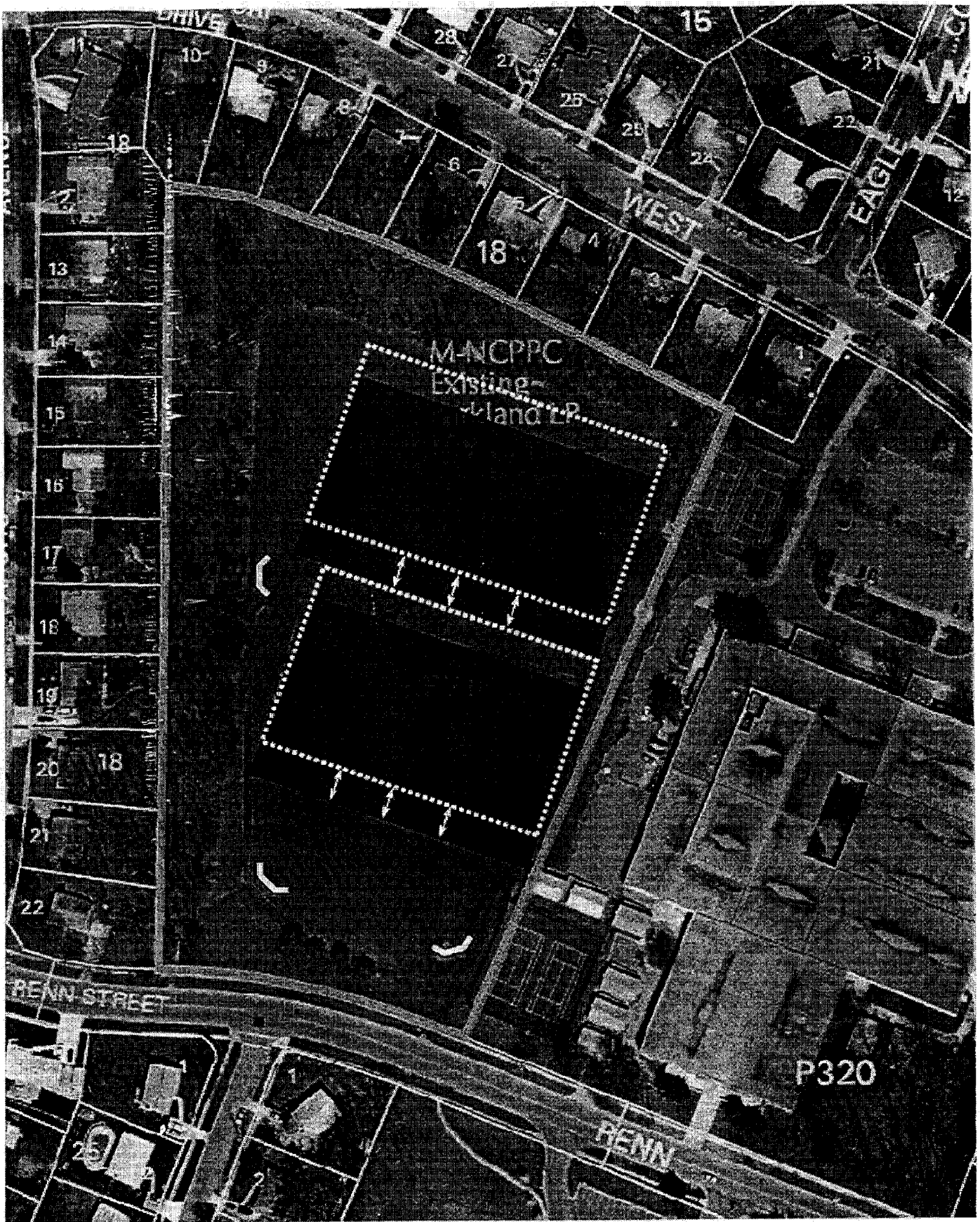
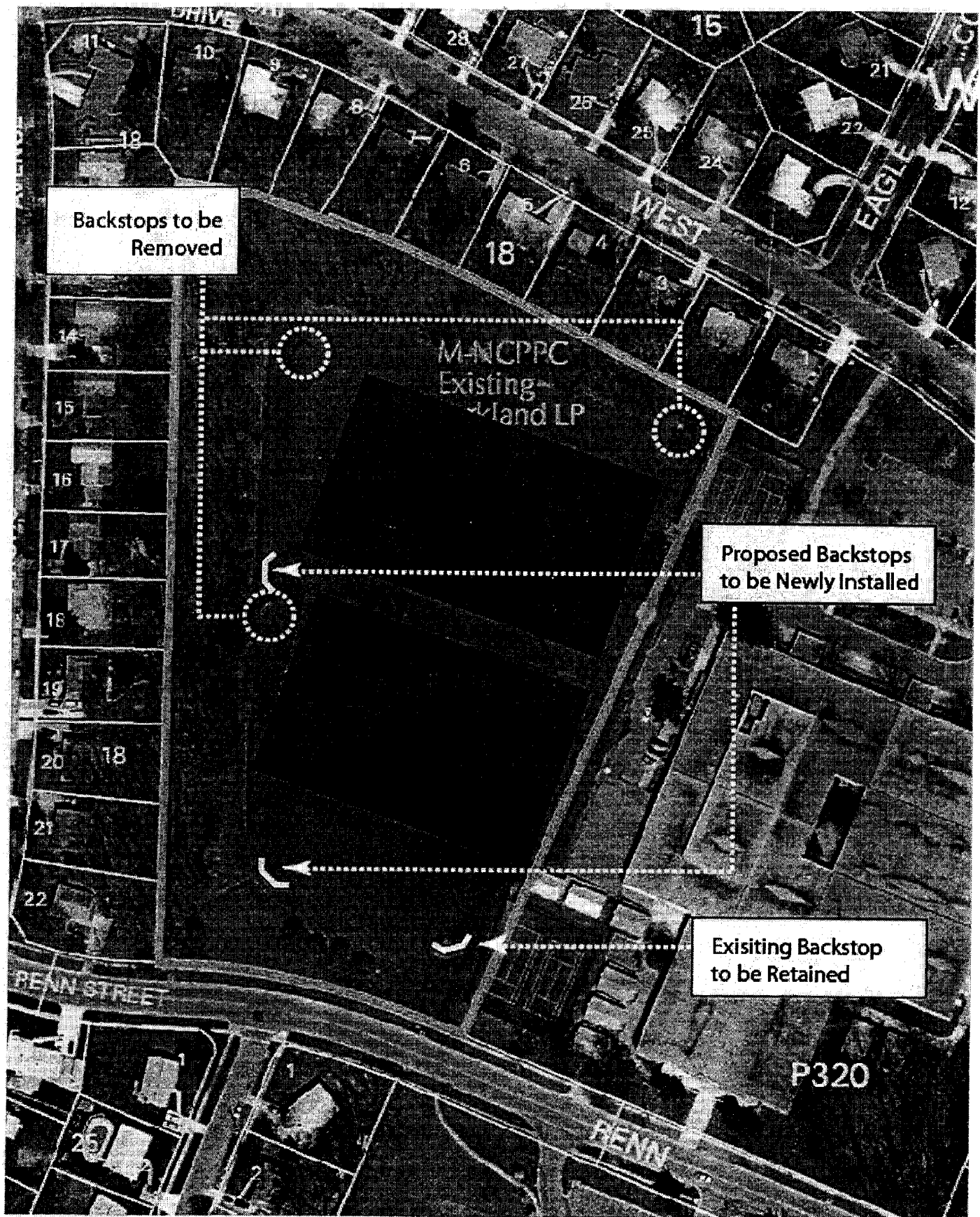


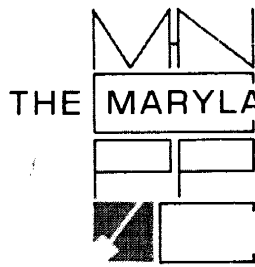
Keep the field in their current location and Install artificial turf in the goalmouths.



Provide for 4 sets of soccer goal sleeves to allow the goals to be shifted and heavily used field center and goal mouths moved every two years to even out the wear pattern.



For the **softball fields** the following is proposed: remove the Northwest, Northeast and West backstops, "Move" the West backstop to a new location, install new Southwest backstop, and keep the current Southeast backstop in place.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

July 20, 2005

MEMORANDUM

TO: Fred Boyd, Planner
Community-Based Planning Division

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

FROM: Ed Axler, Planner/Coordinator *EA*
Transportation Planning

SUBJECT: Mandatory Referral No. 05503-MCPS-1
Parkland Middle School Modernization
Aspen Hill Policy Area

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral case.

FINDINGS

Transportation Planning staff findings the following transportation-related comments for this mandatory referral case:

1. Extend the proposed sidewalk along the eastern driveway to connect to the existing sidewalk along Renn Street.
2. Submit a traffic study to satisfy Local Area Transportation Review if any future addition results in increasing the enrollment above the core capacity of 1,000 students.

For this mandatory referral case, staff finds that the proposed modernization satisfies the LATR test.

DISCUSSION

Site Location

The existing public school is located within the Bel Pre Woods community of Aspen Hill surrounded by Bel Pre Road to the north, Georgia Avenue (MD 97), and Connecticut Avenue (MD 185) to the east, and Aspen Hill Road to the south. The school site fronts along Renn Street to the south and West Frankfort Drive to the north.

Vehicular Access Points, On-Site Circulation, and Bus/Vehicle Parking

The three existing and two new vehicular access points into the middle school are as follows:

1. The two existing vehicular access points that lead into the student drop-off queuing lane and the parking area from West Frankfort Drive are proposed as a one-way entrance-only driveway and a two-way driveway opposite the intersection with Loree Lane. The bus parking is to be moved from the front of the school to the eastern side.
2. One existing access point is from Renn Street into the rear of the school.
3. Two new vehicular access points are proposed: a one-way entrance from West Frankfort Drive and a one-way exit from Renn Street to and from the new bus parking area on the east side of the school. These new access points separate conflicting on-site vehicular and bus movements.

Pedestrians Facilities

The proposed mandatory referral use will improve the existing pedestrian access with the following lead-in sidewalks:

1. One existing and one relocated sidewalk leading into the site from West Frankfort Drive. These sidewalks are located along the outside of the two driveways to and from the student drop-off queuing lane and parking area so that pedestrians do not have to cross the path of circulating vehicles.
2. Three new sidewalks leading from Renn Street are proposed. The staff recommendation to extend the sidewalk proposed along the east side driveway is intended to provide a direct connection to school entrances from the adjacent community along Renn Street.

Crosswalks are proposed across all driveways into the site.

Master-Planned Roadways and Bikeway

According to the *Aspen Hill Master Plan* and the *Countywide Bikeways Functional Master Plan*, the nearby roadways and bikeway are classified as follows:

1. Bauer Drive to the north of West Frankfort Drive is classified as a primary residential street, P-3, with a 70-foot right-of-way. The Countywide Bikeways Functional Master Plan designates a signed shared roadway, SR-35.
2. Arctic Avenue to the west of the site is classified primary residential street, P-7, with a 80-foot right-of-way. The Aspen Hill Master Plan designates an on-road, Class III bikeway.

The adjacent roadways of Renn Street and West Frankfort Drive are not listed in the master plan and are secondary residential streets with a 60-foot right-of-way and existing sidewalks. The Aspen Hill Master Plan recommends an on-road, Class III bikeway on Renn Street between Arctic Avenue and Loree Lane.

Local Area Transportation Review

The modernization of the existing middle school would result in reducing the enrollment from 1,226 to 820 students while also reducing staff from 135 to 94. Although the existing middle school may generate 50 or more peak-hour vehicular trips during the weekday morning peak period (6:30 to 9:30 a.m.), the proposed modernization would reduce the number of peak-hour vehicular trips by approximately 45 percent. No regularly scheduled activities generate peak-hour vehicular trips within the weekday evening peak period (4:00 to 7:00 p.m.) because the school day ends at 2:40 p.m. Therefore, a traffic study is not required to satisfy Local Area Transportation Review as indicated in the traffic statement from William Laughlin of Moseley Architects to Daniel Hardy dated December 6, 2004.

Policy Area Transportation Review/Staging Ceiling Condition

The Parkland Middle School is an existing land use with the 70 jobs already accounted for in the staging ceiling numbers. Under the *FY 2005 Annual Growth Policy*, Policy Area Transportation Review is no longer considered in the APF review.

EA:kcw

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