

Addition to Walt Whitman High School, Bethesda, Mandatory Referral, MR2019022

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Date of Report: 7/11/19

Description

- Mandatory Referral for the proposed 3 story classroom addition, parking lot, drop off loop, and ADA upgrades to Walt Whitman High School,
- Located at 7100 Whittier Boulevard, Bethesda, MD, approximately 2,450 feet northwest of intersection with River Road.
- R-60, 1990 Bethesda-Chevy Chase Master Plan
- 25.16 acres
- Applicant: Montgomery County Public Schools
- Filing date: 05/17/19



Summary

- Staff recommends **approval of the Mandatory Referral** with recommendations.
- The Walt Whitman High School is constructing an addition to accommodate projected enrollment.

Recommendations

Staff is providing the following recommendations to be incorporated into the final design of the Walt Whitman High School:

Landscaping

1. Recommend redesigning parking lot to incorporate landscaped islands by reducing the parking islands on either end by 4-1/2' and fitting three islands in the middle of the 24 space rows without losing any spots.
2. Increase tree canopy by having landscape islands located every 20 spaces for the planting of canopy trees.

Urban Design

3. Move the school addition to the east so that it faces directly onto Whittier Boulevard or is slightly set back behind a grassy, landscaped "front yard" similar to the relationship between Bethesda Chevy Chase High School and East/West Highway.
4. Create an elevation that is sympathetic to the adjacent houses in scale by creating a strong 2-story base with a differentiated third floor on top.
5. Move the proposed parking lot(s) to the north and west sides or rear of this new addition where it becomes secondary to the importance of the building and the pedestrian character of the public realm of the street.
6. If a new drop off is required, perhaps provide it along the northern face of the addition or incorporated into a new western parking lot area adjacent to the existing circle.

Transportation

7. The Applicant must limit future development on the Walt Whitman High campus to a total core capacity of 2,800.
8. Any mandatory referral submission for future school improvements at the subject school must include an updated traffic study if those improvements will increase the school's student capacity beyond 2,800 students.
9. The Applicant should improve all sidewalks along the campus frontage (Whittier Boulevard and Braeburn Parkway) such that they are a minimum of five-feet wide.
10. The Applicant should improve all curb ramps such that they meet ADA design standards along the school frontages.
11. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated June 20, 2019, and hereby incorporates them as conditions of the Mandatory Referral approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Mandatory Referral approval.
12. Additional and improved short-term bicycle parking capacity is recommended on the school site. Inverted-U Racks are the preferred bicycle parking type, as per the Planning Department Bicycle Parking Guidelines.
13. The northern staff parking lot should have one-way circulation and should be signed/marked as indicated on the Safe Routes to School Team notes uploaded to e Plans.

14. The applicant should address the concerns identified by Maryland State Highway (MDOT SHA) staff in their letter dated July 3, 2019 (see attachment E).

Background

Walt Whitman High School, located at 7100 Whittier Boulevard in Bethesda, MD, is seeking to construct an addition in order to increase student capacity. Enrollment is currently 2,098 students and is projected to be 2,210 students by the 2023-2024 school year. The current enrollment is 2098, which is 232 over the program capacity. The addition will increase the capacity of the school from the current program capacity of 1,866 students to 2,397 students. The addition will increase the capacity to 2,270 seats. The design also provides for a future master-planned addition which will bring the future capacity to 2,700 seats when completed. That addition is not being considered in this Mandatory Referral.

The original building, designed by architect Anthony Ferrara, was built in 1962. In 1980 a 1,176-seat auditorium was built. In 1992 all the high school buildings, except the auditorium, were demolished and a new 208,450 square foot school building was constructed. In 1999, and 2002 additions totaling 28,845 square feet were added.

Site Description

The Property is located at 7100 Whittier Boulevard in Bethesda and Subject Property is identified as parcel P775. The Property is comprised of the main school building in the center of the lot, the athletic fields and tennis courts that occupy the southwestern section of the Property, the parking lot along the south eastern section of the Property and an adjacent one story building previously used for the Whittier Woods Elementary School, now used for high school science class rooms and the Petals Child Development Center. The Property is bounded by Braeburn to the west and south, Whittier Boulevard to the east, and Whittier Woods Park to the north. The site is surround by single-family homes on the north, east and south. Figure 1 below is an aerial overview of the school and surrounding area.



Figure 1: Aerial View

Proposal

The proposed addition to Walt Whitman High School will consist of 74,500 square feet added on to the west of the existing building, plus 15,500 square feet of renovated area. The Whittier Woods Elementary School, as well as a previous science classroom addition to the High School, will be demolished and replaced with the proposed addition. The proposal is for a three-story wing along the west side of the existing building. The proposed addition will include classrooms, laboratories, special education suites, an expansion to student dining facilities, and necessary the building infrastructure. There will also be a new parking lot which increase parking capacity from 509 vehicles to 567 vehicles. Table 1 below shows permitted and proposed area, building height, lot coverage and parking in the R-60 zone.

TABLE 1
Walt Whitman High School Data Table, Zone R-60

Development Standard	Permitted/Required (Standard Method)	Proposed
Gross Tract Area (SF)	N/A	1,335,985
Minimum Net Lot Area (SF):	6,000	1,335,985
Maximum Building Height (feet):	35	48
Lot Coverage (%):	35	25
Vehicle Parking	0	567

In the future, Montgomery County Public Schools (MCPS) may further expand the school along the west face of the proposed addition. Figures 2 below shows the site plan of the existing school with the proposed addition and parking in blue to the upper right. Figure 3 shows the north and east elevations of the proposed addition.

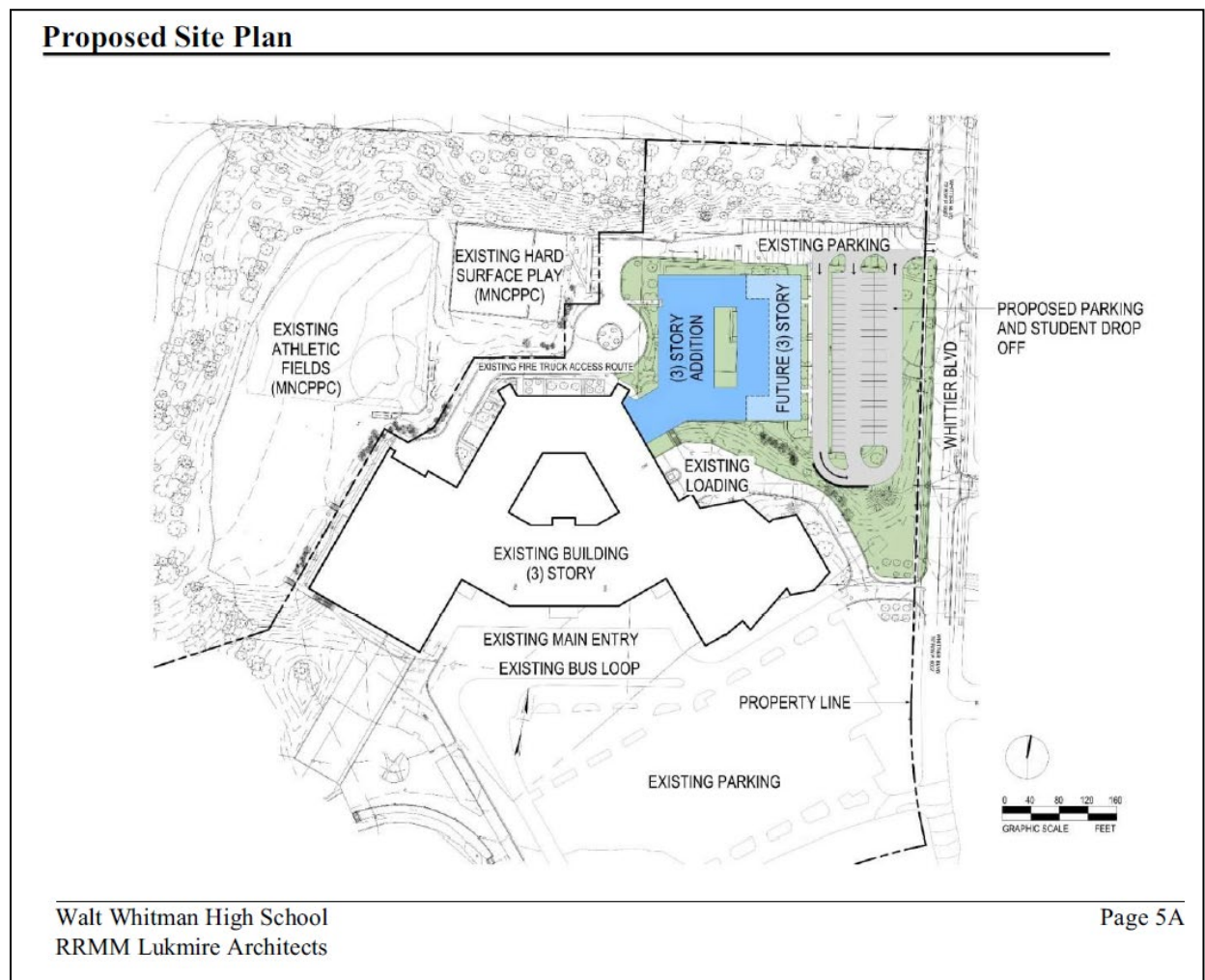


Figure 2: Proposed Site Plan

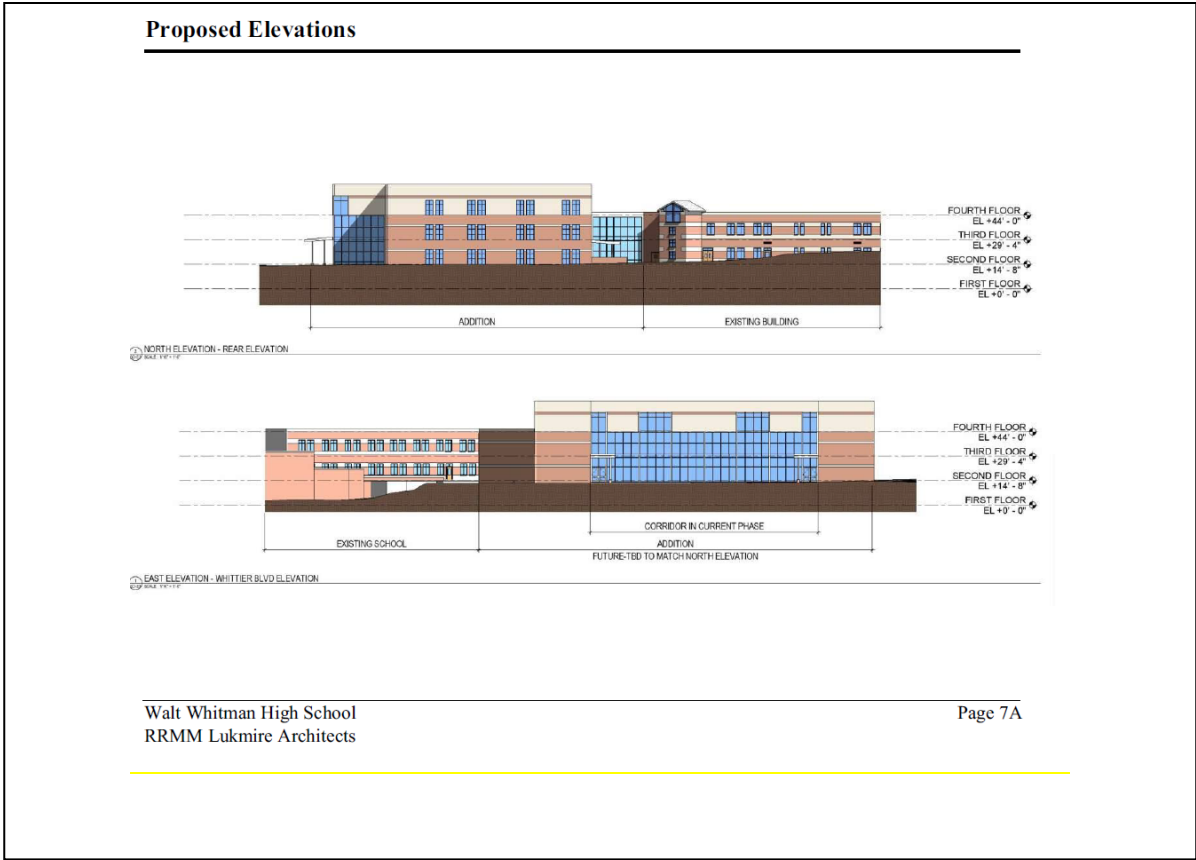


Figure 3: Proposed Building Elevations

Walt Whitman High School is currently served by three access points on Whittier Boulevard plus Braeburn Parkway. The north driveway is opposite Plainview Road and allows for full movement access. Attached to this access is an exit-only loop which intersects Whittier Boulevard approximately 140 feet to the south. The purpose of this loop is to provide a separate drop-off loop for parents and private vehicles. This loop and surface lot on the campus will provide parking spaces for visitors and staff. The current exit-only access for this existing parking lot will be relocated to intersect Whittier Boulevard opposite of Goodview Street.

The southern parking lot on the campus is not proposed to change. Buses will continue to drop off students at this location. The access for this loop and parking is provided by an entrance-only driveway located approximately 100 feet south of Goodview-Street and by Braeburn Parkway to the west. Buses and students can exit this loop and parking lot by either Braeburn Parkway to the west, or Whittier Boulevard to the east. This driveway located approximately 100 feet from the intersection of Whittier Boulevard and Robinwood Road. It is egress-only for the campus, and Braeburn Parkway is restricted to one-way operation at this location.

The Walt Whitman High School addition is exempt from submitting a forest conservation plan. However, MCPS will plant (23) 2-inch caliper *Quercus rubra* landscape trees in the approximate locations shown in figure 4 below.

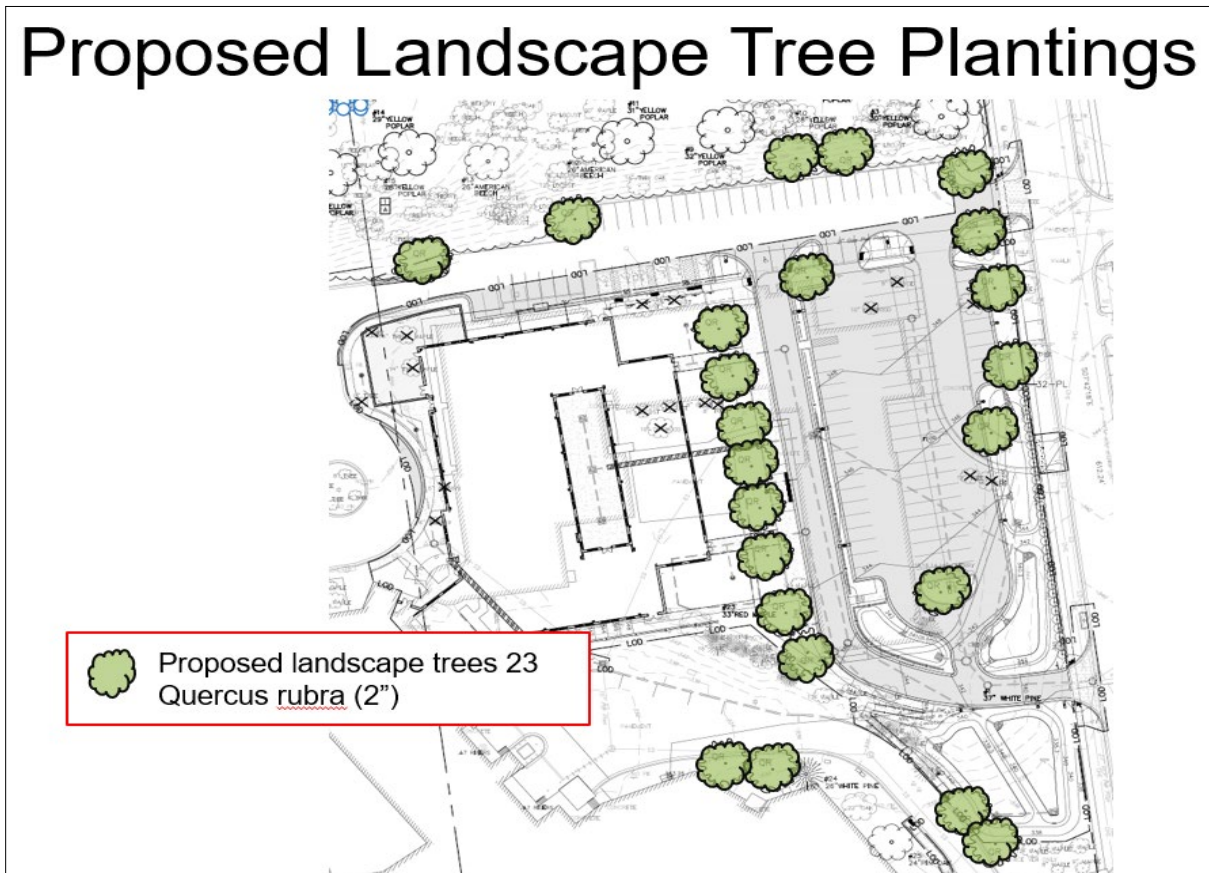


Figure 4: Proposed Landscape Tree Plantings

Community Outreach

Two community meetings were held for the public. The first was held on October 23, 2018 and the second was held on November 5, 2018. In addition, MCPS sent notice letters to adjoining neighbors and community groups. Staff has not received any correspondence regarding the application.

Analysis

Master Plan Conformance

The Site is located within the boundaries of the *1990 Bethesda-Chevy Chase Master Plan* (Master Plan) area. The proposed addition is in conformance with the Master Plan. The Master Plan's Community Facilities and Needs recommendations state "Use closed schools as flexible resources to meet a variety of community needs" (p 6). The Master Plan does not contain specific recommendations for this property, though it includes a note that the Whittier Woods Elementary School is a closed school within the planning area (p 148).

In accordance with the Master Plan, the 2018 Bicycle Master Plan, and the 2018 Master Plan of Highways and Transitway, the master-planned transportation facilities are designated as follows:

1. Whittier Boulevard along the campus eastern frontage is classified as a primary residential roadway, with a recommended 70-foot right-of-way. None of the active long-range plans recommended bikeway improvements on this roadway.
2. Braeburn Parkway along the campus southern frontage is not a master planned roadway and no bikeways are planned at this time.
3. Wilson Lane (MD-188) is classified as an arterial with a recommended 80-foot right-of-way. The *Bicycle Master Plan* recommends a sidepath on the north side of the roadway. Wilson Lane is owned and operated by MDOT SHA.
4. River Road (MD-190) is classified as a major highway with a recommended 150-foot right-of-way. The *Bicycle Master Plan* recommends a sidepath be constructed on both sides of the street. River Road is owned and operated by MDOT SHA.

Zoning Requirements

Section 59.6.2.9.C of the Zoning Ordinance addresses landscaping in parking lots. This section of the code requires landscaped islands of a minimum 100 square feet encompassing 5 percent of the total area of surface parking lot. A maximum of 20 parking spaces may be located between islands. Though the project indicates a proposed interior parking lot landscape of 5%, the plans do not show landscaped islands every 20 parking spaces. Staff recommends redesigning parking lot to incorporate the required landscaped islands by reducing the parking islands on either end by 4-1/2' and fitting three islands in the middle of the 24 space rows without losing any spots.

The Zoning Ordinance also calls for a minimum tree canopy of 25% coverage at 20 years of growth. Landscape islands located every 20 spaces are necessary to achieve 25% canopy coverage over the parking lot. Staff recommends MCPS create landscape islands to meet the requirement and potentially relocate some of the 23 landscape trees to this planting areas.

TABLE 2
Walt Whitman High School Data Table
R-60

Development Standard	Permitted/Required (Standard Method)	Proposed
Gross Tract Area (SF)	N/A	1,335,985
Minimum Net Lot Area (SF):	6,000	1,335,985
Maximum Building Height (feet):	35	48
Lot Coverage (%):	35	25
Vehicle Parking	0	567

Environmental

Forest Conservation

On April 25, 2019, MCPS received an exemption from submitting a forest conservation plan. Exemption plan 42019171E (Attachment A) was confirmed as a under Section 22A-5(t)(1), of the County code, as a modification to existing, non-residential developed property. This exemption does not require a tree save plan though MCPS is providing mitigation for the removal of specimen trees resulting from the proposed addition.

Storm Water Management

The Storm Water Management (SWM) concept was approved by the Department of Permitting Services on June 13, 2019 (Attachment C). The SWM concept proposes to meet the required stormwater management goals via the construction of 5 micro bio-retention facilities.

LEED Certification

The proposed project will not be pursuing LEED certification, but will be designed and constructed with an emphasis on the environmental sustainability. The architecture and engineering systems will align with MCPS facility management sustainability principles to ensure long-term operational effectiveness.

Noise

The project will comply with Montgomery County's Noise ordinance, Section 31(b) of the County Code. The Planning Board's noise guidelines do not apply for this amendment for those guidelines are for the abatement of traffic noise on new residential units.

Urban Design

Throughout the country and this county, pre-1970's school designs promoted the idea of schools being a respected, prominent civic symbol within neighborhoods. Schools fronted onto streets or parks with honor, framed the public realm of the sidewalks and were inviting to adjacent neighborhoods and the greater community. Like townhalls, churches and libraries, schools were the privileged, iconic architectural monuments to our democratic, public principles and our urban form. They were the centerpieces of great neighborhoods. This addition has the potential of reestablishing that character for Whitman within this neighborhood and along Whittier Boulevard. This addition could provide a wonderful face to Whittier Boulevard and could reestablish synergy between the civic building and a tree-lined neighborhood sidewalk.

Eventually our auto dominated suburbs were transformed to support cars over everything else through the widening of streets for faster, easier travel and in providing parking and parking lots in front of buildings, rather than behind to advertise the ease of car access and the importance of vehicles over pedestrians. This transformation made neighborhoods more dangerous for pedestrians and bike riders and diminished the aesthetic and environmental quality of neighborhoods with the large impervious

asphalt parking lots. By placing parking lots to the side or rear of buildings, they no longer dominate the character of the public realm of streets.

Because of this, the relationship between pedestrians and building became fractured, streetscapes became unpleasant places to walk, and the honored character of civic buildings, like schools, to the public realm of streets and parks was damaged. A well-designed, fronting elevation of this school addition could reestablish the honored civic personality of the school and be an integral part of the overall streetscape character whether directly adjacent to the street or set back along a landscaped front.

Planning staff has the following suggested modification to the design:

1. Move the school addition to the east so that it faces directly onto Whittier Boulevard or is slightly set back behind a grassy, landscaped “front yard” similar to the relationship between Bethesda Chevy Chase High School and East/West Highway.
2. Create an elevation that is sympathetic to the adjacent houses in scale by creating a strong 2-story base with a differentiated third floor on top.
3. Move the proposed parking lot(s) to the north and west sides or rear of this new addition where it becomes secondary to the importance of the building and the pedestrian character of the public realm of the street.
4. If a new drop off is required, perhaps provide it along the northern face of the addition or incorporated into a new western parking lot area adjacent to the existing circle.

Transportation

Walt Whitman High School is located on the northwest corners of Whittier Boulevard and Braeburn Parkway. The site is currently served by three access points on Whittier Boulevard plus Braeburn. The addition to the school will bring the programmed capacity to 2,700 students.

Site Location and Vehicular Access Points

The demolition of the Whittier Woods Elementary School and proposed addition will change the number of access points onto the school property from Whittier Boulevard and change circulation patterns. Figures 5 and 6 provide an overview of the access points and a zoomed-in view of the newly configured staff parking lot and private vehicle drop-off loop.

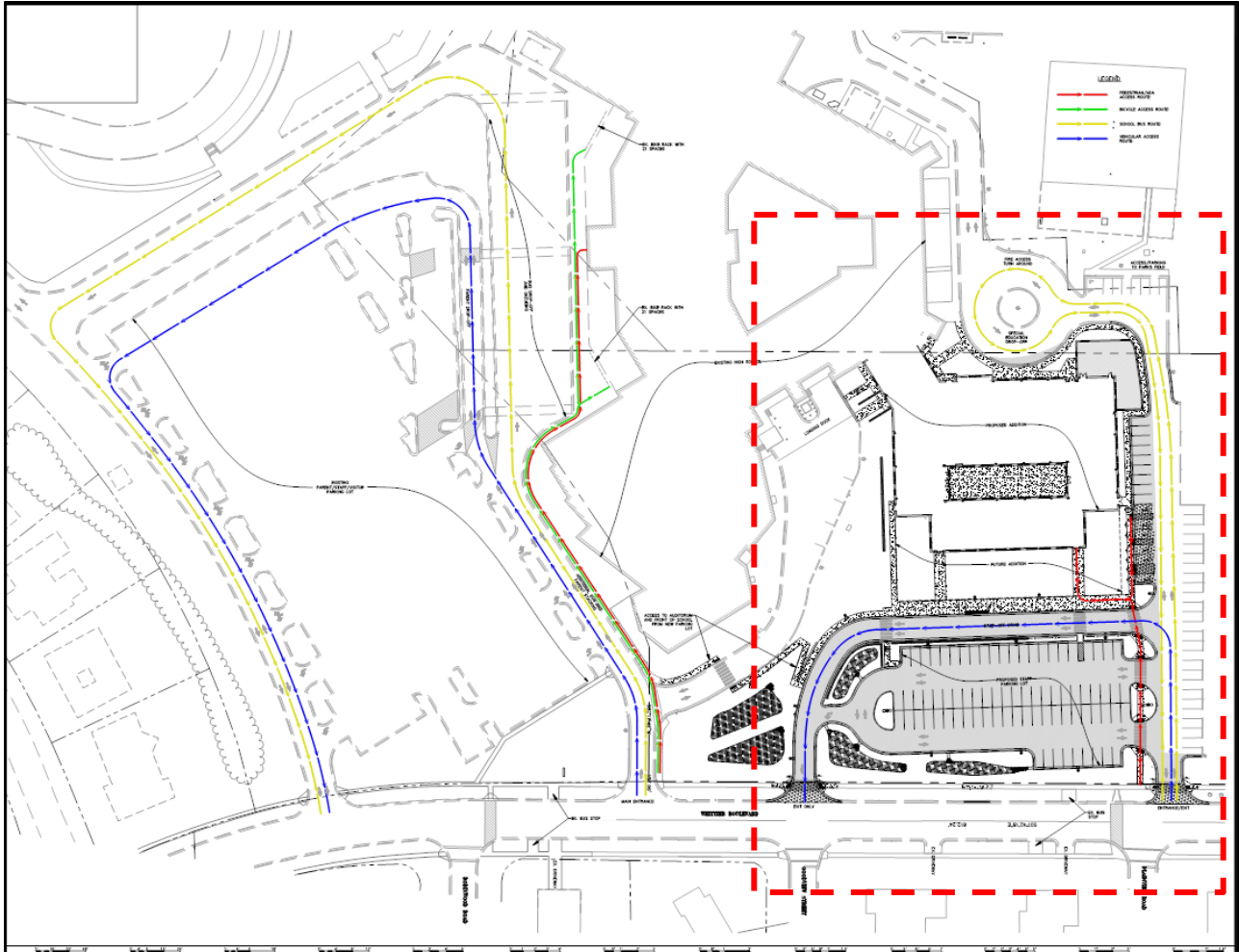


Figure 5: Campus Circulation Plan (dashed line shown on next page)

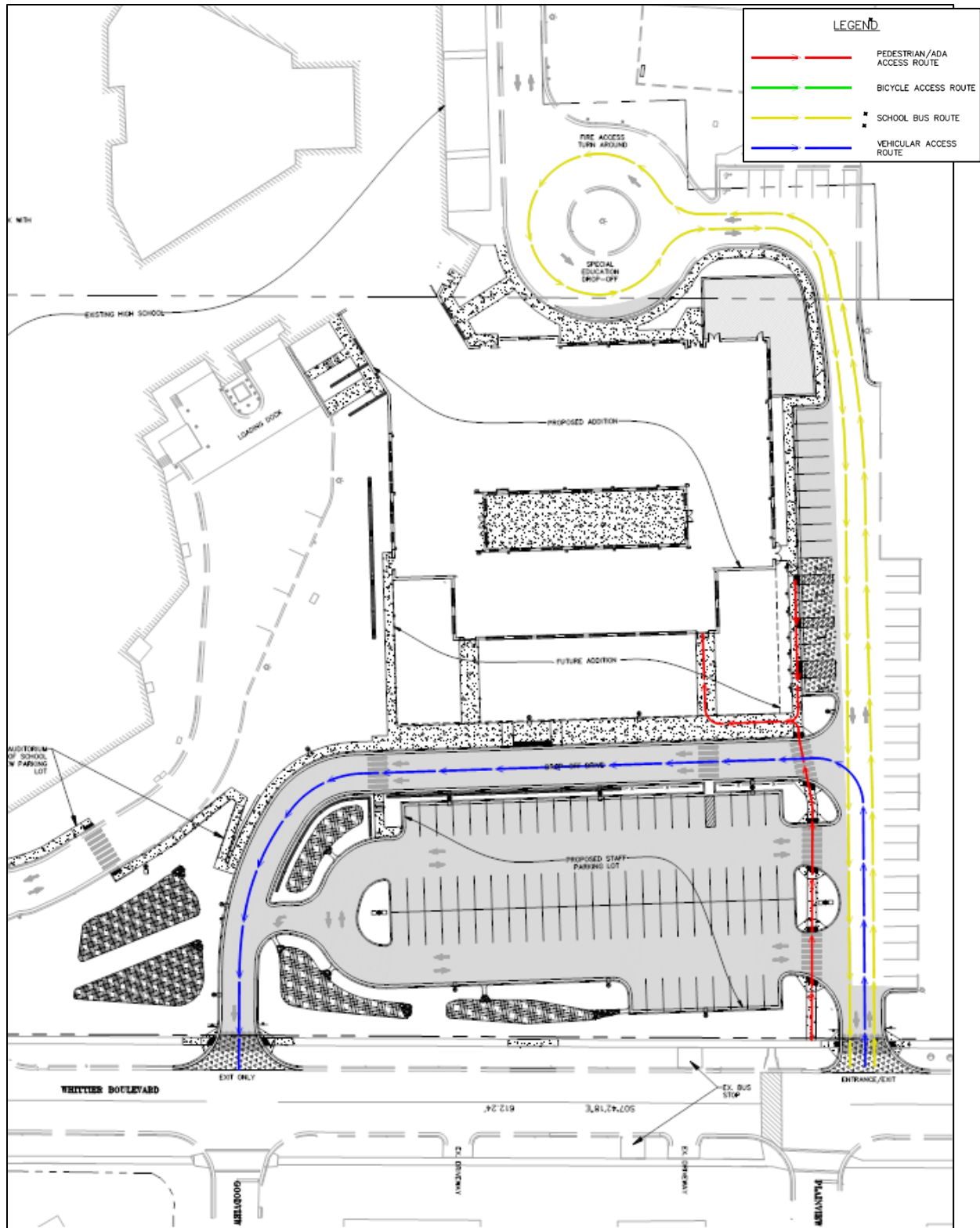


Figure 6: Zoom-in on circulation of new parking lot and drop-off loop

Planned Intersection Projects

The Maryland Department of Transportation State Highway Administration (MDOT SHA) has completed their evaluation of traffic safety and operations in the vicinity of the intersection of River Road and Braeburn Parkway. The current plan is to install a traffic signal at this location. Movement from Braeburn Parkway will continue to be restricted from making right turns out at this location. Since this project is expected to be in place prior to the school expansion, the intersection capacity assumed the new project would be in place for both the background and total future traffic conditions scenarios.

Available Transit Service

The three transit routes serving the Walt Whitman campus are as follows:

1. Ride-On bus route 29 operates along Whittier Boulevard, along the campus eastern frontage. The route runs between Bethesda/Glen Echo and Friendship Heights. Headways between buses during school hours is 30 minutes.
2. Ride-On bus route 32 operates on Wilson Street, just under a half mile from the campus. The route connects the Bethesda-Naval Ship R&D Center and the Bethesda Metro Station. Headways between buses during school hours is 30 minutes.
3. WMATA bus route T2 runs along MD 190 (River Road) and bus stops are located on either side of River Road. The route connects the Metro Stations in Rockville and Friendship Heights. Headways between buses during school hours is 30 minutes.

Bicycle Facilities

Separated bikeways are planned on Wilson Lane and River Road. A sidepath on the north side is planned on Wilson Lane between MacArthur Boulevard and Bradley Boulevard. Sidepaths on both sides of the roadway are planned on River Road between I-495 and the Westbard Avenue Exit.

No bicycle sharing stations or dockless restocking areas are currently located or planned to be located within the vicinity of the school.

Pedestrian Circulation

Currently the sidewalks along the schools eastern and southern frontages are four-foot wide with 10-foot tree lawn buffers. To meet ADA compliance, the Applicant proposes widening the sidewalk along Whittier Boulevard five feet at intervals of every 200 feet to provide passing spaces. While providing passing spaces along the sidewalk meets the minimum design standards in the American with Disabilities Act Design Guidelines, Staff recommends widening the entire length of the sidewalk along the school frontage to five feet to provide a more accessible and comfortable sidewalk that will be used by students and the surrounding community.

New, internal walkways connecting the two building entrances will also be 5-feet wide. All sidewalks that cross driveways will be sustained at-grade and will not ramp downward. This treatment improves the visibility of pedestrians crossing to motorists approaching the driveway and improves accessibility for pedestrians.

Local Area Transportation Review (LATR)

Adequate Public Facilities

A transportation impact study, dated December 3, 2018 (Revised May 2, 2019), was completed because the proposed project was estimated to generate 429 new morning peak-hour vehicle trips and 207 new peak-hour afternoon trips. To estimate the number of vehicle trips to be generated by the addition, a vehicle trip rate per student was determined by conducting counts at the school’s driveway and dividing the total by the current enrollment (2,085). This rate was then applied to the projected student enrollment increase (715) to estimate future trip generation during the morning and afternoon peak hours. Trip generation for the project is summarized in Tables 3 and 4

TABLE 3
Site Generated Peak Hour Vehicle Mode Trips

	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Existing Enrollment 2,085 Students	845	412	1,257	188	411	599
Trip Rate Per Student	0.40	0.20	0.60	0.09	0.20	0.29
Estimated Trips for additional 715 Students	286	143	429	64	143	207

To estimate non-auto driving trips that would be generated by the increase in student enrollment, the typical estimates and calculations established by the 2016 Subdivision Staging Policy were applied. The results of these calculations are shown in Table 4

TABLE 4
Site Generated Peak Hour Non-Auto Driver Mode Trips
WALT WHITMAN HIGH SCHOOL

	Transit	Pedestrian	Bicycling
	12.60%	22.50%	9.90%

AM	34	60	26
PM	21	17	38

* Pedestrian trips are the sum of all transit and bicycle trips generated by the project. Source: Street Traffic Studies, Ltd., dated December 3, 2018.

Vehicle Adequacy

Because the estimated transportation impact of the proposed project exceeds 50 net new person trips, the Applicant was required to initiate a transportation impact study. Furthermore, because the estimated net new auto-driver trips exceeded 250 trips in one of the peak hours, a vehicular (intersection) capacity for two tiers of intersections was necessary to satisfy the *Local Area Transportation Review Guidelines* requirements for study. Including the site access points, 11 intersections were scoped for the transportation impact study. The intersections are shown in Figure 7 below and the results of the HCM methodology are presented in Table 5. As shown in Table 5, none of the intersections studied are forecasted to exceed capacity with the proposed increase in student enrollment, therefore mitigation is not required as part of this application. The future traffic conditions will need to be studied if the school plans to increase enrollment beyond what was studied for this project (2,700 total students).

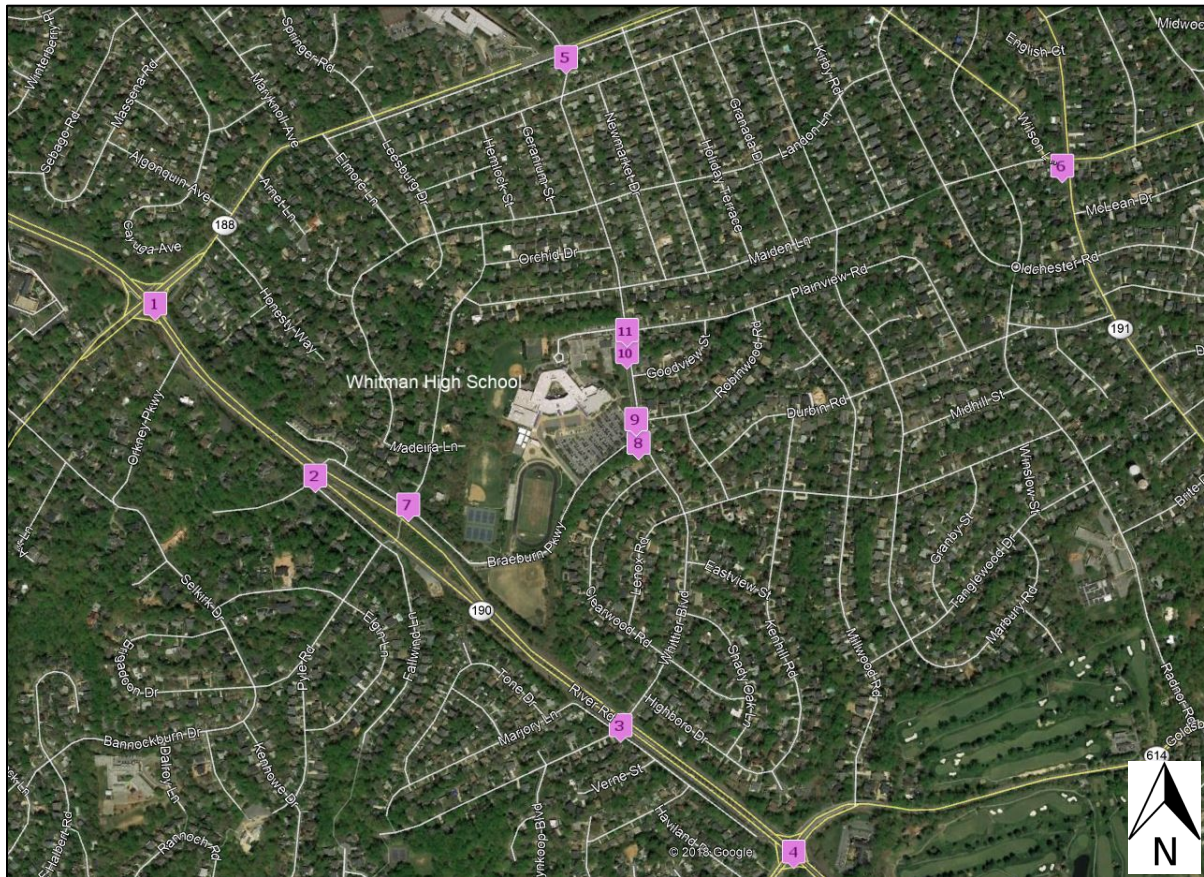


Figure 7: Map of Traffic Study Intersections

**Table 5:
Intersection Capacity: Highway Capacity Manual Methodology**

Intersection ID	Intersection/Corridor	Traffic Control	Delay Standard (seconds)	Existing Conditions (seconds)		Total Future Conditions (seconds)	
				AM	PM	AM	PM
1.	River Road/Wilson Lane	Signal	80	36.9	32.0	50.2	34.3
2.	River Road/Braeburn Parkway	Signal	80	1.7	0.9	2.7	1.8
3.	River Road/Whittier Boulevard	Signal	80	16.9	9.8	20.9	10.8
4.	River Road/Goldsboro Road	Signal	80	38.3	43.8	42.8	45.3
5.	Wilson Lane/Whittier Boulevard	Signal	80	25.5	24.3	24.2	23.5
6.	Wilson Lane/Bradley Boulevard	Signal	80	23.6	23.4	24.7	23.8
7.	Braeburn Parkway/Pyle Road	One-way Stop	80	2.0	1.9	2.1	1.4
8.	Whittier Boulevard/Braeburn Parkway	One-way Stop	80	8.6	9.5	26.8	25.7
9.	Whittier Boulevard/Robinwood Road	One-way Stop	80	1.2	0.8	1.2	0.7
10.	Whittier Boulevard/School Exit	One-way Stop	80	0.5	0.8	0.5	0.08
11.	School Driveway/ Whittier Boulevard/Plainview Road	Two-way Stop	80	2.0	2.8	2.2	2.8

Source: Street Traffic Studies, Ltd., dated December 3, 2018.

Pedestrian Adequacy

More than 50 net new pedestrian trips in the morning peak hour were estimated to be generated by the project. Per the 2016-2020 Subdivision Staging Policy (SSP), a pedestrian adequacy test was required, which entailed the analysis of ADA compliance of all intersections, sidewalk links and curb ramps located within 500 feet of the Walt Whitman High School campus. Compliance with current ADA design standards was evaluated based on metrics that include the width of the curb ramps, their slopes and presence of detectable warnings, obstructions and whether the curb ramps are placed within crosswalk markings.

The Applicant must fix or fund improvement to non-compliant ADA infrastructure pedestrian infrastructure within the 500 feet of the Subject Property, in accordance with the SSP and supplemental guidance issued by the Montgomery County Department of Transportation. The pedestrian analysis results are depicted in Figure 8.

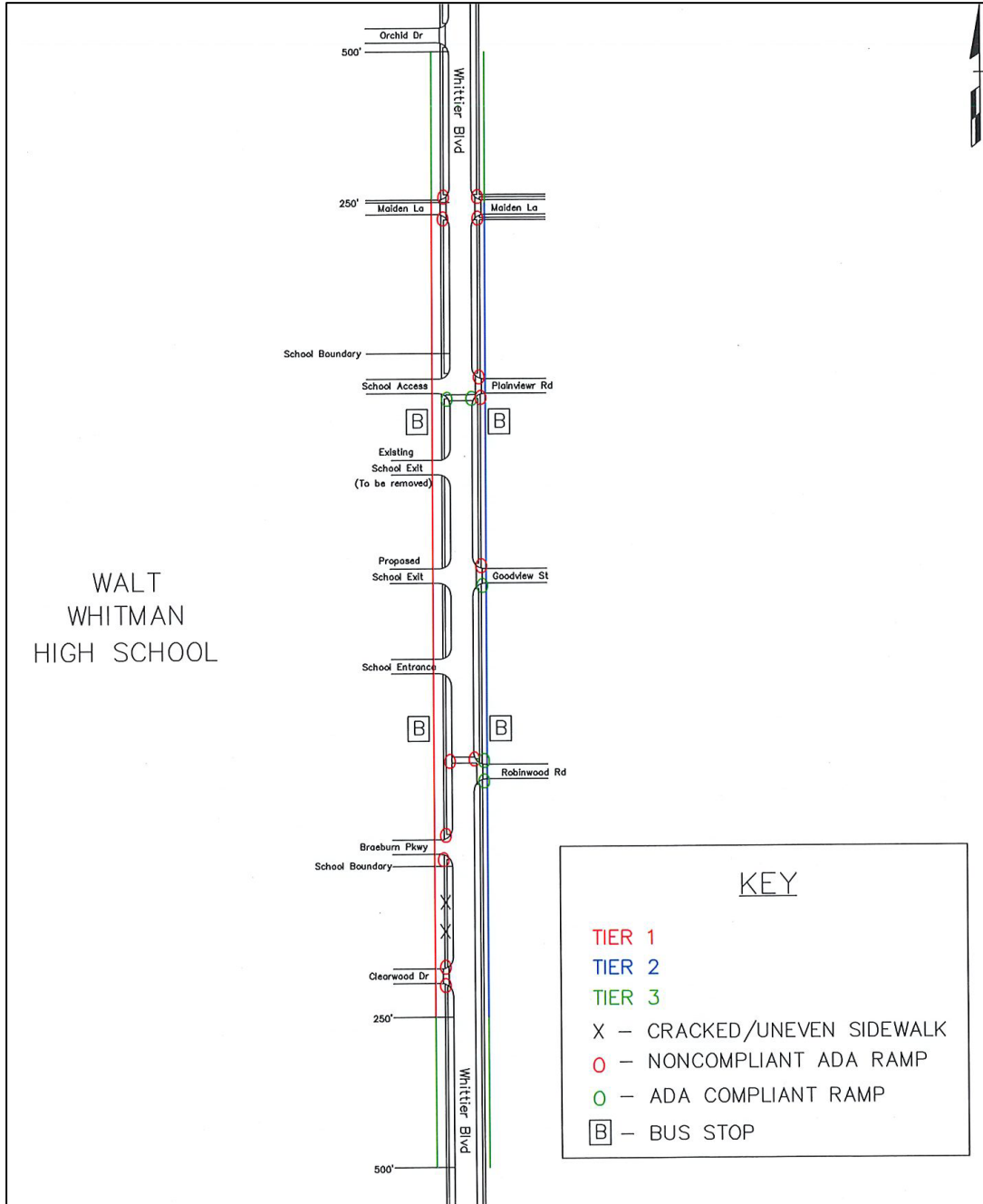


Figure 8: Pedestrian Adequacy Analysis

MCPS has committed to the following improvements as a result of the Pedestrian Adequacy analysis.

1. Sidewalks along the west (school) side of Whittier Boulevard are four-feet wide. To meet 2010 American with Disabilities Act (ADA) design standards, passing spaces that measure five feet in width and length are needed at least every 200 linear feet. Therefore, passing spaces will be installed along the west side of Whittier Boulevard at the following locations:
 - a. between Maiden Lane and Plainview Road
 - b. between Plainview Road and the new school exit opposite Goodview Street
 - c. between the new school exit and the current school entrance
 - d. between the school entrance and Braeburn Parkway
 - e. between Braeburn Parkway and Clearwood Drive

Staff requests the Applicant improve the entire section of sidewalk along Whittier Boulevard along the school frontage with sidewalk that is consistently five feet in width.

Montgomery County Public Schools has committed to improving all ramps along the school frontage to comply with ADA standards. All ADA improvements on the school property will also be the responsibility of MCPS.

Finally, crossing timing analysis was evaluated at all signalized intersections included in the traffic study. It was determined that all signal timings are adequate for pedestrian crossings.

Bicycle Adequacy

The project is estimated to generate fewer than 50 net new bicycle trips in the morning and evening peak hours, therefore a bicycle adequacy test was not required as part of the transportation impact study.

Transit Adequacy

The project is estimated to generate fewer than 50 net new transit trips in the morning and evening peak hours, therefore a bicycle adequacy test was not required as part of the transportation impact study.

Recommendations

The Area 1 transportation staff has the following recommendations:

1. The Applicant must limit future development on the Walt Whitman High campus to a total core capacity of 2,700.
2. Any mandatory referral submission for future school improvements at the subject school must include an updated traffic study if those improvements will increase the school's student capacity beyond 2,700 students.
3. The Applicant should improve all sidewalks along the campus frontage (Whittier Boulevard and Braeburn Parkway) such that they are a minimum of five-feet wide.
4. The Applicant should improve all curb ramps such that they meet ADA design standards along the school frontages.

5. The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its letter dated June 20, 2019 (Attachment D), and hereby incorporates them as conditions of the Mandatory Referral approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Mandatory Referral approval.
6. Additional and improved short-term bicycle parking capacity is recommended on the school site. Inverted-U Racks are the preferred bicycle parking type, as per the Planning Department Bicycle Parking Guidelines.
7. The northern staff parking lot should have one-way circulation and should be signed/marked as indicated on the SRTS Team notes uploaded to e Plans.

Impacts to Parkland

The site does not contain parkland.

Historic Preservation:

There are no historic structures on the site.

Conclusion

Staff recommends that the Planning Board approve the Mandatory Referral with the recommendations cited in this staff report.

Attachments

1. Attachment A: Montgomery County Letter to Planning Staff, date June 20, 2019
2. Attachment B: Landscape Plan, submitted June 26, 2019
3. Attachment C: DPS Storm Water Management (SWM) concept approval letter
4. Attachment D: Montgomery County Department of Transportation (“MCDOT”) comment letter, dated June 20, 2019
5. Attachment E: State Highway Administration Letter to Planning Staff, re: Traffic Impact Study, date July 3, 2019



ATTACHMENT A

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

April 25, 2019

Montgomery County Public Schools – Division of Construction
c/o Seth Adams
45 West Gude Drive Suite 4300
Rockville, MD 20850

Re: Walt Whitman High School
Forest Conservation Exemption Request and Simplified NRI/FSD No. 42019171E
Confirmed and Approved on 4/25/2019

Dear Mr. Seth Adams:

On April 24, 2019, Development Applications and Regulatory Coordination staff of the Montgomery County Planning Department received a revised Simplified NRI/FSD and Tree Save Plan for a building addition, driveway and parking lot construction project at the Walt Whitman High School. The Simplified NRI/FSD and Tree Save Plan is part of a forest conservation exemption request for a modification to an existing developed property. This exemption request has been assigned plan number 42019171E.

Review of the exemption request is complete. The project meets the requirements of the Montgomery County Code, Chapter 22A (Forest Conservation Law), Section 22A-5(t)(1) for modifications to existing, non-residential developed property. No forest will be cleared. No forested stream buffer will be impacted. To date, including this project, no forest has been removed from the property. The subject property is not within a special protection area. The project maintains the development and does not require approval of a new subdivision plan. The project increases the net developed area by less than 50 percent. Up to a 50 percent increase in developed area is permissible by a modification exemption.

Forest Conservation Exemption Request No. 42019171E is confirmed. The revised Simplified NRI/FSD and Tree Save Plan received on April 24, 2019 is approved.

Any changes from the confirmed exemption and approved plan may constitute grounds to rescind or amend any approval actions taken and to take appropriate enforcement actions. If there are any subsequent modifications to the approved plans, a separate amendment may be required for Montgomery County Planning Department review and approval prior to those activities occurring.

Sincerely,

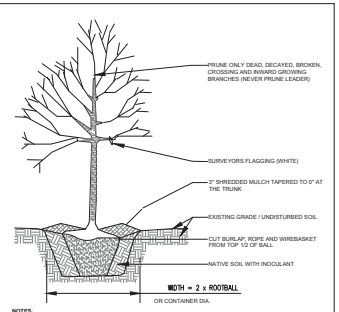
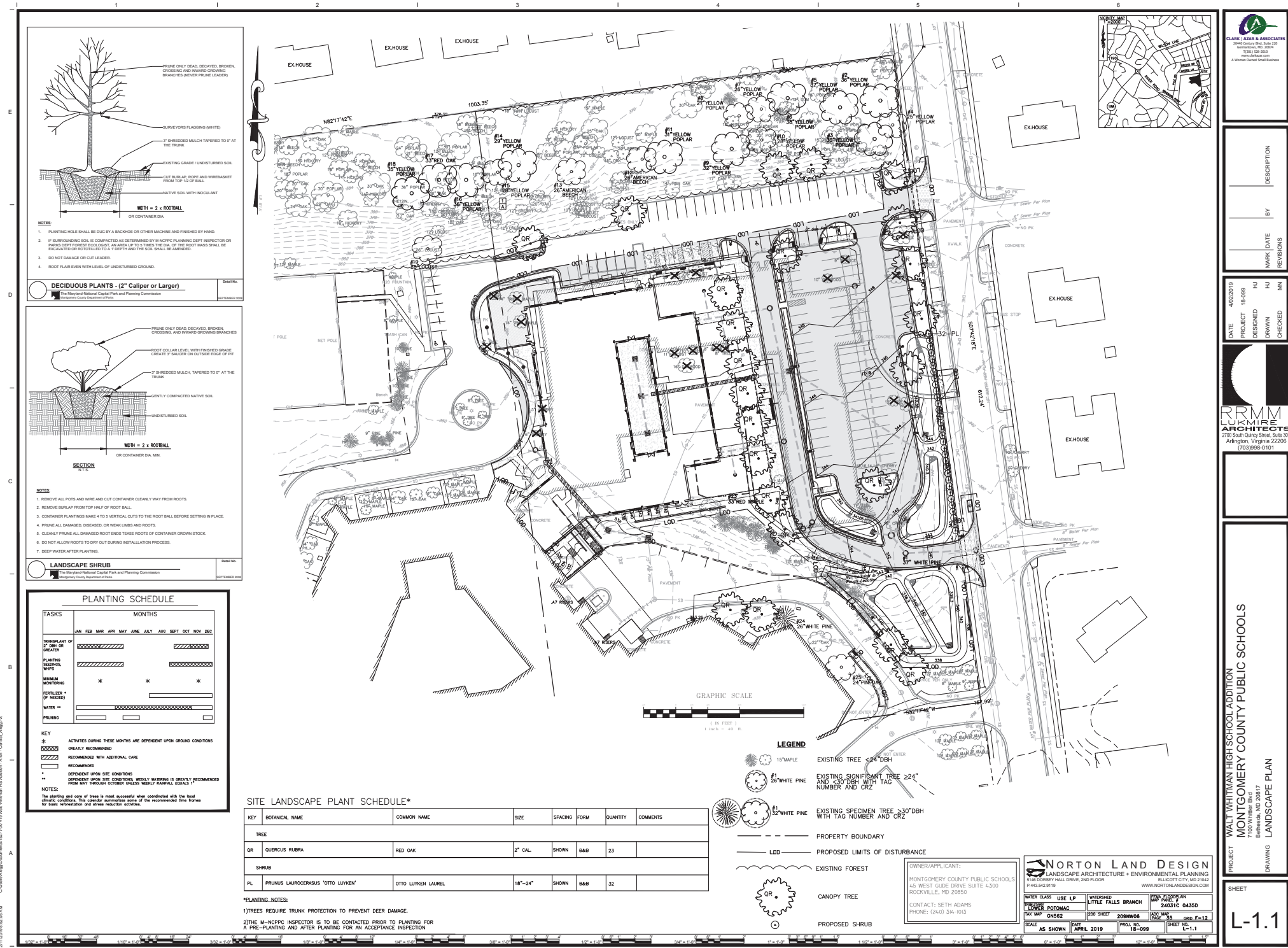
Stephen Peck

Senior Planner

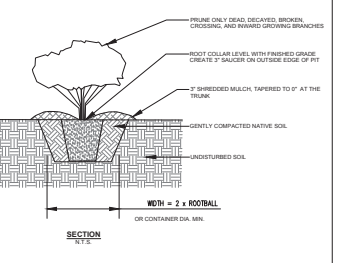
Development Applications and Regulatory Coordination
M-NCPPC - Montgomery County Planning Department

CC: Michael Norton, Norton Land Design

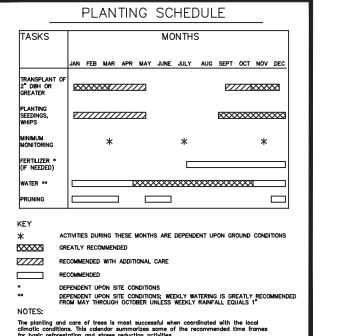
ATTACHMENT B



DECIDUOUS PLANTS - (2" Caliper or Larger)
 The Maryland National Capital Park and Planning Commission
 The Maryland State Department of Transportation



LANDSCAPE SHRUB
 The Maryland National Capital Park and Planning Commission
 The Maryland State Department of Transportation



SITE LANDSCAPE PLANT SCHEDULE*

KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	FORM	QUANTITY	COMMENTS
TREE							
OR	QUERCUS RUBRA	RED OAK	2" CAL	SHOWN	B&B	23	
SHRUB							
PL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	18"-24"	SHOWN	B&B	32	

***PLANTING NOTES:**
 1) TREES REQUIRE TRUNK PROTECTION TO PREVENT DEER DAMAGE.
 2) THE M-NCPDC INSPECTOR IS TO BE CONTACTED PRIOR TO PLANTING FOR A PRE-PLANTING AND AFTER PLANTING FOR AN ACCEPTANCE INSPECTION

CLARK ASH & ASSOCIATES
 20405 Gateway Blvd, Suite 210
 Greenbelt, MD 20770
 (301) 261-2000
 www.clarkash.com

DATE: 4/22/2019
 PROJECT: 18-099
 DESIGNED: HU
 DRAWN: HU
 CHECKED: MN

RRMM ARCHITECTS
 3700 South Quince Street, Suite 300
 Arlington, Virginia 22206
 (703) 958-0101

PROJECT: WALT WHITMAN HIGH SCHOOL ADDITION
 MONTGOMERY COUNTY PUBLIC SCHOOLS
 7100 Whitmer Blvd
 BETHESDA, MD 20817

OWNER/APPLICANT:
 MONTGOMERY COUNTY PUBLIC SCHOOLS
 45 WEST GLEDE DRIVE SUITE 4300
 ROCKVILLE, MD 20850
 CONTACT: SETH ADAMS
 PHONE: (240) 314-1015

NORTON LAND DESIGN
 LANDSCAPE ARCHITECTURE + ENVIRONMENTAL PLANNING
 8148 CORSEY HALL DRIVE, 2ND FLOOR
 ELICOTT CITY, MD 21424
 P: 410.342.9119 WWW.NORTONLANDDESIGN.COM

SCALE: AS SHOWN
 DATE: APRIL 2019
 PROJ. NO.: 18-099
 SHEET NO.: L-1.1

WATER CLASS: USE LP
 WETLANDS: LITTLE FALLS BRANCH
 TITLE: LOWER POTOMAC
 SHEET: 209HW06
 DATE: 04/18/19
 DRAWN: SA
 CHECKED: SA
 DATE: APRIL 2019
 PROJ. NO.: 18-099
 SHEET NO.: L-1.1



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Hadi Mansouri
Acting Director

June 13, 2019

Mr. Sean Lindaman, P.E.
Clark / Azar & Associates
20440 Century Boulevard, Suite 200
Germantown, MD 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
Walt Whitman High School Addition
Preliminary Plan #: N/A
SM File #: 284541
Tract Size/Zone: 25.16 Ac. / R-90
Total Concept Area: 3.1 Ac.
Lots/Block: N/A
Parcel(s): P775, P629, P523 & P682
Watershed: Little Falls Branch

Dear Mr. Lindaman:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable/unacceptable**. The stormwater management concept proposes to meet required stormwater management goals via 5 micro-bioretenion facilities.

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. The storm drain capacity analysis for the system in Whittier Blvd. must be reviewed and approved by the DPS Right-of-Way Section prior to plan approval. If the analysis shows that the system does not have adequate capacity to convey the developed 10-year flow, you will be required to provide on-site detention or upgrade the storm drain system.
4. A dimensional as-built for the existing SWM structure (OGSEP) constructed under SC permit 203691 must be provided along with the as-builts for this addition.
5. 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.



255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

Mr. Sean Lindaman, P.E.
June 13, 2019
Page 2 of 2

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 Mike Geier at 240-777-6342.

Sincerely,



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

MCE: CN284541 Walt Whitman HS.mjg

cc: SM File # 284541

ESD: Required/Provided 14,101 cf / 14,398 cf
PE: Target/Achieved: 1.8"/1.84"
STRUCTURAL: 0 cf
WAIVED: 0 ac.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Al R. Roshdieh
Director

June 20, 2019

Mr. John Marcolin, Planner/Coordinator
Area 1 Planning Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Mandatory Referral Letter
Mandatory Referral No. MR2019022
Walt Whitman High School

Dear Mr. Marcolin:

We have completed our review of the Mandatory Referral Plan dated May 21, 2019. Based on our review, we recommend that the Planning Board condition the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services in the package for record plats, storm drain, grading or paving plans, or application for right-of-way permit. Include this letter and all other correspondence from this department.

PLAN COMMENTS:

1. We recommend that existing sidewalk along the entire public street frontage be upgraded to a minimum of five (5) feet wide.
2. We recommend the centerline of the North access point be aligned to the centerline of Plainview Road.
3. The Traffic Impact Study (TIS) letter was issued on June 20, 2019.
4. We recommend the following:
 - a. Eliminate the north-west crosswalk across the parent loop and extend the sidewalk to the next crosswalk. Eliminate proposed ADA ramps tied to the north-west crosswalk to discourage pedestrian crossing. Extend the fence to ensure students cross through the current middle crosswalk.
 - b. Assuming the parent loop will be heavily utilized during arrival and dismissal periods, consider making it one way with the northern driveway acting as an entrance only.
 - i. Consider installing a sign and/or cones to encourage vehicles from exiting through the north-east opening.
 - c. Consider widening the parent loop exit (southern driveway) a couple of feet to create a left-thru lane and a right turn lane or restrict left turns during arrival and dismissal.
 - d. Please see attached exhibit for details.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

5. Storm Drain Analysis: **INCOMPLETE**

- 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.
 - b. 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.
6. 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.

If you have any questions or comments regarding this letter, please contact Ms. Brenda M. Pardo, our Development Review Team Engineer for this project, at (240) 777-7170 or at brenda.pardo@montgomerycountymd.gov.

Sincerely,



Rebecca Torma, Manager
Development Review
Office of Transportation Policy

SharePoint\Transportation\Director's Office\Development Review\Brenda\Mandatory Referral\MR2019022 Walt Whitman HS\MR2019022 Walt Whitman HS_FINAL_06.20.19

Attachments: (1)

1. Exhibit

cc: Letters notebook

cc-e: Craig Benjamin	MCPS
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Joseph Pospisil	MCDOT DTEO
Brenda M. Pardo	MCDOT OTP

July 3, 2019

Ms. Katie Mencarini
MNCPPC
8787 Georgia Avenue, Area 1
Silver Spring, MD 20910

Dear Ms. Mencarini,

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Street Traffic Studies for the (**Walt Whitman High School Redevelopment – 18APMO034XX**) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The existing school has an enrollment of 2,085 students for the current 2018-19 academic year, and the proposed expansion will result in a school with a capacity of 2,800 students at completion. The site is currently served by three access points on Whittier Boulevard plus Braeburn Parkway. The proposed expansion will not change the access points for the school.
- The following intersections were analyzed under existing, background and future conditions:
 - MD 190 X MD 188
 - MD 190 X Braeburn Parkway
 - MD 190 X Whittier Boulevard
 - MD 190 X Goldsboro Road
 - MD 188 X Whittier Boulevard
 - MD 188 X Bradley Boulevard
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

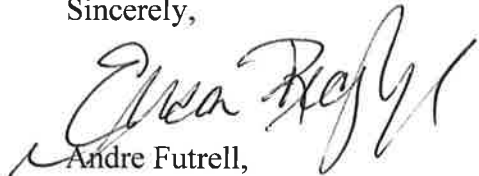
District 3 Traffic Comments (Vanessa Braddy):

Ms. Mencarini
SHA Tracking No:18APMO034XX
Page 2 of 2
07/3/19

1. The intersection of MD 190 at Braeburn Parkway is proposed to operate as exclusive only left turns from MD 190 in both the northbound and southbound directions, per DR #13529 dated April 26, 2019. Currently, the northbound MD 190 left-turn is modeled as exclusive-permissive.
2. In the response letter, MD 190 at Wilson Ln was mentioned to run on a 120-second cycle length, but the Synchro models show a 150-second cycle length. Also, based on MCDOT signal timing sheets, the cycle length should be 150 seconds for MD 190 at Wilson Ln and MD 190 at Whittier Blvd during the afternoon school peak (2:00-3:00PM). In the morning school peak (7:00-8:00 AM), the cycle length should be 180 seconds for both adjacent intersections. Therefore, a 60-second cycle length for the proposed signal at MD 190 and Braeburn Parkway would not run on a half cycle for either AM or PM peak.

Please submit a CD containing the traffic impact study, all supporting documentation, and a point-by-point response addressing the comments noted above to the Access Management Division. For electronic submissions create an account with our new online system <https://mdotsha.force.com/accesspermit> . Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number in Maryland only at 1-800-876-4742 (x7347) or via email at kwoodroffe@sha.state.md.us or shaamdpermits@sha.state.md.us.

Sincerely,



Andre Futrell,
District Engineer, District 3, SHA

AF/ar

cc:

Rola Daher (OPPE - TFAD)
Mr. Derek Gunn, ADE Mo Co., District #3 – Traffic
Scott Holcomb (TFAD - MO Co.)
Robert Owolabi (D3 - Traffic - MO Co.)
Mike Nalepa (STS)
David Nelson (STS)