







MCPB
Item No.
Date: 10/14/21

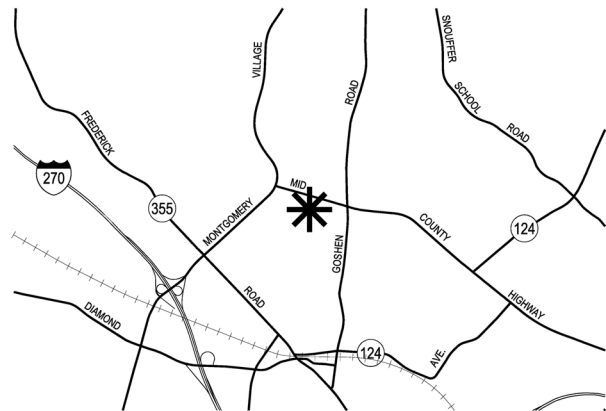
South Lake Elementary School, Mandatory Referral, MR 2022005

-  Nkosi Yearwood, Planner Coordinator, Mid-County Planning, nkosi.yearwood@montgomeryplanning.org, 301-495-1332
-  Elwyn Gonzalez, Senior Planner, Mid-County Planning, elwyn.gonzalez@montgomeryplanning.org, 301-495-4542
-  Jessica McVary, Supervisor, Mid-County Planning, jessica.mcvary@montgomeryplanning.org, 301-495-4723
-  Carrie Sanders, Chief, Mid-County Planning, carrie.sanders@montgomeryplanning.org, 301-495-4653

Completed: 10/08/21

Description

- Mandatory Referral for the construction of a new 106,842-square foot South Lake Elementary School to accommodate 796 students.
- Location: 18201 Contour Road
- Zone: R-200/Montgomery Village Overlay Zone
- Master Plan: 2016 *Montgomery Village Master Plan*
- Size: 10.20 acres
- Application Accepted: August 12, 2021
- Applicant: Montgomery County Public Schools (MCPS)



Summary

- Staff recommends approval of Mandatory Referral MR 2022005 and transmittal of comments to MCPS and the Montgomery County Board of Education.
- The school is located within the Watkins Mill Cluster, and the proposal will address current enrollment deficits.
- The proposal is subject to Chapter 22A, the Forest Conservation Law and requires a Forest Conservation Plan, which is covered in a separate report.

STAFF RECOMMENDATION

Staff recommends approval of Mandatory Referral MR 2022005 and transmittal of the following comments to Montgomery County Public Schools (MCPS) and the Montgomery County Board of Education:

1. Comply with the conditions of approval included in the separate regulatory staff report for the related Preliminary/Final Forest Conservation Plan.
2. Install a sidepath along the Contour Road frontage, consistent with the 2018 *Bicycle Master Plan*. If MCPS cannot install the sidepath with the proposed new school construction, it should pursue additional funding through the upcoming MCPS Capital Improvements Program (CIP) to construct the sidepath.
3. Provide up to 42 short-term bicycle parking spaces on the Property.
4. Provide additional street trees, up to 35 feet on center, along the Contour Road frontage.
5. Continue to coordinate with the Montgomery County Department of Transportation (MCDOT) regarding traffic operations.

INTRODUCTION

This report consists of Planning staff review of the Mandatory Referral for the construction of a new South Lake Elementary School in Gaithersburg. The existing gym and another portion of the existing school will be retained, which will be added to the new building. The elementary school is in the Watkins Mill Cluster. Under Section 7-112 of the Regional District Act, all federal, state and local governments and public utilities are required to submit proposed projects for a Mandatory Referral review and approval by the Planning Board. Mandatory Referral review and comments by the Planning Board are advisory.

Site Description

South Lake Elementary School is located at 18201 Contour Road in Gaithersburg. The 10.20-acre Property is located north of the Montgomery Village Plaza shopping center and is adjacent to several multifamily residential developments to the immediate north, east and west, including the Verandah apartments. Open space and play areas are located east of the school building, and topographically, are lower than the main building. All vehicular access, including the bus and parent drop-off areas, are from Contour Road.



Figure 1: Site and Vicinity

Project Description

Montgomery County Public Schools (MCPS) proposes to construct a new South Lake Elementary School while retaining a portion of the existing school building, including the gym. The new school will accommodate up to 796 students, but is forecast to be beyond its enrollment capacity upon completion. To accommodate additional capacity, a future portable is also shown on the submitted plan.

The overall proposed building is approximately 106,842 square feet in size, and it is organized around a central courtyard (Figure 2). The new addition has two levels, taking advantage of the Site's topography (Figure 3). A Pre-Kindergarten play area is west of the courtyard and a public plaza is proposed along the western and southern portions of the addition. The existing athletic field, basketball courts and other play areas will be retained with this proposal.

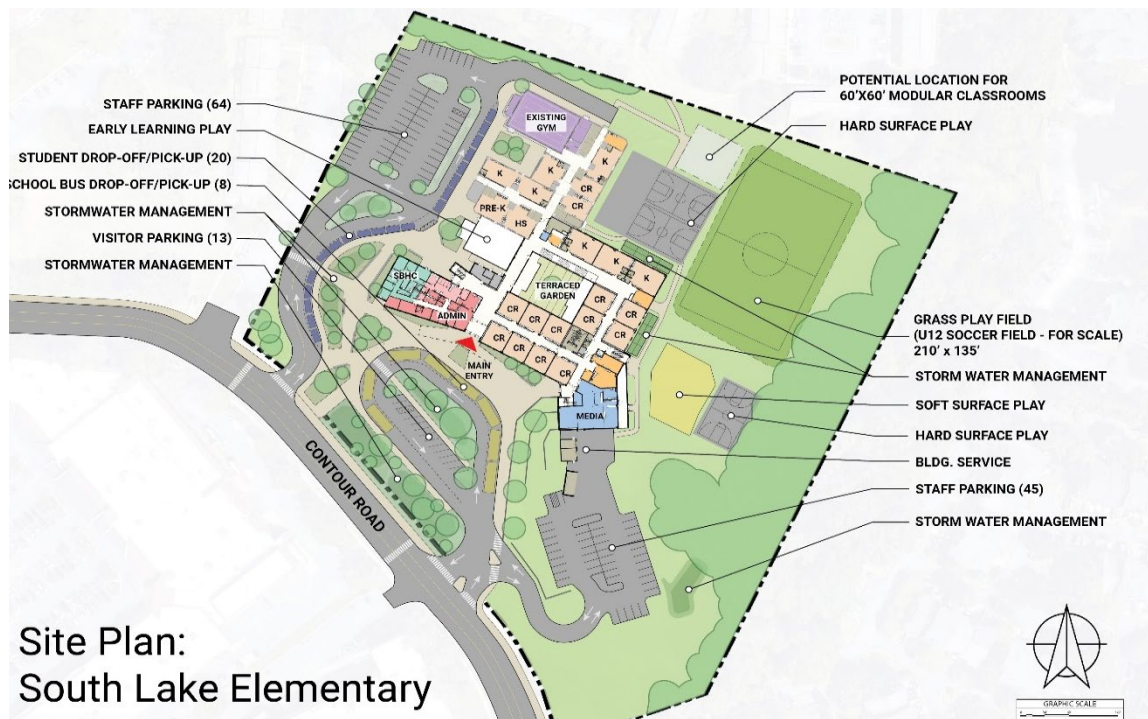


Figure 2: Overall South Lake Elementary School Site Plan



Figure 3: Southeast view of the new two-level addition

Two vehicular access points are proposed along Contour Road, with the easternmost entrance proposed to provide access to the bus loop, visitor parking and staff parking area in the southeastern portion of the Property, and the westernmost entrance proposed to provide access to the student drop-off and pick-up area, as well as additional staff parking in the northwestern portion of the Property. The school's main entrance is located adjacent to the bus loop. The Applicant submitted a Mandatory Referral application (MR2020027) in July 2020 for the construction of the southeastern parking area. While the parking area was proposed as an interim lot in MR2020027, it was recently constructed and is now proposed as a permanent feature.

Design Review

In July 2020, the Planning Board reviewed the Mandatory Referral application (MR2020027) to install a 49-space parking lot on the southeastern portion of the Property and to install four new portable classrooms on a segment of the existing parking lot to address enrollment issues (Figure 4). The Planning staff and Planning Board expressed concern that the parking lot proposal, like other recent MCPS projects, disproportionately emphasized automobile use, by introducing an additional curb cut along Contour Road, as well as additional impervious surfaces on the Property.

In its transmittal letter for MR2020027, the Board stated that the future construction of a new elementary school should:

- Embrace Vision Zero principles and improve physical health through the encouragement of walking or biking to school in a safe and attractive way.
- Integrate sustainable Site and building design principles and support the County's Climate Change Goals and the Forest Conservation Law.
- Minimize land dedicated to circulation of cars and buses so it can be used for programming and activities for students as well as the surrounding communities.

In 2020, MCPS submitted a Concept Plan (MR No. 520210210) for the school site and Planning staff participated in some virtual public meetings held by MCPS. Several of the important staff comments at the concept plan review, such as minimization of surface parking and alternative bus loop design for alternative uses, were not included in the initial mandatory referral submission. However, the revised proposal did address several of the recommendations made by the Planning staff during the concept plan review, such as alternative uses for the bus loop.

Planning staff has collaborated with MCPS to revise the submitted development to address safety concerns for pedestrians and to minimize conflicts between vehicles and pedestrians. Staff also explored consolidating staff parking from two areas into a garage structure; however, this concept is costly to implement, and it would require significant revisions to the proposed building.

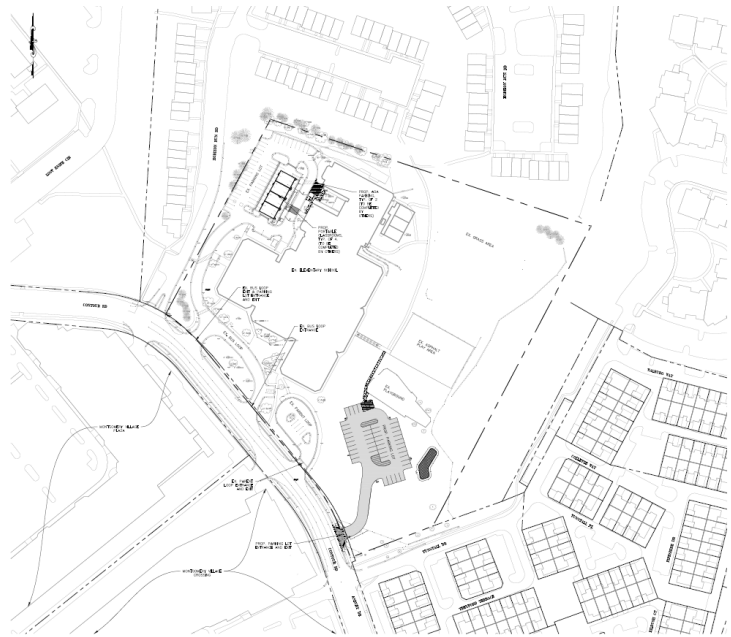


Figure 4: July 2020 Mandatory Referral Application

Key changes from the initial submission include the following:

1. The access point at the bus loop and the staff parking area has been modified to address safety concerns for pedestrians.

The revised layout improves pedestrian safety and access to the Site. The southeast access point has been reduced to 45 feet, which was previously 64 feet, and the access to the student drop-off area has been reduced to 30 feet in width, rather than 40 feet. Additionally, the proposed curb radii have been tightened to slow vehicle turning speeds across sidewalks traversed by students.

2. The bus loop has been modified with new materials to provide opportunities for alternative uses or activities.
3. New internal raised pedestrian crossings.
4. A new pedestrian path was added to the southeast portion of the Site, and an access gate was added to the staff parking area in the southeast area so that vehicles can be prevented from crossing the walking route to the school during arrival and dismissal.

These modifications, which are shown in Figure 5, contribute to increasing pedestrian safety and minimizing vehicular conflicts with pedestrians.



Figure 5: Revised South Lake Site Plan

ANALYSIS AND FINDINGS

Mandatory Referral review is guided by the *2001 Montgomery County Department of Park and Planning Uniform Standards for Mandatory Referral Review*, as amended, and through the authority granted through the Maryland Land Use Article, Section 20-301, et.seq. As set forth in Sections 20-301 and 302, the Montgomery County Planning Board has jurisdiction over mandatory referral projects presented by Montgomery County government for (i) acquiring or selling land; (ii) locating, constructing or authorizing a road, park, public way or ground, public building or structure, or public utility; or (iii) changing the use of or widening, narrowing, extending, relocating, vacating or abandoning any of the previously mentioned facilities. The Planning Board must review such projects and approve the proposed location, character, grade and extent of the activity.

As described in the Uniform Standards for Mandatory Referral Review, the Planning Board considers all relevant land use and planning aspects of the proposal including, but not limited to, the following:

1. *whether the proposal is consistent with the County's General Plan, functional plans such as the master plan of highways, environmental guidelines, the approved and adopted area master plan or sector plan, and other public plans or programs for the area;*

South Lake Elementary School is within the 2016 *Montgomery Village Master Plan* area. The 2016 *Montgomery Village Master Plan* states that "enrollment at South Lake Elementary School is projected to exceed the school's capacity" (p.32). The Master Plan also notes that enrollment increases in the Watkins Mill Cluster require that "a variety of strategies should be considered to accommodate additional students resulting from the Plan" (p.31). The proposed new school will address school capacity issues noted in the Master Plan. The modified layout for South Lake Elementary School does support the Master Plan's transportation connectivity vision, which includes a safe transportation network for all users regardless of mode of travel (p.70).

2. *whether the proposal is consistent with the intent and the requirements of the zone in which it is located;*

The South Lake Elementary School Property is in the R-200 Zone and the Montgomery Village Overlay Zone. Public schools, as a publicly owned or publicly operated use, are permitted uses in the zone. The proposed school is consistent with the development standards of the zone.

3. *whether the nature of the proposed site and development, including its size, shape, scale, height, arrangement and design of structure, is compatible with the surrounding neighborhood and properties;*

The proposed new school is compatible with the surrounding multifamily residential and residential townhouses and commercial properties. The proposed height of the new building is similar to the adjacent multifamily residential, including the Cider Mill apartments, and surrounding commercial buildings.

4. *whether the locations of buildings and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe, and efficient;*

The location of the building expansion and open spaces are adequate and safe. The revised Site plan has improved the proposed development's pedestrian circulation to create a safer and more efficient system with narrower crossings and raised crosswalks at key areas at the front of the Site. Additional landscaping is recommended along Contour Road.

5. *whether the proposal has an approved NRI/FSD and a preliminary SWM concept plan, and meets the requirements of the Forest Conservation law (Chapter 22A of the County Code). Forest Conservation Plan, if applicable, must be approved by the Planning Board, either before or at the time of the Board's mandatory referral review and action on the project. Unlike the mandatory referral review by the Board, the conditions of the Forest Conservation Plan are binding on all county projects.*

The proposed development is subject to the Forest Conservation Law. A Final Forest Conservation Plan (FFCP) was submitted with the Mandatory Referral application and is being reviewed concurrently with the Mandatory Referral. This project will require reforestation and afforestation mitigation per the requirements of the Forest Conservation Law. The Planning Board will approve the Forest Conservation Plan as a separate item.

The approved Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) documented the presence of a stream and associated stream buffer on a portion of the Site. The Property contains no hydraulically adjacent steep slopes, 100-year floodplain, or known occurrences of Rare, Threatened or Endangered species. This project is in conformance with the Montgomery County Planning Department's *Environmental Guidelines*.

6. *whether a Preliminary or a Final Water Quality Plan has been reviewed by the Planning Board if the project is located in a Special Protection Area. In addition, for a Water Quality Plan for a project on public Property, the Board must determine if the plan meets the standards of Article V. WATER QUALITY REVIEW IN SPECIAL PROTECTION AREAS, of the County Code (pursuant to Section 19-65(d)(4));*

The subject Property is not located in a Special Protection Area.

7. *whether or not the site would be needed for park use if the proposal is for disposition of a surplus school.*

The proposal is not for the disposition of a surplus school.

8. *whether alternatives or mitigation measures have been considered for the project if the proposal is inconsistent with the General Plan or other plans and policies for the area, or has negative impacts on the surrounding properties or neighborhood, the transportation network, the environment or other resources.*

The proposal is consistent with public facilities and transportation recommendations in the 2016 *Montgomery Village Master Plan*. Design modifications have been made to the Site plan to improve pedestrian safety and circulation along Contour Road. The future implementation of a sidepath will achieve a recommendation of the 2018 *Bicycle Master Plan*. The proposal does not have negative impacts to the surrounding neighborhood, transportation network, environment or other resources.

TRANSPORTATION

Local Area Transportation Review

MCPS submitted a transportation impact study (TIS) in accordance with the Mandatory Referral Guidelines and was reviewed through the standards outlined under the 2016-2020 Subdivision Staging Policy ¹. The South Lake Elementary School modernization project proposes to replace temporary modular structures and demolish outdated facilities with a new campus. Table 1 below shows the morning and afternoon vehicle trips generated by the existing 841 students during peak morning and evening hours.

Table 1: Existing Vehicle Trip Generation

Trip Generation - Existing	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Trips (841 students)	328	269	597	53	64	117

The school is in the Montgomery Village/Airpark Policy Area, with an intersection congestion standard of 51 seconds of delay per vehicle for the Highway Capacity Manual (HCM) standard and a Critical Lane Volume (CLV) congestion equivalent to 1,425 (0.89 volume to capacity equivalent). As Montgomery Village/Airpark is a Yellow Policy Area, the CLV level of service applies to study intersections. The Transportation Impact Study analyzed vehicular capacity and congestion at eight nearby intersections (see Table 2). As shown in Table 2, the existing student population would continue to have minimal impact on the transportation network. Each intersection would continue to operate well below the 1,425 CLV congestion standard.

**Table 2: Delay Analyses and Existing/Future Conditions
Critical Lane Volume Methodology**

Study Intersection	Total AM CLV	Total PM CLV
Lost Knife Road at Contour Road	390	589
Contour Road at Horizon Run Road	328	314
Contour Road at Loop Drive	631	309
Contour Road at Parking Lot Access	253	281
Contour Road at Tunstall Drive	264	351
Contour Road at Copps Hill Drive	243	313
Contour Road at Odendhal Avenue	499	620
Lost Knife Road at Odendhal Avenue	355	645

Vehicular Access and Circulation

The proposed new school will consolidate vehicular and pedestrian access points from Contour Road from three to two. School buses, visitors and some staff are proposed to access the Site from a reconstructed driveway currently located in the center of the Site, while other vehicles will access the

¹ The transportation scope for the project was approved in November 2020, prior to the new LATR going into effect.

Site from a new driveway to the west, which serves student pick-up/drop-off and provides access to the existing surface parking lot.

The revised layout improves pedestrian safety and access to the Site. The southeast access point has been reduced to 45 feet, which was previously 64 feet, and the access to the student drop-off area has been reduced to 30 feet in width, rather than 40 feet. Additionally, the proposed curb radii have been tightened to slow vehicle turning speeds across sidewalks traversed by students.

Pedestrian and Bicycle Facilities

Sidewalks from Contour Road are proposed at eight feet in width along with raised crosswalks at key crossings, including at the bus drop-off area. Additional pedestrian connections have been proposed through the open field and at the western entrance. These changes maximize safety and access for students walking to school.

A sidepath is planned along Contour Road per the 2018 *Bicycle Master Plan*, along the school's frontage. The sidepath should be a minimum of ten feet wide, with an eight-foot street buffer between the travel lanes and the sidepath. MCPS staff has indicated that there is no funding to implement the sidepath as part of this project, but it could be constructed in the future.

To accommodate students who travel to the school via bicycle, Staff recommends considering bicycle parking in a minimum amount equivalent to the requirement for private schools (5 percent of the student population), which equates to 42 short-term bicycle parking spaces. MCPS should continue to coordinate with MCDOT on construction of future pedestrian and bicycle improvements.

Montgomery County Department of Transportation

Montgomery County Department of Transportation (MCDOT) has reviewed the proposed elementary school and has raised several transportation issues regarding overall development, prior to the revisions shown in Figure 5. Over a five-year period, MCDOT notes that there have been about 40 police reported crashes along Contour Road.

Based on the initial project submission, the following measures were recommended:

- The number of lanes at the proposed driveway should be limited to one inbound and one outbound lane.
- Shorten pedestrian crossing length and remove the proposed median.
- Driveways should comply with Commercial Driveway standard MC-302.01, including reducing the turning radius for entrances.

The revised proposal shown in Figure 5 addresses several issues raised by MCDOT including reducing driveway widths and shortening pedestrian crossing distances, modifying the turning radii at the entrances and providing a lawn panel adjacent to the sidewalk in the bus drop-off area.

Public Transit Service

Multiple bus stops are located near South Lake Elementary School, which provide transit service along Contour Road. The nearest public transit routes are as follows:

- Ride On Route 55 provides service between the Montgomery College Germantown, Lakeforest Transit Center, and the Shady Grove/Rockville Metrorail Stations.
- Ride On Route 59 provides service between Montgomery Village Center, the Montgomery County Fairgrounds, and the Shady Grove/Rockville Metrorail Stations.
- Ride On Route 61 provides service between the Germantown Transit Center, Seneca Creek State Park, Lakeforest Transit Center, and Shady Grove Metrorail Station.

Parking

The existing school has 123 parking spaces, including 49 spaces added in 2020. The proposed new school will have a total of 129 parking spaces. There are 12 visitor parking spaces located adjacent to the central bus drop-off area. There are 113 staff associated with the school, including 82 professional staff and 31 support staff. The Zoning Ordinance does not provide specific parking standards for public schools.

ENVIRONMENT

Environmental Guidelines

A Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) for this Site was approved by staff on June 24, 2021. The NRI/FSD documented the presence of a stream and associated stream buffer on a portion of the Site. A wetland and its buffer also occur on the Site, but they are contained within the stream buffer. The Property contains no hydraulically adjacent steep slopes, 100-year floodplain, or known occurrences of Rare, Threatened or Endangered species. A small stream valley buffer encroachment is being permitted to allow a connection to an existing storm drain system. The submitted project is in conformance with the Planning Department's *Environmental Guidelines*.

Forest Conservation

A Preliminary/Final Forest Conservation Plan was submitted with the Mandatory Referral application. The review of the Forest Conservation Plan is covered in a separate staff report that is being reviewed concurrently with the Mandatory Referral. The Forest Conservation Plan is permitting the clearing of 0.08 acres of forest, and the retention of 0.59 acres of forest. Under the requirements of the Forest Conservation Law, the project will be required to provide reforestation and afforestation mitigation, equivalent to 1.01 acres of forest planting. With the approval of the Final Forest Conservation Plan, this Mandatory Referral conforms to Chapter 22A, Forest Conservation.

Stormwater Management

A combined Stormwater Management Concept and Site Development Stormwater Management Plan was approved by the Montgomery County Department of Permitting Services (MCDPS) for this project on July 20, 2021. Several micro-bioretention areas are proposed on the Property, including two along Contour Road. Existing stormwater management facilities on the Site will be retained.

Environmental Sustainability

The elementary school will be designed in compliance with MCPS's 2014 Environmental Sustainability Management Plan and will implement the International Green Construction Code (IgCC).

COMMUNITY OUTREACH

The MCPS held several community meetings in 2020, including on September 21, October 5 and 26. In 2021, the Board of Education received a briefing on February 9 and the Parent Teacher Association received a presentation on June 2. The Planning Department notified all abutting and confronting property owners, as well as civic, homeowners and renters associations registered with the Planning Department and located within a one-half mile radius of the Site of this proposal. Staff received two phone calls requesting information on the proposed school, including from the Montgomery Village Foundation. No additional correspondence was received on this proposal.

CONCLUSION

Staff recommends the approval of the proposed Mandatory Referral for the South Lake Elementary School with the comments noted at the beginning of this memorandum and to transmit comments to Montgomery County Public Schools and the Montgomery County Board of Education.

ATTACHMENT

1. Montgomery County Department of Transportation Letter

ATTACHMENT 1



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

September 13, 2021

Mr. Nkosi Yearwood, Senior Planner
Mr. Elwyn Gonzalez, Senior Planner
Midcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reddie Drive, 13th floor,
Wheaton, MD 20902

RE: Mandatory Referral No. MR2020027
Plan & Traffic Impact Study
South Lake Elementary School

Dear Mr. Yearwood/ Mr. Gonzalez:

This letter supersedes the previous Mandatory Referral letter dated June 15, 2020, and Traffic Impact Study (TIS) Letter dated August 16, 2021. We have completed our review of the revised Mandatory Referral Plan uploaded to eplans on July 29, 2021, and the TIS study dated July 30, 2021. Based on our review, we have the following comments:

Mandatory Referral Plan Comments

1. A review of the five-year crash history revealed that there have been about forty police reported crashes along this road. Therefore, considering the overall traffic safety we strongly recommend the following:
 - i. Proposed Driveway located south of Horizon Run Road (student drop off): We strongly recommend reduced driveway width along with a reduced curb return radius for the following reasons:
 - a. The driveway should comply with Commercial Driveway standard MC-302.01.
 - b. Shorter pedestrian crossing length.
 - c. The number of lanes at the proposed driveway should be one inbound and one outbound lanes only instead of one inbound and two outbound lanes as proposed.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

- ii. Proposed Driveway located north of Tunstall Drive (Bus Loop): We strongly recommend reduced driveway width along with a reduced curb return radius for the following reasons:
 - a. Remove the proposed median and the driveway should comply with Commercial Driveway standard MC-302.01.
 - b. Shorter pedestrian crossing length.
 - c. The maximum width and curb return radii of the driveway should be appropriately designed to meet the turning requirements for the school buses.
 - iii. We are concerned with the traffic operations with the two access points from the proposed bus loop access within the site (existing full access to the parking lot and the bus/car exit only) being too close to the intersection with Contour Road. We strongly recommend the school to look at the traffic operations and pedestrian safety concerns.
 - iv. We recommend a lawn panel between the curb and the proposed sidepath/sidewalk on along the proposed driveway entrances as it is unsafe for the pedestrian to be close to the buses and cars making the turn into the site.
 - v. The proposed stormwater management facilities shall comply with the MCDOT memorandum "Requirements for Stormwater Management Practices and Allowable Spread in the Public Right-Of-Way" dated November 18, 2019. Please check the link for the Memorandum [[MCDOT SWM Memo](#)].
- 2. The existing crosswalks along Contour Road should be clearly shown on the plans. The proposed bus loop driveway access should be close to the existing crosswalk.
 - 3. The Bicycle Master Plan proposes a sidepath along the property frontage. The applicant shall be responsible to install a 10-ft sidepath along the property frontage and be Americans with Disabilities Act (ADA) compliant.
 - 4. Design all access points and alleys to be at-grade with the sidewalk, dropping down to street level between the sidewalk and roadway.
 - 5. Per the Montgomery Village Master Plan, Contour Road (B-4) is classified as a Business District roadway with 70-ft right-of-way and 2 lanes. Show a roadway cross section including the proposed sidepath per the Bicycle Master Plan and label the existing right-of-way on the plan per Plat #9990.
 - 6. We recommend the applicant install a bench at the existing bus stop along the property frontage. At or before the permit stage, please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate the above improvement and any impact to the existing RideOn bus stop in the vicinity of this project. Mr. Miller may be contacted at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov.

7. Storm Drain Analysis:

- a) If any portion of the subject site drains to an existing storm drain system maintained by Montgomery County, submit storm drain and/or flood plain studies, with computations, for review and approval by Department of Permitting Services (DPS) at or before the Permit Stage. Analyze the capacity of the existing downstream public storm drain system and the impact of the post-development ten (10) year storm runoff on same. If the proposed subdivision drains to an existing closed section street, include spread computations in the impact analysis.
 - b) The limits of the floodplain and the building restriction lines are to be shown on the plan where applicable. The floodplain is to be dimensioned from the property line.
8. Prior to approval of the permit by Department of Permitting Service (DPS), submit a completed, executed and sealed MCDOT Sight Distances Evaluation certification form, for the existing and proposed driveway(s), for review and approval by DPS.

Traffic Impact Study Comments

Total development evaluated by the analysis includes:

- Proposed new building with 84,000 GSF and will continue to function as an elementary school.

General Comment:

1. The traffic counts were conducted on November 2020 and based on the Maryland-National Capital Park and Planning Commission (M-NCPPC)-Memorandum dated September 17, 2020- "*Briefing on Temporary Policy for Traffic Counts Collection and Transportation Impact Study Submission During COVID-19 Pandemic*". If the historical traffic counts have not been completed in three years, then we recommend that an adjustment factor in addition to the adjustment factor for the school not being in session be added to the counts done during the pandemic. We believe that traffic will return to pre-pandemic levels.
2. The study is based on the 2017 Local Area Transportation Review and Transportation Policy Area Review (LATR) Guidelines.

Adequacy Determination

1. The study indicates that the proposed development generates more than 50-peak hour person trips

for motor vehicles; therefore, this test is required. The pedestrian, bicycle and transit adequacy tests are not required since the development generates less than 50-peak hour trips for each adequacy.

Motor Vehicle System Adequacy

1. The subject development is required to meet the Local Area Transportation Review (LATR) test for motor vehicle system adequacy. The LATR test for the Montgomery Village/Airpark policy area uses the Critical Lane Volume (CLV) Congestion standard of 1,425 and Highway Capacity Manual (HCM) with an average vehicle delay standard of 51 seconds per vehicle. The consultant studied six (6) intersections and two proposed access points.
2. Based on the attached traffic counts in the report (completed in accordance with the MNCPPC-Memorandum dated September 17, 2020), consultants conclude that all the study intersections would continue to operate within the HCM delay standard of 51 seconds/vehicle.
3. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction.

Pedestrian and Bicycle Impact Statement

1. The consultant provided an evaluation of the pedestrian, bicycle, transit infrastructure and street light inventory for the studied intersections and roadways.
2. The Pedestrian Facilities Section of the report identified ADA issues, but the report did not address recommendations for any of the reported ADA issues. We recommend that the applicant should at the minimum correct the ADA issues (Items # 3, 4 & 5 under the Pedestrian Facilities Section) as identified in the report which are within the site frontage.

SUMMARY

1. We **agree** that the traffic study was done in compliance with the MNCPPC-Memorandum dated September 17, 2020. We believe that the consultant should have used historical counts when available or an adjustment factor in addition to the adjustment factor for the school not being in session be added to the counts to be closer to pre-pandemic counts.
2. We **concur** with the consultant that the pedestrian, transit and bicycle adequacy tests are not

required.

3. The Pedestrian Facilities Section of the report identified ADA issues, but the report did not address recommendations for any of the reported ADA issues. We recommend that the applicant should at the minimum correct the ADA issues (Items # 3, 4 & 5 under the Pedestrian Facilities Section) as identified in the report which are within the site frontage.
4. We defer to the Maryland State Highway Administration (MDSHA) for comments regarding intersections maintained by MDSHA jurisdiction.

If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at (240) 777-2194 or at deepak.somarajan@montgomerycountymd.gov.

Sincerely,

Deepak Somarajan

Deepak Somarajan, Engineer III
Development Review
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Mandatory Referral\ MR2020027-South Lake Elementary School\ Letter\
MR2020027-South Lake Elementary School Revised ltr

cc: Sharepoint Correspondence folder FY-22

cce:	Michael Sanchez	MCPS
	Dana Clark	Clark Azar Associates
	Carrie Sanders	MNCPPC
	Matthew Folden	MNCPPC
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Mark Terry	MCDOT DTEO
	Seifu Kerse	MCDOT DTEO
	Kamal Hamud	MCDOT DTEO
	John Hoobler	MCDOT DTEO
	Wayne Miller	MCDOT DTS
	Rebecca Torma	MCDOT OTP