





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MEMORANDUM

DATE: January 22, 2004

TO: Fred Boyd, Community Based Planning Division

VIA: Mary Dolan, Countywide Planning Division, Environmental 

FROM: Marion Clark, Countywide Planning Division, Environmental 

SUBJECT: Mandatory Referral No. MR-03504-MCPS-1
Wheaton Middle School (Belt Junior High School)

Environmental Planning staff recommends **approval** of this mandatory referral with the following condition:

- A Tree Save Plan prepared by a qualified professional must be submitted and approved by MNCPPC Environmental Planning staff.

Forest Conservation

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) has been approved for this application. An exemption of the Forest Conservation Law has been granted because this is a modification of an existing development with not more than 5000 square feet of forest clearing, no forest clearing within a stream buffer, is not on a property subject to Special Protection Area Water Quality Plan requirements and does not require a new subdivision plan.

The plan is still subject to requirements for a tree save plan for any specimen trees. There are 11 specimen trees listed in good to excellent condition and 2 specimen trees in fair condition. There are 22 significant trees on the property. The proposed basketball courts encroach on the critical root zones of tree numbers 8, 12, and 11, a 36" Oak, a 27" Oak and a 24" Oak. The court proposed closest to the school reduces the planting area available for the 35" Oak tree considerably. It also reduces the critical root zone of the 27" Oak tree by slightly more than one-third.

The Tree Save Plan shall show adequate protective measures for trees 8 and 12. These shall include, but not be limited to: shifting the location of the basketball courts, pre and post construction watering and fertilization, root pruning and tree protection fence details.

Stormwater Management

Full water quality and quantity control shall be expected to protect the integrity of the Joseph's Branch tributary of the Lower Rock Creek watershed.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

January 21, 2004

MEMORANDUM

TO: Fred Boyd, Senior Planner
Community-Based Planning

VIA: Dan Hardy, Supervisor *DKH*
Transportation Planning

FROM: Shahriar Etemadi, Coordinator
Transportation Planning

SUBJECT: Mandatory Referral # MR-03504-MCPS-1 Reopening Belt Junior High School as a Middle School to replace the current two private Schools occupying the facilities.

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

RECOMMENDATION

Transportation Planning staff offers the following comment as part of the transportation requirements related to the approval of the subject application.

1. Limit enrollment to a maximum of 1000 students.

Local Area Transportation Review

A traffic study was submitted to satisfy the Local Area Transportation Review requirements. The result of the study indicates that all affected intersections in the area will operate within the congestion standard of 1650 Critical Lane Volume (CLV) for the Kensington/Wheaton policy area.

The Institute of Transportation Engineers Trip Generation Manual, 6th Edition, was used to calculate the total trips for 1,000 middle school students. Traffic counts were taken at the access points to determine the current site trips. Current site trips were deducted from the existing counts and then the new trips for 1,000 students were added to determine the total future traffic. No background traffic (trips from approved but unbuilt developments) was identified in the area because no significant development is planned in the study area. The total future traffic was assigned to five intersections and four site access points in the study area. The result of the intersection analysis is shown in the following table.

Intersections	Existing		Total Future	
	AM	PM	AM	PM
MD 185 and Dean Road	1,115	982	1,138	1,004
MD 185 and Weller Road	1,189	1,182	1,217	1,189
Goodhill Road and Belt MS North Driveway (#3)	155	104	144	93
Goodhill Road and Belt MS Middle Driveway (#2)	138	95	121	102
Goodhill Road and Isbell Street-Belt MS South Driveway (#1)	159	134	246	154
Weller Road and Goodhill Road	548	485	681	472
Weller Road and Belt MS Driveway	432	270	656	304
Weller and Hathaway Drive	822	760	965	788
MD 97 and Hathaway Drive	1,107	939	1,136	945

Initially, it was anticipated that the trips from the new school would be comparable to the existing trips from the private schools that are currently occupying the site. However, as the analysis proceeded, it became apparent that neither the trip generation, nor trip distributions, or assignment would be similar. Therefore, the ITE Trip Generation Manual was used to estimate the trips from the new school. Based on information gained from the Montgomery County School, the distribution of the trips, and consequently, the assignment of trips were also determined to be different. As the result of trip distribution and assignments, some of the existing intersections CLVs are higher than total future CLVs. The middle and northern entrances on Goodhill Road would be used as a one-way bus loop (based on MCPS assertion). This also results in the changes in distribution, assignment, and the CLVs in the study area.

As shown in the above table, all intersections operate within the 1650 CLV congestion standard and the staff has no objection to approval of this application as it meets all transportation requirements.

Road classification in the area

1. Connecticut Avenue is a six lane divided major highway with 120 feet of right-of-way.
2. Georgia Avenue is also a six lane divided major highway with 120 feet of right-of-way.
3. Weller Road is a 36-foot wide roadway that is not officially classified in the master plan. It is posted for 30 mile per hour speed limit.
4. Goodhill Road is a 26-foot wide roadway that is not officially classified in the master plan.
5. Dean Road is a 26-foot wide roadway that is not officially classified in the master plan.

Site Access, Circulation and Pedestrian facilities.

The site is provided with four access points. One access point is from Weller Road and three access points are from Goodhill Road. The middle and northern access points on Goodhill Road will be used as a one way bus loop and will be completely separated from the drop off and pick up locations for private autos. There are two access points, one from Goodhill Road and one from Weller Road that will be used as access to the auto loop. There are sufficient spaces to contain all drop offs and pick up vehicles within the site. All streets surrounding the site are provided with adequate sidewalks. Appropriate crosswalks and stop bars have been painted at intersections. The signalized intersections analyzed are provided with push-button controlled pedestrian signals for safe crossings.

There are bike route recommendations in the master plan for this area. Dean Road is recommended for class II and class III bikeways that pass by the school. A Class I bikeway is recommended on portions of Dean Road and Janet Road. Class II and III bikeways are recommended for Connecticut Avenue. These facilities are not provided at this time.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Kensington-Wheaton Policy Area, which has a remaining capacity of 2,770 jobs and 2,530 housing units, as of December 31, 2003.

SE:DKH:gw

MR-BelJHS