

REVIEW OF THE COUNTY EXECUTIVE'S FY24 CAPITAL BUDGET AND AMENDMENTS TO THE FY23-28 CAPITAL IMPROVEMENTS PROGRAM – SCHOOLS



Description

Planning staff annually reviews the County Executive's Recommended Capital Budget and Capital Improvements Program for MCPS, and presents a summary to the Planning Board. Comments regarding individual capital projects are transmitted to the County Council upon approval of the Planning Board.

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SUMMARY

- The County Executive’s recommended FY23-28 CIP amendment for MCPS projects is \$104 million (or 5.9%) more than the adopted FY23-28 CIP, but falls short of the Board of Education’s request by \$61.6 million (or 3.2%).
- Montgomery County Public Schools (MCPS) will provide the Council a list of ‘non-recommended reductions’ that would align the Board of Education’s Request with the County Executive’s Recommendation. The Council’s Education and Culture (E&C) Committee will discuss the list and make recommendations to the full Council for final reconciliation.
- Planning staff has provided preliminary comments on individual capital projects that should be considered by MCPS and the Council’s E&C Committee during their discussions.

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INTRODUCTION

The County Executive’s Recommended FY24 Capital Budget and Amendments to the FY23-28 Capital Improvements Program (CIP) was transmitted to the Council on January 17, 2023.

The County Executive’s Recommended CIP may be found at:

<https://apps.montgomerycountymd.gov/BASISCAPITAL/Common/biennialindex.aspx?FY=2024&VER=REC>

Previous to that, the Board of Education released their Requested FY 24 Capital Budget and Amended FY23-28 Capital Improvements Program (CIP) for Montgomery County Public Schools (MCPS).

The Board of Education’s Requested CIP may be found at:

https://gis.mcpsmd.org/cipmasterpdfs/CIP24_BOEBook.pdf

This report will provide an overview of the County Executive’s recommendation in comparison to the Board of Education (BOE)’s request, followed by a summary of individual school projects for which the Board of Education is requesting amendments.

In an effort to enhance the outcome of school capital projects through early collaboration with MCPS, area team and urban design staff have provided comments related to individual projects introduced in the BoE’s request that may warrant consideration from the project inception stage due to potential budget implications.

The Planning Board is asked to endorse the comments to be transmitted to the County Council for review by the Education and Culture Committee (E&C) during the school CIP discussions.

OVERVIEW OF AMENDMENTS TO THE MCPS FY23-28 CIP

COUNTY EXECUTIVE’S RECOMMENDATION VS. BOARD OF EDUCATION’S REQUEST

The following table and graph present the annual and six-year total for the adopted MCPS FY23-28 CIP, the Board of Education’s requested amendments, and the County Executive’s recommendation.

Table 1 MCPS FY23-28 CIP Amendment Comparison Table (in millions)

	FY23	FY24	FY25	FY26	FY27	FY28	Six Yr Total
Adopted (Original)	\$ 328.9	\$ 346.1	\$ 331.9	\$ 307.7	\$ 239.6	\$ 216.6	\$ 1,770.8
BOE Request	\$ 334.4	\$ 407.9	\$ 377.7	\$ 344.0	\$ 260.3	\$ 212.2	\$ 1,936.5
<i>diff. from original</i>	\$ 5.4 1.7%	\$ 61.8 17.8%	\$ 45.9 13.8%	\$ 36.3 11.8%	\$ 20.7 8.6%	\$ (-4.4) 5.4	\$ 165.7 9.4%
CE Recommendation	\$ 324.1	\$ 369.6	\$ 341.6	\$ 322.6	\$ 283.7	\$ 233.2	\$ 1,874.8
<i>diff. from original</i>	\$ (-4.8) -1.5%	\$ 23.4 6.8%	\$ 9.8 2.9%	\$ 14.9 4.8%	\$ 44.1 18.4%	\$ 16.6 7.7%	\$ 104.0 5.9%
<i>diff. from BoE's Req.</i>	\$ (-10.2) -3.1%	\$ (-38.3) -9.4%	\$ (-36.1) -9.6%	\$ (-21.4) -6.2%	\$ 23.4 9.0%	\$ 21.0 9.9%	\$ -61.6 -3.2%

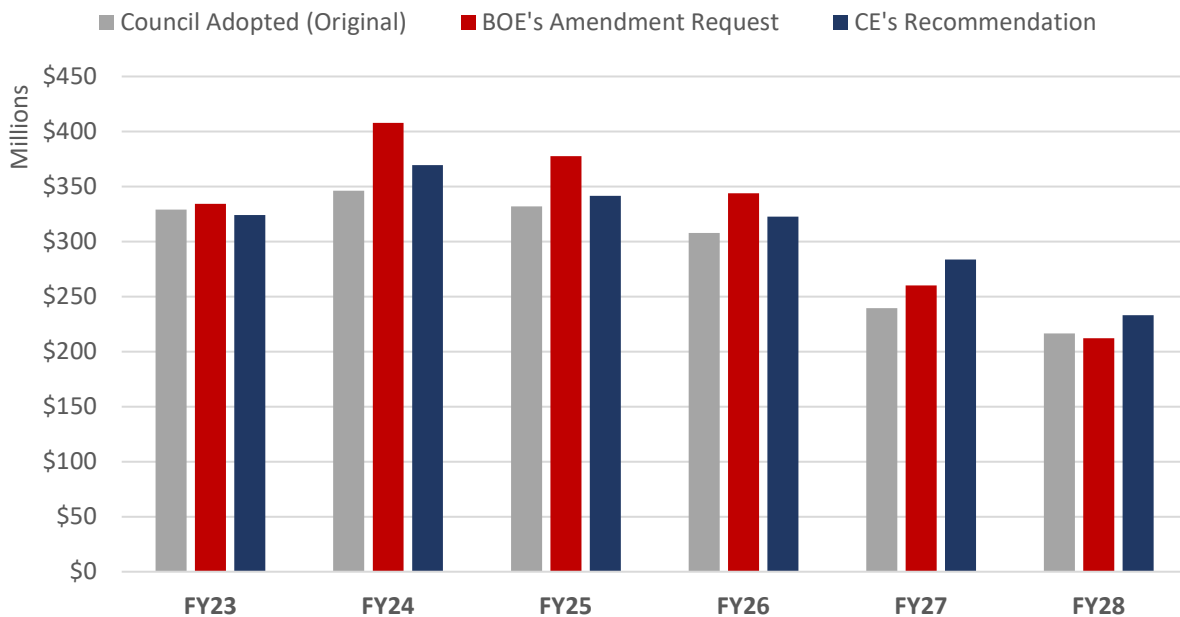


Figure 1 Comparison of MCPS FY23-28 CIP – Adopted (Previous) vs. BOE Request vs. CE Rec

The Board of Education’s amendment request totals \$1.94 billion, which is a \$165.7 million (or 9.4%) increase from the original FY23-28 CIP that was adopted last year. The 6-year total of the County Executive’s recommended amendment is \$104 million (or 5.9%) more than the original FY23-28 CIP, but falls short of the Board of Education’s request by \$61.6 million (or 3.2%).

The CE’s recommended reduction for FY23 reflects moving \$10.2 million in expenditures from FY23 into prior years, and should not affect the scope and timing in projects. However, the front-loaded

shortage between FY24-26 may require reductions or deferrals of previously approved school capital projects if left to be resolved solely through adjustments in the MCPS CIP.

The County Executive does not provide a breakdown of which project expenditures he recommends reducing, deferring, or moving. Instead, as has been done in previous years, MCPS provides a list of ‘non-recommended reductions’ that would align the Board of Education’s Request with the County Executive’s Recommendation to the E&C Committee.

SUMMARY OF BOARD OF ED’S MCPS FY23-28 CIP AMENDMENT REQUEST

INDIVIDUAL SCHOOL PROJECTS

The Board of Education’s request includes amendments to the following previously approved individual school projects due to construction cost increases:

- Crown HS (new) + \$ 15M
- Northwood HS (addition/facility upgrade) + \$ 30M
- Poolsville HS (Major Capital Project) + \$ 8M
- Charles W. Woodward HS (new) + \$ 15M
- Silver Spring International MS (addition) + \$ 5M
- Greencastle ES (addition) + \$ 4M
- JoAnn Leleck ES (new facility) + \$ 14M

The request also includes an additional \$30M in funding for Burtonsville ES, to change the project scope from building an addition at the current site to constructing a new school at a new location.

In addition to the projects listed above, the following individual school projects are included as they were approved in the original FY23-28 CIP with no amendment requests:

- Ten projects already under construction:
 - Parkland MS Addition, Clarksburg Cluster ES #9, Ronald McNair ES Addition, Westbrook ES Addition, William T. Page ES Addition, and the Major Capital Projects at Burnt Mills ES, Southlake ES, Stonegate ES, and Woodlin ES.
- Seven projects in pre-construction stage:
 - Highland View ES Addition, the Major Capital Projects at Damascus HS, Magruder HS, Wootton HS, Eastern MS, Piney Branch ES, and a new ES for the BCC/Walter Johnson clusters.

A breakdown of proposed expenditures by each individual school capital project is included in Attachment 1.

The Council’s E&C Committee will discuss the non-recommended reductions and consider how to best prioritize spending to meet the BOE’s request if additional funding beyond what the Executive allocated becomes available for the schools CIP. The Council will then reconcile the entire CIP by mid-May based on all expenditure and funding changes recommended by the various committees, final revisions to local revenue sources (such as impact taxes and recordation taxes), and final decisions regarding the availability of state aid.

RECOMMENDATIONS/COMMENTS

Planning staff recommends transmitting the following comments on the specific school capital projects:

- **Burtonsville ES**
: Staff fully supports the relocation of Burtonsville ES to the Northeast Consortium Elementary School #17 site on Saddle Creek Drive. The current site is located behind auto-oriented commercial strip malls with no adjacency to residential properties (see Figure 2).



Figure 2 Current Burtonsville ES Site (15516 Old Columbia Pike, Burtonsville, MD 20866)

The new site proposed for the relocation is adjacent to residential neighborhoods and accessible by walking/biking (see Figure 3). It was dedicated to MCPS as result of a recommendation from the 1997 Fairland Master Plan.



Figure 3 Proposed Burtonsville ES Relocation Site (Saddle Creek Dr, Burtonsville, MD 20866)

At the new site, the building should be fronting the street as much as possible, with parking to the side or rear. The site design should encourage walking and biking. The triangular part of the lot can be considered for use as fields and active recreation.

- Northwood HS & Woodward HS

: These capital projects are intended to relieve the overutilization at the high school level in the Downcounty Consortium (Montgomery Blair HS, Albert Einstein HS, John F. Kennedy HS, Northwood HS, and Wheaton HS), Walter Johnson HS, Bethesda-Chevy Chase HS and Walt Whitman HS. They were initially approved for 2,700 seats in the FY2019-2024 CIP, but due to fiscal constraints and construction cost increases, the proposed capacity for both projects was significantly reduced to 2,498 and 2,159 seats, respectively, in the adopted FY2023-2028 CIP.

The areas served by these high schools are seeing continuous growth in enrollment trends and will also experience additional enrollment impact from several master plans that are underway or have been completed recently, including the Takoma Park Minor Master Plan Amendment, University Boulevard Corridor Plan, and Silver Spring Downtown and Adjacent Communities Plan. Therefore, Planning recommends that sufficient funding be provided in this, or upcoming CIPs, to increase the capacity of both high schools to 2,700 seats.

- Crown HS

: This project is intended to relieve the overutilization at Gaithersburg HS, Richard Montgomery HS, Northwest HS and other high schools in the mid-county region. It was also

approved for 2,700 seats in the FY2019-2024 CIP but was scaled back to 2,201 seats in the adopted FY2023-2028 CIP due to fiscal constraints and construction cost increases. For the same reasons listed above, Planning recommends that sufficient funding be provided in this, or upcoming CIPs, to increase the capacity to 2,700 seats.

A full set of comments, including those that were previously transmitted but may still be applicable to projects in their early stages, are included in Attachment 2. The Planning Board is asked to endorse the comments to be transmitted to the County Council for review by the Education and Culture Committee (E&C) and MCPS during the school CIP discussions.

Attachment 1

Board of Education's Requested FY23-28 CIP for Individual School Capital Projects by Project Stage

Individual School Project		Master Plan Impact	FY23	FY24	FY25	FY26	FY27	FY28	6 Yr Total
Complete	Kennedy HS Addition		\$ 10,773						\$ 10,773
	Odessa Shannon MS Replacement		\$ 12,000						\$ 12,000
	Harriet Tubman ES		\$ 10,920						\$ 10,920
Under Construction	Parkland MS Addition		\$ 8,123	\$ 6,587					\$ 14,710
	Clarksburg Cluster ES #9		\$ 23,474	\$ 15,083					\$ 38,557
	Ronald McNair ES Addition		\$ 3,752	\$ 5,291					\$ 9,043
	Westbrook ES Addition		\$ 2,569	\$ 1,446					\$ 4,015
	Southlake ES - MCP		\$ 15,354	\$ 7,374					\$ 22,728
	Burnt Mills ES - MCP		\$ 12,824	\$ 16,262	\$ 10,621				\$ 39,707
	Stonegate ES - MCP		\$ 15,314	\$ 13,357	\$ 7,707				\$ 36,378
	Woodlin ES - MCP	Silver Spring (SSDAC)	\$ 12,375	\$ 12,738	\$ 11,175				\$ 36,288
	Neelsville MS - MCP		\$ 12,348	\$ 40,248	\$ 23,944				\$ 76,540
	William T. Page ES Addition	Fairland & Briggs Chaney	\$ 10,543	\$ 7,753	\$ 2,000				\$ 20,296
	Poolesville HS - MCP		\$ 16,863	\$ 21,263	\$ 31,117	\$ 49,181			\$ 118,424
	JoAnn Leleck ES Replacement		\$ 4,979	\$ 14,239	\$ 17,444	\$ 7,255			\$ 43,917
	Woodward HS	Takoma Park/Univ Blvd/SSDAC	\$ 16,043	\$ 19,017	\$ 38,890	\$ 36,896	\$ 26,000		\$ 136,846
	Northwood HS Addition/Upgrade	Takoma Park/Univ Blvd/SSDAC	\$ 7,485	\$ 15,529	\$ 43,909	\$ 39,891	\$ 42,254	\$ 35,000	\$ 184,068
Pre-Construction Stage	Silver Spring Int'l MS Addition	Takoma Park/Univ Blvd/SSDAC	\$ 401	\$ 7,445	\$ 10,154	\$ 5,000			\$ 23,000
	Greencastle ES Addition	Fairland & Briggs Chaney	\$ 550	\$ 6,110	\$ 6,445	\$ 5,390			\$ 18,495
	Burtonsville ES Replacement		\$ 550	\$ 10,182	\$ 14,280	\$ 11,891	\$ 10,873		\$ 47,776
	Crown HS	Great Seneca	\$ 500	\$ 17,071	\$ 27,613	\$ 41,719	\$ 58,935	\$ 43,000	\$ 188,838
	Highland View ES Addition		\$ 175	\$ 101	\$ 1,825	\$ 6,394	\$ 4,305	\$ 3,200	\$ 16,000
	Damascus HS - MCP		\$ 5,000	\$ 9,063	\$ 35,594	\$ 53,254	\$ 25,000		\$ 127,911
	Magruder HS - MCP				\$ 3,063	\$ 2,197	\$ 5,000	\$ 22,491	\$ 32,751
	Wootton HS - MCP	Great Seneca	\$ 3,000	\$ 5,063	\$ 987	\$ 6,358	\$ 9,852	\$ 30,500	\$ 55,760
	Eastern MS - MCP	Univ Blvd Corridor	\$ 1,625	\$ 1,750	\$ 560				\$ 3,935
	Piney Branch ES - MCP	Takoma Park MMA	\$ 1,924	\$ 750	\$ 210				\$ 2,884
	BCC/Walter Johnson Clusters ES				\$ 650	\$ 545			\$ 1,195
Total of Individual School Projects			\$ 209,464	\$ 253,722	\$ 288,188	\$ 265,971	\$ 182,219	\$ 134,191	\$ 1,333,755
Total of Countywide & Other Projects			\$ 124,905	\$ 154,176	\$ 89,531	\$ 78,031	\$ 78,031	\$ 78,031	\$ 602,705
Total of BoE's Amendment Request			\$ 334,369	\$ 407,898	\$ 377,719	\$ 344,002	\$ 260,250	\$ 212,222	\$ 1,936,460
Total of CE's Recommendation			\$ 324,136	\$ 369,569	\$ 341,618	\$ 322,619	\$ 283,655	\$ 233,214	\$ 1,874,811
Diff. CE's Rec vs BoE's Req.			\$ (10,233)	\$ (38,329)	\$ (36,101)	\$ (21,383)	\$ 23,405	\$ 20,992	\$ (61,649)

*Projects and expenditures highlighted in purple indicate BoE's request for amendments.

Attachment 2

Montgomery Planning Staff Comments on Individual School Capital Projects in the Board of Education’s Requested Amendment to MCPS’ FY23-28 Capital Improvement Program

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New Comments Specific to Projects with Requested Amendments

Burtonsville ES, New Location & Facility (2027):

Northeast Consortium ES #17 site, Saddle Creek Dr

- Planning fully supports the relocation of Burtonsville ES.
 - The current site is located behind auto-oriented commercial strip malls with no adjacency to residential properties.
 - The new site being proposed for the relocation is adjacent to residential neighborhoods and accessible by walking/biking.
 - It was dedicated to MCPS as result of a recommendation from the 1997 Fairland Master Plan.
- At the new site, the building should be fronting the street as much as possible, with parking to the side or rear.
- The site design should encourage walking and biking.
- The triangular part of the lot can be considered for use as fields and active recreation.

Woodward HS, New School (2024) / Northwood HS, Facility Upgrade & Addition (2026):

11211 Old Georgetown Rd, Rockville / 919 University Blvd W, Silver Spring

- Planning recommends that sufficient funding be provided in this, or upcoming CIPs, to increase the capacity of both high schools to 2,700 seats.

- The areas served by the Downcounty Consortium, Walter Johnson HS, Bethesda-Chevy Chase HS and Walt Whitman HS are seeing continuous growth in enrollment trends, and will also experience additional enrollment impact from several master plans that are underway or have been completed recently, including the Takoma Park Minor Master Plan Amendment, University Boulevard Corridor Plan, and Silver Spring Downtown and Adjacent Communities Plan.
- Both projects were initially approved for 2,700 seats in the FY2019-2024 CIP, but due to fiscal constraints and construction cost increases, the proposed capacities have been significantly reduced to 2,498 and 2,159 seats, respectively, in the adopted FY2023-2028 CIP.

Crown HS, New School (2027):

9410 Fields Rd, Gaithersburg

- Planning recommends that sufficient funding be provided in this, or upcoming CIPs, to increase the capacity to 2,700 seats.
 - The mid-county region is seeing continuous growth in enrollment trends and will also experience additional enrollment impact from several master plans, including the Great Seneca Plan and Veirs Mill Corridor Master Plan.
 - The project was initially approved for 2,700 seats in the FY2019-2024 CIP, but due to fiscal constraints and construction cost increases, the proposed capacity has been significantly reduced to 2,201 seats in the adopted FY2023-2028 CIP.

Previously Transmitted Comments Applicable to Projects in Early Pre-Construction Stage

Highland View ES, Addition (2025):

9010 Providence Ave, Silver Spring

- The Providence Avenue driveway should be a prominent entry to the school.
- The current location for portables would be the preferred site for an addition.
- The existing pathways that link the school to adjacent neighborhoods should be maintained, or even expanded to more areas of the neighborhood.
- The two street entrances that are currently separated by a median should be connected to each other to create a clear auto, bike, and pedestrian roadway through the site. Expanded parking could be located in front of the school behind a line of street trees adjacent to this newly connected driveway. This would help dissipate traffic to several neighborhood streets and reduce congestion along single streets.

Damascus HS, Major Capital Project (2026):

25921 Ridge Rd, Damascus

- The new building, or addition, should be built towards the corner of Ridge Road and Bethesda Church Road so that the school defines the corner and is an integral part of the adjacent neighborhoods and mixed-use development.

- Buildings facing streets should have windows that help activate the street, create a relationship between pedestrians and building inhabitants and help to foster safety through eyes on the street.
- The parking lot could be placed to the south of the building, allowing the school to front onto Ridge Road with a drop off aisle and direct relationship to the street and sidewalk.
- If the school is not rebuilt/expanded towards the northern end of the site along Bethesda Church Road, then the hill adjacent to the playfields should feature trees rather than just manicured grass. This would help reduce storm water runoff, reduce heat island effects, and help expand portions of the forested area associated with Magruder Branch.
- The sidewalk on the school side of Ridge Road should be created as a shared use path 10 feet wide with a minimum 6 ft buffer from traffic - dense spacing of street trees can protect pedestrians and bicyclists from traveling cars.
- It seems there is very little outdoor space/plazas/courtyards for students. Some exterior space should be created for student and faculty use.
- Consider facilitating fields of solar panels on the roof.

[Magruder HS, Major Capital Project \(2027\):](#)

5939 Muncaster Mill Rd, Derwood

- The main entrance of the school should face the street, not the parking lot. This front should have a primary entry and possibly a plaza for civic gatherings, hang out for students and public art or memorials.
 - Consider removing the front drop-off lane to create a front civic plaza with access to a wide sidewalk along Muncaster Mill Road.
 - If the front drop-off lane were to remain, it should be parallel parking only – angled front-in parking facing the street diminishes the civic character of the school and creates a ‘retail strip’ type character.
- Consider creating a driveway or narrow street from the traffic circle on Heartwood Drive directly east of the school to the west along the edge of the school site to Muncaster Mill Road. This new drive/road could link the adjacent residential neighborhood to the school, reduce curb cuts along Muncaster Mill Road and help focus parking and bus loading along the school’s southern side, allowing expansion of the school to the north.
 - Consider having car pick-up at one side of the school and bus drop off and pick-up along the eastern curb of Muncaster Mill Road. Buses could park to wait for students in a toe to tail parking configuration to maintain safety.
- The building currently fronts onto Muncaster Mill Road with sidewalks extending north and south of the school, but there is no sidewalk in front of the school. There should be a shared use path along the edge of Muncaster Mill Road 10 feet wide with a minimum 6 feet buffer from traffic, with a planting strip that is lined with street trees. Street trees should also be planted adjacent to the curbs at the existing sidewalks north and south of the school.
 - The County Executive is recommending funds in the 6-year CIP for a bikeway on Bowie Mill Road and part of Muncaster Mill Road, so adding a sidepath in front of the school would leverage the investments in those bikeways.
- It seems there is very little outdoor space/plazas/courtyards for students. Some exterior space should be created for student and faculty use.

- Consider facilitating fields of solar panels on the roof.

Piney Branch ES, Major Capital Project (TBD):

7510 Maple Ave, Silver Spring

(This school site is included in the Takoma Park Minor Master Plan Amendment, which is currently underway and expected to be completed in 2023. As with any master plan, this plan amendment could identify a potential new school site. The following comments pertain to Piney Branch ES remaining at the current site.)

- The 2018 *Bicycle Master Plan* recommends one-way separated bike lanes along the Maple Avenue frontage.
- Maintain the building proximity to Maple Avenue and create a more pleasant and inviting park/plaza character along the street. Grant Avenue should be reconfigured to provide a building elevation that frames the street across from the Takoma Park Town Hall, Library and Community Center rather than just providing service docks and garbage cans.
 - Consider removing the parking lot in front of the school. Parking could be located to the east side of the site and accessed near Lee Avenue.
 - If a new building or addition were to be built, it should be positioned at the west of the current building's location to frame the corner of Grant and Maple Avenues. It could move closer to Maple Avenue to allow for additional outdoor space to the north of the building.
- Enhance pedestrian access from the sidewalk network to the school entrance. Planning staff's understanding is that most students arrive at this school by walking or biking.
 - The sidewalk should be either separated from the street curb with a planting strip, or tree wells can be provided within the wide sidewalk. Street trees should be planted along the street curb in front of the school to buffer pedestrians and school bikers.
- Enhance the building's relationship with the park behind the school, including potentially rooftop recreation, and continue to take advantage of the grade change between Maple Avenue and the park.
- Consider allowing buses to use the parallel parking area along Maple Avenue for pick-up and drop-off. It could be used by area residents in non-school hours. If a new school is built, consider locating car drop off along Grant Avenue or within the parking lot to the east of the school.
- Consider sharing use of facilities with the adjacent community center.
 - Explore opportunities to keep a pool as an amenity to the students and community.
 - If the school building were to be moved closer to Maple Street, play courts could be located to the north of the building and shared by the community center in off-school hours.
 - Consider working with Takoma Park/Montgomery Parks & Recreation Department to create a larger junior high sized gym.

Eastern MS, Major Capital Project (TBD):

300 University Blvd E, Silver Spring

- The 2018 *Bicycle Master Plan* recommends a side path along the East University frontage. Minimum 10ft wide, with a 8 ft landscaped buffer from traffic, given that University Blvd is a six-lane road.
- If the building were to be replaced, it should be reconstructed orthogonally to the East Franklin Avenue and University Boulevard frontages and located closer to the corner, providing a main

entrance along Franklin that can be seen and easily accessed from the adjacent sidewalk network.

- Parking can be located to the eastern side of the building between the school and playfields. Additional playfields could be expanded towards the southern side of the school.
- The relationship between the school and pedestrian/bike network needs to be improved.
 - Prominent tree-lined sidewalks should be in front of the school along both University Boulevard and Franklin Avenue, which are highly used streets, to provide buffer to pedestrians and bikers.
- Planning staff supports the separation between buses and car drop-off, but not at the detriment of pushing the building footprint farther into the site. If the building were to be replaced, the vehicular access drive that currently connects the two separate driveways should be removed to allow the new building footprint to occupy that space.
- There are three curb cuts on Franklin Avenue. In compliance with the Vision Zero and access management best practices, staff recommends consolidating to a maximum of one curb cut on each frontage, especially since this is a median-divided boulevard.
- Consider adding a curbside parking lane along East Franklin Avenue that allows for bus drop off and loading during school days and provides car parking at other times. Buses could then turn around the central median to return to University Blvd.
- Consider saving some of the interior or fronting court trees for a new courtyard or open space locations within a new school.

General Comments Regarding School Site Design

- Site design should promote schools as safe, accessible public spaces by:
 - Emphasizing street presence by moving buildings forward to the street edge.
 - All schools should be designed to support both the school and neighborhood equally, with a strong civic presence along the public realm of the street, and to support safe bicycle and pedestrian access.
 - Deemphasizing vehicular circulation by narrowing drive aisles and placing bus circulation away from school fronts.
 - Consider options to reappropriate road right-of-way (ROW) for bus drop off locations, similar to what is done for high quality transit (bus lanes, bus shelters). This would negate or reduce the need for on-site bus circulation.
 - Look into using the parallel parking area on street frontages for bus drop off and pick up. This is being done throughout the country and would save a significant amount of impervious paving (typically asphalt) on the school sites. There should be agreements between the Montgomery County Department of Transportation and MCPS to use this parallel parking area for this bus use.
- Improve neighborhood bike and pedestrian accessibility and promote Safe Routes to School goals by:
 - Designing and constructing bikeways and walkways recommended in master plans and the Complete Streets Design Guide that are along the building frontage, and dedicating right-of-way to do so where required.
 - The cost required to design and construct facilities should be integrated into the budget.

- Improving existing sidewalks and bike paths along school frontage and extending beyond school property into neighborhoods.
 - Providing additional bike and pedestrian access points to school grounds to provide cross-connectivity.
 - Minimizing the number of curb cuts on roads.
- All new schools and school additions should be designed to help the county achieve zero greenhouse gas emissions by 2035 – a current Council and Executive goal for the county.
 - Attempt to make net zero energy schools through the addition of solar panels, geothermal heating and cooling, gray water reuse, engineered mass wood construction, EnergyStar plumbing and electrical fixture, natural daylighting, etc.