

ATTACHMENT 8



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

January 8, 2003

MEMORANDUM

TO: Glenn Kreger, Silver Spring/Takoma Park Team Leader
Community-Based Planning Division

VIA: Daniel K. Hardy, Supervisor
Transportation Planning *DKH*

FROM: Shahriar Etemadi, Coordinator
Jeff A. Price, Planner
Transportation Planning *[Signature]*

SUBJECT: Mandatory Referral #02107-DPW&T-1, Montgomery Hills Junior
High School Reuse, Silver Spring

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the subject application

RECOMMENDATION

Transportation Planning Staff recommends the following conditions as part of the requirements related to the approval of this application.

1. Limit the enrollment of the site to 501 students.
2. Develop a Transportation Management Program (TMP) for approval by the Planning Board that accomplishes the following:
 - a. Establishes an operating plan for both routine school activities and special events that clearly identifies on-site access, circulation, and parking rules and regulations
 - b. Identifies means by which vehicular traffic associated with school dismissal activities will be contained on-site

- c. Reduces the reliance on single-occupant-vehicles, and
 - d. Establishes regular monitoring activities to facilitate identification and implementation of operational access and circulation improvements. Both the tenants and the community associations should participate.
3. Develop site plan revisions to improve access and circulation commensurate with a reduction in the number of students on site. These revisions should be brought to the Planning Board for mandatory referral review at that time and should not rely on access via Rookwood Road for routine school operation or scheduled special events.

DISCUSSION

The proposed reuse of the Montgomery Hills Junior High School (MHJHS) is being submitted for Planning Board review per the mandatory referral guidelines. Because the proposed actions are reviewed as a mandatory referral, staff finds that they do not violate the standards and guidelines applicable to a mandatory referral regarding the transportation network. Staff makes three pertinent findings regarding the proposed actions:

1. The proposed operations do not create an adverse affect on the area transportation system as defined by the Local Area Transportation Review (LATR) guidelines.
2. The proposed operations will cause some vehicular queuing on Rookwood Road during the afternoon school dismissal period for the Torah School
3. Closing the Rookwood Road entrance would reduce traffic on Rookwood Road and Second Avenue but would also have an overall adverse effect on operations and safety, as long as all three schools remain in the locations proposed.

Each of these findings is discussed in detail in the following paragraphs.

There are two means by which adverse affects might be addressed. The first means is the development of a Transportation Management Program (TMP). A TMP would both address reduction of vehicular queuing during school dismissal periods and provide a mechanism for continued operations monitoring and coordination with adjacent communities. The second means is the reduction of the proposed number of independent schools occupying the site, with a concurrent revision to site layout and operations. Anecdotal evidence suggests that the Jewish Primary Day School (JPDS) may be departing the site, yet the evidence is insufficient for planning purposes at this time.

Staff therefore proposes that the TMP be developed and implemented to monitor and document school operations as proposed. Within the next two years, the Department of Public Works and Transportation (DPWT) should find a means to reduce the number of schools operating on the site (presumably through JPDS relocation), and submit a revised site plan for mandatory referral review.

Local Area Transportation Review (LATR)

DPWT conducted a Local Area Transportation Review (LATR) study to evaluate the impact of the proposed development on the area transportation system.

A total of nine intersections and three driveways were evaluated for their level of service traffic operation. The two studies did not include the background traffic because there were no approved but un-built developments within the study area. Therefore, the Critical Lane Volume (CLV) analysis includes only the existing and total future traffic that is the existing plus additional trips generated from the site.

Finding #1: The CLV results shown in the following table indicates that all intersections will operate within the congestion standard of 1650 CLV for the Silver Spring and Takoma Park Policy Area.

Table 1-Critical Lane Volume analysis for the intersections in the study area

INTERSECTIONS	Existing		Total Future	
	AM	PM	AM	PM
Georgia Avenue/Seminary Place	1177	1553	1215	1557
Georgia Avenue/Seminary Road/Columbia Blvd.	1415	1568	1461	1580
Georgia Avenue/16 th Street	1013	1153	1013	1153
Seminary Road/Seminary Pl/Brookville Rd/2 nd Ave.	672	887	718	896
Linden Lane/2 nd Avenue	666	889	735	921
16 th Street/2 nd Avenue/Elkhart Street	840	658	936	676
Linden Ln/Forest Glen Rd/Capital View/Seminary Rd	893	1046	900	1047
Brookville Road/Linden Lane	757	910	843	916
Linden Lane/Montgomery Hills JHS Driveway	641	926	773	958
Brookville Road/Montgomery Hills JHS N. Driveway	Driveway is One-way Inbound			
Brookville Road/Montgomery Hills JHS S. Driveway	680	780	805	806
Brookville Road/Lyttonsville Place	392	579	451	592

Proposed Access and Circulation

The MHJHS site is located in the Woodside community of Silver Spring. According to the North and West Silver Spring Master Plan, site access is provided via the following adjacent and nearby roadways:

- The portions of Linden Lane and Brookville Road adjacent to the site are classified as an arterial roadway (A-60) with an 80-foot right-of-way and an on-road bike path.

Rookwood Road and the portion of Second Avenue south of Linden Lane are not classified in the master plan. Through Montgomery Hills, left-turns from Georgia Avenue (MD 97) are prohibited during peak periods, causing some motorists to use Second Avenue as an alternate route. The Master Plan recommends a comprehensive set of improvements to Georgia Avenue that would reduce traffic demand on Second Avenue. Currently, DPWT is conducting a traffic calming study on Second Avenue to determine if operational improvements are warranted.

The MHJHS proposal houses three institutions in different parts of the school. They are JDPS, Yeshiva and Torah schools. The site plan for the renovated MHJHS provides separate entrances for the JDPS, Yeshiva and Torah School to accommodate the religious customs for these three schools. The separate entrances for the three schools impact the circulation pattern at MHJHS as discussed below. The JDPS desires to have its own separate access to the building. Yeshiva/Torah School would access the building from the alleyway along the east side parallel to Second Avenue. The JDPS would access the building from the Brookville Road driveway on the southwest corner of the campus. There is a faculty parking lot just to the south of the Brookville Road driveway where vehicles circle to drop-off or pick-up the students at this location. A driveway connects west and the east sides of the campus along south of the school buildings. This driveway is currently chained off to prevent cut through traffic from Brookville Road to Rookwood Road and Second Avenue. The circulation plan submitted to the Planning Department shows the location of the drop-off and pick-up for Yeshiva/Torah students on the alleyway along the east side of the campus gaining access from Rookwood Road.

Staff has found that a relationship exists between the number of students being dismissed and the maximum length of vehicular queue that results. This relationship was developed as part of the Harbor School special exception case in 2000, based on observations of dismissal operations at six private educational institutions that do not provide bus service. Table 2 shows the estimated average queuing for each school and the queuing capacity at the three site driveways.

Table 2-Queuing Analysis

Queuing Area	Location	Adjacent to pedestrian entrance for	Projected use for loading students from	Staff Estimated	
				Queuing Capacity	Maximum Queue
1	North side	Yeshiva	None	9	0
2	East side	Torah	Torah (3:30 PM) Yeshiva (5:15 PM)	25 25	30 22
3	West side	JPDS	JPDS	21	21

As indicated in Table 2, the short driveway (labeled Queuing Area #1) adjacent to the Yeshiva School entrance will only accommodate nine vehicles. The schools recognize that this driveway is insufficient to serve as a location for school dismissal, and, therefore, propose that both Yeshiva and Torah Schools share the driveway (Queuing Area #2) along the site's east side. During school arrival and dismissal times, vehicles would enter this driveway from Rookwood Road and depart via Linden Lane.

Finding #2: Staff analysis of the sufficiency of the vehicular stacking, or queuing, areas for the three schools indicate that the Torah School queue will exceed the available queuing space. The Torah School queue would therefore be expected to extend onto Rookwood Road during the typical afternoon dismissal time. Typically, the maximum queue for a school dismissal operation only exists for a short period of time (perhaps five to ten minutes). Nevertheless, if the application were reviewed as a special exception, the site would not meet the criteria of Section 59-G-2.19- (a)-(4)-a-1-d, which requires "adequacy of drop-off and pick-up areas for all programs and events, including on-site stacking space and traffic control to effectively deter queues of waiting vehicles from spilling over onto adjacent streets".

Staff notes that two factors might be expected to influence the maximum queue lengths shown in Table 2, although the influences would likely offset each other. The first factor is that not all Torah School students are dismissed at 3:30 PM, as some percentage typically remain on site for after-school activities. At this time, insufficient information is available regarding the percentage of students remaining on-site or how those Torah School students remaining late would be dismissed without interfering with Yeshiva School dismissal operations. The second factor is that the site's east driveway intersects Linden Lane approximately 200 feet west of the signalized intersection of Linden Lane with Second Avenue. Based on a field review, staff finds that the driveway access point is not inherently unsafe or inappropriate, yet it is likely that departing vehicles will encounter sufficient delays to affect the efficiency of the dismissal operation and perhaps result in a slightly longer queue than calculated.

This queuing analysis confirms the need for student and parent operations and responsibilities to be clearly delineated in a Transportation Management Program (TMP). An effective TMP can improve the efficiency of dismissal operations, reducing vehicular queue length. The TMP should also include a monitoring program so that

operations are periodically reviewed by the school staff and shared with community associations to identify potential improvements.

Alternative Circulation Plan

Community representatives have requested that Rookwood Road be closed to reduce the amount of traffic using this road to travel between Second Avenue and Linden Lane. However, if Rookwood Road were closed, the east driveway would not be functional as a location for school dismissal operations because insufficient U-turn space exists for dismissal queue formation. If Rookwood Road were closed, staff finds the most effective operation would be for traffic destined for the Yeshiva and Torah Schools on the east side to use the Brookville Road driveway. The chained connector road on the south side of the buildings would need to be opened, at least during arrival and dismissal periods, to allow traffic to move from the west side to the east side of the campus. The Yeshiva and Torah School traffic would need to travel a circuitous path through the western parking area, adjacent to the JPDS queue.

The plan would address the Woodside community concern by reducing traffic on Rookwood Road Second Avenue and it would address staff concern regarding queue length by utilizing driveway space on the south side of the school. More important, however, the plan would create an operational problem associated with conflicting vehicle maneuvers near the JPDS entrance. Access to the Yeshiva and Torah school entrance would require vehicles to pass the JPDS entrance and travel across or around the JPDS vehicular queue. Staff finds the introduction of a “through” traffic stream into a student loading/unloading area unacceptable.

From a roadway network perspective, all studied intersections would still operate within the congestion standard of 1650 CLV for the Silver Spring/Takoma Park Policy Area. Table 3 shows the difference in the CLV at each intersection for which the CLV for Total Future traffic conditions would change if Rookwood Road were closed.

Table 3-Change in CLV due to closure of Rookwood Road

INTERSECTIONS	Changes in Total Future CLV Associated With Rookwood Rd Closure		Total Future CLV with Rookwood Road Closure	
	AM	PM	AM	PM
Linden Lane/Second Ave.	-42	-26	792	950
16 th Street/Second Ave/Elkhart St	-90	-16	882	680
Brookville Road/ Linden Lane	+125	+30	899	942
Linden Lane/Montgomery Hills JHS Driveway (north)	+112	+30	883	1042
Brookville Road/Montgomery Hills JHS (south)	+125	+34	879	884

As indicated in Table 3, the closure of Rookwood Road and the resulting shift of traffic to the Brookville Road entrance would reduce congestion slightly along Second

Avenue at both its Linden Lane and 16th Street intersections. However, congestion would increase slightly at the two remaining site driveways, as well as at the intersection of Brookville Road and Linden Lane.

Permanent closure of Rookwood Road would have two, relatively minor, effects. First, it would restrict the flexibility of the school to deal with unanticipated events, such as emergency operations or unscheduled driveway closures due to maintenance or incidents. Second, if Rookwood Road were permanently closed, an appropriate cul-de-sac treatment would be recommended; such treatment would need to be on the school site in order to avoid adverse residential impacts. Therefore, staff finds that even if a revised site plan for a reduced site mission can achieve routine access and circulation needs without using Rookwood Road, that maintenance of some Rookwood Road connection for emergency purposes is desirable.

Finding #3: The alternative circulation plan, including the closure of Rookwood Road, is undesirable due primarily to on-site safety concerns associated with conflicting traffic movements at the JPDS entrance. From the perspective of community protection, staff concurs with the Woodside community that shifting traffic from secondary and tertiary roads like Second Avenue and Rookwood Road to arterial roadways like Brookville Road and Lyttonsville Road is generally desirable. However, since all these roadways have substantial residential property frontage, staff notes that the effect of closing Rookwood Road is essentially to move the annoyance from one residential community to another. More important, staff finds the introduction of Yeshiva and Torah School traffic into the JPDS student loading/unloading area to be unacceptable.

Staff recommends that the circulation plan proposed by DPWT, with the traffic accessing the Yeshiva and Torah Schools via Rookwood Road is the most effective way to accommodate the needs of all three schools on the existing site. Staff recommends that this operation be implemented and monitored while the school develops a revised site plan for mandatory referral review by the Planning Board that reflects the relocation of one of the schools, presumably JPDS. The revised plan should either reflect the closure of Rookwood Road for recurring school activities or document the adverse impacts that prevent Rookwood Road closure.

Pedestrian Access and Circulation

Sidewalks exist along the roadways serving the campus to facilitate pedestrian access to the school. The applicant proposes to improve sidewalk connections on the campus. The internal walkway improvements include connecting the Yeshiva school entrance on the building's north side to the shared Torah/Yeshiva School loading area on the east side. It is also proposed to connect walkways between faculty parking and the JPDS entrance. In addition to maintaining community access to the play fields, the applicant should provide a sidewalk connection from Brookville Road to the fields to facilitate safe pedestrian access.

Transportation Management Plan

As described above, staff recommends that the school provide guidelines and policies for managing the following elements of the school transportation system:

1. Provide access and circulation plan for queue management
2. Designate a transportation coordinator to provide information on carpooling, van pooling bus and transit ridership.
3. Provide guidelines on carpool operation, parking policies, delivery and service vehicles, and special event management.
4. Provide means for operations monitoring and regularly scheduled meetings with adjacent community associations to identify and resolve transportation issues.

This Transportation Plan should be submitted to the Planning Board for their review and approved for implementation.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Silver Spring/Takoma Park policy area, which has a remaining capacity of 1,238 jobs and 2,324 housing units as of November 30, 2002.

SE:JP:cmd

Montgomery Hills Jr.High School-MR #02107-DPW&T-1.DOC

ATTACHMENT 9



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

MEMORANDUM

DATE: November 8, 2002

TO: Glenn Kreger, Community Based Planning Division

VIA: Mary Dolan, Environmental Planning Division *MD*

FROM: Marion Clark, Environmental Planning Division *MC*

SUBJECT: Mandatory Referral No. MR-02107-MCPS-1
Montgomery Hills Junior High School

The Environmental Planning staff has reviewed the referral referenced above. Staff recommends **approval** of this mandatory referral.

Forest Conservation

This site has an approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD). An exemption of the Forest Conservation Law has been granted because the proposal is a modification to an existing use that is clearing no more than a total of 5,000 square feet of forest; does not clear forest within a stream buffer or on property subject to SPA WQP requirements; and does not require a new subdivision plan. The plan is not subject to requirements for a tree save plan because no specimen trees will be removed or have greater than 30% of the critical root zone impacted.

Water Quality

This site is located in the Lower Mainstem of the Lower Rock Creek watershed. The Countywide Stream Protection Strategy classifies this as a Watershed Restoration Area with poor stream conditions and fair habitat conditions. To the extent possible, conditions should be improved to restore stream and habitat conditions. Full water quality and quantity control in stormwater management shall be expected to protect the integrity of the Lower Rock Creek watershed.



GOROVE/SLADE ASSOCIATES, Inc.

Suite 700 / 1140 Connecticut Ave. NW / Washington, DC 20096

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Toll Free: (888) 212-4242

THE HARBOR SCHOOL
9441 Newbridge Drive
Potomac, MD

TRANSPORTATION MANAGEMENT PLAN

The Transportation Management Plan (TMP) for the Harbor School provides strict guidelines and policies for managing the following elements of the school transportation system:

- Access and Circulation
- School Transportation Coordinator
- Carpool Operations
- Queue Management Mechanisms
- Parking Policies
- Delivery and Service Vehicles
- Overall Safety Considerations
- Enforcement and Community Coordination
- Special Events Management
- Initial Assessment

The following sections present the specific guidelines for each component of the TMP.

Access and Circulation

- Access to the site will be provided via Newbridge Drive with two access points to the campus.
- Right and left turns into and out of the school are allowed at all times. However, during the PM peak hour, the eastern driveway will be the only active driveway in order to maximize the amount of on-site stacking capacity. The western driveway will be temporarily blocked with cones to prevent access during the PM peak hour.
- No school-associated off-site vehicle stopping (except for turning movements), waiting, or queuing within the Newbridge Drive right-of-way is to occur at any time.
- Two-way circulation is provided for all of the parking areas on-site.

School Transportation Coordinator

- The Harbor School will provide a minimum of one staff member, whose primary responsibility is to manage and implement the Transportation Management Plan at the school.

Carpool Operations

- The School Transportation Coordinator (STC) will be responsible for implementing the school ridesharing promotions program to encourage more carpooling, for managing and monitoring the school carpool operations, and for overall transportation management at the school.
- The STC will promote carpooling by using address information to identify clusters of families that are close enough to each other to form a carpooling group. Once these groups are identified, the STC will contact the families to actively encourage these formations. The STC will stress the convenience factor and the traffic reduction impacts as benefits to carpooling. In addition, the STC will distribute school directories for parents to peruse to form their own carpooling groups. This process will be initiated prior to the school year and will be continued throughout the school year.
- No carpool pick-up, drop-off, parking or stacking operations will occur on Newbridge Drive or any other public roadway. Signs will be posted and maintained on Newbridge Drive to inform all motorists associated with the Harbor School. The proposed site configuration will accommodate all pick-up, drop-off, parking or stacking operations on-site.
- During the AM peak period, faculty and staff will be required to arrive before 8:00 AM. Classes will begin at 8:45 AM for Grades Junior K-5 and 9:00 AM for Preschool.
- During the AM peak hour, vehicles can enter the site via either driveway and proceed to the front of the school to discharge students from the passenger side of the vehicle.
- Preschool will be dismissed at 12:00 PM and will not coincide with the dismissal of the older grades.
- Grades Junior K-5 will be dismissed at 3:00 PM with some students remaining due to their participation in after-school enrichment programs.

Queue Management Mechanisms

- During the PM peak hour, vehicles will enter the site via the eastern driveway and proceed to the front of the school to pick up students from the passenger side of the vehicle. Initially, approximately 10 staff members will manage these operations, with 5-10 vehicles being unloaded at a time. The STC will monitor the utilization of these staff members to efficiently manage the operations and adjust the number of these staff members accordingly throughout the year.

- As the afternoon queue begins to develop, parents will have the option of waiting in their vehicles or to utilize the visitor parking area to park and walk in to pick up their children.
- If the afternoon queue extends to the visitor parking area, all vehicles that arrive will be required and directed to park in the visitor parking area. These parents will be required to walk in, pick up their children, and accompany them back to their vehicle. The queue extending to the visitor parking area can accommodate 48 stacked vehicles. The visitor parking area can accommodate an additional 44 parked vehicles. The total number of vehicles that can be accommodated with these two components is 92 vehicles. It is expected that the peak PM queues can be easily accommodated with these two components of the carpool operations system.
- In the rare event that the queue extends to the visitor parking area and the visitor parking area is completely filled, motorists will be directed to stack beyond the visitor parking area to the eastern driveway, then, if necessary, to the playing field. This additional stacking area can accommodate an additional 15 stacked vehicles, bringing the total number of spaces available for stacking on-site in front of the school building to 107. In addition, the playing field can accommodate 90 parked vehicles. Thus, approximately 197 vehicles associated with Harbor School parents would be accommodated on-site (excluding employee parking).
- Although the School does not believe either of the following measures is necessary, if desired by the Board of Appeals, these additional measures could be taken to ensure all vehicles stack on site during queuing operations:
 - *First Measure.* Stagger Grades Junior K-2 to be dismissed 30 minutes earlier than Grades 3, 4, and 5. The resulting reduction in queue length is projected to be at least 24 vehicles.
 - *Second Measure.* The capability exists to provide an additional queuing driveway that will extend from the service area on the east side of the building across the rear of the building to the southwestern corner of the employee parking lot. This option will be able to accommodate an additional 39 stacked vehicles.

Parking Policies

- Adequate parking is provided to meet the projected daily parking demands of faculty/staff, parents and visitors driving to the Harbor School.
- Parking for faculty/staff, parents and visitors will not be permitted on Newbridge Drive at all times.

- During the AM peak period, faculty and staff will be required to arrive and park before 8:00 AM and utilize the employee parking lot.
- Faculty and staff will be required to park in the employee parking area and not leave during the PM carpool operations.
- On-site overnight parking of vehicles is discouraged. No more than 3 such vehicles shall be allowed to park overnight on-site on a temporary basis. Any such vehicles storage on-site is to be limited to areas, which are effectively screened with evergreen plantings.

Delivery and Service Vehicles

- All deliveries shall be scheduled to occur outside the school's AM and PM peak periods.
- Refuse collection shall also be scheduled to occur outside the school's AM and PM peak periods.
- Delivery and Service providers shall be directed to access the school via River Road to avoid neighborhood impacts.

Overall Safety Considerations

- Harbor School will coordinate with Montgomery County Department of Public Works and Transportation (MCDPW&T) to install appropriate school zone signs, no parking signs, and additional speed limit signs along Newbridge Drive.
- Harbor School will provide staff on-site in front of the school to manage the AM and PM carpool operations.
- Crosswalks within the site will be installed to promote clear pedestrian paths across the main internal campus roadway to the visitor parking area.
- All pick-up and drop-off operations will occur on-site curbside along the building and on the passenger side of the vehicles.

Enforcement and Community Coordination

- Harbor School will require parents to sign an agreement as part of the enrollment contracts that will require parents to obey local traffic laws and the Harbor School carpool and parking policies and to follow the TMP. Disregard of the carpool and parking policies or the TMP will result in a conference with the Head of School. In addition, the loading or unloading of children from School grounds directly to cars

parked or stopped on Newbridge Drive is strictly prohibited. An initial violation of this rule will result in a mandatory conference with the Head of School. A second intentional infraction of this rule will be grounds for expulsion.

- Harbor School shall initiate the formation of a "Neighborhood Council" which will meet monthly to discuss and monitor issues related to the school and neighboring community in the first year of operation. These meetings can be held quarterly, or as necessary, thereafter. The "Neighborhood Council" would consist of Harbor School representatives, neighborhood representatives, representatives of neighboring institutions, and, if necessary, representatives from MCDPW&T and/or M-NCPPC.
- The Harbor School will send an annual report of compliance with the TMP to the Board of Appeals and the community.
- The STC will be the primary point of contact for all traffic and parking related community issues. The STC will maintain a log of calls and correspondence regarding all traffic and parking related community issues. This information will be provided to The Harbor School Board of Directors on a regular basis, and the Board of Directors shall take appropriate action to address any outstanding traffic and parking issues.
- Harbor School will provide a school calendar to the neighborhood committee to give advance warning of school events scheduled at the Harbor School. This information would also be available on the school's website at www.theharborschool.org.

Special Events Management

- It is expected that there will be few large events that will occur at the Harbor School requiring special provisions to accommodate traffic and parking needs. Currently, Back-to-School Night is broken down into several nights based on the grades of the children and this staggering will be continued at the new location.
- The school building and facilities will not be rented out for non-school events.
- The playing field will not be lighted to discourage evening use of the facility.
- In the event that a large event does occur at the school, such as a school-wide picnic, parking on-site will be allocated with parking permits on a rotating basis prior to the school event, with priority for vehicles bringing multiple children. Parents without a parking permit to the event will be directed before the event to an off-site facility, where they will be shuttled to and from the Harbor School. These events would occur rarely and would be planned well in advance to serve the anticipated vehicular demand. For these events, parking directors would be on site to manage the parking operations and circulation.

Initial Assessment

- During the first 30 school days after school opening, the Harbor School is to fully assess on-site peak hour vehicular operations in order to ensure full compliance with the Transportation Management Plan. If necessary, the Harbor School is to undertake additional management and operational steps as may be necessary to assure reasonably prompt compliance with the TMP, which may include, but not necessarily limited to, one or more of the following: (1) adjustments to the Queuing Plan; (2) additional on-site staff to manage morning and afternoon queuing; (3) use of non-paved lot areas for queuing and related parking (i.e., the playing field as designated on the site plan and discussed in the TMP); (4) changes in arrival and dismissal times (increased staggering of student arrival and departures); (5) enhanced efforts to increase student per vehicle ratios; (6) modification of vehicular management operational requirements for parents (instructions to drivers); (7) use of vans and buses; (8) use of off-site satellite areas.



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Albert J. Genetti, Jr., P.E.
Director

July 25, 2003

RECEIVED
1110
JUL 29 2003

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Mr. Derek Berlage, Chairman
Montgomery County Planning Board
8787 Georgia Ave
Silver Spring, Maryland 20910


Dear Mr. Berlage:

Attached for the Board's review and comments is the lease agreement between Montgomery County and Yeshiva of Greater Washington, Inc., for the former Montgomery Hills Junior High School in Silver Spring. The lease was also transmitted to the County Council on this date and Mr. Duncan's transmittal, which contains pertinent background information, is included.

In accordance with provision 6.17 of Executive Regulation 4-99AM, Reuse, Leasing and Sale of Closed Schools, would like your response by September 19, 2003.

If you have any questions, please contact Cynthia Brenneman, 240-777-6089.

Sincerely,


Michael Hoyt
Deputy Director

MH:CB:MHJS P&P trans

Office of the Director



ADDENDUM
Agenda Item (2)GG
July 29, 2003

Introduction

OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Douglas M. Duncan
County Executive

July 25, 2003

TO: Michael L. Subin, President
Montgomery County Council

FROM: Douglas M. Duncan
County Executive

SUBJECT: Reuse of the Former Montgomery Hills Junior High School

RECEIVED
MONTGOMERY COUNTY
COUNCIL
JUL 29 2003

I am pleased to transmit to the Council for its approval a proposed Lease Agreement between Montgomery County and the Yeshiva of Greater Washington, Inc. for the re-use of the former Montgomery Hills Junior High School property. The lease is also being delivered to the Superintendent of Schools, the Montgomery County Board of Education, the Planning Board, and the North Woodside-Montgomery Hills Citizens Association for review and comment.

As you review the lease, it is important to bear in mind the context in which this transaction takes place. Yeshiva currently occupies the former Belt Junior High School property in Wheaton pursuant to a Lease-Purchase Agreement approved by the Council in 1999; that agreement gives Yeshiva the right to purchase the Belt property. You may recall that, at the time Yeshiva agreed to lease the property, Belt was an abandoned building that had been essentially vacant for more than a decade, repeatedly vandalized, and an eyesore to the community. Yeshiva raised and invested millions of dollars in the property, knowing that it had the right to purchase the site.

Citing the need to re-open Belt as a second middle school in the Wheaton High School Cluster, the Superintendent and the Board of Education asked the County in 2001 to negotiate with Yeshiva for the return of the newly renovated facility. Yeshiva was willing to discuss the matter and, after extensive negotiations, Yeshiva agreed to accommodate the County's needs and to relocate to Montgomery Hills if (i) the terms and provisions of its lease/purchase agreement were transferred to the Montgomery Hills property and (ii) improvements substantially similar in scope and materials to the improvements that Yeshiva made at Belt would be made, at no cost to Yeshiva, to the interior and exterior of Montgomery Hills. MCPS and the County accepted this approach.



Michael L. Subin, President
July 25, 2003
Page 2

Negotiations were then undertaken in an effort to document the rights and obligations of the respective parties. From an early point in the negotiations, my staff met with representatives of the North Woodside-Montgomery Hills Citizens Association and others in order to hear their concerns and to attempt to reach agreement on terms and provision of the transfer. As a result of those discussions, certain provisions of the initial agreement have been changed. Most significantly, Yeshiva agreed to a major concession when it agreed to give up the right to purchase the Montgomery Hills property in response to community concerns about an outright sale. Instead, Yeshiva agreed to accept a long-term lease and a "lock-out period," during which the County would agree not to attempt to reclaim the property, in order to provide Yeshiva with the stability that ownership of the property would otherwise provide. The lease reflects that agreement. Significantly, however, the lease also grants the County the right to terminate the lease if Yeshiva does not live up to its contractual obligations.

In addition to the community, we have sought and obtained input from MCPS and the Planning Board. Under the process established by the Council, each of these parties, and the public at large, will have additional opportunities to comment on the lease before it is approved.

I look forward to continuing our work on this matter so that we can address the overcrowding in the Wheaton High School Cluster by re-opening Belt on schedule and relocating Yeshiva to Montgomery Hills under terms and conditions that are reasonable and fair to all affected parties. If you have any questions or need additional information, please contact my Special Assistant, Jerry Pasternak, at 240-777-2513.

Attachment

DMD:jp