




Woodlin Elementary School – Mandatory Referral No. 2021029

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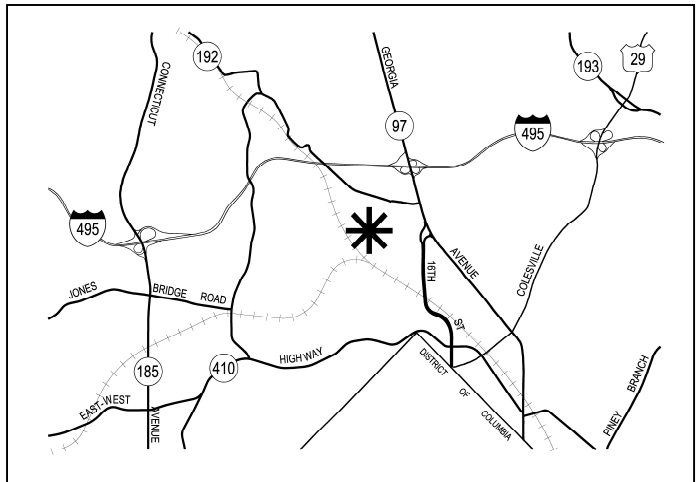
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Completed: 9.23.2021

Description

- Mandatory Referral to replace the existing elementary school and childcare facility with an updated building with a maximum density of 107,793 square feet, and redesign parking and circulation
- Located on Luzerne Drive at Louis Drive
- R-60, 2000 North and West Silver Spring Master Plan
- 10.40 acres
- Applicant: Montgomery County Public Schools
- Filing date: 05/17/19



Summary

- Staff recommends **approval of the Mandatory Referral** with recommendations and transmittal of comments to Montgomery County Public Schools and Board of Education.
- The Proposal will replace the existing one-story elementary school and childcare facility with a two-story elementary school fronting on Brookville Road to accommodate up to 740 students and approximately 65 faculty and staff, as well as a new childcare facility that will accommodate up to 127 children and 20 faculty/staff. The reduced building footprint and reconfiguration of parking and circulation provides additional open space for the students.
- The proposal provides a bus loop on Brookville Road for morning and afternoon bus activity, and a second vehicular access from Luzerne Avenue for student and childcare drop-off and faculty parking.
- The proposal requires a Forest Conservation Plan and Variance for the removal of 10 specimen trees, which is evaluated under a separate staff report.
- The site design of the proposed school on this relatively small site presents a two-story massing on Brookville Road with an attached one-story childcare facility on Luzerne Avenue. The parking has been reconfigured but retained on the “service” side of the site west of the school while the eastern portion of the site has been given over to expanded open and play areas for the children. Bus circulation, as recommended in the Master Plan, has been relocated to Brookville Road, while parent and faculty circulation has been minimized and located next to the main entrances for the school and childcare facility.
- Planning and MCDOT staff have discussed with MCPS necessary improvements along Brookville Road to include a turn lane for buses, a Master-Planned buffered sidepath, and a pedestrian crossing. MCPS has identified that their approved budget cannot accommodate these improvements. Staff for both Departments have therefore conditioned the approval of the Mandatory Referral on their implementation/facilitation so that supplemental budget discussions may take place in the future.

SECTION 1: RECOMMENDATION

MANDATORY REFERRAL NO. 2021029

Staff recommends approval of Mandatory Referral No. 2021029 to replace the existing elementary school and childcare facility with an updated building with a maximum density of 107,793 square feet, and redesigned parking and circulation, on 10.40 acres of land, zoned R-60. The Montgomery County Public Schools (MCPS, hereinafter called the Applicant) should comply with the following recommendations:

1. Pedestrian Safety

The Applicant should install the following pedestrian safety facilities to improve student and community access to the Site:

- a. The Applicant should provide improved sidewalks that are a minimum of five feet in width with a grass buffer that is a minimum of six feet in width.
- b. The Applicant should provide ADA accessible sidewalks on-site that are a minimum of five feet wide.
- c. The Applicant should provide high-visibility crosswalks on the eastern crossing of Brookville Road and Montgomery Street.
- d. The sidewalks along the Site frontage should continue in material and grade across the driveway to remind motorists to watch for potential conflicts with pedestrians and students entering the school site.

2. Bicycle Facilities

- a. In conformance with the 2018 *Bicycle Master Plan* the Applicant should install the recommended sidepath along the Brookville Road frontage consisting of a 10-foot asphalt path and a minimum three-foot buffer. In lieu of constructing the facility, the Applicant should leave a minimum of 13 feet behind the curb, devoid of permanent structure such that Montgomery County Department of Transportation (MCDOT) can install the master-planned sidepath in the future.
- b. Bicycle Parking: The Applicant should provide 38 short-term bicycle spaces near the main entrances to the building in accordance with the 2020 *Bicycle Parking Guidelines*.

3. Site Circulation and Access

Per the approval letter from the Montgomery County Department of Transportation (see Condition 4), prior to release of the right-of-way permit the Applicant shall construct a left-turn lane on southwest-bound Brookville Road for buses entering the proposed on-site bus loop. Prior to the permit stage, the applicant shall submit for DPS and MCDOT-Division of Traffic Engineering & Operations review and approval plans that detail the necessary roadway improvements for the left turn lane.

4. Montgomery County Department of Transportation

The Planning Board accepts the recommendations of the Montgomery County Department of Transportation (MCDOT) their letters dated September 20, 2021 and September 22, 2021 and incorporates them as conditions of approval. The Applicant should comply with each of the recommendations as set forth in the letters, which MCDOT may amend if the amendments do not conflict with other conditions of Mandatory Referral approval.

SECTION 2: SITE DESCRIPTION

Site Vicinity and Analysis

Subject Property

The subject site (Subject Property or Property) is located just west of downtown Silver Spring with frontage on Brookville Road and Luzerne Avenue. The Property is comprised of 10.4 acres. The Property is within the area encompassed by the 2000 *North and West Silver Spring Master Plan* (Sector Plan).

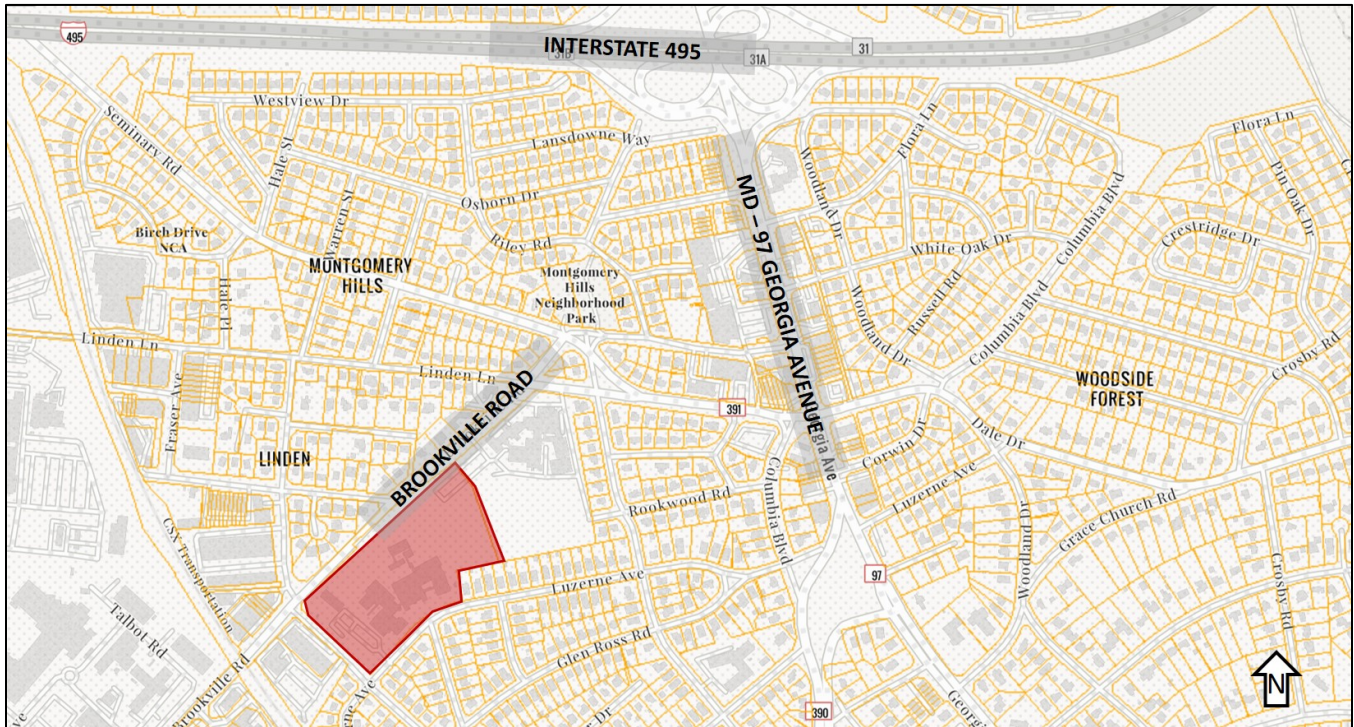


Figure 1: Vicinity Map

Site Analysis

The Property is zoned R-60 and is currently improved with an existing single-story elementary school, which will be demolished as part of this Project. As currently improved, the school contains one vehicular access point on Luzerne Avenue for staff, student drop-off, and buses, which leads to a parking lot on the western portion of the Property. The Property consists of approximately 10.4 acres which was conveyed to the Montgomery County Board of Education in 1936 by deed, recorded in Book 618, Page 147.

The Subject Property is within the Lower Rock Creek watershed which is a Use I watershed¹. In addition to the watershed, there is an underground stream onsite which surfaces in the southwest corner of the property before running into a storm drain network. This stream has an associated 100' buffer which overlaps with existing man-made features including Luzerne avenue, Warren Street, the school parking lot, and a wooden bridge. There are numerous significant and specimen trees throughout the site, mostly along the North, West, South and south eastern perimeter.

¹ WATER CONTACT RECREATION, PROTECTION OF AQUATIC LIFE. Waters that are suitable for: water contact sports: play and leisure time activities where the human body may come in direct contact with the surface water; fishing; the growth and propagation of fish (other than trout); other aquatic life, and wildlife; agricultural water supply; and industrial water supply.



Figure 2: Site Aerial

Surrounding Uses

The Property is surrounded by single-family-detached residential neighborhoods to the south across Luzerne Avenue and to the north across Brookville Road. Directly to the east is the Torah School of Greater Washington, and to the west are several light-industrial uses such as auto and bicycle repair shops, furniture warehouses, and the Fort Detrick and Forest Glen Annex.

SECTION 3: PROJECT DESCRIPTION

Previous Reviews

Concept Plan 520210060

In the fall of 2020, MCPS submitted a Concept Plan for the redesign of the school site. Staff also participated in other meetings with MCPS about the proposed design of the school. Staff appreciated the arrangement of the site that focuses most of the parking to the side of the school, away from the fronting streets, the simplicity of the bus loop and how the school fronts onto a space that then frames and creates a civic edge to Brookville Road, and the civic entry plaza and stair at the main entry to the school. Staff further commented on the integration of the landscape and hardscape of the school entrances and play fields with the adjacent residential streets and how the internal school design and circulation is integrated with the exterior spaces and how the building elevations will frame these public areas. (Attachment B)

Staff and MCPS analyzed the site and circulation during the Concept Plan to see if there were better design alternatives for the childcare facility drop off loop along the Luzerne Avenue frontage. However, given that Warren Street is not recommended to become a through street, and the existence of a stream buffer on the west portion of the Site, it was determined at that time that while not ideal, this loop and additional access point would be the most safe and convenient design for parents escorting young children to the childcare facility. While this dropoff loop does create a parking lot between the street and the building, the loop is small in scale and does not overpower the remaining site frontage that will become open play areas and a secondary building.

Staff and reviewing agencies also provided comments on transportation-related issues, including the bus loop access to Brookville Road, bikeway improvements, and the pedestrian crossing on Brookville Road. These comments are reflected in the recommendations above and discussed below.

Proposal

The Applicant proposes to demolish the existing one-story elementary school and separate childcare facility and replace them with a new two-story building that will accommodate up to 740 students and approximately 65 faculty/staff with an adjoining childcare facility that will accommodate up to 127 children and 20 faculty/staff. The building will be approximately 107,793 square feet in size. The building will front Brookville Road, and the area formerly covered by the school near Luzerne Avenue will be relandscaped for play areas and open space, as well as a dropoff loop for the childcare facility. The existing parking lot will be reconfigured and shifted north on the west portion of the site. The reduced building footprint affords additional open space on the site. The Applicant proposes to create a new bus loop off Brookville Road, thereby removing buses from Luzerne Avenue as recommended by the *North and West Silver Spring Master Plan*.

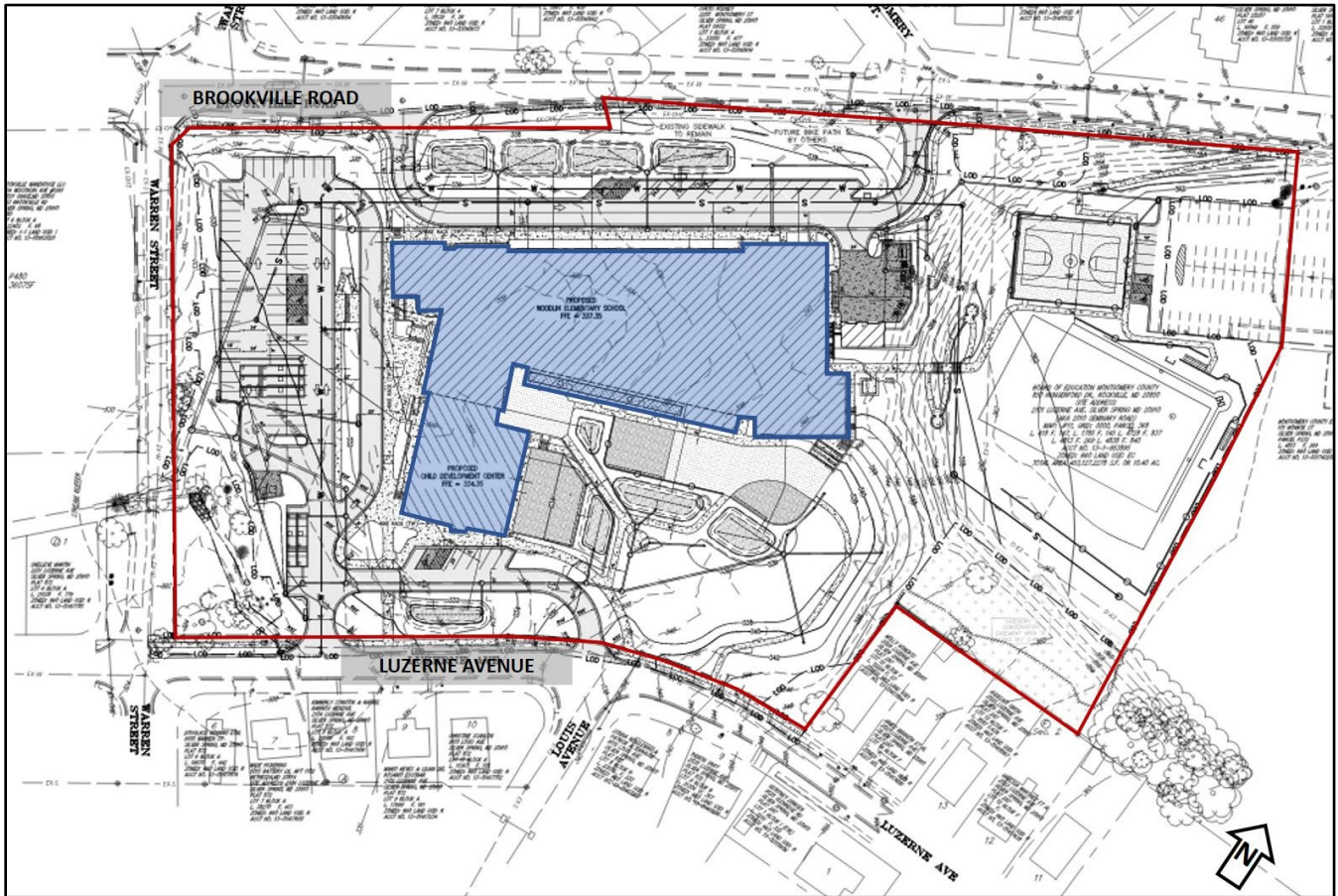


Figure 3: Proposed Site Plan

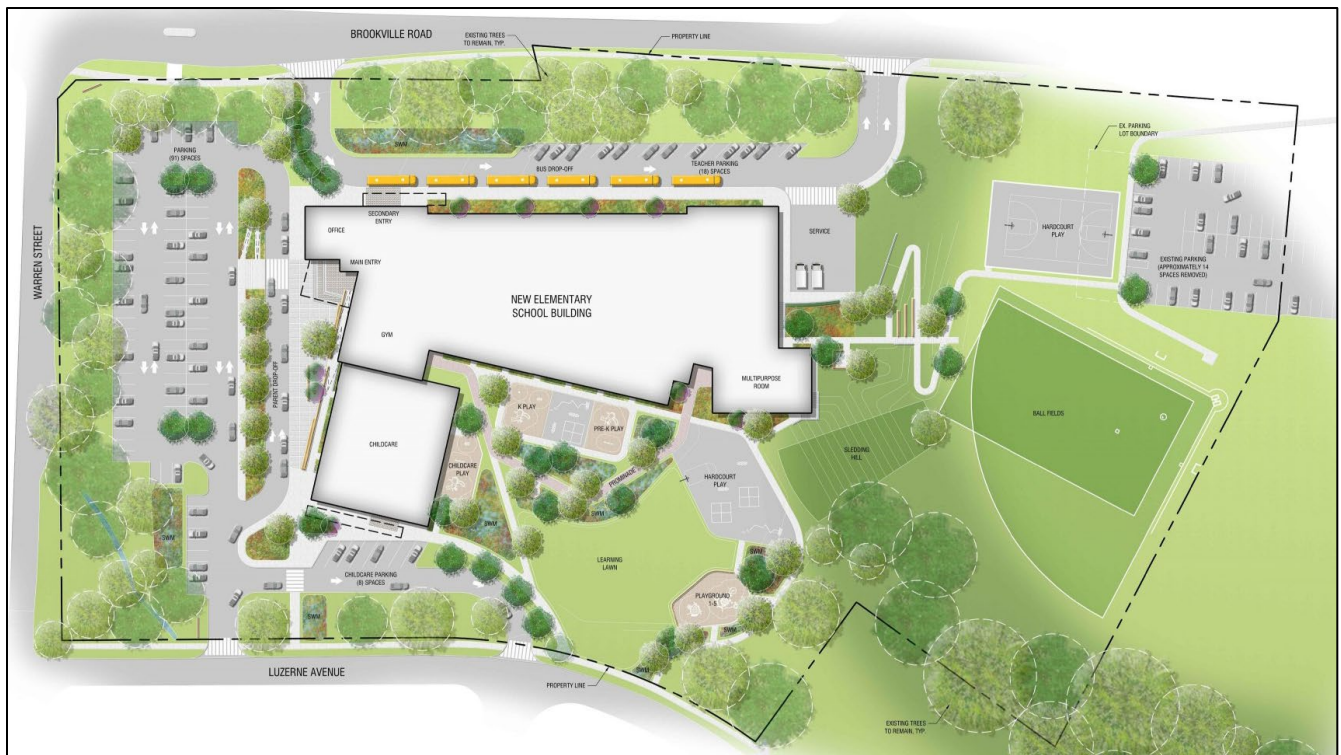


Figure 4: Rendered Site Plan

Building and Site Design

The proposed building will be two stories with a smaller footprint fronting on Brookville Road. The main entrance to the school will face onto the existing parking lot which will be shifted north and enhanced for pick up and drop off. The adjoining childcare facility will be one-story and face onto Luzerne Avenue, maintaining a relationship with the existing neighborhood to the south. The remaining southeastern portions of the Property which were formerly part of the building footprint will be relandscaped and utilized for open play areas, athletic field, basketball court, and stormwater management. The building will also contain a green roof which will be accessible and function as an outdoor learning area.



Figure 5: Perspective of proposed school entrance from Luzerne Avenue



Figure 6: Perspective of proposed school from Luzerne Avenue



Figure 7: Perspective of proposed school from Brookeville Road

The building will utilize red brick as the base with either vertical metal siding panels or terra cotta panels. The Applicant states that the new design incorporates several sustainable attributes including interior finishes made from renewable resources, improved indoor air quality, and mechanical and electrical systems that reduce water and energy consumption. On the exterior, required stormwater management, bio retention facilities, and natural landscaping will provide comfortable learning and social environments.

Open Space

A significant portion of the 10-acre Property will remain open space, which has been programmed to provide various outdoor play areas and recreational areas including a baseball/soccer field and basketball courts. Throughout the open space will be paved 5-foot-wide paths that will connect to the recreational areas, surrounding public streets, adjacent school, and parking lots.

Site Access Circulation, Loading, and Parking

Woodlin Elementary School is located between North Woodside and the Linden neighborhoods and has frontage on both Luzerne Avenue and Brookeville Road. Currently all motor vehicles including buses, staff, and parent drop off/pickups access the site along Luzerne Avenue, a secondary residential roadway. The Site is surrounded by residential properties, which gives the site a feeling of being a true neighborhood school. Several students walk all or most of the way from home to the school, which is made possible by the Site's connection to the existing sidewalk network along Luzerne Avenue and the other connecting residential streets.

It is important to note the service area or attendance boundary extends 1.5 miles to the east at Colesville Road, the Beltway to the north, Rock Creek Park to the west and CSX tracks to the south. The service area extends across Georgia Avenue, which spans seven travel lanes in some segments. Given the expanse of the boundary and the major roadways students would have to cross, many students access the site by school buses and personal vehicles.

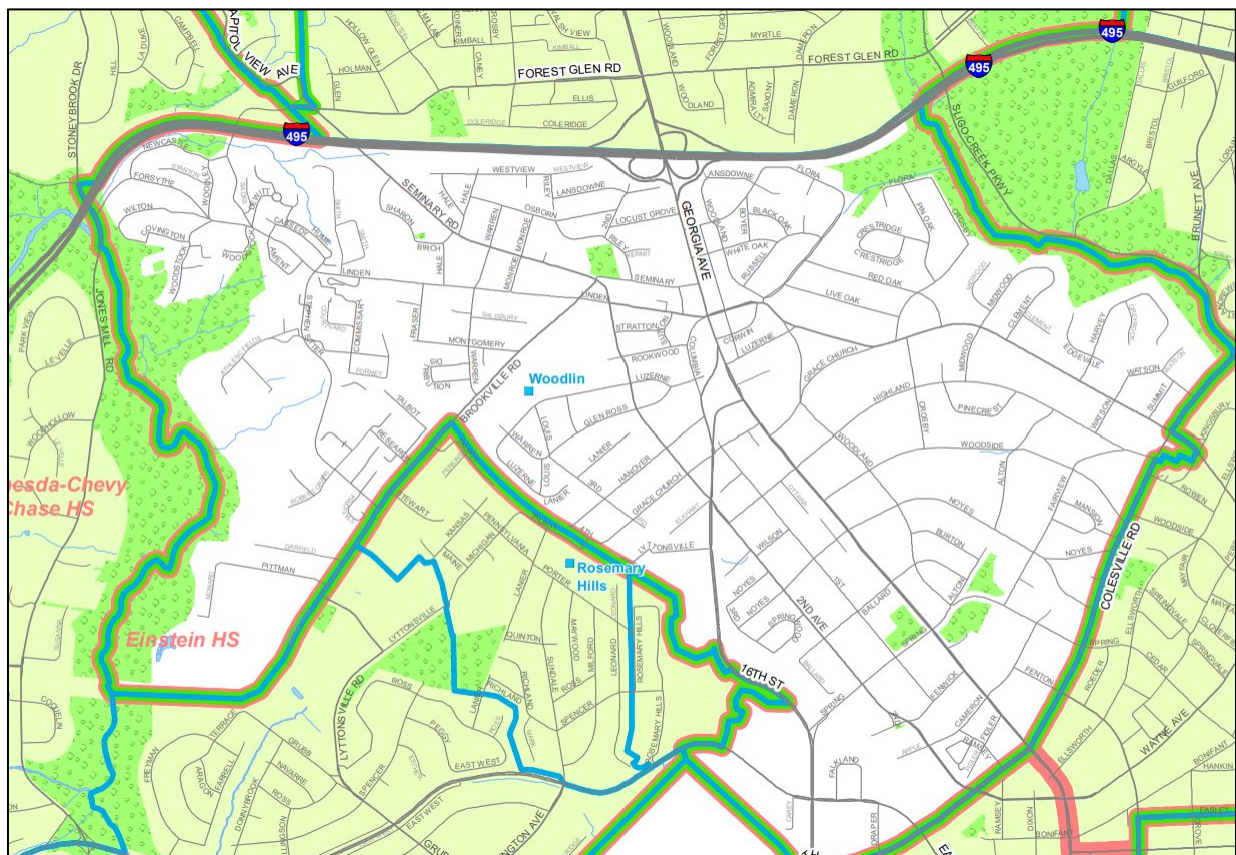


Figure 8: Woodlin Elementary School Service Area Map

The Project proposes a separate bus loop with some staff parking that will require two new curb cuts on Brookville Road. The driveway loop will operate as ingress only from the western driveway and egress-only from the eastern driveway, which is located directly across from Montgomery Avenue on Brookville Road. As recommended, the Applicant should construct a left-turn lane on southwest-bound Brookville Road for buses entering the proposed, on-site bus loop prior to release of the right-of-way permit to reduce potential queuing and delays on westbound Brookville Road and to address safety issues, such as roadway grade changes and sight distance challenges.

The majority of staff parking and the parent drop-off loop will continue to be located on Luzerne Avenue. As proposed, the drop-off will be channelized with a curbed buffer between the drop-off lanes and the parking lot and both the drop-off loop and the parking area will be expanded towards Brookville Road to increase parking capacity and provide more on-site space for parent drop-off. This driveway will operate as a full movement, ingress/egress access point.

A new curb cut is proposed on Luzerne Avenue to the east of the existing driveway to provide a separate drop-off area on-site for the daycare. Parents and guardians dropping off students to the daycare will enter in the same driveway as the parking lot/elementary school parent drop-off loop but will turn right to access a short-term parking lot of 10 spaces (9 conventional spaces and 1 ADA accessible space). After dropping off or picking up, motorists will then exit the site from the egress-only driveway on Luzerne Avenue. As parents dropping off young children need to park and escort their children in and out of the building, it was important to include a small short-term parking facility that allowed parents and daycare students to access the building without crossing a parking lot or drop-off loop. The way this is designed, exposure to safety conflicts for these children are reduced from the current site configuration.

As proposed, the Site will contain four driveway access points, therefore the Applicant is seeking alternative compliance for a through lot with more than one driveway, in accordance with Section 59.6.1.4.E of the Zoning Ordinance.

Students walking to school will continue to access the school from the sidewalk network surrounding the school. Along the Luzerne Avenue frontage, the streetscape will be improved with a minimum 6-foot buffer and a 5-foot sidewalk. On-site sidewalks that will cross the driveways are recommended to be installed such that the material and grade continues across the driveway, to improve safety and access for pedestrians and to remind motorists of potential conflicts with non-motorized travel modes. The existing sidewalks along Brookville Road are proposed to remain.

The Applicant proposes to install 38 short-term bicycle parking spaces for students in the form of Inverted-U racks. The Site also includes 109 total parking spaces: 2 ADA accessible spaces and 1 ADA van accessible space.

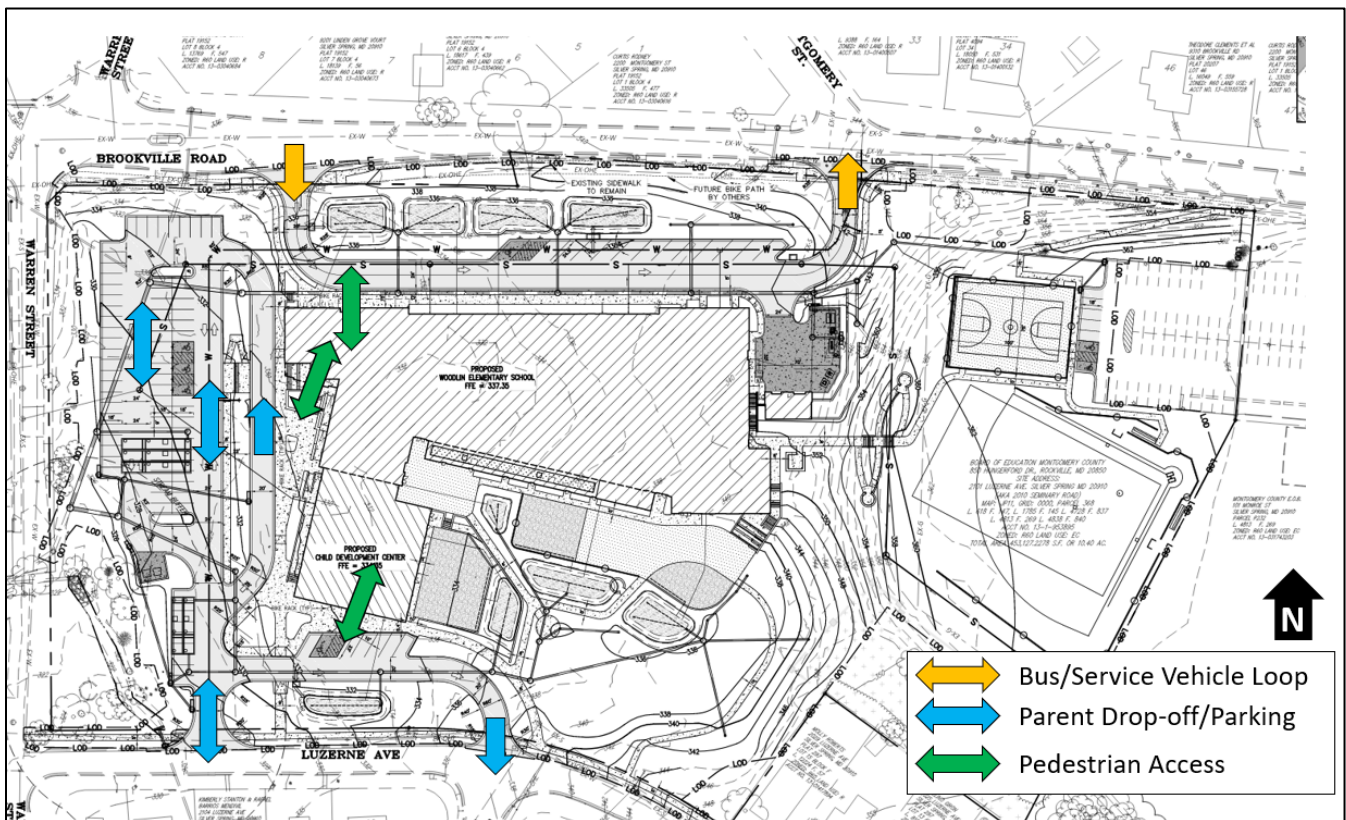


Figure 9: Access and Site-Circulation

SECTION 4: MANDATORY REFERRAL ANALYSIS AND FINDINGS

Mandatory Referral review is guided by the 2001 Montgomery County Department of Park and Planning Uniform Standards for Mandatory Review, as amended, and through the authority granted through the Maryland Land Use Article, Section 20-301. As set forth in Section 20-301, all federal, state, and local governments and public and private utilities are required to submit proposed projects for a Mandatory Referral review and approval by the Commission. The law is briefly stated but has a very broad application, requiring that the Planning Board review and approve the proposed location, character, grade and extent of any road, park, public way or ground, public (including federal) building or structure, or public utility (whether publicly or privately owned) prior to the project being located, constructed or authorized. The Planning Board must also review the widening, extension, relocation, narrowing, vacation, abandonment or change of use of any road, park or public way or ground, and the acquisition or sale of any land by any public board, body or official.

The Planning Board must conduct its review within 60 days of the submission of a complete application unless a longer period is granted by the applicant. The Board's failure to act within 60 days is deemed an approval, unless the applicant agrees to extend the review period. In case of disapproval, the law requires the Planning Board to communicate its reasons to the applicant agency. In practice, the Planning Board communicates its approval, approval with conditions, and disapproval, with the reasons for its actions to the applicant agency. Mandatory Referral review and comments by the Planning Board are advisory in that the statute allows the applicant to overrule the Planning Board's disapproval, or any conditions attached to approval, and proceed.

During the Mandatory Referral hearing at the Planning Board's regularly scheduled meeting, the Board will review the proposal and may seek clarifications from the Staff, the Applicant, or the community, if necessary. The Planning Board will consider all relevant land use and planning aspects of the proposal including, but not limited to, the following:

1. *whether the proposal is consistent with the County's General Plan, functional plans such as the master plan of highways, environmental guidelines, the approved and adopted area master plan or sector plan, and other public plans or programs for the area;*

The Property is subject to the Approved and Adopted 2000 *North and West Silver Spring Master Plan* (Sector Plan). The Site is located in the area designated "North Silver Spring" (Sector Plan, page 11) and is specifically within the North Woodside Montgomery Hills Neighborhood. The Site is shown as existing and proposed for "public/institutional use" in the Proposed Land Uses Map (page 19).

Within Parks, Community Facilities, and Environmental Resources (pg 88) the following is recommended:

Evaluate the feasibility of relocating access to Woodlin Elementary School from neighborhood streets to Brookville Road. The entrance to Woodlin Elementary School is located on Luzerne Avenue, which is a narrow residential street. The school is adjacent to Brookville Road, an arterial road that can better accommodate the school buses and other traffic associated with the school.

As proposed, the new design will separate buses from staff and daily student drop off/pick up. The buses will utilize Brookville Road for drop off/pick up, while staff and parents will utilize Luzerne Avenue, creating a more efficient circulation than the existing condition. The Mandatory Referral application is in substantial conformance with the 2000 *North and West Silver Spring Master Plan*.

The 2018 *Bicycle Master Plan* recommends a sidepath along the Site's frontage on Brookville Road. The sidepath is an important connection within the large bicycle network as it provides a low-stress facility for students and community members accessing the school site, and to the imminent Lyttonsville Station along the Purple Line, also accessed from Brookville Road. As proposed, the Project does not preclude the sidepath from being installed in the future; however, the Applicant is strongly recommended to work with MCDOT to install the sidepath at the time of the Site's redevelopment, prior to right-of-way permit to improve access for bicyclists and pedestrians upon reopening. The Applicant is further strongly recommended to coordinate with MCDOT to install high-visibility crosswalks at Montgomery Street and Brookville Road, at the bus loop egress driveway, to improve safety of pedestrians and bicyclists that will access the school site from the north.

2. *whether the proposal is consistent with the intent and the requirements of the zone in which it is located;*

Development Standards

The Tract is approximately 10.40 acres or 453,127 square feet, zoned R60. The following Data Table shows the Application's conformance to the development standards of the zone.

Table 1: Mandatory Referral Data Table			
Section 59.4	Development Standard	Minimum	Proposed
	Lot Area R60	6,000 sf	453,127 sf (10.40 acres)
	Residential Density (units/acre)	7.26	n/a
	Total Maximum (GFA/ FAR)	n/a	107,793 sf
	Building Height (max)	35 feet	30 feet
	Minimum Setbacks		
	Front	25 feet	88 feet
	Side	8'/18 feet	198'/500 feet
	Rear	20 feet	103 feet
	Lot Coverage	35%	14.26%
Section 59.6.2	Parking	Permitted/ Required	Proposed
	Vehicle Parking 85 faculty and staff	N/A	109
	Bicycle Parking (Long Term/ Short Term)	N/A	(0/38) 38
	Loading Spaces	N/A	1

There are no vehicle or bicycle parking minimum or maximum capacity requirements for public schools per the Zoning Ordinance. The Applicant proposes to install 38 short-term bicycle parking spaces for students in the form of Inverted-U racks. The Site also includes 109 total parking spaces: 2 ADA accessible spaces and 1 ADA van accessible space. The Project proposes a single combined loading and trash area on-site to be accessed by the bus loop to avoid conflict with pedestrians. This also reduces the need to send service vehicles onto Luzerne and the adjacent neighborhood residential streets to access the Site.

i. Division 6.1. Site Access

Pedestrian access to the Site will be from the established sidewalk network and will be enhanced by streetscape improvements along Luzerne Avenue. Planning and MCDOT staff have discussed with MCPS

necessary improvements along Brookville Road to include a turn lane for buses, a Master-Planned buffered sidepath, and a pedestrian crossing. MCPS has identified that their approved budget cannot accommodate these improvements. Staff for both Departments have therefore conditioned the approval of the Mandatory Referral on their implementation/facilitation so that supplemental budget discussions may take place in the future.

Vehicular access to the Site will occur via a one-way driveway loop on Brookville Road to be used by schools buses, service vehicles and staff. The existing driveway on Luzerne Avenue will remain and will continue to provide full movement ingress and egress access for motorists dropping off students along the western curb around the building and for access to the majority of the parking on site. A new daycare drop-off loop will connect to the existing driveway and will provide short-term spaces for motorists to use when escorting daycare students in and out of the building. After leaving the daycare, these motorists will exit the Site via the new, egress-only driveway on Luzerne Avenue, east of the existing driveway. As conditioned, the Project demonstrates adequate Site Access.

The Applicant is seeking Alternative Compliance for Section 59.6.1.4.E as it applies to driveway access.

Section 59.6.1.4.E Driveway Access

In compliance with Division 6.8.1, the Applicant is seeking Alternative Compliance for Section 59.6.1.4.E, Driveway Access for a through lot that has more than one driveway. The intent of this requirement is to increase safety of all travel modes by reducing conflict points on-site. The Site is proposing a new driveway loop on Brookville Road for buses and service vehicles to separate heavy vehicles from passenger vehicles and pedestrians accessing the main entrance of the Site. A new driveway loop for the daycare is proposed on Luzerne Avenue to accommodate parents who need to escort younger children in and out of the daycare.

Division 6.8.1 Alternative Compliance

The applicable deciding body may approve an alternative method of compliance with any requirement of Division 6.1 through Division 6.6 if it determines this is a unique site, a use characteristic or a development constraint, such as grade, visibility, an existing building or structure, an easement or a utility line. The applicable decision body must also determine that the unique site, use characteristic or development constraint precludes safe or efficient development under the requirements of the applicable Division, and the alternative design will:

- a. satisfy the intent of the applicable Division;*
- b. modify the applicable functional results or performance standards the minimal amount necessary to accommodate the constraints.*
- c. provide necessary mitigation alleviating any adverse impacts; and*
- d. be in the public interest*

Separating buses and passenger vehicles improves safety and efficiency of operations on-site. The bus-only loop will operate one-way to reduce conflicts and maintain flow on-site. Providing a separate loop will also reduce the heavy service vehicle traffic within the adjacent neighborhood. A separate daycare loop with limited short-term parking supports the daycare operations which requires parents to sign their children in and out of the daycare custody. This will help to minimize potential conflicts between the users of the daycare facility and people visiting the school.

The configuration of the proposed driveways on-site increases safety for all transportation modes and is therefore in the public interest. The Applicant's alternative method of compliance meets the intent of the Division by addressing potential safety conflicts on the local travel network, addressing

public safety and the public interest, and therefore the method satisfies the necessary findings for Alternative Compliance.

Local Area Transportation Review (LATR)

The Application was accepted on May 17, 2021 and was therefore subject to the 2020-2024 *Growth and Infrastructure Policy* (GIP) approved by the County Council on November 16, 2020. The Project was estimated to generate 161 net new person trips in the morning peak hour and 85 net new person trips in the evening peak hour. Therefore, a transportation impact study, dated February 2, 2021 and a supplemental analysis dated August 11, 2021, both conducted by the Traffic Group were included with the Application.

Table 2: Trip Generation During the Peak Travel Periods		
Land Use/Density	AM Peak	PM Peak
Existing: Elementary School 553 Students	493	124
Proposed: Elementary School 741 Students	653	209
Net New	161	85

As the Site is located within the Takoma Park/Silver Spring Policy Area (No. 33), an Orange Policy Area, the transportation study must address system modal adequacy for motorists, pedestrian, bicycle, and bus transit modes. A Vision Zero Statement is also required.

Based on estimated net new person trips generated in the peak hour by the Application, the Applicant was required to conduct a Tier 1 Transportation Impact Study for motor vehicles and Tier 2 for all other modal adequacy tests. The scope of each required modal system test is included in Table 3 below.

Table 3: Transportation Impact Study Scope		
Peak Hour Trips Generated	System Adequacy Test	Scope of Study for a Red Policy Area
0-250	Motor Vehicle	1 Tier of Intersections
100-199	Pedestrian	750' walkshed for PLOC and Streetlamps 375' walkshed for ADA compliance
	Bicycle	750' Bikeshed
	Bus Transit	2 bus stops within 1,000'
	Vision Zero	4 speed studies within 750' of the Site

A summary of the findings and required mitigation for each of the modal adequacy tests is included below.

Motor Vehicle Modal Adequacy Test

A total of 3 intersections were scoped for the transportation impact study. Typically, Transportation Impact Studies (TIS's) include analysis of the site access points but due to the COVID 19 pandemic, schools were closed, and the Applicant was given special permission to omit the intersections from the analysis. The intersections are shown in Figure 10 below and the results of the HCM methodology are presented in Table 4. As shown in Table 4 none of the intersections studied are forecasted to exceed capacity with the proposed increase in student enrollment, therefore mitigation is not required as part of this application. The future traffic conditions will need to be studied if the school plans to increase enrollment beyond what was studied for this project (741 total students).

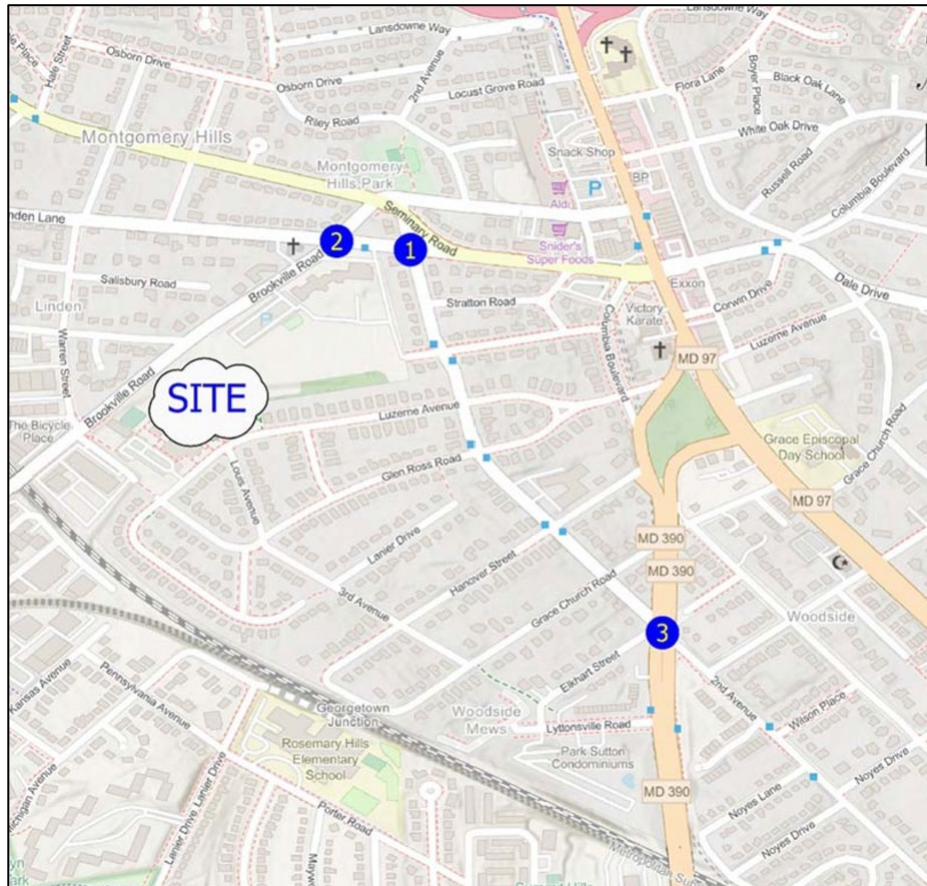


Figure 10: Map of Traffic Study Intersections

Table 4: Intersection Capacity: Highway Capacity Manual Methodology

Intersection ID	Intersection/Corridor	Traffic Control	Delay Standard (seconds)	Existing Conditions (seconds)		Total Future Conditions (seconds)	
				AM	PM	AM	PM
1.	Linden Lane at 2 nd Avenue	Signal	80	27.5	26.0	27.8	26.3
2.	Linden Lane at Brookville Road	Signal	80	18.2	15.2	18.6	16.0
3.	2 nd Avenue at 16 th street	Signal	80	27.0	28.6	27.4	28.6

Source: The Traffic Group, dated February 2, 2021

Pedestrian Modal Adequacy Test

There are three components of the Pedestrian Modal Adequacy test: Pedestrian Level of Comfort (PLOC), Streetlamps assessment, and the ADA compliance. A Tier 2 Transportation impact study must evaluate a walkshed of 750' from the site frontage, and the maximum required length of sidewalk and street lighting improvements beyond the frontage is 4 times the walkshed. The impact study must evaluate a walkshed of 375' from the site frontage and the maximum span of ADA compliance improvements beyond the frontage is 1,500'.

Pedestrian system adequacy is defined as providing a "somewhat comfortable" or "very comfortable" PLOC score on streets and intersections for roadways classified as Primary Residential or higher within the

scoped walkshed from the Site frontage. The Applicant analyzed the sidewalks and intersections within 750' of the site frontage and identified seven deficient sidewalks segments. In compliance with the 2021-2024 Local Area Transportation Design Guidelines and the Uniform Standards for Mandatory Referral Review, the Applicant is not required to participate in mitigation of documented deficiencies.

Table 5: PLOC Mitigation Strategies	
Location	Deficiency
Luzerne Avenue – south side	Missing sidewalk
3 rd Avenue south and west sides	Missing sidewalk
Talbot Avenue	Missing sidewalk
Brookville Road	Missing sidewalk
Montgomery Street	Missing sidewalk
Warren Street	Missing sidewalk
Linden Lane	Missing sidewalk

Per the MCDOT Streetlight index, there are 75 streetlamps within a 750' walkshed from the Site frontage. All lighting was observed to be functional and therefore no mitigation is necessary.

The Applicant evaluated a walkshed of 375' from the Site frontage for ADA compliance. The identified 20 curb ramps within the study area that could be enhanced to establish ADA compliance by installing detectable warning surfaces.

Bicycle System Adequacy

Bicycle system adequacy is defined as providing a low Level of Traffic Stress (LTS-2) for bicyclists. The Applicant evaluated a 750' bikeshed from the Site frontage and identified five segments that have an LTS score higher than 2. The 2018 *Bicycle Master Plan* includes recommendations for one segment: Brookville Road, between the CSX tracks (i.e. the bridge) and Stewart Avenue, which includes a shared use path along the south/east side of the roadway. In compliance with the 2021-2024 Local Area Transportation Design Guidelines and the Uniform Standards for Mandatory Referral Review, the Applicant is not required to participate in mitigation of documented deficiencies.

Bus Transit System Adequacy

For any site generating at least 50 peak-hour person trips in Red, Orange, and Yellow policy areas, the Applicant must conduct an analysis of existing and programmed conditions to ensure that there are bus shelters outfitted with real-time travel information displays and other standard amenities, along with a safe, efficient, and accessible path between the site and a bus stop, at a certain number of bus stops within a certain distance of the Site frontage, as determined by the scoped Tier of the Transportation Impact Study. The Applicant identified 10 transit stops within the study area. While all have at minimum a concrete pad, one is isolated and is not connected to an ADA accessible pathway, and none of them have shelters or other furniture (trash cans, benches, real-time displays, etc.).

Vision Zero Statement

The purpose of the Vision Zero Statement is to assess and propose solutions to high injury network and safety issues, review traffic speeds, and describe in detail how safe site access will be provided. The Applicant was required to analyze existing traffic safety conditions within 750' of the Site frontage which includes a review of the High Injury Network, review of historical crash data within the last 5 years, and analysis of traffic speeds along 4 segments within the scoped TIS boundary.

There are no High Injury Network roadway segments within 750' of the Site frontage.

The Applicant reviewed crash history within 750' of the Site frontage and determined that a total of five crashes were recorded between 2015 and 2019. None of the crashes were severe or resulted in fatalities.

In coordination with Planning staff the Applicant identified 4 locations for speed studies within the TIS scope boundary:

1. Warren Street between Brookville Road and Montgomery Street
2. Luzerne Avenue between Warren Street and 2nd Avenue
3. Brookville Road between Linden Lane and Warren Street
4. Glen Ross Road between Warren Street and 2nd Avenue

The posted speed limit on Spring Street within the study area is 25 MPH. The 85th percentile speeds for each segment were calculated based on the recorded observations. In most cases the 85th percentile was below the posted speed limit. On Brookville Road the 85th percentile traveling southbound was 32 miles per hour, which exceeds the 20% threshold established by the LATR. This roadway segment is generally straight with clear sightlines which may encourage speeding. In the northbound direction there are permanent speed cameras positioned near the school Site, which appear to be effective as the recorded 85th percentile of motorists is 27 mph. This suggests that another speed camera installation would be effective in the opposite direction.

Per the 2020-2024 Growth and Infrastructure Policy, the Applicant is not required to participate in the identified deficiencies for each of the modal system adequacy tests. For mandatory referral cases the purpose of the transportation impact study is to identify deficiencies for future improvements to be installed by adjacent private development or capital public projects. Therefore, the Applicant has demonstrated that there are adequate public facilities for the Project as proposed.

Pedestrian access to the Site will be provided by the improved sidewalks along Luzerne Avenue and the master-planned sidepath along Brookville Road. The Applicant has agreed to install 6-foot buffers and widen the sidewalks to 5-foot minimum along the Site's frontage on Luzerne Avenue. As conditioned, the Applicant will install the master-planned sidepath consisting of a minimum 10-foot pathway with a 6-foot buffer to provide safe and comfortable pedestrian and bicycle access to the school.

Vehicular access to the Site will continue to be provided for parents and staff from the existing full movement driveway Luzerne Avenue. Parents exiting the daycare drop-off will use a new egress-only driveway east of the existing driveway on Luzerne Avenue. MCPS proposes a new bus-only loop on Brookville Road, an arterial roadway. The loop consists of two driveways: one inbound-only and one outbound only, to be used by school buses, other service vehicles (for loading and trash) and a small number of staff persons. During review of the Application MCDOT requested a queuing and left turn analysis for westbound traffic on Brookville Road. Although this analysis indicated a low amount of delay for buses turning left into the proposed bus loop, other factors were considered by MCPS when analyzing the proposed circulation and operations on Brookville Road. The school is located adjacent to an industrial area. The proposed bus loop will provide access to/from Brookville Road, an arterial roadway carrying substantial heavy truck traffic. With a 3% downgrade along the Brookville Road approach to the proposed bus loop, limited sight lines caused by heavy commercial vehicles, and violation of expectancy for motorists along this arterial roadway, MCDOT has required the applicant to construct a dedicated left turn lane prior to receiving a right-of-way permit for the curb cuts serving the bus loop. Therefore, as conditioned the Applicant has demonstrated safe, adequate and efficient circulation for the Site.

ii. *Division 6.2. Parking, Queuing, and Loading*

Section 6.2 of the Zoning Ordinance does not identify parking or loading minimums for public schools. The Applicant proposes 109 parking spaces for faculty, staff and visitors. With a maximum of 85 staff and faculty proposed, the proposed parking capacity can accommodate the day-to-day operations of the school. The Project also proposes 38 short-term bicycle parking spaces via inverted U-racks to be distributed amongst the main entrances.

The Project proposes a designated loading and trash area that will be accessed by the bus loop so as to reduce exposure to potential conflicts with pedestrians and passenger vehicles. As conditioned, the proposed changes to the Site satisfies the parking, queuing and loading standards of the Zoning Ordinance.

3. *whether the nature of the proposed site and development, including its size, shape, scale, height, arrangement and design of structure, is compatible with the surrounding neighborhood and properties;*

The proposed building will be two stories in height along the Brookville Road frontage, an arterial road, and will scale down to one-story along the Luzerne Avenue frontage to maintain a relationship with the single family detached neighborhood to the south. On each frontage, the building will be setback from the frontages and provide landscaping and pathways that will connect to the surrounding sidewalk network.

4. *whether the locations of buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient;*

The site design of the proposed school on this relatively small site presents a two-story massing on Brookville Road with an attached one-story childcare facility on Luzerne Avenue. The parking has been reconfigured but retained on the “service” side of the site west of the school while the eastern portion of the site has been given over to expanded open and play areas for the children. Bus circulation, as recommended in the Master Plan, has been relocated to Brookville Road, while parent and faculty circulation has been minimized and located next to the main entrances for the school and childcare facility. The location of the building, landscaping, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient.

Separate access and circulation systems for the bus loop (to be used by school buses and service vehicles), parents and staff, and the daycare demonstrate that on-site circulation will be safe and efficient. Furthermore, with the conditioned improvements (sidepath along Brookville Road frontage and the left turn lane for westbound Brookville Road traffic) the finding for safe, adequate and efficient on-site circulation can be made.

The Project will enhance the sidewalks along the Luzerne Avenue frontage with a minimum of 6-foot buffers and 5-foot sidewalks. The existing sidewalk along Brookville Road will remain, and space is provided to allow for future implementation of the master-planned sidepath. As recommended, the proposed changes to the Site will result in a circulation system that is adequate, safe and efficient.

5. *whether the proposal has an approved NRI/FSD and a preliminary SWM concept plan, and meets the requirements of the Forest Conservation law (Chapter 22A of the County Code). Forest Conservation Plan, if applicable, must be approved by the Planning Board, either before or at the time of the Board’s*

mandatory referral review and action on the project. Unlike the mandatory referral review by the Board, the conditions of the Forest Conservation Plan are binding on all county projects.

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD), designated no. 420210250, was approved for the Subject Property on November 10, 2020. The approved NRI/FSD describes the existing and natural features of the site including an inventory of significant and mature trees measuring 24-inches or greater in diameter-at-breast height (DBH). Those trees which are 30" DBH and above are subject to the Variance provision of the Forest Conservation Law for any proposed impacts and/or removals.

The Forest Conservation Plan is discussed under a separate staff report being considered by the Planning Board concurrent with the Mandatory Referral. In summary, the Forest Conservation Plan shows that within the 10.40-acre site area, and the additional 0.34-acres of offsite work, there will be a calculated afforestation requirement of 1.61-acres. Of this requirement, 0.48-acres will be met onsite via afforestation planting areas to be protected with a Category 1 Conservation Easement. This area is proposed to be withheld from the impacted LOD and enhanced with native plantings. The remaining 1.13-acres of afforestation will be met via credits from an off-site forest bank or via fee-in-lieu, as conditioned.

The Applicant also submitted a variance request for the impacts to nine subject trees and proposed removal of ten subject trees, 19 trees in total, that are considered high-priority for retention under Section 22A-12(b)(3) of the County Forest Conservation Law. As discussed under the Forest Conservation Plan staff report, the Applicant proposes mitigation plantings totaling 87 caliper inches. Staff supports this proposal as it adequately meets the requirements and will greatly enhance the natural features onsite following the proposed development.

The Project must comply with the requirements of Chapter 19 of the Montgomery County Code. There are no known stormwater management facilities located on the Property. As such, the Applicant will utilize Environmental Site Design (ESD) to the Maximum Extent Practicable to significantly improve the onsite treatment of stormwater runoff. As described in the Stormwater Concept Approval letter from the Montgomery County Department of Permitting services, dated June 29, 2021, stormwater management will be provided onsite through micro-bioretenment planters, green roofs, and a structural sand filter. With these measures, the Applicant will meet the required stormwater treatment without the use of waivers.

6. *whether a Preliminary or a Final Water Quality Plan has been reviewed by the Planning Board if the project is located in a Special Protection Area. In addition, for a Water Quality Plan for a project on public property, the Board must determine if the plan meets the standards of Article V. WATER QUALITY REVIEW IN SPECIAL PROTECTION AREAS, of the County Code (pursuant to Section 19-65(d)(4));*

Not applicable.

7. *whether or not the site would be needed for park use if the proposal is for disposition of a surplus school.*

The Subject Application is not for disposition of a surplus school and is not recommended as a future park location by any master plan.

8. *whether alternatives or mitigation measures have been considered for the project if the proposal is inconsistent with the General Plan or other plans and policies for the area, or has negative impacts on the surrounding properties or neighborhood, the transportation network, the environment or other resources.*

With the recommended conditions, the Mandatory Referral is consistent with the General Plan, 2000 *North and West Silver Spring Master Plan*, the 2018 *Bicycle Master Plan*, or other plans and policies for the area. As a result, the Project does not have negative impacts on surrounding properties or neighborhood, the transportation network, the environment or other resources.

SECTION 5: CONCLUSION

Community Outreach

The Applicant held several virtual meetings for the public and school communities including:

June 23, 2020 – Work Session No.1

July 14, 2020 – Work Session No. 2

August 4, 2020 – PTA meeting

January 12, 2021 – Board of Education

As of the date of this Staff Report, staff has not received any correspondence.

CONCLUSION

With the recommendations cited above, the Mandatory Referral application for the replacement of the Woodlin Elementary School, designated Mandatory Referral No. 2021029, is consistent with the uses allowed by the Zone and the general and specific recommendations of the 2000 *North and West Silver Spring Master Plan*. Staff recommends approval of the Mandatory Referral with the recommendations cited above and transmittal of comments to MCPS.

ATTACHMENTS

- A. Agency Letters
- B. Planning comments provided for Concept Plan design review



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 20, 2021

Ms. Grace Bogdan, Planner Coordinator
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reedie Drive
Wheaton, Maryland 20902

RE: Mandatory Referral Plan
Mandatory Referral No. MR2021029
Woodlin Elementary School
REVISED LETTER

Dear Ms. Bogdan:

This letter supersedes the previous letter dated September 17, 2021. We have completed our review of the Mandatory Referral Plan uploaded to eplans on August 25, 2021. Based upon our review, we have the following comments:

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

Significant Plan Comments

1. Pursuant to a MCDOT request, the applicant's consultant submitted a left-turn analysis for Brookville Road entering the site. This analysis included a reduction of pre-Covid LATR data based on a speed study conducted in July 2021 during the Covid period and when schools were not in session. Although this analysis indicated a low amount of delay for buses turning left into the proposed bus loop, other factors must be considered. The school is located in an industrial area. The proposed bus loop will provide access to/from Brookville Road, an arterial roadway carrying substantial heavy truck traffic. With a 3% downgrade along the Brookville Road approach to the proposed bus loop, limited sight lines caused by heavy commercial

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Ms. Grace Bogdan
 Mandatory Referral No. MR2021029
 September 20, 2021
 Page 2

vehicles, and violation of expectancy for motorists along this arterial roadway, MCDOT cannot recommend acceptance of the proposed school modifications without the provision of a dedicated left turn lane to assure safe operations. The applicant shall construct a left-turn lane on southwest-bound Brookville Road for buses entering the proposed, on-site bus loop prior to release of the right-of-way permit. Prior to the permit stage, the applicant shall submit plans to DPS and MCDOT-Division of Traffic Engineering & Operations for review and approval that details the necessary roadway improvements for the left turn lane. Contact Mr. Mark Terry, MCDOT-DTEO Section Chief, at 240-777-2198 or mark.terry@montgomerycountymd.gov.

2. The applicant shall construct the master planned, shared use path along the Brookville Road frontage per Page 329 of the December 2018 Bicycle Master Plan.
3. Per the 2019 Master Plan of Highways and Transitways, Brookville Road is classified as Minor Arterial (MA-3) with a proposed 80-foot right-of-way. The existing right-of-way varies. **We recommend the Planning Board require the applicant dedicate the additional necessary right-of-way in order to comply with the Master Plan of Highways and Transitways.**
4. To improve the safety and visibility of pedestrians accessing the Site from Brookville Road, MCPS should install a high-visibility crosswalk across the southern leg of the intersection of Brookville Road and Montgomery Street. Prior to the permit stage, the applicant shall submit plans to DPS and MCDOT-Division of Traffic Engineering & Operations for review and approval. Contact Mr. Seifu Kerse, MCDOT-DTEO Area Engineer, at 240-777-2199 or seifu.kerse@montgomerycountymd.gov.
5. Upgrade pedestrian facilities as necessary at adjacent intersections to comply with current ADA standards.
6. Reconstruct all access points and alleys to be at-grade with sidewalks and the shared use path, dropping down to street level between the sidewalk and roadway.

Standard Plan Comments

7. 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 Montgomery County Department of Permitting Services (MCDPS) at or before the Permit Stage. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
- b) The limits of the floodplain and the building restriction lines are to be shown on the plan where applicable. The floodplain is to be dimensioned from the property line.

Ms. Grace Bogdan
Mandatory Referral No. MR2021029
September 20, 2021
Page 3

8. At or before the permit stage, submit a completed, executed MCDOT Sight Distances Evaluation certification form, for all existing and proposed site entrances onto County-maintained roads, for MCDPS review and approval.
9. Provide a minimum 5 ft continuous clear pathway (no grates) along all public streets.
10. If you have any pedestrian safety concerns at Woodlin Elementary School, please contact Mr. John Hoobler of our Division of Traffic Engineering at 240-777-2192 or john.hoobler@montgomerycountymd.gov.
11. 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.
12. 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 Mr. William Whelan, our Development Review Team Engineer for this project, at (240) 777-7170 or at william.whelan@montgomerycountymd.gov.

Sincerely,

William Whelan

William Whelan, Engineer III
Development Review
Office of Transportation Policy

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cc: Sharepoint Correspondence folder FY 22

cc-e: Dennis Cross	MCPS
Kenneth Futch	MCPS
Shawn Benjaminson	ADTEK Engineering
Katie Mencarini	M-NCPPC
Atiq Panjshiri	MCDPS RWPR

Ms. Grace Bogdan
Mandatory Referral No. MR2021029
September 20, 2021
Page 4

Sam Farhadi	MCDPS RWPR
Mark Terry	MCDOT DTEO
John Hoobler	MCDOT DTEO
Seifu Kerse	MCDOT DTEO
Rebecca Torma	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 22, 2021

Ms. Katherine Mencarini, Planner Coordinator
Downcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reedie Drive
Wheaton, Maryland 20902

RE: Traffic Impact Study
Mandatory Referral No. MR2021029
Woodlin Elementary School

Dear Ms. Mencarini:

We have completed our review of the Traffic Impact Study (TIS) dated February 2, 2021, the TIS Supplement dated August 11, 2021 and Brookville Road left-turn analysis submitted August 20, 2021 via email. Total development evaluated by this analysis includes:

- Elementary school expansion from 553 students to 741 students

Based upon our review, we have the following comments:

General Comment

1. The traffic counts were based upon historical counts collected in October 2017 and provided by MNCP&PC to the consultant. A 1% annual growth factor was applied to the historical data for the purpose of this study.
2. The study is based upon the 2020-2024 Growth and Infrastructure Policy adopted on November 16, 2020 (Council Resolution #19-655).

Adequacy Determination

1. The study indicates that the subject development will generate between 100-199 total weekday peak hour person trips; therefore, all Adequacy tests are required. The school is located in the

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Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 2

Silver Spring/Takoma Park “Orange” Policy Area. Therefore, the pedestrian and bicycle adequacies are to be evaluated within a 750’ walkshed, and there must be a minimum of two (2) bus shelters within 1,000 feet.

Motor Vehicle System Adequacy

1. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR test for the Silver Spring/Tacoma Park policy area uses the Critical Lane Volume (CLV) Congestion standard of 1,600 and Highway Capacity Manual (HCM) with an average vehicle delay standard of 80 seconds per vehicle.
2. The consultant studied three (3) intersections and concluded that the total future conditions for these intersections will not exceed the congestion standard for the Silver Spring/Tacoma Park policy area.
3. The applicant’s consultant submitted a left-turn analysis for Brookville Road entering the site which indicated minimal delay for buses entering the site.

MCDOT does not agree with the conclusions of this study. This analysis included a reduction of pre-Covid LATR data based on a speed study conducted in July 2021 during the Covid period and when schools were not in session. Although this analysis indicated a low amount of delay for buses turning left into the proposed bus loop, other factors must be considered. The school is located in an industrial area. The proposed bus loop will provide access to/from Brookville Road, an arterial roadway carrying substantial heavy truck traffic. With a 3% downgrade along the Brookville Road approach to the proposed bus loop, limited sight lines caused by heavy commercial vehicles, and violation of expectancy for motorists along this arterial roadway, MCDOT cannot recommend acceptance of the proposed school modifications without the provision of a dedicated left turn lane to assure safe operations. The applicant shall construct a left-turn lane on southwest-bound Brookville Road for buses entering the proposed, on-site bus loop prior to release of the right-of-way permit.

Pedestrian System Adequacy

1. The Pedestrian System Adequacy Test is required since the school will generate 50 or more peak hour person trips. This test consists of pedestrian level of comfort, street lighting and ADA compliance. Woodlin Elementary School is located in the Orange Policy area and will generate between 100 and 200 peak hour person trips. Therefore, pedestrian adequacy was evaluated within a 750-foot walkshed.

Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 3

2. Since this project is part of M-NCP&PC's Mandatory Referral process, the applicant is not required to fix the deficient items.
3. **Pedestrian Level of Comfort (PLOC):** Sidewalks and pathways were evaluated within a 750-foot walkshed. For a site to achieve adequacy, roads classified as primary residential or higher must score either PLOC-2 (somewhat comfortable) or PLOC-1 (very comfortable). The consultant identified deficient PLOC items which are located in Figure 6 of the traffic study supplement dated August 11, 2021.
4. **Streetlight Evaluation:** The consultant evaluated approximately 75 streetlights within the study area, and all lighting were found to be functional with no service calls or outages reported.
5. **ADA Compliance:** The consultant identified non-compliant ramps within the study area, and the results are listed in Figures 9 & 10 and Table 4 of the traffic study supplement dated August 11, 2021.

Bicycle System Adequacy

1. A low Level of Stress (LTS-2) is required to achieve bicycle system adequacy. The consultant identified roadway segments that exhibit moderate and high levels of stress within the study area in Figure 11 and listed potential improvements are listed in Table 6 of the traffic study supplement dated August 11, 2021.

Transit System Adequacy

1. Since the project will generate between 100 and 200 peak hour person trips, two bus shelters are required within 1,000 feet of the school. The consultant identified 10 Ride-On bus stops within the study area but noted that none of the stops have shelters or benches. The results are shown in Figure 13 of the traffic study supplement dated August 11, 2021.

Vision Zero Statement

1. The consultant evaluated roadways and crash data within the study area and concluded that none of the road segments are in the High Injury Network (HIN). We concur with the consultant's findings in the report.

Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 4

Summary

1. We **concur** with the consultant that all three (3) study intersections will continue to operate within the Silver Spring/Takoma Park delay standard of 80 seconds/vehicle.
2. MCDOT **does not agree** with the conclusions of the left-turn lane study. Although this analysis indicated a low amount of delay for buses turning left into the proposed bus loop, other factors must be considered, such as: the school being located in an industrial area; Brookville Road being an arterial roadway and carrying substantial heavy truck traffic, which will limit sight lines; Brookville Road's 3% downgrade along the approach to the proposed bus loop; and violation of expectancy for motorists along this arterial roadway. MCDOT cannot recommend acceptance of the proposed school modifications without the provision of a dedicated left turn lane to assure safe operations. The applicant shall construct a left-turn lane on southwest-bound Brookville Road for buses entering the proposed, on-site bus loop prior to release of the right-of-way permit. Prior to the permit stage, the applicant shall submit plans to DPS and MCDOT-Division of Traffic Engineering & Operations for review and approval that details the necessary roadway improvements for the left turn lane. Contact Mr. Mark Terry, MCDOT-DTEO Section Chief, at 240-777-2198 or mark.terry@montgomerycountymd.gov.
3. We **concur** with the consultant that, since this project is part of MNCP&PC's Mandatory Referral process, the applicant is only required to identify, but not fix, any pedestrian, bicycle and transit deficiencies within the study area.
4. We **concur** with the Vision Zero findings in the report.

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

Sincerely,

William Whelan

William Whelan, Engineer III
Development Review
Office of Transportation Policy

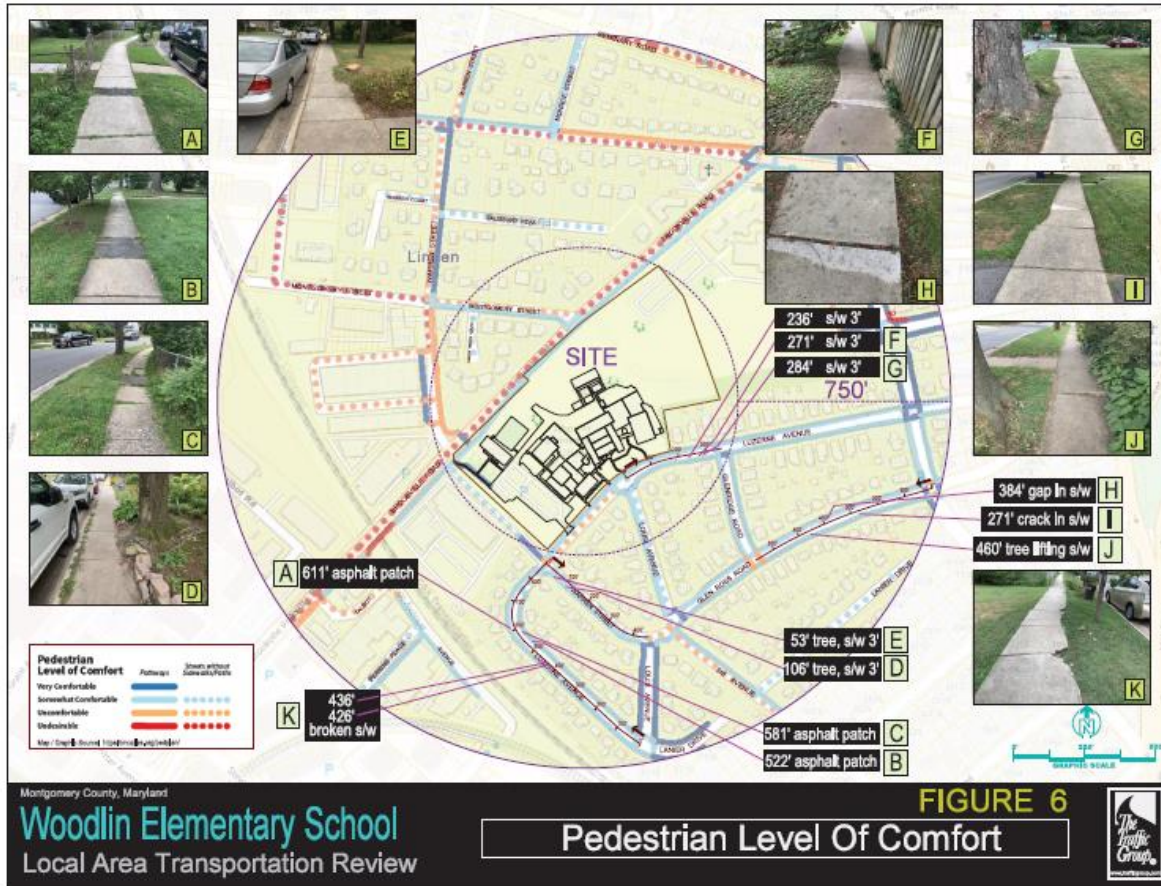
Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 5

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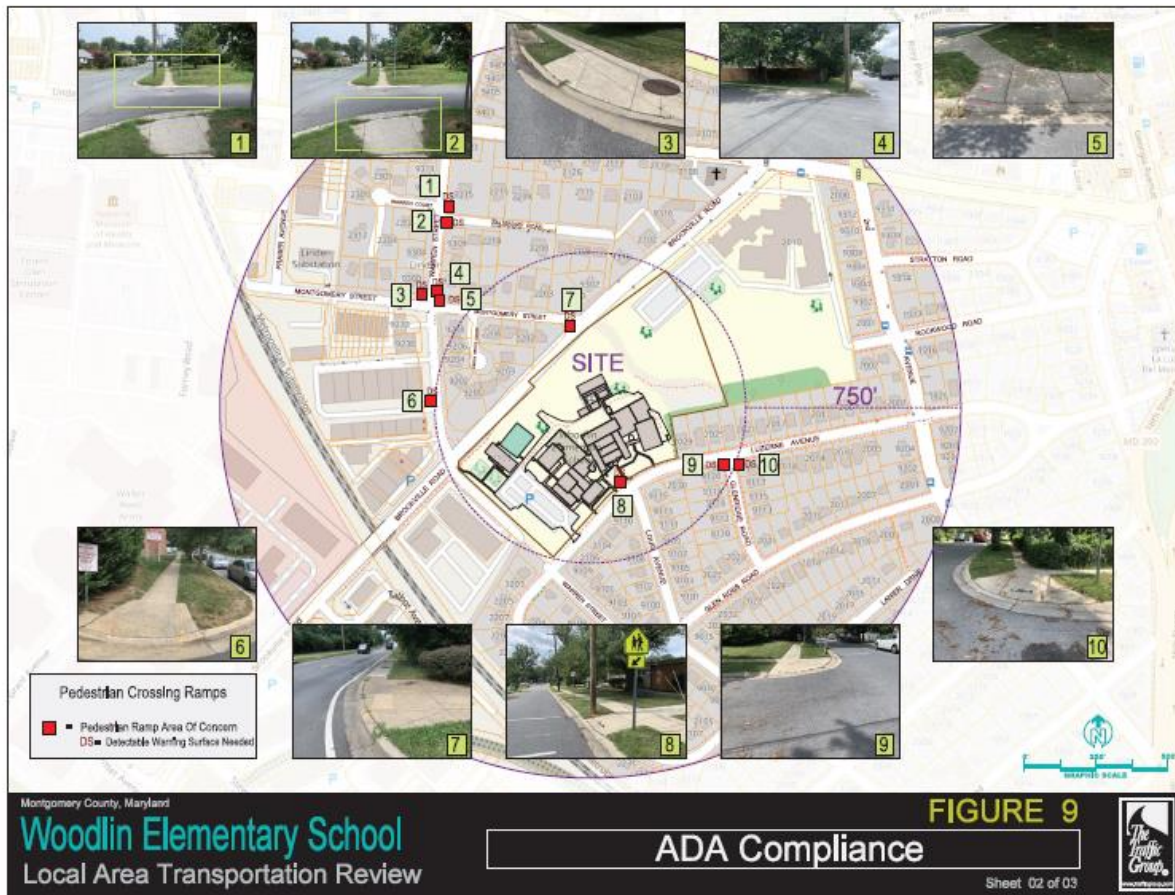
cc: Sharepoint Correspondence folder FY 22

cce:	Dennis Cross	MCPS
	Kenneth Futch	MCPS
	Shawn Benjaminson	ADTEK Engineering
	Carl Wilson	The Traffic Group
	Grace Bogdan	M-NCPPC
	Mark Terry	MCDOT DTEO
	Seifu Kerse	MCDOT DTEO
	Kamal Hamud	MCDOT DTEO

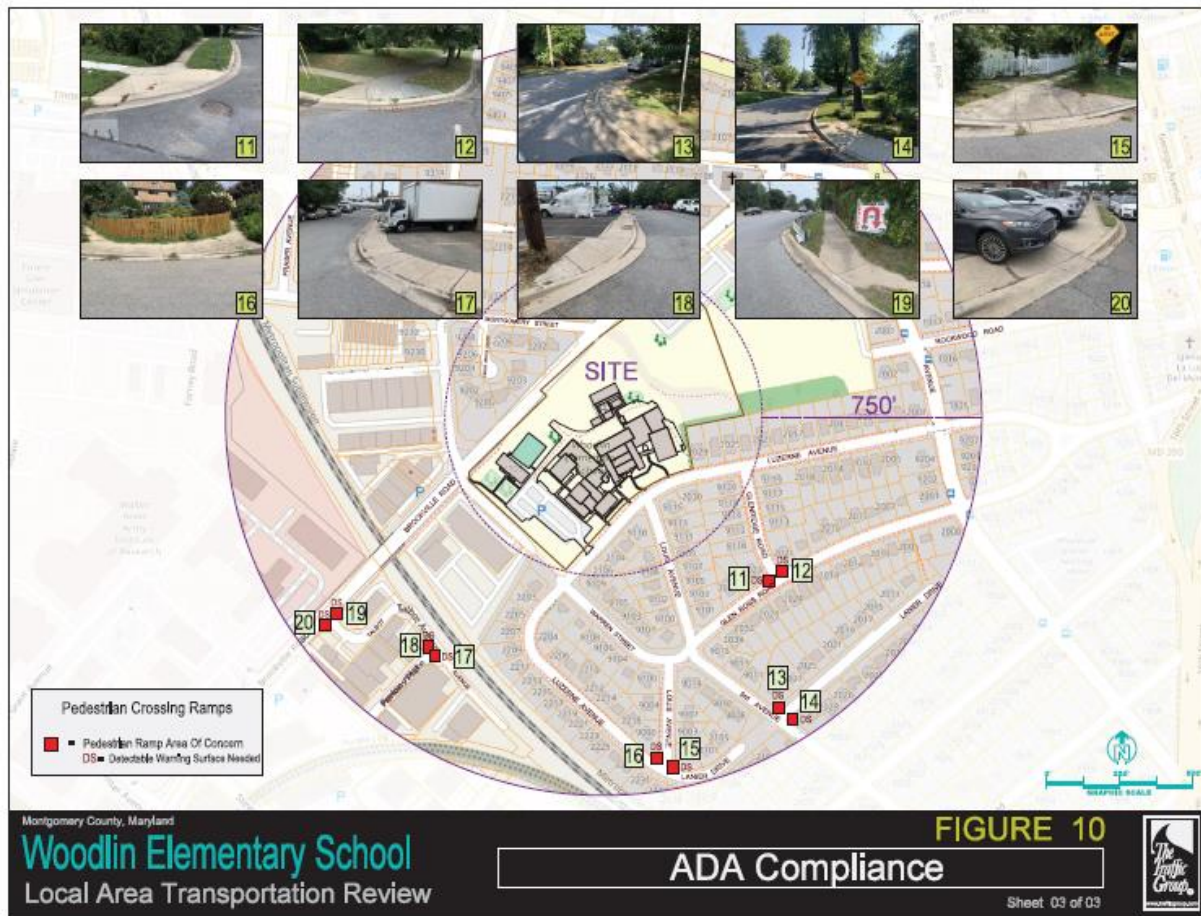
Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 6



Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 7



Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 8



Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 9

Table 4– ADA Areas of Concern

Location	Photo	Area of Concern	Potential Improvement
Warren Street at Salisbury Road (NE Corner)	1	No Detectable Warning Surface	Install Detectable Warning Surface
Warren Street at Salisbury Road (SW Corner)	2	No Detectable Warning Surface	Install Detectable Warning Surface
Montgomery Street at Warren Street (NW Corner)	3	No Detectable Warning Surface	Install Detectable Warning Surface
Montgomery Street at Warren Street (NE Corner)	4	No Detectable Warning Surface	Install Detectable Warning Surface
Montgomery Street at Warren Street (NE Corner)	5	No Detectable Warning Surface	Install Detectable Warning Surface
Warren Street at Distribution Circle (NW Corner)	6	No Detectable Warning Surface	Install Detectable Warning Surface
Brookville Road at Montgomery Street (SW Corner)	7	No Detectable Warning Surface	Install Detectable Warning Surface
Luzerne Avenue at Louis Avenue (NW Corner)	8	No Detectable Warning Surface	Install Detectable Warning Surface
Luzerne Avenue at Glenridge Road (SW Corner)	9	No Detectable Warning Surface	Install Detectable Warning Surface
Luzerne Avenue at Glenridge Road (SE Corner)	10	No Detectable Warning Surface	Install Detectable Warning Surface
Glenridge Road at Glen Ross Road (NW Corner)	11	No Detectable Warning Surface	Install Detectable Warning Surface
Glenridge Road at Glen Ross Road (NE Corner)	12	No Detectable Warning Surface	Install Detectable Warning Surface
3 rd Avenue at Lanier Drive (N Corner)	13	No Detectable Warning Surface	Install Detectable Warning Surface
3 rd Avenue at Lanier Drive (E Corner)	14	No Detectable Warning Surface	Install Detectable Warning Surface
Louis Avenue at Lanier Drive (NE Corner)	15	No Detectable Warning Surface	Install Detectable Warning Surface
Louis Avenue at Lanier Drive (NW Corner)	16	No Detectable Warning Surface	Install Detectable Warning Surface
Talbot Avenue at Perkins Place (S Corner)	17	No Detectable Warning Surface	Install Detectable Warning Surface
Talbot Avenue at Perkins Place (W Corner)	18	No Detectable Warning Surface	Install Detectable Warning Surface
Brookville Road at Talbot Avenue (SW Corner)	19	No Detectable Warning Surface	Install Detectable Warning Surface
Brookville Road at Talbot Avenue (SE Corner)	20	No Detectable Warning Surface; cars parked on sidewalk	Install Detectable Warning Surface; enforcement

Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 10

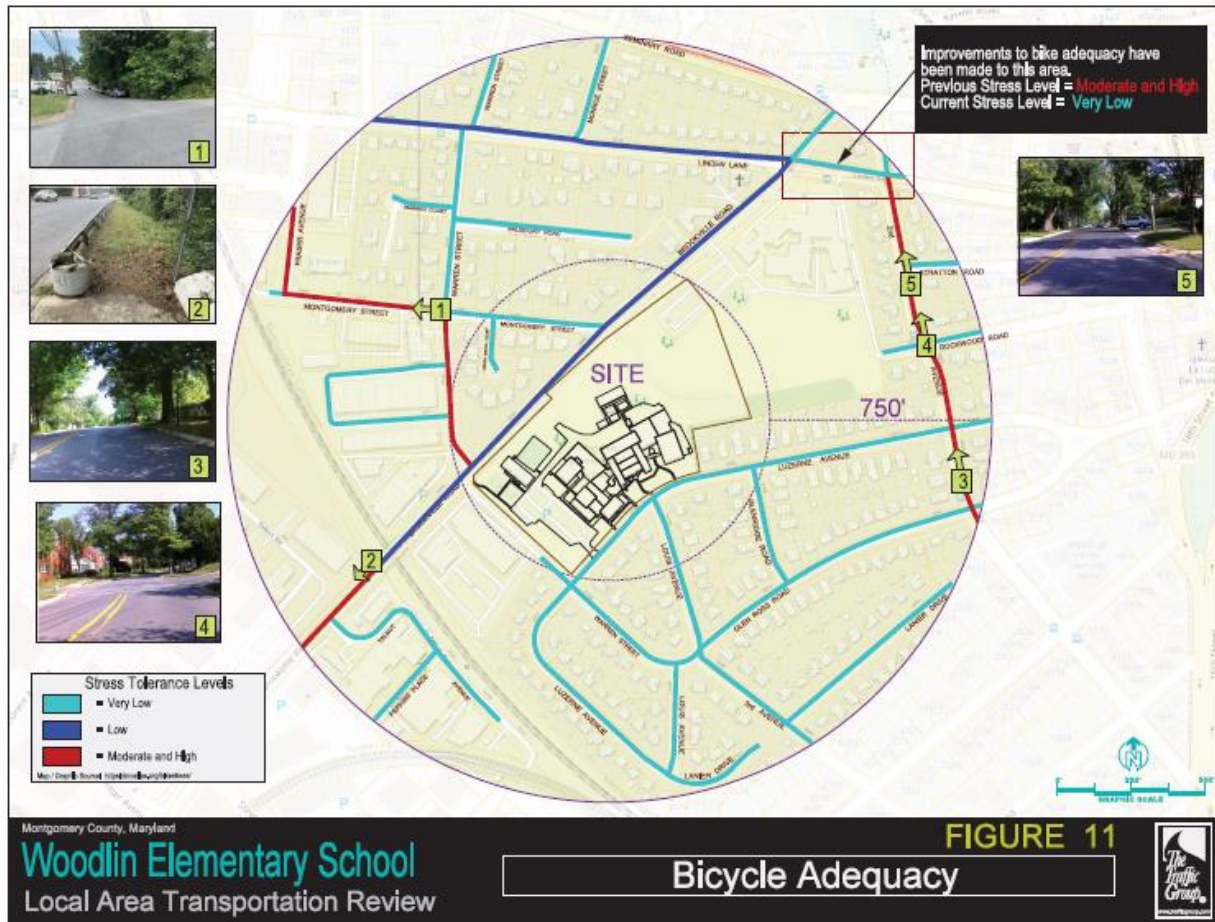
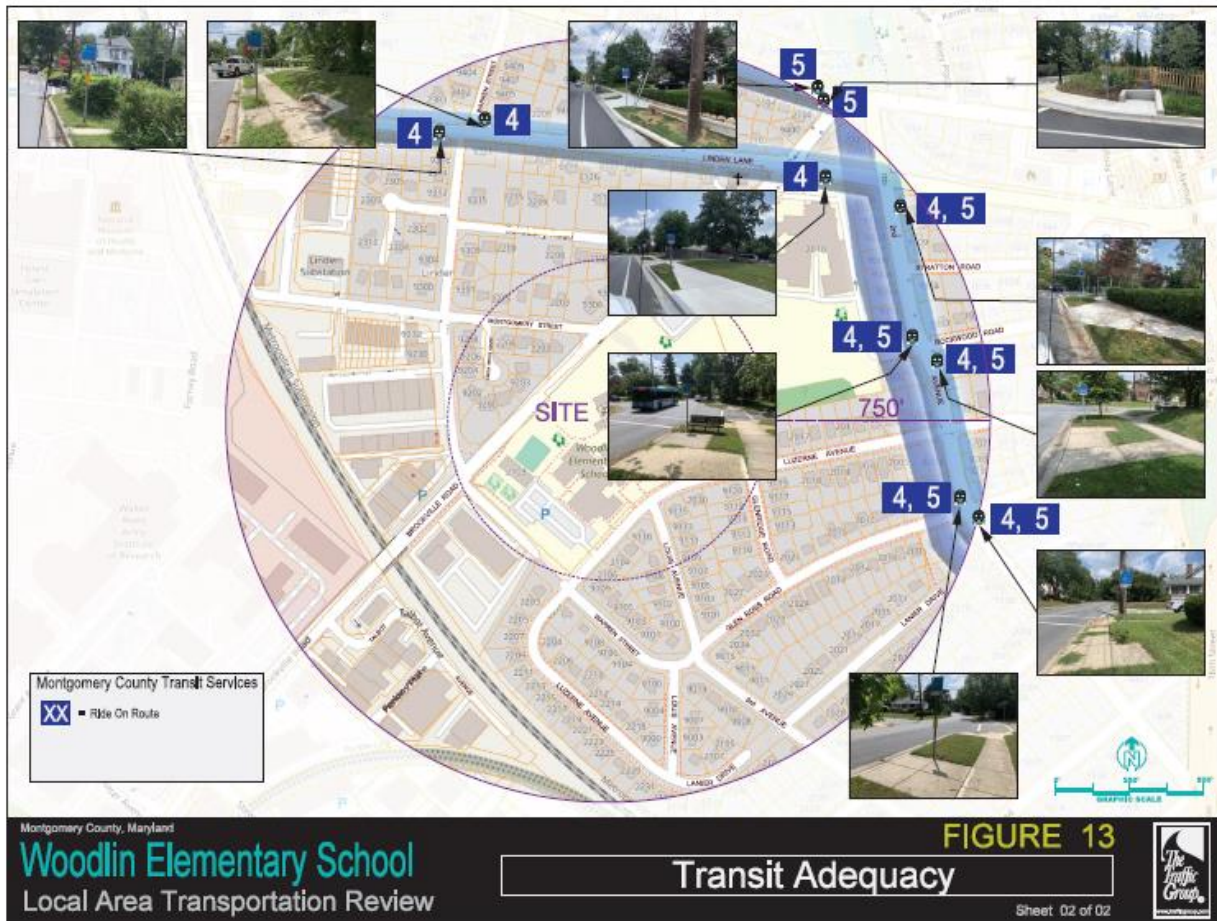


Table 6 – Bicycle Adequacy Findings

Location	Photo	Area of Concern	Potential Improvement
Fraser Avenue	1	No shoulder available	None identified
Montgomery Street	2	No shoulder available	None identified
2 nd Avenue	3	No shoulder available	Install 'Share the Road' signing
Brookville Road	4	No marked shoulder	Stripe the shoulder; Install 'Share the Road' signing
Warren Street	5	No shoulder available	None identified

Ms. Katherine Mencarini
Mandatory Referral No. MR2021029
September 22, 2021
Page 11



August 4, 2020

Kenneth Futch
Project Manager
MCPS – Division of Construction

**Re: Comments on the New Woodlin Elementary School Proposal Following
Meeting #2 on July 14, 2020**

Dear Kenneth,

Thank you for including us in your second Work Session on the new Woodlin Elementary School with the public and Design Collective. As we have stated several times, we remain committed to working with MCPS early on in your school siting, concept designs and site planning so that we can help through collaboration to meet the needs of our students and adjacent communities. We also want to strongly advocate the planning and urban design goals of the county into the school designs. It is our hope that all schools will be designed in a way that allows them to become civic beacons and points of inspiration to their students, faculty and surrounding neighborhoods. We hope they can become focal points of their neighborhoods and inspire the best qualities of public life and engagement. Although auto and bus access and parking are important, we strongly believe they cannot be the dominant and controlling force behind site design and that they should be secondary to the civic presence and inseparable link to neighborhood character and pedestrian access. This also means that we hope all schools will encourage greater walking and biking to the school in a safe and attractive way.

I am the Senior Urban Designer in the Planning Director's Office and our lead in the Planning Department's Design Excellence initiatives and I attended the Work Session #2 on July 14 and provided comments. I also wanted to offer our comments on the current proposal here.

Comments:

We are very much encouraged by the layout of the school plan.

1. The arrangement of the site that focuses most of the parking and vehicular access and parking to the side of the school, away from the fronting streets is greatly appreciated.
2. The simplicity of the bus loop and how the school fronts onto a space that then frames and creates a civic edge to Brookville Road will be a wonderful amenity to this street and the adjacent neighborhood. Aligning one point of bus access to Montgomery Street is also appreciated.
3. We like the drop off and civic entry plaza and stair at the main entry to the school. This deep civic plaza celebrates neighborhood pride and the social interaction of students and the community at all school events.

4. We are also encouraged that Design Collective has a landscape architect on staff who will fully integrate the landscape and hardscape of the school entrances and play fields with the adjacent residential streets and streetscape. It appears that these spaces as drawn, are well thought out and designed in a way that supports the school and neighborhood.
5. The bridge from the second floor of the school to the upper play fields will also be an iconic element that will make this school unique to this community and it could be very cool!
6. We also appreciate how the internal school design and circulation is integrated with the exterior spaces and how the building elevations will frame these public areas.
7. While this is early, so there is not an LOD at the time, we note that the Applicant should be prepared to offer tree protection measures and we ask for control of invasive species, and supplemental planting to help protect the trees that buffer the school from adjacent housing. Protecting this buffer would also aid in maintaining the present compatibility of the school within the neighborhood.
8. The Lyttonsville Master Plan also has the following recommendations for Environmental consideration.
 - a. Prioritize street tree planting along connecting streets with recommended bike lanes.
 - b. Incorporate vegetation into storm water management (SWM) facilities.
 - c. Integrate visible environmental site design strategies (SWM) that provide multiple benefits for water quality, habitat, and health.
 - d. Reduce impervious cover to maximize green space.

Additional comments from planning staff that were also expressed at the July 14th meeting on the Chat.

1. With the new aligned intersection at Montgomery Street and Brookville Road, we hope that a crosswalk can be located here to encourage more bike and pedestrian connections to the school from surrounding neighborhoods.
2. We also hope a nice tree-lined sidewalk will be provided on the southern side of Brookville Road for greater pedestrian access and to create a pedestrian promenade to the school. Safe pedestrian circulation to and from the school will be important along all site frontages.
3. We would discourage any widening of Brookville Road that would encourage faster auto speeds.
4. Although it is likely that the space formed inside of the bus loop drive will contain storm water swales and keep existing specimen trees (if any), we also hope this space might become more formal with seating plazas, gardens, public art and/or possibly civic or historic monuments. Perhaps different classes might also use the space during nice days. This should be a point of inspiration to the passing community and to students arriving by bus. If created, a nice elevated crosswalk should also be provided from the building entrance across the driveway to this civic space.
5. With the large parking lot provided to the west of the school, why is an angled teacher parking lot located at the bus loop? Allow the teachers to park in the larger parking lot area so the amount of asphalt can be minimized at this fronting loop road and civic space. Perhaps guests could park along the edge of this road in off peak pick-up and drop-off hours.

6. Although the angled southern elevation of the larger building responds well to the angling of Luzerne Avenue at Louis Avenue, we think the Child Care building could provide a wonderful face to the community if it was parallel to Luzerne. Could this square building possibly be shifted to squarely front both the parent drop-off lane and Luzerne? Angling it seems to minimize its importance to the adjacent street and neighborhood. We think this building should face directly toward the neighborhood and be proud.
7. In the initial schemes presented on June 23, the drawings did not show any vehicular circulation or parking between the Child Care building and Luzerne Avenue. There were no additional curb cuts on Luzerne proposed in these drawings. This initial design is much preferred to the new design with a drop-off drive and parking lot between the building and the street. This fronting space should be for the kids and neighborhood, not cars and asphalt. We would strongly encourage the designers to use the proposed Parent Drop-Off lane for Child Care drop off and then possibly cordon off a portion of the larger parking lot adjacent to the Child Care for their parking. In this configuration, the entrance to the Child Care could be facing west towards the parking and drop-off and the southern elevation could be a formal face to the neighborhood and street. Too often our new schools look like institutional buildings set behind a sea of parking. We hope this school can be one that changes that auto-centric paradigm.
8. As MCPS continues to create schools that are more integrated with their surrounding communities through shared uses and facilities, we strongly encourage MCPS to look into ways to partner with other agencies or institutions to create a gym that is larger and more adaptable to older children, adult and neighborhood uses in the evenings and weekends all year long. Creating a gymnasium space with a Junior High School sized court that can offer more uses for the school kids and provide uses and revenues at non-school hours would be a tremendous asset to this school and the greater community.
9. We hope the parking lot can provide multiple uses during the year. Perhaps basketball backboards can be located at the edge of the lot with alternate colored court lines so the parking lots can be used by the community when the school is not in session. Hopefully, this lot can also be used for events such as festivals and farmer's markets on weekends.
10. We hope that large scale species street trees will be used along the streets, parking lot and drive aisles for greater pedestrian protection, shade during hot days, and evapotranspiration and storm water mitigation.
11. With the county's drive for dramatically reduced green house gas emissions by 2035, can this school be designed to be net zero energy efficient? Hopefully technologically green elements such as geothermal wells, gray water reuse, mass timber construction, higher building insulation, solar panels, green roofs and/or other technologies could be employed early in the design to achieve this net zero goal with only minimal additional cost. MCPS can be a leader in our County for these types of designs.

Hopefully these comments are helpful to the design process and help the designers and MCPS understand some of our aspirations for design excellence and making schools wonderful civic beacons within their surrounding communities. We hope this is helpful and we look forward to our more formal review later in the entitlement and permitting process.

All the best.

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