. The use of super silt fence will be acceptable for small areas of disturbance.

Performance Goals: The performance goals that were established at the pre-application meeting are to be specified in the Final Water Quality Plan and described how they will be met. They are as follows:

1. Minimize storm flow run off increases.
2. Minimize sediment loading.
3. Maintain stream base flows.
4. Minimize nutrient loading.
5. Control insecticides, pesticides and toxic substances.

Monitoring: The monitoring must be in accordance with the BMP monitoring protocols which have been established by the Department of Permitting Services (DPS) and Department of Environmental Protection (DEP). The monitoring requirements are described in the "Attachment to the Preliminary Water Quality Plan" memorandum by DEP dated February 28, 2007 and included with the Preliminary Water Quality Plan approval letter.

Prior to the start of any monitoring activity, a meeting is to be held on site with DEP, DPS, and those responsible for conducting the monitoring to establish the monitoring parameters. **One year of pre-construction monitoring must be completed prior to the issuance of a sediment control permit.**

Conditions of Approval: The following conditions must be addressed in the submission of the Final Water Quality Plan. This list may not be all inclusive and may change based on available information at the time of the subsequent plan reviews:

1. Provide clear access to all stormwater management structures from a public right-of-way.
2. Water quality structures that are to be used for sediment control must have a minimum undisturbed buffer of two feet from the bottom of the sediment trap to the bottom of the stormwater structure.
3. One foot of stone (dead storage) is to be provided below the outlet pipe of all of the proposed bioretention structures as specified in the PWQP.
4. Provide pervious concrete (or similar material) for all of the proposed parking spaces and the proposed sidewalks.

Christina Tadle Contreras
March 1, 2007
Page 3

5. The proposed underground storage pipe outfall at the existing culvert under Shawnee Lane will have to be approved by DPS Subdivision Development Plan Review at the Final Water Quality Plan stage.
6. The curb cuts along MD Route 355 must be approved by Maryland State Highway Administration at the Final Water Quality Plan stage.
7. Show how runoff from the gym will be conveyed to the proposed bioretention facility.
8. Grade the drive lane so as to maximize the area that drains through the pervious concrete locations.

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 Water Quality Plan requirements.

If you have any questions regarding these actions, please feel free to contact Leo Galanko at (240) 777-6242.

Sincerely,



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

RRB:dpm:CN228521

cc: C. Conlon (MNCPPC-DR)
M. Dolan (MNCPPC-ED)
M. Sommerfield (MCDEP)
L. Galanko
SM File # 228521

Qn: on-site 10.3 ac
Ql: on-site 10.3ac.
Recharge Provided



DEPARTMENT OF ENVIRONMENTAL PROTECTION

Isiah Leggett
County Executive

Fariba Kassiri
Acting Director

**Attachment to the Preliminary Water Quality Plan for the Avalon School Property
Description of BMP Monitoring Requirements**

SM # 228-521

Date: February 28, 2007

The purpose of this attachment is to add specificity to the standard monitoring requirements and procedures contained in Montgomery County BMP monitoring protocols. Some supplemental QA/QC, data analysis, reporting and record keeping tasks will be explained in this attachment. Monitoring efforts and reports must follow report and monitoring methods and requirements contained in the BMP Monitoring Protocols in an attempt to determine effectiveness of BMPs. Monitoring is to be done according to BMP Monitoring Protocols. Prior to initiation of monitoring, consultants must contact DEP to review procedures and requirements. DPS and DEP must be contacted during the design phase of the SWM BMPs so that a representative BMP can be identified early on to be monitored. This will help to avoid the confusion that has resulted in some BMP monitoring as all inputs and outputs of the BMP are to be identified and understood before the monitoring is to commence. The total number of samplers is to be identified at this time. Thorough and careful analysis of data is required. Method(s) of data analysis and required statistical procedures will be provided by DEP before the start of field work. Methods and assumptions should be detailed. BMP Monitoring Protocols are available at <http://www.co.mo.md.us/services/dep/Publications/pdf%20files/bmpprotocols.pdf>

Monitoring Requirements

1. BMP monitoring reports must include a table with dates of all major construction activities which take place on the site. (Groundbreaking, clearing, grading, BMP construction, BMP conversion, pond maintenance, etc.) Information should refer to specific structures and portions of the site.
2. Two (2) groundwater monitoring wells with continuous level loggers are to be maintained for one year prior to construction (baseline data), continue throughout construction and for five years after completion of construction. Completion of construction is defined as the release of the sediment and erosion control bond. Readings

Watershed Management Division

255 Rockville Pike, Suite 120 • Rockville, Maryland 20850 • 240-777-7700 • 240-777-7715 FAX
www.montgomerycountymd.gov

should be taken every 4 hours. Well installation logs should be provided. The groundwater well is to be surveyed to determine exact elevation. Groundwater levels are to be reported as actual elevations (surface elevation - depth to water). Data should be analyzed to determine the effectiveness of site design and stormwater management in maintaining groundwater levels. Data from the pre-construction period should be compared to results obtained in subsequent periods. Effect of site design, including BMPs, on stormwater infiltration should be evaluated. Graphs should be provided to support conclusions. DEP will provide rainfall data from rain gages located in the Clarksburg area which will be considered in the analysis.

3. Pollutant removal efficiency will be determined for one linked BMP. Pollutants to be analyzed are listed in table 1. The collection of automated flow-weighted storm composite samples at the inflow and outflow points of each structure will be required. Samples are to be collected quarterly. Data on BMP efficiency must be collected according to county BMP monitoring protocols for five years following approval of the submitted "as-built" for the selected BMP. Analysis will evaluate effects of site design, whether pollutant removal efficiency changes over time, and compare removal efficiencies with published results. Drainage area, percent imperviousness, percent and total area of road surface, amount of open section or closed section roadway, and water quality pre-treatment approaches are to be reported and considered in the analysis.

Table 1. Pollutant parameters, lab methods and detection limits

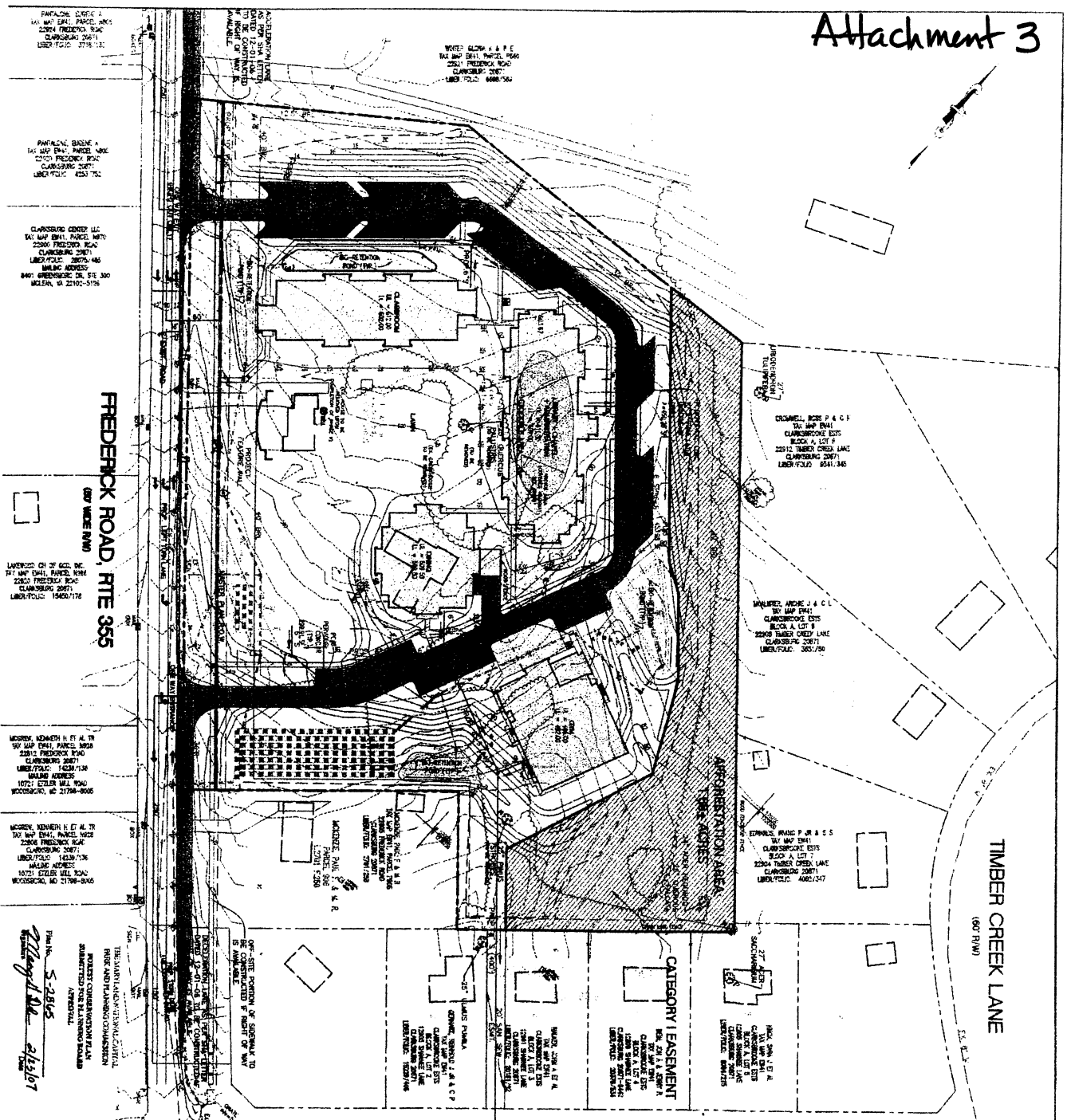
Parameter	Method	Detection Limit
Nitrate	EPA 353.2	0.05 mg/l. as N
Nitrite	EPA 354.1	0.02 mg/l. as N
TKN	EPA 351.3	0.2 mg/l. as N
Orthophosphorus	EPA 365.3	0.01 mg/L
Total Phosphorus	EPA 365.3	0.05 mg/L
BOD (5 day)	SM 5210 B	4 mg/L
Total Suspended Solids	EPA 160.2	1.0 mg/l.

A report on pre-construction baseline conditions must be deemed acceptable by DEP and DPS prior to the issuance of a sediment control permit. For subsequent periods a draft annual report on BMP monitoring is due to DEP by **October 31st** of each monitoring year. A final report is

due by December 1. All reports are to follow the report outline/format prepared by the BMP Monitoring Work Group. County code requires that reports be submitted quarterly. These quarterly reports may be incorporated in the annual report. This should be reflected in the title of the document. BMP monitoring reports are to be delivered with data in an electronic format (excel spreadsheet) to Doug Marshall at Montgomery County DEP and also to Leo Galanko at Montgomery County DPS. All information submitted to DEP will be public information that DEP may freely copy and distribute. Questions on the monitoring requirements and procedures may be directed to the following personnel.

Mark Sommerfield
(240)777-7737
Mark.Sommerfield@MontgomeryCountyMD.gov

Leo Galanko
(240) 777-6242
leo.galanko@montgomerycountymd.gov



PARTIAL PLAT CORRECTION
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 2718/12

PARTIAL PLAT CORRECTION
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 4531/12

CLARKSBURG CORRECTION
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 2075/46
 MAILING ADDRESS:
 845 FREDERICK ROAD, RT. 30
 WHEELA, VA 22192-5176

LAVERED CH 12 602 8P
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 1960/12

MORRIS, MARGERY H. ET AL TR
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 1433/13
 MAILING ADDRESS:
 10721 COLLETT MILL ROAD
 WOODBRIDGE, VA 22191-8006

MORRIS, MARGERY H. ET AL TR
 145 MAP 2941, PARCELS 805
 2204 FREDERICK ROAD
 CLARKSBURG 20871
 LIBR/POLC: 1433/13
 MAILING ADDRESS:
 10721 COLLETT MILL ROAD
 WOODBRIDGE, VA 22191-8006

Plan No. **S-2805**
 2/15/07
 2/15/07

LEGEND

- THICK DASHED LINE: PROPOSED CONSERVATION EASEMENT
- SOLID DASHED LINE: PROPOSED LOT LINE
- SOLID LINE: EXISTING LOT LINE
- DOTTED LINE: PROPOSED CONSERVATION EASEMENT

I hereby certify that this Plan conforms with the Maryland Forest Conservation Act of 1991 and the Montgomery County Technical Manual, effective July 1, 1992.

Signature: *Paul J. Rust, RPA*
 Registered Landscape Architect No. A48

GRAPHIC SCALE
 1" = 200'

GENERAL NOTES:

1. CONSERVATION INFORMATION IS PROVIDED BY PATTON HERRIS RUST & ASSOCIATES, INC.
2. LANDSCAPE ARCHITECTURE PROVIDED BY PATTON HERRIS RUST & ASSOCIATES, INC.
3. PREPARED BY: PAUL J. RUST, RPA
4. TOTAL SITE AREA IS 10.18 ACRES
5. 145 MAP 2941, PARCELS 805, 806, 807

CONSERVATION INFORMATION:

- 1. TOTAL DEVELOPMENT AREA: 448,232 S.F.
- 2. TOTAL CONSERVATION AREA: 42,318 S.F.
- 3. TOTAL DEVELOPMENT AREA (11.00 ACRES): 448,232 S.F.
- 4. TOTAL CONSERVATION AREA (0.96 ACRES): 42,318 S.F.

NOTES:

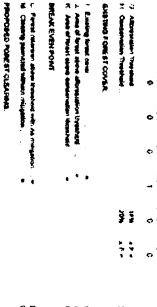
1. THE SITE PLAN IS FOR CONSERVATION AND NOT FOR DEVELOPMENT.
2. CONSERVATION INFORMATION AND TECHNICAL INFORMATION IS PROVIDED AT THE TIME OF FINAL FOREST CONSERVATION PLAN.
3. THE FOREST CONSERVATION PLAN IS SUBJECT TO THE APPROVAL OF THE MONTGOMERY COUNTY BOARD OF ZONING AND PLANNING.
4. THE FOREST CONSERVATION PLAN IS SUBJECT TO THE APPROVAL OF THE MONTGOMERY COUNTY BOARD OF ZONING AND PLANNING.

OWNER: AVALON EDUCATION GROUP
 700 RADDAVA ROAD
 BETHESDA MD 20817-6373

DEVELOPER:

Patton Herris Rust & Associates
 Engineers, Surveyors, Planners, Landscape Architects
 1200 WOODBRIDGE AVENUE, SUITE 100, WOODBRIDGE, VA 22191
 TEL: 703-661-1100 FAX: 703-661-1101

NO.	REVISION	DATE	BY
1	REV. FOR PRELIMINARY PLAN	02/15/07	PHR
2	REV. FOR PRELIMINARY PLAN	02/15/07	PHR
3	REV. FOR PRELIMINARY PLAN	02/15/07	PHR
4	REV. FOR PRELIMINARY PLAN	02/15/07	PHR
5	REV. FOR PRELIMINARY PLAN	02/15/07	PHR



PRELIMINARY FOREST CONSERVATION PLAN

AVALON SCHOOL
 TAX MAP EW41, PARCELS P770, P785, P801
 2204 FREDERICK ROAD
 CLARKSBURG, MARYLAND 20871

2ND ELECTION DISTRICT
 LIGHTS QUARTER 2004

PPRA

REGISTERED PLANNING ARCHITECT
 DATE: 1/25/07
 SCALE: 1" = 200'



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 27, 2007

MEMORANDUM

TO: Daniel Janousek
Development Review Division

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

FROM: Ki H. Kim, Planner Coordinator *KHK*
Transportation Planning

SUBJECT: Avalon School
Special Exception Case No. S-2685

This memorandum represents Transportation Planning staff's Adequate Public Facilities (APF) review and recommendations on the subject special exception case. The Avalon School proposes to develop a new campus with a capacity of 600 students on a 10-acre parcel located on the east side of Frederick Road (MD 355) approximately 500 feet north of Shawnee Lane in the Clarksburg Policy Area. The school is currently operating with an enrollment of approximately 225 students in an unused public school site in Bethesda and proposes to develop a permanent school site in this location.

RECOMMENDATION

Transportation Planning staff recommends the following conditions for transportation requirements related to approval of this application:

1. The student enrollment under the special exception application S-2685 should be limited to 600.
2. The applicant shall provide a five-foot-wide concrete sidewalk along the property's MD 355 frontage and extend it off-site to the intersection with Shawnee Lane. The applicant shall also provide a lead-in sidewalk on both driveways from MD 355. In order to extend the sidewalk along MD 355, the applicant shall make a good faith effort to acquire the right-of-way from the property owner of the adjacent Parcel 906.
3. No vehicles destined to the school are allowed to be stacked (queue) on off-site streets during morning drop-off and afternoon pick-up periods.

4. The school will implement a comprehensive traffic management program as described in the submitted Transportation Management Plan (TMP) with the following modifications:
 - A. Establish a goal to limit the school's AM peak hour trips to 420 vehicles
 - B. At least three months prior to occupancy, establish a community liaison committee (CLC) to allow the area residents to monitor the TMP performance and establish a mechanism for residents to influence and shape the Plan should monitoring reveal goals are not being met.
5. The applicant should satisfy all requirements, including right-turn out only from the northernmost driveway, by the Maryland State Highway Administration.

DISCUSSION

Local Area Transportation Review

Based on existing driveway counts the current site generates 31 hourly trips during the street AM peak period (7:15 to 8:15 am) and 33 hourly trips during the school PM peak period (4:15 to 5:15 pm). With proposed maximum enrollment of 600 students, the school would generate 90 hourly trips during the street AM peak period and 96 hourly trips during the school PM peak period.

The critical lane volume (CLV) impacts of the proposed expansion on critical intersections in the vicinity of the site were analyzed and are summarized in Table 1.

Table 1

Intersection Capacity Analysis with CLV During the Peak Hour						
Intersection	Existing		Background		Total	
	AM	PM	AM	PM	AM	PM
Clarksburg Road (MD 121)/Stringtown Road	861	837	1332	1260	1352	1280
MD 355/ Stringtown Road	1037	842	1332	1134	1383	1157
MD 355/ Shawnee Lane	880	1081	1060	1146	1072	1159
MD 355/Little Seneca Parkway	906	913	1356	1162	1368	1175

As shown in the above table, the four intersections analyzed are currently operating at acceptable CLVs (below 1,450) and this acceptable level will continue for the background development condition (existing traffic plus approved but not-built subdivisions in the area) and the total development condition (background traffic plus traffic from the site). It is noted that all roadway improvements either committed by other developers or programmed for construction in the current Capital Improvement Program were included in the traffic analysis for the background and total development conditions.

Site Access

Access to the school is proposed from two driveways, a southern driveway limited to one-way inbound traffic and a northern driveway limited to one-way outbound traffic, on Frederick Road (MD 355). Due to the existing vertical roadway crest on MD 355 affecting the sight distance at the northernmost driveway, SHA requires that this driveway be limited to right-turn out only. The following is a general description of MD 355.

- Frederick Road (MD 355): Classified as an arterial highway (A-251), four-lane divided with master plan right-of-way of 120 feet. This highway is a State maintained arterial highway that runs in a general northwesterly direction from Bethesda to the south through Hyattstown and into Frederick County. The Countywide Bikeways Functional Master Plan proposes a Shared Use Path designation (Class I bikeway) along MD 355. In the vicinity of the site, this bikeway is being implemented along the west side of MD 355.

Pedestrian Access

There is no sidewalk existing along the east side of Frederick Road. Based on the pedestrian data collection contained in the applicant's traffic study, there is currently a minimum of pedestrian activity along Frederick Road in the vicinity of the Avalon School site. Staff recommends that the applicant provide a five-foot-wide concrete sidewalk along the property's MD 355 frontage and extend it off-site to the intersection with Shawnee Lane. Staff recognizes that the MD 355 right-of-way along the adjacent Parcel 906 is not available for extending a sidewalk to Shawnee Lane but recommends that the applicant shall make a good faith effort to acquire the right-of-way from the property owner. It is also recommended that since there will be some usage by both students and staff at the school of the public bus service along MD 355, the applicant shall provide a lead-in sidewalk on both entrance and exit driveways from MD 355.

Transportation Management Plan (TMP)

The Avalon School submitted a TMP as a part of the expansion plans to manage the flow of traffic at the school's points of access so that vehicular movements to and from the grounds are made in a safe and efficient manner without impeding the flow of through traffic on Frederick Road. Also, the TMP includes transportation management elements to ensure that queuing and circulation of vehicles on campus is conducted in an organized and efficient manner that supports the school's operations.

The TMP describes a comprehensive traffic management program which includes designation of a staff person as Transportation Coordinator who will implement the traffic management elements associated with carpooling, bus transportation, and vehicle limitations. The other major component of the TMP is to operate an extensive program of private transportation (vans) connecting the school with various communities in Upper Montgomery County. The TMP objective is to maintain the use of this service by approximately 60% of the students.

The TMP also includes a traffic management element to disperse vehicular traffic to ensure that no school-associated vehicles stack (queue) on off-site streets during morning drop-off and afternoon pick-up periods. This is a requirement of the County Code and the queuing diagram submitted by the school demonstrates that no waiting/queuing along Frederick Road is to occur at any time. The queuing analysis was conducted based on the data collected for the number of vehicle queuing at the current school site during the afternoon pick-up period. This number of vehicles queuing was expanded for the proposed 600-student school to determine adequacy of accommodating the total projected number of vehicle on site.

Based on the trip generation on the existing site, the school's proposed 600 students would generate 371 trips during the school's AM peak hour (later than the peak hour of the adjacent street peak). Staff finds this trip generation estimate appropriate for LATR purposes. Without the continuation of the vanpool and carpooling programs, however, the LATR guidelines suggest the site might generate 468 vehicle trips, an amount which would adversely affect intersection congestion. The petitioner provided supplemental information at staff's request regarding traffic volumes and forecasted intersection performance throughout the morning peak period. The CLV at the intersection of MD 355 and Stringtown Road is most sensitive to school site traffic. This intersection is projected to approach unacceptable traffic conditions under the total development condition and the intersection can accommodate a school site with up to 420 AM peak hour vehicle trips without any mitigating actions. Therefore, we proposed, and the school agreed, to establish a quantitative TMP goal limiting the AM peak hour trips to 420 vehicles. Based on our acceptance of the study parameters, staff does not recommend that the 420-vehicle goal be a regulatory cap, but it is appropriate as a TMP goal.

The documentation of TMP performance requires coordination with adjacent community representatives. At least three months prior to occupying the school, a community liaison committee must be created. The CLC should be comprised of school leaders, residents of the surrounding community and a representative of the Planning Board. The CLC will monitor TMP performance and allow residents to influence and shape the TMP program should monitoring reveal either that performance goals are not being met or that new concerns have arisen that should be addressed.

Staff finds that the proposed transportation management elements are reasonable to handle the projected school traffic associated with the proposed expansion in a safe and efficient manner.

Summary

Transportation staff concludes that the proposed Avalon School up to an enrollment of 600 students can be adequately accommodated with implementation of traffic management program as described in the proposed Transportation Management Plan (TMP). The school should provide all roadway improvements as recommended in this memo.



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 13, 2007

MEMORANDUM

TO: Dan Janousek, AICP, Zoning Analyst
Development Review Division

VIA: Sue Edwards, I-270 Team Leader *sue*
Community-Based Planning Division

FROM: Nellie Shields Maskal, Planner *NH*
Community-Based Planning Division

SUBJECT: Board of Appeals Petition S-2685: Request to Construct a Private School on MD 355 in the Clarksburg Planning Area

STAFF FINDINGS

The Master Plan is silent on the issue of special exception uses for the property. However, staff offers the following comments regarding the compatibility of the school with existing land uses:

1. The classic campus design of the buildings is attractive and achieves compatible scale and massing to existing uses in the neighborhood. This is important since MD 355 is a critical entry into Clarksburg.
2. There is a large buffer (150 feet) from the school's gymnasium to the Timber Creek Estates community to address the potential noise impact.
3. Practice and playing fields will be located off-site. The lawn area will provide open space for the students to enjoy nonstructural recreational opportunities.
4. The school classes will be from 8:50 a.m. to 3:15 p.m. (not during peak traffic) because of the potential traffic problem.
5. School vans and carpooling will be used to take the students and parents to and from school and other events to address the potential traffic impact. This will occur during the daytime hours and evenings for after school activities, such as back-to-school night.

6. *Quercus phellos* (Willow Oak) will be planted along the MD 355 frontage to achieve a leafy, tree-lined street for community enjoyment and character in accord with the Clarksburg Streetscape Plan.

BACKGROUND

The petitioner, Avalon Education Group, Inc., plans to construct and operate a private school for boys (known as Avalon School) on a 10.29-acre property located on MD 355 between Shawnee Lane and Cool Brook Lane. Avalon School will consist of four (4) buildings and a total capacity for up to 600 students in grades 3 through 12 with parking for 80 cars. The proposed buildings' height is 44 feet.

The property is adjacent to the Timber Creek Estates community on two sides and located directly across from Lakewood Church of God and scattered single-family detached homes. It is currently improved with a single-family residence, which will be razed to allow the construction of the school.

The petitioner is exploring a variety of possibilities for off-site practice and playing fields to minimize the impact of such uses on adjacent homes. They are looking at the feasibility of entering into a public/private partnership with the Montgomery County Department of Parks that might facilitate use of an existing field. To accomplish this, private funds would be used to accelerate development of an athletic field programmed for implementation in the future.

The petitioner might be able to expedite construction of a field or upgrade the quality of an existing field, or use innovative techniques/materials for a new field, in order for it to be available to Avalon School as well as for the larger Clarksburg community. According to Jennifer Russel, Clarksburg Ombudsman, these discussions are in a very preliminary stage, but reflect the desire of the school to provide off-site practice and playing and also to make a tangible contribution to the community.

RELATION TO THE 1994 CLARKSBURG MASTER PLAN

The property is zoned R-200 in accord with the recommendation of the 1994 Clarksburg Master Plan. It is located within the Transit Corridor District of the Clarksburg Master Plan area. "The Transit Corridor District includes properties fronting MD 355 which have developed over many decades in accord with traditional patterns found elsewhere in the Up-County: single-family detached lots fronting the road. The most significant planning challenge in the Transit Corridor District is to maintain and continue this residential character while addressing the need for increased traffic capacity along MD 355...." The Land Use Plan for the Transit Corridor is shown in Figure 1.

The Master Plan objectives listed on pages 54 to 58 of the Plan are as follows:

- Continue the present residential character along MD 355.

- Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.
- Continue the present employment uses along I-270.
- Provide housing at designated areas along the transitway near significant employment uses.
- Allow small amounts of office and retail use at transit stop areas as part of a mixed-use development pattern.
- Establish strong pedestrian and bicycle linkages to the greenway.
- Improve east-west roadway connections.
- Provide an open space system, which includes small civic spaces at the transit stops.

The surrounding neighborhood includes a mixture of residential and institutional land uses. To the north, the property is adjacent to a single-family residence. The Green Gardens Nursery and the 204-unit Highlands at Clarksburg subdivision are located north of the resident. To the south, the new Clarksburg Area High School is located on the east side of Shawnee Lane at Wims Road adjacent to Clarksburg Local Park. East of the high school is the new Rocky Hill Middle School at Little Seneca Parkway (Newcut Road Extended). Between the high and middle schools is the John Wesley United Methodist Church. Directly adjacent to the church to the east is a recently approved special exception for the Bennett Creek Animal Hospital and Boarding Facility located south of Running Brook Drive on the 2-acre Walcoff property.

COMMUNITY OUTREACH

The applicant met several times with the Clarksburg Civic Association Planning Committee to discuss the site plan for the school. Questions were raised at the meetings regarding the recreation facilities, forest conservation area, lighting, building heights, stormwater management, traffic, and parking. Specifically, the community voiced concern about parking along the residential streets from Clarksburg High School. As a result, they questioned if Avalon School would impact traffic in the neighborhood. However, they stated that the applicant has been cooperative with them, and therefore, the site plan for the school has gotten better.

To address the concerns, the applicant agreed to modify the site plan as follows:

1. Move the buildings closer to allow for a larger buffer (150 feet) from existing homes.

2. Change the original long shape of the gymnasium to be square in size.
3. Lock the basketball court (that is 100 feet from a neighbor's back door) to prevent off-hour use.
4. Place all lighting in a downcast position.
5. Place no outdoor athletic apparatus on-site.

CONCLUSION

A private school would not adversely affect the recommendations of the Master Plan. The Master Plan confirms the R-200 Zone for the property and makes no specific recommendations for it. The school is a permissible special exception use in the R-200 Zone.

The school, arranged in a "U" shape to create a classic academic quadrangle, will be compatible with the surrounding neighborhood. The size, scale, and scope of the school will be mitigated by the design of the buildings. The architecture relieves the mass of the building and implies a residential character. The buildings' windows are residential in scale and rectangular in shape. They are not arched as originally proposed by the applicant. Other architectural design features, such as the pitched roof and brick red color scheme of the buildings, are compatible with uses in the neighborhood.

In order to comply with the Clarksburg Streetscape Plan, the following guideline must be met before the Special Exception is approved:

- Provide high mount lighting, Cobra on decorative poles. The lighting plan should provide for the safety of pedestrians and motorists and that will ensure no glare or reflection into nearby residential properties.

NSM:tv: G:\Maska\S-2685

Attachment

Transit Corridor District Land Use Plan

