AGENDA

Suzan Pitman, Chair
Andrea Nuñez
Sam Pearson
John Tyner, II
Jim Wasilak, Staff Liaison
Nicholas Dumais, Senior Assistant City Attorney

Virtual meeting via WebEx
Watch LIVE on Comcast Cable Rockville Channel 11
and online at www.rockvillemd.gov
See page 3 for more information

1. Review and Action
   A. Minor Site Plan Amendment Application STP2022-00439, to Remove a Parking Restriction Note on the Site Plan for Thomas S. Wootton High School, 2100 Wootton Parkway; Montgomery County Public Schools, Applicant

2. Discussion
   A. Proposed Concept for RedGate Park
      https://engagerockville.com/redgate-park

3. Commission Items
   A. Staff Liaison Report
   B. Old Business
C. New Business

D. Minutes Approval

1. March 23, 2022

E. FYI/Correspondence

4. Adjourn
PLANNING COMMISSION ONLINE MEETING and PUBLIC HEARING PROCEDURES

I. Meeting Platform: WebEx
   A. Applicant Access: Provided by Planning and Development Services/IT
   B. Access for Oral Testimony and Comment: Provided by PDS/IT (see below)

II. Pre-Meeting Preparations/Requirements:
   A. Written Testimony and Exhibits –
      Written testimony and exhibits may be submitted by email to Jim Wasilak, Staff Liaison to the Planning Commission, at jwasilak@rockvillemd.gov, or by mail to:

      Suzan Pitman, Chair
      Rockville Planning Commission
      111 Maryland Avenue
      Rockville, MD 20850

      and must be received no later than nine (9) days in advance of the hearing in order to be distributed with the Planning Commission briefing materials.

      Written testimony and exhibits received after this date until 4:00 pm on the day before the hearing will be provided to the Planning Commission by e-mail.

   B. WebEx Orientation for Applicants

      Applicants must contact the planning case manager assigned to the Application no later than five (5) days in advance of the hearing in order to schedule WebEx orientation, which must be completed prior to the hearing.

   C. Oral Testimony by Applicants and the Public

      i. Applicants – Applicants must provide to the planning case manager a list of presenters and witnesses who will testify on behalf of the Application. The list must be provided to the PDS Staff project manager no later than five (5) days prior to the date of the hearing.

      ii. Public Testimony/Comment on an Application – Any member of the public who wishes to comment on an application must submit their name and email address to the Staff Liaison to the Planning Commission Jim Wasilak (by email at jwasilak@rockvillemd.gov) no later than 9:00 am on the day of the hearing to be placed on the testimony list. Members of the public who
seek technical assistance from City staff must submit their name and email address to Jim Wasilak no later than two (2) days in advance of the hearing so that an orientation session may be scheduled.

If a member of the public is unable to meet the deadline to be placed on the testimony list, they can submit written testimony to the Staff Liaison to the Planning Commission by email to jwasilak@rockvillemd.gov.

III. Conduct of Online Meeting and Public Hearing:

A. Rules of Procedure –
The Meeting and Public Hearing will be held in accord with the Planning Commission Rules of Procedure, including the order of testimony and applicable time limits on testimony. The Rules may be viewed here:

B. Oral Testimony –
During the hearing, the Chair will sequentially recognize each person on the testimony list and ask the host to allow the speaker to speak. Each speaker must wait to be specifically recognized by the Chair before speaking.

If during the hearing a party wishes to speak or a speaker wishes to request the opportunity to engage in cross-examination following specific testimony, the party must contact the Staff Liaison/Host by email at jwasilak@rockvillemd.gov or by text at (202) 839-0305 with the specific request. The Host/Staff Liaison will inform the Commission. The Chair will determine if the party may be heard.

C. Continuance of Hearing –
The Planning Commission, at its discretion, reserves the right to continue the hearing until another date.
HELPFUL INFORMATION FOR STAKEHOLDERS AND APPLICANTS

I. GENERAL ORDER OF SESSION FOR DEVELOPMENT APPLICATIONS
   1. Staff presentation
   2. City Board or Commission comment
   3. Applicant presentation (10 min.)
   4. Public comment (3 min, or 5 min for the representative of an association)
   5. Planning Commission Discussion and Deliberation
   6. Decision or recommendation by vote

The Commission may ask questions of any party at any time during the proceedings.

II. PLANNING COMMISSION BROADCAST
   • Watch LIVE on Comcast Cable Rockville Channel 11 and online at: www.rockvillemd.gov
   • Replay on Comcast Cable Channel 11:
     o Wednesdays at 7:00 pm (if no live meeting)
     o Sundays at 7:00 pm
     o Mondays, Thursdays and Saturdays at 1:00 pm
     o Saturdays and Sundays at 12:00 am (midnight)
   • Video on Demand (within 48 hours of meeting) at: www.rockvillemd.gov/VideoOnDemand.

III. NEW DEVELOPMENT APPLICATIONS
   • For a complete list of all applications on file, visit: www.rockvillemd.gov/DevelopmentWatch.

VI. ADDITIONAL INFORMATION RESOURCES
   • Additional resources are available to anyone who would like more information about the planning and development review process on the City's web site at: www.rockvillemd.gov/cpds.

Maryland law and the Planning Commission's Rules of Procedure regarding ex parte (extra-record) communications require all discussion, review, and consideration of the Commission's business take place only during the Commission's consideration of the item at a scheduled meeting. Telephone calls and meetings with Commission members in advance of the meeting are not permitted. Written communications will be directed to appropriate staff members for response and included in briefing materials for all members of the Commission.
SUBJECT: Minor Site Plan Amendment Application STP2022-00439, to Remove a Parking Restriction Note on the Site Plan for Thomas S. Wootton High School, 2100 Wootton Parkway; Montgomery County Public Schools, Applicant

RECOMMENDATION
(Include change in law or Policy if appropriate in this section):

Staff recommends approval of Minor Site Plan Amendment STP2022-00439, to remove a restriction from a note on the site plan for 2100 Wootton Parkway, based on the findings and conditions of approval contained in this report.
Overview

Case: Minor Site Plan Amendment STP2022-00439

Location: Thomas S. Wootton High School
2100 Wootton Parkway
Rockville, MD 20850

Staff: Nelson Ortiz, Principal Planner
Community Planning and Development Services
nortiz@rockvillemd.gov

Applicant: Montgomery County Public Schools
45 West Gude Drive
Rockville, MD 20850

Filing Date: March 17, 2022

Executive Summary

In December 2021, the City of Rockville issued a Notice of Violation (NOV), in accordance with Section 25.19.04 of the Zoning Ordinance, to Montgomery County Public Schools (MCPS) for Thomas S. Wootton High School (“High School”) with respect to the conditions associated with Use Permit USE99-0596. The use permit authorized the expansion and renovation of the High School and restricted the use of the school’s bus loop during school hours. The approval, which imposed several conditions, required that a note be placed on the Use Permit site plan, listing the total number of existing and proposed on-site parking spaces provided for students, staff, and school buses. The following note was added:

“Upper parking lot existing spaces = 116, after expansion will be 182, adding 66 spaces.”
Buss loop will incorporate approximately 56 new after-hours spaces and 24 bus spaces.

Lower parking lot, after part II addition is complete the total number spaces will be 282 (including 100 spaces for staff).

Fifty (50) parking spaces at Giant parking lot.” [sic]

Per the note, 56 vehicle parking spaces, located within the school’s bus loop, are limited to after-hours use; however, only 51 currently exist and are not limited to after-hours use. MCPS has filed this Minor Site Plan Amendment Application STP2022-00439, pursuant to Section 25.07.01 of the Zoning Ordinance, as a remedy to the Notice of Violation. Specifically, MCPS seeks relief from the after-hours parking restriction, thereby permitting vehicular parking within the bus loop at all hours, to include school operation hours. The proposal before the Commission is to delete the above note from the plan. No other changes to the site plan or school are proposed at this time.

MCPS submitted a Parking and Circulation Report (“Report”), attached to this staff report for reference, to demonstrate how their bus loop operates and their procedures during school arrival (approximately 6:55 AM – 7:45 AM) and dismissal (approximately 2PM – 3PM). Staff visited the site to observe the school’s operations as outlined in the report. Staff does believe that their plan works well but would benefit from further enforcement to avoid issues that occurred during the site visit and are detailed below. Additionally, City staff reviewed non-motorist incident records near and around the school site. Review of such records revealed no incidents during the school arrival and school dismissal periods.

Per MCPS, the 51 vehicle parking spaces within the bus loop have been used during school hours for the past 20 years without issue. If the 51 spaces are relinquished, or if the after-hours parking restriction remains, there will be a significant loss of on-site parking at the high school, considering the limited amount available. Most of the spaces within the bus loop are reserved for staff, while the rest are for visitors and Americans with Disabilities Act (ADA) parking spaces. If the after-hours parking restriction remains, those 37 spaces reserved for staff would need to be made up elsewhere on-site, likely also affecting the number of student and visitor parking spaces available.

This minor site plan amendment is before the Planning Commission as a mandatory referral. In accordance with Section 25.05.07 of the Zoning Ordinance, the approving authority of the original development proposal would need to consider the current request and decide whether to approve or deny. Per state code, MCPS has the ability to request that their funding authority overrule the decision of the Planning Commission.
Project Description

Location: 2100 Wootton Parkway
Applicant: Montgomery County Public Schools
Land Use Designation: CI (Civic and Public Institutional)
Zoning District: R-150 (Low Density Residential)
Existing Use: Educational Institution, High School
Proposed Use: Educational Institution, High School
Site Area: 27.37 acres
Dwelling Units: N/A

Surrounding Land Use and Zoning

<table>
<thead>
<tr>
<th>Location</th>
<th>Zoning Description</th>
<th>Planned Land Use</th>
<th>Existing Use</th>
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<tbody>
<tr>
<td>North</td>
<td>Planned Development (PD-RS, Rockshire)</td>
<td>RD (Residential Detached)</td>
<td>Detached Residential</td>
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<tr>
<td>East</td>
<td>Park</td>
<td>P (Public Park)</td>
<td>Park</td>
</tr>
<tr>
<td>South</td>
<td>R-150 (Low Density Residential) and Park</td>
<td>P (Public Park), OSP (Open Space Private), and RD (Residential Detached)</td>
<td>Detached Residential and Park</td>
</tr>
<tr>
<td>West</td>
<td>R-400 (Residential Estate)</td>
<td>CI (Civic and Public Institutional)</td>
<td>Educational Institution, Middle School</td>
</tr>
</tbody>
</table>

Project Analysis

Background

On March 6, 1999, the City of Rockville Board of Appeals granted Special Exception application SPX98-0273 to Montgomery County Public Schools to allow for the expansion, renovation, and modernization of Thomas S. Wootton High School. The special exception approval was required since the school was zoned R-150 (Medium Density Residential), and the City Zoning Ordinance in effect required Special Exception review for public uses. The project was necessary to accommodate an increase in the student enrollment and anticipated building additions totaling approximately 70,000 square feet of new floor space, exterior site improvements consisting of reconfiguration and expansion of the north faculty parking lot and bus loop parking area, and construction of sports fields. These improvements would be achieved in two phases.
Use permit application USE99-0596 was submitted to implement Special Exception application SPX98-0273 and was approved by the Planning Commission on June 17, 1999. Construction of the school improvements commenced soon after.

**Site Information**
Thomas S. Wootton High School is located west of I-270 and approximately 1,250 feet south from the Wootton Parkway and Hurley Avenue intersection. The public high school site is 27.37 acres and the school building, according to SDAT, is 295,620 square feet in size. Surrounding the school building is a stadium, various recreation and sports fields, two parking lots and one bus loop. The north parking lot, located between the school building to the south and a residential neighborhood to the north, is reserved for faculty and has 179 spaces. The south parking lot, located between the school building to the north and stadium to the south, has a total of 238 parking spaces of which 28 are for faculty, 199 are reserved for students, seven are reserved for school visitors, and four are reserved for ADA.

<table>
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<tr>
<th></th>
<th>Staff</th>
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<th>Visitor</th>
<th>ADA</th>
<th>Total</th>
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<td>7</td>
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<td>Bus Loop</td>
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<td>11</td>
<td>3</td>
<td>51</td>
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<td>199</td>
<td>18</td>
<td>7</td>
<td>468</td>
<td>24</td>
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</table>

*Thomas S. Wootton High School Parking and Circulation Report*

The bus loop, located between the school building’s main entrance to the west and Wootton Parkway to the east, is currently striped to accommodate 24 bus spaces and 51 vehicular spaces of which 37 are reserved for faculty, 11 for visitors, and three for ADA. The existing bus loop is approximately 630’ in length, when measured from the center of the entrance driveway to the center of the exit driveway and is approximately 50’ wide. The bus spaces are striped diagonally from the curb and measure 40’ by 12’. The vehicle spaces are striped perpendicular to the curb and measure 18’ by 9’. There is a narrow drive aisle approximately five and a half feet wide; however, there is sufficient room for buses to drive through in between while vehicles and buses are parked on either side since the striping of the bus spaces are oversized.

Parking at Wootton High School is especially limited due to the number of on-site parking spaces, staff, school visitors and student enrollment. MCPS had previously leased 50 off-site parking spaces from the former Giant shopping center parking lot but the landowner has development plans for that site and has chosen not to renew the former lease with MCPS. The
loss of these 50 spaces has no impact on staff parking since the off-site spaces were exclusively for students.

To balance the limited on-site parking, MCPS follows a strict parking and circulation policy for Wootton High School as described in the Report. School faculty have 244 designated and assigned parking spaces; 179 in the north parking lot, 37 in the bus loop, and 28 in the south parking lot.

The 37 spaces within the bus loop are assigned to administration and team leaders that arrive at the school prior to 7:10 AM, when buses begin to arrive, and leave the school at 3:30 PM, after the buses have left to drop-off students. These staff members are prohibited from entering and exiting the bus loop while the buses are utilizing the bus loop to prevent any potential incidents and provide a safe environment for students and staff. Staff members that parking within the north and south parking lots arrive and depart at any time, without any restrictions. Student parking passes are issued after an application process and assigned to seniors in good academic standing and have completed all of their Student Service-Learning hours as well as those students who need work or early release or may have other hardships.

According to the Report, the school communicates to both parents and students of the limited parking and reminds them that parking is not guaranteed. MCPS provides bus transportation and makes necessary adjustments each year to accommodate bus riders. Student enrollment is currently at 2,020 and arrivals are detailed in the following table, as provided in the Report:

<table>
<thead>
<tr>
<th>WOOTTON HS - STUDENT ARRIVALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Bus</td>
</tr>
<tr>
<td>Student Drop Off*</td>
</tr>
<tr>
<td>Student Drivers**</td>
</tr>
<tr>
<td>Walk / Bike</td>
</tr>
</tbody>
</table>

*- Student Drop Off is a combination of single driver and multiple riders per vehicle.
  **- Student Drivers is a combination of single driver and multiple riders per vehicle.

As mentioned earlier, the reason for this request is related to the after-hours parking restriction over the vehicle spaces located within the bus loop. Although the restriction exists, MCPS claims that they have been utilizing the 51 vehicle spaces at all hours of the day for the last 20 years without any issues or concerns. To that end, MCPS believes that their existing bus loop and coordinated operations function well and should require no changes or mitigation. Thus, the Applicant is requesting that the restriction be lifted so that they may continue to utilize the 51 parking spaces during school hours and bus loop operations as outlined in the Report. Staff
believes that improvements to the parking and circulation plan need to be made to address the safe use of the parking as described below.

**Operational Observations**
City staff visited the school site during the morning arrival and afternoon dismissal periods to observe the bus loop operations and gauge the functionality of their parking and circulation plan. During the visit staff observed the following issues:

- School faculty continuing to park within the bus loop area during the student drop-off process;
- Cars driving into the bus loop to drop-off students;
- One car driving the wrong way in the bus loop and exiting from the driveway entrance;
- Student drop-off on Wootton Parkway right-of-way; and
- Students parking at the Rockshire Village Center.

Although staff did not find any records of accidents or other incidents during the use of the parking area, the current conditions must be addressed by implementing the parking and circulation plan included in the attached Report. To ensure compliance and safety, City staff is recommending that MCPS provide an additional security member at the bus loop driveway entrance for additional enforcement of the requirements outlined in the Report.

City staff met with a representative of MCPS on May 2, 2022, to discuss the concerns noted above. The MCPS representative mentioned they would investigate the concerns further after they have an opportunity to discuss internally and look at opportunities to improve enforcement of their parking and circulation plan. The representative also mentioned that MCPS cannot do much about students parking at the Rockshire Village Center, since enforcement and prevention of parking would be done by that property owner. City staff also shared with MCPS staff’s recommendation on this application and conditions of approval.

**Community Outreach**

The City sent a courtesy notice of the application to all property owners and residents within 500 feet from the school site. Minor Site Plan Amendments are typically approved by the Chief of Zoning and do not require a public hearing or notice. As of the date of this report, staff has received no public communication on this request. However, communications from concerned citizens have been received prior to the application submittal (see Attachment).

**Findings**

In accordance with Section 25-193 of the City of Rockville Zoning Ordinance in effect at the time Use Permit USE99-0596 was approved, a use permit shall be issued if the Planning Commission finds that the use proposed will not:

1. Affect adversely the health or safety of persons residing or working in the neighborhood of the proposed use.
2. Be detrimental to the public welfare or injurious to property or improvements in the neighborhood.
3. Constitute a violation of any provision of the Zoning Ordinance or other applicable law.

The Planning Commission found that the applicant’s proposal was in keeping with the above criteria and approved the use permit.

In evaluating the current request, the Planning Commission should consider whether removal of the after-hours vehicle parking restriction alters the previous findings made by the Planning Commission during the approval of the use permit.

1. **Affect adversely the health or safety of persons residing or working in the neighborhood of the proposed use.**

The high school was built in 1970 and has undergone a series of physical building improvements and expansions throughout the years. Likewise, the site improvements and parking lot configuration and circulation have been modified several times. The applicant’s 1999 approval to renovate and expand the high school was necessary to accommodate a projected increase in student enrollment. During that entitlement process, staff received significant feedback from community residents concerned about the planned expansion and renovation of the school. MCPS has been aware of community concerns over the limited parking at Wootton High School for years. MCPS developed a plan with assistance from students, faculty, parents, and community groups and continuously works with its students and parents in an effort to eliminate or minimize community concerns. The school’s plan is detailed in the attached Report.

The existing bus loop has been operating in its current fashion for the past 20 years and has not affected the school’s ability to conduct classes, teach and graduate students. The use of the 51 parking spaces during school hours does not pose a threat to the health or safety of persons residing in the community, provided that the parking and circulation process is consistently implemented. However, insufficient enforcement could be unsafe to faculty, students, and visitors utilizing the bus loop area.

The purpose of the plan also reflects the school’s effort to find solutions and address ongoing concerns pertaining to the school’s existing and future traffic and parking problems. In its submission of application material, it appears that the use does not pose a threat to the safety and welfare of persons living in the community and not be detrimental to the use of neighboring properties, provided the parking and circulation process included in the report is implemented and an additional staff member is assigned to implement the plan.

2. **Be detrimental to the public welfare or injurious to property or improvements in the neighborhood.**
The school use and improvements are consistent with the City’s Comprehensive Plan, which identifies the site for Civic and Public Institutional use. The use and improvements are also generally consistent with the approved Special Exception and Use Permit for the high school site. The 1999 high school expansion and renovation represented aesthetic and functional enhancements to the school and property and was needed to serve the educational needs of students and provide staff with a building facility and resources that aided in their jobs.

MCPS does not propose any changes to the existing use, building or site improvements. The site includes stormwater management and provides for the necessary infrastructure and utilities to continue its use and operations.

The current request by MCPS to eliminate the after-hours restriction would not be injurious or detrimental to the public welfare since they have been utilizing the bus loop in this manner for 20 years without major issues. Ample signage has been installed throughout the high school site and adjacent Wootton Parkway right-of-way to assist and remind student drivers, faculty, school visitors, bus drivers, and public citizens where and how to navigate in and around the school to safeguard the public’s welfare and avoid injury to property or improvements.

Similarly, MCPS and school personnel work consistently throughout the year to remind parents, students, and school visitors of the parking rules to ensure continued enforcement of their parking and circulation plan – a student drop-of map is referenced on the school website for quick reference. Furthermore, a school security member assists at the bus loop entrance during the school morning arrival and afternoon departure periods to help direct vehicles to the appropriate parking lot and deter any student or drop-off/pick-up vehicles from entering the bus loop and north parking lots. The addition of the security staff member further enforces the school’s parking and circulation plan and reduces risk of injury.

A review of police records and incident reports near and around Wootton High School do not reveal any major concerns or accidents resulting from misuse of the bus loop or the associated High School in general that would cause detriment to the public welfare or be injurious to property or improvements in the neighborhood provided that the additional staff member is added during the loading and unloading of the buses.

3. **Constitute a violation of any provision of the Zoning Ordinance or other applicable law.**

The applicant’s initial filings and subsequent approvals of the special exception and use permit demonstrated their compliance with the Zoning Ordinance during their request to renovate and expand the high school in 1999. Submission of the subject application represents the applicant’s current efforts to address the issued Notice of Violation and continued enforcement of their parking and circulation plan represents the applicant’s efforts to address community concerns.
Section 25.16.03 of the Zoning Ordinance requires one automobile parking space per every two (2) employees including teachers and administrators for Educational Institutions, and it also provides that the Planning Commission should determine additional vehicle parking spaces required based on number of students and operational factors. There is sufficient staff parking to meet the requirement of the code. Out of the total 468 parking spaces, 244 are reserved for staff. The bus loop has 37 spaces reserved for staff. Again, if the after-hours parking restriction remains, those 37 spaces would need to be made up elsewhere on-site, likely also affecting the number of student and visitor parking spaces. As per the Report, Wootton HS has 199 spaces reserved for student drivers who either arrive to the school as a single driver or multiple riders per vehicle. MCPS notes that the school continuously adapts as times and transportation trends change. A RideOn bus stop is located across Wootton Parkway near the bus loop entrance which has seen an increase in student ridership. The report also notes an increase in Uber/Lyft. These alternate modes of transportation to and from the school have decreased some of the need for student parking.

Within the bus loop, parking for the buses is striped diagonally and is excessively long. This gives the impression that the drive aisle is only approximately five and a half feet wide. Section 25.16.06 of the current Zoning Ordinance requires a 24-foot drive aisle when used with 70- to 90-degree angled parking.

Should the Planning Commission approve this request and allow vehicular parking within the bus loop during school hours, staff recommends a condition that the applicant be required to address this item, and potentially reconfigure the bus loop, during their capital project, currently scheduled for an August 2027 completion date as noted in the conditions.

Conditions

In summary, staff concludes that the proposal is in accordance with the original findings by which the Use Permit was approved, and recommends approval of Minor Site Plan Application STP2022-00439, based on the above findings. However, staff finds that conditions should be added to ensure that the use of these parking spaces is restricted and controlled to ensure the safety of the public and on-site users. Staff recommends approval with the following conditions:

1. The Applicant shall add one additional security member at the bus loop entrance to improve operations and safety.
2. The Applicant must submit the Parking and Circulation Plan to detail this additional measure to the City of Rockville Community Planning and Development Services (CPDS) staff within 30 days of the approval of this item.
3. The applicant must fully and consistently implement the Parking and Circulation Plan immediately, except for the additional security member which must commence at the start of the next academic school year (August 2022) and remain in effect if this parking is being
used. The Zoning Administrator can assess when this parking is no longer used and
determine when this condition may be released.
4. The Applicant shall address the parking capacity and the bus loop configuration, including
the narrow drive aisle, during MCPS’s FY2027 major capital project process.

**Attachments**
Attachment 1.A.a: Aerial Map (PDF)
Attachment 1.A.b: Zoning Map (PDF)
Attachment 1.A.c: Land Use Map (PDF)
Attachment 1.A.d: Site Plan (PDF)
Attachment 1.A.e: Parking and Circulation Report (PDF)
Attachment 1.A.f: Use Permit Site Plan USE99-0596 Wootton (PDF)
Attachment 1.A.g: HS USE99-00596 Approval letter (PDF)
Attachment 1.A.h: Public Comments (PDF)

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**Jim Wasilak**
Jim Wasilak, Zoning and Development Manager  5/4/2022
Thomas Wootton High School
Site Plan Amendment
2100 Wootton Parkway
Rockville, MD 20850

Parking and Circulation Report

Prepared: March 2022
Prepared by: Sean Lindaman, P.E.
Approved by: Jason Azar, P.E.

Project No. 200.102
TABLE OF CONTENTS

Parking and Circulation Report
Thomas S Wootton High School
Rockville, Maryland

SECTION

I. Parking and Circulation Narrative

II. Student Enrollment Numbers

III. Site Photos
I. PARKING AND CIRCULATION NARRATIVE
I. Introduction

In 2000 the City of Rockville Planning Commission approved the site and parking plan for the
Thomas S. Wootton High School addition project. Montgomery County Public Schools (MCPS)
proposes to amend the parking from the approved site plan for the existing Thomas S. Wootton
High School which is located at 2100 Wootton Parkway in Rockville, Maryland. The school site
is bordered to the north by a residential subdivision, to the east by Wootton Parkway, to the
south by Scott Drive and to the west by Robert Frost Middle School. The site is zoned R-150
and is 27 acres.

II. Existing Conditions

The site is a currently operational high school with a school building, bus loop, parent loop, parking
lots, stadium, play fields, and tennis courts.

The school currently has 24 bus parking spaces and 417 passenger vehicle parking spaces with
51 temporary spaces divided into three lots per the table below.

<table>
<thead>
<tr>
<th>THOMAS S. WOOTTON HS - PARKING TABULATION</th>
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</thead>
<tbody>
<tr>
<td>Staff</td>
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</tr>
<tr>
<td>South Lot</td>
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<tr>
<td>Bus Loop</td>
</tr>
<tr>
<td>North Lot</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>

Additionally, the school had leased 50 parking spaces from the shopping center to the north.
Arrival to the school noted on the table below.
The data collected was from school staff over several days. Current enrollment is 2,020
students.

<table>
<thead>
<tr>
<th>WOOTTON HS - STUDENT ARRIVALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Bus</td>
</tr>
<tr>
<td>Student Drop Off*</td>
</tr>
<tr>
<td>Student Drivers**</td>
</tr>
<tr>
<td>Walk / Bike</td>
</tr>
</tbody>
</table>

*- Student Drop Off is a combination of single driver and multiple riders per vehicle.
**- Student Drivers is a combination of single driver and multiple riders per vehicle.
III. Proposed Conditions

Parking Spaces in the Bus Loop

The site plan that was approved in 1999-2000 restricted parking within the bus loop to buses during school hours and only allowed for parking in the passenger vehicle spaces in after hours. MCPS has been parking vehicles in the bus loop during school hours for the past 20 years and was recently issued a notice of violation. The use of these 51 parking spaces during all hours have been successfully managed and have created no safety or operational issues. MCPS proposes to remove the after hours only restriction to allow the continuous use of the spaces. The parking spaces are comprised of 37 staff spaces, 11 visitor spaces, and 3 handicap spaces. Below is a summary of how the spaces are used and managed throughout the day:

Morning (Arrival):
The staff spaces in the bus loop are assigned spaces for administration and team leaders that arrive to the school prior to the buses arriving at the site. A school security member is assigned to the bus loop entrance to turn any parents away from dropping off in the bus loop and direct them towards the appropriate entrance. Security staff heads out to patrol the bus loop no later than 6:55am. Buses start to arrive to the site at approximately 7:10am. The buses pull up parallel to the curb at the furthest chevron space to drop off students. Bus drivers are trained to activate all safety measures which includes the flashing stop sign to warn that students are de-busing. This also includes activation of bus cameras of any violations where to occur. When all students are off, buses leave the bus loop. If a staff member is running late to their assigned space within the bus loop, they notify the security member at the bus loop entrance and move to their space when it is clear and safe to do so. Staff member who are late risks losing their assigned space. This process runs to 7:45 and is adjusted for late bus arrivals as necessary.

During the School Day:
Visitors are allowed to access the visitor spaces in the bus loop. In special cases such as injuries or late arrivals, students are allowed to be dropped off in the bus loop after school has started.

Afternoon (Dismissal):
A security member for the school is assigned to monitor the bus loop entrance. They restrict vehicles other than buses from entering the loop and redirect them to the appropriate entrance. Two additional security members monitor students load onto buses. Buses start arriving at 2:00pm and park in assigned chevron space. At 2:30pm, students begin loading onto their assigned bus. Once loaded buses leave begin to leave in an orderly fashion with all buses leaving before 2:50pm. Security stops patrolling the entrance around 3:00pm and remain longer for late buses. The earliest any vehicle is allowed to leave the parking spaces in the bus loop is after 2:50pm. The staff assigned these spaces are part of leadership and leave at 3:30pm.
Leased Parking at Former Giant Parking Lot

The previous site plan included the provision of 50 parking spaces in the Giant shopping center to the north. MCPS and the City of Rockville has been notified that the shopping center is no longer leasing those spaces to MCPS. The 50 leased spaces were previously for student parking only. The loss of these spaces will have no impact on staff parking. Student parking is an application process and not all students are provided parking privileges. Spaces are limited to seniors in good academic standing and have completed all their SSL hours (Student Service Learning). The school staff also look at students needs such as those who need work release or early release or other hardships that parking would be assigned. The school holds a few spaces unassigned should any short term hardships arise for a student that needs to park at the school to allow them to temporarily reserve a space. The school communicates to both parents and students of the limited parking and reminder that parking is not guaranteed. MCPS provides bus transportation and makes adjustments as necessary each year to accommodate school bus riders.

Future Outlook

The school continuously adapts as times and transportation trends change. The school has noticed an increase in Ride-On Bus usage at the stop near the bus loop entrance. The Ride-On bus service is free for students and has experienced an increase use. As part of the increase student use of Ride-On-Bus services the school has added additional security staff to the crosswalk for students crossing Wootton Parkway. There has also been an increase in Uber/Lyft rides to and from campus. School administration strives to keep up with these trends and adjust accordingly. There have been minimal incidents in Ride-On Bus usage at the stop near the bus loop entrance. The Ride-On bus service is free for students and has experienced an increase use. As part of the increase student use of Ride-On-Bus services the school has added additional security staff to the crosswalk for students crossing Wootton Parkway. There has also been an increase in Uber/Lyft rides to and from campus. School administration strives to keep up with these trends and adjust accordingly. Thomas Wootton High School is also identified in the current CIP for an August 2027 completion date for a major capital project. Design of this project would start in 2023-2024. Changes to the CIP could accelerate or delay the project but it is currently in the plan. This plan would include a comprehensive look at pedestrian and vehicular circulation as well as parking on-site.

IV. Conclusions

The proposed amendments to the previous site plan will not have an impact on the school. The school has been operating with parking within the bus loop during school hours for 20 years without issue. This is based on the efforts of the school system to prepare students for proper arrival and dismissal procedures. This coupled with an operational plan that is enforced on a daily basis has produced a safe and successful outcome. Tied to this is also the training of the professional bus operators that follow all safety measures to ensure safe operation while navigating the bus loop. The 50 parking spaces at the former Giant shopping center were for students only. Both students and parents where informed and adjustment to ridership to the school has already been realized.
II. STUDENT ENROLLMENT NUMBERS
CLUSTER PLANNING ISSUES
Planning Issue: The 2010 adopted Great Seneca Science Corridor Master Plan provides for up to 5,700 residential units. Most of the residential development is in the Thomas S. Wootton Cluster. The majority of planned units require funding to be secured for construction of the Corridor Cities Transitway. The pace of construction will be market driven. A future elementary school site is included in the plan.

Planning Study: To relieve overutilization at Rachel Carson Elementary School, a project was approved at DuFief Elementary School to expand the school. Although the Board of Education requested that the project open in August 2022, the County Council delayed the project to August 2023. A boundary study was approved to begin in spring 2020. Based on the Board of Education’s requested schedule. Based on the approved completion date, the boundary study was recommended to occur in spring 2022, with Board of Education action in November 2022. On September 9, 2021, the Board of Education approved a transfer of funds from the DuFief Elementary School Addition/Facility Upgrade project to six capital projects in the approved CIP that are scheduled to bid this fall. Removing these expenditures from the DuFief Elementary School project and reallocating those funds to the six capital projects will allow MCPS to commence with construction and provide for a budget neutral funding solution.

SCHOOLS

Thomas S. Wootton High School
Capital Project: A major capital project is planned for this school to address various building systems and programmatic needs for this school. Expenditures for this project are included in the Major Capital Projects—Secondary. Although the Board of Education requested a completion date of August 2026, the County Council delayed the expenditures and completion date by one year to August 2027. An FY 2023 appropriation is recommended to accelerate the architectural design and site funds within the Major Capital Project to address ADA and site related issues.

Capital Project: Expenditures are programmed in the six-year period to open a new high school on the Crown Farm site to address overutilization in the mid-county region. Although an FY 2019 appropriation for planning was requested by the Board of Education for this new school, the County Council delayed the funds by one year to begin in FY 2020. An FY 2020 appropriation was approved for planning to begin the architectural design for this project with a completion date of August 2025. However, as part of the FY 2021–2026 CIP, the County Council delayed the expenditures and completion date to August 2026. An FY 2023 appropriation is recommended for construction cost increases and construction funds.

DuFief Elementary School
Planning Issue/Capital Project: To relieve overutilization at Rachel Carson Elementary School, a project was approved at DuFief Elementary School to expand the school, as well as to address the school’s building systems. Although the Board of Education requested that the project open in August 2022, the County Council delayed the project to August 2023. A boundary study was approved to begin in spring 2020, based on the Board of Education’s requested schedule. Based on the approved completion date, the boundary study was recommended to occur in spring 2022, with Board of Education action in November 2022. On September 9, 2021, the Board of Education approved a transfer of funds from the DuFief Elementary School Addition/Facility Upgrade project to six capital projects in the approved CIP that are scheduled to bid this fall. Removing these expenditures from the DuFief Elementary School project and reallocating those funds to...
the six capital projects will allow MCPS to commence with construction and provide for a budget neutral funding solution. Funding to address facility upgrades to this school will be considered in a future CIP.

**CAPITAL PROJECTS**

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*Approved*—Project has an approved FY 2022 appropriation in the Amended FY 2021–2026 CIP for planning or construction funds.

*Programmed*—Project has expenditures programmed in a future year of the CIP for planning and/or construction funds.

*Proposed*—Project has facility planning funds approved for a feasibility study.

*Recommended*—Project has a recommended FY 2023 appropriation for planning or construction in the FY 2023–2028 CIP.

Cabin John Middle School
### THOMAS S. WOOTTON CLUSTER

#### Projected Enrollment and Space Availability

Effects of the Superintendent’s Recommended FY 2023 Capital Budget and FY 2023–2028 Capital Improvements Program

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<tr>
<td>Cluster Information</td>
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<tr>
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<td>92%</td>
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**Projections**

Effects of the Superintendent’s Recommended FY 2023 Capital Budget and FY 2023–2028 Capital Improvements Program

- **THOMAS S. WOOTTON CLUSTER**
- **Projected Enrollment and Space Availability**
- **Effects of the Superintendent’s Recommended FY 2023 Capital Budget and FY 2023–2028 Capital Improvements Program**
- **Cluster Information**
THOMAS S. WOOTTON CLUSTER

Demographic Characteristics of Schools

<table>
<thead>
<tr>
<th>Schools</th>
<th>Total Enrollment</th>
<th>Two or more races %</th>
<th>Black or Afr. Amer. %</th>
<th>Asian%</th>
<th>Hispanic %</th>
<th>White %</th>
<th>FARMS%*</th>
<th>ESOL%**</th>
<th>Mobility Rate%***</th>
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<tbody>
<tr>
<td>Thomas S. Wootton HS</td>
<td>1943</td>
<td>4.0%</td>
<td>11.8%</td>
<td>35.9%</td>
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<td>8.5%</td>
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<td>11.7%</td>
<td>41.3%</td>
<td>8.5%</td>
<td>31.6%</td>
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<td>6.1%</td>
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<tr>
<td>Cold Spring ES</td>
<td>326</td>
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<td>4.3%</td>
<td>39.9%</td>
<td>5.5%</td>
<td>42.0%</td>
<td>0%</td>
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<td>10.6%</td>
<td>36.8%</td>
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<td>13.6%</td>
<td>49.9%</td>
<td>12.3%</td>
<td>18.4%</td>
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<td>21.2%</td>
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<tr>
<td>Stone Mill ES</td>
<td>543</td>
<td>7.4%</td>
<td>13.4%</td>
<td>47.1%</td>
<td>9.8%</td>
<td>22.1%</td>
<td>10.0%</td>
<td>20.5%</td>
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<td>Travilah ES</td>
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<td>Elementary Cluster Total</td>
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<td>24.0%</td>
<td>40.3%</td>
<td>29.1%</td>
<td>13.4%</td>
</tr>
</tbody>
</table>

*Percent of students approved for Free and Reduced-priced Meals Program (FARMS) during the 2020–2021 school year.

**Percent of English for Speakers of Other Languages (ESOL) during the 2020–2021 school year. High School students are served in regional ESOL centers.

***Mobility Rate is the number of entries plus withdrawals during the 2020–2021 school year compared to average daily membership.

Notes: Native Hawaiian/Pacific Islander and American Indian/Alaskan Native categories total less than 1% and were therefore excluded from the table.

Due to federal and state guidelines, demographic characteristics of schools of less than or equal to 5 students per category are reported as 0%.

Program Capacity Table

(School Year 2021–2022)

| Schools                  | Grades Served | Capacity (HS@80%, MS@85%) | Total Rooms | Support Rooms | Regular Secondary @<25 | Regular Elementary @<23 | CSR Grades 1–2 @<18 | Pre-K @<10 | Pre-K @<40 | HS @<20 | CSR KIND @<18 | KIND @<22 | ESOL @<15 | MET @<15 | HSM @<13 | ELC @<10 | ELE @<10 | SCB @<6 | SCB @<10 | AAC @<7 | AUT @<8 | BRIDGE @<10 | HHOH @<10 | SES @<6 | EXTENSIONS @<6 | GT @<7 | PD @<7 | PEP @<12 | PEP @<18 | VISION (Elementary) @<7 | OTHER |
|-------------------------|---------------|---------------------------|-------------|---------------|------------------------|------------------------|---------------------|------------|----------|---------|----------------|---------|-----------|----------|---------|---------|-----------|-------|---------|---------|---------|---------------------|-------|
| Thomas S. Wootton HS    | 9-12          | 2142                      | 99          | 94            |                        |                        |                     | 3          |          | 2       |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Cabin John MS           | 6-8           | 1125                      | 57          | 51            |                        |                        |                     | 3          | 3        |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Robert Frost MS         | 6-8           | 1035                      | 51          | 48            |                        |                        |                     | 3          |          |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Cold Spring ES          | K-5           | 458                       | 24          | 4             | 18                     |                        |                     | 2          |          |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| DuFief ES               | K-5           | 427                       | 26          | 4             | 13                     |                        |                     | 3          | 5        | 1        |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Fallsmead ES            | K-5           | 551                       | 30          | 3             | 19                     |                        |                     | 4          | 2        |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Lakewood ES             | K-5           | 557                       | 30          | 4             | 21                     |                        |                     | 2          |          | 3        |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Stone Mill ES           | K-5           | 684                       | 36          | 4             | 22                     |                        |                     | 4          |          |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
| Travilah ES             | K-5           | 526                       | 26          | 3             | 20                     |                        |                     | 3          |          |         |                |         |           |          |         |         |           |       |         |         |         |                      |       |
### Facility Characteristics of Schools 2021–2022

<table>
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<tr>
<th>Schools</th>
<th>Year Facility Opened</th>
<th>Year Reopened/Revitalized</th>
<th>Total Square Footage</th>
<th>Site Size Acres</th>
<th>Adjacent Park</th>
<th>Relocatable Classrooms</th>
<th>County Programs</th>
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<td>Thomas S. Wootton HS</td>
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<td>78,617</td>
<td>11.8</td>
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III. SITE PHOTOS
Morning Drop-Off

Special Education Bus Drop-up
Buses use stop signs and lights to prevent vehicles passing as students let off. Violation cameras are also activated during this time.
Buses drop parallel to sidewalk. Buses use stop signs and lights to prevent vehicles passing as students let off. Violation cameras are also activated during this time.
Morning Drop-Off

Ride On bus stop

School security monitoring access to bus loop
No visitors parking is allowed in bus loop prior to bus drop-off
Morning Drop-Off
Lot Signage

Sign at entrance to upper staff parking lot
Sign at entrance to upper staff parking lot
Lot Signage

Sign at entrance to upper staff parking and bus loop entrance
Lot Signage

Signs along Wootton Parkway

Packet Pg. 46
Buses parked in chevron spaces
Packet Pg. 48

Buses able to maneuver between parked cars and chevron buses
Afternoon (Dismissal)

Special Education Bus Pick-up
Parallel park

1.A.e

Packet Pg. 52

June 28, 1999

Mr. Ray Marhamati, Project Manager
Division of Construction
Montgomery County Public Schools
850 Hungerford Drive
Rockville, Maryland 20850

Re: Use Permit Application USE99-0596
     Thomas S. Wootton High School, 2100 Wootton Parkway

Dear Mr. Marhamati:

At its June 17, 1999 meeting the City of Rockville Planning Commission reviewed and voted to approve the referenced application request and accompanying development proposal, subject to certain conditions. The Commission's approval allows for the proposed expansion, renovation, and modernization of the subject public high school, which is located in the R-150 (Medium Density Residential) zone. In keeping with the project's previously approved special exception (SPX98-0273) proposal and as noted in the subject application staff report, the planned school renovation project will take place in two (2) distinct phases of development. Based on information provided by the applicant, it is projected that both phases will fully be completed by August 2000. Hence, the Commission's decision was based on the evidence presented and testimony provided. The Commission voted to approve the request subject to the following conditions:

1. The applicant must submit to the Chief of Planning eleven (11) copies of the site and building plans, revised to illustrate that the following site development concerns have been satisfactorily addressed.

   a. Under the building notes on plan sheet C-2, list the total number of existing and proposed on-site parking spaces provided for students, staff, and school buses.

   b. Under the phasing schedule on plan sheet PH-1, denote projected start and completion dates for planned expansion of the north faculty parking lot. Also, reference the total number of spaces to be created.

   c. The planned expansion and reconfiguration of the north faculty parking lot must be constructed in accordance with site development plans submitted with the subject application. The newly expanded and reconfigured parking lot must be set back a minimum of 20 feet from the property's north side lot line.

   d. Additional plantings must be installed along the north side property line, adjacent to the north (faculty) parking lot. The additional plantings will supplement existing landscaping and create a more substantial physical and visual buffer between the site parking lot and neighboring homes.
Note: The applicant must replace existing trees or other vegetative material now located along the site's northern lot line that is damaged and/or removed to accommodate the construction of the parking lot and proposed retaining wall.

2. The Department of Public Works (DPW) requires the following site development information be provided for its review/approval and that site plans are revised accordingly:

a. Stormwater (SWM) concept plan and preliminary siting computations must be submitted for DPW review and approval. SWM for the site entrance work done in 1997 and proposed improvements for the Robert Frost Middle School site must be included in the plan.

b. Although permit fees are waived, MCPS must obtain sediment control and other applicable permits. Also, MCPS must provide a letter bonding and holding contractor responsible until city approves work.

c. Extend and reconfigure the storm sewer on the Frost Middle School site.

d. Combine out-falls and extend the storm sewer to the stream, and provide stabilization along stream bank.

e. Alternative water quality device should be used or provide information on other devices investigated.

f. Submit plans for the proposed temporary parking area to be located along the east side of the Wootton Parkway right-of-way.

3. The Division of Inspection Services requires that all construction must meet requirements of the city's construction codes, including building, plumbing, mechanical, electrical, fire and life safety, state accessibility code, and the American's with Disability's Act (federal requirements). Note, the applicant must verify and indicate on the plans that there is adequate fire department perimeter access based on BOCA code requirements.

4. A "forest conservation plan" (FCP) must be submitted for the City Forester's review and approval. Also, the proposed site landscape plan should be incorporated into the proposed FCP.

5. Approval conditions numbers 3, 4, 5, and 8 associated with the project's previously approval special exception SPX98-0273 must be fully complied with by the applicant prior to the start of phase two (2) of the proposed school renovation and expansion project (See attached letter dated 5/13/99). It is important to note that those conditions of approval, collectively impact administrative policies of both the school and MCPS and may require substantial site and street frontage improvements be constructed, to address site traffic and parking concerns which were identified and associated with the operation of the high school.
In closing, the applicant should be advised that Section 25-193(d) of the Zoning Ordinance requires "construction or operation of the proposed site use must commence within two (2) years of the date of the application's approval or the use permit becomes void." However, if the applicant can show good cause the Planning Commission may grant a total of two (2) time extensions, each not to exceed one (1) year in duration.

By Direction of the City of Rockville
Planning Commission

Castor D. Chasten
Planner III

/cdc
cc: Board of Appeals
Planning Commission
Chris Bartlett, Neighborhood Resource Coordinator
Hal Cranor, Director of the Dept. of Public Works
Linda Mac Dermid, Chief of Inspection Services
Richard Hawes, Director of the Div. of Construction (MCPS)
Kathleen Mitchell, Director of Comm. Planning & Dev. Services
Dr. Rebecca Newman, Principal - T.S. Wootton High School
Bob Spalding, Chief of Planning
Bob Van Zant, Senior Engineering Technician

Note: Building permits will be issued only when all of the afore noted conditions of approval have been met/satisfied and a copy of the following acknowledgement has been signed/executed by the applicant and returned to the Community Planning Office. Please be further advised that Commission approval does not constitute approval by any other agency or department having jurisdiction over the proposed site use.

I ACKNOWLEDGE RECEIPT OF USE PERMIT USE99-0596 AND AGREE TO FULLY COMPLY WITH ALL CONDITIONS UPON WHICH APPROVAL WAS GRANTED. I FURTHER ACKNOWLEDGE THAT FAILURE TO COMPLY WITH THESE CONDITIONS MAY CAUSE APPROVAL TO BE REVOKED BY THE PLANNING COMMISSION.

(Applicant's Signature)

(Please Print - Applicant's Name)
October 27, 2021

To: Rockville Planning Commission  
City of Rockville Planning Staff

From: Randy Alton, 2309 Glenmore Terrace

Subject: Conditional Use Permit as a Recommendations for Thomas Wootton HS

The Rockville Planning Commission will need to make some critical decisions when considering approval for a pending application to approve the east parking lot for Wootton High School, that has 56 parking spaces for staff, visitors, and handicapped parking on the Wootton High School campus. The City should move forward with a conditional use permit given ongoing concerns with the Rockville City Code and ADA compliance. Safety and ADA will need to be factored into the possible solutions we might consider. (Articles 15 and 16) See resources below.

We are also challenged with ADA concerns as documented from the local school district EMS ADA Assessment from 2018. (https://ww2.montgomeryschoolsmd.org/departments/facilities/ada/reports/04234.pdf) for this school footprint.
This school parking plan was approved by the City in 1999-2000 under a Special Exception (See attachments Planning Commission and Special Exception). In June, 2021, the Director of Planning, Jim Wasilak, shared during a Wootton Cluster ADA meeting that the east parking lot on the school campus was never approved for 24/7 use. Mr. Wasilak contacted MCPS to share a new application is needed and will need to go before the Rockville Planning Commission. The application from my understanding, is due to the City no later than November 1st. This MCPS application seeks to put right the unauthorized use of this parking area as cited in 1999-2000 proceedings. This 24/7 use request for the east parking area is in conflict with the safety and welfare of students and staff along with ADA compliance concerns. The east parking area fails to separate students and staff from buses and cars as evident in the attached power-point. In addition to the east parking area, this powerpoint also reveals concerns for the entire school footprint; the north, south, east parking lots, the lost leased parking spaces at the Rockshire Village Center, and the pedestrian bridge used for evacuations. Images for the bridge are from 2018.

As I continue to struggle and write several drafts/e-mails to help MCPS and the City find solutions; I believe our best path is to keep referring back to the City Code and the Maryland Accessibility Code/ADA. I therefore recommend a 'conditional use permit'.

Here are my Concerns and Recommendations for this Pending Discussion:

1. **APFO and Capacity** contributes to our current concerns. Charles Hood, Executive Director of the National Association of State Directors of Pupil Transportation Services, or NASDPTS, states that children "are most vulnerable when they are pedestrians" [https://www.allenandallen.com/school-bus-safety-statistics-point-to-alarming-trend/]. We just can't keep adding students/pedestrians. In July 2021, the Montgomery County Planning Board approved 600 dwelling units that will be added to the Wootton Cluster. The increase in capacity adds to staff and capacity as it relates to the limited space for parking and movement, including pedestrian movement. It is therefore recommended that
the Wootton Cluster have a building moratorium until the new school build-out occurs with a TBD completion date.

2. **Safety**: During the 2016-2017 school year, MCPS installed cameras on buses to help ticket drivers passing school buses. The program issued approximately 16,257 citations. During the 2017-2018 year, it issued 33,564. And during 2018-2019 school year, it issued 54,458. Montgomery County Public Safety Committee, [http://montgomerycountymd.gov/council/Resources/Files/agenda/cm/2019/20190729/20190729 PSEC1.pdf](http://montgomerycountymd.gov/council/Resources/Files/agenda/cm/2019/20190729/20190729 PSEC1.pdf). This review by the Montgomery County Safety Committee reveals concerns about driver behavior. It also brings home poor distracted pedestrian behavior. The APFO and ADA are serious and can have solutions coming down the road. We can see this solution given MCPS plans to rebuild Wootton High School. The hard part is getting us there. If the City of Rockville is serious about Vision Zero (see resources below), then that ends the debate. The 1999-2000 documents lists a plethora of forgotten and outdated safety footnotes. I strongly encourage the Planning Commission and City Staff review these strategies/recommendations well before considering this item. I also suggest that City Staff, prior to making recommendations about safety sit down and talk with the high school security team. This security team group/administrative team have been incredible. They might have ideas. A few that might be discussed that I bring to the table: (1) meeting with students and staff prior to school year for a few minutes to discuss and review plan (2) explore possibility of adding sidewalks near the stadium for middle school students while waiting for the rebuild, (3) asking staff to refrain from using the north parking lot from 2:30 to 2:45 to allow school buses to depart and student movement/staff needing to leave could park in a different area but limiting traffic movement might be beneficial and reduce movement (4) one way traffic for the east parking lot? (5) The City is signing-off on this approval. Does the City want to be part of the support system in some manner? The statistics about driver or pedestrian behaviour are troubling.

3. **ADA Compliance**: How does the Rockville Planning Commission in 2021, approve a plan that has ADA concerns and still be compliant. The Planning Commission can enter
into an agreement with MCPS that mitigates these ADA concerns that satisfies all stakeholders. The ADA mitigation should also show funding and commitment to the plan with pre-identified benchmarks and an agreed timeline or the use permit is rescinded. It is recommended that such action has occurred voluntarily and forwarded to the Department of Justice (DOJ). Ignoring the ADA statutes in 2021 is not a preferred or recommended path in my opinion.

4.

5. **Conclusion:** I urge the Planning Commission to resist focusing on past history, where nothing has gone wrong as the benchmark to measure the safety and risk here. Study the power-point or better yet, visit the site. The local school staff has worked hard, **make no question about their dedication and effort,** however, the City inherits the liability of your decision. The only true mitigation is a total school rebuild and the City and MCPS should have a vision of what the new school campus should look like and resist at all costs, doing this mitigation by pieces that commit us to another flawed plan. These concerns must be mitigated to the City's satisfaction and this mitigation needs a broad review of the entire parking plan; the east, north, south, and the recent loss of the leased Rockshire Village Center at the Rockshire Giant. The pedestrian bridge also concerns me for student and staff movement during a crisis and shared with the Planning Commission so you see the totality of the school footprint including parking and traffic/pedestrian movement. A conditional permit use is the only possible pathway. Acknowledging you are now over the shock that a moratorium is recommended, we just can't keep adding to school capacity and thinking this doesn't impact our concern, again under the City Code. Safety is best resolved consulting with those on the school campus. It is never going to be ideal until buses and cars are separated from students, staff and pedestrians with the new school rebuild a few years out. The City should also do some reflection as to why these concerns were not identified years ago. The ADA concerns, if acknowledged and a plan for mitigation is agreed on in good faith with identified terms, for the rebuild, that reduces the ADA obligation with my previous suggestion to share this 'voluntary action with the DOJ for the record. The Planning Commission might feel more
reassured by asking the Rockville Police Department for accident reports and incidents on file including the number of tickets and fines and number of patrols for traffic mitigation during school arrival and departure if this is determined to be in the best interest of students and staff while waiting for the rebuild. Given the statistics from the Montgomery County Safety Committee, the uptick in citations is astounding.

6.

7. Thank you for your efforts and the efforts of the Rockville City Staff and MCPS Staff

Additional Resources:
I am also including three documents/resources for the Rockville Planning Commission to use as tools.


*Traffic Operations and Safety at Schools: https://static.tti.tamu.edu/tti.tamu.edu/documents/4286-1.pdf:
To:               James Wasilak; Chief Planner, City of Rockville

Rockville Planning Commission
Rockville Mayor and Council
Wootton Cluster
Delegate Jared Solomon
Council Member Sydney Katz

From:          Randy Alton, 2309 Glenmore Terrace, Rockville, MD  20850

Subject:      Thomas Wootton High School Parking Use Application and Traffic Plan/MCPS

Mr. Wasilak/Jim

As indicated by you in previous correspondence, the City of Rockville requested an updated parking use application from Montgomery County Public Schools regarding Thomas Wootton High School. This application is to go before the Rockville Planning Commission. This application is regarding the MCPS request to use the east parking area 24/7. The City requested this application with a November 1, 2021, deadline.

If the application from MCPS has failed to materialize by the date the City requested, by default, I am asking for the immediate enforcement of the original agreement under the Special Exception of record or any other use agreement related to this site.

If the application has been received, please forward a copy of the document to me for review and the date this will go before the Rockville Planning Commission.
I have consistently communicated my concern for the entire parking and traffic movement for this site including safety and ADA concerns under the Maryland Accessibility Code. The power point (attachment) reflects many of my concerns. Thanks in part to Mayor Newton, and my outreach to the Montgomery County Board of Education, the pedestrian bridge was repaired (2017). However, it is the lack of separation of various transportation modes from pedestrians (students and staff) that is of most concern. The City of Rockville’s 2040 Comprehensive Plan cited the south parking area where middle school students walk through the parking lot as a safety concern. With the lost leased parking spaces at the Rockshire Giant (Village Center) and pedestrian movement with the north parking area, I am requesting a full review of this plan while we look at possible solutions and mitigation.

I look forward to your response. Thank you for all that you do.

Randy Alton
Greetings Rockville Planning Commission Members/Jim Wasilak,

First and foremost, I hope you and your loved ones had a Happy Thanksgiving.

I received notification from Mr. Brian Rabin, Wootton Cluster Coordinator/PTSA President, that MCPS acknowledged during a recent Wootton Cluster meeting that they have been notified that the east parking area is a violation of the Rockville City Code. Jim Wasilak deserves great credit here. Has the MCPS application arrived? Is it possible to review the latest correspondence/updates? This item has yet to be discussed before the Rockville Planning Commission and is not on the Rockville Planning Commission, December 8, 2021, Agenda. Where do things stand?

I am certain none of us are thrilled being required to take such action. Myself for researching and identifying the concern. Mr. Wasilak for doing what was required; following the City Code. We both recognize we had a responsibility. The Rockville Planning Commission also has a responsibility. The safety of Wootton students and staff rests in your actions. In addition to the east parking area, there are also additional violations and concerns with this school footprint including the south, north, and lost parking spaces at the Rockshire Giant. All of these concerns have previously been shared with the Rockville Planning Commission during your 2040 Comprehensive Plan Review in my written comments to you this past year.

The Rockville Planning Commission, the City for that matter, should note that approving this permit goes against our Vision Zero initiatives. It goes against the very fabric of our City Code. It also has ADA violations embedded in any approval.

I am beyond disappointment by the lack of safety and ADA compliance concerns not only for the east parking area, but with the total Wootton High School/Frost Middle School facility that...
includes the City's recognized concerns for the south parking lot in the City of Rockville's 2040 Rockville Comprehensive Plan. This also includes my concern for the north parking area and lost parking spaces at the Rockshire Village Center. I am troubled that it took so long for these concerns to be recognized by the City of Rockville. Is there a member on the Rockville Planning Commission that represents residents, students, and staff that resides in the Wootton Cluster? Is there representation on the Rockville Planning Commission for residents, including students and staff, west of I-270? Shouldn't there be someone on the Rockville Planning Commission familiar with our school cluster issues and represent areas of our City geographically? If any commissioner would like to walk the Wootton/Frost campus, please reach-out to me and I will make arrangements.

That said, the following are my recommendations: (1) I urge the City of Rockville to require a full comprehensive architectural plan for the total school rebuild before accepting a conditional use for the east parking area. It would be a mistake if we did this rebuild in sections/piece mill, before seeing the total plan. (2) We also need funding benchmarks to keep the Wootton High School rebuild on-track given our concerns for safety and ADA compliance for the north, south, and lost Rockshire Giant parking spaces; in addition to the east parking lot area. The Wootton rebuild was previously pulled 2X by MCPS. (3) In terms of the matter before you, my strongest advice to the Rockville Planning Commission-Reject the MCPS application, Send the request to the Board of Appeals. It is the Special Exception that is out of compliance. I can only reluctantly accept the ADA mitigation, provided we have an agreed timeline/plan. It is strongly recommended we notify the DOJ that we have an ADA mitigation plan. This notification is recommended given the City would be in violation approving any such application under the ADA and the Maryland Accessibility Code. This DOJ notification protects all parties. (4) I cannot and will not accept any plan that is intended to satisfy the safety standards outlined in our City Code standards. Neither should the City. As the City seeks to satisfy the east parking lot application, I see the entire parking plan a violation; the east, south, north, and lost Rockshire Village overflow parking spaces. Any injury and/or loss of life is our (City's) responsibility and therefore, this clause should not be entered into lightly, given the implications. How do you mitigate a plan that doesn't meet code? (5) The City needs to issue a building moratorium for the Wootton Cluster. MCPS also needs to notify the Montgomery County Planning Board. Future development, until the rebuild, will further exacerbate the safety and ADA concerns. I do not accept any premise that what is in place is working. Go BACK to the old Special Exception from 1999-2000, dust it off and use this document as a starting point. (6) In terms of conditions: any changes and or failure to comply with the Rockville Planning Commission and/ or Board of Appeals with the conditions set-forth in any agreement should immediately nullify the use permit. This includes the moratorium for new development.

What we do and say here matters. The City has a vested interest and responsibility in any plan and mitigation until the footprint/school rebuild removes this liability and responsibility. The students, staff, and community, regardless how disproportionately representation exists for the communities west of I-270, safety and ADA concerns are areas where we have common ground. There is not a single recommendation that poses a hardship on the school district. It seeks to once and for all have a timeline where the school plans are not scuddled a third time. We need to close this chapter once and for all.
Greetings

I hope this correspondence finds everyone well.

In the interest of follow-up and where things stand, and the specifics about what is coming next, a few questions regarding the east parking area that was validated by the City of Rockville as a zoning ordinance concern during a meeting with the Wootton Cluster in June of 2021. The City followed-up with MCPS in September and established a November 1, 2021, deadline for an amended application/and or additional instructions/information. This deadline passed which prompted the December 10, 2021, letter with a 30-day notice (attachment). The 30-day notice put-forth by the City of Rockville, has apparently passed.

The December 10, 2021, letter states in-part; The City has the responsibility for enforcement In accordance with Sec. 25.19.04 of the Zoning Ordinance, you are hereby notified (MCPS) of a violation of the City’s Zoning Ordinance with respect to Use Permit USE99-0596, which approved the renovation and additions to Wootton High School, and restricts the use of the east parking lot at Wootton High School to after-hours parking. The letter also states; ‘You (MCPS) are hereby notified that use of the east parking lot during normal school hours for the parking of vehicles must cease within 30 days of the date of this letter. As an alternative, you may apply for a Site Plan...
Amendment to modify this requirement, while ensuring the safety of all site users is maintained, within the 30-day period.' (Attachment:WottonHSNOV Final 121021)

Given we are dealing with the safety of students, staff, and visitors from the community, and given the aforementioned 30 day period has expired, in the interest of the concerns, and for the benefit of all stakeholders, where are we in terms of specifics regarding resolution and what are the specifics in terms of what is next? Can the City please share any responses received from MCPS and include the timeline and next steps procedurally and share specifics including dates this can go before the Rockville Planning Commission for discussion and remedy? We need closure.

Additional concerns were brought forward to the City that have yet to be acknowledged. The south parking area, the north parking area, and the lost leased parking spaces at the Rockshire Giant. The request for the complete parking agreement of record has been requested. An MPIA was filed for the complete parking plan of record (January 27, 2022). A building moratorium for the Wootton Cluster was also requested including notification to the Montgomery County Planning Board. Where are we with these requests and why the delays? In addition to the zoning concerns, there are also ADA concerns, which served as the genesis for the original meetings. As we plan to seek remedy in the form of solutions, we must also look at this mitigation considering possible ADA impacts. These ADA concerns have previously been shared with the City referenced as the EMG ADA summaries (2018 reports).

I look forward to the specific updates (including sharing the outcome with the group about the violation status), shared documents, new information, and next steps that outline the procedures we are going to follow given the 30-day period has expired. We have been in limbo since June, 2021, since the City validated this concern. I also appreciate anything that can be done to assist the City staff in sharing the parking plan of record and acknowledging the request for the building moratorium.

Thank you for all you do.
From: Marylou Berg <mberg@rockvillemd.gov>
Sent: Tuesday, December 14, 2021 10:45 AM
To: Emad Elshafei <eelshafei@rockvillemd.gov>; Robert DiSpirito <rdispirito@rockvillemd.gov>; Amy Bryan <amybryan@comcast.net>; Linda Moran <lmoran@rockvillemd.gov>; Craig Simoneau <csimoneau@rockvillemd.gov>; Ricky Barker <rbarker@rockvillemd.gov>; Jim Wasilak <jwasilak@rockvillemd.gov>; Carl Young <cyoung@rockvillemd.gov>; Rabbiah Sabbakhan <rsabbakhan@rockvillemd.gov>; PTSA President <ptsa_president@tswoottonhs.org>; Wootton Cluster Coordinator <Wootton2@mccpta.org>; tcuascut@gmail.com <tcuascut@gmail.com>; catherine5738@gmail.com <catherine5738@gmail.com>; carli.katz@icloud.com <carli.katz@icloud.com>; RANDY A <RALton1997@msn.com>; Robert DiSpirito <rdispirito@rockvillemd.gov>; Angela Judge <ajudge@rockvillemd.gov>; Daniel Seo <dseo@rockvillemd.gov>; Crystal Gorham <cgorham@rockvillemd.gov>; ajyzheng@yahoo.com <ajyzheng@yahoo.com>; vpeducation@mccpta.org <vpeducation@mccpta.org>; swibelhouse@comcast.net <swibelhouse@comcast.net>; Sara Taylor-Ferrell <sferral@rockvillemd.gov>; Cynthia Walters <cwalters@rockvillemd.gov>; Robert Dawson <rdawson@rockvillemd.gov>; Danny Winborne <dwinborne@rockvillemd.gov>; Bridget Newton <bnewton@rockvillemd.gov>; Beryl Feinberg <BFeinberg@rockvillemd.gov>; David Myles <dmyles@rockvillemd.gov>; Mark Pierzchala <mpierzchala@rockvillemd.gov>; Wootton Cluster Coordinator <Wootton2@mccpta.org>; Sharma, Sumeet <ssharma@nixonpeabody.com>; James Woods <jwoods@rockvillemd.gov>; Monique Ashton <mashton@rockvillemd.gov>
Subject: Wootton update

Good morning, Wootton working group:

In our meetings, concerns were raised about the row of 56 parking spaces in the front of the school. In 1999, the Planning Commission approved a Use Permit that requires the spaces to be used for after hours parking only. Over time, the spaces have been utilized for parking at all times, causing concern about traffic flow and pedestrian safety. The city notified MCPS that using the parking spaces during school hours is a violation. MCPS informed the city they planned to apply for an amendment to this condition no later than November 1.

Because no application has been received, the city issued a Notice of Violation to MCPS, attached.

Please let me know if you have any questions.

Marylou Berg

Marylou Berg
Assistant City Manager
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Rockville, MD 20850
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