

# **ATTACHMENT A**

Alef Bet Montessori School, Inc.  
Adequate Public Facilities Approval  
Statement of Justification  
March 2020 Update

This is an application for Adequate Public Facilities Transportation review and approval for expansion of the student population of the Alef Bet Montessori School, Inc. located at 6125 Tuckerman Lane up to 90 students. Alef Bet Montessori School is a private, religious educational institution per Zoning Ordinance Section 59-G-2.19(e) for early care, pre-school and elementary students. The school has been operating on the property since January 2019 with a student cap of 39 students. The school building is designed with classrooms, administrative offices, and outdoor play space for up to 90 students. No expansion of the building is being requested as part of this APF Review. Outreach to the neighborhood associations and adjoining neighbors has occurred multiple times on this request.

This request for up to 90 students was initially filed with DPS and MNCPPC in 2017. While the request continued under review, the school received approval for a building permit for the school building renovation by the Director of DPS for up to 33 students per Montgomery County Code Chapter 8-30(b)(1)(A). Subsequently, the Director of DPS authorized an occupancy permit for up to 39 students after consideration of a traffic statement concluding that up to 42 students would generate less than 50 peak hour trips, making the project exempt from a full LATR for APFO approval.

## **PROPERTY**

The School is located on Lot 19, Luxmanor subdivision per Plat 7383 recorded in 1964. The property is zoned R-200 and was improved with a single family home prior to its renovation in 2018 as a private educational institution. The Property is located on Tuckerman Lane, approximately 120 feet west of Rosemont Drive, and approximately 800 feet west of Old Georgetown Road. The Property is adjacent to and confronting R-200 properties improved with single-family homes.

The Property has a circular one-way entrance drive with two curb cuts on Tuckerman Lane. Tuckerman Lane has on-street parking on both sides of the street starting at Rosemont Drive. There is a parking lane painted along the frontage of the Property that MCDOT has agreed to mark for “No Parking” by request of the School.

There are thirteen parking spaces on the Property: Six (6) striped spaces in front of the School and Seven (7) striped tandem spaces to the rear of the School for staff.

## **OPERATIONS FOR 90 STUDENTS**

The School operates generally Monday through Friday between the hours of 7:30 am to 3:00 pm with after-school programs that continue to 6-6:30 pm. Special school events also occur from time to time in evenings and weekends. Parking for special events is discussed in more detail below.

Staff is anticipated to be six full-time employees and six part-time staff and specialists.

The School intends to increase its student population over time to the cap of 90 students.

The School estimates that for a student population of 90, approximately 12 will be in the Toddler program, 40 in the Preschool program and 38 in the elementary program. Depending on a family's needs, any of the age groups can participate in the Early Care program and after school programs. As a neighborhood school, some families have more than one child enrolled in the School and carpool all children together, and some families walk their child to school.

School drop-off occurs between 7:30 am and 9:30 am with the majority of the pick-up activity occurring before 2:45 pm. Drop-off is staggered over two hours for 90 students. Pick-up is staggered over multiple one-hour periods for the various programs.

Arrival time for Early Care, Toddlers, Preschool and Elementary students start every 30 minutes starting at 7:30 am with the last group starting at 9:00 am. Dismissals occur with the majority of the students dismissed by 2:45 pm and after school programs at 4:45 and 5:45 pm.

The School operates on a Kiss and Ride policy for drop-off and pick-up. Parents enter the circular driveway going one-way in a double line. Teachers await each car, assist the child from the car and escort the children to the school entrance. At pick-up, teachers escort children from the school to the car and assist with buckling the children into car seats and booster seats. Parents in the drop-off and pick-up lane do not get out the car.

Teachers and on-site signs direct cars to pull as far east as possible in the driveway to maximize the queue space for other cars to enter at the same time. Additional cars arriving at the same time or delaying drop-off will be directed into the six parking spaces in the front of the school to keep the car pool line moving.

Once School enrollment reaches 55 students, the School will provide a certified temporary traffic manager to help with traffic flow at the site driveways during morning drop-off.

Full-time staff will park in the rear of the site leaving the front parking spaces for parents during drop-off and pick-up. After the morning drop-off ends, visitors and specialists may park in the front spaces. For special events at the school, when needed, additional off-site parking and a van shuttle service, has been arranged for attendees. The School anticipates 10-12 events per year with the majority being held during the day.

Summer programming will operate within the same parameters.

## **LATR/TIS REVIEW**

The School filed and received the following documents in support of its transportation review during the review period:

1. Updated Local Area Transportation Review Report prepared by Wells & Associates dated February 10, 2020 with Appendix, updating the Wells February 2018 TIS
2. SHA Letter Case #18-AP-MO-019-xx dated September 18, 2018 concurring with the conclusions of the Applicant's Feb 2018 LATR Report
3. Transportation Management Plan dated August 26, 2019 and revised September 26, 2019.
4. Carpool Circulation and Stacking Plan.
5. Design Request Application to SHA

6. MDOT/SHA Letter - Concurrence that Mitigation Offered Alleviated Site Generated Impacts and proposing Alternative Mitigation.

## TRANSPORTATION ADEQUACY AND MITIGATION

The Wells TIS Report determined that the proposed expansion of the student population by 51 students to a total of 90 students would generate 79 AM peak hour trips and 14 PM peak hour trips. The number of trips generated by the existing school was calculated based on the observed turning movement counts at the school for three separate days. The observed trip generation results in a higher rate than estimated based on ITE trip generation rates and the 2017 LATR Guidelines adjustment factors. This could be because a very small age range group is currently enrolled (no elementary school levels yet) and opportunities for carpooling is minimal. Carpooling opportunities and families with two or more children at the school will become more available as the student population increases, resulting in a lower trip rate. However, to be conservative, the observed trip rate for the AM and PM peak hours was used to calculate the number of trips for the TIS.

After analyzing existing conditions, pipeline development background traffic, and the impact of the proposed development, the Wells TIS Report concludes that each of the study intersections would continue to operate within the congestion standard under future conditions with the site development at 90 students, except for the intersection of Old Georgetown Road/Tuckerman Lane.

Old Georgetown Road/Tuckerman Lane intersection exceeds the congestion standard of 71 second delay in the AM and PM peak hours under existing conditions at 80.9 second delay AM and 77.5 second delay PM. With the updated background traffic for twelve (12) pipeline developments, the Old Georgetown Road/Tuckerman Lane intersection exceeds the 71 second delay congestion standard in the AM and PM peak hour with 143.6 seconds of delay AM and 151.6 second delay PM.

The site-generated impact for the School results in an increase of only 3.9 seconds delay in the AM Peak Hour and 1.1 second delay in the PM peak hour at the Old Georgetown Road/Tuckerman Lane intersection. This minor increase under future conditions with this application typically signifies an insignificant impact by the development that may not require mitigation except that the intersection currently operates beyond the congestion standard under existing and background conditions.

The staggered start times minimize the impact on Tuckerman Lane by spreading the vehicle trips over time and outside of the adjacent street peak hours. In addition to staggered start times, the School proposed removing the east-west split phase operation for the east bound and west bound Tuckerman Lane approaches on Old Georgetown Road. The proposed mitigation would reduce background conditions for the AM peak hour by 10 seconds, mitigating the school's smaller impact and passing the motor vehicle adequacy test.

By letter dated September 18, 2018, SHA concurred with the findings of the Wells LATR Report that the SYNCHRO analysis of the proposed mitigation showed a modest improvement in total intersection delay and that pedestrian safety crossing MD 187 along the south leg would not be compromised under the proposed signal timing conditions. SHA indicated that the mitigation would be reviewed further, as is standard, during the Design Request review.

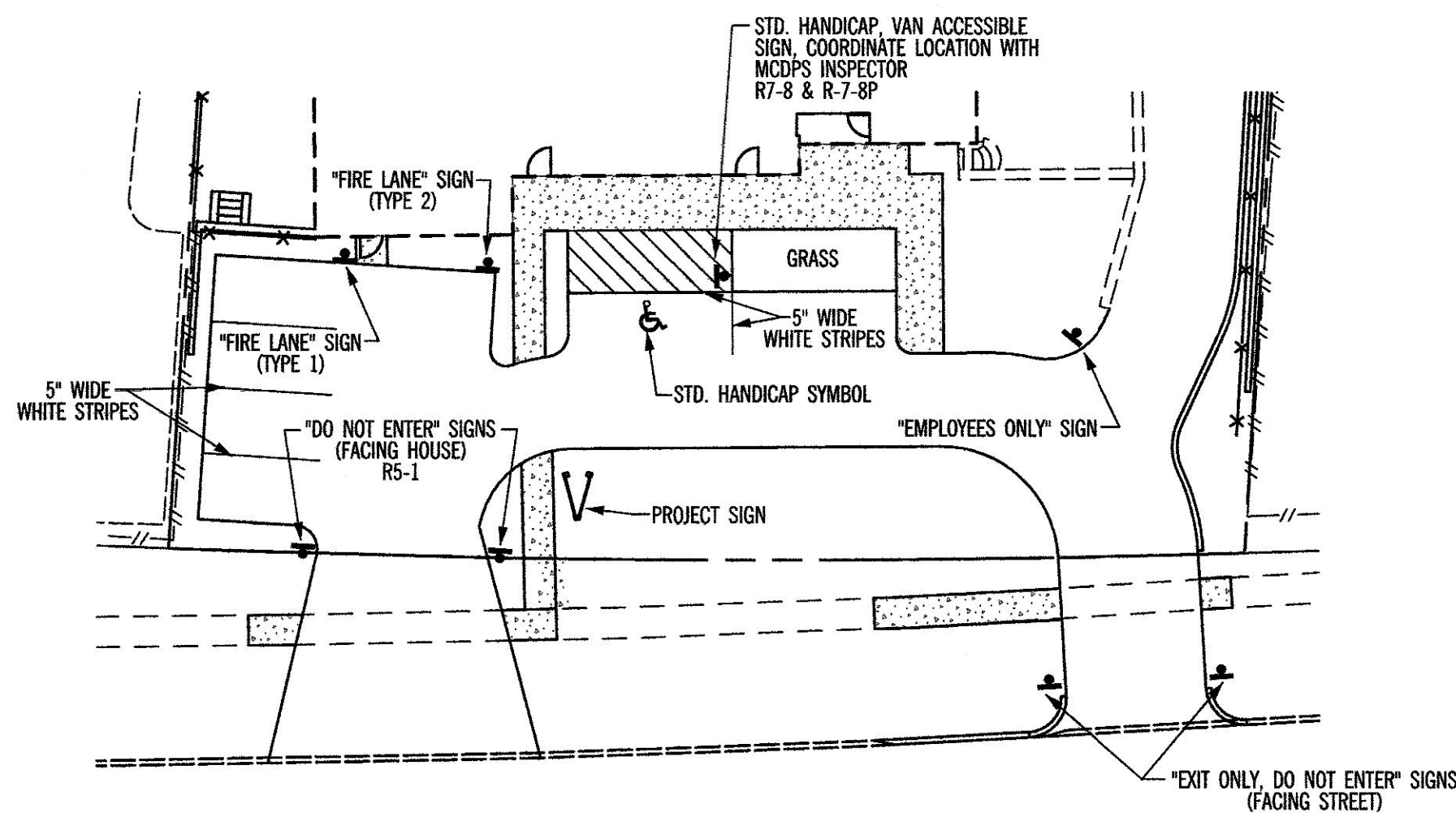
At the request of Mr. Axler of MNCPPC, the School submitted a Design Request to SHA on November 21, 2018. After extended reviews by MDOTSHA's Office of Traffic and Safety OOTS, by letter dated July 12, 2019, SHA concurred that the proffered mitigation would more than alleviate the several second delay site-generated impacts based on local analysis requirements. MDOTSHA OOTS determined that while mitigating for one project, the mitigation would have marginal benefits to the overall operation and safety of the intersection and declined to implement. In lieu of Applicant's proposed mitigation, MCDOTSHA determined that removal of an existing turn restriction along the west approach from Tuckerman Lane onto Old Georgetown Road, in conjunction with vegetation clearance to improve sight lines, could provide safety and operation benefits to the local community network and proffered this as an acceptable alternative.

In lieu of the SHA proffered alternative, MCDOT has proposed a fair share contribution to the CIP Project for improvements to the Old Georgetown Road/ Tuckerman Lane intersection that are anticipated to be necessitated by pipeline and future development, including the future expansion of Woodward High School (which at the time of filing of Alef Bet had not yet been accepted for review). A fair share contribution commensurate with the minimal impact of Alef Bet's site generated impacts for its expansion to 90 students would be acceptable to Applicant.

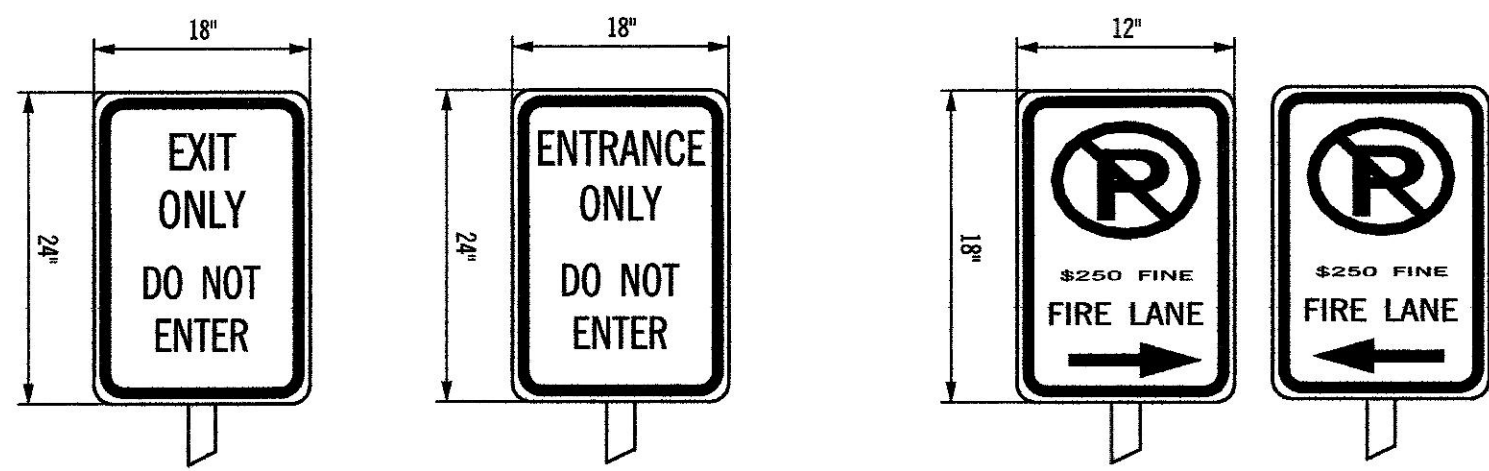
Applicant has submitted a Transportation Management Plan to memorialize the Drop-off and Pick-Up procedures and obligating the School to notify MNCPPC when enrollment reaches 55 students and the requirement for a certified temporary traffic manager is triggered.

Applicant has met the standard for approval of Adequate Public Facilities for Transportation for its proposed expansion up to 90 students.





SIGNAGE AND STRIPPING PLAN INSET  
SCALE: 1" = 20'

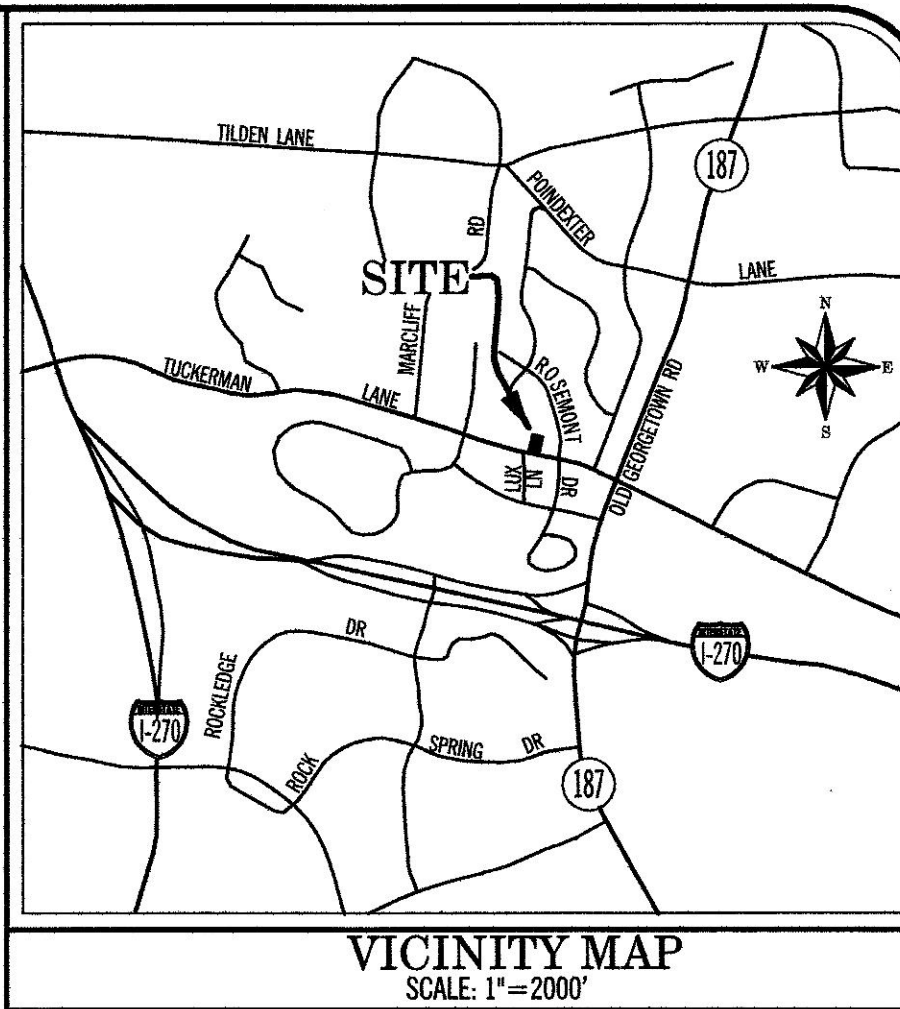
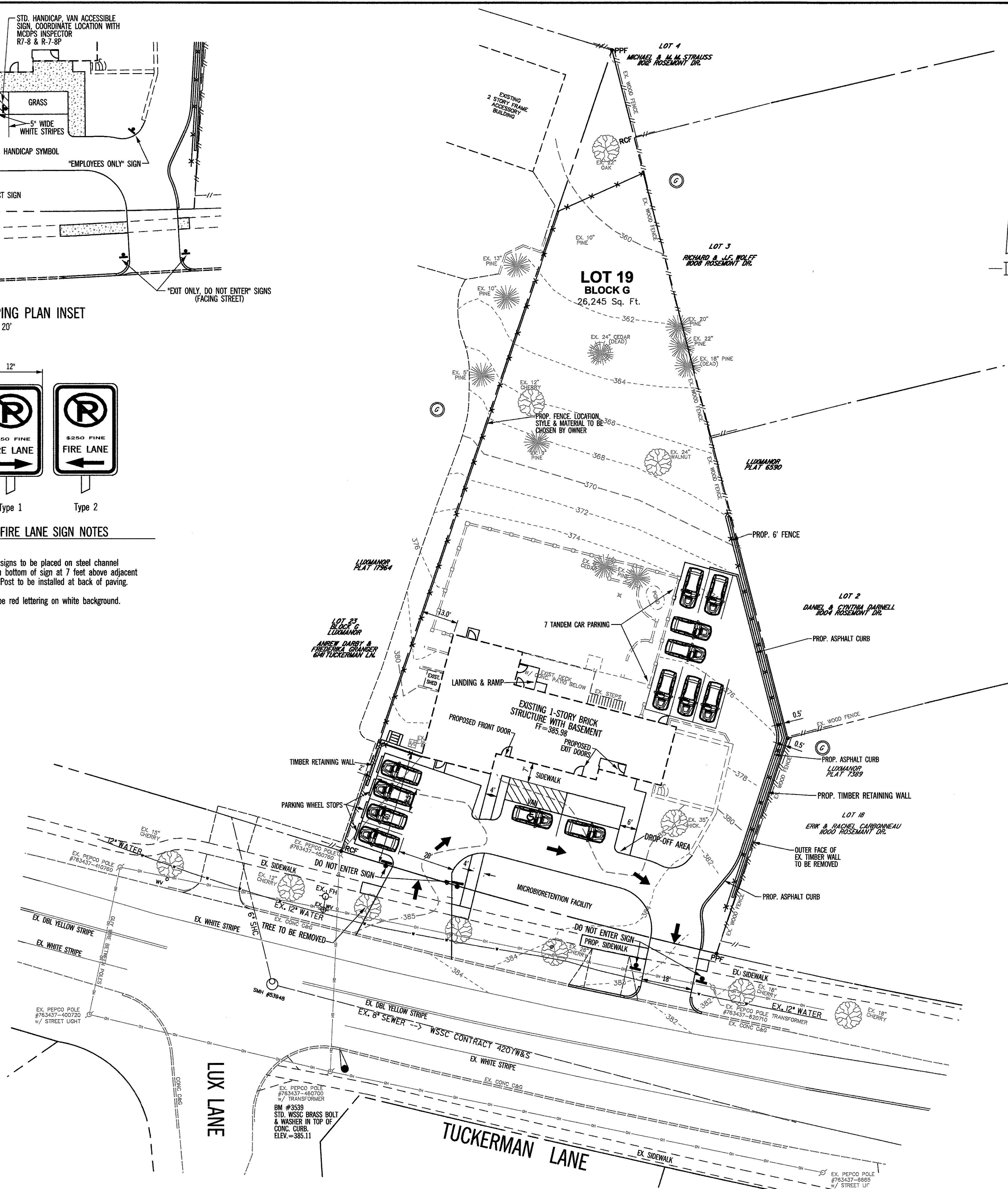


Type 1 Type 2

FIRE LANE SIGN NOTES

Note:  
Proposed signs to be placed on steel channel posts with bottom of sign at 7 feet above adjacent surface. Post to be installed at back of paving.

Signs to be red lettering on white background.



SCALE: 1"=20'  
0 20 40

GENERAL NOTES

- Boundary and topography from a survey by Site Solutions, Inc., February 2017.
- The address of the property is 6125 Tuckerman Lane, Rockville, MD 20852 Lot 19, Block G, Luxmanor as shown on Plat 7383.
- WSSC Title No. 214NW06, ADC Reference - Page 5284, Grid K-5
- Public (WSSC) water and sewer service.
- Permeable pavement proposed for onsite parking surface, see SWM Plans for details.
- Onsite sidewalk to be per Montgomery County Std. MC-110.01.
- Refer to Right of Way Improvement Plan for details of construction within Tuckerman Lane ROW.

SITE DATA

- Lot Area: 26,245 sq.ft. (0.6025 Ac.)  
Per Record Plat #7383.
- Zoning: R-200
- Proposed Use: Private School (on Land Owned by Religious Organization)
- Maximum Building Coverage Permitted: 25% (6,561 sq.ft.) Existing/Proposed: 9.7% (2,553 sq.ft.)
- Maximum Building Height Permitted: 45 feet.
- Parking Required: (1 Space per Employee per 59.6.2.4.B - Private Educational Institution)  
Required: Initial: (6 Employees) = 6 Spaces Min. 9 Spaces (incl. 1 Handicap) - 6 Sp. in Front, 3 in Rear  
Ultimate: (12 Employees) = 12 Spaces Min. 13 Spaces (incl. 1 Handicap) - 6 Sp. in Front, 7 Sp. in Rear  
6 Sp. in Rear to be Employee Valet Parking
- Bicycle Parking: Number of spaces required = 1 per 5,000 sq.ft. of building area = 1 space required, Provided: 1 space
- Building Setbacks Required: (R-200 Zone)  
Front: 40'  
Rear: 30'  
Side: 12' Minimum, 25' total

**SITE SOLUTIONS, INC.**  
19508 Amaranth Drive Suite A  
Germantown, Maryland 20874-1211  
(301) 540 7990 • FAX (301) 540 7991  
Planning • Landscape Architecture • Engineering • Surveying

OWNER:  
ALEF BET MONTESSORI SCHOOL, INC.  
7300 WHITTIER BOULEVARD  
BETHESDA, MD 20817  
ATTN: ELLIE LIGHTASH

ADD SIGN	08-20-2018
NO	REVISION
	DATE

SITE PLAN SHOWING 7 SPACES IN REAR  
ALEF BET MONTESSORI SCHOOL  
6125 TUCKERMAN LANE  
LUXMANOR LOT 19 BLOCK G  
ROCKVILLE ELECTION DISTRICT #4  
MONTGOMERY COUNTY, MARYLAND

JSL	SCALE	1"=20'
DESIGN		
DWR		
CHECKED		
9/6/2018		
PLOT DATE	2079	D-

# **ATTACHMENT C**

## **ALEF BET MONTESSORI SCHOOL TRANSPORTATION MANAGEMENT PLAN AGREEMENT**

THIS TRANSPORTATION MANAGEMENT AGREEMENT (“Agreement”) is made this \_\_\_\_ day of \_\_\_\_\_, 2020, by and between ALEF BET MONTESSORI SCHOOL, INC. (“Alef Bet”), and THE MONTGOMERY COUNTY PLANNING BOARD OF THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION (the “Planning Board”).

### **RECITALS**

A. The subject property is Lot 19, Luxmanor subdivision, a 26,245 square feet site zoned R-200 located approximately 800 feet west of Old Georgetown Road and approximately 120 feet west of Rosemont Drive in Montgomery County, Maryland (the “Property”). The Property is improved with a former single-family house that has been renovated and has been operating as a faith-based private educational institution since January 2019 for 39 students, for early care, toddlers, pre-K, Kindergarten through Elementary age, and before and after school care.

B. Alef Bet filed an Adequate Public Facilities review APF No. 202001 to expand the allowable student occupancy by 51 students, up to a total of 90 students, within the existing facility (“APF Approval”). The Planning Board approved the APF Approval on April 23, 2020.

C. Condition No. 3 of the APF Approval requires Alef Bet, prior to the issuance of the Use and Occupancy Certificate for the additional 51 students, up to a total of 90, to enter into the subject Transportation Management Plan Agreement for a period of five (5) years from the date of the APF Approval which shall demonstrate compliance with the transportation related conditions of the APF Approval and require annual reporting with respect to: i) current and

projected enrollment, ii) efforts to promote student family carpooling and teacher/staff carpooling; iii) student pick-up and drop-off data, iv) on-site and adjacent street queuing trends and any operational changes to address potential queueing on Tuckerman Lane, v) any transportation related issues observed on the Property within the previous 12 months and vi) off-site parking agreements.

NOW THEREFORE, in consideration of the above Recitals, each of which is made a part of this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which each of the parties acknowledges, the parties agree to the following Transportation Management Program:

1. Certified Traffic Manager. Prior to issuance of the Use and Occupancy Certificate for the additional 51 students, for a total of 90 students, and continuing all days the school is in session throughout the five (5) years following APF Approval, Alef Bet must have an onsite certified traffic manager to direct traffic operations during the morning drop-off period (7:30 am – 9:00 am). The certified traffic manager shall have received certification as a “Temporary Traffic Control Traffic Manager” or equivalent accepted by the Maryland State Highway Administration or may be an off-duty police officer. The on-site traffic manager shall be responsible for managing the movement through the drop-off circulation onsite, take actions to prevent queuing on Tuckerman Lane, and assist as necessary with turning movements for exiting vehicles that cause queuing on Tuckerman Lane at the driveway entrance.
2. Queuing. Queuing must not occur on the public streets. Alef Bet shall continually monitor the queuing to ensure that queuing is not occurring on Tuckerman Lane and

- to the extent such queuing does regularly occur, Alef Bet will revise the TMP, including the operation of the drop-off lines, to remedy this situation.
3. Drop-off/Pick-up. Student drop-off/pick-up locations shall be provided as identified on the Transportation Circulation Plan attached as Exhibit “A”. Alef Bet must limit student drop-offs by vehicles during the morning peak hour (7:30 am to 8:30 am) to 50 students.
  4. Annual Reporting. Each year Alef Bet shall complete the Annual Reporting Form attached as Exhibit “B”, which shall be submitted annually between September 1 and October 30.
  5. General Provisions
    - a. Recordation. This Agreement shall be recorded in the Land Records of Montgomery County within thirty (30) days of execution.
    - b. Commencement Date and Term of Agreement. Prior to the issuance of the first Use and Occupancy Permit for the additional 51 students, Alef Bet shall commence the obligations and requirements set forth in this Agreement. The obligations of Alef Bet under this Agreement expire automatically five (5) years from the date of approval of APF2020001.
    - c. Amendments/Modifications. This Agreement may only be modified in writing signed by the parties hereto, their heirs, successors and assigns. Any Amendments or Modifications must be approved by the Planning Board prior to execution.
    - d. Enforcement. In the event that the Planning Board finds after a public hearing that Alef Bet is not in compliance with this Agreement, the Planning Board may modify the conditions of the APF Approval, including the permitted enrollment.



e. Interpretation. This Agreement will be interpreted according to the laws of the State of Maryland.

f. Alef Bet's Obligations. The obligations of Alef Bet under this Agreement shall apply only during the period when Alef Bet is either the fee simple owner of the Property or has a leasehold interest in the Property. At such time as Alef Bet ceases to own a fee simple interest in the Property or any part thereof or ceases to be a lessee, the obligations and liabilities thereafter accruing (but not any accrued and unperformed obligations and liabilities) shall be the obligations of Alef Bet's successors and assigns, to the extent permitted by law.

g. Assignment. This Agreement is assignable, in whole or in part, by Alef Bet, to any entity that takes ownership of the Property for the purpose of operating a school on the Property, without the consent of the Planning Board. Alef Bet will notify the Planning Board of any such assignment.

h. Binding Agreement. This Agreement shall be binding upon the heirs, successors, and assigns of all parties hereto and shall be recorded in the land records of Montgomery County, Maryland.

IN WITNESS WHEREOF, this Agreement has been executed by the parties on the day and year indicated above.

WITNESS:

\_\_\_\_\_  
\_\_\_\_\_

ALEF BET MONTESSORI SCHOOL, INC.

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

WITNESS:

\_\_\_\_\_  
\_\_\_\_\_

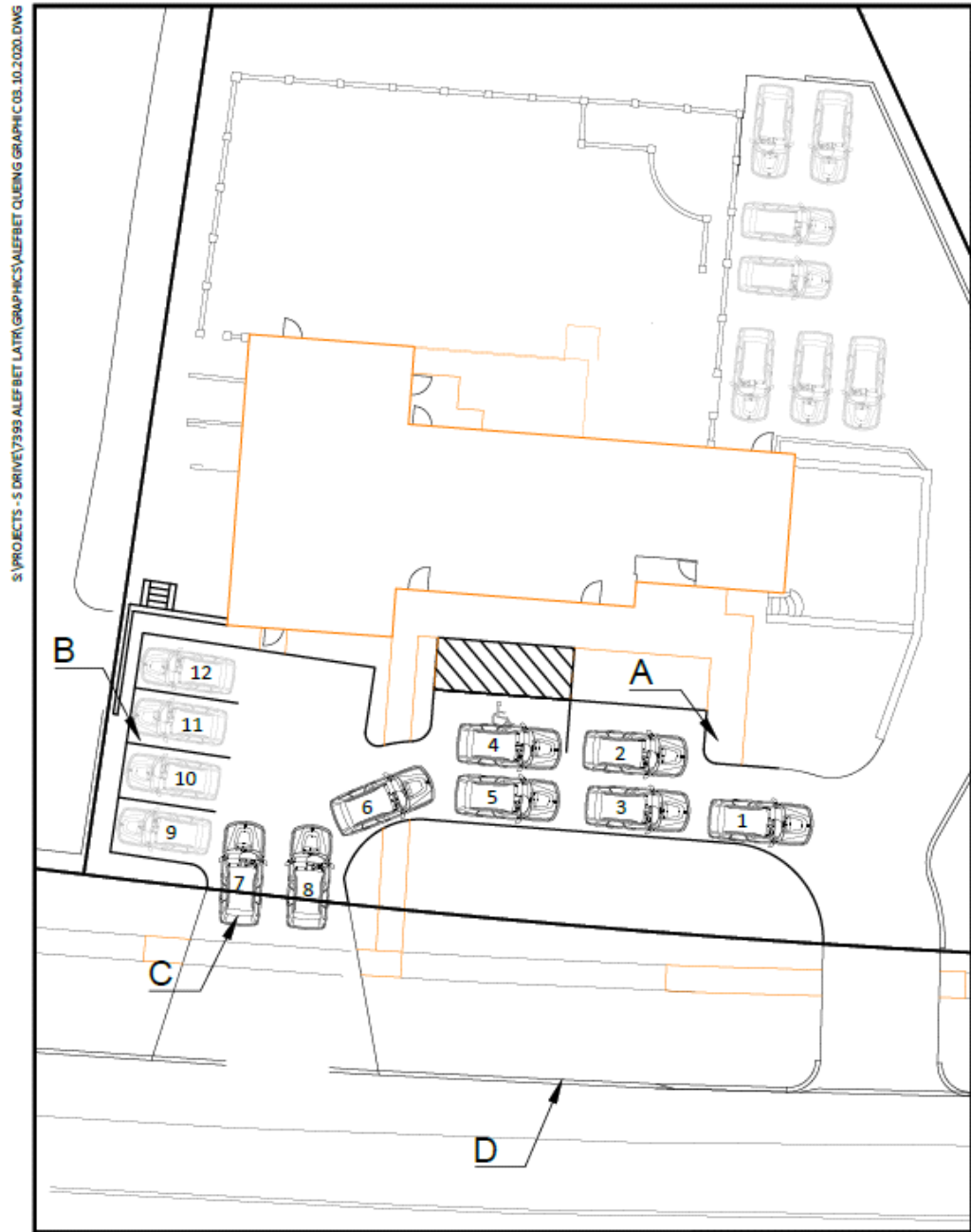
MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

EXHIBIT “A” Stacking Plan



Drop-off and Pick-up  
Stacking Lanes

- A. Drop Off Spot : Staff assists children in and out of car.
- B. 4 spaces used for pick up and drop off. No staff parking during those times.
- C. 2 carpool lanes, clockwise flow. Students do not exit car until in front of school.
- D. No parking between driveways.



Alef Bet Montessori School  
Montgomery County, MD



ALEF BET MONTESSORI SCHOOL  
ANNUAL REPORTING  
FALL 20\_\_\_\_

**1. Occupancy**

	Current School Year	Projected for Following School Year
Student Enrollment		
Staff		

**2. Current Hours**

<u>Age Group</u>	<u>Hours</u>	<u>Projected Number of Students</u>
Early School Care	__ A.M.- ____ P.M.	
Elementary	____ A.M.- ____ P.M.	
Pre-Kindergarten, Kindergarten	____ A.M.- ____ P.M.	
Toddler	____ A.M.- ____ P.M.	
After school care and enrichment	____ - ____ Monday-Thursday - on Friday	

**3. Carpooling Promotion Efforts to Staff and Students**

**4. Queuing Trends on Tuckerman Lane**

	<u>AM</u>	
Tuckerman Lane		

Operational changes to address queuing trends on Tuckerman Lane:

**5. General Comments or Observations of Transportation Issues in previous 12 months**

**6. Off-site parking agreements for special events**

# ATTACHMENT D



## DEPARTMENT OF TRANSPORTATION

Marc Elrich  
*County Executive*

Christopher R. Conklin  
*Director*

March 26, 2020

Mr. Walker Freer, Transportation Planner  
Area 2 Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Alef Bet Montessori School  
Traffic Impact Study Review

Dear Mr. Freer:

We have completed our review of the revised Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the proposed Alef Bet Montessori School. This study, dated February 10, 2020, was prepared by Wells + Associates. Total development evaluated by the report and analysis includes replacement of an existing single-family detached unit with 90 students.

We offer the following comments:

### **Adequacy Determination**

1. The study (page-18) indicates that the subject development will generate at least 50 total weekday peak hour person trips; therefore, the Motor Vehicle Adequacy test is required.
2. The study indicates that the analysis for pedestrian, transit and bicycle system adequacy is not required since the proposed development does not generate more than 50 trips for any of the tests. We accept this conclusion.

### **Motor Vehicles System Adequacy**

1. The TIS indicates this study was prepared in accordance with the Fall 2017 Local Area Transportation Review (LATR) guidelines.
2. The site is located in the North Bethesda Policy Area. This policy area has an overall delay of 71 seconds per vehicle for the congestion standard.
3. All the studied intersections, with the exception of Old Georgetown Road and Tuckerman Lane intersection, will operate within the congestion standard for the North Bethesda Policy Area. The consultant has proposed to stagger the school times and remove the split phasing of this

Office of the Director

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101 Monroe Street, 10<sup>th</sup> Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax  
[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

intersection in order to reduce the delay. MCDOT is requesting a payment to be made for the removal of the split-phase of this traffic signal. The payment of \$1200 (CIP 507154) will be made to MCDOT prior to issuance of the use and occupancy permit. .

**Pedestrian and Bicycle Impact Statement**

1. The consultant provided an evaluation of the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive operations in the study area. The consultant provided the location of sidewalks, pedestrian signal heads, accessible ramps and bus stops and routes within the study area.
2. The consultant determined that the off-site study intersection of Old Georgetown Road and Tuckerman Lane provided sufficient timing for pedestrians to cross the respective road at a walking speed of 3.5 feet per second.
3. The applicant provided the locations of bus stops and the routes; however, no amenities at the stops were identified.

**SUMMARY**

1. The motor vehicle delay will not exceed the North Bethesda CBD policy threshold with the exception of the Old Georgetown Road and Tuckerman Lane intersection. The applicant has proposed mitigation at this intersection and they will make a payment of \$1,200 to MCDOT (CIP 507154) prior to issuance of the use and occupancy permit.
2. We concur with the consultant's conclusion regarding the pedestrian, transit and bicycle system adequacy.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact myself for this project, at [rebecca.torma@montgomerycountymd.gov](mailto:rebecca.torma@montgomerycountymd.gov) or at (240) 777-2118.

Sincerely,

*Rebecca Torma*

Rebecca Torma, Manager  
Development Review Team  
Office of Transportation Policy

sharepoint/transportation/director's office/development review/Rebecca/developments/north Bethesda/alef bet Montessori revised TIS.docx

cc: Letters notebook

cc-e: Christopher L. Kabatt, Wells + Associates, Inc.