



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**Item #8**  
**10/17/02**

**MEMORANDUM**

**DATE:** October 11, 2002  
**TO:** Montgomery County Planning Board  
**VIA:** John Carter, Chief, Community-Based Planning Division *JAC*  
**FROM:** Margaret Kaii-Ziegler, AICP, Bethesda-Chevy Chase, North Bethesda *MKZ*  
Team, Community-Based Planning Division (301-495-2183)

**REVIEW TYPE:** Special Exception  
**APPLYING FOR:** Special Exception Modification for a Private Educational Institution  
**APPLICANT:** The French International School  
**CASE NUMBER:** S-411-D  
**REVIEW BASIS:** Chapter 59, Zoning Ordinance  
**ZONE:** R-60  
**MASTER PLAN:** Bethesda-Chevy Chase Master Plan

**FILING DATE:** May 31, 2002  
**PUBLIC HEARING:** October 28, 2002 at Board of Appeals

---

**STAFF RECOMMENDATION:** APPROVAL of the current on-site circulation and parking, and proposed campus modifications with the following conditions:

1. The applicant is bound by all submitted statements and plans.
2. Revise site data on the special exception site plan to indicate maximum allowed enrollment to be 750 students.
3. Provide a staging plan for construction that minimizes noise, traffic, and environmental impact to the neighborhood.
4. Eliminate all drop-off and pick-up occurring off-campus in public right-of-way at all times.

5. Amend the Transportation Management Plan to include the following:
  - a. Employ staff and an officer (when circumstances permit), to direct and manage traffic circulation during the morning 7:45 to 8:45 am drop-off and the 3:30 pm pick-up period to ensure the smooth flow of traffic.
  - b. Include representation from the Forest Place and Edgeley community on the Neighborhood Liaison Committee.
6. Provide a perpetual easement along Montgomery Drive for the construction of the Class I North Bethesda Hiker/Biker Trail.
7. A final Forest Conservation Plan (FCP) must be approved to M-NCPPC prior to DPS approval of the sediment and erosion control plan or any clearing, grading or land disturbance of the site.
8. The final SWM and Sediment and Erosion Control plans must be approved by the Department of Permitting Services, and be consistent with the final FCP/tree save plan.

## **BACKGROUND**

### **Site Description**

The French International School is located at 9600 Forest Road in the Bethesda-Chevy Chase Master Plan area. The campus is 12.33 acres in size and zoned R-60. The property is located at the north end of Forest Road with frontage on both Montgomery Drive and Forest Road. Three school buildings exist on the site. The main building on campus sits on a rise and the site gently slopes down to the southwest. The site contains some significant mature trees, especially along the north and east property lines.

### **Neighborhood Description**

To the north, the site abuts the Maplewood Townhouse development. To the east across Montgomery Drive and to the west across Forest Road and along Forest Place are single-family residences. St. Jane de Chantel School and Church adjoin the site to the west. To the south, across the school's private access drive connecting Montgomery Drive to Forest Road, is the Bethesda Country Day School and County Park (formerly the Alta Vista Elementary School). The Bethesda YMCA is located on the south end of Forest Road, on Beech Avenue.

### **Site History**

In 1975, the French International School received special exception approval for a Private Educational Institution for a maximum of 750 students (nursery through high school) on 12.33 acres located at the end of Forest Road (from hereon referred to as the Forest Road campus). The 1975 special exception approval allows for 45 parking spaces on-site. The approval requires that all bus traffic and carpools transporting elementary school children

use Montgomery Drive for access. All vehicles are allowed to exit on Forest Road. Since 1975, enrollment has increased and the French School has moved some of the grades to other facilities throughout the area. In 1980, they leased the Grosvenor Elementary School for their lower school operation. In 1990, the Montgomery County School Board reclaimed the Grosvenor Elementary School and the French International School entered into an agreement to use the former Rollingwood Elementary School. In 1998, the French International School purchased the Bradley Boulevard campus in Bethesda to house its nursery, pre-kindergarten and kindergarten classes.

In February 1990, the Applicant requested a Special Exception Modification (S-411-A) to expand their operation on the Forest Road campus because of the anticipated termination of its operations in the Grosvenor Elementary School. The application was controversial and the Board of Appeals granted a portion of the request. The approval allowed an enrollment increase to 850 students and an on-site parking increase to 130 cars with the condition that no parking on residential streets would be allowed, and that a traffic mitigation program would be submitted to the M-NCPPC for review. The approval was appealed to the Circuit Court. In August of 1990, the Circuit Court remanded S-411-A to the Board of Appeals with an instruction for the Board to deny the petition for modification. On June 4, 1991, the Board of Appeals adopted the resolution denying modification of the special exception. The French School did not appeal the denial and has not pursued subsequent modifications until now.

Sometime between 1991 and 2001, the existing paved play area behind the original elementary school building was striped for parking and converted to a supplemental parking area exclusively for faculty, administration and staff. In addition, 13 parking spaces perpendicular to the traffic circle have been added for senior administration, staff and the parking of two spare buses. Eight visitor parking spaces have also been created parallel to the circle. These parking areas were not part of the 1975 special exception application.

In December of 2001, the Montgomery County Department of Permitting Services inspected the site and found that certain physical and operational features of the school were inconsistent with the terms and conditions of the 1975 special exception, as modified.

The applicant filed SE-411C on January 11, 2002 to address the issues of non-compliance. The Planning Board held a hearing on April 24, 2002 and recommended deferral of the application so that the applicant could address citizen concerns regarding transportation circulation, the issues of non-compliance, and modifications proposed to the campus.

This petition proposes the relocation of the high school to a new building, the construction of a new gymnasium and play fields, additional on-site parking, and enhanced on-site circulation. This petition also address the matters of apparent non-compliance with the School's current special exception.

## **PROPOSAL DESCRIPTION**

### **School Operation Description**

The French International School offers a complete program of pre-school, primary and secondary education under the auspices of both the French Ministry of Education and the Maryland State Department of Education. The school is composed of four divisions; nursery school- Kindergarten, primary school 1-5<sup>th</sup> grades, Middle School 6-9<sup>th</sup> grades, and high school 10-13<sup>th</sup> grades. The Forest Road campus houses six elementary school classes, the middle school and the high school. The program accommodates between 150-175 primary students, 350-400 middle school students, and 200-225 high school students. The composition of the student body varies per year, but never exceeds the allowed 750 cap on enrollment. The school year runs for 170 days between the first week of September and the second or third week of June. The elementary and middle schools operate between 8:30 am and 3:20 pm, Monday through Friday. The high school operates between 8:30 am and 5:30 pm, Monday through Friday. The school offers a summer program on its Forest Road campus between the months of June and August for children between the ages of 4 and 10.

Staff on the Forest Road campus is composed of 18 administration staff who work 40 plus hours per week, 51 middle school and high school faculty who work 4-20 hours per week, 13 librarians, lab technicians, and Proctors whose hours are 12-40 per week, 6 elementary school teachers who work 27 hours per week, 8 elementary school aids who work between 4 and 8 hours per week, a school psychologist and a school nurse who work 8-40 hours per week, 6 full time maintenance personnel, and 14 bus drivers.

### **Application Description**

There are two parts to this application because of the issues of non-compliance and the school's proposal for campus modifications (referred to as the "campus master plan"). The applicant is seeking approval of the current site conditions to address the issues of non-compliance in the interim period before the campus master plan is in place. The applicant is not proposing an increase to enrollment in this application. The applicant has already implemented the proposed Transportation Management Plan as part of the existing operation. The campus master plan addresses the ultimate proposal for the special exception.

### **Campus Master Plan**

1. **New High School Building** – The Applicant proposes a 35,300 square foot 2-story building designed to fit between and integrate with the existing administration and middle school buildings. The new configuration will locate all the campus buildings together surrounding an enlarged circular drive. The new building will house a new Science Center serving all middle school and high school students, a 239 seat multi-purpose auditorium, new classrooms and teaching facilities to replace the old high school building, and two lower school classrooms.

2. Gymnasium and Track and Field – The school's athletic program is limited by its current resources. The existing gymnasium and play field are shared by lower, middle and high schools. The applicant proposes a non-regulation size sports field on the south side of the campus where the current high school is located. This natural turf playing field will replace the existing field that is presently located in the northwest corner of the campus. Physical education classes, intramural and interscholastic sports events will be accommodated on this field. The applicant also proposes a new 200-meter track with two volleyball courts and two basketball courts located in the interior space in the location of the existing sports field on the northwest side of the campus. The proposed fields will not be lighted for nighttime use nor will bleachers be provided. The existing gymnasium will be expanded (approximately 17,600 square feet) to a double sized facility that will offer an expanded education program with modernized student and staff lockers, and storage space for equipment.
  
3. On-site Parking and Circulation – The 1974 Special Exception allows for 45 parking spaces on the site. There are 89 parking spaces on the campus today. (See section on on-site parking under Non-compliance Issues for details.) The applicant requests a total of 145 parking spaces on site. The proposed parking configuration improves the existing conditions substantially in that enhanced screening and an increased buffer (from 10 feet to 45 feet) are provided between the Forest Place residences and the parking area. Sufficient parking is provided overall to address part of the queuing and traffic congestion problems experienced by the surrounding neighborhood. In response to neighbor complaints concerning on-site storage of buses, the school has moved 3 of its buses to an off-site lot and proposes relocating the remaining 11 buses to the interior of the site. A bus shelter is proposed at the west end of the bus driveway near Forest Road to provide shelter for students waiting for the buses.

The applicant proposes enhancing the circular drive at the end of Forest Road to accommodate two aisles of one-way traffic for car drop-off and pick-up with a bypass lane to facilitate vehicle movement and 22 parking spaces adjacent to the circle for administration use during the day and bus storage in the evenings.

4. Transportation Management Program – The school has implemented a busing program since 1975 to reduce vehicular congestion and minimize impact on the surrounding community. The buses use the access road between Montgomery Drive and Forest Road for drop-off and pick-up of students. In 1999, the French International School set up a Neighborhood Liaison Committee with the surrounding community to resolve citizen's concerns. This group was integral in the development of the Transportation Management Program. The meetings have resulted in improved bus access and circulation, improving bus parking, and in moving traffic circulation away from the neighborhood.

The summary of important provisions in the plan is as follows:

- The number of bus trips have been reduced from 134 to 88 a day. Consolidating the runs and eliminating some of the transfers at this site accomplished this objective. 55% of all students use the bus program.
- Employees of the school are stationed at different locations on the school site and near the site to ensure that drop-off and pick-ups are confined to the school site. The school currently employs an off-duty police officer for this purpose; a practice supported by the Transportation Planning Staff. The new design of the circular road north of the site will also help ensure smooth vehicular flow.
- Parking conditions on campus are improved by increasing the number of spaces to 145 from the current 89 to reduce the possibility of parking on neighborhood streets.
- Dialogue with the community will continue through meetings every two months during construction and more often if requested by the community. After the construction is complete, mutually agreed meetings will be held between the community and school officials. The meetings will be held to ensure that problems are corrected as soon as possible.
- An aggressive carpooling program on campus is provided. A projected mode split for students and faculty is estimated at an average occupancy rate of three (3) persons.
- The school will appoint a transportation coordinator to help with implementation of the TMP.

#### Non-compliance issues

5. Circulation for carpool vehicles carrying elementary school students – The 1975 Opinion of the Board of Appeals directed the School to use Montgomery Drive for access. When this condition was placed on the site, the Elementary School was located immediately adjacent to the south access road on the campus. For reasons of efficiency, safety, and protection from inclement weather, the condition was appropriate for access to occur off Montgomery Drive. Since 1975, the majority of Elementary School students have been relocated to off-site campuses and the 150-175 elementary students that remain on the Forest Road campus are located in the northern part of the administration/library building located on the east side of the traffic circle at the end of Forest Road. Due to the relocation of the elementary school, the applicant requests that elementary school carpools obtain access to the campus from Forest Road similar to the rest of the school carpools so that all drop-off can occur in front of or in close proximity to the school buildings. This situation will be greatly improved with the enhancement of the driveway circle.

6. On-site parking – The 1975 Special Exception allows 45 parking spaces. The campus currently has 89 spaces; 36 spaces that are located in a parking area south of the Junior High Building (north of Forest Place), 13 spaces perpendicular to the traffic circle, eight spaces along the circle, and 32 spaces in a parking lot located just north of the Montgomery Drive access road. The applicant proposes a reconfiguration of the on-site parking to accommodate 145 spaces. Changes in staffing (more part-time teachers and specialized teachers) and higher demand for visitor parking due to parent/teacher conferences and parents involved in school activities during the day precipitate the need for additional parking. The reconfiguration of the traffic circle in the middle of the campus allows for bus storage to occur in the evenings away from the Forest Place neighborhood. The reconfiguration of the parking lot located next to the Forest Place residences allows for a larger buffer (45 feet) and substantial landscape buffering.
  
7. Parking on interior roads – The 1975 Opinion does not allow parking along the School’s interior roads. Eight spaces are currently provided around the circle drive. The applicant requests approval of eight existing parking spaces to accommodate visitor parking during the day.

**ANALYSIS**

**Master Plan**

The subject site is located in the Bethesda-Chevy Chase Master Plan area. The Master Plan confirms the R-60 zoning. The finding that the use is consistent with the Master Plan has previously been made with the Board of Appeals granting of the original special exception. A Class I bikeway is proposed in the Master Plan of Bikeways along Montgomery Drive as part of the North Bethesda Trail.

**Development Standards for the Zone**

The Private Educational Institution is allowed by right with special exception approval in the R-60 Zone. The applicant received approval for the use in 1975. The application conforms to all the pertinent bulk and setback standards of the Zoning Ordinance.

**Development Standards Table**

<i>Standard</i>	<i>Required</i>	<i>Proposed</i>
<i>Minimum Area</i>	<i>6,000 square feet</i>	<i>546,413 square feet</i>
<i>Minimum Frontage</i>	<i>60 feet</i>	<i>815 feet</i>
<i>Front Yard Setback</i>	<i>25 feet</i>	<i>45 feet</i>
<i>Side Yard Setback</i>	<i>8 feet min/total both sides 15 feet</i>	<i>15 – 168 feet provided</i>
<i>Rear Yard Setback</i>	<i>25 feet</i>	<i>100 feet</i>
<i>Maximum Height</i>	<i>35 feet</i>	<i>33 feet</i>
<i>Building Coverage</i>	<i>35%</i>	<i>13%</i>

A landscaping and lighting plan has been submitted for review. Staff finds both plans to be acceptable in meeting the requirements of the Zoning Ordinance. The proposed landscaping along the borders of the campus will provide adequate buffer to the existing residential community.

### **Transportation**

Transportation planning staff recommends four conditions to support approval of the referenced petition.

1. Approve the existing on-site circulation and parking conditions to eliminate all issues of non-compliance with the 1975 Special Exception approval.
2. Eliminate off-campus drop-off and pick-up activities at all times.
3. Implement the provisions of the Transportation Management Plan to reduce the overall trips and buses stored on-site and provide for safe and efficient vehicular and pedestrian traffic within and around the campus.
4. Continue to employ staff and an officer (when circumstances permit) to direct traffic during the morning 7:45 am to 8:45 am drop off time and afternoon 3:30 pm pick up time to ensure the smooth flow of traffic.
5. Include representation from the Forest Place and Edgeley community on the Neighborhood Liaison Committee.

### Local Area Transportation Review (LATR)

The applicant proposes modifications to the traffic pattern and circulation on campus to address the concerns of citizens and the staff and to improve traffic safety and operation within the site and on the adjacent streets. These changes do not generate additional trips during the morning and evening weekday peak periods.

The petitioner prepared a traffic study to document the current conditions and how proposed changes will benefit the safety and efficiency of traffic circulation on campus. The intersections requested by the staff for a Critical Lane Volume (CLV) analysis included Old Georgetown Road and Beech Avenue.

Background traffic was added to the existing traffic and analyzed for total future traffic at the intersection of Old Georgetown Road and Beech Avenue. No additional site trips were added to the background because there is no change in the number of students or the faculty members. Therefore, background traffic is equal to total future traffic. The analysis of the intersection shows 1295 and 1182 CLVs for the morning and afternoon weekday peak hour total traffic, well below the congestion standard of 1650 for this area.

### Site Access and Circulation

Among the conditions included in the July 1975 Board of Appeals opinion granting



permission for the French International School to operate was "All bus traffic and carpools transporting elementary school children shall utilize Montgomery Drive for access." Since then, the elementary school children have been relocated further north onto the campus. The carpools that previously were routed through the bus lane for drop-off have been re-routed to Forest Road, which terminates in a circular driveway on the campus, allowing drop-off to occur in front of the school building. Today, carpools that bring children to and from the school primarily use Forest Road for ingress and egress.

The buses currently operate in a one-way counterclockwise loop entering the site from Montgomery Drive and exiting via Forest Road. Beech Avenue forms the connecting link for the buses to reach Old Georgetown Road and Wisconsin Avenue. Faculty and staff also enter and exit the existing faculty parking lot located just north of the bus lane from Montgomery Drive. Observation by the consultant indicated that some parents use the west curb on Montgomery Drive for drop-off and pick-up, but they do not enter the site. Staff finds that the drop-off and pick-up activities should be confined to the site as indicated in condition 1. In the future, all drop-offs and pick-ups will take place on a newly widened circular road in front of the new building at the most northern point of the campus. There will be sufficient area for all drop-off and pick-up vehicles to queue around the traffic circle. The only vehicles entering and exiting the site from Montgomery Drive should be buses and vehicles driven by staff that use a small parking lot behind what is now the high school building.

The school currently owns 14 buses, out of which they use 12 for actual runs and two as spare buses in case of breakdown. The proposed plan reduces the number of buses stored on campus from 14 to 11. Nine buses will be used for daily runs and two as spare buses. All eleven buses will be parked on campus around the newly designed traffic circle.

The applicant proposes sufficient walkways within the campus. The French International School has agreed to provide a perpetual easement along the east side of the campus for a County hiker/biker trail.

Staff believes that the current traffic circulation is the safest and most efficient way to operate and should be maintained. The modifications from the 1975 Board of Appeals imposed condition have achieved the removal of most of the queuing on Montgomery Drive and reduce the amount and impact of school related traffic on this street.

#### Transportation Management Plan

The proposed Transportation Management Plan (TMP) will reduce the overall trips associated with this operation, reduce the number of buses stored on-site, and provide for safe and efficient vehicular and pedestrian traffic within and around the campus.

#### Policy Area Review/Staging Ceiling Analysis

The subject area is located within the Bethesda-Chevy Chase policy area, which has a remaining capacity of 182 jobs and 5640 housing units as of August 1, 2002.

## **Environment**

Staff recommends approval of this special exception and its preliminary forest conservation plan with the following conditions:

- A final Forest Conservation Plan (FCP) must be approved to M-NCPPC prior to DPS approval of the sediment and erosion control plan or any clearing, grading or land disturbance of the site.
- The final SWM and Sediment and Erosion Control plans must be approved by the Department of Permitting Services, and be consistent with the final FCP/tree save plan.

## Forest Conservation

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) has been approved for this site. A preliminary Forest Conservation Plan has been submitted, and is approved. The final Forest Conservation plan must include efforts to preserve existing trees through the use of stress reduction techniques. A final Forest Conservation Plan must be approved prior to DPS issuance of sediment and erosion control permits.

## Water Quality

This site is located in the lower Mainstem Bethesda subwatershed of the Rock Creek watershed. The Countywide Stream Protection Strategy (CSPS) indicates that the stream conditions are poor and habitat conditions are fair in this subwatershed. It is listed as a Watershed Restoration Area where stream restoration, stormwater retrofit and habitat improvement efforts are highly encouraged.

## **Inherent/Non-inherent Adverse Effects**

The inherent and non-inherent adverse effects of a special exception must be considered on nearby properties and the general neighborhood at the proposed location, regardless of the adverse effects the use might have if established elsewhere in the zone.

Section 59-G-1.2.1 of the Zoning Ordinance states:

*Inherent adverse effects are the physical and operational characteristics necessarily associated with the particular use, regardless of its physical size or scale of operations. Inherent adverse effects alone are not a sufficient basis for denial of a special exception. Non-inherent adverse effects are physical and operational characteristics not necessarily associated with the particular use, or adverse effects created by unusual characteristics of the site. Non-inherent adverse effects, alone or in conjunction with inherent adverse effects, are a sufficient basis to deny a special exception.*

In order to make this determination, the general neighborhood affected by the proposed use must be identified. The staff finds that for this application the affected neighborhood consists of the properties located within an area bounded by Old Georgetown Road, I-495,

Paige Avenue, and the properties located on the south side of Beech Avenue. The neighborhood is predominantly residential in character with two institutional uses allowed by right (Bethesda Country Day School and Saint Jane Frances de Chantal Catholic Church and School) and the Bethesda YMCA allowed by Special Exception.

The inherent generic physical and operational characteristics arising from the given use, must be established to create an evaluation standard. In previous cases, staff has relied upon a number of criteria to establish these characteristics, including size, scale, scope, and traffic. The primary physical characteristics associated with the use are design, scale and institutional design of the buildings and related facilities. Other physical characteristics include the necessary parking to accommodate faculty, administration, staff, and other visitors. Operational characteristics include the array of academic programs offered to the students.

The physical and operational characteristics of the use as modified by the special exception must be determined. In this instance, the focus of the modification is on a new high school building, expanded gymnasium, additional play fields, parking, and circulation associated with the generated traffic.

The new high school and expanded gymnasium will be in keeping with the design and scale of the campus. The location of the new high school building will improve the relationship between the structures on the campus and facilitate the school's operation. The improved play field and track are in keeping with the scale of the campus.

The applicant has provided justification for the amount of parking proposed, most of which already exists on the site. The parking reconfiguration and addition will not pose a detrimental impact due to size or scale. The relocation of bus storage overnight will minimize noise impact on the adjoining community. The addition of parking area will help to alleviate the traffic congestion occurring on the site. The implementation of staff recommendations for circulation and the traffic management plan will address traffic impact and improve existing conditions.

After considering the generic characteristics of Private Educational Institutions, and comparing them with the proposed non-inherent physical and operational characteristics of the applicant's use as modified, the staff finds that the non-inherent physical and operational characteristics of the use including the new facilities and traffic circulation are compatible with the existing neighborhood.

### **Citizen Concerns**

As with previous modification applications for the French School, the surrounding community has been exceptionally interested. Staff has received numerous calls and letters regarding the School's intent with respect to this application. The applicant has been diligent in working with the surrounding community to improve their relationship and to address the citizen concerns. The majority of concerns expressed to staff rest with traffic congestion.

Staff understands that many of the problems pertinent to this case are related to traffic circulation and believes that they can be addressed through the conditions set in this report.

### **Specific and General Special Exception Provisions**

The staff has reviewed the petition for compliance with the applicable special exception provisions. As noted in attachment 1, all general and specific requirements for a Private Educational Institution found in Sections 59-G-2.19 and 59-G-1.21 of the Zoning Ordinance will be satisfied.

### **Conclusions**

The staff recommend approval of this modification with the conditions stated on page 1 as it will not negatively impact the surrounding community, will improve on-site circulation and minimize the negative affects of the bus storage and operation on the surrounding neighborhoods.

### **Attachments:**

1. Compliance with Specific and General Special Exception Provisions
2. Vicinity Map
3. Zoning Map
4. Site Plan
5. Landscape Plan
6. Site Photos
7. Circulation plan
8. High School Floor Plan
9. High School Elevations
10. Gymnasium Addition Floor Plan
11. Gymnasium Addition Elevations
12. Transportation management plan
13. Special Exception History
14. Environmental Staff Report

**Compliance with Specific and General Special Exception Provisions**

**Sec. 59-G-2.19. Educational institutions, private.**

(a) Generally. A lot, tract or parcel of land may be allowed to be used for a private educational institution upon a finding by the board:

- (1) That such use will not constitute a nuisance because of traffic, number of students, noise, type of physical activity or any other element which is incompatible with the environment and character of the surrounding neighborhood; and

*The proposed modifications will not pose any new nuisances to the environment or surrounding community. The Number of students, noise and type of physical activity will not change.*

- (2) That, except for buildings and additions thereto completed, or for which building permits have been obtained prior to the time of adoption of this section, such use will be housed in buildings architecturally compatible with other buildings in the surrounding neighborhood, and, in the event such building is to be located on a lot, tract or parcel of land of 2 acres or less, in either an undeveloped area or an area substantially developed with single-family homes, that the exterior architecture of such building will be of a residential home design, and at least comparable to existing residential homes, if any, in the immediate neighborhood; and

*The new high school building will be architecturally compatible with the existing building on the campus and will not have a negative impact to the surrounding neighborhood. The proposed gymnasium addition will not negatively impact the Maplewood Townhouse development.*

- (3) That such use will not, in and of itself or in combination with other existing uses, affect adversely or change the present character or future development of the surrounding residential community; and

*The proposed modifications will not adversely affect or change the present character of the surrounding residential community.*

- (4) That such use can and will be developed in conformity with the following area, density, building coverage, frontage, setback, access and screening requirements, where specified:

*The subject application meets all density, building coverage, frontage, setback and access and screening requirements of the Zoning Ordinance.*

- a. Area, frontage and setback - As shall be specified in a site plan of development approved by the board; provided, that in no event shall such standards be less than the area regulations for the zone in which the private educational institution is proposed to be located; and
- b. Access building coverage and screening - As shall be specified in a site plan of development approved by the board; and
- c. Density - Such density, being the allowable number of pupils per acre permitted to occupy the premises at any one time as shall be specified by the board upon consideration of the following factors:
  1. Traffic patterns, including:
    - a) Impact of increased traffic on residential streets;
    - b) Existence of arterial highways; and
  2. Noise or type of physical activity; and
  3. Character, percentage and density of existing development and zoning within the community; and
  4. Topography of the land to be used for the special exception:
  5. Provided that a density in excess of 87 pupils per acre may only be permitted upon a finding that (a) the program of instruction, special characteristics of students, or other circumstances justify reduced space and facility requirements; and (b) the additional density will not adversely affect adjacent properties; (c) additional traffic generated by the additional density will not adversely affect the surrounding streets; and (d) adequate provisions for drop-off and pick-up of students will be provided.

(b) Site plan.

*The applicant has submitted a site plan that meets these requirements.*

- (1) In addition to submitting such other information as may be required, an applicant shall submit with his application a site plan of proposed development. Such plan shall show the size and shape of the subject property, the location thereon of all buildings and structures, the area devoted to parking and recreation facilities, all access roads and drives, the topography and existing major vegetation features, the proposed grading, landscaping and screening plans and such other features necessary for the evaluation of the plan.
- (2) No special exception, building permit or certificate of occupancy shall be granted or issued except in accordance with a site plan of development approved by the

board. In reviewing a proposed site plan of development the board may condition its approval thereof on such amendments to the plan as shall be determined necessary by the board to assure a compatible development which will have no adverse effect on the surrounding community, and which will meet all requirements of this chapter. Any departure from a site plan of development as finally approved by the board shall be cause for revocation of the special exception, building permit or certificate of occupancy, in the manner provided by law.

- (c) Exemptions. The requirements of this section shall not apply to the use of any lot, lots or tract of land for any private educational institution, or parochial school, which is located in a building or on premises owned or leased by any church or religious organization, the government of the United States, the State of Maryland or any agency thereof, Montgomery County or any incorporated village or town within Montgomery County.

*This does not apply to the subject site.*

- (d) Nonconforming uses. Nothing in this chapter shall prevent any existing private educational institution which obtained a special exception prior to the effective date of this chapter, from continuing its use to the full extent authorized under the resolution granting the respective special exception, subject, however, to division 59-G-4 of this chapter.

*This does not apply to the subject site.*

- (e) Public Buildings.

*The subject site is not, nor has been used for a public school.*

- (1) A special exception is not required for any private educational institution that is located in a building or on premises that have been used for a public school or that are owned or leased by Montgomery County.

- (2) However, site plan review under Division 59-D-3 is required for:

- (i) construction of a private educational institution on vacant land owned or leased by Montgomery County; or
- (ii) any cumulative increase that is greater than 15% or 7,500 square feet, whichever is less, in the gross floor area, as it existed on February 1, 2000, of a private educational institution located in a building that has been used for a public school or that is owned or leased by Montgomery County. Site plan review is not required for: (i) an increase in floor area of a private educational institution located in a building that has been used for a public

school or that is owned or leased by Montgomery County if a request for review under mandatory referral was submitted to the Planning Board on or before February 1, 2000, or (ii) any portable classroom used by a private educational institution that is located on property owned or leased by Montgomery County and that is in place for less than one year.

**59-G-1.21. General conditions.**

- (a) A special exception may be granted when the Board, the Hearing Examiner, or the District Council, as the case may be, finds from a preponderance of the evidence of record that the proposed use:

- a. Is a permissible special exception in the zone.

*The subject site is zoned R-60 and Private Educational Institutions are allowed as a special exception.*

- (2) Complies with the standards and requirements set forth for the use in Division 59-G-2. The fact that a proposed use complies with all specific standards and requirements to grant a special exception does not create a presumption that the use is compatible with nearby properties and, in itself, is not sufficient to require a special exception to be granted.

*The application complies with the standards and requirements of Section 59-G-2 of the Zoning Ordinance.*

- (3) Will be consistent with the general plan for the physical development of the District, including any master plan adopted by the commission. Any decision to grant or deny special exception must be consistent with any recommendation in an approved and adopted master plan regarding the appropriateness of a special exception at a particular location. If the Planning Board or the Board's technical staff in its report on a special exception concludes that granting a particular special exception at a particular location would be inconsistent with the land use objectives of the applicable master plan, a decision to grant the special exception must include specific findings as to master plan consistency.

*The application is consistent with the General Plan and the Bethesda-Chevy Chase Master Plan.*

- (4) Will be in harmony with the general character of the neighborhood considering population density, design, scale and bulk of any proposed new structures, intensity and character of activity, traffic and parking conditions and number of similar uses.



*The application is consistent with the character of the surrounding community and does not pose any changes to the existing character or activity on the site. The proposed parking and traffic mitigation plan will improve the site conditions and circulation.*

- (5) Will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

*The application will not be detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood.*

- (6) Will cause no objectionable noise, vibrations, fumes, odors, dust, illumination, glare, or physical activity at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

*The application does not propose significant new activity on the site or intensify activity on the site and therefore will not pose any of these objectionable effects the relocated play field is not adjoining residential development is screened from view of Montgomery Drive.*

- (7) Will not, when evaluated in conjunction with existing and approved special exceptions in any neighboring one-family residential area, increase the number, intensity, or scope of special exception uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area. Special exception uses that are consistent with the recommendations of a master or sector plan do not alter the nature of an area.

*The application modifies an existing special exception and does not propose an increase in enrollment, therefore will not create the above mentioned condition. The addition of parking on-site will improve existing conditions substantially.*

- (8) Will not adversely affect the health, safety, security, morals or general welfare of residents, visitors or workers in the area at the subject site, irrespective of any adverse effects the use might have if established elsewhere in the zone.

*The application will not adversely affect the health, safety, security, morals, or general welfare of the residents, visitors or workers in the area at the subject site.*

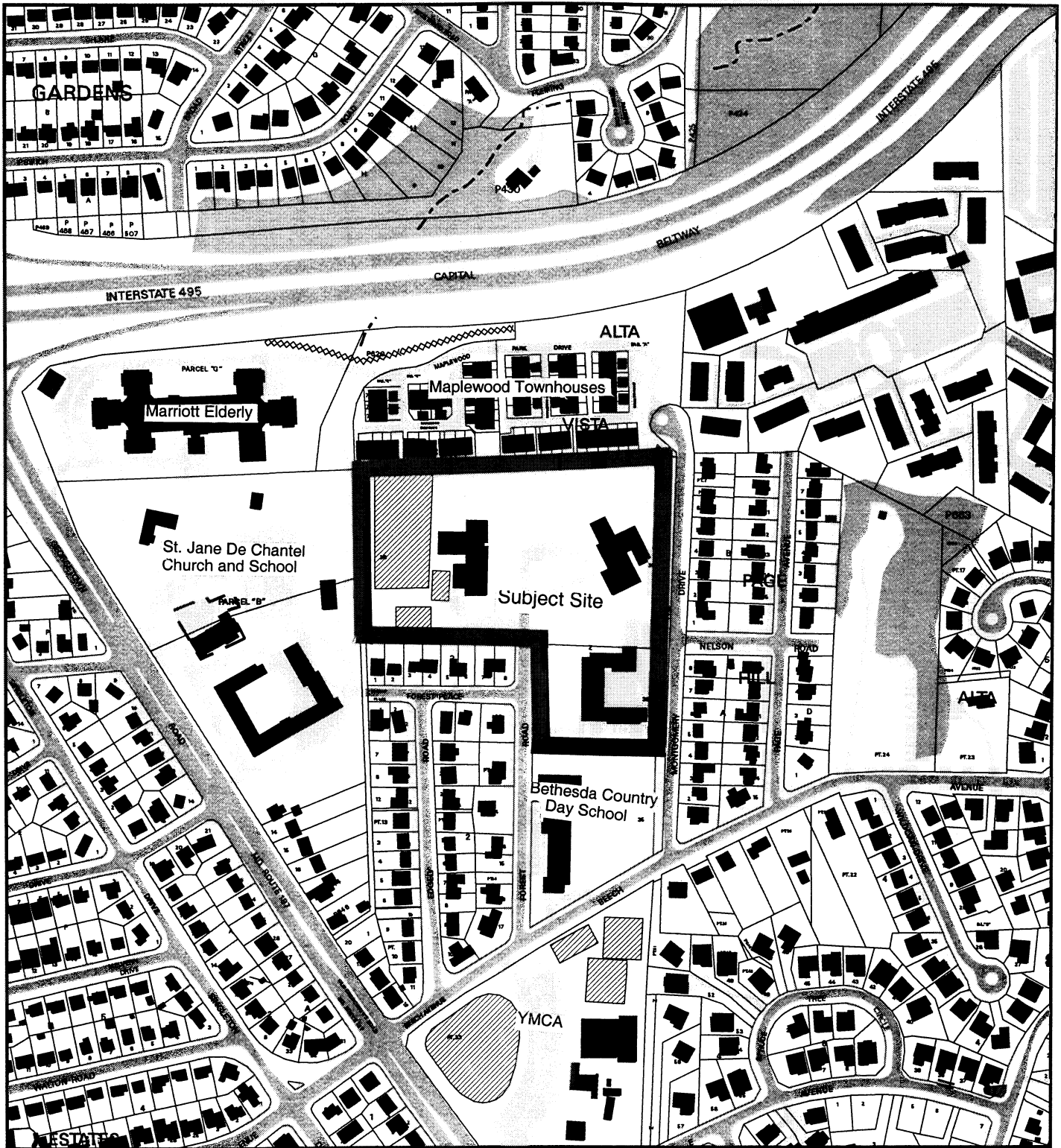
- (9) Will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage and other public facilities.

*The site is currently served by adequate public services and facilities. The proposed modifications will not change this situation.*

- (i) If the special exception use requires approval of a preliminary plan of subdivision the adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. In that case, subdivision approval must be included as a condition of the special exception.
- (ii) With regard to findings relating to public roads, the Board, the Hearing Examiner, or the District Council, as the case may be, must further determine that the proposal will have no detrimental effect on the safety of vehicular or pedestrian traffic.

VICINITY MAP FOR

# SE-411D THE FRENCH INTERNATIONAL SCHOOL



Map compiled on October 11, 2002 at 9:55 AM | Site located on base sheet no - 212NW05

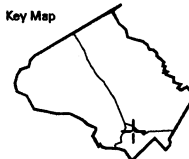
**NOTICE**

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland -National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

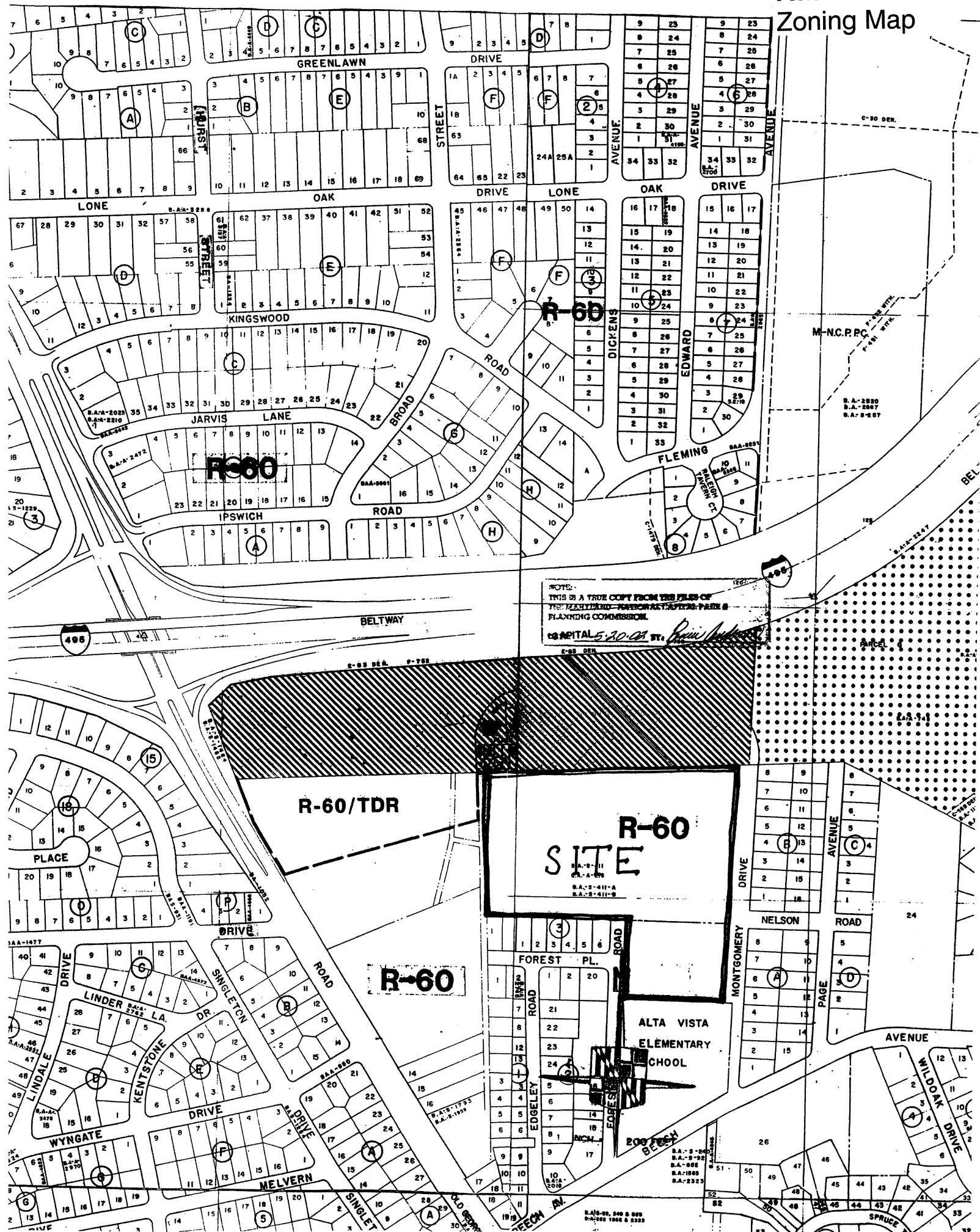
This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



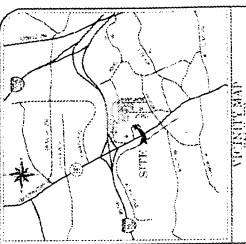
1 : 4800

# Attachment 3. Zoning Map





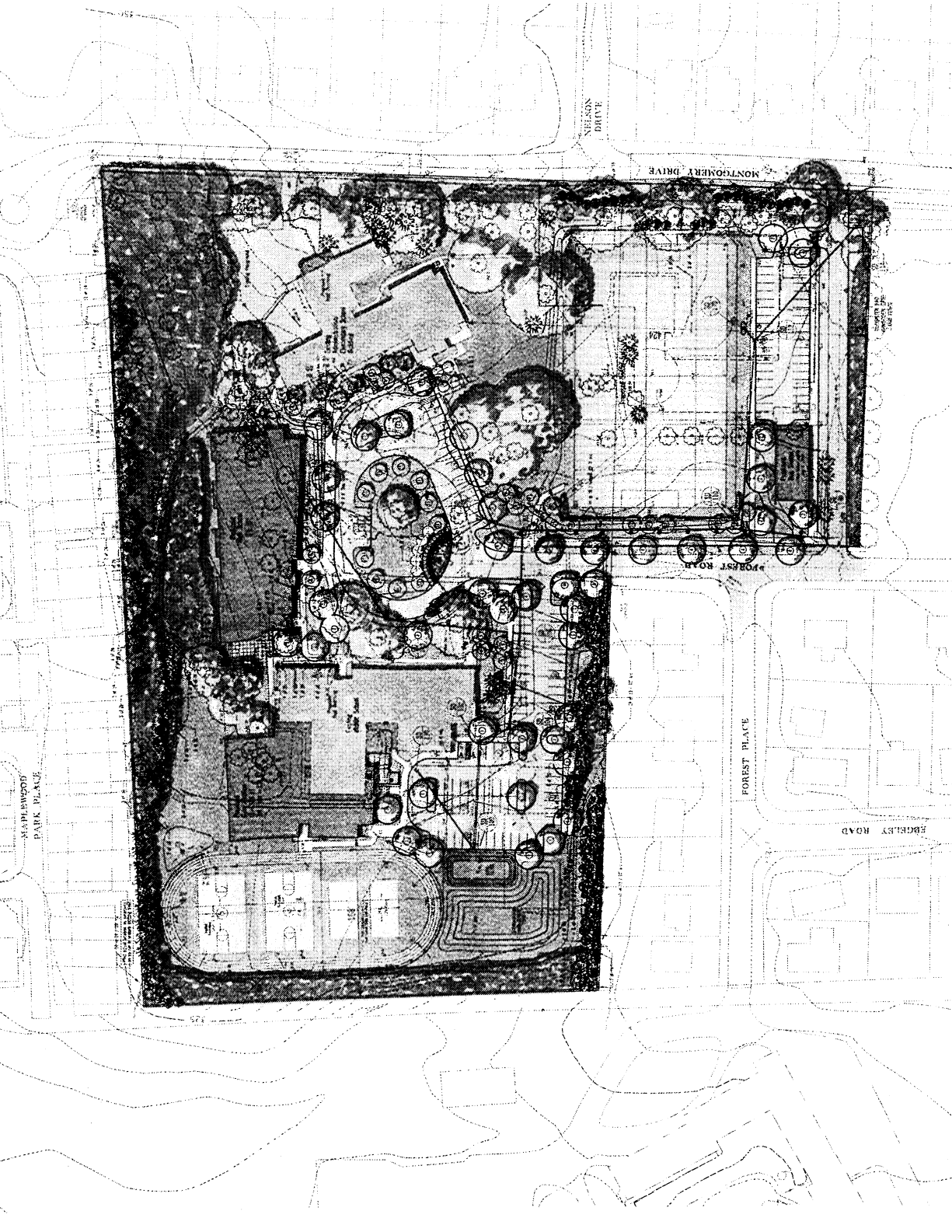
# Attachment 5. Landscape Plan



**KEY TO SITE LIGHTING SYMBOLS**  
 REF: SEE REFERENCE LIST TO SYMBOLS PROVIDED WITH THIS PLAN

- 15' TALL, 10" DIA. LIGHT FIXTURE
- 10' TALL, 8" DIA. LIGHT FIXTURE
- 8' TALL, 6" DIA. LIGHT FIXTURE
- 6' TALL, 4" DIA. LIGHT FIXTURE
- 4' TALL, 3" DIA. LIGHT FIXTURE
- 3' TALL, 2" DIA. LIGHT FIXTURE
- 2' TALL, 1.5" DIA. LIGHT FIXTURE
- 1.5' TALL, 1" DIA. LIGHT FIXTURE
- 1" TALL, 0.75" DIA. LIGHT FIXTURE

SEE SHEET 2 OF 2 FOR PLANT LIST, PLANTING  
 DETAILS AND ADDITIONAL INFORMATION



<p><b>SITE SOLUTIONS, INC.</b>          10000 GOLF COURSE DRIVE          SUITE 100          DALLAS, TEXAS 75243          TEL: (214) 343-7700 FAX: (214) 343-7701          WWW.SITESOLUTIONS.COM</p>	<p>APPLICANT:          The French International School          10000 GOLF COURSE DRIVE          SUITE 100          DALLAS, TEXAS 75243</p>	<p>LANDSCAPE 2, SITE LIGHTING PLAN          The French International School          FEDERAL REGION DISTRICT #1          SUPERVISOR GEORGE WAMPBARE</p>	<p>DATE: 11/11/04</p>
			<p>SHEET: 2 OF 2</p>



**1** View From Forest Road, East Towards High School



**2** View From Forest Road, North Towards The Circle



**3** View From The Circle, North Towards New High School Site



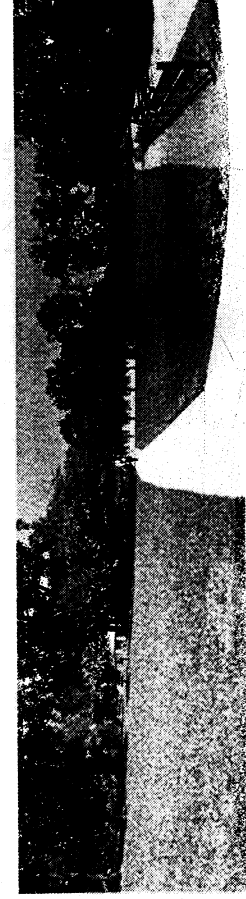
**4** View From Circle, South Towards Beech Road



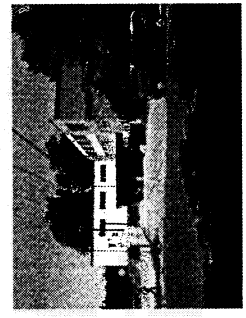
**5** View From Administration Building, West Towards New High School Site



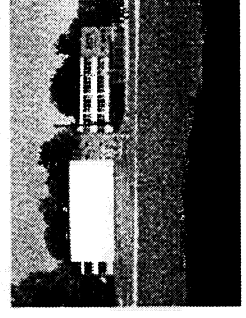
**6** View From NW, Southeast Towards Middle School and Gym



**8** View From Circle, South Towards High School



**9** View From South, of Middle School and Gym



**10** View From West, of Middle School and Gym



**7** View From Forest Road, East Towards Bus Lane



**11** View From SW, East Towards Parking Lot

OWNER: LYCEE ROCHAMBEAU  
ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
CIVIL ENGINEER: SITE SOLUTIONS, INC.  
TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

**SITE PHOTOS**

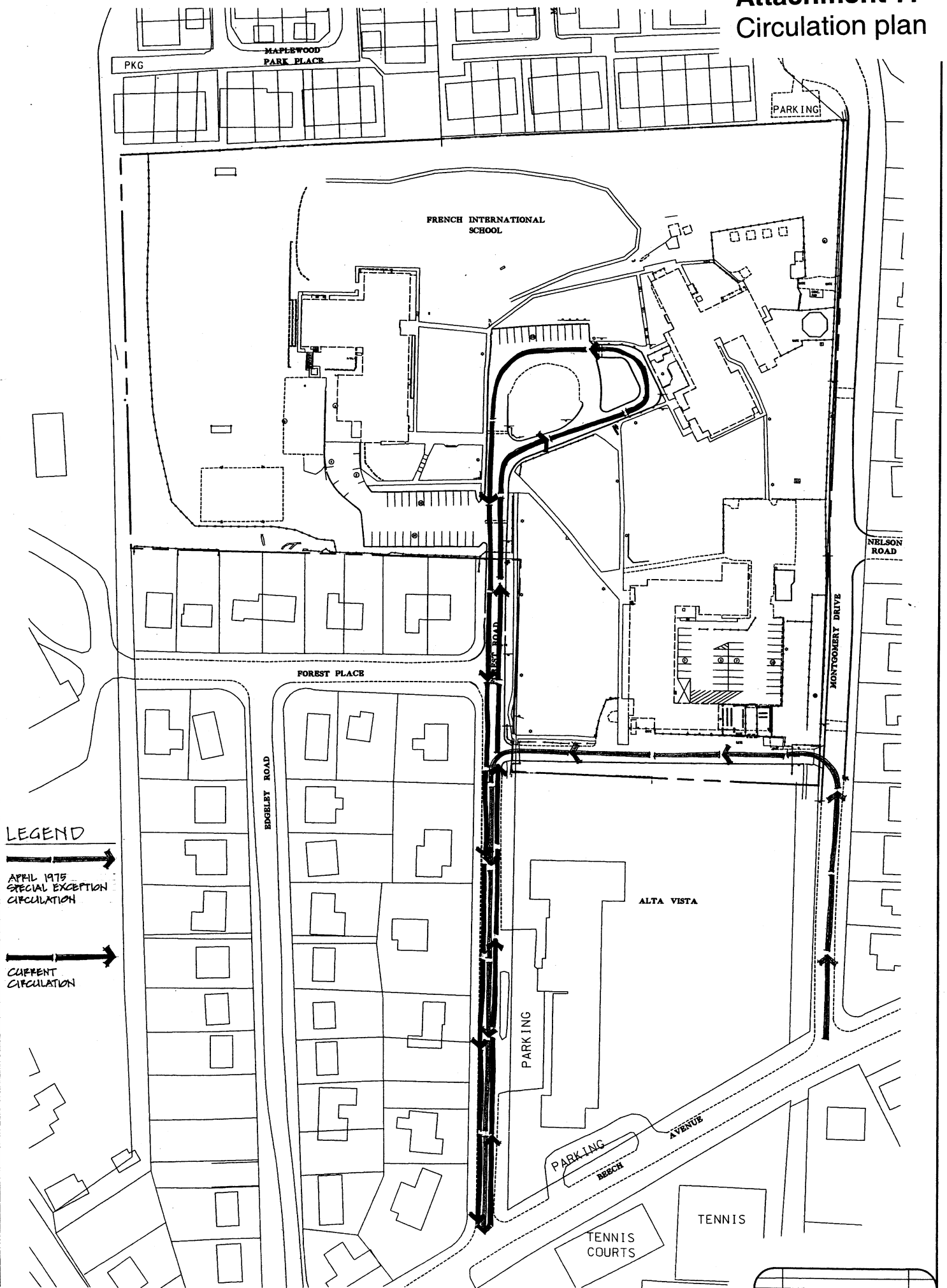
SPECIAL EXCEPTION PLAN  
**FRENCH INTERNATIONAL SCHOOL**  
9600 FOREST ROAD, BETHESDA, MD 20814

SE-9


MAY 2007

# Attachment 7. Circulation plan

✓



## LEGEND

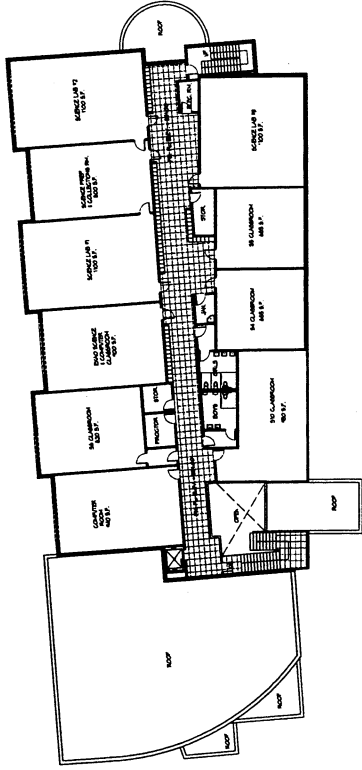
 APRIL 1975  
SPECIAL EXCEPTION  
CIRCULATION

 CURRENT  
CIRCULATION

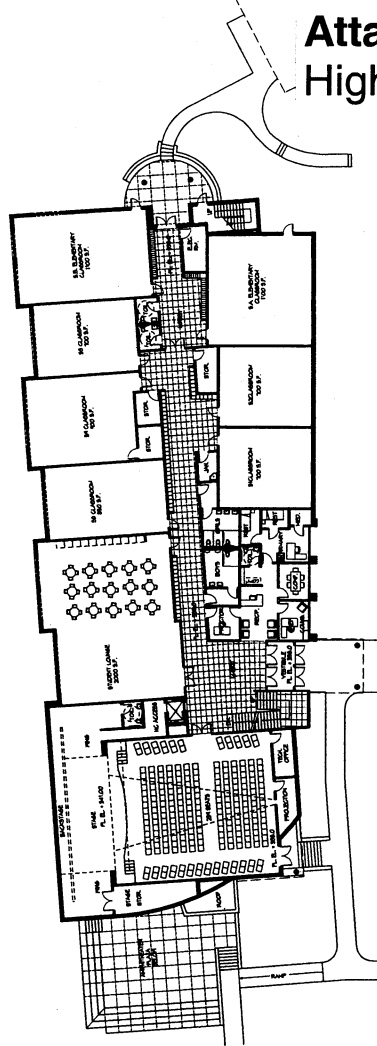


# Attachment 8. High School Floor Plan

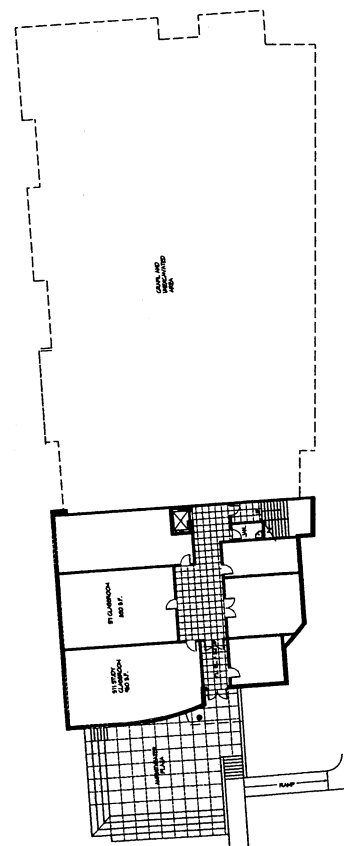
SE  
MAY



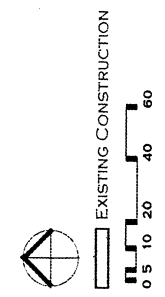
SECOND FLOOR PLAN



FIRST FLOOR PLAN



LOWER LEVEL PLAN



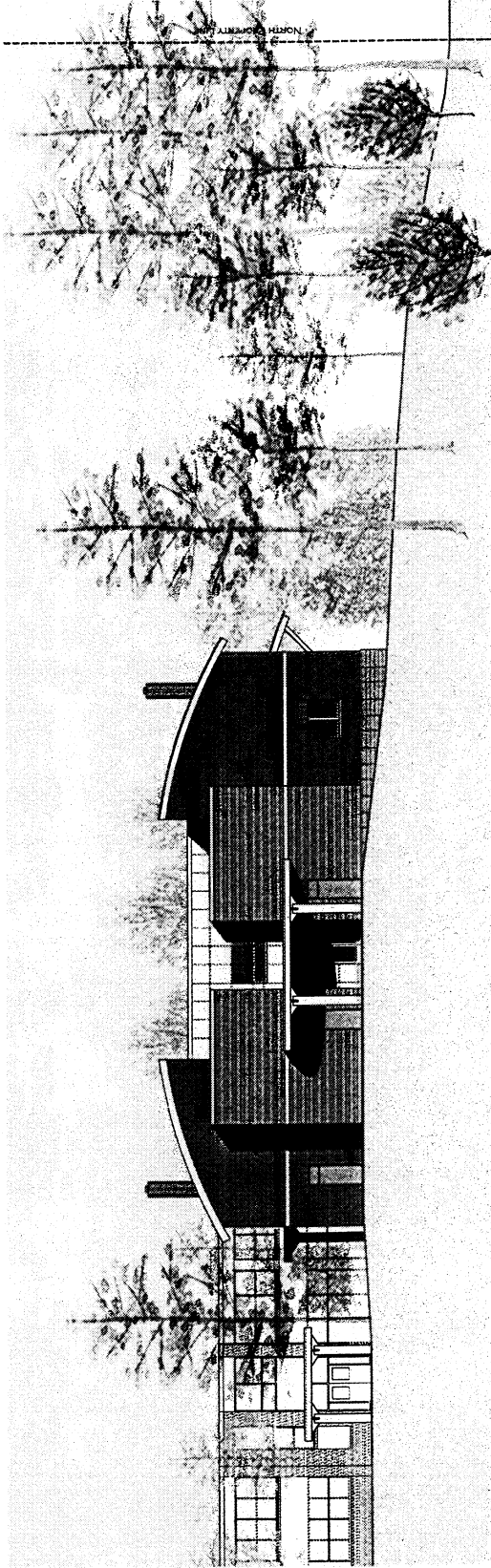
OWNER: LYCÉE ROCHAMBEAU  
 ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
 CIVIL ENGINEER: SITE SOLUTIONS, INC.  
 TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

NEW HIGH SCHOOL FLOORPLANS **FRENCH INTERNATIONAL SCHOOL** SPECIAL EXCEPTION PLAN  
 9600 FOREST ROAD, BETHESDA, MD 20814

# Attachment 9. High School Elevations

SE

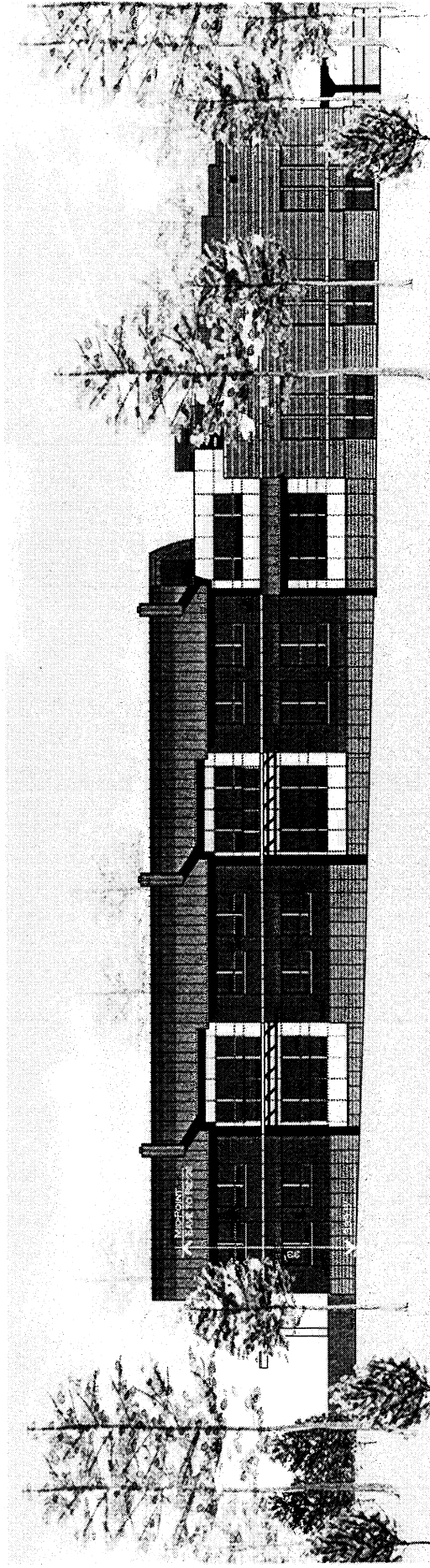
MAY 2002



NOTE:  
BUILDING ELEVATIONS DEPICTED ARE  
CONCEPTUAL IN NATURE. THEY ARE  
INTENDED TO ILLUSTRATE THE OVERALL  
BUILDING CONFIGURATION AND GENERAL  
ARCHITECTURAL INTENT.

NOTE:  
BUILDING ELEVATIONS DO NOT INDICATE THE  
DEGREE OF SCREENING THAT ACTUAL  
LANDSCAPING PROVIDES. SEE LANDSCAPE  
PLAN AND SITE PHOTOGRAPHS.

EAST ELEVATION OF NEW HIGH SCHOOL



NORTH ELEVATION OF NEW HIGH SCHOOL

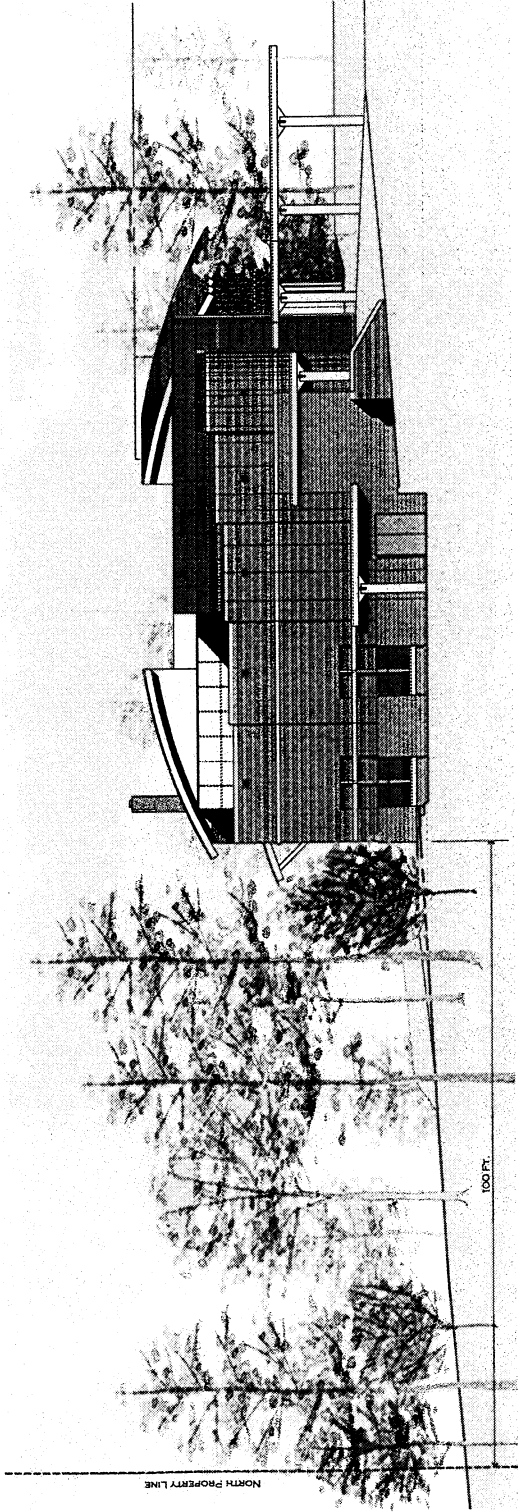
EXISTING CONSTRUCTION



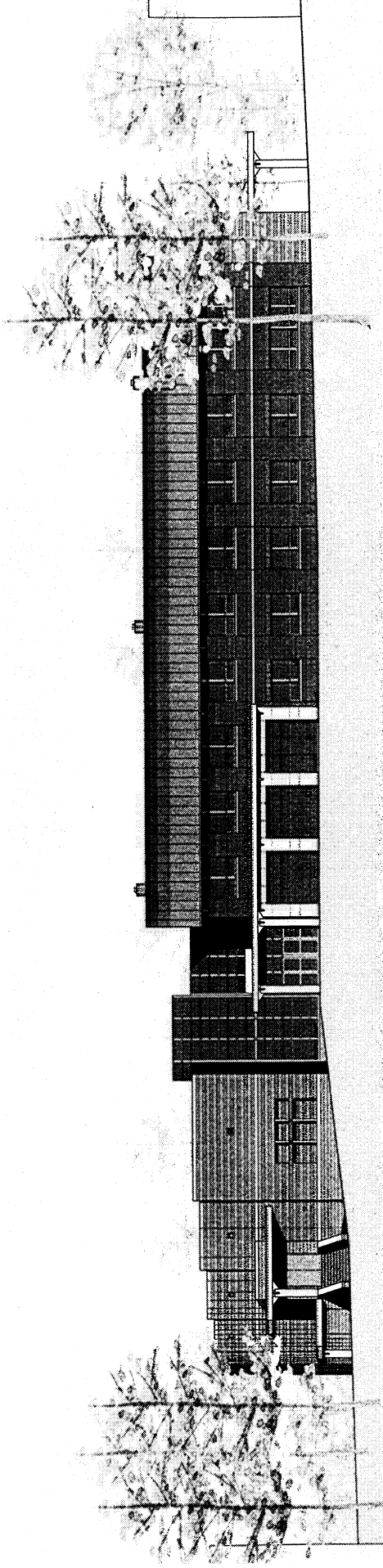
OWNER: LYCÉE ROCHAMBEAU  
ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
CIVIL ENGINEER: SITE SOLUTIONS, INC.  
TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

SPECIAL EXCEPTION PLAN  
**FRENCH INTERNATIONAL SCHOOL**  
9600 FOREST ROAD, BETHESDA, MD 20814

EXTERIOR ELEVATIONS



WEST ELEVATION OF PROPOSED NEW HIGH SCHOOL



SOUTH ELEVATION OF PROPOSED NEW HIGH SCHOOL

EXISTING CONSTRUCTION

0 4 8 16

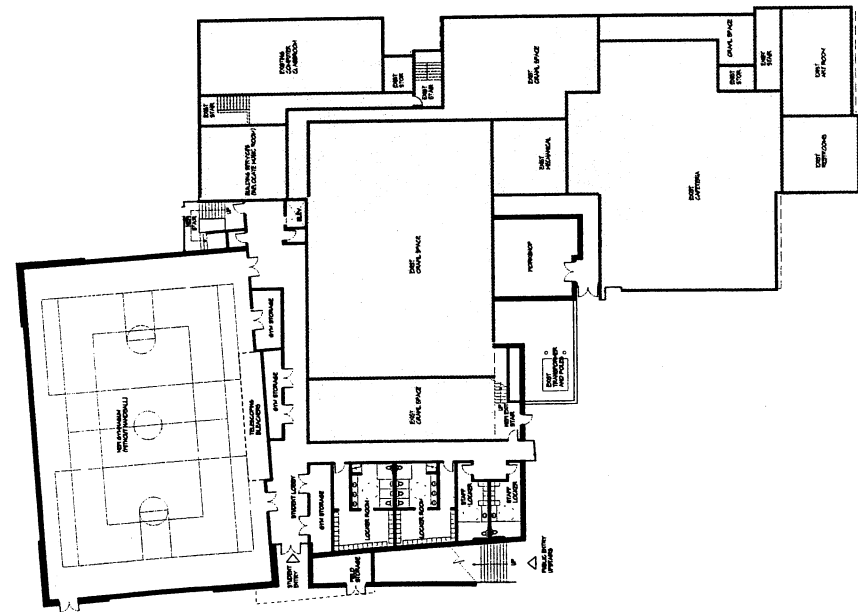
OWNER: LYCÉE ROCHAMBEAU  
 ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
 CIVIL ENGINEER: SITE SOLUTIONS, INC.  
 TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

**EXTERIOR ELEVATIONS**

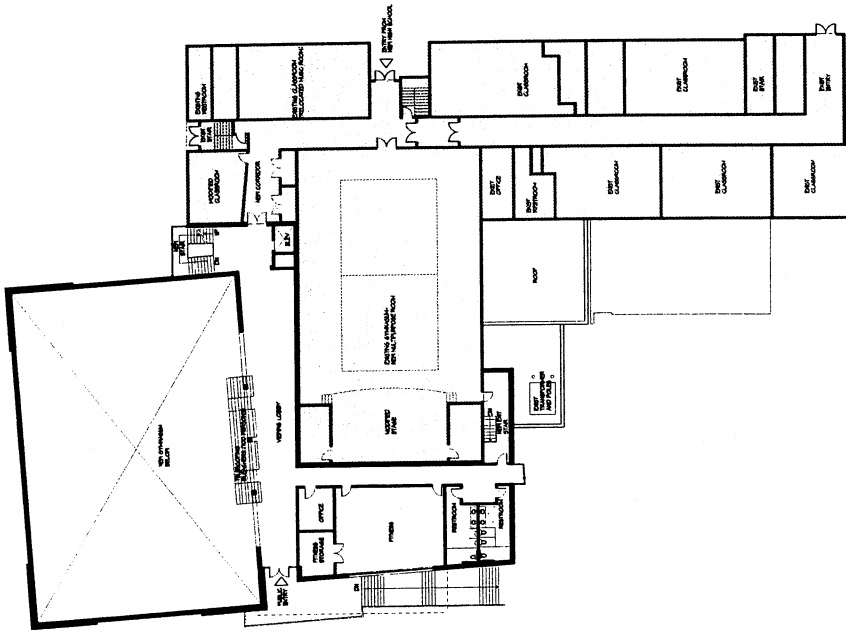
SPECIAL EXCEPTION PLAN  
**FRENCH INTERNATIONAL SCHOOL**  
 9600 FOREST ROAD, BETHESDA, MD 20814

SE-13

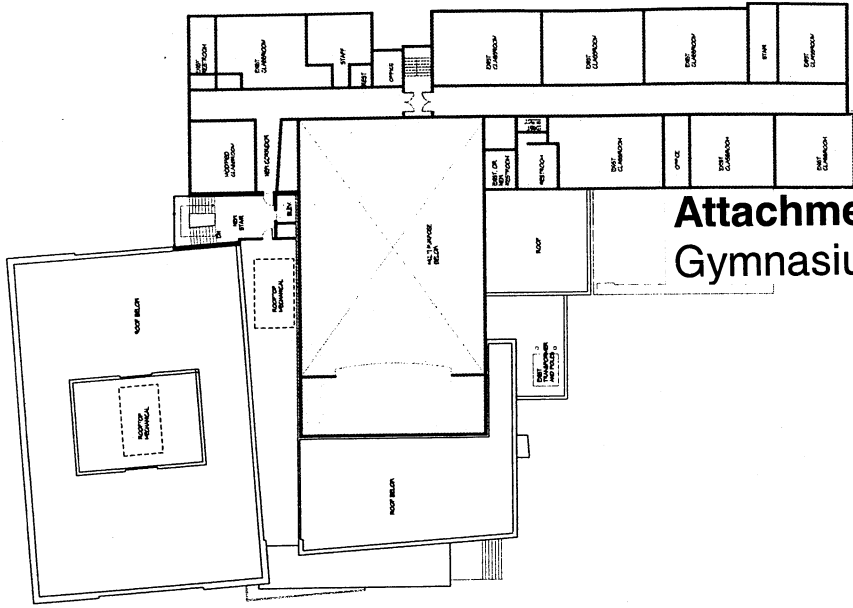
MAY 2002



LOWER LEVEL PLAN

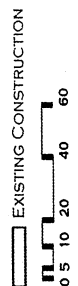


FIRST FLOOR PLAN



SECOND FLOOR PLAN

# Attachment 10. Gymnasium Addition Floor Plan



EXISTING CONSTRUCTION

0 5 10 20 40 60

OWNER: LYCEE ROCHAMBEAU  
 ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
 CIVIL ENGINEER: SITE SOLUTIONS, INC.  
 TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

EXISTING MIDDLE SCHOOL &  
 GYMNASIUM ADDITION FLOORPLANS

**FRENCH INTERNATIONAL SCI**

SPECIAL EXCEP  
 9600 FOREST ROAD, BETHESDA, MD 20814

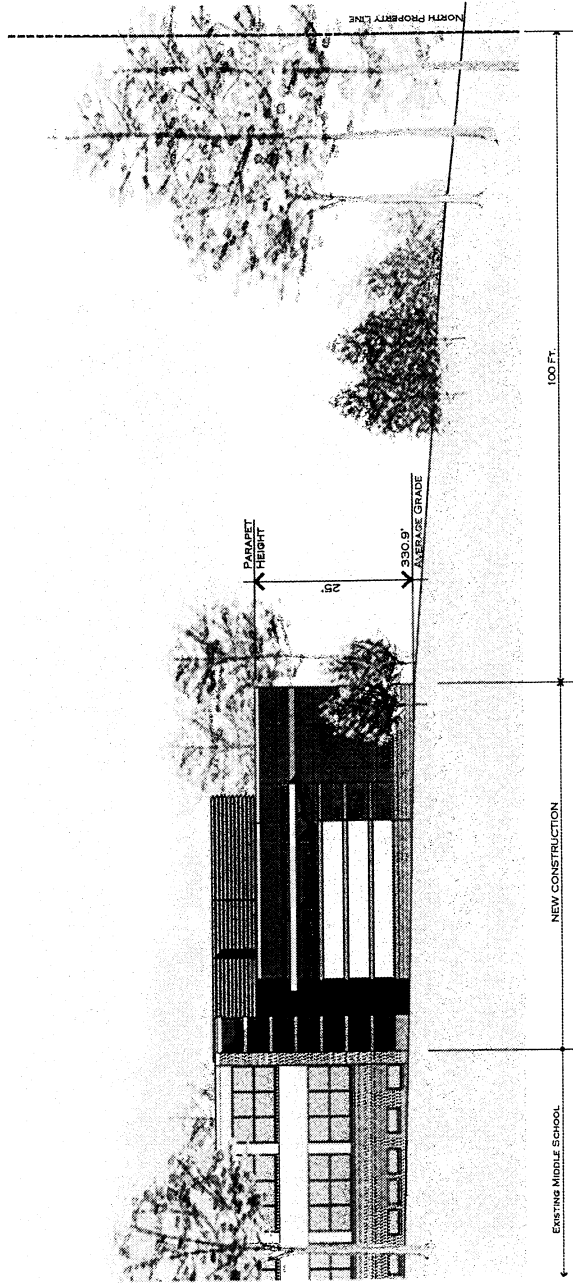
SE-11

MAY 2002

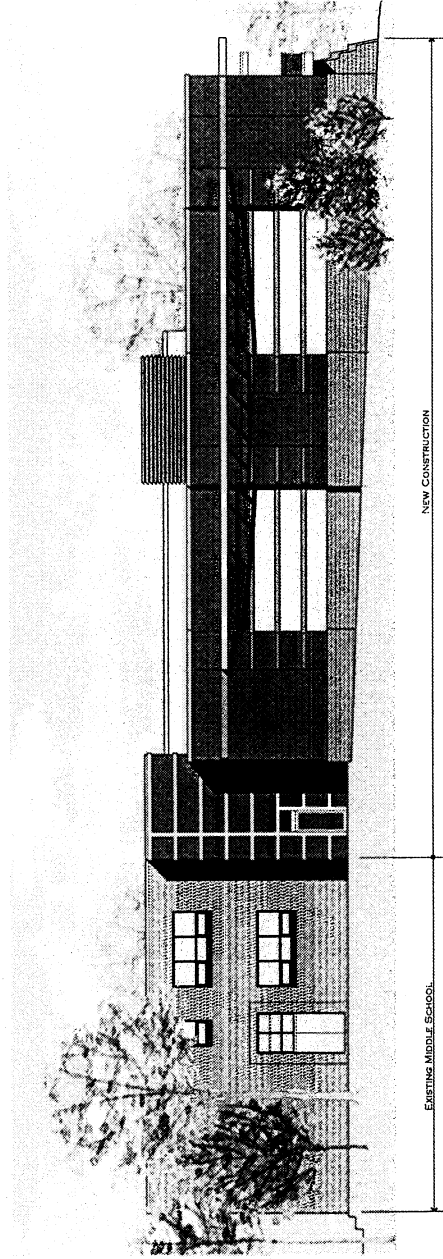
# Attachment 11. Gymnasium Addition Elevations

S

MA



EAST ELEVATION OF EXISTING MIDDLE SCHOOL AND GYMNASIUM ADDITION



NORTH ELEVATION OF EXISTING MIDDLE SCHOOL AND GYMNASIUM ADDITION

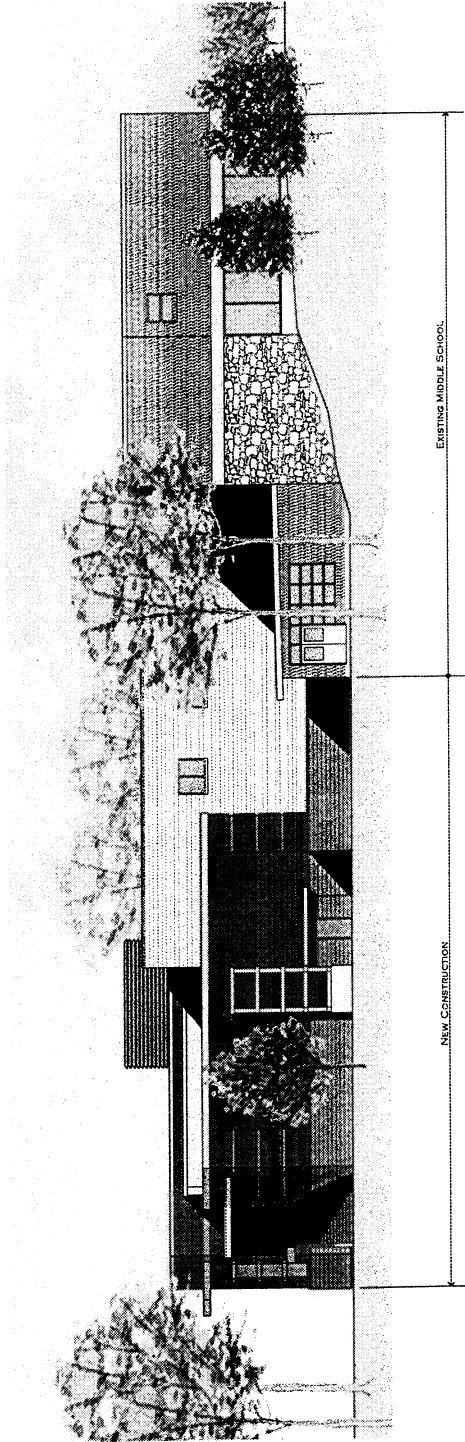
EXISTING CONSTRUCTION

0 4 8 16

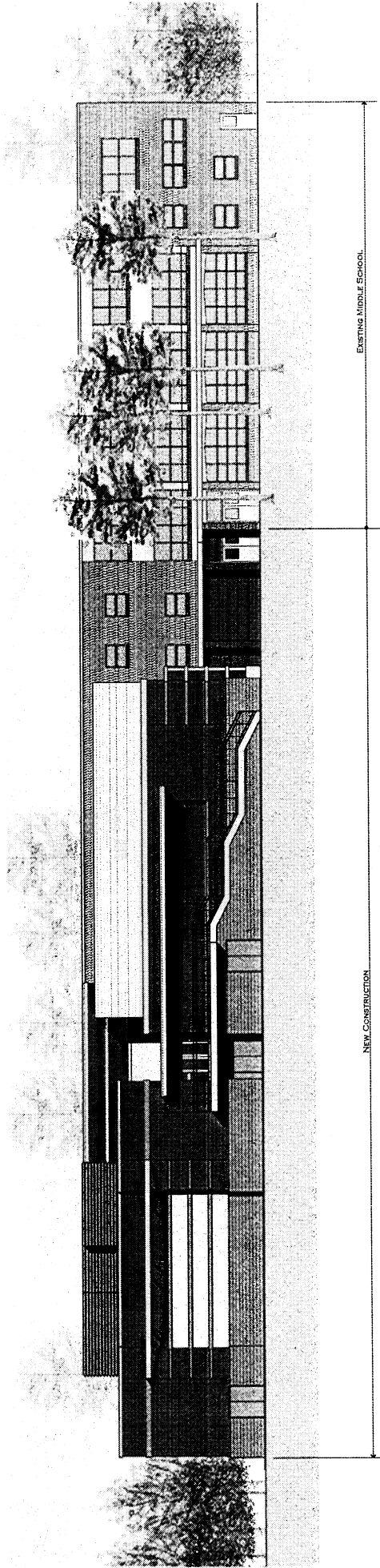
OWNER: LYCEE ROCHAMBEAU  
 ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
 CIVIL ENGINEER: SITE SOLUTIONS, INC.  
 TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

EXTERIOR ELEVATIONS

SPECIAL EXCEPTION PLAN  
**FRENCH INTERNATIONAL SCHOOL**  
 9600 FOREST ROAD, BETHESDA, MD 20814



SOUTH ELEVATION OF GYMNASIUM ADDITION



WEST ELEVATION OF GYMNASIUM ADDITION

EXISTING CONSTRUCTION

0 4 8 16

OWNER: LYCÉE ROCHAMBEAU  
 ARCHITECT: BOWIE GRIDLEY ARCHITECTS, PLLC  
 CIVIL ENGINEER: SITE SOLUTIONS, INC.  
 TRAFFIC ENGINEER: STREET TRAFFIC STUDIES, LTD.

EXTERIOR ELEVATIONS

SPECIAL EXCEPTION PLAN  
**FRENCH INTERNATIONAL SCHOOL**  
 9600 FOREST ROAD, BETHESDA, MD 20814

SE-15

MAY 2002

05/22/02

**FRENCH INTERNATIONAL SCHOOL-LYCEE ROCHAMBEAU****Transport Management Plan, Forest Road campus****1. Introduction**

The French International School has its main campus at 9600 Forest Road, Bethesda that it acquired in 1975. The campus houses its middle and high schools and six classes of elementary students. The school is permitted to have up to 750 students on this site. In addition the school owns a site on Bradley Boulevard in Bethesda, which houses its nursery school and rents a site from Montgomery County Public Schools in Rollingwood, Chevy Chase for its main elementary school campus.

Since 1999 the school set up a neighbourhood liaison committee to meet on a regular basis with Maplewood Citizens association. The first meetings were held in May 1999 to listen to concerns that our immediate neighbors had and also to build better relationships with the Citizens Association. Since those meetings started in 1999 the school has, at the request of the neighbors

- widened the bus access road in 1999 to stop back-up of bus traffic on Montgomery Drive
- moved the dumpster from its old location on Montgomery Drive
- in December 2001 moved the two spare buses from the parking lot behind Forest Place and park nine buses overnight in the lot on the traffic circle well away from houses.
- hired an off-duty police officer to enforce traffic regulations by cars entering the campus.

The school has held two community wide meetings, most recently in September 2001 at which members of both Maplewood Citizens Association and Maplewood Park Townhomes (our neighbors on the north side) as well as St Jane de Chantal and Maplewood Park Place (managed by Marriott) were invited to attend. The school also made a presentation to the Maplewood Homeowners Association in December 2001.

The community formed a Traffic Management Plan committee, which has met formally with the school since February 2002.

**2. Objectives**

The Transport Management Plan was developed with the input of a working group of Maplewood Citizens Association.

The objectives of this transportation management plan are to

- control and improve vehicular traffic
- improve parking conditions on campus
- reduce the impact of bus traffic on the neighborhood.
- maintain community relations

We propose to achieve these objectives as follows.

## A. CONTROL VEHICULAR TRAFFIC

### 1. MAINTENANCE OF CARPOOL RATIOS

The school currently encourages carpooling. *Please refer to the two tables, prepared by Street Traffic Studies in Appendix E, for more detail concerning the present carpool ratios in use at the French International School today.*

The school will continue to pursue a policy of carpooling to maintain and better the existing ratios as follows:

- i. The school administration will direct efforts to encourage, co-ordinate and maintain carpools.
- ii. The school will send out an information package with each enrolment or re-enrolment containing
  - information on car pooling
  - information on the school's bus service
  - information on public transport access to the campus.
- iii. Allowing a limited number of senior students to drive and carpool will better this ratio.

### 2. PICKUP AND DROP-OFF

The school will enforce a traffic circulation plan as shown in Appendix D which will ensure a steady flow of traffic at pick up and drop off times.

#### **Drop off**

After completion of the new buildings, morning drop off by car pools will be at the locations indicated on the site map in Appendix D.

Car pools will enter the campus on Forest Road, queue around the traffic circle, drop off at the designated points and exit the campus.

The Rollingwood and Bradley Shuttle students will be dropped off at the designated Blue stop (See Traffic Circulation Plan, Appendix D). The 2 allocated buses will pick these students up at the circle en route to Rollingwood and Bradley.

- -Parents will not be permitted to park on the circle during morning drop off.
- -Parents with early appointments must park in the parking lot marked "visitor parking" / "short term parking" on the plan.
- -Parents will be discouraged from parking during arrival and dismissal.

#### **Pick up**

Afternoon dismissal occurs in two stages at 3.20pm and 5.20 PM. Parents will be requested not to arrive on campus before 3.40 PM and 5.40 PM respectively to avoid



congestion with the buses. Parents arriving before that time must park in the designated parking areas.

There will be three pick up points identified on the Appendix D.

1. The BLUE stop will be the pick up for elementary students
  2. The WHITE stop will be for high school students.
  3. The RED stop will be for middle school students.
- A member of staff will be on duty to ensure safe loading of students.
  - Carpools will stop in this area for drop off and pick up but will not be permitted to get out of their cars.
  - A member of staff will escort students arriving by bus from Bradley or Rollingwood from the bus stop on the access road to the BLUE Stop where they will be collected by their parents under the supervision from a member of staff.

At 5.30 the high school students will wait at the WHITE stop for collection by their carpools.

### **Staff**

The safety of students is the primary concern of the school. Accordingly, in addition to the 2-3 staff on duty to supervise the safe loading of students described in the above paragraph, the school will employ as needed a person to direct traffic during drop off and pick up to ensure a smooth flow of traffic. The school will also employ such staff as it will require to load and unload the buses and to escort children to and from the bus loading area. The number of staff will depend on the age and enrolment of students on the buses, more being required when there are higher numbers of children of elementary and nursery age.

### **One way system**

Car pool traffic will enter the campus from Forest Road and will drive around the traffic circle in an anti clockwise direction, exiting the campus on Forest Road.

## **3. TRANSPORTATION CO-ORDINATOR**

The school will appoint a transportation co-ordinator to establish and disseminate information to the parent and student body on carpooling. The co-ordinator will

1. establish a car pool registry and put parents in touch with one another,

2. ensure that carpool information is kept up to date,
3. make information about carpooling and public transport available to students, parents and on the school's web site, and
4. encourage students with access to public transport to use this method of travelling to school.

## **B. PARKING POLICY**

- a. The Master Plan will include plans for 145 parking spaces on site for faculty and staff, visitors and high school seniors parking.
- b. 90-105 Staff and Faculty Spaces / 15 to 20 Carpooling Students Spaces / 20 Visitor Spaces / 11 Bus Driver Spaces doubling as Visitor Spaces will be allocated in the designated areas.
- c. Parking by faculty, students and visitors will not be permitted on neighborhood streets in immediate vicinity during school hours.
- d. A one-way system circulation system will be introduced on campus as shown in Appendix D.

### **1. PARKING AREAS**

Parking will be provided on campus for up to 145 cars in three (3) areas.

- 83 parking spaces in the lot behind Forest Place. The lot is to be at an approximate distance of 45' from the boundary with adequate visual/sound screening to be developed with the homeowners. (-The existing lot is up against the boundary fence and there is no screening-).
- 22 parking spaces on the traffic circle for administrative staff only.
- 40 parking spaces adjacent to the bus-stacking lane.

The Master Plan will include improvements to the internal roads and screening will be planted along the curb of Forest Road.

### **2. PARKING ON CAMPUS**

1. Faculty and staff will be issued with parking permit, which will be displayed in vehicles parked on campus. Faculty and staff will be encouraged to travel where possible by public transportation.

2. High School seniors will be given parking privileges on the following basis:

- a. Distance they live from the campus
- b. Ability to carpool with other students.

Unused senior places will be given over to visitor parking

3. Parents will receive written reminders of the parking regulations twice a year.

4. The school will monitor on-site parking and will sanction unauthorised vehicles.

### **3. SPECIAL EVENTS**

Evening functions are scheduled after school hours in the school's annual calendar, which will be shared with the Community Liaison Group (see below). These events include parent teacher conferences, talent shows, theatrical presentations, concerts, guest speakers, PTA meetings etc.

During any special event, an additional 17 parallel parking spaces can be made available on the bus lane, which will enable the school to provide a total of 162 parking spaces on campus.

In the very rare event that 162 parking spaces would not suffice, then the school would warn the community. The school will notify the Community Liaison Group prior to such events where street parking may occur if all campus spaces are filled. The school will continue its policy of working with neighbouring organisations such as the YMCA and St Jane de Chantal Church to exchange spare parking capacity for special events.

### **4. EXCEPTIONAL EVENTS**

The school will continue its policy of renting off site parking for its annual school fair and other exceptional events involving the entire school community, for parents and members of the public. The school will run a shuttle bus service from the offsite parking to the Forest Road Campus. Faculty and parents helping at the event will be allowed to park on site.

## **C. BUS TRANSPORTATION**

The school currently operates a subsidised program of private bus transportation. It operates the most extensive and highest use service of all private schools in the Washington Baltimore region.

The school operates 15 bus routes within the following areas: Bethesda, Potomac, Cabin John, McLean, Washington DC, Wheaton, Kensington, Rockville, Aspen Hill and Silver Spring.

The school owns 14 buses, out of which it uses 12 for actual runs and 2 as spare buses in case of breakdown. The school contracts out 3 of the 15 runs.

The school currently transports 646 students representing over 55 % of its total enrolment. The number of students arriving by bus at Forest Road is 386 representing over 56 % of the students on the Forest Road Campus and over 59 % of the total students bussed. The buses belonging to the school are parked overnight on the school grounds. The pick-up and drop off is accessed off Montgomery Drive where the buses enter the site. They exit the campus from Forest Road.

### **1. EXISTING BUS PLAN**

Of the 12, eight buses leave after 7 am and four buses leave the campus between 6.45 AM and 7 AM. In cold weather during the winter it is required that the engines idle for 15 minutes before the buses leave. The buses then pick up students. Four buses drop off at Rollingwood campus first then proceed to Forest Road. Eleven buses drop off at Forest Road between 8 AM and 8.15 AM then go to the Rollingwood campus to drop elementary students and return to Forest Road to park until dismissal. At 2.40 PM buses leave to pick up students at Rollingwood, return to Forest Road at 3.20 PM to pick up students at this campus then leave at 3.30 PM to drop students off. Another run is done at 5.35 PM for High School students when they are dismissed. The 12 buses return after 6.15 PM and are parked overnight on site. No maintenance or refuelling of the buses is carried out on site. The leased buses do not return to the campus but go back to their garage overnight.

In addition the school uses its buses for field trips. The 2002 estimate is three buses are used per day on average for field trips.

The Current Bus Routing and Load Factors are attached in Appendix A.

The Existing Bus Plan is attached in Appendix B.

## **2. PROPOSED BUS PLAN**

The Proposed Bus Plan is attached in Appendix C.

In response to discussions with the neighbours the school will undertake the following programs:

- a. The Master Plan will incorporate an area for overnight bus parking around the circle, adequate parking for bus drivers, adequate queuing for the buses on campus and pick up/drop off area. During the day, the buses will remain in the Montgomery Ave driveway.
- b. The school will install electric points to enable efficient warming up of engines in cold weather to reduce idling of buses.
- c. No buses will be stored in the lot behind Forest Place
- d. Trips in and out of the campus will be reduced from 134 to 88 (excluding field trip runs) as set out in Appendix C.  
This indicates a reduction of 46 trips, or almost 35 % in the runs.
- e. Nine buses will be stored on campus together with two spare buses (11 in total).  
The other buses used by the school will be stored off campus.  
Nine buses would handle the transportation of 55% of a total enrolment of 750 students.
- d. Upon construction of the new building, buses will be stored on the traffic circle in front of the building.
- e. The master plan will include pick up and drop off areas for bus traffic in the bus lane with a sheltered area for transfer passengers. The school will reduce the number of buses travelling between the three campuses as set out in Appendix C.

## **D. COMMUNITY RELATIONS**

The school and the neighbourhood associations will nominate representatives to the Community Liaison Group. The School will appoint a representative from the school administration or Board who will be the point of contact with the community and who will co-ordinate quarterly meetings of the Community Liaison Group to discuss traffic and other issues and their impact on the neighborhood. During the construction phase the meetings will be held once every two months or as required by the neighbors.

The school will work with the community to

1. Request that the County put up either no entry signs or no through road sign on Forest Place and no parking signs on Forest Road
2. Work with the community to promote safe use of neighborhood streets by requesting resident only parking as required by the community in neighboring streets.

In addition, the school will continue to work with Montgomery County Department of Public Works and Transportation in the development of the bike path running along the eastern boundary of the school's property and in selecting appropriate landscaping for the bike path boundary.

**E. CONSTRUCTION PHASE TMP**

*Upon awarding the contract to a General Contractor, the French International School will refine the TMP to optimise on site construction circulation by applying standard practices regulating Montgomery County construction projects.*

APPENDIX A

**CURRENT BUS ROUTING AND LOAD FACTORS**

Bus passengers 2001/2002 as on DEC. 1<sup>st</sup>, 2001

Bus	Forest Road	Rollingwood	Bradley	Total	Bus capacity
1	31	14	2	47	47
2	22	21	4	47	47
3	30	12	2	44	45
4	25	20	2	47	47
5	20	6	2	28	28
6	11	11	5	27	28
7	30	14	3	47	47
8	27	12	4	43	45
9	26	14	7	47	47
10	26	5	3	34	45
11	26	14	3	43	45
12*	32	41	2	75	47
13*	32	10	2	44	45
14*	24	8	8	40	45
15	24	7	2	33	45
Total	386	209	51	646	

\* Bus 12 operates a shuttle between Forest Road and Rollingwood

\*Bus 13 takes children from Rollingwood to Forest Road

\*Bus 14 takes the nursery children to Bradley campus

Bus Routes

Bus 1 Potomac/Bethesda Tuckerman Lane

Bus 2 Bethesda Bannockburn

Bus 3 Potomac/Rockville College Pkwy

Bus 4 Virginia/Cabin John/Bethesda

Bus 5 Washington DC /Van Ness/Bethesda Chevy Chase

Bus 6 Wheaton /Kensington/Bethesda

Bus 7 Rockville/Bethesda Rockville Pike

Bus 8 Potomac Falls Road

Bus 9 Rockville Harrington Road

Bus 10 Bethesda/ Glen Echo Heights

Bus 11 Aspen Hill/Silver Spring

Bus 12 Washington DC Arizona Ave

Bus 13 Washington DC Georgetown

Bus 14 Washington DC 16<sup>th</sup> St/Chevy Chase

Bus 15 Silver Spring/ Washington



Note buses 5, 13, 14 and 15 call at Rollingwood before Forest Road for drop off.

**APPENDIX B**

**EXISTING BUS PLAN**  
 14 BUSES (12 BUSES + 2 SPARES) PARKED ON CAMPUS

**AM RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
12	Leave FR and Pick Up
11	Return to FR and Drop Off
11	Leave FR to RW and Drop Off
4	Late buses arrive from RW
2	Leave FR to Off Campus Parking
1	Leave FR via BR to Off Campus Parking
11	Return to FR from RW Drop Off
<b>TOTAL NUMBER OF AM RUNS = 52</b>	

**PM 1 RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
11	Leave FR to Pick Up at RW
2	Arrive from Off Campus Parking to FR
1	Arrives from Off Campus to FR via BR Pick Up
11	Arrive from RW Pick Up
15	Leave FR for Drop Off
<b>TOTAL NUMBER OF PM1 RUNS= 40</b>	

**PM 2 RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
14	Return to FR from PM1 Drop Off
1 or 2	RW Shuttle Arrives to FR
15	Leave FR for PM2 Drop Off
12	Return to FR from PM2 Drop Off
<b>TOTAL NUMBER OF PM2 RUNS = 42</b>	

**TOTAL NUMBER OF RUNS PER DAY = 134**

THE SCHOOL ORGANIZES ON AVERAGE 3 FIELD TRIPS PER DAY, EQUIVALENT TO 6 RUNS.

**APPENDIX C**

<p><b>PROPOSED BUS PLAN</b></p> <p>11 BUSES (9 BUSES + 2 SPARES) PARKED ON CAMPUS</p> <p>9 RUNS DURING PM2</p>
--

**AM RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
6	Off Campus to Pick Up
9	Leave FR and Pick Up
11	Return to FR and Drop Off
6	Leave FR to RW (Following Transfer of RW bound Children)
3	Late buses from RW
1	Leave FR to Off Campus Parking
1	Leave FR via BR to Off Campus Parking
3	Return to FR from RW Drop Off
<b>TOTAL NUMBER OF AM RUNS = 34</b>	

**PM 1 RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
3	Off Campus to RW
3	Leave FR to Pick Up at RW
2	Off Campus to FR
1	Off Campus to FR via BR Pick Up
6	Arrive from RW Pick Up (Transfer Children to their respective buses)
15	Leave FR for Drop Off
<b>TOTAL NUMBER OF PM1 RUNS=27</b>	

**PM 2 RUN**

NUMBER OF BUSES AND RUNS	TASK DESCRIPTION
11	Return to FR from PM1 Drop Off
1	RW Shuttle Arrives to FR
9	Leave FR for PM2 Drop Off
6	Return to FR from PM2 Drop Off
<b>TOTAL NUMBER OF PM2 RUNS = 27</b>	

**TOTAL NUMBER OF RUNS PER DAY = 88**

THE SCHOOL ORGANIZES ON AVERAGE 3 FIELD TRIPS PER DAY,  
EQUIVALENT TO 6 RUNS

**ACTIONS TAKEN:**

11 (9+2 spare buses) Buses kept on campus instead of 14

**AM RUN**

- 3 Buses Parked Off Campus to relieve FR campus, and 3 Buses contracted out
- No Bus warms up before 7:00 a.m.
- Reduction of Number of Buses leaving the FR campus in the morning:  
9 Buses leave the FR Campus in the morning instead of 12
- Transfers of RW bound children are done at FR during AM run:  
6 buses leave FR for RW instead of 11
- Extra Personnel is hired to supervise safe transfer of children
- Reduction of Number of Buses returning to FR:  
3 buses return to FR from RW instead of 11  
(3 buses return to off-campus parking)

**PM1 RUN**

- Reduction of Number of buses leaving FR to Pick up at RW during PM1 run:  
3 buses leave FR instead of 11 (3 other buses leave from off-campus parking)
- Reduction of Number of Buses arriving at FR campus:  
6 buses arrive from RW instead of 11
- Transfers of RW children done at FR
- Extra Personnel is hired to supervise safe transfer of children

**PM2 RUN**

- Reduction of Number of Buses returning from PM2 run:  
12 Buses return instead of 15
- Reduction of PM2 service from 15 bus routes to 9 bus routes
- Reduction of Number of Buses leaving FR:  
9 buses leave instead of 15
- Reduction of Number of Buses returning to FR campus:  
6 Buses return instead of 12  
(3 buses return to off-campus parking directly)

# Attachment 13.

## Special Exception History

### THE FRENCH INTERNATIONAL SCHOOL SPECIAL EXCEPTION APPROVALS

<u>Case No.</u>	<u>Date</u>	<u>Action</u>
S-411	July 16, 1975 (12.58 Acres)	Original special exception approval for PEI with current 550 students and maximum 750 students. <u>Conditions:</u> Elementary school bus traffic and carpools must utilize Montgomery Drive for access; Jr. or Sr. high school traffic must utilize either Montgomery Drive or Forest Road.; no parking along school's interior roads; on-street parking permitted only for after-school or evening events; water saving devices to be installed; Proposed "stacking" drive along Montgomery Drive to be reviewed when student body has increased to 650, or 4 yrs. from date of this Resolution, whichever event occurs first. School to take steps to decrease traffic impact (i.e. carpooling, buses), with BOA to conduct review hearing in March, 1976 to review steps taken to minimize impact.
S-411	June 16, 1976	BOA review hearing held 3/4/76 to discuss traffic impact. Board concluded that additional off-street parking on site and at YMCA are sufficient to overcome problem of on-street parking of which area residents complained.
S-411	December 7, 1977	In accordance with 7/16/76 Opinion, hearing held 11/17/77 to determine adequacy of arrangements for vehicular traffic arriving and departing school. Stacking lane along Montgomery Drive deemed unnecessary. Steps taken by school adequate.
S-411	July 26, 1978	Administrative modification permitting school to construct 1470 SF addition to second floor of high school building by extending second floor over first floor roof to enlarge two classroom areas. No increase in enrollment or traffic.

Post-it® Fax Note	7671	Date	# of pages ▶ 3
To	MARGARET KATH ZIEGLER	From	JODY KLINE
Co./Dept.		Co.	
Phone #		Phone #	301. 762. 5212
Fax #	301. 495. 1304	Fax #	

S-411	June 6, 1979	Administrative modification permitting school to extend canopy over elementary school playground to allow protected recreation in inclement weather. No increase in enrollment or traffic.
S-411	July 29, 1985	Administrative modification permitting installation of 41' x 28' multi-purpose room attached to Administration/Nursery building. No increase in enrollment or employees.
S-411	August 17, 1987	Administrative modification permitting replacement and addition of sidewalks between buildings; 14 additional parking spaces to eliminate congested parking on Forest Road; and addition of a handball court.
S-411	September 28, 1987	In response to neighbor complaints, BOA suspended that portion of Board's 8/1787 Resolution pertaining to parking lot changes, and required school to file formal modification petition to ask for parking changes.
S-411-A	January 12, 1990	Order extending time for Board of Appeals to reach decision.
S-411-A	February 1, 1990	School had requested Modification to construct new 45,000 SF lower school building in Phase I; to add 6000 SF science wing and 3000 SF cafeteria wing to existing buildings in Phase II; and to increase enrollment to 1096 students. Board castigated school for violations of previously granted special exception. (i.e. current enrollment was 975, but only 750 were permitted by SE). Board granted enrollment increase to 850; 130 car parking lot to be built; no parking on residential streets; on-campus streets to be widened; no new construction until review hearing; traffic mitigation program to be submitted to M-NCPPC; landscape and lighting plan to

be submitted. Special Exception to be reviewed annually.

S-411-B

April 4, 1990

Board granted continuance of hearing on modification request dated March 20, 1990 to permit addition of modular classrooms. Case was apparently never re-scheduled.

Civil No. 55897

August 9, 1990

Circuit Court remanded S-411-A to BOA with instruction for it to deny petition for modification.

S-411-A

June 4, 1991

Board Resolution on remand from Circuit Court denying modification of special exception.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 9, 2002

**MEMORANDUM**

TO: Margaret Kaii-Ziegler, Community Based Planning

VIA: Stephen Federline, Environmental Planning *SF*

FROM: Marion Clark, Environmental Planning *MC*

SUBJECT: Special Exception S-411-D  
French International School

The Environmental Planning staff has reviewed the referral referenced above. Staff recommends **approval** of this special exception and its preliminary forest conservation plan with the following conditions related primarily to forest conservation:

- A final Forest Conservation Plan (FCP) must be approved to M-NCPPC prior to DPS approval of the sediment and erosion control plan or any clearing, grading or land disturbance of the site.

The final FCP must address all the following issues before approval will be granted:

- 1) A detailed tree save plan shall be prepared by an ISA certified arborist as part of the FCP which fully meets the directives of MNCPPC Forest Conservation Regulations # 1-01, Section 109 B. The Tree Save Plan shall include a detailed evaluation of the condition of all significant trees (as defined on the NRI/FSD and preliminary FCP), and the delineation and determination of significant impacts (> 30%) to their critical root zones (CRZ) based on the proposed site plan and grading.
- 2) Where significant impacts occur, all elements of the site layout shall be thoroughly re-examined to minimize the impacts. Consideration shall be given to relocating/realigning/consolidating sidewalks, tightening driveways, reducing/relocating other impervious areas, and reducing grading and the amount of fill and cut within the CRZ's.
- 3) After disturbance has been minimized, stress reduction measures shall be identified on the plan, as recommended by the arborist. The plan shall identify demolition/construction techniques and schedules, in addition to other appropriate stress reduction measures designed to minimize root destruction and maximize root regrowth. Tree save measures shall include, but not be limited to, pre-construction watering and fertilizing, fencing, root pruning and dead wood pruning of any trees impacted by construction activities.

4) Extraordinary measures such as grid aeration/hydration systems should be examined for specimen trees excessively affected by surrounding imperviousness. Based on the arborist' recommendations and EP staff evaluation, trees which are deemed to be savable through application of preservation techniques should be saved.

5) Dozens of specimen trees on the site are proposed for removal or will experience significant impacts as a part of the school expansion. The preliminary FCP illustrates several trees as potentially saved where in fact, significant impacts are apparent in the preliminary grading and site layout. This plan must make extraordinary efforts to preserve the large healthy trees throughout the site, particularly those along the perimeters where tree save may be an expectation for compatibility purposes.

6) Mitigation may be required for the removal of specimen trees up to a maximum rate of 2:1 on an inch-per-inch basis. Mitigation may be required for any specimen trees if encroachment on the critical root zone is 30% or more. Potential planting areas shall be shown on the FCP.

- The final SWM and Sediment and Erosion Control plans must be approved by the Department of Permitting Services, and be consistent with the final FCP/tree save plan.

#### Forest Conservation

A Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) has been approved for this site. A preliminary Forest Conservation Plan has been submitted, and is approved subject to extensive conditions that require extraordinary efforts to preserve trees through both changes in the supporting elements of the site layout and use of extensive stress reduction techniques. A final Forest Conservation Plan must be approved prior to DPS issuance of sediment and erosion control permits.

#### Water Quality

This site is located in the lower Mainstem Bethesda subwatershed of the Rock Creek watershed. The Countywide Stream Protection Strategy (CSPS) indicates that the stream conditions are poor and habitat conditions are fair in this subwatershed. It is listed as a Watershed Restoration Area where stream restoration, stormwater retrofit and habitat improvement efforts are highly encouraged.