

# Montgomery County Planning Board

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 22-081  
Preliminary Plan Amendment No. 12002079B  
Rochambeau, The French International School  
Date of Hearing: July 21, 2022

AUG 10 2022

## RESOLUTION

WHEREAS, under Montgomery County Code Chapter 50, the Montgomery County Planning Board is authorized to review preliminary plan applications; and

WHEREAS, on June 6, 2002, the Planning Board, by Opinion mailed on July 9, 2002, approved Preliminary Plan No. 120020790, creating one lot on 11.41 acres of land in the R-60 zone, located at 9650 Rockville Pike (“Subject Property”), in the Bethesda/Chevy Chase Policy Area and 1990 *Bethesda Chevy Chase Master Plan* (“Master Plan”) area; and

WHEREAS, on June 23, 2005, the Planning Board approved an amendment to Preliminary Plan No. 12002079A (Opinion mailed on February 15, 2006), amending the previous Adequate Public Facilities conditions of approval to allow the addition of 40,000 square feet of office and parking structure on the Subject Property; and

WHEREAS, on February 25, 2022, Rochambeau, the French International School of Washington DC (“Applicant”) filed an application for approval of an amendment to the previously approved preliminary plan(s) to convert the previously approved private educational institutional office campus to 203,891 square feet of private school for up to 700 students on the Subject Property; and

WHEREAS, Applicant’s application to amend the preliminary plan was designated Preliminary Plan Amendment No. 12002079B, Rochambeau, The French International School (“Preliminary Plan,” “Amendment,” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated July 11, 2022, setting forth its analysis and recommendation for approval of the Application, subject to certain conditions (“Staff Report”); and

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Approved as to  
Legal Sufficiency: /s/ Emily Vaias  
M-NCPPC Legal Department

WHEREAS, on July 21, 2022, the Planning Board held a public hearing on the Application and voted to approve the Application subject to conditions, on the motion of Vice Chair Verma, seconded by Commissioner Cichy, with a vote of 3-1; Chair Anderson, Vice Chair Verma and Commissioner Cichy voting in favor, Commissioner Patterson voting against, with Commissioner Rubin being absent.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board APPROVES Preliminary Plan Amendment No. 12002079B to convert the previously approved private educational institutional office campus to 203,891 square feet of private school use for up to 700 students subject to the following modified Condition Nos. 1, 10, 11, and 12, which replace and supersede the previous conditions, and Conditions Nos. 13 through 21 which are in addition to all other conditions, which remain in full force and effect:<sup>1</sup>

#### **Modified Conditions**

1. The existing lot is limited to a maximum of 203,891 square feet of non-residential density for a private school for up to 700 students.
10. The Adequate Public Facilities ("APF") review for the Preliminary Plan will remain valid for five (5) years from the initiation date (as defined in Montgomery County Code Section 50.4.3.J.5).
11. All applicable conditions of approval for Special Exception Cases S-862-A, A-5599, S-862-B, and A-6009, as amended, remain in full force and effect.
12. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services ("MCDPS") – Water Resources Section in its stormwater management concept letter dated October 22, 2020 and reconfirmed on March 22, 2022, and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDPS – Water Resources Section if the amendment does not conflict with any other conditions of the Preliminary Plan approval.

#### **New Conditions**

13. Prior to recordation of the plat, the Applicant must dedicate right-of-way necessary to provide 60 feet from the right-of-way centerline along the Site's Rockville Pike (MD 355) frontage.

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<sup>1</sup> For the purpose of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

14. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation (“MCDOT”) in its revised letter dated July 15, 2022 and incorporates them as conditions of the Preliminary Plan approval, with the exception of the monetary contribution for monitoring, traffic controls, and/or calming measures as described on Page 4 of the letter. The Applicant must comply with each of the recommendations as set forth in the letter, except for the monetary contribution, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
15. The Planning Board has reviewed and accepts the recommendations of the Maryland State Highway Administration (“SHA”) in its letter dated June 16, 2022 and incorporates them as conditions of the Preliminary Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MDSHA if the amendment does not conflict with any other conditions of the Preliminary Plan approval.
16. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (“MCDPS”), Fire Department Access and Water Supply Section in its letter dated November 20, 2020 and incorporates them as conditions of approval. The Applicant must comply with each of the recommendations as set forth in the letter, which MCDPS may amend if the amendment does not conflict with other conditions of Preliminary Plan approval.
17. Prior to recordation of plat, the Applicant must receive an SHA access permit for the following modal deficiencies in accordance with the *2020-2024 Growth and Infrastructure Policy*. All improvements must be constructed within one year of plat recordation.
  - a. Pedestrian System Adequacy Mitigation
    - i. Upgrade an existing curb ramp to meet ADA design standards at the northwest corner of MD 355 and Pooks Hill Road.
    - ii. Improve two existing curb ramps within the median on the southern crossing with MD 355 and Pooks Hill Road to comply with ADA standards. Relocate the Accessible Pedestrian Signal (APS) to the north side of the marked crossing on the eastern side of MD 355.
    - iii. Improve four existing curb ramps (two at the southeast, one at the southwest and one at the northwest corners) at the intersection of MD 355 and S Bellevue Drive.
    - iv. Install a marked crosswalk within the pavement along the east leg of the intersection of Broad Brook Drive and MD 355.

- v. Install an ADA accessible curb ramp on the southeastern corner of MD 355 and Broad Brook Drive, to connect with the existing bus stop at the same corner.
- vi. Construct a sidewalk on the east side of MD 355 (Rockville Pike), between Broad Brook Drive and bus stop ID: 25512. The sidewalk will be a minimum of 5 feet wide; 4 feet minimum around pinch-points.
- b. Bus Transit System Adequacy Mitigation
  - i. Upgrade the following bus stop with an accessible bus pad (12ft by 6ft): bus stop ID: 25512 (southeast corner of Broad Brook Drive and MD 355).
  - c. If, at the time the Applicant submits for permits to construct one of the required LATR Off-Site Improvements, the improvement is no longer necessary or desirable, because: i) it has been constructed or is under construction by another applicant or as part of a capital improvement project by a government agency, or, ii) the applicable master plan has changed and no longer requires or suggests the improvement, the Applicant can propose an alternative LATR Off-Site Improvement from the priority list of improvements provided in the subject Staff Report that is of similar value, and this alternative improvement, if reviewed and approved by Staff, can be substituted and shown on a revised Certified Preliminary Plan.

#### 18. Forest Conservation

- a. Prior to certification of the Final Forest Conservation Plan, the Applicant must make the following changes:
  - i. Update plans/notes to show the locations and species of the 24 supplemental landscape plantings as identified in the field on June 29, 2022;
  - ii. Delineate revised fence location to show extension as agreed in the field on June 29, 2022;
  - iii. Add list of amendment items to cover sheet.
- b. Within 30 days of the mailing of date of the Planning Board Resolution, the Applicant must record a revised Category II Conservation Easement which reflects the field adjusted utility easement; and the cumulative area of the revised easement must result in no net loss of the conservation area, totaling 25,526 square feet. The new Conservation Easement agreement must be in a form approved by the M-NCPPC Office of the

General Counsel and must be recorded in the Montgomery County Land Records by deed prior to recordation of the Deed of Release of Conservation Easement for the existing conservation easement.

- c. Within 60 days of the mailing of date of the Planning Board Resolution, the Applicant must submit a Deed of Release of Conservation Easement for the entirety of the previous Category II Conservation Easement recorded among the County Land Records in Book 64356, Page 10 and identified on Plat 22288 in a form approved by the M-NCPPC Office of General Counsel. The Deed of Release must be recorded in the Montgomery County Land Records. The entirety of the existing easement remains in full force and effect until the Deed of Release has been approved and recorded in the Montgomery County Land Records. The Deed of Release cannot be approved by M-NCPPC until the new easement is recorded.
- d. Within ninety (90) days of the mailing date of the Planning Board Resolution approving the amendment to the Final Forest Conservation Plan, the Applicant must submit a complete record plat application that delineates the new revised Conservation Easement and references the Book/Page of the recorded deed for the new revised Category II Conservation Easement. The revised Record Plat must be recorded in the Montgomery County Land Records within 365 days of the Planning Board Resolution approving the amendment to the Final Forest Conservation Plan.
- e. Within 60 days of the mailing of date of the Planning Board Resolution, the Applicant must submit a new five-year Maintenance and Management Agreement (“MMA”) in a form approved by the M-NCPPC Office of General Counsel. The updated MMA is required for the additional 24 landscape plantings identified on June 29, 2022 and shown on the Final Forest Conservation Plan.
- f. Within 60 days of the mailing of date of the Planning Board Resolution, the Applicant must submit financial surety, in a form approved by the M-NCPPC Office of the General Counsel, to the M-NCPPC Planning Department for the additional 24 landscape plantings identified on June 29, 2022 and shown on the Final Forest Conservation Plan.

19. The record plat must show necessary easements.

20. The certified Preliminary Plan must contain the following notes:

*a. Unless specifically noted on this plan drawing or in the Planning Board conditions of approval, the building footprints, building heights, on-site parking, site circulation, and sidewalks shown on the Preliminary Plan are illustrative. The final locations of buildings, structures and hardscape will be determined at the time of issuance of building permit(s). Please refer to the zoning data table for development standards such as setbacks, building restriction lines, building height, and lot coverage for each lot.*

21. Prior to submittal of the Certified Preliminary Plan, the Applicant must make the following changes:

- a) Show resolutions and approval letters on the certified set
- b) Include the approved Fire and Rescue Access plan in the certified set

BE IT FURTHER RESOLVED that all other preliminary plan conditions of approval for this project remain valid, unchanged and in full force and effect.

BE IT FURTHER RESOLVED that having considered the recommendations of its Staff as presented at the hearing and/or as set forth in the Staff Report, which the Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record, the Planning Board FINDS, with the conditions of approval, that:

Unless specifically set forth herein, this Amendment does not alter the intent, objectives, or requirements in the originally approved preliminary plan as revised by previous amendments, and all findings not specifically addressed remain in effect.

***1. The layout of the subdivision, including size, width, shape, orientation and density of lots, and location and design of roads is appropriate for the subdivision given its location and the type of development or use contemplated and the applicable requirements of Chapter 59.***

***a) The Lot(s) and Use comply with the basic requirements of Chapter 59***

The Preliminary Plan Amendment proposes to maintain the use of the previously approved private educational institution, with a change from an office campus to a private school for up to 700 students. Private Educational Institutions are allowed as a conditional use (also known as a Special Exception under the Zoning Ordinance in

effect on October 29, 2014) within the R-60 zone and must be approved by the Board of Appeals.

The latest Special Exception amendment (S862-C) was adopted by the Board of Appeals on August 4, 2021, subject to certain conditions to be enforced by the Department of Permitting Services. That conditional approval concluded that the Private Educational Institutional use conforms to the basic requirements of Chapter 59, including parking, lighting, screening, and landscaping, as shown in the data table below.

*Table 1: Rochambeau Preliminary Plan Data Table for R-60 Zone, Section 59.4.5.3.*

<b>Development Standard</b>	<b>Permitted/ Required</b>	<b>Approved by 12002079A</b>	<b>Proposed by 12002079B</b>
<b>Tract Area</b>	n/a	497,044 sq ft (11.41 acres)	497,044 sq ft (11.41 acres)
<b>Prior Dedication</b>	n/a	8,796 (0.20 acres)	8,796 (0.20 acres)
<b>Proposed Dedication</b>	n/a		8,846 sq st (0.20 acres)
<b>Site Area/min lot size</b>	6,000 sq ft	488,247 sq ft (11.20 acres)	479,402 sq ft (11.00 acres)
<b>Building Height</b>	35 ft	57 ft <sup>1</sup>	56 ft7 inches <sup>1</sup>
<b>Minimum Setbacks (ft)</b>			
<b>Front</b>	25 ft	110 ft	107 ft
<b>Side</b>			
One side	8 ft	43 ft	122 ft
Sum of both	18 ft	289 ft	53 ft
<b>Rear</b>	20 ft	417 ft	77 ft

<sup>1</sup> Building Height Variance approved per Case No. A-5599

**2. *The Preliminary Plan substantially conforms to the Master Plan.***

***a) Land Use***

The Property is within the 1990 *Bethesda-Chevy Chase Master Plan* (Master Plan) area. The proposed use is consistent with the Master Plan, in terms of the nature and the appropriateness of the use, and it will be compatible with other adjacent uses including the residences in the Maplewood Estates subdivision. The Master Plan provides area-wide land use guidelines in order to address land use issues along major highways, including special exceptions (p. 30). The area land use guidelines state that each parcel should be evaluated in the overall context of the Master Plan objectives, and compatibility with the surrounding community in terms of the height and bulk of the structures, buffering by vegetation, topography, and visibility of the use, highway access and buffering, proximity to public or quasi-public uses, proximity to community services or transit, and the comparative density of nearby properties. These issues are

stated as the rationale for each recommendation in the Master Plan, as they relate to the "Planning Area" and compatibility with nearby properties.

The Master Plan supports the continued existence of the R-60 zone for the Subject Property and surrounding neighborhood. The use is intended to serve the community and meets the Master Plan objectives. Private Educational Institutions are allowed by special exception in the R-60 zone, and the Master Plan specifically recommends that the FASEB should continue the existing use because it is considered a long-term, stable use<sup>2</sup> that is viewed as a community resource. Aside from supporting the continued use of the Site as a Private Educational Institution, the Master Plan does not have any site-specific recommendations for the Subject Property.

The Subject Application, although different from FASEB's historic use of the Site, continues to meet the overall vision of the Master Plan by bringing a long-term, stable use to the Site.

#### ***b) Environment***

The Master Plan recommends retaining the existing vegetation located along Rockville Pike and the Site periphery. This vegetation helps screen the Special Exception use from the adjacent residential neighborhood and reinforces the "green boulevard" character of Rockville Pike. Additionally, the current proposal calls for this vegetation, and any supplemental/replacement landscape or variance mitigation plantings, to be protected in Category I and Category II Conservation Easements. The incorporation of plantings within easements along the site boundaries, allows for the removal of any non-native, invasive plantings and will help the vegetation continue to grow healthily and remain in place despite the proposed change in use of the site.

#### ***c) Transportation***

The 1990 *Bethesda – Chevy Chase Master Plan* specifically discusses neighborhood traffic control for the Maplewood neighborhood, in the form of passenger vehicle turn restrictions on Beech Avenue and Linden Avenue between Rockville Pike and Old Georgetown Road (Master Plan p. 63). Based on their existing configuration, these turn restrictions are intended to handle cut-through traffic between Pooks Hill Road and Old Georgetown Road and not necessarily from Alta Vista Road since that road is not



continuous between Rockville Pike and Old Georgetown Road. Neighborhood traffic controls will not be altered by the Subject Application and all Site-generated trips will access the Site from Rockville Pike.

### *Master-Planned Roadways and Bikeways*

The Site is bounded to the east by Rockville Pike (MD 355), which is designated as a Major Highway with a master-planned right-of-way of 120 feet and a posted speed limit of 35 mph between Cedar Lane and the Capital Beltway. Dedication along the Site's frontage will be needed to achieve the 60 feet of right-of-way from the centerline as recommended in the Master Plan. A two-way separated bike lane is planned on the east side, opposite the Site, along Rockville Pike between Cedar Lane and the Capital Beltway per the *2018 Bicycle Master Plan*. Renovation of the Subject Property as a new campus for the French School does not preclude future implementation of the master planned bikeway.

The Site also has limited frontage on both Alta Vista Road and Alta Vista Terrace. In the existing condition, the Site has gate-controlled access onto Alta Vista Terrace, however, that access will be eliminated as part of the Subject Application. Both Alta Vista Road and Alta Vista Terrace are secondary residential roadways that are owned and maintained by the Montgomery County Department of Transportation (MCDOT) with minimum rights-of-way of 70 feet. No additional right-of-way dedication is required by the Applicant along either Alta Vista Road or Alta Vista Terrace. No bikeways are planned along either Alta Vista Road or Alta Vista Terrace per the *2018 Bicycle Master Plan*.

### ***3. Public facilities will be adequate to support and service the area of the subdivision.***

### **Local Area Transportation Review**

Consistent with the Special Exception Amendment S286C, the Applicant is proposing a maximum enrollment of 700 children with the Subject Preliminary Plan. The Project is estimated to generate approximately 170 peak-hour person trips in the peak travel period, and therefore a traffic study was required for interagency review at the time of Special Exception S286C.

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<sup>2</sup> The former FASEB campus had been in operation for over 30 years at the time the 1990 Master Plan was adopted.

The trip generation for the French School was estimated based on existing data provided by the French International School transportation survey, which was distributed to parents, faculty, and staff. The data accounts for travel modes, travel times (before- and after-care), and the number of siblings enrolled. From this data, a private vehicle rate per-student was determined. As the auto-driver trips were based on actual user data rather than the ITE Trip Generation Manual as is typically required by the 2017 LATR Guidelines, the vehicle rates were not adjusted for the Policy Area. This represents a more accurate and conservative estimate of trips generated by the Site and was approved by Staff at the time of scoping the transportation impact study.

Nearly all of those accessing the Site will travel by either French School-provided buses or personal vehicles. Trips made by public transit, walking and biking are unlikely or estimated to be very few, based on the transportation survey data collected. For this reason, the Applicant was not required to estimate the total number of trips by non-auto driver modes. It is worth noting that the Applicant was still required to study and mitigate deficiencies for non-auto driver transportation modes including pedestrians, bicyclists and transit users, per the 2022 LATR Guidelines<sup>3</sup>. The radius of study for all modes was established by the number of vehicle trips, so a tier-two study was completed for each of the non-auto transportation modes.

Due to the French School's hours of operation, the Applicant studied two evening peak hour periods: one during the French School's afternoon peak hour (3:00-4:00 PM) and the other during the regional travel network's evening peak hour (5:00 PM-6:00 PM), as determined by the observed turning movement counts. This was done to ensure that the Applicant accounted for both the French School's time of peak volume, and the surrounding travel network peak volume. The study determined that the peak trip generation was during the morning peak period (7:30-8:30 AM), which coincides with the regional travel network peak. The breakdown of the trip generation by peak travel period is shown in Table 2.

*Table 2: French International School  
 Academic School Day Peak-Hour Trip Generation*

	<b>AM Peak Hour</b>	<b>School PM Peak Hour</b>	<b>Regional Network PM Peak Hour</b>
<b>Existing</b>			
Office, 170, 000 SF	160	113	159

<sup>3</sup> The current LATR was updated in 2022, but the Application was subject to the 2021 LATR Guidelines.

<b>Proposed</b>			
Students, 700 <sup>4</sup>	226	40	64
Buses, 13	11	21	21
Staff/Faculty, 195 <sup>5</sup>	93	56	54
<b>Net New Trips</b>			
	<b>170</b>	<b>4</b>	<b>-20</b>

*Source: Gorove/Slade Transportation Impact Study dated February 20, 2020, and March 21, 2022*

A finding was made for adequate public facilities at the time of the Special Exception Amendment S-862-C. Agency letters were issued by MDOT SHA and MCDOT approving the Transportation Impact Study (TIS), which concluded that all of the intersections studied had capacity for the enrollment proposed.

In 2021 the County Council adopted an updated Growth and Infrastructure Policy (2021-2024 GIP), which required a new TIS for all preliminary plans filed after January 1, 2021. The 2021-2024 GIP required modal adequacy tests for vehicles, pedestrians, bicyclists, and transit users for all projects estimated to generate 50 or more net new person trips during the peak hour. Additionally, MCDOT requested an updated TIS to reflect the assumptions of the Transportation Management Plan (TMP) approved with conditions by the Board of Appeals in August of 2021, which restricts vehicular access to the Maplewood residential streets to any parent or staff person who does not reside within the Maplewood neighborhood. For these reasons the Applicant submitted an updated TIS which reflected updated vehicular trip distribution per the approved TMP and new modal adequacy tests for the pedestrian, bicycle, and transit modes. A summary of the findings from all modal adequacy tests is included below.

### **Vehicular Modal Adequacy Analysis**

With approximately 170 net new trips estimated during the morning peak period, the Applicant was required to study one tier of intersections. The Applicant evaluated a total of nine intersections, including the site driveway, in proximity to the Site.

The Site is in the Bethesda/Chevy Chase Policy Area, which is designated as an Orange Policy Area by the *2016-2020 Subdivision Staging Policy* and later confirmed with the *2021-2024 Growth and Infrastructure Policy*. Traffic congestion in Orange Policy Areas is measured using Highway Capacity Manual (HCM) delay-based level of service

<sup>4</sup> This number represents the rate at which personal vehicles will be used to transport students to and from the French School. A significant portion of the enrolled students will use buses provided by the French School, as indicated by the transportation survey.

<sup>5</sup> The conditions of approval limit the number of faculty and staff persons on-site to 126 at any given time, but at the time the traffic study was conducted a conservative estimate of 195 was studied.

standards, which applies to all signalized study intersections. The HCM average vehicle delay standard for the Bethesda/Chevy Chase Policy Area is 80 seconds. In compliance with the 2021 LATR Guidelines, seven intersections were evaluated collectively as a corridor to determine the average vehicle delay along Rockville Pike between the I-270 on-ramp and Pooks Hill Road. The remaining three intersections were studied as isolated intersections. The Rockville Pike corridor and an Intersection 9 (Old Georgetown Road at Alta Vista Road) did not exceed the average vehicle delay beyond the Background Scenario, and therefore no mitigation is required at these intersections to satisfy the vehicular adequacy test. The total-future scenario estimates an increase in average vehicle delay beyond the Background Scenario at Intersection 8 (Old Georgetown Road and Beech Avenue) and Intersection 10 (Old Georgetown Road and Oakmont Avenue and W/Cedar Lane). In accordance with the 2022 LATR Guidelines, the Applicant studied the impact of the additional trips generated by the proposed School. The Applicant determined the analyzed intersections and Rockville Pike corridor satisfy LATR requirements and meet the LATR delay standards with optimized signal timings at two (2) locations: MD 187 at Beech Avenue and MD 187 at Oakmont Avenue/W Cedar Lane. As requested by MCDOT and MDOT SHA, the Applicant also studied a scenario that incorporated a double-left turn cycle for southbound traffic on MD 355 at Cedar Lane and determined that this signal phasing adjustment would address potential queuing impacts for motorists making left turns or U-turns to travel northbound that would otherwise occur with the current signal phasing. While the double-left turn cycle for southbound traffic on MD 355 at Cedar Lane reduces southbound queueing, this intersection processes high volumes of traffic generated by developments to the south and a corridor-wide analysis that extends beyond the scope of the analysis required for the proposed Project and includes traffic signals to the south is recommended to determine if the double-left turn cycle for southbound traffic on MD 355 at Cedar Lane can be incorporated without impact to northbound traffic.

Planning, MCDOT, and MDOT SHA staff reviewed the TIS and accepted the proposed mitigation, which is now a condition of approval for the Subject Application. Therefore, as conditioned, the Subject Application satisfies the vehicle adequacy test. The detailed results of this analysis are included in Table 3.

*Table 3: Intersection Level of Service  
Highway Capacity Manual Methodology  
Seconds of Vehicular Delay*

Intersection	Congestion Standard	Existing			Background			Total Future		
		AM	School PM	Regional Network PM	AM	School PM	Regional Network PM	AM	School PM	Regional Network PM
1-7. Rockville Pike Corridor I-270 on-ramp to Pooks Hill Road	80 seconds	10.0	13.0	12.0	34.0	25.0	29.0	43.0	27.0	32.0
8. Old Georgetown Road and Beech Avenue	80 seconds	40.5	42.6	55.4	169.0	118.8	200.3	167.4	<b>120.4</b>	185.3
8. With Optimized Signal Timing		--	--	--	--	--	--	--	102.1	--
9. Old Georgetown Road and Alta Vista Road	80 seconds	1.4	22.5	15.4	15.1	9.9	17.5	16.5	9.4	15.9
10. Old Georgetown Road and Oakmont Avenue and W/Cedar Lane	80 seconds	33.7	31.6	39.5	93.8	38.3	114.0	93.3	38.9	<b>115.5</b>
10. With Optimized Signal Timing		--	--	--	--	--	--	--	--	113.5

Source: *Gorove/Slade Transportation Impact Study dated March 21, 2022*

*Supplemental Language Classes (“Saturday School”)*

The Applicant proposes offering supplemental language classes on Saturdays. The enrollment of Saturday School is limited to a maximum daily enrollment of 700 students and up to 50 staff. Students will have the option to attend either both morning and afternoon sessions or select a “morning only” or “afternoon only” session, and therefore the Applicant was required to study vehicle adequacy during the morning and afternoon arrival and evening dismissal. Based on participation in Saturday School on the other campuses, the Transportation Impact Study assumed that 65 percent of the 700 students will attend morning classes and the remaining 35 percent will attend the afternoon classes. Bus transport will be provided by the Applicant, once daily

enrollment reaches 150 students, with the assumption that 25 percent of students would utilize this service. Consistent with the weekday analysis, a sibling rate of 33 percent was assumed for students driven to and from campus. As a conservative measure, it was assumed that staff would arrive in the morning peak hour and leave during the afternoon peak hour.

The French School is committed to the same trip generation caps for the Saturday School as presented in the LATR for the Academic School Day. The busing and carpool programs for the Saturday school will be implemented as required to ensure that the resulting trip generation falls below the trip generation caps in place for an Academic School Day<sup>6</sup>. The French School will also monitor and report the traffic volumes generated by students enrolled in the Saturday School program as part of the annual Transportation Management Plan reporting.

In addition to Saturday School trip generation being less than or equal to trips generated on an Academic School Day, the regional transportation network carries significantly less traffic volume due to the absence of Monday through Friday commuter peak traffic. As a result, the trips generated by the Saturday School program can be absorbed on the local roadway network.

Table 6, below, summarizes data from Maryland State Highway Administration (SHA)<sup>7</sup> Average Annual Weekday Traffic (AAWDT) and Average Annual Daily Traffic (AADT) as a comparison of traffic volumes along Rockville Pike on weekdays and weekends.

The AADT of roadway segments in the study area vicinity are generally 6% lower when compared to the AAWDT (which does not include Saturday and Sunday). When calculated as average weekend daily traffic, all study area roadway segments observe daily volumes that are significantly lower than weekday values, indicating there is capacity on the roadways to handle the Saturday site-generated trips as conditioned.

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<sup>6</sup> The Site will not generate more than 330 vehicle trips in the morning peak hour associated with the Special Exception use, 117 vehicle trips in the mid-day peak hour associated with the Special Exception use and 139 vehicle trips in the evening peak hour associated with the Special Exception use.

<sup>7</sup> MDOT SHA publicizes the recorded traffic volumes at their AADT locators at this web address:  
<https://maryland.maps.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d>

*Table 4: Comparison of AAWDT and AADT at Study Area Intersections*

Roadway	Segment	2019 AAWDT	2019 AADT	% of AAWDT	2019 Average Weekend Daily Traffic	Weekday Vs. Weekend Difference
Rockville Pike	I-495 to Strathmore Ave	58,501	55,191	6%	46,916	+ 11,585
Rockville Pike	Alta Vista Road to I-495	63,291	59,711	6%	50,761	+ 12,530
Rockville Pike	Cedar Lane to Alta Vista Road	57,961	54,681	6%	46,481	+ 11,480
Grosvenor Lane	Rockville Pike to Cheshire Drive	7,471	7,051	6%	6,001	+ 1,470
Grosvenor Lane	Off-ramp from NB Rockville Pike	10,025	9,455	6%	8,030	+ 1,995
Pooks Hill Road	Rockville Pike to Roadway End	8,891	8,081	9%	6,056	+ 2,835
W Cedar Lane	Cedarcrest Drive to Rockville Pike	12,371	11,671	6%	9,921	+ 2,450
Cedar Lane	Rockville Pike to Parkwood Drive	14,555	13,725	6%	11,650	+ 2,905

*Source: Gorove Slade Supplemental Traffic Memo, November 12, 2020*

### *Summer Camp*

The Applicant proposes offering a Summer Camp on the Subject Property outside of the Academic Program offered during the fall and spring semesters. The hours of the camps will extend from 7:00 AM to 7:00 PM and the daily enrollment will be limited to a maximum of 700 students and up to 126 staff, though participants in the Summer Camp program may include youth participants up to 18 years of age. As conditioned, once the daily summer camp enrollment reaches 150 participants, bus transport will be made available by the School and must be utilized at a rate of 25 percent of the students each day. As these capacities are comparable to the fall and spring semesters and traffic volumes are either comparable or lower in the summer, the test for vehicle adequacy in the summer is satisfied by the analysis conducted for the typical weekday trip generation.

### **Pedestrian, Bicycle, and Bus Transit Adequacy Tests**

In March of 2022 the Planning Board updated the Local Area Transportation Guidelines (2022 LATR) to provide guidance on establishing the maximum costs of improvements an applicant is required to construct or fund to address deficiencies identified in the review of Pedestrian System Adequacy, Bicycle System Adequacy, and Bus Transit System Adequacy. Section VIII of the 2022 LATR includes a methodology by which the extent of development determines the maximum cost of mitigation projects.

$$LATR \text{ Proportionality Guide} = \left( \frac{\text{Extent of Development}}{\text{Development}} \right) \times \left( \frac{LATR \text{ Proportionality Guide Rate}}{\text{Guide Rate}} \right) \times \left( \frac{LATR \text{ Proportionality Guide Adjustment Factor}}{\text{Adjustment Factor}} \right)$$

*Source - Page 54 of the 2022 LATR*

For the Subject Preliminary Plan, the maximum cost of construction for mitigation project is \$125,393. After evaluating the adequacy of each of the required transportation modes, the Applicant identified a comprehensive list of deficiencies, by which a prioritized list of mitigation improvements was submitted to staff for review. In compliance with the 2022 LATR, the final list of six prioritized projects which could be feasibly constructed (with the addition of one back-up project, to be constructed if any of the prioritized projects are unable to be constructed), within the proportionality guidance, was finalized by the reviewing agencies and is now conditioned for approval of the Preliminary Plan. The final list of projects is included in Table 5.

<i>Table 5: French International School LATR Mitigation Project List</i>			
Map ID	Project Location	Project Description	Project Cost
1	Rockville Pike & Pooks Hill Road, Pooks Hill Road crossing	Improve existing curb ramp to comply w/ ADA standards	\$14,411
2	Rockville Pike & Pooks Hill Road, Rockville Pike Crossing	Improve existing curb ramps in median to comply w/ ADA standards and relocate APS pole on east side of crossing	\$37,898
3	Rockville Pike & Bellevue Drive/Alta Vista Road	Improve existing curb ramps to comply w/ ADA standards	\$28,426
4	Rockville Pike & Broad Brook Drive (east side), N-S direction	Install marked crosswalk	\$6,450
5	Rockville Pike & Broad Brook Drive (east side), SE corner	Install curb ramp with detectable warning (1)	\$14,148
6	Rockville Pike & Broad Brook Drive (east side), SE corner	Install 6' wide sidewalk	\$23,605
<b>Total</b>			<b>\$124,938</b>
<b>Proportionality Guide</b>			<b>\$125,393</b>
7 (back-up project)	Rockville Pike & Pooks Hill Road (west side), N-S direction	Widen median at crossing	

As conditioned, all mitigation projects must be constructed within one year of plat recordation.

### **Additional Analysis Requests**

During review of the updated transportation impact study, MCDOT made three requests for additional study. First, MCDOT made a request for the Applicant to conduct turning moving counts at intersections within the Maplewood Neighborhood for



the purpose of establishing baseline traffic volume counts, prior to the FIS occupancy of the Site. The turning movement counts were included as an attachment to the revised and approved TIS (March 21, 2022).

MCDOT also had concerns that motorists leaving the Site would disobey the TMP which prohibits parents and staff from using Maplewood neighborhood residential streets to access the Beltway or to travel north from the Site. Under this assumption, MCDOT staff made two additional requests for analysis; 1) a study of the warrants and impacts of a full and half-signal at the Site entrance on Rockville Pike and 2) a study of the warrants and impacts of a full and half-signal at Elsmere Avenue. The Applicant assessed the warrants in accordance with the Manual for Uniform Traffic Control Devices (MUTCD) and analyzed the potential impact to traffic flow and queuing on the intersections upstream on Wisconsin Avenue. The results of the analysis were provided to MCDOT, MDOT SHA and planning staff.

At the Site entrance two out of nine warrants for a traffic signal were satisfied; however, it was determined that either a half-signal or a full signal at this location would further introduce delay and queuing storage deficiencies on Rockville Pike. MDOT SHA issued a second review letter to the Applicant on April 11, 2022, indicating that they would not support a new signal at this location.

At the intersection of Elsmere Avenue and Rockville Pike, MDOT SHA agreed with the Applicant's findings that a full or half-signal does not meet the required warrants for implementation in their third review letter dated May 26, 2022. In their fourth and final letter dated June 16, 2022, MDOT SHA conditionally approved the TIS with further Synchro analysis concerns to be addressed in the review of the TMP.

MCDOT approved the Project design and the associated TIS in their letter dated May 6, 2022 but maintained that a signal should be provided at the Site driveway. In a revised letter dated July 15, 2022 MCDOT strongly encourages the Board to require the Applicant pay a fee of \$400,000 to cover the costs of monitoring intersections identified in the TIS to determine if traffic movements occurred as analyzed or if further mitigation is required. If monitoring determined further mitigation is required, MCDOT would revisit new signal locations or implement traffic calming measures. However, if at the end of the 24-month period there are no issues with the traffic movements the monetary contribution would be returned to the Applicant. The Planning Board does not support this requirement as a condition of approval because

MDOT SHA has already indicated in writing that the Administration does not support a signal at the school driveway due to the potential negative operational impacts on Rockville Pike. Furthermore, this signal is not required for an adequate public facilities finding for the Subject Amendment. Requiring a signal that does not have support from the lead agency (MDOT SHA in this case) goes beyond the scope of the LATR Guidelines. For these reasons, the Planning Board accepts the approval letter for the project TIS, excluding the recommendation for an additional fee of \$400,000.

***4. All Forest Conservation Law, Chapter 22A requirements are satisfied.***

***a) Forest Conservation Plan***

A Preliminary Forest Conservation Plan was approved with the associated Special Exception Amendment S862-C and the Final Forest Conservation Plan was approved on October 4, 2021. The Final Forest Conservation Plan included a Category II Easement totaling 25,526 square feet, located predominantly along the southern Property line adjacent to the single family detached neighborhood. The FFCP also required a total of 143.5 caliper inches of mitigation plantings for the removal of specimen trees, and a reforestation requirement of 0.83 acres of mitigation credit.

This Application proposes to amend Final Forest Conservation Plan Category II Easement boundary to accommodate a change in the utility easement location, however as conditioned, the easement square footage will remain totaling 25,526 square feet. The change in utility locations also required pruning of a specimen tree, No. 64. In addition to the previously required mitigation plantings, an additional 24 trees will be planted within Category II Easement located at the southern boundary of the Property. As amended, the Final Forest Conservation Plan will remain in conformance with Chapter 22A.

***5. All stormwater management, water quality plan, and floodplain requirements of Chapter 19 are satisfied.***

The Department of Permitting Services Water Resources Division approved a Stormwater Concept Plan in October of 2020 associated with the Special Exception Case No S-862-C. On March 22, 2022 the concept plan was reconfirmed. Accordingly, stormwater management satisfies Chapter 19.

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is AUG 10 2022 (which is the date that this Resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this Resolution, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

\* \* \* \* \*

**CERTIFICATION**

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Vice Chair Verma, seconded by Commissioner Cichy, with a vote of 4-0-1; Chair Anderson, Vice Chair Verma, and Commissioners Cichy, and Patterson, voting in favor of the motion, Commissioner Rubin abstaining, at its regular meeting held on Thursday, July 28, 2022, in Wheaton, Maryland and via video conference.



\_\_\_\_\_  
Casey Anderson, Chair  
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