



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Department of Park and Planning

April 18, 2005

**MEMORANDUM**

TO: Fred Boyd, Coordinator  
Community Based Planning Division

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

FROM: Maureen Decker, Planner/Coordinator *DKH for*  
Transportation Planning

SUBJECT: Mandatory Referral MR 04508-MCPS-1  
Northeast Consortium School # 28  
Arcola Elementary School  
Kensington/Wheaton Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral. Arcola Elementary School existed on this site between 1955 and 1982. After a number of additions it was determined that the school could no longer be renovated to accommodate the educational program required for contemporary elementary school. The Washington Christian Academy has been operating at the facility in recent years since the elementary school closed.

**RECOMMENDATION**

Transportation Planning staff has reviewed the submitted information for the subject school facility, and has the following comments to support the approval of the mandatory referral application as it meets the adequate public facilities test for transportation requirements:

1. Provide a traffic study to identify any needed transportation improvements if:
  - a. Enrollment exceeds 765 students, including a four-classroom addition for future expansion, and
  - b. Add alternatives beyond the currently programmed: Gymnasium, Daycare and Before and After Care facilities, and School Based Health Center are considered.

## DISCUSSION

### School Location, Operations, Access, Parking, and Circulation

Arcola Elementary School is located in the Blue Ridge Manor residential community at the corner of Franwall Avenue and Channing Drive. Bus access is proposed on Channing Drive, and the student drop-off and pick-up off lane and parking lot are accessed on Franwall Avenue. Franwall Avenue currently has a speed hump to either side of the proposed entrance. The proposed site has ample space for bus and parent pick-up queuing, as well as 70 parking spaces. Lead-in sidewalks provide sufficient access for pedestrians. Crosswalks will be provided along Franwall Avenue, and at the intersection of Alma Street and Channing Drive. Each of the above elements, combined with school staff that manages traffic during peak arrival and departure times, are expected to provide adequate access, parking, and circulation.

### Local Area Transportation Review

A traffic study was submitted to determine the impact of the proposed facility on the local area transportation system, and was reviewed under the *Local Area Transportation Review (LATR) Guidelines*, adopted and approved July 1, 2004. The traffic study took the following transportation-related operations into consideration:

**Table 1- Schedule of Operations**

<b>Facilities</b>	<b>Students</b>	<b>Staff</b>	<b>Hours</b>	<b>Core/Add Alternative</b>
Elementary School	765	N/A	Drop-off: 8:45 a.m.- 9:00 a.m. Pick-up: 3:00 p.m.-3:30 p.m.	Core & Future Classrooms
Gymnasium	N/A	N/A	N/A	Add Alternative
Health Care Suite	N/A	3	9:00 a.m.-3:00 p.m.	Add Alternative
Daycare Facility	20	3	7:00 a.m –6:30 p.m	Add Alternative
Before & After Care	40	2	7:00 a.m.-9:00 a.m. 3:00 p.m.-6:30 p.m.	Add Alternative

The proposed elementary school, as documented above, is anticipated to generate a total of 111 trips in the morning weekday peak hour periods, and 74 in the afternoon weekday peak hour periods. These trips were added to the existing, and approved but not-built development trips in the area to form the total future traffic. All traffic was then assigned to four intersections in the study area. The intersections analyzed were:

1. Arcola Avenue and Georgia Avenue,
2. Arcola Avenue and Channing Drive,
3. Arcola Avenue and Kemp Mill Road, and
4. Channing Drive and Franwall Avenue.

For the total future traffic condition the study considered funded improvements at the intersection of Arcola Avenue and Georgia Avenue. The improvements are part of the Montgomery County Capital Improvement Program (CIP), Intersection and Spot Improvements Project #507017. The improvements consist of the widening of the east leg of the intersection, and improving the westbound approach of Arcola Avenue to provide separate left, through, and right turn lanes. The CIP project is currently under construction and expected to be complete by June 2005.

The results of the LATR shown in Table 2 indicate, and Transportation Planning staff concurs, that the existing and future traffic conditions do not, and will not, exceed the congestion standard of 1600 critical lane volume (CLV) in the Kensington/Wheaton Policy Area. Therefore, the proposed facility mandatory referral passes the adequate public facilities test.

**Table 2 – Results of Critical Lane Volumes**

Intersection	Congestion Standards	Time Period	Traffic Condition		
			Existing	Back-ground	Total
Georgia Avenue/Arcola Avenue	1,600	Morning	1,377	1,363	1,398
		Evening	1,552	1,541	1,568
Arcola Avenue/Channing Drive	1,600	Morning	1,100	1,103	1,236
		Evening	1,178	1,185	1,245
Arcola Avenue/ Kemp Mill Road	1,600	Morning	1,020	1,026	1,069
		Evening	1,290	1,301	1,313
Channing Drive/ Franwall Avenue	1,600	Morning	162	162	393
		Evening	64	64	134

The Maryland State Highway Administration and Montgomery County Department of Public Works and Transportation did not have time to review and comment on the LATR prior to the Planning Board review, however staff does not anticipate comments since the LATR passes the Adequate Public Facilities test. If either agency provides comments at a later date, Montgomery County Public Schools may consider incorporating them as this project progresses.

#### Master Plan Roadways and Bikeways

The *Kensington-Wheaton Master Plan*, approved and adopted in 1989, classifies and recommends right-of-way width for significant roadways in the vicinity of the proposed Arcola School. Arcola Avenue (A-54) is classified as an arterial roadway with a minimum right-of-way width of 80 feet and a pavement width of 48 feet wide. The *Master Plan* is silent regarding right-of-way and functional classification for Franwall Avenue and Channing Drive. Therefore, they are considered secondary residential roadways with 60-foot wide right-of-ways. Arcola Avenue is designated as an existing on-road bikeway while Nairn Road, Ventura Avenue, and Orebaugh Avenue are proposed local streets within a few blocks of the elementary school that are designated as proposed signed, shared roadways.

MD:gw