Staff recommends approval to transmit comments to MCPS.

The proposed project allows for increased classroom and core capacity by construction of an eight-room classroom addition and a multi-purpose room addition.

The project is exempt from Chapter 22A, Forest Conservation Law.

The Planning Board action on a Mandatory Referral is advisory.
RECOMMENDATIONS

Staff recommends approval, with the following comments to be transmitted to MCPS:

1. MCPS should explore ways to increase the efficiency of the proposed additional parking areas, including the layout for the parent drop-off loop proposed by the Montgomery County Department of Transportation (MCDOT).
2. MCPS should evaluate ways to improve safety across the existing vehicular access points.
3. MCPS should reduce the driveway width and drive aisles of the surface parking lot and parent drop-off loop to be no more than 20 feet wide.
4. MCPS should tighten the curb radii to slow vehicle turning speeds across sidewalks traversed by students.
5. MCPS should work with the Parks Department to determine the feasibility of a ramp or other improvements to bring the path on park property into compliance with ADA standards.
6. MCPS should provide five (5) short-term bicycle parking spaces on site.
7. MCPS should provide two (2) weather-protected long-term vehicle parking spaces for staff use.
8. If MCPS proposes to use any part of park property for their construction entrance, a Park Permit will be required.
9. MCPS must apply for a permit for construction on park property prior to construction.
10. MCPS should provide the following details on Park permit plans:
    a. Provide retaining wall and footing details with respect to the adjacent property line to Park Development.
    b. Show spot grading of the new connector concrete sidewalk (shown on park property) to indicate maximum longitudinal slope of 4.5 percent and cross slope of 1.5 percent. (Note: A landing must be provided where the new sidewalk meets the asphalt path on park property. Landing must not exceed 1.5 percent in any direction.)
    c. Indicate how runoff from school property is contained and adds no impact on park property.
    d. Show how proposed grading shall not alter flow patterns of drainage swales.
    e. Further comments will be provided once full site plans and details are provided to Park Development for review.

INTRODUCTION

This report is staff’s review of the Mandatory Referral for the construction of an eight-room classroom addition and a multi-purpose room addition, submitted by Montgomery County Public Schools (MCPS) pursuant to the Maryland Land Use Article, Section 20-301. The Planning Board action on a Mandatory Referral is advisory.

Site Description

Pine Crest Elementary School (“Subject Property” or “Property” – outlined in red in Figure 1) is located at 201 Woodmoor Drive, north of University Boulevard and east of Colesville Road in Four Corners.

The Property is within the boundaries of the 1996 Four Corners Master Plan. The Property fronts on Woodmoor Drive to the south and St. Lawrence Drive to the east. To the north is Pinecrest Local Park. Single-family houses border the Property on the west and confront the Property on both Woodmoor Drive and St. Lawrence Drive. Vehicular access is solely from Woodmoor Drive.
Pine Crest Elementary School was built in 1941 and was originally 5,656 square feet in size. Multiple additions were built over the years and in 1992, the school was renovated into a 53,778 square foot facility. Pine Crest Elementary School is paired with Montgomery Knolls and serves grades 3 through 5. It is part of the Downcounty Consortium.

Currently, the Pine Crest Elementary School has a program capacity of 404, with an enrollment of 471. There are five relocatable classrooms and 56 parking spaces.

**Project Description**

The proposed addition is a two-story, steel-framed structure with brick veneer over concrete masonry block exterior walls. The addition is located on the back (north side) of the building and has two corridor connections at the first and second floor that create a circulation loop around a newly created courtyard. (See Figures 2 and 3.) The addition contains four classrooms, a dual-purpose classroom and
an instrumental music room on the first floor, and four classrooms on the second floor. The multipurpose room will be expanded towards the back (north side).

Figure 2: Northwest section

The school capacity for Pine Crest Elementary School will increase to 588 students with the addition of eight standard classrooms, one instrumental music room and one dual purpose room. The addition will also include multiple support spaces and an expansion of the multipurpose room. The expansion of the multipurpose room will bring the core capacity up to 640 students. The addition will help alleviate overcrowding at neighboring Forest Knolls Elementary School.

Figure 3: Proposed Site Plan
There are two areas of additional parking proposed, to the east and west. The western parking area is connected to existing parking by a connecting drive aisle. This design could be more efficient through the elimination of the connector and creating a seamless continuation of the existing parking. The eastern parking can be redesigned to create a larger parent drop-off loop, as proposed by Montgomery County Department of Transportation (MCDOT) (Attachment 3). MCDOT has proposed an extended parent drop-off loop with parking stacked in the interior, as shown in Figure 4. This proposal creates additional parent drop-off queuing and maintains a comparable number of spaces.

ANALYSES

Conformance to Development Standards
The property is zoned R-60. The proposed project was analyzed for conformance with the applicable development standards, as shown in Table 1. While the site coverage and rear setback do not conform to the standards of the R-60 zone, as shown in Table 1, this is due to the park/school relationship with neighboring Pinecrest Local Park. Pinecrest Park provides play fields for Pine Crest Elementary School.
Table 1: Applicable Development Standards – R-60 Zone

<table>
<thead>
<tr>
<th>Development Standards</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Tract Area: (59-4.4.9 Residential – R-60 Zone)</td>
<td>6,000 sq. ft.</td>
<td>240,237 sq. ft. (5.52 ac.)</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>35%</td>
<td>36%¹</td>
</tr>
<tr>
<td>Minimum Principle Building Setbacks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front Setback</td>
<td>25’</td>
<td>114’</td>
</tr>
<tr>
<td>Side Setback</td>
<td>8’</td>
<td>63’</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>20’</td>
<td>10²</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>35’</td>
<td>35’</td>
</tr>
<tr>
<td>Parking</td>
<td>N/A</td>
<td>97 teachers and visitors including 4 ADA parking spaces</td>
</tr>
</tbody>
</table>

Master Plan
Pine Crest Elementary School is located within the 1996 Four Corners Master Plan. The master plan identifies Pine Crest Elementary School as an existing community facility within the plan area and identifies the following goal for community facilities:

- Provide community facilities to meet the human service, recreation, security, educational, and other needs of the community.

The Master Plan has no specific recommendations for Pine Crest Elementary School.

Neighborhood Compatibility
The proposed development, including its size, shape, scale, height, arrangement and design structure, is compatible with the surrounding neighborhood and properties. The portions of the site that are adjacent to residential development have landscaped buffers, and the proposed structures meet all setback and height requirements of the R-60 Zone.

Parks Issues
Pine Crest Elementary School was developed in conjunction with Pinecrest Local Park and uses the park’s playing fields during school hours. Minor disturbance is proposed on Park property for the construction of a pedestrian connection and associated grading. The Applicant met with M-NCPPC Parks Department staff and has worked to address any concerns. Comments from Parks Department staff have been incorporated into this memo in the “Recommendations” section above, for transmittal to MCPS.

Transportation
School Location and Vehicular Access Points
The Applicant proposes to maintain the existing access points on Woodmoor Drive. While the number of curb cuts is excessive to serve a single site, the multiple access points improve the efficiency of bus and parent pick-up and drop-off operations. The easternmost curb cut will provide access to the newly

¹ Increased lot coverage due to the park/school nature of the development.
² Decreased setbacks due to the park/school nature of the development.
proposed surface parking lot. The two interior curb cuts will continue to facilitate one-way bus
operations, and the westernmost curb cut will provide one-way circulation for pick-up and drop-off
locations and access to proposed surface parking spaces.

Per Article 59-6, Section 6.1.3(A)(2), uses should “limit vehicle access across primary pedestrian, bicycle,
or transit routes where feasible.” Because of the nature of the use, staff recommends that MCPS
evaluate ways to improve safety across the existing vehicular access points. While wider curb radii and
driveways are necessary for bus operations, MCPS should reduce the driveway width and drive aisles of
the surface parking lot and parent drop-off loop to be no more than 20 feet wide. Additionally, the curb
radii could be tightened to slow vehicle turning speeds across sidewalks traversed by students.

Pedestrian and Bicycle Facilities
The internal sidewalks proposed meet ADA standards. A new sidewalk extending from the rear of the
building addition and hardscaped play area includes a ramp to address changing grades. This proposed
sidewalk links to an existing pedestrian facility spanning the extent of the site, providing access between
Hillmoor Drive and St. Lawrence Drive. As shown in Figure 5, the western link extending from Hillmoor
Drive uses stairs to address the site’s grade changes; however, no convenient path is available for
individuals with mobility impairments. MCPS should work with the Parks Department to determine the
feasibility of a ramp or other improvements to bring the path into compliance with ADA standards.

Currently, the site frontage contains four (4) curb cuts, which degrade the pedestrian experience along
Woodmoor Drive. The existing curb cuts each have ramps and marked crossings; however, the ramps
lack detectable warning strips and, as such, are not ADA compliant. If the site were to have been
developed today, staff would recommend that a concrete sidewalk be carried across the drive aisles,
flush with the grade of the existing sidewalk, thereby negating the need for curb ramps. MCPS should
evaluate the potential to reconstruct the entryways to provide a continuous flush sidewalk, or at the
very least, retrofit the existing curb ramps with detectable warning strips.
There are no master-planned bicycle facilities adjacent to the site. To accommodate those who travel to the school on a bicycle, MCPS should ensure that no fewer than five (5) short-term bicycle parking spaces are provided on the site. This number represents approximately five (5) percent of the existing and proposed vehicle parking spaces shown on the Applicant’s plans. Additionally, MCPS should provide a location to accommodate at least two (2) weather protected long-term vehicle parking spaces to accommodate staff who choose to commute to the site by bicycle.

Local Area Transportation Review
Consistent with existing policy, MCPS submitted a transportation study to review the impact of the net increase of 165 students on the local area’s transportation network. Rather than employ ITE to develop trip generation assumptions, driveway counts were taken at the existing school. Table 2 below shows the morning and afternoon trips generated by the existing 475 students during peak morning and evening hours.

Table 2: Existing and Proposed Trip Generation

<table>
<thead>
<tr>
<th>Trip Generation - Existing &amp; Proposed</th>
<th>AM</th>
<th></th>
<th></th>
<th>PM</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Trips (475 students)</td>
<td>133</td>
<td>108</td>
<td>241</td>
<td>57</td>
<td>98</td>
<td>155</td>
</tr>
<tr>
<td>Subsequent Trip per Student Rate</td>
<td>0.28</td>
<td>0.23</td>
<td>0.51</td>
<td>0.12</td>
<td>0.21</td>
<td>0.33</td>
</tr>
<tr>
<td>Additional Proposed Trips (165 students)</td>
<td>46</td>
<td>38</td>
<td>84</td>
<td>20</td>
<td>35</td>
<td>55</td>
</tr>
<tr>
<td>Total Anticipated Trips (640 students)</td>
<td>179</td>
<td>146</td>
<td>325</td>
<td>77</td>
<td>133</td>
<td>210</td>
</tr>
</tbody>
</table>

The school falls within the Kensington/Wheaton Policy Area, which has an intersection congestion acceptability standard of 80 seconds of delay per vehicle. Table 3 below illustrates the results of the delay analyses for the six intersections that were studied. As shown in the table, the additional students have minimal impact on the transportation network. It should be noted that the future analysis scenario assumes that background traffic from approved but unbuilt developments will only impact two intersections (University Boulevard/MD 193 at Williamsburg Drive and University Boulevard/MD 193 at Lexington Drive), and that signals are optimized at these two intersections, which accounts for the slight reduction of delay. While it is atypical to optimize intersection signals in non-mitigation scenarios, each intersection analysis suggests that each intersection will operate well below the 80 second standard.

Table 3: Delay Analyses, Existing and Future Conditions

<table>
<thead>
<tr>
<th>Delay (average seconds per vehicle)</th>
<th>AM</th>
<th></th>
<th></th>
<th>PM</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing (475 students)</td>
<td>Future (640 students)</td>
<td>Existing (475 students)</td>
<td>Future (640 students)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 193 &amp; Williamsburg Drive*</td>
<td>26.5</td>
<td>20.9</td>
<td>22.1</td>
<td>16.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MD 193 &amp; Lexington Drive*</td>
<td>45.9</td>
<td>45.6</td>
<td>38.9</td>
<td>39.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Lawrence Drive &amp; Woodmoor Drive</td>
<td>6.3</td>
<td>7.1</td>
<td>7.0</td>
<td>8.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodmoor Drive &amp; Parent Loop</td>
<td>5.2</td>
<td>5.4</td>
<td>4.4</td>
<td>4.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodmoor Drive &amp; Bus Loop</td>
<td>1.0</td>
<td>1.1</td>
<td>0.6</td>
<td>0.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodmoor Drive &amp; Rockdale Drive</td>
<td>7.7</td>
<td>7.8</td>
<td>7.9</td>
<td>8.1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Impacted by background traffic from approved but unbuilt intersections.
Environmental Analysis

Environmental Guidelines
Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD No. 42019049E) for the school site on October 17, 2018. There are no forests, streams, wetlands, floodplains, or environmental buffers on the site. The site lies in the Northwest Branch watershed and is outside of any Special Protection Areas. The proposed project is in compliance with the Environmental Guidelines.

Forest Conservation
The proposed project is subject to the Montgomery County Forest Conservation law (Chapter 22A of the Code) but has received an exemption from Article II from the requirements of preparing a forest conservation plan under Section 22A-5(t). This exemption covers an activity that clears no more than 5,000 square feet of forest, does not affect any forest in a stream buffer, or property located in a special protection area, which must submit a water quality plan and does not require approval of a new subdivision plan.

Stormwater Management
The Montgomery County Department of Permitting Services (DPS) approved a stormwater management concept plan on November 8, 2018 (Attachment 4).

Community Notification
MCPS has coordinated with parents, neighbors, and school staff and had work sessions on May 24, 2018, June 6, 2018, and September 18, 2018. On December 7, 2018, staff sent out notifications regarding the Mandatory Referral plan review and the scheduled Planning Board date.

Attachments
1. Site plan
2. Landscape plan
3. MCDOT letter
4. DPS letter
November 11, 2018

Ms. Amy Lindsey, Planner Coordinator
Area 2 Planning Division
The Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Mandatory Referral Letter
Mandatory Referral No. MR2019005
Pine Crest Elementary School Addition

Dear Ms. Lindsey:

We have completed our review of the Mandatory Referral Plan dated October 18, 2018. Based on our review, we have the following comments:

1. We recommend the following:
   a) The applicant should consider/evaluate increasing the size of the parent drop-off loop due to the addition of 165 new students. Please see attached a concept sketch reconfiguring the parent loop and the proposed parking.
   b) Existing sidewalks along the site frontage be widened from four (4)-ft. to five (5)-ft.
   c) Upgrade the existing sidewalk and handicap ramps along the site frontage to meet the American Disabilities Act (ADA) requirements.

2. The plan should show the following:
   a) The right-of-way width of Woodmoor Drive and St Lawrence Drive.
   b) Label the roadways along the site frontage.

3. The DOT Traffic Impact Study (TIS) letter was issued on September 17, 2018.

4. Storm Drain Analysis:
   a) If any portion of the subject site drains to an existing storm drain system maintained by Montgomery County, submit storm drain and/or flood plain studies, with computations, for review and approval by Department of Permitting Services (DPS) at or before the Permit Stage. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed
subdivision drains to an existing closed section street, include spread computations in the impact analysis.

a) The limits of the floodplain and the building restriction lines are to be shown on the plan where applicable. The floodplain is to be dimensioned from the property line.

5. Prior to approval of the permit by the Department of Permitting Service (DPS)s, submit a completed, executed and sealed MCDOT Sight Distances Evaluation certification form, for the existing and proposed driveway(s), for review and approval by DPS.

6. We recommend that the applicant coordinate with Mr. Joseph Pospisil of our Division of Traffic Engineering at 240-777-2160 for any pedestrian safety concerns at the Pine Crest Elementary School.

If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at (240) 777-7170 or at deepak.somarajan@montgomerycountymd.gov.

Sincerely,

Rebecca Torma, Manager
Development Review
Office of Transportation Policy

Attachment (1): Concept sketch reconfiguring the parent loop and proposed parking

cc: Seth Adams  MCPS Div. of Construction
    Patrick LaVay  Macris, Hendricks & Glasscock
    Preliminary Plan letters notebook

cce: Patrick Butler  MNCPPC Area 2
     Kwesi Woodroffe  MDSHA-District 3
     Atiq Panjshiri  MCDPS RWPR
     Sam Farhadi  MCDPS RWPR
     Khursheed Bilgrami  MCDOT DTEO
     Kamal Hamud  MCDOT DTEO
     Devang Dave  MCDOT DTEO
     Joseph Pospisil  MCDOT DTEO
     Boris Calderon  MCDOT DTEO
     John Hoobler  MCDOT DTEO
November 8, 2018

Ms. Amanda Junge
Macris, Hendricks & Glascock, P.A.
9220 Wightman Road, Suite 120
Montgomery Village, MD 20886

Re: COMBINED STORMWATER MANAGEMENT CONCEPT/SITE DEVELOPMENT STORMWATER MANAGEMENT PLAN for Pinecrest Elementary School
Preliminary Plan #: N/A
SM File #: 284227
Tract Size/Zone: 5.64 Acres
Total Concept Area: 2.36 Acres
Lots/Block: TBD
Parcel(s): TBD
Watershed: Northwest Branch

Dear Ms. Junge,

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is acceptable. The stormwater management concept proposes to meet required stormwater management goals via Microbioretention.

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

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.

2. An engineered sediment control plan must be submitted for this development.

3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.

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

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

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to
reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Andrew Kohler at 240-777-6275.

Sincerely,

[Signature]

Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: AK

cc: N. Braunstein
SM File # 284227