MCPB
Item No. 6
Date: 12/21/17

Lycee Rochambeau – Rollingwood Campus, Mandatory Referral, MR2018007

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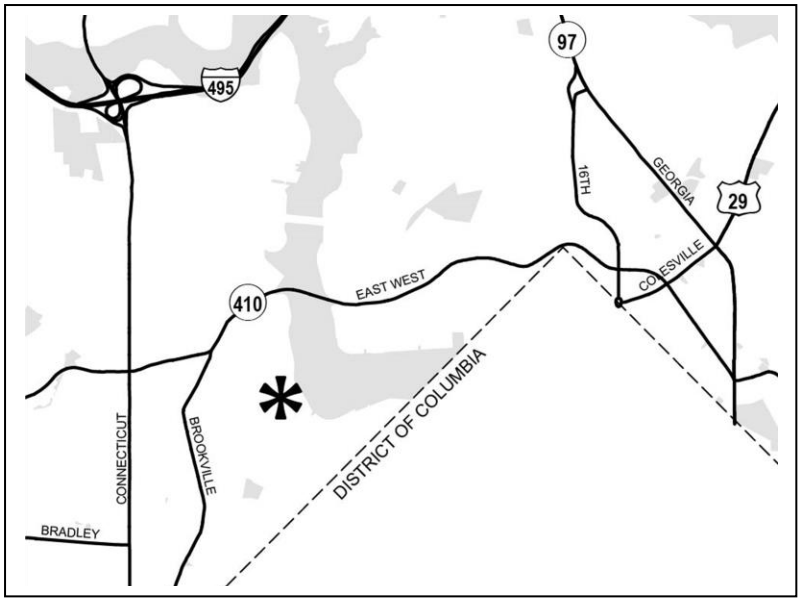
Completed: 12/12/2017

Description

- Mandatory Referral to add a 1,280 sf (32'x40') modular classroom;
- Current use: private school;
- Located at 3200 Woodbine Street in Chevy Chase;
- 4.07-acre site zoned R-90 in the *Bethesda-Chevy Chase Master Plan* area;
- Applicant: Rochambeau, the French International School on behalf of Montgomery County Public Schools; and
- Acceptance Date: Oct 26, 2017.



Summary

- Staff recommends approval to transmit comments to Montgomery County Public Schools (MCPS).
- The Applicant is requesting to add another 1,280 square foot modular classroom to allow student enrollment to increase from 320 to approximately 350 students by the 2020-2021 school year.
- In 1990, the Planning Board approved a previous request for modular classrooms with conditions that addressed concerns of visual impact, protection of street trees along Beach Drive, student enrollment, parking and queuing of cars.

Recommendation

Staff recommends transmittal of the following comments to MCPS:

1. Any future improvements to the school must include a queuing and parking study if those improvements will increase the school's student core capacity beyond 350 students. Enrollment must be reported to the Montgomery County Public Schools (MCPS) Department of Schools Facilities annually as part of the renewed lease agreement with MCPS.
2. The queuing of cars on Beach Drive must be prohibited.
3. Provide trees along Woodbine Street and an ornamental fence as shown in the revised Site Plan (*Attachment B*).

Background

MCPS entered a lease agreement with the French International School beginning in 1990. That year the Planning Board approved a request for modular classrooms with conditions that addressed concerns of visual impact, protection of street trees along Beach Drive and queuing of cars (see *Attachment A).* The Planning Board also noted in the conditions a concern for additional parking and requested a proposal be submitted to the Planning Board should enrollment surpass 300 students. The current enrollment on this primary school campus for grades 1-4 is 320 students. The Applicant is requesting to add another modular classroom to allow student enrollment to increase to approximately 350 students by the 2020-2021 school year. In 2016 the French International School entered a 5-year lease extension to keep them on the site until 2021. In the long term, however, the Applicant is looking to relocate to a new primary school campus and would be terminating their occupancy of the Rollingwood Campus sometime in the next few years.

Site Description

The former Rollingwood Elementary School site is 4.07 acres located at 3200 Woodbine Street in Chevy Chase at the southwest corner of the intersection of Beach Drive and Woodbine Street. It is currently leased to a private school—Rochambeau, the French International School. The site is approximately a half mile south of the intersection of East-West Highway and Beach Drive and a half mile north of Western Avenue. The site is located in a primarily residential neighborhood, abutting single-unit residential houses on the south and west sides, and confronting single-unit residential houses across Woodbine Street to the north. Meadowbrook Park is located east of the property, across Beach Drive.

Beach Drive is improved as a two-lane north-south parkway between East-West Highway to the north and the District of Columbia border to the south. Although a public road, Beach Drive is not in the Master Plan of Highways and is maintained by M-NCPPC Parks Department. In the vicinity of the school, the roadway has a posted speed limit of 25 mph. A relatively narrow shared use path (less than 4 feet in width) is present on the west side of Beach Drive, which terminates at the southern outbound driveway. No sidewalks or paths are present on the east side of Beach Drive. Right turns onto Woodbine Street from southbound Beach Drive, are restricted Monday through Friday from the hours of 7:00 AM to 9:00 AM, except for buses.

Woodbine Street, to the north of the school, is improved as a two-lane secondary residential road with a posted speed limit of 25 mph. Sidewalks are present on both sides of the road in the following configuration: the sidewalks are approximately 4-feet in width with 9.5-foot wide grass buffers. Left turns from eastbound Woodbine Street onto Beach Drive are restricted Monday through Friday from 4:00 PM to 6:00 PM Monday through Friday, except for buses.

The area is served by RideOn Route 1 along Beach Drive running between Silver Spring and Friendship Heights Metro Stations. RideOn Route 1 has stops along school frontage on Beach Drive.

Figure 1: Vicinity Map

Figure 2: View of School from Woodbine Street

Proposal

The Applicant is proposing to install a temporary 1,280 square foot (32'x40') modular classroom with restrooms in front of the existing school building on a portion of the site currently used as a playground. The proposed modular structure will be 14.5 feet at its highest point. ADA ramps will be provided at the rear of the modular classroom to connect to the existing building. Trees will be planted along Woodbine Street to provide screening from the confronting single-unit homes as well as shrubs along the base of the modular classroom. The modular will be painted in a color to blend with the existing brick school building and an ornamental fence will be placed to surround the rear portions of the modular structure.

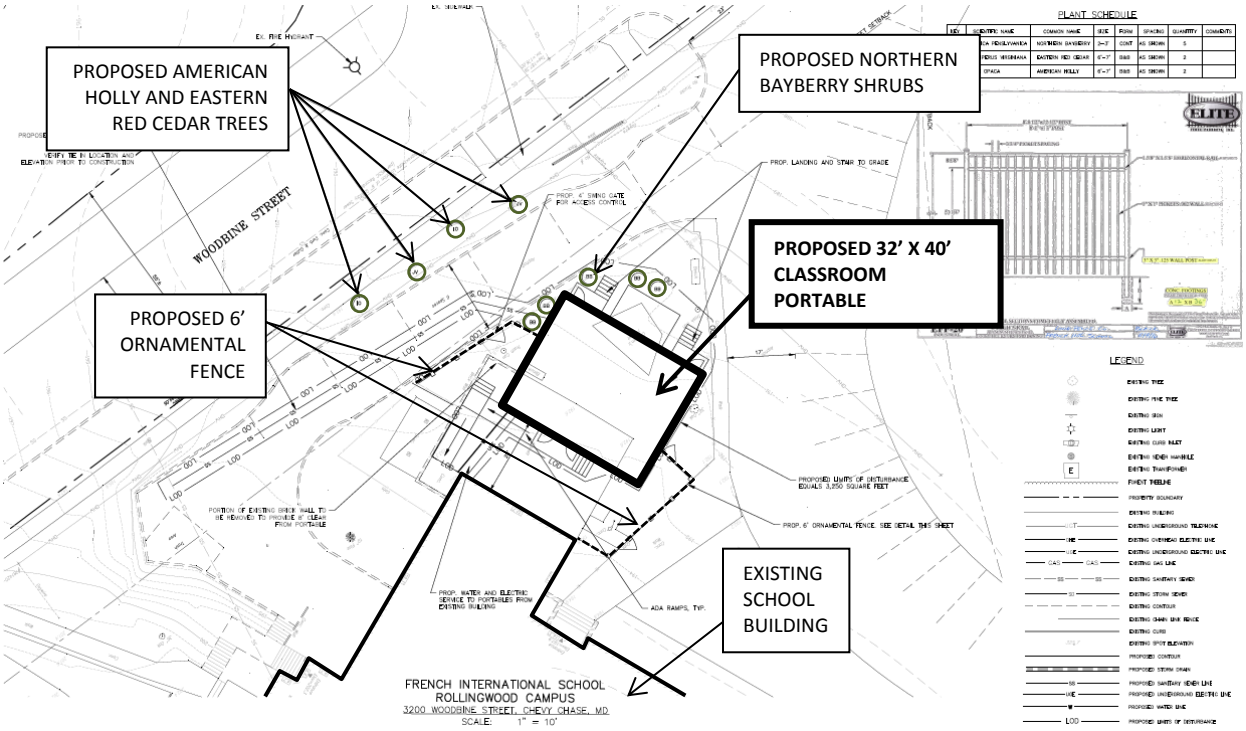


Figure 3: Proposed Site Plan (also see Attachment B)

Figure 4: Proposed Elevations of the Modular Classroom

Community Outreach

The Applicant notified adjoining and confronting properties as well as homeowner and civic associations within a half-mile radius. The Applicant held a pre-application community meeting on October 5, 2017 and recorded concerns about: the increase in enrollment, buses driving too fast, driveways on Woodbine street being blocked by queuing pick-up/ drop-off vehicles, the reduced lane width on Woodbine Street resulting from cars parked along both sides of the street, and the location and visual impact of the proposed modular classroom on the confronting houses (see *Attachment D*).

Staff received one additional written resident correspondence, on November 30, 2017, which articulated concerns about potential conflicts, between pedestrians and cars, resulting from parents parking and escorting their children to and from the school. The resident suggested that this conflict could be reduced by requiring all drop-off and pick-up activity occur on site (see *Attachment C*).

In response to these concerns, Staff recommends the school strongly encourage parents to use of the designated onsite queue lane to reduce parking along Woodbine Street and Brooklawn Terrace. School communication should also emphasize the use of the school side of Woodbine Street for on-street parking to improve safety for the students and reduce impacts on the adjacent residences. In terms of visual impact, the Applicant has included additional screening measures with street trees along Woodbine Street and the ornamental fencing along the rear of the modular classroom.

Analysis

Master Plan Conformance

The Site is located within the boundaries of the 1990 *Bethesda-Chevy Chase Master Plan a*rea. The proposed addition of the modular classroom is in conformance with the Master Plan. The Master Plan's Community Facilities and Needs recommendations state "Use closed schools as flexible resources to meet a variety of community needs" (p 6). The Master Plan does not contain specific recommendations for this property, though it includes a note that the Rollingwood Elementary School is a closed school within the planning area "Currently occupied by a private school; may be converted to Board of Education office use" (p 148).

Zoning Requirements

The intent of the R-90 Zone is to provide designated areas of the County for moderate density residential uses. The predominant use is residential in a detached house. A limited number of other building types may be allowed under the optional method of development. The proposed project is consistent with the intent of the zone, and meets the use and development standards except the Specifications for Accessory Structure Setbacks. Site constraints limit the potential location for the proposed modular classroom, therefore the Applicant has provided alternative treatments to mitigate the building placement by reducing the proposal's visual impact (see *Neighborhood Compatibility*).

Accessory Structure Setbacks

The R-90 Zone Standard Method Development Standards Section 4.4.8.B.2.a specify "In addition to the front setback minimum, any accessory structure must be located behind the rear building line of the principal building." The modular structure is placed in front of the front building line of the main building, therefore the proposal does not meet this provision.

The Applicant's rationale for the location of the proposed modular classroom is that the selected location was the only viable one. A modular structure placed in the rear of the existing building on

the existing play area would not meet fire access requirements. This rear location exceeds the 150-foot maximum walking distance from the fire truck to all points on the exterior of the building. Due to severe slopes at the rear of the property, the portable could not be placed further back and provide fire access from Pickwick Lane because ADA access from the existing school building could not be achieved.

The Applicant evaluated placement on the Woodbine Street side of the school but there was not sufficient space to fit the modular classroom because the building code requires a 20-foot separation between the existing school building and the modular classroom. Additionally, ADA access could not be achieved from the existing building to the modular classroom in this location.

The location proposed with this Mandatory Referral application was the only location that allowed for ADA access from the existing building, provided the minimum 20-foot separation from the existing building and provided the 150-foot walking access from the fire truck to all points on the exterior of the building.

Neighborhood Compatibility

The proposal includes several measures to reduce the visual impact of the modular structure on the surrounding neighborhood, including:

- planting trees along Woodbine Street to provide screening from the confronting single-unit homes;
- planting shrubs along the base of the modular classroom;
- providing an ornamental fence;
- painting the modular in a color to blend with the existing brick school building; and
- limiting the modular classroom height to approximately 14.5 feet at its highest point.

Transportation

School Access, Circulation, Operations, and Parking

The French International School currently has approval for an enrollment of 300 students, but serves approximately 320 students. With the proposed addition, the school is projected to have an enrollment of approximately 350 students, an increase of 30 students, by the 2020-2021 school year with one additional teacher.

Access to the school is currently from Beach Drive and Woodbine Street. The two driveways along Beach Drive consist of a northern inbound only driveway and a southern outbound only driveway, which provides for a counter-clockwise in/out access loop for teacher and visiting vehicles circulating through the site. Visitors and teachers can also access the site from the full-movement driveway on Woodbine Street. Buses load and unload on Woodbine Street, on the south (school campus) side. Students disembarking from the buses access the school along sidewalks leading to a secondary, rear entrance. See Figure 5.

Classes begin at 8:30 AM in the morning. Morning drop-off operations officially start at 8:00 AM, when three school staff persons assist and direct vehicles dropping off students at the front entrance from the queuing lane. Classes end at 3:30 PM. An optional aftercare program is also available to students until 5:30 PM. Parents and buses arrive at the campus between 3:00 PM and 5:30 PM to pick up children.

The school has a total staff of 38; 28 are on-site during the longest shift. The remaining 10 teachers and auxiliary support personnel arrive for specific activities during the day such as lunch monitors and afterschool club supervisors.

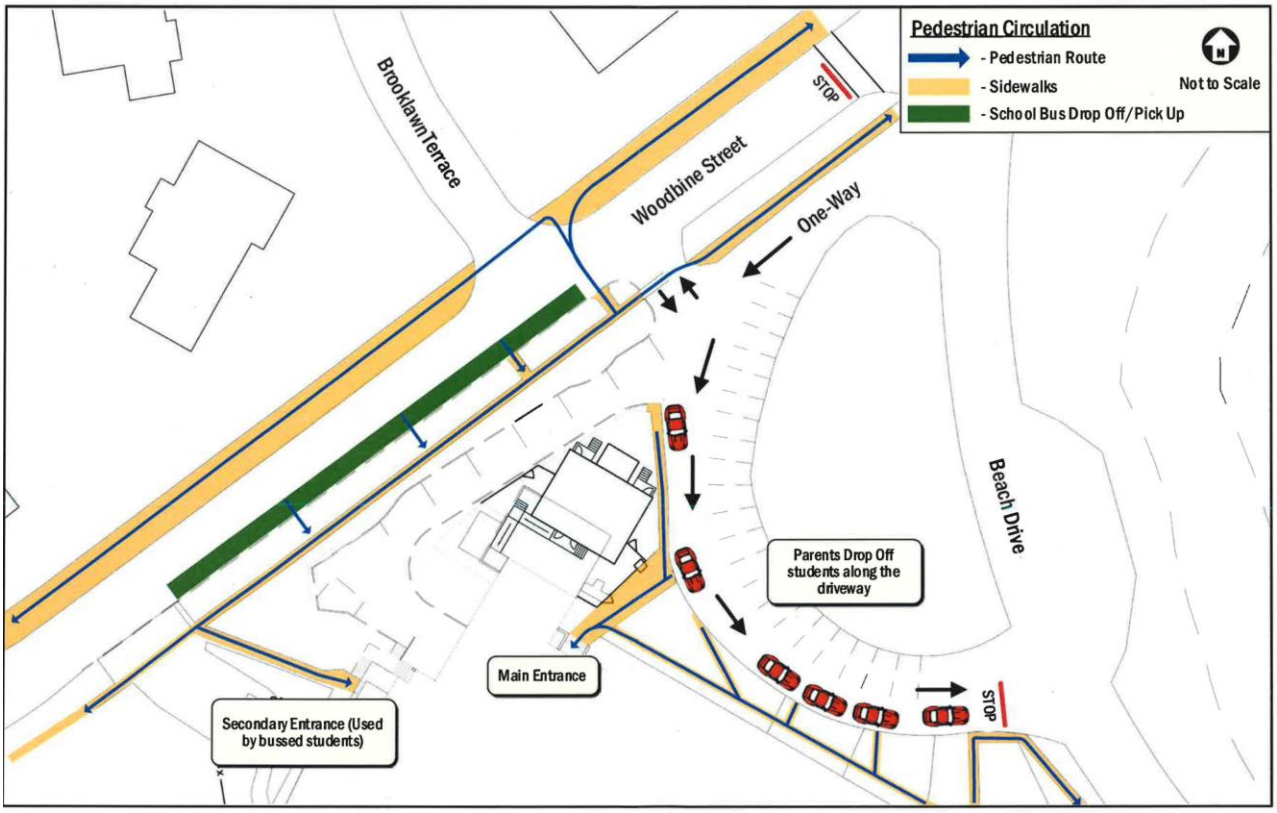


Figure 5: Pedestrian and Vehicle Circulation

Most students (230 students or 72% of total current enrollment) take advantage of the bus service provided by the French International School. A total of five buses, with a capacity of 65 seats per bus operate in the following manner:

In the morning,

- Two of the buses arrive at the school in the morning between 7:50 AM and 8:00 AM, and
- three buses arrive between 8:20 AM and 8:30 AM.

In the afternoon, there is a staggered schedule for pick-up, which is outlined below:

- Two busses at 3:10 PM
- One bus at 3:15 PM
- One bus at 4:00 PM
- Two buses at 5:00 PM
- One bus at 6:00 PM

Students are supervised by school staff members as they get on and off the busses parked on Woodbine Street. Students access the school along sidewalks between the street and the rear entrance of the school that is only used by students who ride the bus.

The remaining 90 students (28% of total enrollment) arrive at the school by either personal vehicle, walking or bicycling. Very few students consistently walk or bike to school. MNPPC Staff observed two or three students walking to the campus. The school currently has a vehicle occupant rate of 1.16 children per car as some families have more than one child attending the school. Therefore, on a typical day, 78 cars access the Site to drop-off and pick-up their children. Parents who drive their children to school are told to drop-off their children at the front door, or park and escort their children from the parking lot.

In the afternoon, all students who do not ride the school's buses are required to be picked up in the gymnasium. When M-NCPPC Staff observed the school's operations as part of the analysis required for this review, Staff observed some parents parking on Woodbine Street and Brooklawn Terrace and escorting their children in and out of the school building in the morning and afternoon periods. This arrangement did not appear to impact roadway operations in the neighborhood or on Beach Drive. Parents are parked on these streets for brief periods of time. During the afternoon pick-up period, which has the higher parking demand, most parents have retrieved their children and left campus before the typical evening peak travel time starts on the adjacent streets.

The proposed modular classroom is expected to generate one additional teacher and 30 net new students. The proposal will not change the layout of the parking lot and the one-way driveway or the transportation operations of the site. Furthermore, the additional 30 children are estimated to generate an additional 23 bus riders (which can be accommodated with the current buses as they are not reaching capacity) and seven vehicles. Further discussion on the estimated impacts to parking and queuing is included in the traffic and parking analysis section of this report.

There are 34 total parking spaces currently on the school campus, of which 12 are reserved for teachers and staff. To preserve the existing trees and recreational spaces on site, no additional onsite parking spaces have been proposed as part of the Application. This is acceptable because there will be enough capacity to provide parking spaces for staff during the peak parking demand. While there will be fewer parking spaces for visitors, such as parents dropping off or picking up their children, their need for parking is short term and can be accommodated on the adjacent streets.

Previous Approvals

The Montgomery County Planning Board reviewed a Mandatory Referral for the installment of modular classrooms on the Site on May 24, 1990 and recommended approval with conditions; two of which related to transportation issues. Those two conditions were:

1. If enrollment rises above 300 students, a proposal for additional parking must be submitted for further review by the Planning Board. Enrollment must be reported to the Montgomery County Public Schools Department of Schools Facilities annually and this requirement included in the lease with MCPS.

2. The queuing of cars onto Beach Drive shall be prevented.

The Planning Board further explained in the letter that there were two major concerns with the application. The first concern was the potential congestion on Beach Drive due to the increased number of parents dropping off and picking up. The congestion would have been the result of long lines of cars stacking on site and spilling onto on Beach Drive. Noting the issue with the condition, the Planning Board gave the Applicant flexibility in how the school prevents stacking of cars on

Beach Drive, and therefore did not include conditions for specific infrastructure improvements or traffic operations.

The second concern related to parking demand on the site. If the school were to increase enrollment beyond 300 students, the Planning Board required a proposal for additional parking, to be reviewed by the Planning Board.

While the Applicant has not fulfilled its obligation to provide annual enrollment reports to MCPS or provide a parking analysis once enrollment surpassed 300 students, Staff accepted this application as an opportunity to review and assess the current and potential future impacts of the additional students, staff person, and modular classroom. The following review assesses the traffic and parking impacts for the total increase in enrollment beyond what was approved in 1990 (50 students), and not just the net proposed increase of 30 students.

Traffic and Parking Analysis

To address the condition related to queueing concerns for Beach Drive, the Applicant provided a traffic analysis which included a queuing analysis and a parking demand study as part of this Mandatory Referral application.

Queuing on Beach Drive

A queuing analysis was performed for both existing and proposed conditions. Video data was collected on Tuesday September 19th, 2017 from 6:00 AM to 9:00 PM. This data was supplemented by field observations to cite any abnormalities. From the data collected, Staff determined that queuing extended to Beach Drive at one point during the morning drop-off activity, but it was due to a car parked improperly on campus (which blocked the driveway), preventing vehicles entry to the school from Beach Drive. School staff followed-up on this event by reminding parents of the school's drop-off procedure, which requires parents to park in the marked parallel or perpendicular parking spaces, which are located 100 feet from the driveway entrance. If parked properly, vehicles do not block access to the driveway.

Parents are also encouraged to use the dedicated queue lane along the curbside lane of the Beach Drive driveway. The queue lane has a capacity of 15 cars.

Queues in the morning drop-off period ranged from three to four vehicles during the observation periods. As part of the queuing analysis, no more than four cars were observed queuing in the morning at any given time. During the morning peak period, from 8:00 AM to 9:00 AM, 124 vehicles entered the Site and 116 vehicles exited (this includes both staff and parent visitors). The estimated 85th percentile queue is seven cars[1].

During the afternoon pick-up, typical queuing lengths varied from one to two vehicles. Because parents are required to retrieve their children from the school gymnasium, parents were more likely to park and walk into the school, than use the queue line (as was the dominant practice for morning drop-off). During the first wave of student pick-up (immediately following conclusion of the school

[1] The 85th percentile queues are based on the number of vehicles entering the parking lot, the average service time of vehicles dropping off students, and assumed random arrivals. These values are inputs for a stochastic queuing model that assumes the arrival rate and service time within the system follow a random distribution. This approach attempts to capture real-world behaviors since entering vehicles will not arrive at a constant rate due to external factors.

day), 41 vehicles were observed exiting the school parking lot. During the second wave of student pick-up (for children involved in the School's aftercare program), 53 vehicles exited the school parking lot.

Applying the travel mode split for the proposed net increase in school enrollment, Staff estimates eight new students will be driven to school in seven cars[2]. In the future, the estimated maximum queuing lengths in the morning would increase from seven cars to eight. This condition would still be one car in the afternoon (see Figures 6 and 7). Therefore, based on observed maximum queues, estimated 85th percentile queues and the driveway capacity, Staff determined that the existing 15-car driveway can accommodate the additional cars in the available queue length during both drop-off and pick-up times.

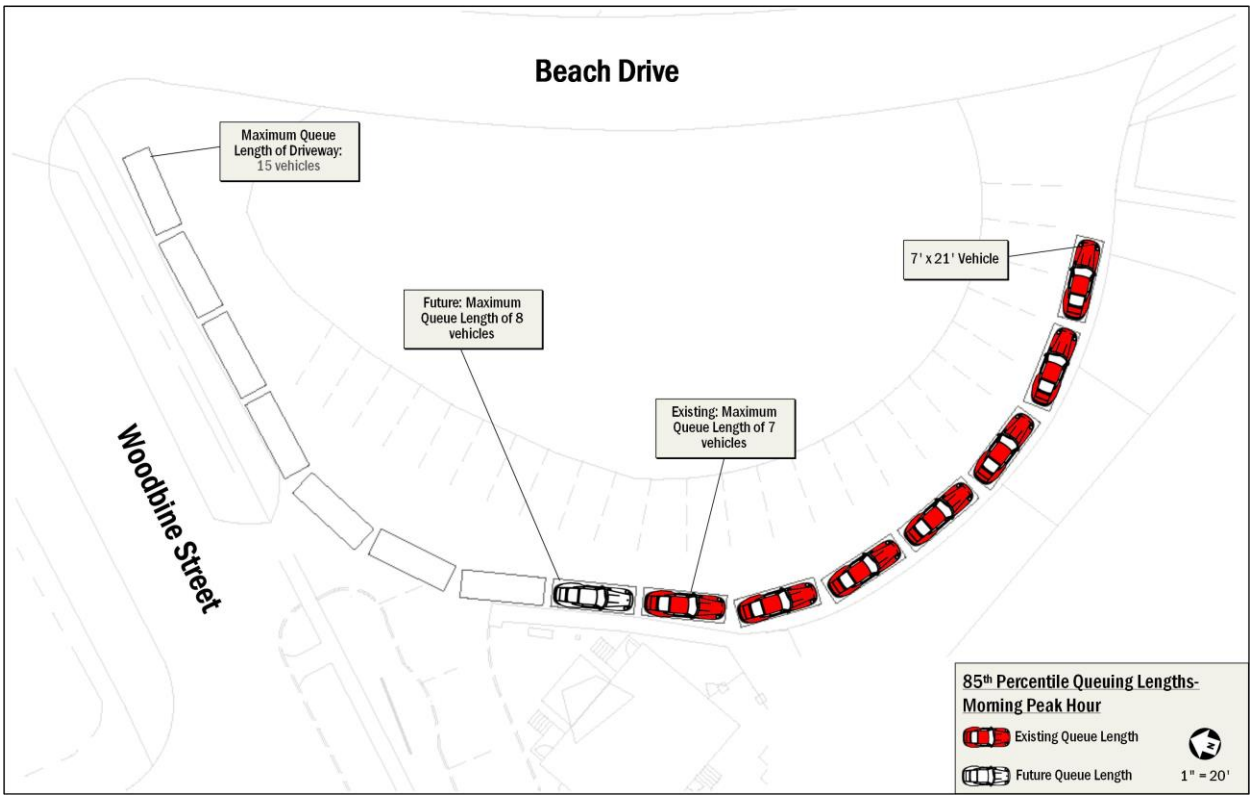


Figure 6: 85th Percentile Queuing Length in the Morning Peak Hour

[2] The current mode split for the school is 72% bus and 28% driven by personal vehicle. With an occupancy rate of 1.16 (some cars have more than one sibling attending the school), the estimated number of new cars to the site for 30 net new students is seven.

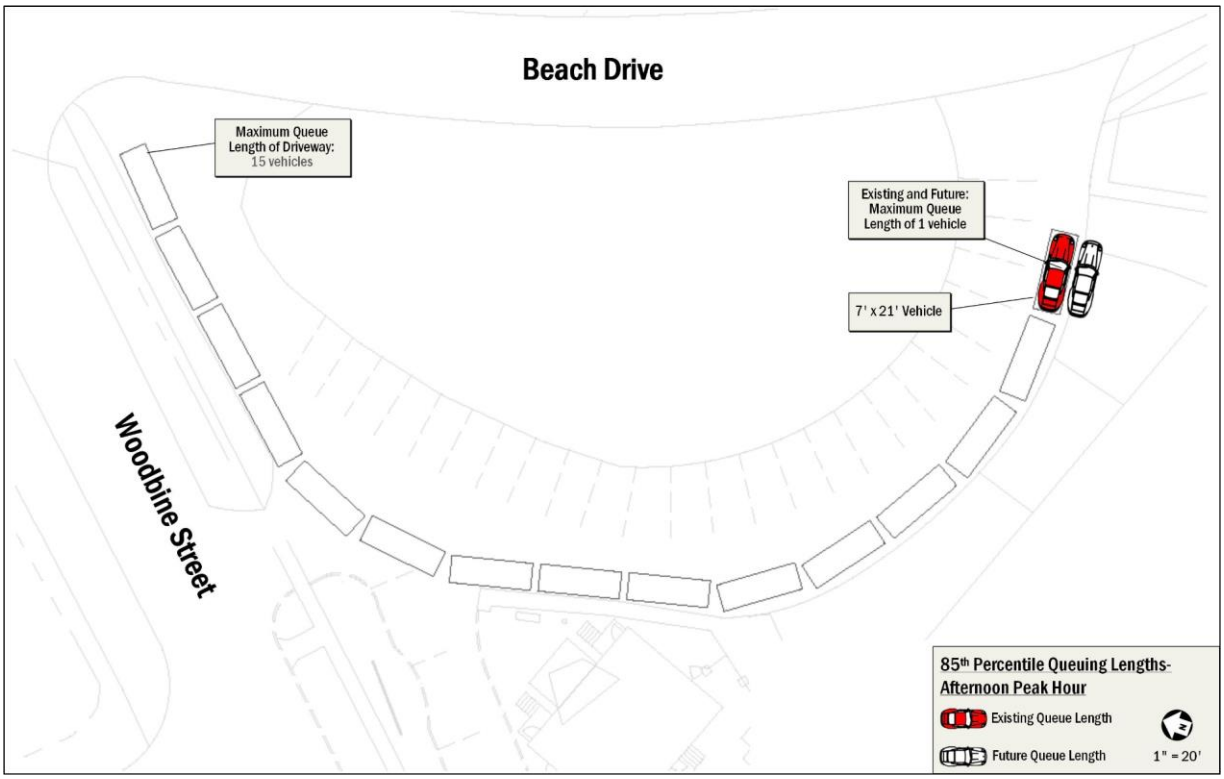


Figure 7: 85th Percentile Queuing Length in the Afternoon Peak Hour

Onsite Parking

Current student enrollment is 320 students, 20 more students than the 1990 Planning Board approval permitted. The Applicant has not proposed to add to parking on site, as required in the 1990 approval, however; the subject mandatory referral includes such an analysis for both the current enrollment (320) and the proposed increase to 350 students for the 2020-2021 school year.

In completing the parking analysis, the Applicant conducted parking occupancy and vehicular turning movement counts to determine if the existing parking is sufficient for the proposed increase in students and staff. This evaluation was completed on Tuesday, September 19th and Wednesday Sept 20th of this year between 7:00 AM - 9:00 AM and 3:00 PM – 6:00 PM. Additional observations were recorded on October 4, 2017 during the peak demand hour between 3:00 PM and 4:00 PM. After reviewing the analysis, Staff determined that there is enough onsite parking to accommodate school staff throughout the day. Parents can be accommodated with onsite parking and adjacent on-street parking.

The Applicant is forecasting 30 additional students and one additional teacher. For the purposes of this analysis, Planning Staff assumed that the new staff person will drive and park on the Site. To determine the parking demand for parents, Staff applied the same travel mode split for students currently; 72% bus, 28% driving. Therefore, an additional eight students or seven vehicles will be driven to and from school. This conservative estimate assumes that none of the current or future students will walk or bike to school.

The school provides a total of 34 on-site parking spaces, including two ADA accessible parking space. Nineteen of the 34 spaces can be used by either visitors or staff. During the observation period, the 34 on-site parking spaces did not reach full capacity. The peak occupancy observed for the school

parking lot on both days was 32 parking spaces in the middle of the school day. During the morning drop-off period, the peak occupancy of the school parking lot was 21 vehicles, and in the afternoon pick-up period the peak occupancy of the school parking lot was 31 vehicles. It is important to note, that although the parking demand for the school lot did not exceed 31 vehicles, parents are currently making use of the on-street parking along the adjacent residential streets.

According to observations recorded on October 4th, 2017 from 3:00 PM-4:00 PM the peak parking demand hour, peak parking demand for both the school and adjacent streets is 63 total spaces[3]. To estimate future demand, Staff assumes the new teacher will occupy one parking space on campus. During the morning, afternoon and dismissal period, the additional teacher can be accommodated in the school parking lot.

As explained in the queue analysis, Staff assumes an additional seven cars will drive students to and from the school in the future. The queuing analysis estimates that all seven cars can fit in the queue line. If the parents choose to park and walk instead of using the queue line on site, the total parking demand for both the school parking lot and the adjacent streets would increase from 63 to 69 total spaces. There are 34 parking spaces on the school site and 67 on-street parking spaces near the school. According to the observations recorded on October 4, 38 of the 67 available spaces are in use, leaving a surplus of approximately 29 potential on-street parking spaces. Therefore Staff determined the on-street parking capacity can accommodate the additional seven cars, should they all arrive during the peak parking period and choose to park offsite.
Additionally, The National Center for Safe Routes to School[4] encourages park-and-walk operations as part of school transportation plans to encourage walking, even if the journey is short. Park-and-walk strategies benefit children by providing opportunities to practice safe walking skills and benefits the adjacent street network by reducing the burden on the school driveway and frontage streets.

Adequate Public Facilities Review

A traffic study was not required for the mandatory referral since the total increase in student enrollment beyond what was improved in 1990 is estimated to generate fewer than 50 net new peak-hour person trips during either the typical weekday morning or evening peak periods.

As proposed, the increase to 350 students, over the previously approved 300 students, is estimated to generate an additional 36 students who ride the bus and 14 students who travel by car. The school currently has a 1.16 car occupancy rate, which means the estimated number of additional cars to and from the site during peak hours would be 12.

Assuming all 12 cars arrive and leave within a single hour during the morning and evening peak periods, staff estimates 24 trips will be generated by the additional 50 students. The five buses serving the school have capacity for the 36 students who will ride the bus, and therefore bus trips are not included as part of future trip generation estimates.

[3] The Transportation Operation Memo notes that it was not possible to verify if the vehicles parked on the street was associated with the school or with the adjacent residences.

[4] How is a Park and Walk activity organized? | National Center for Safe Routes to School (2017). Archive.saferoutesinfo.org. Retrieved 7 December 2017, from http://archive.saferoutesinfo.org/program-tools/how-park-and-walk-activity-organized

TABLE 1
SUMMARY OF ESTIMATED FUTURE TRIP GENERATION
ROCHAMBEAU FRENCH INTERNATIONAL SCHOOL

Trip Generation	Morning School Peak-Hour			Evening School Peak-Hour		
	In	Out	Total	In	Out	Total
Total Additional Students: 50 students						
36 students by bus[1]	0	0	0	0	0	0
12 cars[1]	12	12	24	12	12	24
Total	**12**	**12**	**24**	**12**	**12**	**24**

[1]The buses are not at capacity now, therefore no additional buses or bus trips will be made for the new students

[2] The current car occupancy rate for the school is 1.16 students per vehicle.

Staff Recommendations

Staff determined queuing on Beach Drive is preventable and can be addressed with education and enforcement of parents parking away from the driveway entry.

Staff does not recommend additional onsite parking as part of this Application, as the school personnel have sufficient parking, and it is reasonable for parents to use Woodbine Street and Brooklawn Terrace for park-and-walk access to the school. Both Woodbine Street and Brooklawn Terrace are public streets maintained by the Montgomery County Department of Transportation. Both streets provide sufficient width for parking on both sides and two-way circulation. Additionally, the peak demand for parking occurs during the afternoon pick-up period and the peak hour of that period occurs between 3:00 PM -4:00 PM, outside the peak travel period for the adjacent streets. Parents should be strongly encouraged to park on the school side (south side) of Woodbine Street for safety reasons and to minimize impacts to the nearby residences. Parents parking on adjacent streets cannot block driveways with their vehicles.

The French International School should continue to monitor parking demand onsite and ensure no queuing occurs on Beach Drive. The French International School should not exceed enrollment of 350 students without prior approval from the Planning Board, at which time the school should study the future onsite parking and queuing conditions on Beach Drive.

Environment

The level of disturbance for the site does not trigger the Forest Conservation Law.

Conclusion

Based on analysis of the proposal, Staff recommends approval to transmit the recommendations listed at the beginning of this report to MCPS.

Attachments

- Attachment A: Montgomery County Planning Board Letter dated June 4, 1990
- Attachment B: Revised Site Plan
- Attachment C: Community Correspondence
- Attachment D: October 5, 2017 Pre-Application Community Meeting Minutes

Attachment A

EXHIBIT B

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 495-4605

Montgomery County Planning Board
Office of the Chairman

June 4, 1990

Mr. Patrick R. Hanehan
Coordinator of Joint Occupancy
Department of School Facilities
Montgomery County Public Schools
850 Hungerford Drive
Rockville, MD 20850

Dear Mr. Hanehan:

At the regular meeting of the Planning Board on May 24, 1990, we reviewed the mandatory referral for the installation of modular classrooms by the French International School on the former Rollingwood Elementary School site. After discussing the proposal with staff, the school's attorney and representatives of the community, we recommend its APPROVAL with the following conditions (Planning Board additions have been emphasized):

1. The visual impact of the modular structures be minimized along the Beach Drive section of the property by a landscape enhancement designed to camouflage the exterior or modifying the facade.

2. The trees along Beach Drive be protected to ensure their survival during placement of the modular structures as outlined in the attached memo from Urban Design Division.

3. If enrollment rises above 300 students at this site, a proposal for additional parking must be submitted for further review by the Planning Board. Enrollment must be reported to the Montgomery County Public Schools Department of Schools Facilities annually and this requirement included in the lease agreement with the MCPS.

4. The queuing of cars onto Beach Drive shall be prevented.

We have two major concerns about this mandatory referral. The first relates to the potential traffic problems that may occur when parents drop off or pick up their children from the school. We fear that long lines of cars will build up so as to interfere with traffic on Beach Drive.

After discussing how the school might manage its bus service and carpools to prevent such queuing, we concluded that the school should have the flexibility in deciding how it will prevent the stacking of cars onto Beach Drive. As a result, we have worded Condition 4 so that the school can use whatever means it deems fit to prevent cars from queuing onto Beach Drive.

EXHIBIT B

We also appreciate the fact that since Beach Drive is a road under our jurisdiction, we shall know whether the school is abiding by this condition and shall look to the Park Police to enforce it.

The second concern that we have relates to the potential need for additional parking on-site should the student enrollment expand above 300. We understand that when the school system was planning to use this site for administrative offices, it contemplated adding additional parking. Since Rollingwood was designed for 300 students, we believe that the current on-site parking should suffice as long as the French International School does not get any larger. If the student enrollment rises above the 300 limit, a proposal for additional parking should be submitted to us for further review.

Thank you for providing the necessary information for us to review this mandatory referral.

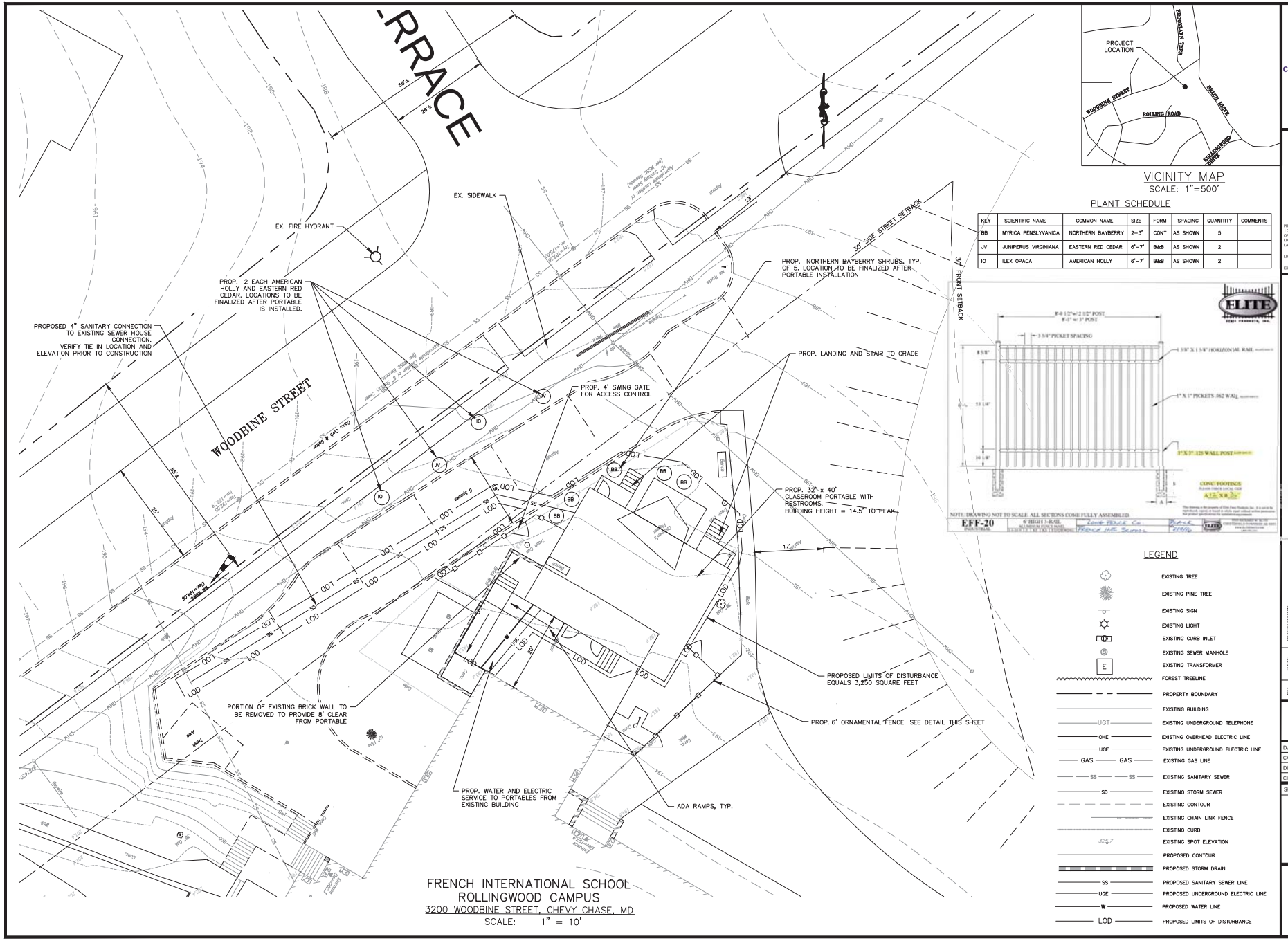
Sincerely,

Gus Bauman
Chairman

cc: M. Slater-Kaplan

GB:MWF:po

Attachment B



FRENCH INTERNATIONAL SCHOOL
ROLLINGWOOD CAMPUS
3200 WOODBINE STREET, CHEVY CHASE, MD
SCALE: 1" = 10'

VICINITY MAP
SCALE: 1"=500'

PLANT SCHEDULE

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	FORM	SPACING	QUANTITY	COMMENTS
BB	MYRICA PENSLYVANICA	NORTHERN BAYBERRY	2-3'	CONT	AS SHOWN	5	
JV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	6'-7'	B&B	AS SHOWN	2	
IO	ILEX OPACA	AMERICAN HOLLY	6'-7'	B&B	AS SHOWN	2	

LEGEND

- EXISTING TREE
- EXISTING PINE TREE
- EXISTING SIGN
- EXISTING LIGHT
- EXISTING CURB INLET
- EXISTING SEWER MANHOLE
- EXISTING TRANSFORMER
- FOREST TREELINE
- PROPERTY BOUNDARY
- EXISTING BUILDING
- UGT — EXISTING UNDERGROUND TELEPHONE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- GAS — GAS — EXISTING GAS LINE
- SS — SS — EXISTING SANITARY SEWER
- SD — EXISTING STORM SEWER
- EXISTING CONTOUR
- EXISTING CHAIN LINK FENCE
- EXISTING CURB
- 324.7 — EXISTING SPOT ELEVATION
- PROPOSED CONTOUR
- PROPOSED STORM DRAIN
- SS — PROPOSED SANITARY SEWER LINE
- UGE — PROPOSED UNDERGROUND ELECTRIC LINE
- W — PROPOSED WATER LINE
- LOD — PROPOSED LIMITS OF DISTURBANCE

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PROFESSIONAL CERTIFICATION.
I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 31168

EXPIRATION DATE: 01/12/2019

FRENCH SCHOOL INTERNATIONAL
ROLLINGWOOD
CAMPUS
3200 WOODBINE STREET
CHEVY CHASE, MD 20815

NO.	DATE	DESCRIPTION

0 10 20 Feet

DATE:	SEPT 2017
CAA PROJECT NO.:	235.002
DRAWN BY:	JA
CHECKED BY:	DWC
SHEET TITLE	

SITE PLAN

SHEET
C-2
2 OF 2

J:\235\001 - French International School - Rollingwood\CAD\Dwg\UPDATED SR SITE PLAN_recover.dwg 11/29/2017 3:56 PM

Attachment C

From: Anthony Revenis
To: Shipman, Laura; MCP-Chair
Subject: Proposed Increase to Enrollment at French Int"l School at Beach and Woodbine
Date: Thursday, November 30, 2017 9:42:59 AM

Hello Laura,

I am very concerned about the proposed increase in capacity at the French School.

In my opinion, they are already above the capacity which they can successfully manage.

I suppose litter is a problem with small children everywhere but the entire campus is an eyesore already.

My primary concern however, is pedestrian safety and traffic control on Woodbine.

In my opinion all dropoffs and pickups should occur on the school grounds for student safety but that does not occur at this time.

Parents park on both sides of Woodbine and then almost uniformly have their children exit from the vehicles on the traffic side instead of the curb side. Additionally, in the PM a number of school buses are loaded while parked on Woodbine instead of in the school parking lot. This situation is only a tragedy waiting to happen.

I don't know how many additional students the school plans to add but I would expect more students will equal more traffic chaos.

I propose that any decision on this application require a detailed parking/traffic plan with substantial changes even if the proposed expansion is ultimately denied.

Child safety should be a primary concern.

Thank you for your consideration in this matter,

Anthony Revenis
3121 Rolling Road
Chevy Chase, MD 20815

Cell Ph.-240-401-2776

Attachment D

6 October 2017

MINUTES OF
COMMUNITY MEETING
ROLLINGWOOD ELEMENTARY SCHOOL
October 5, 2017

1. The meeting commenced at 7:10 pm.

2. There were four invitees who attended, all of whom signed the Attendee Information form.

3. There were six representatives of the French International School present, none of whom signed the Attendee Information form.

4. Mr. Boyd Lawrence of the Montgomery County Public Schools also was in attendance.

5. The meeting began with a presentation by Helene Fabre, Chief Operating Officer of the French International School. Ms. Fabre provided some history about the school and, in particular, its Rollingwood campus. Ms. Fabre explained the need for the modular classroom in order to create space in the building that had become too crowded.

6. The next speaker was Mr. Jason Azar, Civil Engineer, who described the area where the modular classroom would be located. Mr. Azar described the building's orientation and how there would be movement between the main building and the detached modular classroom.

7. The next speaker was Mr. Bob Waechter, Project Consultant for the French International School. Mr. Waechter described the size, appearance and function of the proposed portable classroom. Mr. Waechter also compared the size and the appearance of the proposed modular classroom with other portables already existing on the campus.

8. The next speaker was Mr. Erwin Andres, Traffic Engineer. Mr. Andres explained his firm's analysis of present and future traffic patterns if the school's enrollment increased to 350 children. He confirmed that, based on his firm's analysis, that there would be no

vehicles causing congestion on Woodbine Road or Beach Drive and parking on site and on adjacent public streets is adequate for an enrollment of 350 children.

9. The next speaker was Jody Kline, Attorney, who explained the process that involved the subject community meeting. Mr. Kline explained that FIS would be filing a mandatory referral application with Maryland-National Capital Park and Planning Commission and the citizens would be advised of when the hearing before the Montgomery County Planning Board would be conducted.

10. The applicant then conducted a questions and answer session. Questions and comments from the invitee audience included:

    a. Where will the entry to the modular classroom be?

    b. What will be the exterior materials of the proposed portable classrooms?

    c. How much of the play area where the portable will be located will remain?

    d. Where will the air conditioners for the portable classroom be located?

    e. Why did the school change drop-off patterns for this academic year so that buses stop on Woodbine rather than on the school campus?

    f. A resident complained that County transportation officials had installed signs that were diverting traffic from Connecticut Avenue past the subject property and that was causing more congestion than had existed in the past.

    g. Why is the new portable located in the place shown on the site plan? The explanation was provided by the civil engineer that the site chosen was the only one that was accessible by fire response vehicles.

    h. What is the length of the lease between RIS and MCPS?

    i. Can there be any landscaping or screening between the portable and houses that confront the school property on Woodbine. The questioner was advised that there

will be an ornamental fence installed and that additional landscaping is part of the budget for the program.

j. Why not put the portable in the rear? A portable located to the back of the elementary school building would be non-ADA compliant.

k. One attendee advised that the buses are being driven too fast and are creating unsafe conditions.

l. A resident noted that during certain times of the day vehicle traffic on Woodbine does complicate getting in and out of driveways that intersect with Woodbine. The assumed cause of the difficulty in making turning movements from driveways is because of the increased volume and the vehicle speed.

m. One resident asked that the parents be instructed not to turn their vehicles around in driveways connecting to Woodbine.

n. What regulations require vehicles to be parked close to the curb?

o. One resident pointed out that parking, even for a limited duration, on both sides of Woodmont Street reduces the amount of travel space and causes safety problems.

p. When will the portable be installed and hooked up for operation?

q. Another resident pointed out that two days of observation of school operations was not an adequate sample to provide credible information for the parking and queuing study.

11. The meeting concluded at 8:00 p.m.

PREPARED BY JODY S. KLINE

Attachment D

ROCHAMBEAU, THE FRENCH INTERNATIONAL SCHOOL
3200 Woodbine Street, Chevy Chase
PRE APPLICATION COMMUNITY MEETING
October 5, 2017

ATTENDEE INFORMATION

NAME (Please Print)	**ADDRESS** (Please Print)* Include city, state, zip code
Florence Lurie	3205 Rolling Rd CC flourie@verizon.net
Sharon Kaplan	3201 Rolling Rd CC 4kaplans@comcast.net
Paul Bridenhagen	3203 Woodbine St CC, pwb2357@yahoo.c
Carol Laham	3203 Woodbine St. CC, MD

*Also provide phone/e-mail address, if desired.