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NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMIT	11/13/08
2	ISSUE FOR BIDDING	11/13/08

ROSA PARKS MS
INFANTS & TODDLERS
PROGRAM MODULAR
BUILDING

UNIVERSITY CITY
 PUBLIC SCHOOLS

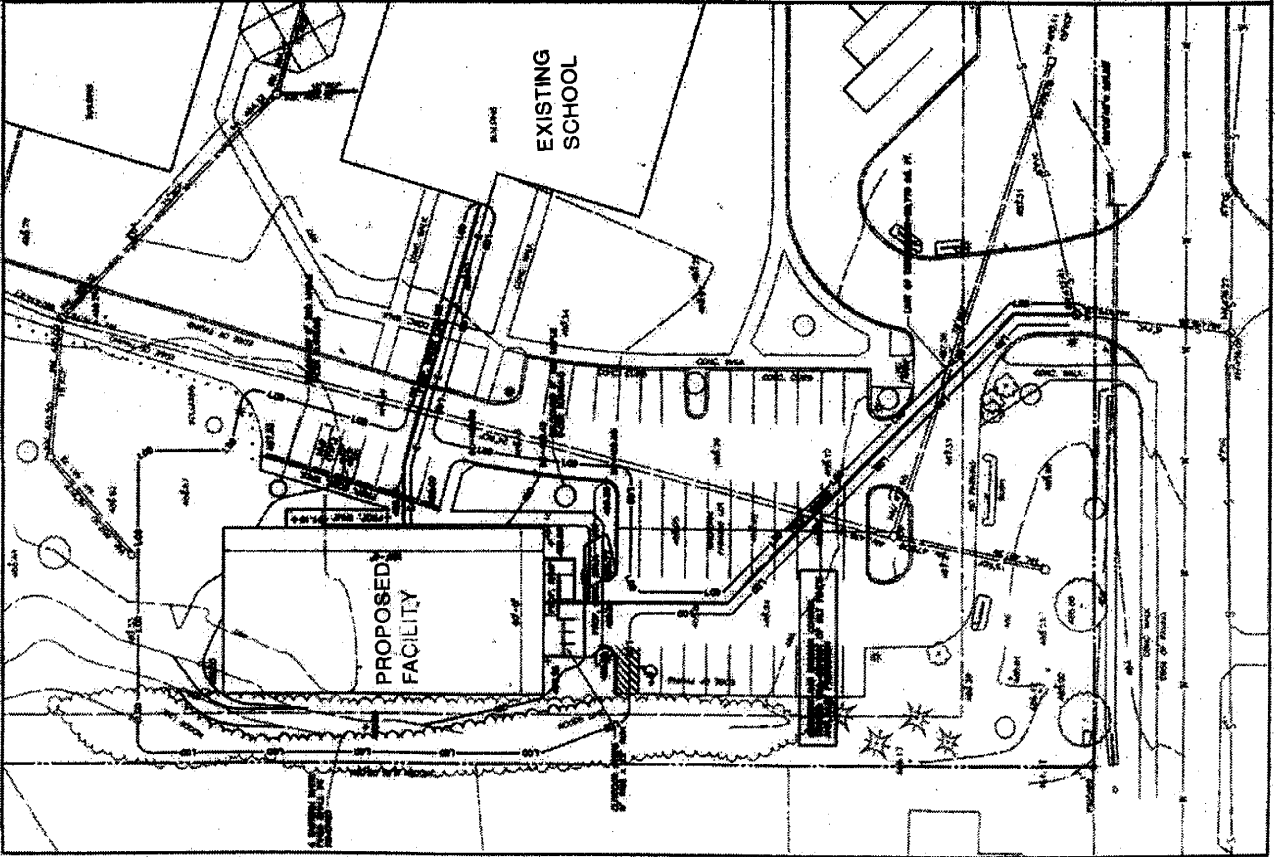
SITE DETAIL

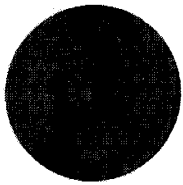


C-2

LEGEND

- Proposed Facility
- Existing School
- Site Lines
- Proposed Driveway
- Proposed Parking
- Proposed Walkway
- Proposed Landscaping
- Proposed Fencing
- Proposed Utility Lines
- Proposed Storm Drain
- Proposed Fire Hydrant
- Proposed Water Meter
- Proposed Sewer Manhole
- Proposed Electrical Service
- Proposed Telephone Service
- Proposed Gas Service
- Proposed Cable Service
- Proposed Fire Alarm
- Proposed Security System
- Proposed Access Control
- Proposed Signage
- Proposed Wayfinding
- Proposed Lighting
- Proposed Sound
- Proposed Heating
- Proposed Cooling
- Proposed Ventilation
- Proposed Filtration
- Proposed Disinfection
- Proposed Distribution
- Proposed Storage
- Proposed Treatment
- Proposed Reuse
- Proposed Recycling
- Proposed Energy Conservation
- Proposed Water Conservation
- Proposed Air Quality
- Proposed Noise
- Proposed Vibration
- Proposed Seismicity
- Proposed Geology
- Proposed Soils
- Proposed Paleontology
- Proposed Archaeology
- Proposed Cultural Resources
- Proposed Historic Resources
- Proposed Visual Resources
- Proposed Aesthetics
- Proposed Recreation
- Proposed Open Space
- Proposed Parks
- Proposed Trails
- Proposed Recreation Facilities
- Proposed Open Space Facilities
- Proposed Parks Facilities
- Proposed Trails Facilities
- Proposed Recreation Facilities
- Proposed Open Space Facilities
- Proposed Parks Facilities
- Proposed Trails Facilities





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

April 18, 2005

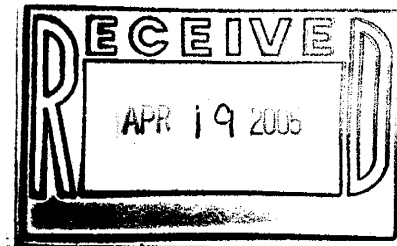
MEMORANDUM

TO: Frederick V. Boyd
Georgia Avenue Team
Community Based Planning Division

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

FROM: Maureen Decker, Planner/Coordinator
Transportation Planning *MD*

SUBJECT: Mandatory Referral MR 05501-MCPS-1
Rosa Parks Middle School Infant's and Toddler's Facility
Olney Policy Area



The proposed mandatory referral is for the construction of a new modular building housing an Infant's and Toddler's Facility at the Rosa Parks Middle School. This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral.

RECOMMENDATION

Transportation Planning Staff recommends no conditions to support approval of the above-referenced application because it has no significant impact on the area transportation system.

DISCUSSION

School Location, Access, Circulation, and Parking

The Infant's and Toddler's Facility is proposed to be built in the western parking lot of the Rosa Parks Middle School, located at 19200 Olney Mill Road in the Olney Policy Area. The modular building will consist of 7,129 square feet of space, and will replace 23 of the 177

existing parking spaces. The applicant's submission to Maryland-National Capital Park and Planning Commission (M-NCPPC) states that the remaining parking spaces are adequate to serve the additional staff, and visitors at the proposed facility. Transportation planning staff concurs with the statement since 154 remaining parking spaces exist and only 114 parking spaces are required. In addition, the bus, passenger vehicle, or pedestrian circulation patterns at the existing facility will not change or be impacted by the proposed action.

Local Area Transportation Review

The need for a traffic study to meet Local Area Transportation Review (LATR) requirements per the Board's Uniform Standards for Mandatory Referral Review was not determined prior to the applicant's submission. Transportation planning staff reviewed the application after its submission and determined that since the existing traffic generated by the site already exceeds the 30-trip threshold for LATR review, a traffic study would be required to satisfy LATR requirements since the proposed action increased the number of trips at the site. In response to the request for a traffic study, the applicant stated: "*The proposed facility will offer office, classroom, and support spaces to the program's staff students, and parents. General usage of the proposed facility will take place from approximately 7:00 a.m. until 6:00 p.m. ... The program will also host approximately 25-full-time and 20 part-time staff, with a possible expansion to approximately 50 total staff members, who arrive and leave at different times throughout the day.*" In addition, the applicant anticipates that on a normal day a maximum staff of eight would arrive or depart during the weekday peak hours because the majority of staff works out of their home and report occasionally to the office to file their casework. As a result, a traffic study was not submitted because the applicant expressed concern that a full LATR traffic study is not a good use of county funds.

In response, staff prepared a cursory, conservative estimate of the traffic impact of the proposed facility. Transportation Planning staff used the rates for general office space in the 7th Edition of Institute of Traffic Engineers Trip Generation Manual, and determined the proposed Infant's and Toddler's Facility will generate less than or equal to 55-peak hour vehicle trips during the weekday morning or evening peak periods with a staff of 50 or office space of 7,129 square feet. Staff also determined that the two signalized intersections considered in a LATR traffic study would be: 1) Olney Mill Road and Olney-Laytonsville Road (MD 108), and 2) Georgia Avenue (MD 97) and Gold Mine Road. Traffic data available in M-NCPPC's file for these intersections indicate that as of October 2004, for the Olney-Laytonsville Road intersection, and of May 2001 for the Georgia Avenue intersection, the Critical Lane Volumes are less than 1,000 for both the morning and evening weekday peak hours at both intersections. The congestion standard for the Olney Policy Area is 1,475.

Based on the above information, it is staff's judgment that the two intersections have sufficient capacity to accommodate the maximum 55 additional peak hour trips generated by the site. Therefore, it is our judgment that if completed, a traffic study would find that the additional site traffic does not exceed the LATR congestion standard threshold and will have no adverse affect on the area roadway conditions.

Master Plan Roadways and Bikeways

The *Olney Master Plan*, as approved and adopted during April 2005, classifies and recommends right-of-way widths for significant roadways in the vicinity of the Rosa Parks Middle School. The adjacent roadway, Olney Mill Road, is classified as a primary residential street with a 70-foot wide right of way and two travel lanes. As a primary residential roadway, Olney Mill Road intersects with Gold Mine Road to the northeast and with Olney-Laytonsville Road to the southwest. Both Olney-Laytonsville Road (M-60), and Georgia Avenue (M-8) are classified as major highways. Olney-Laytonsville Road has a master planned minimum right-of-way width of 150 feet, four travel lanes, and a divided cross-section. In the vicinity of Gold Mine Road, Georgia Avenue is recommended as a two-lane roadway within an 80-foot minimum right-of-way.

The *Countywide Bikeways Functional Master Plan*, adopted in March of 2005, shows both Olney Laytonsville Road, and Georgia Avenue classified as shared-use paths, and shows Olney Mill Road designated as an existing signed shared roadway bikeway.

MD:gw

mmo to Boyd re 05501-MCPS-1 - Rosa Parks Mid Sch.doc

