



Charles W. Woodward High School, Mandatory Referral, MR2020022



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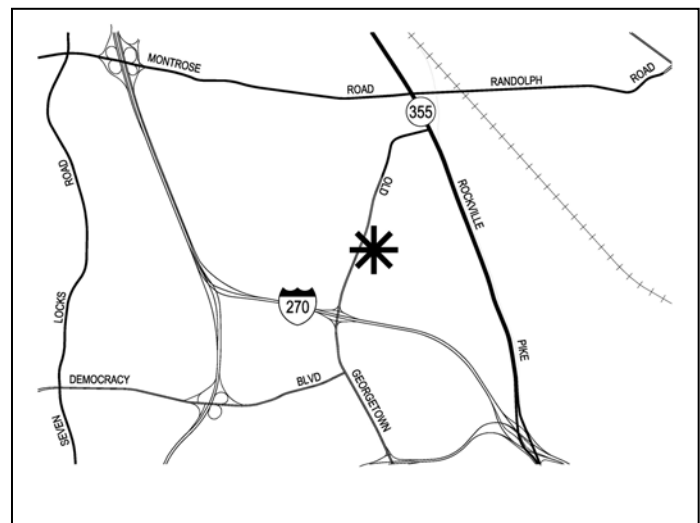


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Completed: 7/16/20

Description

- Construction of a new school for 2700 students; to include parking, sidewalk and landscape improvements, and stormwater management facilities;
- Location: 11211 Old Georgetown Road, Rockville MD;
- Property Size: 27.31 acres;
- Zone: R-60, 1992 *North Bethesda Garrett Park Master Plan*;
- Applicant: Montgomery County Public Schools.



Summary

- Staff recommends **approval** of the Mandatory Referral, and transmittal of comments to the Montgomery County Public Schools (MCPS) and the Montgomery County Board of Education.
- Changes to the Mandatory Referral submittal at the entrance walkway, as shown in Figure 1 of this report, are necessary to provide traffic safety and compliance with county Vision Zero policies.
- The proposed Project will provide needed swing space that will allow substantial increases in high school capacity in two school clusters.
- Correspondence from neighboring homeowner associations has been received.
- The Planning Board action on a Mandatory Referral is advisory.

## RECOMMENDATIONS

Staff recommends approval, with the following changes necessary to the Project:

1. Comply with the approval conditions listed in the regulatory separate staff report for the review of the related Preliminary Forest Conservation Plan.
2. Receive an approved Stormwater Management Plan from the Department of Permitting Services (DPS).
3. Redesign the main walkway that leads from the entrance of the building to Old Georgetown Road to improve traffic safety. Redesign the walkway as shown in Figure 1 to remove crossings of internal site roadways, reduce conflicting vehicle turning movements, simplify the complicated traffic pattern and create additional recreational space.
4. Create alternatives for the temporary use of the extensive vehicular areas along the school's frontage when not needed for parking use. Consider ways to provide areas for temporary athletic facilities, temporary passive recreation, or weekend neighborhood activities such as farmers markets or community festivals. Create gated access on the school bus access drive that can be closed by gate when bus loop parking is closed for recreational use.
5. Tighten the curb radii at all school vehicular entrances to slow vehicle turning speeds across sidewalks traversed by students and bicyclists.
6. Should any Park fields be needed for school use in the future, MCPS will need to work with the Department of Parks to negotiate a permitting agreement and mitigation package, that will require approval by the Planning Board.
7. Provide a formalized ADA compliant 8-foot wide hard-surface trail connecting the Property to an existing hard surface loop trail at Timberlawn Local Park. Construction of this trail will require an approved Park Construction Permit.
8. Obtain an approved Park Construction Permit for the proposed sewer connection within Timberlawn Local Park, and for potential impacts from site grading along the park property line and/or any stormwater management system improvements.
9. Continue to coordinate with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Montgomery County Department of Transportation (MCDOT) regarding the intersection of MD 187 and Tuckerman Lane, which may require a demonstration of how delay and queues at the intersection can be mitigated.
10. Where outdoor stairs are provided, include runnels to support bicycle mobility.
11. Provide no less than 135 bicycle parking spaces around the site, which amounts to five percent of the anticipated enrollment. The Applicant should provide some weather protected bicycle parking facilities.
12. Address the following design issues when constructing the 16-foot breezeway along the frontage of MD 187/Old Georgetown Road:
  - a. Add signage to alert drivers to yield to pedestrians and bicyclists and to clarify that vehicular access is prohibited on the breezeway.
  - b. Design the breezeway to remain flush and include consistent material over driveway crossings (i.e. no ramping).
  - c. Explore widening the pedestrian refuge in the porkchop at the entrance to Cedarwood Drive (south of the school Property on MD 187/Old Georgetown Road), to align with the full width of the proposed breezeway.

13. Observe and document the degree of safety of bus movements into and out of the bus loop during pick-up and drop-off periods following the first 3 months of operation for the Northwood High School swing space and again following the first 3 months of operation for the Woodward High School. The observation should culminate in a report, to be provided to the PTA president for review. Following review, MCPS should coordinate with the PTA and/or other parties based on the findings of the report.
14. Create a pick-up and drop-off plan for morning operations to ensure maximum efficiency of site circulation and traffic operations.
15. The Montgomery County Department of Transportation has recommended that the proposed breezeway be placed within an easement. This easement should be shown on the Final Forest Conservation Plan upon resubmission of the Phase 2 Mandatory Referral submission.

## SUMMARY

This report is staff's review of the Mandatory Referral for the construction of Charles W. Woodward High School, 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. Approval of the Mandatory Referral is recommended; however, changes to the entrance walkway of the school are necessary to achieve compliance with the county's Vision Zero policies. The recommended changes, outlined on Page 2 of this report and shown in Figure 1 specifically to improve traffic safety, should be addressed.

## INTRODUCTION

In the Spring of 2019, Montgomery Planning and Montgomery County Public Schools initiated a process to expand the design review of publicly funded projects with significant community presence subject to Mandatory Referral review. Projects such as schools were strongly encouraged to submit a concept plan for review prior to filing a Mandatory Referral application, to allow for an early opportunity to address master plan, design, transportation, and other site development concerns prior to the limited review time allocated by law for a Mandatory Referral review. The construction of Charles W. Woodward High School was the first project to follow this new process.

MCPS submitted concept plan no. 520190200 on May 31, 2019, which was reviewed by the Development Review Committee on June 25, 2019. Extensive comments were provided with major concerns about the lack of athletic fields, the amount of surface parking surrounding and fronting the school, the placement of the building over 100 feet from the street, and the need for improved walkways and bikeways. A letter was provided to MCPS on August 22, 2019 reiterating Montgomery Planning's concerns with the proposal and indicated the potential for a denial recommendation if submitted as shown as a Mandatory Referral. Several design meetings followed that included MCPS, their consultants, and staff in the fall of 2019.

On April 30, 2020, the Mandatory Referral was accepted for staff review. After reviewing the submitted Mandatory Referral, several very significant issues were identified. A meeting was held with the Applicant, and as a follow-up, the issues were outlined via email to the Applicant on June 2, 2020. The following is a summary of the key issues:

1. Pedestrian Safety/Vision Zero: The number of proposed access points (three), and a site layout that includes multiple areas where vehicular, pedestrian and bicycle circulation overlap raised concerns about safety and compliance with the county's Vision Zero Action Plan. Streetscape improvements along the front of the school were not in accordance with the Green Corridors recommendations in the 1992 *North Bethesda Garrett Park Master Plan*.
2. North Bethesda Transitway Dedication: Additional road dedication was needed along the MD 187/Old Georgetown Road frontage, as recommended by the 1992 *North Bethesda Garrett Park Master Plan* and the 2018 *Master Plan of Highways and Transitways*, for the implementation of the future North Bethesda Transitway. Addressing this required revisiting the configuration of the parking, driveway aisles and proposed bikeway in front of the school as submitted.
3. Stormwater Management: An approved stormwater management concept had yet to be provided (Attachment 1). The Department of Parks and a residential community south of the Property raised concerns about overflow issues from the Property that should be addressed.

4. Timberlawn Local Park: Coordination was needed between the Applicant and the Department of Parks to assess potential impact on parks facilities usage and availability should the Applicant require use of the adjacent Timberlawn Local Park fields for school purposes. The use of these fields for a heavy and potentially exclusive “non-park use of parkland” requires Planning Board approval.

Meetings and coordination between the Applicant and staff followed the June 2, 2020 email communication, resulting in a new plan submission by the Applicant. Below is a summary of the changes made to the July 7, 2020 submission to address staff’s comments:

1. Pedestrian Safety/Vision Zero: The Applicant created a modified layout of access points reviewed in this report. All three entrances have been retained, but their overall impact has been reduced by converting one of them (the northern access) to a managed access point.
  - a. Staff recommended an alternative layout to further simplify access for drivers, eliminate all conflicts between vehicles, pedestrians and bicyclists accessing the school, and create needed public open space at the school’s frontage (Figure 1). The Applicant did not implement this alternative in their proposal, however, this change is requested prior to proceeding with construction.
2. North Bethesda Transitway Dedication : An unencumbered area of dedication is being provided as required along the MD 187/Old Georgetown Road frontage for the implementation of the future North Bethesda Transitway.
3. Timberlawn Local Park: The Applicant has confirmed that Timberlawn Local Park’s athletic fields will not be used for school purposes. Further coordination with the Parks Department is needed to confirm what the access and use will be to Timberlawn Local Park prior to submittal of the Phase 2 Mandatory Referral.

While some aspects of the revised proposal address the four key issues outlined on page 4, further changes are needed to the Proposal. Most urgently, the Proposal should be revised to create a safer passage for people walking, bicycling and driving to enter the school. It is strongly recommended that the Proposal is revised to reflect the configuration in Figure 1.



Figure 1: M-NCPPC Recommended Site Plan

The configuration shown in Figure 1 maintains the location of the traffic signal, traffic pattern and number of curb cuts proposed by the Applicant as well as eliminates the need for people who walk to cross two separate drive aisles to reach the sidewalk, bikeway and future North Bethesda Transitway on MD 187/Old Georgetown Road. The configuration also limits conflicts between people walking and bicycling and cars turning into the school entrance. In addition to improving safety at the school entrance, the configuration also establishes a more civic presence for the school as it better connects the building to MD 187/Old Georgetown Road. It includes a space that can be used by students as well as the community during non-school hours for community events, such as the farmer's market and the significant reduction in impervious paving along the site frontage improves the site's environmental performance.

The Applicant noted the need for parking and queuing, and staff acknowledges that the configuration shown in Figure 1 does result in a loss of 11 parking spaces during peak periods and queuing space for

approximately nine cars. Staff believes that this limited loss of parking and queuing is warranted to achieve improved safety for pedestrians, bicyclists and motorists, consistent with the county's Vision Zero policy, as well as a community-oriented, civic design. In addition, staff believes that this limited loss of parking and queuing can be mitigated through effective management of traffic operations and site circulation.

For example, if the same number of parking and queuing spaces are necessary, the following strategies could be explored:

1. Allow parking along the pick-up and drop-off loop during off-peak hours.
2. Utilize the perimeter road that leads to the parking lot in the rear of the school building as an additional pick-up and drop-off loop.



*Figure 2: Existing School Building*

## **Background**

Charles W. Woodward High School operated at 11211 Old Georgetown Road from 1965 to 1987. In 1987, due to low student population, the remaining student body was merged with Walter Johnson High School, and Charles W. Woodward High School closed. The Property has served as holding space for Tilden Middle School since 1991 (Figure 2), but Tilden Middle School will soon relocate to its permanent new home at nearby Tilden Lane. The proposed project will provide a new facility for the re-opening of Charles W. Woodward High School in the fall of 2025. The proposed building will initially serve as swing space for Northwood High School from September of 2023 through June of 2025, during the construction of its new facility on University Boulevard West. This proposal will be implemented in three phases:

- Phase 0 includes the abatement and demolition of the existing Tilden Middle School building.
- Phase 1 includes the construction of a comprehensive high school with parking for cars and buses, tennis and basketball courts.
- Phase 2 includes the addition of full athletic facilities, a parking structure, and a special core program that will be housed in an addition to the comprehensive high school (Figure 3).



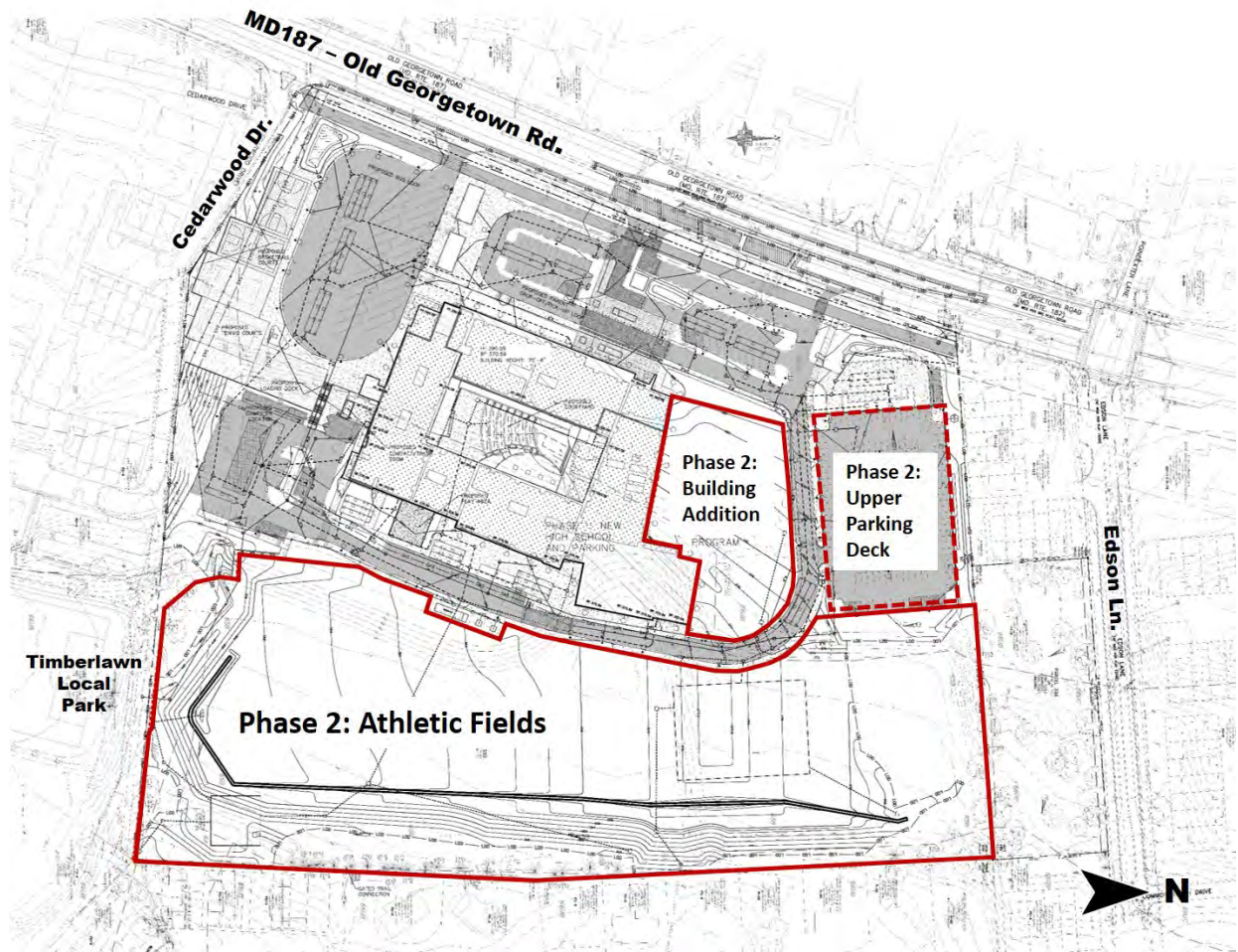


Figure 3: Submitted Site Plan

This staff report reviews the work associated with Phases 0 and 1 only. Phase 2 will be the subject of a separate Mandatory Referral submission to be filed at a later date.



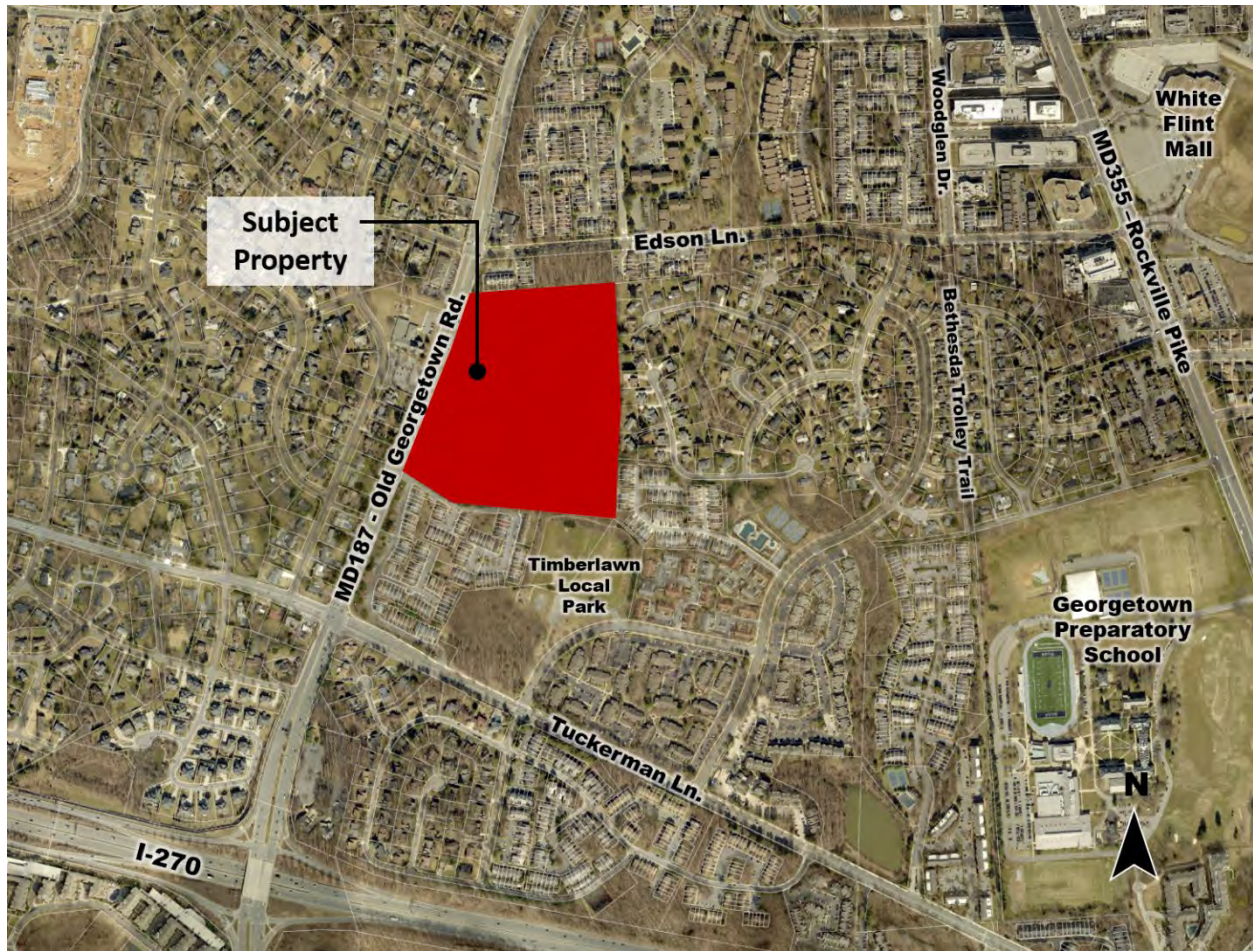


Figure 4: Location and Vicinity Map

### Site Description

Charles W. Woodward High School (“Subject Property” or “Property” – shown in red in Figure 2) is located at 11211 Old Georgetown Road in Rockville, south of the intersection of MD 187/Old Georgetown Road and Edson Lane. The school’s main building entrance and primary vehicular access are from Old Georgetown Road.

The completed school ultimately will include two separate properties; (1) the Subject Property, which is approximately 27.3 acres and shown in Figure 4, and (2) a second Property on Edson Lane, of approximately 1.75 acres, which is shown in Figure 5. The Edson Lane Property is currently in county ownership, which is being transferred to the Montgomery County Board of Education. Portions of the Edson Lane Property will be developed as part of Phase 2.





Figure 5: Site Map

The Subject Property is bounded by MD 187/Old Georgetown Road to the west, Cedarwood Drive and M-NCPPC property (Timberlawn Local Park) to the south, residential properties to the east, and the Edson Lane Property and residential properties to the north. This Property is currently zoned R-90. The Subject Property currently supports Tilden Middle School, as well as athletic fields, tennis courts, parking for the school, and an existing cellular tower. The site slopes down from west to east and is in three tiers that represent a drop in elevation of approximately 30 feet. Phase 1 is located entirely within the Subject Property, does not lie in any mapped floodplain and does not have any significant forested areas within the limits of development.



*Figure 6: Proposed School Building. Please note configuration of drive isles, parking, and plaza in front of the school do not reflect the latest submission (see Figure 5). This staff report recommends further design revisions to this area (see Figure 1).*

### **Project Description**

Phase 1 will be constructed primarily on the western half of the Subject Property to provide the facilities needed to create swing space for Northwood High School. In order to be available as swing space, Phase 1 is targeted to complete construction in the summer of 2023. This first phase includes the construction of the comprehensive high school building, the bus loop, the access road and associated retaining wall, the at-grade parking, the lower portion of the parking structure, and the relocation of the existing cellular tower. Due to their location on the southwest side of the Property and proximity to the bus loop, tennis and basketball courts are also being constructed in Phase 1 (Figures 6 and 7).



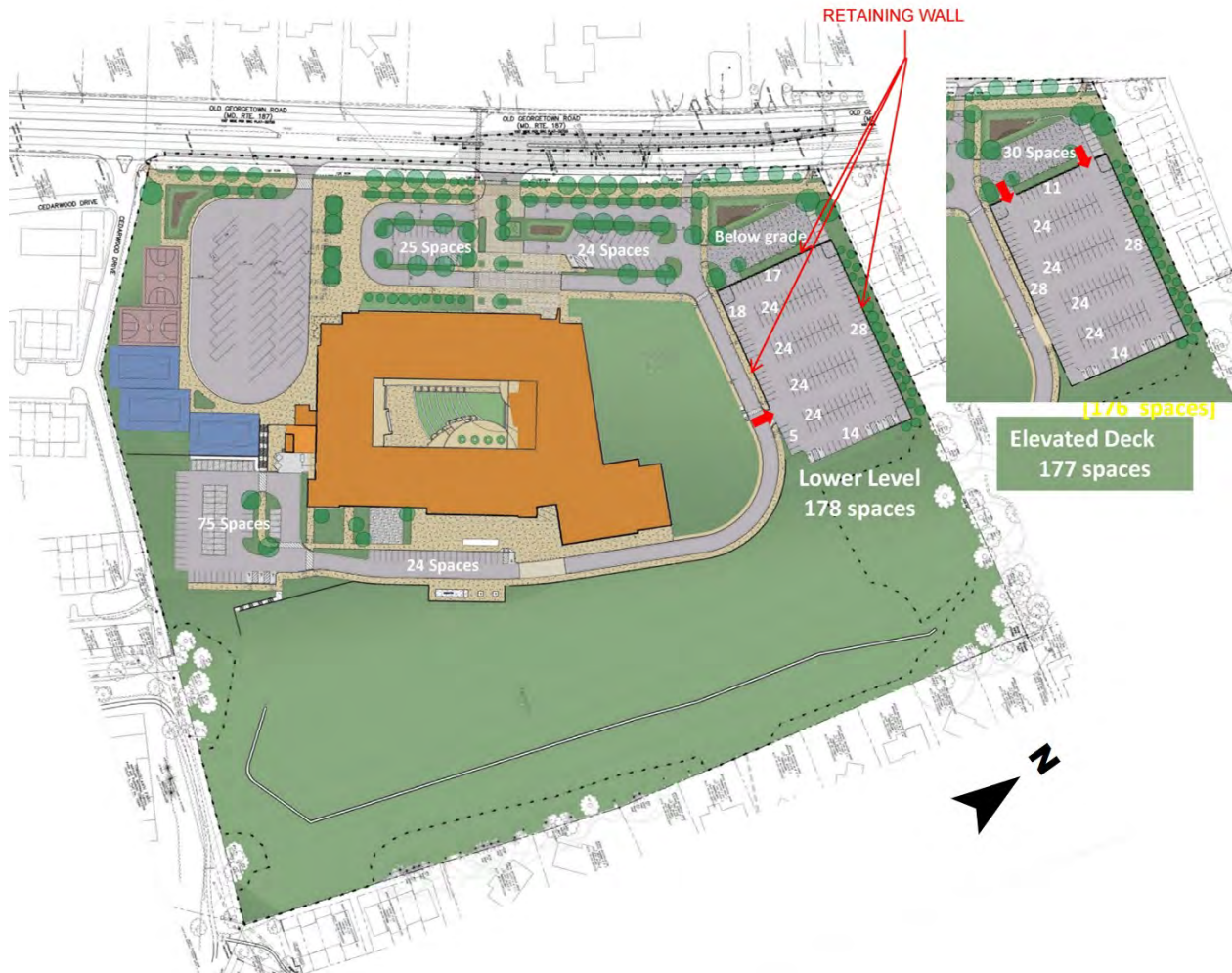


Figure 7: MCPS Proposed Site Plan

The Proposal for Phase 1 locates the new building on the western side of site. The bus loop is located to the south of the building and is accessed from MD 187/Old Georgetown Road. The loop is striped for buses and after hours use by cars.

Visitor parking and the student drop-off is located at the middle access point and is accessed from a new, signalized entrance off MD 187/Old Georgetown Road. This signalized intersection will be served by a single crosswalk on the south side of the intersection to cross Old Georgetown Road.

An access road circles the building and provides access to the parking structure on the north side of the building and a second parking lot and loading dock on the south side of the building. Additional parking spaces are located along the access road, on the east side of the building.

A third, right-out exit to MD 187/Old Georgetown Road is being added to allow for more direct access to exit from the parking structure, southern parking lot and eastern parking spaces.

The Applicant proposes to construct the lower level of the parking structure in Phase 1. Phase 1 includes approximately 356 parking spaces, inclusive of the lower level of the parking structure, to serve nearly 200 staff, visitors and student drivers.

## ANALYSIS

### Master Plan

The application is within the boundaries of the 1992 *North Bethesda Garrett Park Master Plan*. The proposal is in conformance with applicable recommendations in the master plan.

#### Road Dedication

MD 187/Old Georgetown Road is designated as a route for the master planned North Bethesda Transitway. The current right-of-way recommendation for this road is 126 feet, requiring an additional 13 feet of unencumbered dedication for future transit use along this frontage. In addition, an easement within the Property immediately adjacent to this dedication is recommended by staff to accommodate the breezeway recommended in the 2018 *Bicycle Master Plan*. The proposal provides the additional dedication per the 2018 *Master Plan of Highways and Transitways* and accommodates the recommended breezeway per the 2018 *Bicycle Master Plan* along the MD 187/Old Georgetown Road frontage.

#### Green Corridors Policy

The master plan designates MD 187/Old Georgetown Road as a Green Corridor. This policy's goal is to improve the appearance of vehicular corridors by expanding tree canopy along primarily residential areas. Implementing the green corridors policy along this road requires a consistent tree canopy along the street edge to protect pedestrian and bicycle areas and create an attractive street environment for all users. The Subject Property is near a rapidly urbanizing area where pedestrian activity is on the rise; implementation of this policy should integrate tree canopy goals with improvements that could include protected sidewalks and bikeways to support people who walk, bike and take transit. Safe connections from these facilities and building entrances must also be provided, particularly if proposed structures are separated from the right-of-way. After extensive conversations with staff, the Applicant has added trees on both sides of the proposed breezeway, and around vehicular and parking areas along the school's frontage.

### Zoning Analysis

The Subject Property is zoned R-90, as is the surrounding residential neighborhood. The proposed Project was analyzed for conformance with the applicable development standards of the R-90 Zone, as shown in Table 1 below.

*Table 1: Applicable Development Standards – R-90 Zone*

Development Standards	Required	Provided
<b>Minimum Tract Area</b> (59-4.4.9 Residential – R-60 Zone)	9,000 sq. ft.	1,265,979 sq. ft. (27.03 AC)
<b>Maximum Lot Coverage</b>	30%	±11.86%
<b>Minimum Principal Building Setbacks</b>		
Front Setback	30 ft.	±216.6 ft.
Side Setback	8 ft.	N/A
Sum of Sides	25 ft	N/A



Development Standards	Required	Provided
Rear Setback	30 ft.	±378.5 ft.
Maximum Building Height	35 ft.	70'-8" ft.
Parking	N/A	356 (Teachers, visitors and students)

The proposal is in conformance with the development standards of the R-90 Zone.

### **Neighborhood Compatibility**

With this Proposal, the Subject Property will continue the same use that has been in place since the existing building was constructed in 1965. The proposed school's distribution of program elements resembles the existing school, but the proposed elements occupy the Property more substantially than existing uses. Concerns have been raised by adjacent communities regarding retaining or improving existing tree areas along the perimeter of the school, to ensure there is no loss of privacy for surrounding residents. Correspondence from neighboring homeowner's associations detailing such concerns is attached to this staff report (Attachments 7 and 8). The Applicant must continue to collaborate with neighboring residential communities as subsequent construction phases move forward, to ensure adequate buffers are maintained or established between surrounding communities and proposed improvements on school grounds.

### **Environmental Analysis**

#### Environmental Guidelines

Staff approved a Natural Resource Inventory/Forest Stand Delineation (NRI/FSD No. 420200230) on October 4, 2019. The Subject Property lies in the Lower Rock Creek watershed and does not contain streams, wetlands, floodplains, or any associated buffers. The site contains forests with a total of 2.68 acres of forest onsite, containing significant and specimen trees.

#### Forest Conservation

This project is subject to the Montgomery County Forest Conservation law (Chapter 22A of the Code), but the Application has not provided justification to meet Chapter 22A. Refer to the separate staff report for the related Preliminary Forest Conservation Plan for details.

#### Stormwater Management

The Department of Permitting Services (DPS) rejected a stormwater management concept plan on April 6, 2020 (Attachment 1). At the time of this report's writing, the Applicant continues to work with the Department of Permitting Services to secure approval of a stormwater management concept that adequately reflects the proposed construction phases.

#### Green Building

The proposed building is registered and will receive a rating of two (2) Green Globes in conformance with Green Globes for New Construction 2013 through the Green Building Initiative.

## Department of Parks

The Subject Property is directly adjacent to Timberlawn Local Park. The Department of Parks has significant concerns that Phase 1 of the proposed school will lock Phase 2 into limited and/or problematic options for the school and for community recreation use.

The Applicant provided a letter on July 2, 2020 (Attachment 2), stating the following:

- The number of rectangular fields on the Property will be reduced, but the facilities at Timberlawn Local Park will not be used for physical education or athletics by the Applicant.
- The Applicant has removed the proposed park connection from the Project.
- The Applicant will install perimeter controls to manage drainage in the Property only.

The Applicant should explore design changes to the Charles W. Woodward High School plan to provide more field and open space. Prior to the submittal of the Phase 2 Mandatory Referral, the Applicant should coordinate with the Parks Department regarding the southern boundary of the site and its connection to Timberlawn Local Park.

The Department of Parks provided the following recommendations, which are discussed in greater detail in the separate staff memo from the Department of Parks in (Attachment 3):

1. MCPS has stated that they will not be using any Park fields for physical education or athletics in either Phase 1 or Phase 2. As a part of the Phase 2 Mandatory Referral for this project, MCPS will either need to work with The Department of Parks to negotiate a permitting agreement and mitigation package, or reiterate through the Mandatory Referral and associated public outreach that Woodward High School will not utilize Park fields. In the event that a Park Permit is required, MCPS must negotiate a mitigation package for approval by the Planning Board.
2. Provide an ADA compliant formalized 8' width hard-surface trail connecting MCPS property to an existing hard surface loop trail at Timberlawn Local Park as part of this Mandatory Referral. The Department of Parks views this as an important community improvement and viable, safe route to school, linking two major public amenities.
3. The proposed sewer connection within Timberlawn Local Park, potential impacts from site grading along the park property line, and any stormwater improvements will require an approved Park Construction Permit. The impacts associated with these activities will require appropriate mitigation to ensure that resources at Timberlawn Local Park are appropriately restored.

## Transportation Analysis

### Master Planned Roadways

The Subject Property is adjacent to MD 187/Old Georgetown Road, a master-planned major highway (classified as M-4). The 2013 *Countywide Transit Corridors Functional Master Plan* identifies MD 187/Old Georgetown Road as a future bus rapid transit corridor for the North Bethesda Transitway. The master planned right-of-way is 126 feet, including six divided travel lanes and one additional transit lane. The applicant is required to dedicate right-of-way consistent with the 2018 *Master Plan of Highways and Transitways*.

### Vehicular Access and Circulation

The Subject Property is currently occupied by Tilden Middle School and is served by two access points on MD 187/Old Georgetown Road. The northern access is controlled with a traffic signal, which is generally not in operation because the school is not operating. This access is limited to exit only, while the southern access serves both site ingress and egress. The proposal relocates the existing signalized entrance further south, to serve as the primary ingress and egress to the proposed high school and provide access to the parent drop-off and pick-up loop as well as a parking lot reserved for staff and visitors. The existing southern access is proposed to remain to serve one-way bus operations and the Applicant proposes a third access near the northern Property boundary to accommodate right in / right out movements. This proposed access point will provide a vehicular connection to the proposed parking structure as well as the proposed staff parking at the southeast corner of the new school.

As MD 187/Old Georgetown Road is planned to accommodate both the North Bethesda Transitway as well as the White Flint to Rock Spring Breezeway, staff strongly encouraged the Applicant to eliminate one of the site access points. Per Article 59-6, Section 6.1.3(A)(2) of the Montgomery County Zoning Ordinance, any development must “limit vehicle access across a primary pedestrian, bicycle or transit route wherever feasible.” The proposed site access points prioritize vehicular capacity over the safety of pedestrians and bicyclists, inhibit future transit operations and introduce conflicts between pedestrians, bicyclists, transit and vehicles. To improve on this, the Applicant has modified the proposed configuration for the northernmost access to be right-out only, and to include gates to restrict access to peak times only.

Staff also strongly encourages the Applicant to reduce the width and turning radii of the access points. Reducing both the driveway widths and the curb radii decrease potential conflicts between various modes of travel, limits exposure of pedestrians and bicyclists to turning vehicles, and reduces the speed of turning vehicles, consistent with the county’s Vision Zero policy.

### Pedestrian Circulation

The Applicant proposes to replace the existing five-foot wide concrete sidewalk on the eastern side of MD 187/Old Georgetown Road with a 16-foot wide bicycle and pedestrian facility along the Property frontage, consistent with the recommendations of the 2018 *Bicycle Master Plan*. The Applicant proposes several options for pedestrians to access the proposed school from the public right-of-way as well as circulate internal to the site. While direct pedestrian connections are proposed between the public right-of-way and the primary building entrance, pedestrians are required to traverse several driveways and parking areas between the street and the proposed school, degrading both the safety and experience of pedestrians accessing the site.

Staff encourages the Applicant to revise the Proposal for consistency with Figure 1 to create a dedicated space for pedestrians and bicyclists to access the school from MD 187/Old Georgetown Road to improve safety and eliminate conflicts. Staff further encourages the Applicant to separate sidewalks from driveways by 6 feet or more in locations that are not anticipated to accommodate student drop-off.

Pedestrian access between the proposed school and Timberlawn Local Park appears inadequate for individuals with mobility impairments as the path extending from the southeastern corner of the proposed school includes stairs to address the change in grade. The pedestrian connection between the proposed school and Timberlawn Local Park should be revised to include a ramp to accommodate individuals with mobility impairments. These improvements are strongly supported by the Department of Parks and the local community. Staff also encourages the Applicant to consider pedestrian access,

with lighting as appropriate, through the County-owned property north of the site to provide a connection to Edson Lane.

As stated in the findings of the LATR study, the curb ramps at the Edson Lane and Commonwealth Drive intersections, north of the Subject Property are not ADA compliant and require upgrades. Detectable warning strips are required, and staff recommends ramps and markings at all intersection legs, including the missing crossing at the western leg of the intersection.

#### Bicycle Facilities

The 2018 *Bicycle Master Plan* recommends a sidepath along the site frontage to accommodate both pedestrians and bicyclists as part of the county's breezeway network with direct connections to the activity centers of White Flint and Rock Spring along MD 187/Old Georgetown Road. The Bicycle Master Plan specifies a minimum bikeway width of 11 feet, a minimum pedestrian width of five feet and at least six feet of separation from the roadway.

While the Applicant has agreed to construct the 16-foot breezeway along the site frontage, the Applicant is technically required to complete the facility within 750 feet of all site boundaries. However, the Applicant cannot require adjacent property owners to dedicate right-of-way for the extension of the breezeway beyond the site frontage. For this reason, staff believes that the Applicant has fulfilled the intent of the bicycle adequacy requirement with the construction of the breezeway along the Property frontage.

Design modifications are necessary along the Property frontage, particularly where the breezeway intersects with the site access points to increase the safety of pedestrians and bicyclists as well as achieve compliance with the Bicycle Master Plan. In locations where the breezeway intersects with site access points, staff encourages the Applicant to:

- Add signage to notify drivers that they must yield to pedestrians and bicyclists and that vehicular access is prohibited on the breezeway.
- Design the breezeway to remain flush and include consistent material over driveway crossings (i.e. no ramping).
- At the primary site entrance (the central access), place a nose beyond the crosswalk for improved pedestrian refuge.
- The breezeway shown does not align with the porkchop points south at Cedarwood Drive. It would be ideal if the pedestrian refuge in the porkchop could be widened to the full extent of the breezeway.

Within the site, staff encourages the Applicant to design stairs that connect the bus loop and the staff parking lot on the southern portion of the site to include cast-in-concrete runnels, which are channels that allow cyclists to more easily carry their bicycles up and down stairs. If the connection to Timberlawn Local Park is provided, as recommended, stairs connecting to Timberlawn Local Park should also include cast-in-concrete runnels. Staff also encourages the Applicant to provide an adequate amount of bicycle parking to facilitate bicycle trips for pedestrians, students, faculty, staff and visitors. The Applicant should ensure that no fewer than 135 bicycle parking spaces are provided on the site. This number represents approximately five (5) percent of the proposed enrollment.

#### Local Area Transportation Review (LATR) Study

A Local Area Transportation Review (LATR) study was conducted to review the impact of the net increase of approximately 1,700 new students on the transportation facilities near the site, including five intersections in the site's vicinity and two of the three proposed access points. The study assumes that

all three access points are acceptable and will need to be revised in the event a new concept is developed with only two access points. Additionally, if the location of the proposed traffic signal is changed, the study will require updates.

To determine the traffic impacts of the proposed school, volumes at the existing driveways for Tilden Middle School were counted and trips were generated for the proposed high school. The existing trips were subtracted from the generated trips to determine the net increase in trips. Table 2 identifies the existing and generated trips for the morning and evening peak hours, identified as 7:00 to 8:00 a.m. and 2:15 to 3:15 p.m., respectively.

*Table 2: Trip Generation*

Trip Generation - Existing & Proposed	AM			PM		
	In	Out	Total	In	Out	Total
Existing Middle School Trips (947 students)	549	179	728	156	78	234
New High School Trips (2700 Students)	756	356	1112	218	462	680
Net Increase in Trips	207	177	384	62	384	446

The Subject Property is located in the North Bethesda Policy Area within the Orange category as defined by the Subdivision Staging Policy (SSP). The Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) procedures apply, with an intersection congestion acceptability standard of 71 seconds of delay per vehicle and 1550, respectively. Table 3 illustrates the results of the delay analyses for the seven intersections studied. While the Applicant's LATR study indicates that the study intersections will operate acceptably, the Maryland Department of Transportation State Highway Administration (MDOT SHA) believes that assumptions for study of MD 187/Old Georgetown Road and Tuckerman Lane need to be adjusted. If adjusted, MDOT SHA believes the intersection will operate at unacceptable levels during the morning peak hour, which will require the Applicant to demonstrate how the intersection could be mitigated. All of the remaining intersections are projected to operate at acceptable levels of service.

*Table 3: Delay Analyses, Existing and Future Conditions*

Delay (average seconds per vehicle)	AM		PM	
	Existing (947 students)	Future (2700 students)	Existing (947 students)	Future (2700 students)
MD 187 & I-270 Northbound Ramp	38.3 (616)	61.2 (669)	21.6 (552)	29.4 (650)
MD 187 & Tuckerman Lane	55.1 (1478)	69.4 (1642)	35.1 (1018)	40.1 (1210)
MD 187 & Edson Lane/Poindexter Lane	8.6 (820)	8.6 (942)	13.1 (837)	13.6 (1025)
MD 187 & Nicholson Lane/Tilden Lane	35.6 (944)	56.2 (1361)	22.7 (632)	34.4 (957)



Delay  (average seconds per vehicle)	AM		PM	
	Existing (947 students)	Future (2700 students)	Existing (947 students)	Future (2700 students)
Tuckerman Lane & Gloxinia Drive	36.7 (511)	34.3 (572)	41.6 (323)	40.6 (355)
MD 187 & Main Access	N/A	19.6 (1187)	N/A	11.2 (963)
MD 187 & Bus Loop	N/A	0.5 (736)	N/A	0.4 (760)

The LATR study has not been deemed adequate as the following issues remain:

1. The Maryland Department of Transportation State Highway Administration (MDOT SHA) requires further coordination regarding the intersection of MD 187 and Tuckerman Lane (Attachments 4, 5 and 6).

The Applicant should continue to coordinate with MDOT SHA and MCDOT regarding the LATR study and any necessary mitigation at the MD 187/Old Georgetown Road and Tuckerman Road intersection. In the event the proposed site access is revised, including the number of access points and/or the location of the traffic signal is changed, the Applicant must update the LATR study to reflect the revised proposal.

#### Transit

Local bus service is available by Ride On route 26, with a stop on the east side of MD 187/Old Georgetown Road at the northern Property boundary. Ride On route 26 extends from the Glenmont Metrorail Station to the Montgomery Mall Transit Center and serves Layhill, Aspen Hill, Twinbrook, White Flint and Rock Spring. When operating on a regular schedule, rather than the current essential plus service schedule, route 26 provides service seven days a week with weekday headways of approximately 20 minutes.

Ride On routes 37 and 96 provide additional service near the site at the intersection of MD 187/Old Georgetown Road and Tuckerman Lane, approximately a one-quarter mile walk from the school. Ride On route 37 provides weekday-only service between the Potomac Community Center and the Wheaton Metrorail Station with weekday headways of approximately 30 minutes. Ride On 96 route provides weekday-only service between the Grosvenor Metrorail Station and Montgomery Mall Transit Center along Tuckerman Lane with weekday headways of approximately thirteen minutes.

As previously stated, the 2013 *Countywide Transit Corridors Functional Master Plan* identifies MD 187/Old Georgetown Road as a future bus rapid transit (BRT) corridor for the North Bethesda Transitway. The Montgomery County Department of Transportation has not initiated an alternatives analysis or facility plan for the North Bethesda Transitway to date but planning for the transitway is anticipated to commence in Fiscal Year 2024 and be completed in Fiscal Year 2025 per the current Capital Improvements Program.

## Community Outreach

The Applicant coordinated several meetings for the school communities of the Walter Johnson Cluster and Downcounty Consortium that were advertised to parents, the public, adjacent neighbors, and neighborhood associations. These meetings were held during the Schematic Design Phase on August 26, 2019, September 24, 2019, and October 3, 2019. Additional public meetings were held during the Design Development Phase on January 21, 2020, and January 28, 2020. In addition, the Applicant produced a webinar to respond to the more frequently asked questions from the Schematic Design Meetings and created an online survey to solicit additional community feedback.

After receiving the Mandatory Referral application, staff notified local citizen associations and other interested parties of the submittal and invited comments. Staff has received correspondence about the Project from homeowner's associations along the north side of the Subject Property, the Village Gate Homeowners Association and a resident of the Old Georgetown Village community. Their concerns include:

- Establishing planted buffers for protection of the border between their community and the school both during construction operations and long term.
- Concerns regarding proximity between proposed school uses such as parking and future athletic facilities to existing residential communities around the school.
- Loss of forest cover on the Edson Lane Property that will become part of the school.

Correspondence detailing these concerns is attached to this staff report (Attachments 7 and 8).

Staff also discussed the Mandatory Referral with Walter Johnson Cluster representatives. The parent representatives expressed concern with buses entering and exiting the bus loop at an unsignalized location and also noted the need to eliminate conflicts between pedestrians and cars – particularly at the primary entrance to the site. The parent representatives suggested the elimination of crosswalks across drive aisles, directing pedestrians to sidewalks at the perimeter of the parent drop-off loop and supported a combination of planting and fencing to deter students from traversing the parent drop-off and parking area to access the main building entrance. In addition, the parent representatives expressed their support for a pedestrian and bicycle connection at the rear of the property, connecting Timberlawn Local Park to the Edson Lane Property.

The bus loop access is located between two signalized intersections: the existing traffic signal at Tuckerman Lane and the proposed signal at the primary site entrance. The Applicant contends that the synchronization of these signals will provide a gap for buses to safely enter and exit the site. Staff recommends that the Applicant observe and document the bus movements entering and exiting the site during pick-up and drop-off during the first three months of operation to determine if any adjustments are necessary to improve the safety and efficiency of buses entering and exiting the site.

Staff agrees with the parent representatives that it is critical to eliminate conflicts between pedestrians, bicyclists and cars and strongly recommends that the Applicant revise the Proposal to align with the configuration shown in Figure 1. As previously stated, the recommended configuration limits conflicts for pedestrians, bicyclists and cars at the primary school entrance and improves the safety of all users. Staff also supports an additional pedestrian and bicycle connection at the rear of the property to connect Timberlawn Local Park to the Edson Lane Property.

## **CONCLUSION**

Staff recommends approval with the recommendations in the front of this report, including changes to the entrance walkway of the school to achieve compliance with the county's Vision Zero policies.

## **ATTACHMENTS**

1. Department of Permitting Services letter
2. MCPS letter to Department of Parks
3. Department of Parks Memorandum
4. SHA Letter
5. MCDOT Letter
6. MCDOT LATR Review
7. Village Gate Homeowners Association Correspondence
8. Old Georgetown Village Resident Correspondence



## DEPARTMENT OF PERMITTING SERVICES

Marc Elrich  
County Executive

Hadi Mansouri  
Acting Director

April 6, 2020

Mr. James Barto  
ADTEK Engineers, Inc.  
150 South East Street, Suite 201  
Frederick, MD 21701

Re: **COMBINED STORMWATER MANAGEMENT  
CONCEPT/SITE DEVELOPMENT  
STORMWATER MANAGEMENT PLAN** for  
Woodward High School  
Preliminary Plan #: N/A, MR2020022  
SM File #: 285946  
Total Concept Area: 26.46 ac  
Zone: R90  
Parcel(s): P550/336  
Watershed: Rock Creek and Cabin John

Dear Mr. Barto:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **unacceptable**.

Per Mark Etheridge, the construction and sediment control and stormwater management permitting of a new Woodward High School has been discussed with the engineer, and the work was to be permitted in two stages. First, the existing school building is to be demolished. The concept approval for this was granted via approval of concept plan CN# 285576, and a permit for sediment control for demolition only should be applied for when ready. The second stage was to be the construction of the new building and facilities in their entirety. This concept plan is not prepared according to those discussions. Please prepare a concept plan for review and approval that includes all construction planned for the site and addresses all associated required stormwater management. There was no phasing expected in this plan.

The submitted concept plan and stormwater management report was reviewed, but there may be revisions due to the comments above. This review generated general comments that may be of help during the preparation of the revised concept plan. These comments are not intended to be specific or in any way replace a full set of technical comments.

Please submit a revised stormwater management concept for review and approval. All submissions must be accompanied by a resubmittal application. Concept resubmissions do not require submission of additional review fees. The revised submission must incorporate the following items:

1. Please compute and justify the ESD stormwater management requirements appropriately per county guidelines. The plan should clearly explain the ESD requirements, all ESD options explored to provide those requirements and why each could not be implemented. If ESD cannot be fully implemented, then a discussion must be included to justify the request to use structural



255 Rockville Pike, 2<sup>nd</sup> Floor, Rockville, Maryland 20850 | 240-777-0311  
[www.montgomerycountymd.gov/permittingervices](http://www.montgomerycountymd.gov/permittingervices)

practices. This may include a discussion of the redevelopment status of the site, the Pe achieved through ESD, etc. not included in this report.

2. Please provide a proper stormwater management soil investigation. The soil investigation provided did not include any analysis related to stormwater management, and the report itself recommended additional civil borings related to stormwater management.
3. Please provide clear, legible drainage area maps as part of the plan submission. These should not be only available as part of the report.
  - The drainage divide between Cabin John and Rock Creek watersheds described in the report is not visible on the drainage area maps.
  - The symbols for the points of investigation are too small for the plan scale and individual drainage areas for ESD practices are hard to see or interpret. Please provide a clear discussion of the points of investigation and how they relate to the drainage areas used for ESD determinations, storm drain analysis, practices, etc. This was not clear.
  - The drainage areas were hard to verify. Please use linestyles, flow arrows and other informative drafting to display contours and stormdrains legibly.
4. Please provide a complete, accurate stormwater management report.
  - For example, the data provided for SWM-103 is a different drainage area and stormwater management facility type than the plans.
  - As mentioned above, please clearly present the case for the stormwater management plan.
5. Please provide a stormwater management plan that supports the ESD computations by clearly displaying property lines, drainage areas, the LOD, and pervious vs. impervious areas. Label proposed ESD and structural practices.
6. The report mentions that downstream capacity of the stormdrain systems was checked. Provide documentation. If intended to be supported by the hydrologic analysis, it was not found so please summarize and make this information clear.
7. Please provide typical details for all proposed stormwater management facilities.
8. Please show natural resources on the plan as shown on the NRI.
9. Please provide proof of downstream notifications.

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

If you have any questions regarding these actions, please feel free to contact Jean Kapusnick at [jean.kapusnick@montgomerycountymd.gov](mailto:jean.kapusnick@montgomerycountymd.gov) or 240-777-6345.



*James Barto*  
*April 6, 2020*  
*Page 3 of 3*

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jean'.

Jean Kapusnick P.E.  
Water Resources Section  
Division of Land Development Services

Cc: SM File # 285946

ESD: Required/Provided TBD cf / TBD cf  
PE: Target/Achieved: TBD"/TBD"  
STRUCTURAL: TBD cf  
WAIVED: TBD ac.

## ATTACHMENT 2

Maryland's Largest School District

### MONTGOMERY COUNTY PUBLIC SCHOOLS

*Expanding Opportunity and Unleashing Potential*

DEPARTMENT OF FACILITIES MANAGEMENT

July 2, 2020

Mr. Dominic Quattrocchi, AICP  
Department of Parks, Development Review Coordinator  
Park Planning & Stewardship Division  
9500 Brunett Avenue  
Silver Spring, Maryland 20910

Re: Charles W. Woodward High School  
Mandatory Referral MR2020022

Dear Mr. Quattrocchi:

In response to the letter dated June 9, 2020 from the Maryland National Capital Park and Planning Commission (MNCPPC) Montgomery County Department of Park staff review for the Mandatory Referral submission of the above reference project, the following responses are provided:

- How often the fields will be reserved for high school use. Will student safety require exclusive use of the fields?

**MCPS Response: MCPS currently has no intention of utilizing Timberlawn Local Park for any physical education or academic programs.**

- Timberlawn Local Park fields are already heavily permitted, and the proposed buildout of Woodward High School will result in additional loss of up to 4 CUPF permitted rectangular fields. This will increase the field shortage in this area and result in a higher demand for community use of Timberlawn LP fields.

**MCPS Response: There will be a stadium with rectangular field inside of track, one baseball field, one softball field, three tennis courts, and two basketball courts at Woodward High School, and the community use will be coordinated through appropriate agencies.**

- Although the current mandatory referral only proposes use of the fields for PE classes during Phase I, the current Phase II plans show only one rectangular field - the stadium field. This seems to be an aberration compared to other high schools in Montgomery County – even those with similar acreage and similar enrollement. The absence of another rectangular field in these plans raises the question of whether MCPS intends to

use the Timberlawn fields for athletics when Woodward High School reopens in Phase II. The use of these fields for such a heavy and potentially exclusive use by the school for student athletics will have to be approved by the Planning Board. In this role of approving “non-park use of parkland”, the Planning Board decision is not advisory in nature. Because that decision may have significant impacts on the design of the school, this relationship and potential agreement between the school and Montgomery Parks needs to be codified in the mandatory referral and presented concurrently.

**MCPS Response:** MCPS currently has no intention of utilizing Timberlawn Local Park for physical education or athletics in either Phase I or Phase II. MCPS has quite a few high schools with similar field configurations as the final fields for Woodward HS which serve the athletics programs successfully.

- What is the proposed mitigation for the wear and tear resulting from the high school’s use of the fields?

**MCPS Response:** There is no proposed mitigation.

- The existing drainage pattern along the northern boundary of Timberlawn LP and the southern boundary of the Woodward HS site has been historically problematic. This area currently receives drainage from the neighborhood on the west side of the park, from the M-NCPPC soccer fields as well as portions of the fields on MCPS property. The stormdrain network that this drainage leads to, which periodically backs up and becomes overwhelmed (negatively impacting the townhomes around the southeastern corner of the MCPS property), is the same system that the majority of the proposed development directly connects. Parks has not been provided with sufficient information to support this aspect of the stormwater concept plan and has concerns about the capacity of the existing pipe being able to handle this significant increase in drainage. Any stormwater improvements at the site should address the site’s existing drainage issues and ensure that the situation is not being further exacerbated at the confluence of these three properties.

**MCPS Response:** It has been brought to our attention by neighbors and the HOA to the east of the school that severe drainage issues have been impacting their homes for years. The residents asked the Department of Permitting Services what MCPS plans to do rectify this situation. The Planning Department assumed that rectifying this situation would cause further loss of trees on the school site and thus recommended denial of the Mandatory Referral. Per the design team’s investigation, most, if not all, of the drainage issue to this neighborhood is a direct result of uncontrolled runoff from Timberlawn Local Park. MCPS intends to install additional perimeter controls and quantitative stormwater management to manage the schools drainage. MCPS and the design team would suggest that the M-NCPPC investigate this drainage issue at Timberlawn Local Park as it seems to be causing an adverse effect on this neighborhood.

- The proposed trail connection, sewer connection/expansion, potential impacts to adjacent Park trees, and any stormwater drainage improvements will require an approved Park Construction Permit. Any impacts associated with these activities will require appropriate mitigation that would typically be agreed upon prior to Mandatory Referral.

**MCPS Response: MCPS has removed the park connection from the project. Thank you for your corporation for this community project. MCPS hopes to work collaboratively with M-NCPPC and other agencies to address any concerns related to our project.**

Should you have any questions or need additional information, please contact the project manager, Ms. Shiho Shibasaki at 240-314-1094, or email to [Shiho\\_C\\_Shibasaki@mcpsmd.org](mailto:Shiho_C_Shibasaki@mcpsmd.org).

Sincerely,



Seth P. Adams, Director  
Department of Facilities Management

SPA:knm

Copy to:

Mr. Cross

Ms. Shibasaki

Mr. Gary Burnett, Department of Parks, Southern Region Chief

Chief Patrick Butler, Dept of Planning, Area 2

Mr. Jai Cole, Division Chief, Park Planning and Stewardship Division (PPSD)

Mr. Jeff Devlin, Department of Parks, Southern Region Matt Harper, Department of Parks

Mr. Luis Estrada, Dept of Planning, Area

Ms. Hyojung Garland, Supervisor, Park Planning and Stewardship (PPSD)

Ms. Carrie Sanders, Dept of Planning, Area 2

Mr. Mark Wallis, Department of Parks

# ATTACHMENT 3



## MONTGOMERY COUNTY DEPARTMENT OF PARKS MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

MCPB Item # 11  
July 23, 2020

July 15, 2020

### MEMORANDUM

**TO:** Montgomery County Planning Board

**VIA:** Mike Riley, Director of Parks *mr*  
Miti Figueredo, Deputy Director of Parks *mf*  
Jai Cole, Chief, Park Planning and Stewardship Division (PPSD) *jc*  
Hyojung Garland, AICP, LEED AP, Master Planner/Supervisor, Park Planning, PPSD *hg*

**FROM:** Dominic Quattrocchi, AICP, Planner Coordinator, Park Planning Section, (PPSD) *DQ*

**SUBJECT:** Charles Woodward High School Mandatory Referral (MR2020022)

---

### Background

Montgomery County Public Schools (MCPS) has submitted a Mandatory Referral for the renovation of Tilden Woods Middle School, located at 11211 Old Georgetown Rd. in Rockville, to a future MCPS High School (Woodward HS). The Department of Parks has been given limited time to coordinate a detailed review of the Mandatory Referral plan revisions released on July 8, 2020, but would like to outline the history of the review and provide an update of where it stands as it relates to impacts to Timberlawn Local Park.

There are two Phases in the plans for Woodward High School: Phase I is as a 'holding school' for Northwood High School students while that High School is renovated, and Phase II as the new Charles Woodward high school. Timberlawn Local Park directly abuts the Charles Woodward High School site to the south and currently supports: basketball court, playground, picnic area, and 2 rectangular fields. The current Tilden Middle School site has 4 Community Use of Public Facilities (CUPF) permitted soccer fields, making a combined total of CUPF permitted fields currently located in this area. (see Figure 1).

In their original April 2020 submission, MCPS proposed the use of Timberlawn Local Park for Physical Education classes during Phase I and the potential use for athletics in Phase II. The Phase II Concept plan submitted at that time showed only one rectangular field (versus four existing), - the stadium field and two diamond fields (see Figure 2). On June 9, 2020, Department of Parks staff sent a letter to MCPS outlining our concerns over that design's potential impacts to Timberlawn LP (Attachment 1.) Shortly after, MCPS informed Park and Planning staff of their intention to re-evaluate and resubmit their Mandatory Referral package. On July 2, 2020, MCPS sent a response letter indicating that they no longer intend to utilize Timberlawn Local Park for PE or athletics either in Phase I or Phase 2 stating, "MCPS currently has no intention of utilizing Timberlawn Local Park for Physical Education or athletics in either Phase I or Phase II. MCPS has quite a few high schools with similar field configurations as the final fields for Woodward HS which serve the athletics programs successfully" (Attachment 2.)



Newly submitted plans for Phase I and concept plans for Phase II were received by Parks July 8, 2020. In the concept plans for Phase II, MCPS removed the layout of the fields entirely (see Figure 3), although the configuration of the site largely remains the same, indicating the same field design (one rectangular field and two diamond fields) will likely be submitted for the Phase II Mandatory Referral. The Department of Parks has significant concerns that Phase 1 (building and parking lot) of the proposed school plans will lock Phase 2 (remaining exterior amenities) into limited and/or problematic options for the school and for community recreation use.

### **Use of Timberlawn LP Fields**

The Phase 1 plans for renovating the former Tilden Middle School will result in a reduction from 9 CUPF permitted fields between the school and the park to only 2 at Timberlawn LP. Once finished with Phase 2, the stadium field would be permitted through the school Athletic Director, so while there is a community use component, it is not readily available for the public. Timberlawn LP fields are very popular fields and this reduction of fields at the school will exponentially increase field pressures there. Department of Parks records show 9 out of 26 MCPS High Schools currently permit Park fields for athletics, largely due to inadequate field space opportunities on site. Despite the statement, "MCPS *currently* has no intention of utilizing Timberlawn Local Park for Physical Education or athletics in either Phase I or Phase II", due to other MCPS schools with similar field configurations needing to permit park fields for athletics, Parks believes that Woodward HS will also need to permit Timberlawn LP in the future. Any future desire to utilize Timberlawn LP for PE and/or athletics will further exacerbate the pressure on these fields and would likely result in a significant decrease in the quality of these facilities.

While we understand that some of the High Schools that currently permit Park fields for athletics are older and have out-grown their sites, to replicate this condition at a new High School does a disservice to both the athletics program and to the community use opportunities and quality of Park fields. The Department of Parks would like to see MCPS take this opportunity to improve the new facility by providing adequate facilities that meet the demands of the MCPS athletic program, thus reducing pressures on the Timberlawn fields in the future. If that is not possible and Timberlawn (or another park) needs to be utilized for athletics for Woodward HS in the future, Parks will require a mitigation package prior to the approval of permitting. Because negotiating mitigation is more manageable during the planning stage, Parks requests that prior to submittal of the Phase II Mandatory Referral, MCPS either works with Parks on a mitigation package to be presented and approved by the Board, or they publicly and definitively state in the Mandatory Referral and through their public outreach process that Woodward HS will not need to utilize park fields and that they understand that if they do come for permits in the future, they are committing themselves to a mitigation package that will likely be far more costly after construction has completed.

### **Drainage and Stormwater Management**

The existing drainage pattern along the northern boundary of Timberlawn LP and the southern boundary of the Woodward HS site has been historically problematic. The area currently receives drainage from the Devonshire East Townhomes on the west side of the park, portions of the Timberlawn soccer fields, and portions of the fields on MCPS property. The stormdrain network that this drainage leads to, which periodically backs up and becomes overwhelmed (negatively impacting the townhomes around the southeastern corner of the MCPS property), is the same system that most of the proposed development is directly connecting. Parks has not been provided with sufficient information to support this aspect of the stormwater concept plan and has serious concerns about the capacity of the existing pipe being able to handle this significant increase in drainage. This same concern has also been echoed by the DPS reviewer for the project in their April 6, 2020 Stormwater Concept Denial letter. Any stormwater improvements proposed at the site should address the site's existing drainage issues and ensure that the situation is not being further exacerbated at the confluence of these three properties. Parks would like to work with MCPS to identify an appropriate solution to their stormwater needs that addresses this area holistically and permanently.

MCPS also proposes an 8" sewer connection on Parkland, which is not accurately captured within the project Limit of Disturbance (LOD) in the plans submitted most recently. This sewer connection, potential impacts to adjacent Park trees, and any stormwater drainage improvements will all require an approved Park Construction Permit to ensure that designs meet Parks standards and appropriately avoid and mitigate existing park resources.

### **Recommendations**

Staff recommends the following recommendations be included in Planning's conditions of approval:

1. MCPS has stated that they will not be using any Park fields for PE or athletics in either Phase I or Phase II. As a part of the Phase II Mandatory Referral for this project, MCPS will either need to work with The Department of Parks to negotiate a permitting agreement and mitigation package, or publicly and definitively state in the Mandatory Referral and through their public outreach process that Woodward HS will not need to utilize park fields at all and that they understand that if they do come for permits in the future, they are committing themselves to a mitigation package that will need to come to the Planning Board for approval.
2. The Department of Parks request an ADA compliant formalized 8' width hard-surface trail connecting MCPS property to an existing hard surface loop trail at Timberlawn Local Park as part of this Mandatory Referral. The Department of Parks views this as an important community improvement and viable, safe route to school, linking two major public amenities.
3. The proposed sewer connection within Timberlawn Local Park, potential impacts from site grading along the park property line, and any stormwater improvements will require an approved Park Construction Permit. The impacts associated with these activities will require appropriate mitigation to ensure that resources at Timberlawn Local Park are appropriately restored.

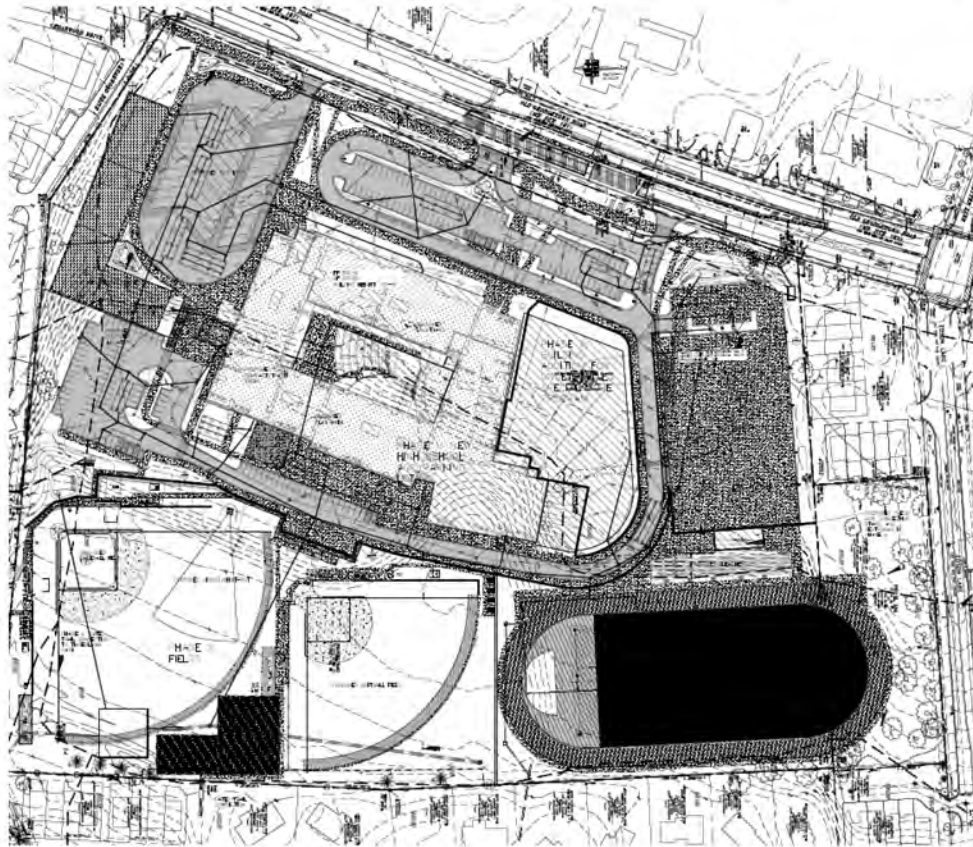


**Timberlawn Local Park**  
10800 Gloxinia Dr.  
Rockville, MD 20852

**Tilden Middle School**  
11211 Old Georgetown Rd.  
Rockville, MD 20852

**Figure 1: Timberlawn Local Park and Tilden Middle School current field configuration.**





**Figure 2: Phase 2 concept plans from April, 2020 submission**



**Figure 3: Phase 2 concept plans from July, 2029 re-submission**

ATTACHMENT 1 – Letter to Montgomery County Public Schools

ATTACHMENT 2 – Letter from Montgomery County Public Schools

cc:

Gary Burnett, Acting Chief, Southern Region, Department of Parks

Carl Weber, Athletic Field Program Manager, Southern Region, Department of Parks

Mark Wallis, Planner Coordinator, Park Planning and Stewardship Division, Department of Parks

Carrie Sanders, Chief, Area 2, Planning Department

Jessica McVary, Master Planner/Supervisor, Area 2, Planning Department

Luis Estrada, Planner Coordinator, Area 2, Planning Department



## ATTACHMENT 1



**MONTGOMERY COUNTY DEPARTMENT OF PARKS**  
THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

June 9, 2020

Shiho Shibasaki, AIA, LEED AP BD+C  
School Facilities Project Manager  
Division of Construction  
Montgomery County Public Schools

Re: Charles Woodward High School Mandatory Referral MR2020022

Dear Ms. Shibasaki,

It's our understanding that MCPS intends to move forward with the Charles Woodward High School Mandatory Referral (MR) and Forest Conservation Plan with the understanding that M-NCPPC staff will likely recommend denial. MCPS has proposed utilizing the adjacent fields in Timberlawn Local Park (LP) for use for Physical Education (PE) classes for Phase I of the Charles W. Woodward School Reopening Project. Last year, Parks staff requested information pertaining to any proposed use of Timberlawn Park for MCPS's PE program and/or athletic field usage. Montgomery Parks is concerned that we have yet to receive a formal proposal on the impact of this use on other park patrons. In order to provide you with clarity on what our specific questions/issues are, please see a detailed list below. Specifically, the following are our formal issues and comments on the project as proposed:

Because Montgomery Parks has not received a formal proposal from MCPS regarding the use of Timberlawn Park for school purposes, we are unable to accurately describe to the Planning Board what the impact to the park will be – which is an important part of the mandatory referral. This is the primary reason we support a staff recommendation of denial. To attempt to resolve this issue, we would like to again formally send you a list of our current issues and urge you to reach out to us so that we can resolve some of these issues prior to the Planning Board hearing.

Please see the detailed comments below:

- How often the fields will be reserved for high school use. Will student safety require exclusive use of the fields?
- Timberlawn Local Park fields are already heavily permitted, and the proposed buildout of Woodward High School will result in additional loss of up to 4 CUPF permitted rectangular fields. This will increase the field shortage in this area and result in a higher demand for community use of Timberlawn LP fields.
- Although the current mandatory referral only proposes use of the fields for PE classes during Phase I, the current Phase II plans show only one rectangular field - the stadium field. This seems to be an aberration compared to other high schools in Montgomery County – even those with similar acreage and similar enrollment. The absence of another rectangular field in these plans raises the question of whether MCPS intends to use the Timberlawn fields for athletics when Woodward High School reopens in Phase II. The use of these fields for such a heavy and potentially exclusive use by the school for student athletics will have to be approved by the Planning Board. In this role of approving “non-park use of parkland”, the Planning Board decision is not advisory in nature. Because that decision may have significant impacts on the design of the school, this relationship and potential agreement between the school and Montgomery Parks needs to be codified in the mandatory referral and presented concurrently.
- What is the proposed mitigation for the wear and tear resulting from the high school's use of the fields?
- The existing drainage pattern along the northern boundary of Timberlawn LP and the southern boundary of the Woodward HS site has been historically problematic. This area currently receives drainage from



M-NCPPC, Department of Parks, Montgomery County, Maryland - Park Planning & Stewardship Division

the neighborhood on the west side of the park, from the M-NCPPC soccer fields as well as portions of the fields on MCPS property. The stormdrain network that this drainage leads to, which periodically backs up and becomes overwhelmed (negatively impacting the townhomes around the southeastern corner of the MCPS property), is the same system that the majority of the proposed development directly connects. Parks has not been provided with sufficient information to support this aspect of the stormwater concept plan and has concerns about the capacity of the existing pipe being able to handle this significant increase in drainage. Any stormwater improvements at the site should address the site's existing drainage issues and ensure that the situation is not being further exacerbated at the confluence of these three properties.

- The proposed trail connection, sewer connection/expansion, potential impacts to adjacent Park trees, and any stormwater drainage improvements will require an approved Park Construction Permit. Any impacts associated with these activities will require appropriate mitigation that would typically be agreed upon prior to Mandatory Referral.



Figure 1: Note current unique assemblage of colocated permitted fields with adequate parking in a service area of recognized field deficits per Energizing Public Spaces analysis, May 2020)

Sincerely,

Dominic Quattrocchi, AICP  
Department of Parks, Development Review Coordinator

cc:

Jai Cole, Division Chief, Park Planning and Stewardship Division (PPSD)  
Hyojung Garland, Supervisor, Park Planning and Stewardship (PPSD)  
Gary Burnett, Department of Parks, Southern Region Chief  
Jeff Devlin, Department of Parks, Southern Region  
Matt Harper, Department of Parks  
Mark Wallis, Department of Parks  
Carrie Sanders, Dept of Planning, Area 2 Chief  
Patrick Butler, Dept of Planning, Area 2  
Luis Estrada, Dept of Planning, Area 2

## ATTACHMENT 2

Maryland's Largest School District

### **MONTGOMERY COUNTY PUBLIC SCHOOLS**

*Expanding Opportunity and Unleashing Potential*

DEPARTMENT OF FACILITIES MANAGEMENT

July 2, 2020

Mr. Dominic Quattrocchi, AICP  
Department of Parks, Development Review Coordinator  
Park Planning & Stewardship Division  
9500 Brunett Avenue  
Silver Spring, Maryland 20910

Re: Charles W. Woodward High School  
Mandatory Referral MR2020022

Dear Mr. Quattrocchi:

In response to the letter dated June 9, 2020 from the Maryland National Capital Park and Planning Commission (MNCPPC) Montgomery County Department of Park staff review for the Mandatory Referral submission of the above reference project, the following responses are provided:

- How often the fields will be reserved for high school use. Will student safety require exclusive use of the fields?

**MCPS Response:** MCPS currently has no intention of utilizing Timberlawn Local Park for any physical education or academic programs.

- Timberlawn Local Park fields are already heavily permitted, and the proposed buildout of Woodward High School will result in additional loss of up to 4 CUPF permitted rectangular fields. This will increase the field shortage in this area and result in a higher demand for community use of Timberlawn LP fields.

**MCPS Response:** There will be a stadium with rectangular field inside of track, one baseball field, one softball field, three tennis courts, and two basketball courts at Woodward High School, and the community use will be coordinated through appropriate agencies.

- Although the current mandatory referral only proposes use of the fields for PE classes during Phase I, the current Phase II plans show only one rectangular field - the stadium field. This seems to be an aberration compared to other high schools in Montgomery County – even those with similar acreage and similar enrollment. The absence of another rectangular field in these plans raises the question of whether MCPS intends to



Mr. Dominic Quattrocchi

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July 2, 2020

use the Timberlawn fields for athletics when Woodward High School reopens in Phase II. The use of these fields for such a heavy and potentially exclusive use by the school for student athletics will have to be approved by the Planning Board. In this role of approving "non-park use of parkland", the Planning Board decision is not advisory in nature. Because that decision may have significant impacts on the design of the school, this relationship and potential agreement between the school and Montgomery Parks needs to be codified in the mandatory referral and presented concurrently.

**MCPS Response:** MCPS currently has no intention of utilizing Timberlawn Local Park for physical education or athletics in either Phase I or Phase II. MCPS has quite a few high schools with similar field configurations as the final fields for Woodward HS which serve the athletics programs successfully.

- What is the proposed mitigation for the wear and tear resulting from the high school's use of the fields?

**MCPS Response:** There is no proposed mitigation.

- The existing drainage pattern along the northern boundary of Timberlawn LP and the southern boundary of the Woodward HS site has been historically problematic. This area currently receives drainage from the neighborhood on the west side of the park, from the M-NCPPC soccer fields as well as portions of the fields on MCPS property. The stormdrain network that this drainage leads to, which periodically backs up and becomes overwhelmed (negatively impacting the townhomes around the southeastern corner of the MCPS property), is the same system that the majority of the proposed development directly connects. Parks has not been provided with sufficient information to support this aspect of the stormwater concept plan and has concerns about the capacity of the existing pipe being able to handle this significant increase in drainage. Any stormwater improvements at the site should address the site's existing drainage issues and ensure that the situation is not being further exacerbated at the confluence of these three properties.

**MCPS Response:** It has been brought to our attention by neighbors and the HOA to the east of the school that severe drainage issues have been impacting their homes for years. The residents asked the Department of Permitting Services what MCPS plans to do rectify this situation. The Planning Department assumed that rectifying this situation would cause further loss of trees on the school site and thus recommended denial of the Mandatory Referral. Per the design team's investigation, most, if not all, of the drainage issue to this neighborhood is a direct result of uncontrolled runoff from Timberlawn Local Park. MCPS intends to install additional perimeter controls and quantitative stormwater management to manage the schools drainage. MCPS and the design team would suggest that the M-NCPPC investigate this drainage issue at Timberlawn Local Park as it seems to be causing an adverse effect on this neighborhood.

- The proposed trail connection, sewer connection/expansion, potential impacts to adjacent Park trees, and any stormwater drainage improvements will require an approved Park Construction Permit. Any impacts associated with these activities will require appropriate mitigation that would typically be agreed upon prior to Mandatory Referral.



Mr. Dominic Quattrocchi

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July 2, 2020

**MCPS Response:** MCPS has removed the park connection from the project. Thank you for your corporation for this community project. MCPS hopes to work collaboratively with M-NCPPC and other agencies to address any concerns related to our project.

Should you have any questions or need additional information, please contact the project manager, Ms. Shiho Shibasaki at 240-314-1094, or email to [Shiho\\_C\\_Shibasaki@mcpsmd.org](mailto:Shiho_C_Shibasaki@mcpsmd.org).

Sincerely,



Seth P. Adams, Director  
Department of Facilities Management

SPA:knm

Copy to:

Mr. Cross

Ms. Shibasaki

Mr. Gary Burnett, Department of Parks, Southern Region Chief

Chief Patrick Butler, Dept of Planning, Area 2

Mr. Jai Cole, Division Chief, Park Planning and Stewardship Division (PPSD)

Mr. Jeff Devlin, Department of Parks, Southern Region Matt Harper, Department of Parks

Mr. Luis Estrada, Dept of Planning, Area

Ms. Hyojung Garland, Supervisor, Park Planning and Stewardship (PPSD)

Ms. Carrie Sanders, Dept of Planning, Area 2

Mr. Mark Wallis, Department of Parks

Signature: 


Email: [dominic.quattrocchi@montgomeryparks.org](mailto:dominic.quattrocchi@montgomeryparks.org)

Signature: 

Email: [hyojung.garland@montgomeryparks.org](mailto:hyojung.garland@montgomeryparks.org)

Signature: 

Email: [jai.cole@montgomeryparks.org](mailto:jai.cole@montgomeryparks.org)

Signature: 

Email: [miti.figueredo@montgomeryparks.org](mailto:miti.figueredo@montgomeryparks.org)

Signature: 

Email: [mike.riley@montgomeryparks.org](mailto:mike.riley@montgomeryparks.org)

# MCPB - Woodward HS Mandatory Referral











## 7.23.2020

Final Audit Report


2020-07-16

Created:	2020-07-15
By:	Nadine Contee (Nadine.Contee@montgomeryparks.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAZbQB1JiWlloKi17HhQc7u0zr_a3y5N1j


## "MCPB - Woodward HS Mandatory Referral 7.23.2020" History

-  Document created by Nadine Contee (Nadine.Contee@montgomeryparks.org)  
2020-07-15 - 8:35:01 PM GMT- IP address: 73.133.170.105
-  Document emailed to Dominic Quattrocchi (dominic.quattrocchi@montgomeryparks.org) for signature  
2020-07-15 - 8:36:16 PM GMT
-  Email viewed by Dominic Quattrocchi (dominic.quattrocchi@montgomeryparks.org)  
2020-07-16 - 1:51:42 AM GMT- IP address: 71.191.198.44
-  Document e-signed by Dominic Quattrocchi (dominic.quattrocchi@montgomeryparks.org)  
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-  Document emailed to Jai Cole (jai.cole@montgomeryparks.org) for signature  
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-  Email viewed by Jai Cole (jai.cole@montgomeryparks.org)  
2020-07-16 - 2:30:28 AM GMT- IP address: 174.244.193.3
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Signature Date: 2020-07-16 - 2:32:40 AM GMT - Time Source: server- IP address: 174.244.193.3




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2020-07-16 - 11:52:31 AM GMT- IP address: 104.47.40.254

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Signature Date: 2020-07-16 - 12:08:58 PM GMT - Time Source: server- IP address: 173.79.65.182

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2020-07-16 - 12:09:00 PM GMT

 Email viewed by Mike Riley (mike.riley@montgomeryparks.org)

2020-07-16 - 2:28:02 PM GMT- IP address: 104.47.40.254

 Document e-signed by Mike Riley (mike.riley@montgomeryparks.org)

Signature Date: 2020-07-16 - 2:28:14 PM GMT - Time Source: server- IP address: 173.79.250.172

 Signed document emailed to Nadine Contee (Nadine.Contee@montgomeryparks.org), Sandra Samuel (Sandra.Samuel@montgomeryparks.org), Mlti Figueredo (miti.figueredo@montgomeryparks.org), Jai Cole (jai.cole@montgomeryparks.org), and 3 more

2020-07-16 - 2:28:14 PM GMT



June 08, 2020

Mr. David A. Nelson, P.E., P.T.O.E.  
Street Traffic Studies, Ltd.  
400 Crain Highway, N.W.  
Glen Burnie, MD 21061

Dear Mr. Nelson:

Thank you for the opportunity to review the **Traffic Impact Study (TIS)** prepared by **Street Traffic Studies, Ltd.** dated **September 23, 2019**, *revised April 23, 2020* for the proposed **Woodward High School** development – **19APMO030XX** located at **MD 187 Old Georgetown Road** (Mile Point: **4.31**) in **Montgomery County**, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- The development consists of a current middle school (Tilden) with 947 students being replaced with a high school with a 2,700 student capacity.
- In the existing condition, the south site access along MD 187 is stop-controlled with a right-in/right-out restriction during specified school peak hours. There is also a signalized north site access restricted to only outbound traffic.
- In the future condition the south site access is planned to be designated for the bus-loop and the north site access will be moved slightly south and will remain signalized, and will function as a full movement intersection. There is also a proposal for a right-in/right-out access near the northern boundary of the school.

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

**Travel Forecasting and Analysis Division (TFAD) Comments by (Mr. Scott Holcomb):**

1. While TFAD supports the use of counts for determining the PHF for the Synchro analyses, this should be done individually by movement and not the entire intersection. In our review of the Synchro models supplied by the development team, using the individual movement PHF appears to result in the MD 187/Tuckerman Lane intersection exceeding the mitigation delay threshold for the AM peak. Therefore, TFAD supports continuing consideration of mitigation at that location.



Mr. David A. Nelson, P.E., P.T.O.E.  
SHA Tracking No.: 19APMO030XX  
Page 2 of 3  
June 08, 2020

**Traffic Development & Support Division (TDSD) Comments by (Mr. Errol Stoute):**

Previous TDSD comments have been addressed and TDSD concurs with the findings/methodology of the report and offers no critical comments at this time.

**District 3 Traffic Comments by (Mr. Alvin Powell):**

MDOT-SHA does not concur with the developer's assertion that the following deficiencies noted at the intersection of MD 187 at Tuckerman Lane should not be mitigated. Please provide appropriate mitigation to address the deficiencies as noted below.

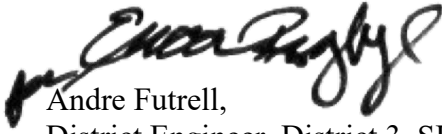
1. The Synchro/SimTraffic file provided in support of the development shows the eastbound left turn queue regularly spills into the adjacent through lane at the MD 187 at Tuckerman Lane intersection.
2. The Synchro/SimTraffic file provided also shows that the westbound left turn queue regularly exceeds the available left turn storage capacity, spills into the adjacent through lane and into the upstream intersection (Tuckerman Lane and Gloxinia Drive). In this instance, we recommend that the left turn lane be extended to better contain the queues.

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/mdotsha/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@mdot.maryland.gov](mailto:kwoodroffe@mdot.maryland.gov) or [shaamdpermits@mdot.maryland.gov](mailto:shaamdpermits@mdot.maryland.gov).

Mr. David A. Nelson, P.E., P.T.O.E.  
SHA Tracking No.: 19APMO030XX  
Page 3 of 3  
June 08, 2020

Sincerely,



Andre Futrell,  
District Engineer, District 3, SHA

AF/jwm

cc: Mr. Naizhong Cui, SHA – TDSD  
Ms. Rola Daher, SHA – TFAD  
Mr. Luis Estrada, Montgomery Planning  
Mr. Derek Gunn, SHA District 3 Traffic  
Mr. Scott Holcomb, SHA – TFAD  
Mr. Mike Nalepa, Street Traffic Studies, Ltd.  
Mr. Robert Owolabi, SHA District 3 Traffic  
Mr. Alvin Powell, SHA District 3 Traffic  
Mr. Russell Provost, Montgomery Planning  
Mr. Patrick Reed, Montgomery Planning  
Mr. Deepak Somarajan, Montgomery County Department of Transportation  
Mr. Errol Stoute, SHA – TDSD  
Mr. William Stroud, SHA – TDSD  
Ms. Rebecca Torma, Montgomery County Department of Transportation  
Mr. Kwesi Woodroffe, SHA District 3 Regional Engineer

# ATTACHMENT 5



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 14, 2020

Mr. Luis Estrada, Planner Coordinator  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Mandatory Referral No. MR2020022  
Woodward High School Reopening

Dear Mr. Estrada:

We have completed our review of the revised Mandatory Referral Plan dated July 8, 2020. Based on our review, we have the following comments:

### **Significant Comments**

1. Old Georgetown Road (MD-187):
  - a. Per the Countywide Transit Corridors Functional Master Plan (North Bethesda Transitway), Old Georgetown Road is classified as Major Highway (M-4) with a proposed 126-foot right-of-way to incorporate the BRT. The existing right-of-way is 100-feet. **We recommend the Planning Board require the applicant dedicate the additional 13-feet in order to comply with the Countywide Transit Corridors Functional Master Plan.** This additional right-of-way is necessary for a future travel lane to accommodate the BRT.
  - b. Based on the Bikeway Master Plan, a breezeway side path (east side) is proposed along Old Georgetown Road (MD-187). The applicant should construct the breezeway along their Old Georgetown Road street frontage to a minimum of 16-feet wide.
    - i. We recommend the breezeway side path to be within an easement, otherwise the applicant must maintain the portion along their frontage. The applicant should show this easement on the revised Forest Conservation Plan upon resubmission.
    - ii. Please note that Storm Water Management cannot be located within easements.
  - c. The proposed design creates three driveways within a very short distance of each other

### **Office of the Director**

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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

at Old Georgetown Road (MD-187). Proper access management is critical to improving pedestrian conflicts. In order to be in line with Montgomery County's Vision Zero initiative, MCDOT agrees with the applicant's proposed northern most driveway being right out only, gated and open only at peak times. We defer to Maryland State Highway (MDSHA) for final decisions on access and any other improvements along Old Georgetown Road (MD-187).

2. The applicant's consultant submitted a revised Traffic Impact Study (TIS) dated April 23, 2020 offering revisions per comments from the Planning Department, Montgomery County Department of Transportation, and the State Highway Administration. The study **has not been deemed adequate** as the following outstanding issues remain:
  - a. The June 8, 2020 State Highway Administration (SHA) letter requires further coordination regarding the intersection of Old Georgetown Road (MD-187) and Tuckerman Lane. The applicant needs to address the following items:
    - i. This intersection is currently failing and SHA recommends the applicant complete mitigation; and
    - ii. The applicant should increase the westbound left turn lane in order to accommodate the queues.
  - b. The study needs to align with the current revised Mandatory Referral.

#### **Plan Review Comments**

1. MCDOT reviews MCPS access and improvements for county schools. Therefore, we have the following recommendations:
  - a. From a school safety/circulation standpoint having students cross on the south side of MD-187 should not be an issue internally. Students should be prevented from walking through the loop when vehicles from MD-187 are turning into it. But if the school exit at this signal is left-turn only this creates a potential conflict when students cross MD 187. That could be addressed with signal timing/phasing but how much time will be allotted for ped crossing/parent loop in the morning when the objective is to move vehicles on MD 187. Further detail will be needed with the traffic signal plans.
  - b. Curve radii should be as tight as feasible. This should help reduce the 50 to 60-foot width of the central parent access, which is more than twice the width of the bus access.
  - c. Any medians at the access points should be widened to a minimum of 6-feet to serve as pedestrian refuges.
2. Upgrade pedestrian facilities as necessary at adjacent intersections to comply with current ADA standards. The applicant is required to evaluate all adequacy tests based on their person trip



generation by this use.

- a. The applicant's consultant evaluated the pedestrian adequacy and identified items that need to be fixed. They did not suggest fixing and funding them.
  - b. The applicant stated that they would construct the bikeway along their Old Georgetown Road (MD-187) street frontage. No further improvements were suggested.
  - c. The applicant received approval from Planning staff to evaluate transit trips differently. This evaluation determined that the use did not meet the threshold; therefore, the applicant did not evaluate transit.
  - d. MCDOT recommends that the Planning Board provide the applicant with guidance on how to address these adequacy tests.
3. Consider providing a lead walk through the County-owned property at the northeast corner of the site, along Edson Lane, or at least designing the property as to potentially accommodate such a connection as part of a future development of the County-owned site.
4. Consider providing a lead walk to the MNCPPC-owned property at the southeast corner of the site, along Gloxinia Drive, or at least designing the property as to potentially accommodate such a connection as part of a future project on the MNCPPC-owned site.

#### **Standard Comments**

1. 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.
  - b. We defer to MDSHA for the portion of site draining to the storm drain system maintained by their jurisdiction.
  - c. 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.
2. The sight distance study shall be approved by MDSHA.
3. If you have any pedestrian safety concerns at the Woodward High School, please contact Mr. John Hoobler of our Division of Traffic Engineering at 240-777-2192 or [john.hoobler@montgomerycountymd.gov](mailto:john.hoobler@montgomerycountymd.gov).
4. The existing bus stops along the street frontage are not currently ADA compliant and will need to

be improved with a 5'W x 8'D pad to incorporate the bus stop, bench assuming a 5-foot wide sidewalk prior to opening the school. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate bus stop improvements. Mr. Miller may be contacted at 240 777-5836 or at [Wayne.Miller2@montgomerycountymd.gov](mailto:Wayne.Miller2@montgomerycountymd.gov).

5. While the Functional Plan does not identify a BRT station at this location, it is likely that due to the high school this may be a preferable location of a station. There has not yet been substantive design on a station.
6. Since the applicant proposes changes to the existing lane configuration at the proposed northern driveway, traffic signal modifications may be required. The applicant should contact MDSHA and Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 for proper executing procedures. All costs associated with the traffic signal and related equipment, including relocation, if possible, shall be the responsibility of the applicant.
7. If the proposed development will alter any existing street lights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
8. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.

If you have any questions or comments regarding this letter, please contact myself for this project, at (240) 777-7170 or at [brenda.pardo@montgomerycountymd.gov](mailto:brenda.pardo@montgomerycountymd.gov).

Sincerely,

*Brenda M. Pardo*

Brenda M. Pardo, Engineer III  
Development Review Team  
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Mandatory Referral\MR2020022 Woodward HS\Letters\MR2020022-Woodward HS ltr 07.14.20](#)

cc:e: Correspondence folder FY 2021

Mr. Luis Estrada  
Mandatory Referral No. MR2020022  
July 14, 2020  
Page 5

Shawn Benjaminson	ADTEK Engineers, Inc.
Atiq Panjshiri	MCDPS RWPR
Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
Kamal Hamud	MCDOT DTEO
Corey Pitts	MCDOT DTEO
John Hoobler	MCDOT DTEO
Wayne Miller	MCDOT DTS
Rebecca Torma	MCDOT OTP

# ATTACHMENT 6



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

July 16, 2020

Mr. Patrick Reed  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Woodward High School  
Traffic Impact Study

Dear Mr. Reed:

We have completed our review of the revised Local Area Transportation Review and Transportation (LATR) Policy Area Review dated April 23, 2020, which is prepared by Street Traffic Studies. This study was prepared in accordance with the LATR Guidelines. Total development evaluated by the analysis includes 2,700 students.

We offer the following comments:

### **Modal Adequacy**

1. The project is subject to all the modal adequacy tests.

### **Local Area Transportation Review (LATR)**

1. We defer to the Maryland State Highway Administration for comments regarding state-maintained roadways, including Old Georgetown Road (MD 187).
2. The applicant's consultant evaluated seven (7) existing intersections in the vicinity of the site.
3. The site and studied intersections are located in the North Bethesda (orange) policy area. The applicant used the Highway Capacity Manual and Critical Lane Volume procedures to evaluate intersection delay.
4. With the exception of the Old Georgetown Road (MD 187) and Tuckerman Lane intersection, all of the studied intersections will not exceed the congestion level threshold of 71 second delay for the North Bethesda policy area.
5. The Old Georgetown Road (MD 187) and Tuckerman Lane intersection will exceed the 1550 CLV threshold during the a.m. peak hour at the future conditions for the North Bethesda Policy area.

### **Office of the Director**

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

[www.montgomerycountymd.gov](http://www.montgomerycountymd.gov)

*Located one block west of the Rockville Metro Station*

The background development in the a.m. peak hour shows a delay of 67.7 seconds; however, the CLV is 1,626 (1550 threshold). In the future conditions, the intersection has a delay of 69.4 seconds and a CLV of 1,642 at future conditions. The applicant's consultant studied the intersection using the peak hour factor (PHF). The PHF is used to convert the hourly turning movement volumes at an intersection into hourly flow rates, which is what is used to help determine an intersection's overall delay and LOS. The PHF accounts for the variability in traffic over the hour, so that we may account for any sudden surges in traffic that may be present for a 15 minute or 30-minute period (frequently found at schools). The PHF close to a value of "1", which is close to the applicant's consultant used, means that traffic is generally evenly distributed throughout the hour. Synchro (program) automatically assigns a default value of 0.92, inputting a value of 0.99 would lower the flow rate for each movement, which in turn lowers the delay.

6. Queuing Analysis – A queuing analysis was performed at the school access points along MD 187 to ensure that enough storage is provided for the southbound left turn movements. At the Old Georgetown Road and main access, they projected 412 left turn lanes under total traffic conditions that requires 402 feet of storage. The applicant then used SIM traffic and determined the storage length needed to be 272 feet. The applicant states that this distance is well within the available distance between the access and Edson Lane – Poindexter Lane.

#### Pedestrian and Bicycle Impact Statement (PBIS)

1. The consultant provided an evaluation of the pedestrian, bicycle and transit infrastructure for the studied intersections and roads. The report identified the location of sidewalk ramps for each pedestrian intersection and the pedestrian crossing timings.
2. The applicant is proposing to add or move crosswalks along Tuckerman Lane on the preliminary plan. This work will need to be approved by MCDOT at the permit stage.
3. The consultant stated that separated bikeways are planned for installation throughout the study area, including a two-way separated bikeway to be provided by the Applicant along the west side of Tuckerman Lane. The timing of construction should be determined at the site plan stage.

#### Pedestrian Adequacy

1. The consultant states that "the number of non-motorized trips totals 60 and is greater than the threshold of 50 so a quantitative pedestrian/bicycle analyses is required." The consultant established evaluation tiers and determined adequacy based on the April 3, 2018 memo.
2. The consultant evaluated sidewalks, handicap ramps and pedestrian crossing times. They also evaluated the delay for pedestrian crossing times. The consultant noted that the crossing times are adequate.
3. The applicant is required to fix the tier 1 items. For the tier 2 and 3 items, the applicant has the choice to fix the items or provide a contribution of \$100,000 for tier 2 and \$50,000 for tier 3.

#### Bicycle Adequacy

1. The bicycle adequacy test is based on the level of traffic stress (LTS) based on the comfort experienced by the cyclists of varying skill levels. The standard is for cyclists to travel 750 feet from the site on LTS-2 facilities.
2. The consultant states that the "LTS along MD 187 in the vicinity and along Edson Lane is Red or high stress level." The consultant further notes that the applicant will construct the bikeway

across the frontage of the site along MD 187. Based on this information, the bicycle adequacy was not completed.

#### Transit Modal Adequacy

1. The applicant's consultant shows this use generates more than 50 transit trip threshold; therefore, this adequacy test is required. However, the consultant worked with Planning staff to determine "a more appropriate measure of this sites transit impact." This evaluated was tied to staff levels rather than the total number of trips generated by the site. The assumption are:
  - a. Employ 212 teachers/staff;
  - b. Nearly all of these employees will be on-site before the morning peak hour (7:30 a.m. to 8:30 a.m.) and remain on-site until after the evening peak hour (2:15 p.m. to 3:15 p.m) of the school; and
  - c. Projection of transit impacts was assumed that 30% of staff would arrive during peak hours. This equals 64 staff members. These staff were then converted to transit trips of 6, which according to the report, is far below the 50-trip threshold for a quantitative transit analysis.

Therefore, based on the above assumptions, the applicant's consultant determined that the analysis was not required.

#### **SUMMARY**

1. We have not accepted the findings of the TIS. The applicant's consultant needs to address the Old Georgetown Road (MD 187) and Tuckerman Lane intersection which is failing. MCDOT recommends the Planning Board require the continued coordination with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and the Montgomery County Department of Transportation regarding the intersection of MD 187 and Tuckerman Lane, which may require a demonstration of how delay at the intersection can be mitigated.
2. MCDOT recommends the Planning Board provide direction to the applicant for the adequacy tests.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me, at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov) or (240) 383-5252.

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team  
Office of Transportation Policy

Sharepoint/transportation/director's office/development review/Rebecca/developments/north bethesda/woodward HS TIS.docx

cc-e: John J. Andrus, Wells + Associates  
Kwesi Woodroffe, SHA District 3  
Mark Terry, MCDOT DTEO  
Kamal Hamud, MCDOT DTEO

# ATTACHMENT 7

Luis R. Estrada Cepero, Assoc. AIA  
Planner Coordinator | Urban Designer | Area 2 Division  
The Maryland-National Capital Park and Planning Commission

May 18, 2020

Dear Mr. Estrada:

Thank you for having joined our HOA meeting on Thursday May 7, 2020 to discuss the reopening of Woodward High School. We would like to follow up with some of our concerns and proposed solutions.

## Landscaping

The site plan and the architect's rendering presented at the last public meeting showed both lush and mature trees along the property line between MCPS and the Village Gate Community. While this is what it may look like in 10-15 years, we do not believe it is the intention of MCPS to plant lush and mature trees. From the experience of Mr. German (5908 Edson Lane) in construction, landscaping is amongst the last of the activities. And accordingly, after change orders and overruns in construction costs, is the place which is often "borrowed from" to cover such overruns, leaving little left for actual landscaping.

Our suggestion is to initiate the landscaping along the Village Gate property at the beginning of the Phase 1 construction. This will allow the trees to mature and provide a visual barrier between the Village Gate property and the MCPS property. Trees that grow quickly, such as the Romano Cyprus or Blue Point Juniper, would provide an adequate barrier between properties if given time early in the project to mature.

At the last public meeting, the architect confirmed that there would be a fence installed between the MCPS and Village Gate property. We would like the fence erected at the beginning of the first phase of construction. During the school year, Village Gate has a constant flow of foot traffic and car traffic on the property as parents both drop-off and pick-up students in our parking lot and on Edson Lane. The children walk through our yards as a shortcut to avoid walking along Old Georgetown Road to get to/from school. There is no reason to believe that this practice will stop unless a fence is in place. With the projected growth in the number of students that will be attending the new school, we anticipate both the foot and car traffic to substantially increase.

## Stadium

There is a forested property south of Edson Ln and north of the Tilden Middle School property. The stormwater management plan shows a section of this forest being partially cleared to make way for athletic fields in Phase 2 construction ([link](#)). This matches a plan that was presented by MCPS January 28<sup>th</sup> 2020 (page 26/40 of [this link](#)).

We request that the applicant remove any demarcation of the Phase 2 construction area while the configuration of the athletic fields is unknown. It is presumptive and disingenuous to show a clearing of the forested area at this time, and providing this information on mcatlas.org is confusing for home sellers and buyers in our area.

Looking ahead to Phase 2 construction, our primary concern with the placement of the football stadium is noise. There are several young children in our community including infants. A football

stadium behind the house is extremely undesirable for raising children because of multiple sources of noise, including marching bands, the PA system, football games, soccer games, track meets, and practices. If the stadium was located near the existing field at Tilden Middle School, this would be 3-times further from our homes. Sound intensity varies inversely with distance squared, so a stadium that is 3-times closer is 9-times louder. Changing the location of the stadium has a profound impact on the character of our neighborhood due to this distance-squared relationship.

*We could not find any precedent of Montgomery County placing/moving a stadium this close to existing homes.* Our preferred alternative is placing the stadium in the south-east corner of the property where the existing Tilden Middle School stadium is located. We also recommend joining the baseball and softball fields to conserve space. A similar design was presented by MCPS on page 7/40 at [this link](#). We heard from MCPS that the stadium cannot be located in the south-east corner due to grading and storm-water management considerations. We encourage you to think critically about this since a baseball field is proposed in that same location.

### **Trespassing**

Due to the lack of an appropriate perimeter fence system, an increased occurrence of trespassing is expected, a situation that has already been experienced and progressively aggravated by several Tilden Middle School students. Currently, a small shelter with a chair is located in the southeastern section of the woods, bordering the middle school. This small shelter is concealed within the wood line, and is often littered with empty beer bottles. Additionally, there is daily, unauthorized use of the community's private parking by vehicles transporting students to/from school. Students dropped off in the community parking lot and along the Edson Lane walk through our property to avoid walking on Old Georgetown Road. As a mitigation step, we propose the installation of a sturdy fence between the school and our property. (This was also proposed as part of the landscaping suggestion above).

### **Parking lot / tennis court.**

The proposed two-level parking / tennis courts have the potential to severely degrade the safety, privacy, aesthetic, and noise levels of our community. As mitigating steps, we propose:

1. The installation of a sturdy fence between our property and the new school property (as also proposed as a mitigating step to trespassing).
2. Planting of additional trees between our property and the school property. The planting should take into account that the current trees that are the property of the county, need to be regularly trimmed because they are a falling hazard. Large branches regularly fall on the decks located to the south of our community (5912-5924 Edson Ln). We request the applicant to plan ahead because the trees should grow sufficiently tall to reach the top of the multi-level parking structure when phase II is completed. This will also serve as a partial mitigation measure to dampen some of the noise.

### **Stormwater management.**

Our community is designated as a minimal flood hazard. However, standing water with slow drainage was a significant issue. There have been several incidents of mono flooding.

The HOA voluntarily constructed a trench drain, also known as a French drain, along the HOA's southern perimeter, separating the HOA from the school. This trench drain is connected to a small retention pond at the west end. This resolved standing water with slow drainage being a significant issue. Changing the land-use type by adding construction will affect storm behavior in terms of quality and quantity. Identifying BMPs (Best Management Practices) or other mitigations are necessary to ensure preventing future problems.



In addition, here is a small pond near Old Georgetown road that poses a safety and health hazard. After a rainstorm, the water becomes deep with stagnating water, and it is a magnet for mosquitoes in the summer. We occasionally see children play around it. The pond, whose maintenance falls under the responsibility of Montgomery county, could pose a risk for infection. Mosquito borne disease, such as Zika, and blue-green algae concern us.

### **Wooded area**

In this era of rapid development in North Bethesda, the tree cover provided by this forest is invaluable for our families. The forest provides shade, animal habitat (deer, owls, opossum, rabbits & turtles), privacy, natural scenery, and carbon sequestration. It appears that the forest will be cleared so that the school can have a football stadium and separate baseball and softball fields. Baseball and softball are played by a very small number of students. If the baseball and softball fields were combined as they are at Bethesda Chevy-Chase High School, there would be creative ways to use the forest as an asset that would be more beneficial for the student population and more respectful of the neighboring communities and wildlife.

### **Bike trail**

The map presented by MCPS January 28<sup>th</sup> 2020 shows a bike trail along the 5900-5908 Edson Lane property line. A bike trail this close to the property line raises several concerns: a) it is a safety concern, b) it provides easy access for property degradation (e.g., littering), c) it reduces the privacy (and thus the value) of the properties along the bike path, and d) it is expected to increase traffic on Edson Lane as parents will likely use the path as a dropoff/pickup zone for their students. We recommend moving the bike trail further east on Edson Lane away from the property line or eliminating the bike trail.

Sincerely,

James Norman and Sharon Norman (5902 Edson Lane)  
Shuxi Liu and Jiansong Sheng (5904 Edson Lane)  
Claire Montgomery and Travis Montgomery (5906 Edson Lane)  
Hollie Hornstein and Phil German (5908 Edson Lane)  
Oksana Kolinyk (5912 Edson Lane)  
Hamid Bashiri and Erfaneh Sharifi (5914 Edson Lane)  
Athanasios Iliopoulos and Claire Komninelli (5916 Edson Lane)  
Zhiyu Jerry Chen (5918 Edson Lane)  
Fanny Barrett (5922 Edson Lane)  
Paige Smith and Michel Cukier (5924 Edson Lane)

## ATTACHMENT 8

**From:** [csguigna@aol.com](mailto:csguigna@aol.com)  
**To:** [Estrada, Luis](#); [Leftwich, Troy](#); [MCP-Chair](#); [boe@mcpsmd.org](mailto:boe@mcpsmd.org);  
[Councilmember.Friedson@montgomerycountymd.gov](mailto:Councilmember.Friedson@montgomerycountymd.gov)  
**Subject:** Woodward High School  
**Date:** Wednesday, July 15, 2020 2:10:43 PM

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To the MC Planning Board, Councilmember Friedson, and the MCPS Board of Education,

I'm writing this email to voice my concerns about plans for the proposed Woodward High School on Old Georgetown Road that include destruction of the County-owned Edson Lane Forest. I'd like my comments to be considered for the scheduled July 23rd Planning Board Hearing.

I write from the perspective of a mother with two (very athletic) children in WJ Cluster schools; as a homeowner in Old Georgetown Village, which abuts the proposed school; and as a pediatrician in North Bethesda who serves the children in this community.

MCPS has requested to clear 2.68 acres of forest from the proposed site, including the Edson Lane Forest, in order to construct athletic facilities that include a stadium with grandstand/concession area, and separate baseball and softball fields.

Our children need a new high school, and it should have top-notch athletic facilities. However, in the past 10 years our community has seen an excessive amount of development (North Bethesda Market, Pike and Rose) and deforestation (Montrose Parkway, in particular). The area has become congested and overcrowded. Urban forests are crucial to the well-being of our communities--they clean the air, cool neighborhoods, and are associated with better mental health. It would be short-sighted to destroy the Edson Lane Forest.

I'm aware there are strong feelings in the residential communities that abut the Woodward High School site about its construction, in part due to the size of the student body, in part because our homes are so close to the proposed athletic facilities. We envision an increase in foot and motor vehicle traffic, noise, lights, and litter in our neighborhoods, all very valid concerns. Preserving the Edson Lane Forest would leave a natural buffer between us and the new school that would help mitigate those concerns.

I'm confident MCPS can set priorities and work with the community to devise a plan for high quality athletic facilities that spares the Edson Lane Forest. We just need the right spirit and enough goodwill to find a solution that satisfies all stakeholders.

Thank you for your attention.

Carla Sguigna MD  
11215 Empire Lane  
Rockville, Md. 20852