



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Item #
MCPB 1-10-08

MEMORANDUM

DATE: December 10, 2007
TO: Montgomery County Planning Board
VIA: Rose Krasnow, Chief *RK*
Development Review Division
FROM: Robert A. Kronenberg, Supervisor *RAK*
Development Review Division
(301) 495-2187

REVIEW TYPE: **Site Plan Review**
CASE #: **82001018A**
PROJECT NAME: **The Woods Academy**
APPLYING FOR: Increase in enrollment of students from 302 to 410
REVIEW BASIS: Div. 59-D-3 of Montgomery County Zoning Ordinance

ZONE: R-200
LOCATION: Located in the northern quadrant at the intersection of Green Tree Road and Burdette Road
MASTER PLAN: Master Plan
APPLICANT: The Woods Academy
FILING DATE: June 7, 2006
HEARING DATE: January 10, 2008



SUMMARY OF PROPOSED ENROLLMENT INCREASE AND STAFF ASSESSMENT

The Woods Academy is a private school located on publicly owned land in Bethesda. It is surrounded by one-family homes in a residential neighborhood, and has been in operation since 1975. The school is seeking an increase in enrollment to accommodate their changing needs and future growth. The school initiated a dialogue with the surrounding property owners and neighborhood association, and implemented a Transportation Management Plan ("TMP") in anticipation of the increased enrollment. The TMP addresses safety considerations and enforcement and establishes guidelines and policies for parking, access and circulation.

Many letters and emails have been received from adjoining residents and members of the Bradley Hills Civic Association ("BBCA"). Most of the correspondence from the BBBCA voices opposition to the increased enrollment with concerns over the proposed transportation management plan, on-site parking, grading and drainage, and after-hour activities associated with

the adjacent ball fields. There were letters of support from some of the nearby residents, families of the school children, the Interagency Coordinating Board (ICB) and the Department of Public Works and Transportation. As discussed within the body of this report, some of the issues raised have been addressed with this proposal.

Staff had concerns about the impact an additional 108 students would have on the surrounding neighborhood, including local traffic congestion from the increase in vehicles dropping off and picking up students, use of off-site recreational facilities and general compatibility within the community. The following recommendation supports an incremental increase of 60 additional students over a 3-year period with the TMP as the guiding document for traffic management and enforcement. Staff recommends that certain criteria be met and an additional public hearing be held before the Planning Board if the school decides to increase their enrollment beyond the additional 60 students.

STAFF RECOMMENDATION: Approval of a phased increase in enrollment of students from 302 to 410, with the following conditions:

1. Site Plan Conformance

The proposed development shall comply with the conditions of approval for Preliminary Plan 120010180 as listed in the Planning Board opinion dated August 16, 2001, or as amended by this application [Attachment A].

2. Enrollment

- a. Permit a phased increase in enrollment of 20 students each year over a three year period for a maximum enrollment of 362 students. The first increase shall begin in the fall of 2008.
- b. The following provisions shall apply in order to increase the enrollment each year:
 - i. Consistent with the approved Transportation Management Plan ("TMP"), quarterly reporting/recording to the Community Liaison Council ("CLC") shall be reported on all of the following information (and a record of this information shall be retained by quarter, to track trends and measure performance): carpooling by parents; recorded violations of the TMP; remedial measures taken to address violations; repeat violators; feedback from/issues raised by community on TMP-related issues; school's response to community feedback/issues.
 - ii. The TMP shall be reevaluated by the Applicant and the CLC on a yearly basis to allow for improvements to circulation, carpooling and enforcement.
- c. The Applicant is permitted to apply for an increase from 362 students to no more than 410 if the following criteria are met:
 - i. The Applicant must hold a public meeting with the BBCA and CLC one month prior to the submittal of the application.
 - ii. The Applicant must present the proposal for the increase to the Planning Board.
 - iii. The Applicant must update the TMP to account for changes to the procedures to include busing, carpooling and feedback from the community.
 - iv. The Applicant must account for additional staff for the increased enrollment in terms of parking and additional trip generation.

3. Parking

- a. The Applicant shall provide seven visitor parking spaces, marked and signed in the front of the school.

4. Transportation Planning

The Applicant must be in accordance with the following conditions of approval in the memorandum dated November 27, 2007 from M-NCPPC Transportation Planning:

- a. Limit the student enrollment to a maximum of 410 students.
- b. Limit the access points on Greentree Road as one-way in and one-way out circulation.
- c. Provide a covenant for an easement of future dedication of 35 feet of right-of-way from the centerline of Greentree Road, a primary master planned road, should the site become private property in the future.
- d. The Transportation Management Plan ("TMP") shall include a provision requiring the Woods Academy to consult with the Community Liaison Council with a proposal for a crosswalk(s) across Greentree Road at the Burdette Road intersection. If the Community Liaison Council agrees to the provision of a crosswalk(s), then the Woods Academy shall submit a request for DPWT approval of the provision of a crosswalk(s), to be provided at the expense of the Woods Academy. Since the potential crosswalk(s) will be primarily (or solely) off site in the Greentree Road public right-of-way, the Site Plan will not need to be amended to show any potential future crosswalk(s). However, the Woods Academy shall forward the CLC meeting minutes regarding the crosswalk(s) and any relevant correspondence with DPWT and M-NCPPC for inclusion in the Site Plan file.

5. Enforcement

The Applicant shall be subject to the guidelines and policies set forth in the TMP for circulation, access, parking, delivery, special events, queuing.

6. Community Outreach

The Applicant shall continue to meet with the BBCA at their regular meetings to provide a status and reporting, and to document concerns related to the implementation of the TMP.

7. Certified Site Plan

Prior to approval of the certified site plan, the following revisions shall be included and/or information provided, subject to staff review and approval:

- a. Site plan index and site plan resolution.
- b. Provide seven visitor parking spaces, marked and signed in the front of the school.
- c. Provide enforcement actions and general policies of the TMP.

BACKGROUND

This site plan was the first site to be reviewed under the regulations for projects that were typically mandatory referrals but whose additions exceed 15% or 7,500 square feet, consistent with Section 59-G-2.19(e)(2) of the Montgomery County Zoning Ordinance. The section is provided below:

(e) **Public Buildings.**

- (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;*
 - (ii) *or any cumulative increase that is greater than 15% or 7,500 square feet, whichever is less, in the gross floor are, 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.*

The Site Plan for the Woods Academy was approved for 24,321 square feet of institutional use and a waiver of the front yard setback on May 10, 2001 (site plan opinion dated August 16, 2001). The certified site plan was approved on March 15, 2002. Enrollment was capped at 302 students.

During the review of the original site plan application, the adjoining citizens and the civic association were very involved. Representatives of the Bradley Boulevard Citizens Association expressed concerns about school size, traffic, the proposed use of the gym by private parties and after hours, the drainage problem on the western side of the building, and the need for a sidewalk along Greentree Drive.

The citizens along the western side of the school shared those concerns and were additionally concerned about the possible noise, drainage from the school creating wet back yards, the lighting, the building elevation and the setback of the proposed addition.

PRIMARY CONCERNS RELATED TO THE PROPOSED INCREASE IN ENROLLMENT:

The primary elements of concern from the BBCA and adjacent property owners include, but are not limited to the following:

1. Increased enrollment will have a negative impact on the neighborhood as roads in the area (primarily Greentree Road and Renshaw Road) are narrow open section roads, and the school does not provide any bus transportation for students.
2. Parents of students drop off and pick up their children in the neighborhood, causing congestion problems and blocking driveways.
3. Queuing on Greentree Road is a violation of the original approval and causes traffic delays and congestion issues.
4. The school proposes parking on a County owned field for special activities. According to the approved site plan the community was to have use of this field as well, but the school has made it feel privatized.
5. The drainage system that was to have been installed as part of the original approval was not implemented until very recently and only after the adjacent property owners and Development Review Staff pointed out that they were not in compliance with the original approval.
6. Some plantings that were to provide screening have died and not been replaced.
7. The lighting installed appears to be much brighter than was approved.
8. Existing parking is insufficient.
9. The activities associated with the increased enrollment will be incompatible with the surrounding neighborhood.

Applicant's Proposal (or Position)

The Applicant has attempted to address all of the concerns, including the physical improvements that should have been completed as part of the original approval. The Transportation Management Plan ("TMP") was submitted with the full intention of implementing all of the actions to relieve problems with on-site congestion, queuing and parking. The Applicant has attended numerous meetings with Staff and the BBCA to present the TMP and address concerns regarding the increase in enrollment and the areas of concern noted above. The Applicant believes they have addressed or resolved all of the concerns, and that the implementation of the TMP is a step toward mitigating the overall traffic issues associated with the current and anticipated future enrollment.

The Applicant has a circulation system in place, managed by the school through the use of an off-duty police officer, to specifically address the queuing and prohibited left turns into the site during restricted hours. The school utilizes buses and off-site parking for special activities, such as grandparent's day.

The Applicant has corrected the drainage issue on the western boundary to be in compliance with the original approval and planted the appropriate plant material as a buffer along the edge. Lighting has also been corrected with shields placed on the fixtures to address glare on the adjacent property. Additionally, the Applicant is providing designated visitor parking spaces to accommodate future needs of the increased enrollment, while encouraging carpooling for school staff.

Community Position

The majority of the residents in the surrounding area are not supportive of the Woods Academy proposal for the increased enrollment. Until recently, the application was presented as an increase of 108 students and not as the incremental increase recommended by Staff. Nevertheless, they appear to have continuing concerns with traffic congestion, drainage issues, compatibility, and poor compliance with the approved 2001 site plan. The issues that currently concern area residents are little changed from the initial review in 2001. The concerned parties were able to work out their differences at that time, but the school does not appear to have fulfilled all the terms of that approval.

The lease with the County in 2001 stipulated that the school would provide 59 spaces on-site (they currently are allowed 60 staff members), and that they would not increase parking. This does not provide or allow for visitors and volunteers, and visitors to McCrillis Gardens use the school's parking as well. The lack of parking creates supply problems on weekdays. Visitors tend to park along Renshaw Road, which is a public road but not well designed for this use (open section and narrow).

Certain members of the community have expressed dissatisfaction with the outreach conducted by the school with respect to drainage, scheduled play times on the adjacent ball fields and enforcement of the current circulation and queuing.

Staff Analysis/Position

Staff has analyzed the transportation management plan ("TMP") with respect to on-site queuing and circulation and LATR guidelines for potential impacts of the proposed school expansion on area transportation systems. LATR guidelines and Queuing Analysis were satisfied by the study in terms of congestion standards, critical lane volumes and on-site queuing. The primary concern by Staff, which is reiterated by the community, is the enforcement of the TMP for the increased enrollment and the possible negative impacts that additional students, vehicles and trips would have in a residential neighborhood.

Staff points out that the TMP was submitted voluntarily by the school in anticipation of the concerns related to circulation, traffic and queuing. The TMP has been revised numerous times to address enforcement action related to non-compliance with the policies outlined by the Plan. Staff paid a surprise visit to the school during the a.m. drop off period and did not observe

problems with the circulation or queuing. Staff views the TMP as an enforcement tool and not an assessment of the policies and procedures for proper transportation management, and as such believes action is a vital role in the success of the program. Strict compliance of the TMP is a must; however, the policies must be reevaluated on a yearly basis to improve the Plan, as set forth in the conditions of approval.

Staff recommends an incremental increase of 60 students (20 per year) under strict compliance with the TMP and further community outreach to understand and address their concerns.

PROJECT DESCRIPTION: Site Vicinity

The subject property is located in the northern quadrant of the intersection with Greentree Road and Burdett Road in Bethesda, Maryland at 6801 Greentree Road. The school site is bounded by existing homes within the R-200 zone on the eastern and western boundaries, and immediately opposite the school entrance on Greentree Road. Fernwood Park, an M-NCPPC site, is located directly north of the school and is developed with two tennis courts and a soccer field. The park and school site are connected by a path from Marywood Road at the northeastern boundary of the site. The site to the west, MacCrillis Gardens is another M-NCPPC park located opposite the school site.

The existing homes to the west are set back from the shared boundary as follows: 95 feet, 117 feet, 116 feet and 134 feet. The first three lots have existing 6-foot wooden fences along the boundary and the fourth lot has mature white pines. In general the existing homes are lower in elevation than the school site by 4 to 6 feet. The existing homes to the east have side yard setbacks of are setback from the common boundary of 35 feet, 140 feet and 62 feet. The houses sit 4 to 6 feet higher or at the same elevation as the school.



PROJECT DESCRIPTION: Site Description

The school site is slightly higher than Greentree Road. The existing school is "U" shaped, with the building lines parallel to the southern and eastern boundaries. A driveway with head-in parking is in front of the school. A public elementary school with a capacity of 450-532 students was formerly operated on the site. It was closed by the county in 1977.

The elevation of the site drops down to a level play field to the north or rear of the building. A steep slope rises from the play field to meet the level of the soccer field in the adjoining M-NCPPC Park. The western edge of the school contains two pieces of play equipment and two paved areas. There are several existing mature shade trees in the western side yard; however one of those trees was recently removed to address a hazardous situation. The northern end of the site includes a softball backstop and a play field for youth softball or soccer. There is no significant vegetation in this area.

The eastern side of the property includes a double loaded parking lot, play equipment and an enlarged paved play and overflow parking area. An existing asphalt path connects from the parking area to the adjacent tennis courts in the neighboring Fernwood Park. Existing mature deciduous and evergreen trees and shrubs define the eastern boundary.



ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE (R-200 Zone)

Zoning Ordinance Development Standard	Permitted/ Required	Approved with Site Plan 820010180	Proposed for Approval SP 82001018A
Min. Tract Area (ac.):	N/A	6.16	No Change
Min. Building Setbacks (ft.)			
from street	40	59.7	No Change
rear yard	30	173.2	No Change
side yard	12/25 combined	46/133.3	No Change
Min. Green Area (%)	N/A	65.4%	No Change
Max. Building Height (ft.):	50	27.6	No Change
Parking Spaces*	59	59	65

Number of spaces required per Div. 59-E-3 is one parking space for each employee, including teachers and administrators, plus sufficient off-street parking space for the safe and convenient loading and unloading of students, plus additional facilities for all students parking. The Applicant has designated 7 of the on-site parking spaces as visitor spaces with the intent that school staff will carpool.

ANALYSIS:

Conformance to Master Plan

The Community-Based Planning staff has reviewed the above referenced Site Plan for conformance with the *Bethesda Chevy Chase Master Plan* (1990). The Master Plan offers general guidance for the reuse of closed public schools but does not offer recommendations specifically for this site. The Master Plan “endorses using public school sites as flexible resources to meet a range of community needs.” It notes that “in response to declining enrollment in the 1970’s the Board of Education closed a number of schools in the Bethesda Chevy Chase area”, and that “former schools are providing facilities for special programs of the Montgomery County Public Schools, non-profit community organizations, and private schools”. This site falls into that category. The Plan recommends that schools remain in public ownership in case changing demographics require their reopening.

The Plan states that when new uses are programmed for school sites, compatibility with the neighborhood must be maintained, and “the degree to which the new use is incorporated into the existing community fabric is crucial. Such changes are to be reviewed with a process that ensures that such proposal for modernization, additions, or reuse, are compatible with the surrounding areas, particularly in relationship to:

1. traffic and parking controls;
2. location of modular classrooms, additions, or new buildings, and
3. landscaping and parking lot screening”

The Plan also specifies that playgrounds at closed school sites must be maintained or alternative sites provided, due to their use as community recreation centers.

FINDINGS: For Site Plan Review

1. *The site plan conforms to all non-illustrative elements of a development plan or diagrammatic plan, and all binding elements of a schematic development plan, certified by the Hearing Examiner under Section 59-D-1.64, or is consistent with an approved project plan for the optional method of development, if required, unless the Planning Board expressly modifies any element of the project plan.*

An approved development plan or a project plan is not required for the subject development.

2. *The site plan meets all of the requirements of the zone in which it is located, and where applicable conforms to an urban renewal plan approved under Chapter 56.*

The Site Plan meets all of the requirements of the R-200 zone as demonstrated in the Project Data Table on page 10; however, the number of parking spaces provided for the request enrollment increase must be addressed for the enrollment above 362, to account for additional teacher and visitor parking and for the convenient loading and unloading of students (queuing) within the surface parking facility.

3. *The locations of buildings and structures, open spaces, landscaping, recreation facilities, and pedestrian and vehicular circulation systems are adequate, safe, and efficient.*

- a. Locations of buildings and structures

There are no buildings or structures proposed with this application.

The previous addition formed a U-shaped, one-story building with a gymnasium in the center. The configuration created an efficient layout for the school operations and it keeps the development of the campus within a closely defined footprint.

- b. Open Spaces

The plan retains the same amount of open space, between the courtyard and the addition, landscaping areas and along the perimeter of the property.

Existing drainage problems along the western boundary of the site have recently been addressed in accordance with the original approval and include the installation of a drain, earth berm, yard inlet and a swale to direct water flow away from adjoining rear yards.

- c. Landscaping and Lighting

Landscaping on the site consists of existing shade trees, evergreen trees and shrubs for screening along the eastern and western boundaries. The existing

landscaping efficiently screens the parking areas and play areas from the adjoining properties. The Leyland Cypress along the western boundary were recently removed to construct the earth berm and drain, required with the original approval, and replanted on top of the earth berm.

No additional light fixtures have been installed; however, the “shoe box” type fixtures on the eastern perimeter have been retrofitted with shields to negate glare and address spill-over-light onto adjacent properties.

d. Recreation Facilities

Recreational facilities are not required for this non-residential use; however, the school has a playground on the western boundary and open field on the northern boundary for the use of the students.

e. Pedestrian and Vehicular Circulation Systems

In conjunction with the Preliminary Plan waiver request, and the previously approved site plan, an adequate public facilities analysis and traffic study was provided and a queuing analysis was performed to establish proper queuing for current enrollment and establish the sufficient area needed to accommodate the proposed increase in enrollment. See the memo from the Transportation Planning Division dated June 22, 2007 (Attachment C). Typically, the queuing analysis is the determining factor in whether the operation of the school requires a transportation management plan. Condition 8 of the original M-NCPPC Opinion states: “Provide for on-site vehicular queuing on the east side of the school and continue along the front drive as proposed by the Applicant’s consultant. There shall be no off-site queuing.”

A Transportation Management Plan (“TMP”) was submitted by the Applicant and evaluated by Staff, with surrounding community members, in order to evaluate the queuing, LATR guidelines and policies, and provide recommendations for traffic congestion relating to current and forecasted enrollment. The intent of the TMP is to limit the impact of additional trips generated by the use and site. The TMP is a step forward in addressing the daily traffic impacts and impacts from special school events, as well as adequate parking, circulation and overall enforcement.

Transportation Planning Staff evaluated the on-site queuing and determined vehicular queuing can be accommodated on-site without extending onto Greentree Road. The surrounding and adjacent communities have provided correspondence, including pictures that show vehicles extending into Greentree Road, exacerbating local morning peak hour traffic and in violation of the conditions of approval in the opinion. Staff has visited the site on numerous occasions, both morning and afternoon, and observed occasional incidents where cars have to slow down to turn into the site, which accounts for some of the

questionable queuing on Greentree Road. Staff also observed speeding on Greentree, but the vehicles were not associated with the circulation of the school site.

The existing circulation pattern on site has been enhanced by the provision of a loop for the on-site queue (or line of cars) and increased stacking on site. On-site parking does adequately and sufficiently address the provisions in the zoning ordinance "for the safe and convenient loading and unloading of students, plus additional facilities for all student parking". The Applicant is providing an additional 7 spaces devoted to visitors. Parking will need to be reevaluated for the increase in enrollment above 362.

Consistent with the original approval, the Applicant was required to install a sidewalk along Green Tree Road to improve pedestrian circulation on site and allow for safer access to the park across the street. Any updates to the TMP should address potential conflicts between vehicular and pedestrian circulation, and increased monitoring and enforcement, with a greater importance placed on the potential of cars queuing onto Greentree Road.

4. *Each structure and use is compatible with other uses and other site plans, and with existing and proposed adjacent development.*

The focus of the original site plan was the relationship and desirability of the proposed addition to the existing school building. A 26 percent increase in enrollment (302 to 410) creates a greater impact to the surrounding community, specifically with respect to increased activity and use of the fields, lack of parking spaces for additional teachers and visitors, and an increase in the amount of traffic on local roads, noise and hours of operation. Staff is recommending an incremental increase of an additional 60 students (12 percent increase) over a three-year period, with an opportunity for the school to establish a record of achievement based on the policies and guidelines established with the TMP.

The TMP and condition of approval puts into effect a monitoring system for circulation and potential vehicular conflicts and an enforcement program to solidify the overall intent of the TMP. The incremental increase will assist in a monitoring program to reevaluate the policies of the TMP and provide for improvements to the Plan.

The Applicant has corrected the drainage issue on the western boundary to be in compliance with the original approval and addressed the issue of on-site parking, lighting and landscaping.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation, Chapter 19 regarding water resource protection, and any other applicable law.*

The site has received an exemption from the Forest Conservation Plan requirements for its status as a single lot that contains less than 40,000 square feet of existing forest. The

Applicant received approval for the removal of a large shade tree within the existing play area on the western boundary due to hazardous conditions.

The proposed stormwater management concept consists of on-site water quality control via an infiltration trench and a waiver for water quantity control. The drain on the western boundary was recently retrofitted and replaced along with the earth berm in accordance with the conditions of approval.

ATTACHMENTS

- A. Planning Board opinion for Site Plan 820010180.
- B. Transcript from previous site plan hearing
- C. Memoranda from Agencies
- D. Correspondence from the Applicant
- E. Transportation Management Plan ("TMP") dated November, 2007
- F. Woods Academy Statement of Operations
- G. Correspondence from Citizens

ATTACHMENT A

Planning Board Opinion for Site Plan 820010180



MONTGOMERY COUNTY PLANNING BOARD

OPINION

DATE MAILED: August 16, 2001

SITE PLAN REVIEW #: 8-01018

PROJECT NAME: Woods Academy

Action: Approval subject to conditions. Motion was made by Commissioner Bryant, seconded by Commissioner Wellington, with a vote of 4-0, Commissioners Bryant, Perdue, Houseman and Wellington voting for. Commissioner Holmes was necessarily absent.

The date of this written opinion is August 16, 2001, (which is the date that this opinion is mailed to all parties of record). Any party authorized by law to take an administrative appeal must initiate such an appeal, as provided in the Maryland Rules of Procedure, on or before September 30, 2001 (which is thirty days from the date of this written opinion. Once the property is recorded, this Site Plan shall remain valid until the expiration of the project's APFO approval, as provided in Section 59-D-3.8.

On May 10, 2001, Site Plan Review #8-01018 was brought before the Montgomery County Planning Board for a public hearing. At the public hearing, the Montgomery County Planning Board heard testimony and evidence submitted in the record on the application. Based on the testimony and evidence presented and on the staff report, which is made a part hereof, the Montgomery County Planning Board finds:

1. *The Site Plan is consistent with the approved development plan or a project plan for the optional method of development if required;*
2. *The Site Plan meets all of the requirement of the R-200 zone;*
3. *The location of the buildings and structures, the open spaces, the landscaping, and the pedestrians and vehicular circulation systems are adequate, safe, and efficient;*
4. *Each structure an use is compatible with other uses and other Site Plans and with existing and proposed adjacent development;*
5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation;*

Therefore, the Montgomery County Planning Board APPROVES Site Plan #8-01018, which consists of 24,321 square feet of institutional use and a waiver of the front yard parking setback on 6.15 acres, subject to the following conditions to be addressed prior to the release of signature set:

1. Standard Conditions dated October 10, 1995:
 - A. Submit a Site Plan Enforcement Agreement and Development Review Program for review and approval prior to approval of the signature set as follows:
 1. Development Program to include a phasing schedule as follows:
 - a. Streets tree planting must progress as street construction is completed, but no later than six months after completion of project.
 - b. Community-wide pedestrian pathways and recreation facilities must be completed prior occupancy
 - c. Landscaping associated with each parking lot and building shall be completed prior to occupancy.
 - d. Pedestrian pathways and seating areas shall be completed prior to occupancy.
 - e. Clearing and grading to correspond to the construction phasing, to minimize soil erosion.
 - f. Coordination of each section of the development and roads.
 - g. Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, trip mitigation or other features.
 - B. Signature set of site, landscape/lighting, forest conservation and sediment and erosion Control plans to include for staff review prior to approval by Montgomery County Department of Permitting Services (DPS):
 1. Limits of disturbance.
 2. Methods and locations of tree protection.
 3. Conditions of DPS Stormwater Management Concept approval letter dated March 14, 2001.
 4. Note stating the M-NCPPC staff must inspect tree-save areas and protection devices prior to clearing and grading.
 5. The development program inspection schedule.
 6. Streets trees 50 feet on center along all public streets.
 7. Location of outfalls away from tree preservation areas.
 - C. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.
 - D. No clearing or grading prior to M-NCPPC approval of signature set of plans.
2. The student population shall be limited to 302 students. If Applicant seeks to increase the student population it must at a minimum be subject to subdivision review, including APF review.
3. Prior to submittal of signature set, the site and landscape/lighting plan shall show the following for staff review:
 - A. The Site Plan shall be revised to establish a setback line of the proposed addition on the western side of the building that is no more than three feet beyond the existing side yard line established by the existing building.

- B. A complete row of Leyland cypress trees shall extend across the rear of Lot 2 on Renshaw Drive – the play equipment in this area may need to be moved or reconfigured to do so.
 - C. The storm drainage within the western side yard shall include a berm along the boundary line as necessary to direct flow to the inlet and an underdrain system (lined with filter cloth to include a 15" pipe), a convex shaped inlet (to keep inlet free of mulch); and grading so as to create a swale to maintain positive drainage away from the adjoining residents.
 - D. A lighting plan shall include light fixtures that maintain low light levels and do not create any glare or reflection into adjoining homes and does not highlight the façade of the building.
 - E. The landscape plan shall show preservation of the mature shade tree with the existing bench and a three-inch maple in the vicinity of the addition. All reasonable possible tree preservation measures shall be made to retain the trees during the construction process. M-NCPPC arborist/site plan inspectors shall approve these tree preservation measures planned prior to the start of grading.
 - F. Final grading for the island area along Greentree Road in between the entrances shall show limited impact to the preserved trees.
 - G. Show street trees placed at 50 feet on center between the sidewalk and the proposed curb within the future right-of-way area.
- 4. All conditions of subdivision review Waiver SRW-01006, are conditions of this site plan.
 - 5. Staff will work with the Applicant to identify those trees in the interior courtyard that are capable of retention. The Applicant will take all steps necessary to protect those trees during construction. If it is determined that such trees cannot survive, such trees shall be replaced with a tree of suitable caliper, as designated by staff.
 - 6. Limit the access points on Greentree Road and label as one-way in and one-way out circulation.
 - 7. Provide a 5-foot sidewalk along Greentree Road connecting the site to M-NCPPC's McCrillis Gardens and McCrillis parking area located along Greentree Road.
 - 8. Provide for on-site vehicular queuing on the east side of the school and continue along the front drive as proposed by the Applicant's consultant. There shall be no off-site queuing.
 - 9. Applicant shall submit a fencing plan to be approved by staff after comments from neighbors. The plan shall include an opening (or an overlap) between the existing fence and the proposed fence along the eastern boundary line of the school to allow room for pedestrian access.
 - 10. The Applicant shall be bound by the conditions of the Transportation Division memo dated May 1, 2001 (attached hereto and incorporated herein) except for Condition No. 3 (three) (easement for future dedication).

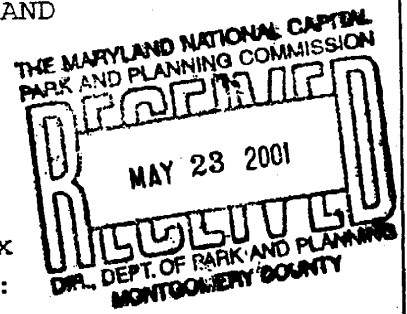
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ATTACHMENT B

Transcript from Previous Hearing

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION
MONTGOMERY COUNTY, MARYLAND



PLANNING BOARD MEETING - Subdivision
Regulations Waiver No. 01006
Kenilworth (Woods Academy)

A hearing in the above-entitled matter was held on
May 10, 2001, commencing at 9:50 p.m., at 8787 Georgia
Avenue, Silver Spring, Maryland 20850 before:

BOARD CHAIRMAN

William Hussmann

BOARD MEMBERS

Meredith K. Wellington

Allison Bryant

Wendy Collins Perdue

STAFF

Richard Weaver

Wynn Eitthans

Bill Barron

Shahriar Etemadi

Deposition Services, Inc.


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COPY

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Suite 800
Washington, D.C. 20037
(707) 785-1230

1 and the parking. Well, maybe as I go through the
2 conditions, we can do that. On your elevated desk in front
3 of you, I have placed revised conditions of approval for
4 this site. Does everyone have a copy? Condition No. 2,
5 we've added language that is more descriptive of what the
6 transportation management plan would be. And that would be
7 if the traffic plan for this site as it is now is regulated
8 by having the afternoon pick-up queue on site. The minute
9 that queue regularly goes off site is when we have too many
10 children for this site, and it creates too much of an impact
11 for the neighborhood. At that time, we'll go -- we will do
12 a transportation management plan. Do you have any comments
13 on that?

14 MR. ETEMADI: Yes. For the record, my name is
15 Shahriar Etemadi, Transportation Planning. Actually, the
16 condition reads that right now, we are limiting the number
17 of students to 302, and if they want to add to the number of
18 students enrolled, then they have to come back and take a
19 look at this traffic situation again. I think we are pretty
20 confident that, you know, if we have traffic, the queuing
21 that is going to take place will be -- actually, the area
22 that they have provided is much more than what we need for
23 302 students that they are planning to enroll. But in the
24 future, if they have more students, we would like to take a
25 look at that and test it again, make sure that not only



1 queuing, but also the intersections are okay and situations
2 are okay.

3 MS. WELLINGTON: Well, I have a question about
4 that. We're setting a limit of 302, so how would they be
5 able to have more? We're setting a limit and then they can
6 just increase their enrollment, even though we set the
7 limit?

8 MR. ETEMADI: No, we set that limit. We are
9 saying that if they, in the future, if they want to increase
10 the numbers, then they have to come back and be tested
11 again. We're not saying that they have -- they are allowed
12 to do that, but we are saying that if they are going to add
13 the number of students, then they have to come back and
14 retest for transportation.

15 MS. PERDUE: Even if we didn't say that, wouldn't
16 that always be true?

17 MR. ETEMADI: Well, yes. But we want to make sure
18 -- that's the standard language that we use in the --

19 MS. WELLINGTON: I don't remember this language in
20 McLean area or the other reports we did, we set our student
21 limit and that was it, we didn't say if, because that
22 assumes you can have extra students. So I think we have to
23 re-work that. But I just have questions about assuming the
24 302 limit, the space on the property for the queuing.

25 MR. ETEMADI: Yes. Okay. The number of 302

1 So I guess what I was asking, if we waive
2 subdivision, that -- we cannot impose this.

3 MS. PERDUE: Well, we could -- if you want, you
4 could put that into the site plan condition, couldn't you?


5 MS. ROSENFELD: You could put that in the site
6 plan condition. You also, as part of the waiver of the
7 subdivision regulations, if you determine that there are
8 provisions necessary to protect the public interest, could
9 make that a condition of your waiver. You can grant a
10 waiver with conditions.

11 MS. WELLINGTON: And they could then include
12 transportation conditions?

13 MS. ROSENFELD: That's correct. Any -- the
14 subdivision regulations, in granting a waiver, the Board may
15 require such conditions in lieu of full compliance.
16 Subdivision regulations, as will, in its judgment, secure
17 substantially the objective of the requirements so modified
18 and protect the public interest.

19 The concern here really is to avoid the expensive
20 platting and the need to dedicate what is currently property
21 and public ownership anyway. There are other provisions in
22 the subdivision regulations that could be imposed through
23 conditions to that waiver.

24 MS. PERDUE: Looking at the May 1st letter, the
25 only -- it appears to me the only thing that's not currently



1 covered is the notion that if they exceeded 302 they'd have
2 to go through APF.

3 MS. WELLINGTON: Well, that's No. 3 that provided
4 --

5 MR. HUSSMANN: It seems like we can cure all this
6 very easily, we just make all the conditions, the waived
7 subdivision requirements, also a condition of site plan
8 approval. And, you know, you don't lose the -- because
9 subdivision isn't required.

10 MR. BRYANT: I just have --

11 MR. HUSSMANN: We've got two speakers here --

12 MR. BRYANT: Let me ask this question, maybe some
13 of my questions will be further answered. From the
14 standpoint of the conditions that you are imposing, your 302
15 number is principally based on the queuing area?

16 MR. ETEMADI: No.

17 MR. BRYANT: Well, you put a lot of emphasis on
18 the idea that when it comes to the queuing, that was one of
19 the ways you came up with that figure. You said that, in
20 fact, they had more capacity in the queuing area, so,
21 therefore, you felt that the one thousand whatever feet it
22 is, was more than adequate for the current situation.

23 MR. ETEMADI: Correct. But they requested to be
24 tested for -- students, but because not only the queuing
25 that we analyzed, we also asked them to give us a traffic


1 more than 302, you have to do A, B, C and D. What's the
2 applicable -- why can't we not be more absolute and say that
3 in light of that neighborhood and the impact that would be
4 on -- that would occur to the neighborhood, that the number
5 is 302? I mean, I know, as I'm sure Perdue is going to
6 remind me, that you know they still can come back, I
7 understand that. But why can't it not just be 302, without
8 the conditional condition?

9 MR. ETEMADI: It can be 302. Maybe we thought
10 that because we have capacity for intersections and we have
11 capacity for queuing and all that, we -- maybe we wanted to
12 make sure that if they are going beyond 302, they have to
13 come back, let them know that. Maybe we shouldn't have put
14 that there, but that was our --

15 MS. PERDUE: Well, without purpose --

16 MR. ETEMADI: -- to make sure that if they are
17 going to have more than 302 students, they should come back
18 and get permit.

19 MS. PERDUE: Without -- if it doesn't go through
20 subdivision, then they wouldn't -- they wouldn't have to
21 meet -- they would come back, someone could come back and
22 say, we want 600, and since there's no subdivision, we don't
23 need to go through APF. It seems to me we get more
24 protection by following up on the Chairman's suggestion,
25 just incorporating conditions of the transportation, saying



1 this is the limit, and even if you're planning on going to
2 the subdivision, if it's above this, you have to go through
3 APF, and anything else we want to impose as part of a *
4 request for an addition. But make it clear that in the
5 event they came back, they would have to do an APF. I agree
6 that the way it's framed, there's a negative implication of
7 kind of we expect you to be back, it's fine with us if you
8 come back, the only thing we'd be worried about if you come
9 back is the queue, and I don't want to give that
10 information, that that might be the only thing I would worry
11 about if they came back with 600. So I don't want to -- I
12 agree that that's, as framed right now, there's an
13 implication that says it's fine with us if you want to come
14 back for more, which is not implied.

15 MS. SILBER: May I add to that?

16 MR. HUSSMANN: You can comment, and then we all
17 want to hear from the speaker.

18 MS. SILBER: I just was going to add in terms of
19 the purposes of how the condition was worded and if there's
20 some modifications. The reason why we have it as proposed
21 is the issue has been, and there are obviously other issues
22 involved with it as well, that if we should go above the 302
23 level, and, actually, it was Jack Sando from Bradley
24 Boulevard Citizens Association, who specifically identified
25 what potentially that could include if we should go above

1 MS. WELLINGTON: Well, maybe we should --

2 MR. HUSSMANN: So whether or not we include it in
3 here?

4 MS. ROSENFELD: Yes.

5 MR. HUSSMANN: Okay. Well, forget this.

6 MS. WELLINGTON: Because I was going to say maybe
7 we should just only waive the subdivision requirement just
8 for the record plat and leave everything else. We have the
9 right to do that, we have the right to keep some of the
10 conditions of subdivision and have a limited waiver.

11 MR. BRYANT: What did you just say about what
12 would happen automatically if it's sold?

13 MS. ROSENFELD: In my view, if the property were
14 sold, and that at some point they wanted to expand their
15 ownership, to seek a building permit if they were to expand,
16 they would have to come back through subdivision, because at
17 that point, they're no longer under the purview of any
18 mandatory referral protection, they're not under any public
19 agency ownership. So all of the obligations and requirements
20 that are imposed on privately owned property then come into
21 full effect.

22 MR. HUSSMANN: So this waiver only applies to this
23 applicant?

24 MS. PERDUE: For this site -- for this building
25 permit.

1 MS. ROSENFELD: For this building permit.

2 MS. WELLINGTON: So it doesn't go with the land,
3 it goes with the --

4 MR. HUSSMANN: See, the county government doesn't
5 usually do that though. And what we've seen is a whole
6 bunch of cases where the county government sells it, you
7 know, then we're confronted with a purchaser, I didn't know
8 all that.

9 MS. ROSENFELD: That may, in fact -- they may
10 come in with, I didn't know all that. But if this property
11 transfers to private ownership and there is a subsequent
12 expansion or increase in enrollment, they then would be
13 obligated to come through, as any private owner on any
14 privately owned property, through full blown zoning and
15 subdivision review. It's really an either/or, it's either
16 mandatory referral or private zoning. And once the public
17 ownership was transferred to private ownership, then they're
18 subject to full blown subdivision and zoning ordinance
19 standards.

20 MR. BRYANT: What I'm trying to understand is are
21 you saying that if the Woods Academy decides to abandon the
22 location and sells it to the Waldorf Academy, if the Waldorf
23 Academy comes in and stays at 302, uses the building as
24 built, doesn't change anything, that they're free to go in
25 there and occupy that space and do the same thing, is that

1 MS. WELLINGTON: Well, I guess my question is
2 legally, can we restrict the waiver to this applicant so
3 that the waiver doesn't apply. I think that's what we're
4 kind of trying to figure out. Because we could say that
5 this waiver is approved, and the condition that it only
6 applies to this applicant, Woods Academy. See, what would
7 take care of that.

8 MR. HUSSMANN: We're going around in circles here.
9 I don't know if these thoughts sort of get all the points
10 in, but I suggest that, number one, we make condition of
11 waiver also condition -- make all the conditions of waiver
12 also condition of site plan approval. So that there's --

13 MR. BRYANT: So the record --

14 MR. HUSSMANN: So that we don't lose anything
15 here, no matter how things unfold.

16 Secondly, we exclusively require compliance with
17 Transportation memo of May 1st, except for the dedication,
18 which they cannot perform, and we make it clear that 302 is
19 enrollment limitation, period, and that any increase
20 requires -- subject to the requirements of the site plan
21 process. And so if they want to change the site plan in any
22 way, including all of the conditions associated with
23 subdivision, they have to come back in and there's a public
24 meeting and everybody shows up and it's approved or not.
25 But I don't think with that we lose anything here, and I

1 that's their problem to work it out. They say they're not
2 going to have it anyway so they don't have a problem. It's
3 a contradiction for them to argue about the possibilities
4 when they say they're not going to have it. So that's what
5 I would like to pose.

6 MR. HUSSMANN: So you've got no queuing off site?

7 MR. BRYANT: No queuing off site.

8 MR. HUSSMANN: Period.

9 MR. BRYANT: Period, oh and exclamation point.

10 MR. HUSSMANN: So that's one modification. A
11 second I have raised was that we make the conditions of the
12 subdivision waiver also a condition of site plan.

13 MS. WELLINGTON: Right, I agree with that.

14 MS. PERDUE: With the exception of the dedication.

15 MR. HUSSMANN: And then we make it explicit that
16 the requirements of the transportation memo of May 1st are
17 condition approval except for the dedication.

18 MS. WELLINGTON: Right.

19 MR. HUSSMANN: And we make it clear that 302 is
20 it, is the enrollment number, period.

21 MS. WELLINGTON: Period.

22 MR. HUSSMANN: And if you want to modify it, come
23 back in and get modified, like it or not.

24 MS. WELLINGTON: Right.

25 MR. HUSSMANN: Now, with those four changes,

1 transportation memo of May 1st applies in this case, except
2 in the dedication requirement. We're saying clearly that
3 302 is enrollment limit, period. We're not saying how you
4 modify it, if you want to change it, you come back and start
5 over again, but 302 is enrollment limit. We shouldn't start
6 figuring out here how that gets modified. 302 is what they
7 asked for and what they get. Now --

8 MS. WELLINGTON: Well, because we've -- waiver
9 though.

10 MS. PERDUE: Well, can we say the waiver applies
11 only to -- up to -- the waiver is no longer applicable? If
12 you want to go above 302, your -- you got to come back and
13 revisit the question of subdivision, the waiver is good only
14 up to 302.


15 MR. HUSSMANN: So you want to attach, then, to
16 that that it's not only the limit, but that the waiver only
17 applies up to enrollment of 302?

18 MS. WELLINGTON: Right.

19 MS. ROSENFELD: And may I remind the Board that
20 you will need two motions; you need one motion for the
21 waiver. So, therefore, you can say the waiver is granted,
22 providing, however, school population exceeds 302, the
23 applicant must return for subdivision review.

24 MR. HUSSMANN: Okay.

25 MS. PERDUE: As part of that, they can ask again



ksc

1 for a waiver?

2 MS. ROSENFELD: Correct. Absolutely.

3 MS. PERDUE: If they come back and say, we want to
4 go 305, can we have a -- and, again, we want a waiver, the
5 answer might be yes.

6 MS. ROSENFELD: Correct. And then you get the
7 second motion on the site plan.

8 MR. HUSSMANN: Okay. So, anyway, that's the third
9 point. The fourth point was that no off-site queues,
10 period. The fifth point was tree discussion; the sixth
11 point was the opening in the fence.

12 Now, if those are the conditions of site plan,
13 which --

14 MS. WELLINGTON: And that you incorporate No. 3 in
15 the original staff's recommendations, set back.

16 MR. HUSSMANN: It's all of them.

17 MS. WELLINGTON: Yes.

18 MS. WITTHANS: Uh-huh. Yes.

19 MR. HUSSMANN: All of the actions, recommendations
20 of staff, except as modified by these six points. So that's
21 for site plan approval.

22 MR. BRYANT: Yes.

23 MR. HUSSMANN: So once the motions are second.

24 MS. WELLINGTON: Second.

25 MR. HUSSMANN: All in favor say aye.

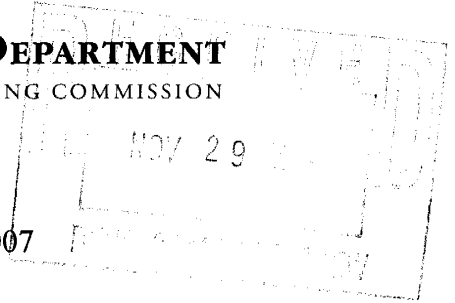
ATTACHMENT C

Memoranda from Agencies



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

November 28, 2007



MEMORANDUM

TO: Robert Kronenberg, Acting Supervisor
Development Review Division

FROM: Shahriar Etemadi, Supervisor
Transportation Planning

SUBJECT: Site Plan Amendment No. 82001018A, Woods Academy, Chevy Chase

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject application.

RECOMMENDATION

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this application:

1. Limit the student enrollment to a maximum of 410.
2. Limit the access points on Greentree Road as one-way in and one-way out circulation.
3. Provide a covenant for an easement of future dedication of 35 feet of right of way from the centerline of Greentree Road, a primary master plan road, should the site become private property in the future.
4. The TMP shall include a provision requiring the Woods Academy to consult with the Community Liaison Council with a proposal for a crosswalk(s) across Greentree Road at the Burdette Road intersection. If the Community Liaison Council agrees to the provision of a crosswalk(s), then the Woods Academy shall submit a request for DPWT approval of the provision of a crosswalk(s), to be provided at the Woods Academy expense. Since the potential crosswalk(s) will be primarily (or solely) off site in the Greentree Road public right-of-way, the Site Plan will not need to be amended to show any potential future crosswalk(s). However, the Woods Academy shall forward the CLC meeting minutes regarding the crosswalk and any relevant correspondence with DPWT in the Site Plan file for M-NCPPC records.

Local Area Transportation Review (LATR)

A traffic study was submitted to determine the impact of the proposed school expansion on the area transportation system. The proposed increase in enrollment from the current 302 to 410 students will result in a net increase of 131 peak hour trips in the morning and 67 peak hour trips in the afternoon between 2:45 and 3:45 PM. Vehicular counts were conducted at the school site during the AM and PM peak periods. The trip generation rates that were derived from these counts were 1.21 peak hour trips per student in the morning and 0.62 peak hour trips per student in the afternoon peak periods ending at 3:45 PM. The LATR established trip rates during the peak hours for a private school is 0.92 trips per student in the morning and there is no rate given for the afternoon due to peak school trip generation period ending before the typical evening peak hour on adjacent streets. Therefore, a typical analysis of traffic during the afternoon peak period is not required of these establishments. However, in this case the purpose of conducting traffic counts in the afternoon was to evaluate the impact on the adjacent neighborhood streets and the queuing analysis required to determine that additional traffic is not extending onto Greentree Road. Traffic queuing analysis is discussed later in this report.

There was no background development in the area to be included in this analysis. As the result, the site-generated trips were added to the existing traffic and assigned to six area intersections and the two site access points for the purpose of Critical Lane Volume Analysis. The result indicates that all intersections operate well below 1,600 and 1,550 congestion standards (at the time of analysis) for Bethesda/Chevy Chase and North Bethesda policy areas respectively. The following table shows the result of CLV analysis for the six area intersections.

Intersection	Control	Existing		Total Future	
		AM	PM	AM	PM
Democracy Boulevard/Fernwood Road	Signalized	1,057	989	1,067	997
Greentree Road/ Burdette Road	Unsignalized	385	311	448	346
Greentree Road/Fernwood Road	Unsignalized	906	658	952	683
Greentree Road/Ewing Drive	Unsignalized	800	453	818	474
Bradley Boulevard/Burdette Road	Signalized	1,052	680	1,083	698
Bradley Boulevard/Fernwood Road	Signalized	1,183	1,135	1,197	1,142

Queuing Analysis

The applicant submitted a queuing analysis for the afternoon traffic at the school site during the student dismissal. The morning drop off of students is usually done quickly and does not require a waiting period. If we determine that there is no difficulty with queuing during the afternoon period that requires more time waiting and boarding the students, then it can be argued that the morning drop off of students that requires substantially less time at the same location will not cause any problems. The school has begun a new dismissal schedule by staggering the pick up period by an additional 30 minutes to reduce the number of vehicles arriving and leaving the site at the same time. The new schedule provides for students in Montessori through first grade

to be directed in a queue in front of the school in anticipation of being picked up by their parents at 2:45 PM. Then grade second to grade five will be queuing for pick up at 3:00 PM. And lastly, grades six through eight will be forming in front to the school to be picked up at 3:15 PM. Several school staff will be positioned in front of the school to assist with opening doors and helping the students into their cars to facilitate the vehicular queue movements. Any vehicle arriving after their respective dismissal time will be directed to the back of the queue in progress at the time of arrival. Cars are not allowed to stop and wait in the queue.

Different Transportation Planning staff members have observed the system of dismissal on three occasions and in none of those occasions, we observed any extension of queue into Greentree Road. There is at least 1,240 feet of queue length available on site that typically can store more than 50 vehicles at any time. The queue will form along the paved area on the east side of the school and extends along the front drive. In the back of the school, a paved area can store more vehicles that are equivalent to an additional 500 feet of queue area if necessary. In one of staff's visit to the site in the afternoon, vehicular queuing counts were conducted. At one time, the longest queuing of vehicles counted to be 20 with approximately 450 feet in length within the site lasting for less than 5 minutes. In all other occasions, the number of vehicle queuing was less than 20 vehicles. The submitted study by the applicant indicated that the longest queue they have observed during their field investigation was 27 vehicles under the new dismissal schedule. Even a 27 vehicles queue would only extend about 600 to 675 feet, which is occupying almost half of the available storage area on site.

Staff has evaluated the studies very carefully and has independently visited the site on three occasions and based on those findings, we are confident that vehicular queuing will be typically accommodated on-site without extending onto Greentree road.

Transportation Management Plan (TMP)

In consultation with staff and surrounding community members, the applicant has developed a TMP for limiting the impact of additional trips generated to the site. Staff has reviewed and made suggestions for change; the final TMP attached to this memorandum is considered by staff as one of the best TMPs submitted for a similar establishment. We believe that by implementing the provisions of the TMP, the safety and efficient operation of traffic generated to the site will be significantly enhanced.

The TMP establishes the guidelines and policies dealing with access, circulation, parking, delivery, special events, enforcements and provision of assessing the situation over time. A summary of those policies are discussed below:

- There are strict guidelines for how to reach the site and circulating within the school campus to drop off and pick up students. The additional traffic coming to the site for special events, a maximum of 12 per year, will park at satellite parking locations. The school provides shuttles to transport visitors to the site and take them back to the satellite parkings at the end of the school events.

- Staggered hours of picking up students facilitated with staff helping students in the car and moving traffic efficiently will ensure all traffic queuing is contained within the site during the afternoon dismissal.
- There will be a school Transportation Coordinator who will be working with an established Community Liaison Council and meet on a regular basis to resolve any perceived traffic problems. The coordinator will be helping with implementing the provisions of the TMP.
- TMP establishes clear and concise rules of enforcing the provision of the TMP. There are penalties for those drivers who violate the policies established by the school.
- And finally, there are guidelines for assessing how well the provisions of TMP are implemented.

Staff has concluded based on careful evaluation of the Traffic Study, Queuing Analysis and the TMP, that this application meets the requirements of Transportation and we recommend approval of this request upon implementation of the above stated conditions.

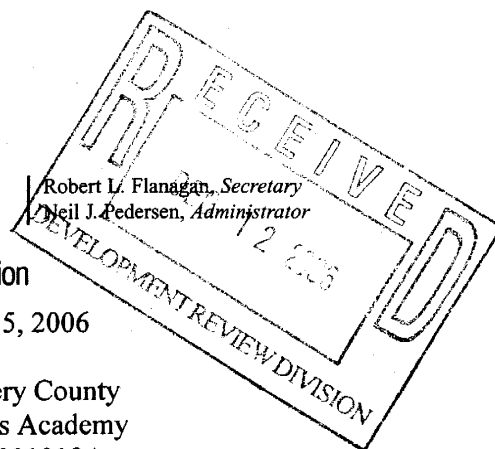
SE:tc

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Maryland Department of Transportation

December 5, 2006



Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Ms. Catherine Conlon
Supervisor, Development Review
Subdivision Division
Maryland National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Montgomery County
The Woods Academy
File #: 8-2001018A
MD 191 - General

Dear Ms. Conlon:

The State Highway Administration (SHA) appreciates the opportunity to review the amended site plan application for the proposed enrollment expansion of the Woods Academy School. We offer the following comments:

- Proposed access to this site is from County-maintained roads and is subject to the permit process and requirements of the Montgomery County Department of Public Works and Transportation.
- We feel that the increased enrollment will likely not impact nearby State-controlled intersections. However, if the submitted traffic study does include analysis of any State routes or intersections, please provide us with five copies to distribute and review.

If you have any questions or require additional information, please contact Raymond Burns at 410-545-5592 or by using our toll free number in Maryland only at 1-800-876-4742.

Very truly yours,

f.r

Steven D. Foster, Chief
Engineering Access Permits Division

SDF/rbb/jab

cc: Ms. Mary C. Worch / The Woods Academy / 6801 Greentree Road, Bethesda, MD 20817
Macris, Hendricks & Glascock, P.A. / 9220 Wightman Road, Suite 120, Montgomery Village, MD 20886
Mr. Richard Weaver / M-NCPPC
Mr. Shahriar Etemadi / M-NCPPC
Mr. Robert Kronenberg / M-NCPPC
Mr. Sam Farhadi / Montgomery County DPW&T
Mr. Jeff Wentz *sent via e-mail*
Ms. Kate Mazzara *sent via e-mail*
Mr. Augustine Rebish *sent via e-mail*

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

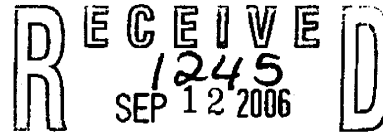


DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

September 8, 2006



Mr. Royce Hanson, Chairman
Montgomery County Planning Board
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Re: Site Plan Amendment #82001018A – Woods Academy, Greentree Road, Bethesda

Dear Mr. Hanson:

I am writing in support of the Woods Academy application for a site plan amendment in order to increase their enrollment.

Woods Academy has been the County's tenant at the former Fernwood Elementary School since 1978. In that time, they have been a model tenant, maintaining and even expanding the facility and acting as a good steward of the property for the County. When issues arise with neighbors, they address and resolve them. When they built their addition in 2001, they did an outstanding job of addressing community concerns and blending their expanded operation into the neighborhood. They are good neighbors to the community, sharing the use of their fields, playground and multi-purpose room. They also allow the use of their parking facilities for McCrillis Garden visitors. Over the past fifteen years, the County's Office of Real Estate has received virtually no complaints from neighbors.

Along with being good neighbors and stewards, the school has an excellent reputation in the county for the caliber of its academic program. They provide an excellent education to their students.

I have every confidence that Woods Academy will continue to operate with the best interests of the community in mind. If you approve their increased enrollment, they will ensure that their actions will not have a detrimental effect on the neighborhood.

Thank you for your consideration of this matter.

Sincerely,


Cynthia Brenneman
Director

CB:Woods Support ltr

cc: John DeMarchi, Assistant Head of School, Woods Academy



Office of Real Estate

101 Monroe Street, 10th Floor • Rockville, Maryland 20850-4168 • 240/777-7252, FAX 240/777-7259



ASSOCIATION OF INDEPENDENT MARYLAND SCHOOLS

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OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

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www.aimsmd.org
info@aimsmd.org

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park
and Planning Commission
8787 Georgia Ave.
Silver Spring, MD 20910

February 13, 2007

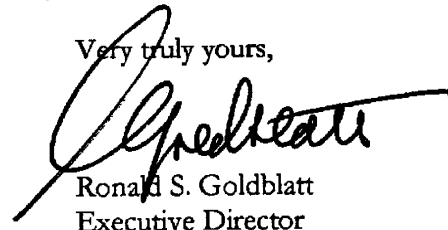
Dear Dr. Hanson,

I am writing to support The Woods Academy's application for a site plan amendment to increase its enrollment cap. As Executive Director of the Association of Independent Maryland Schools (AIMS), I have a first-hand view of the essential role that independent schools like The Woods Academy play in their communities across the State of Maryland.

The Woods Academy is accredited by AIMS and provides an outstanding educational program that prepares students to become thoughtful and engaged citizens. Moreover, the faculty, administration, and students at Woods take seriously not only their responsibilities to the school community, but also to the neighborhood and the broader community.

I have known The Woods Academy and its administration for many years, and I can attest to their sincere interest in being good stewards of the facility that they lease from Montgomery County. Their campus is spacious and inviting, and it should be used to serve the students of Montgomery County.

Very truly yours,



Ronald S. Goldblatt
Executive Director

Executive Director
Ronald S. Goldblatt

President
Diana Coulton Beebe
The Holton-Arms School

Vice President
Jon C. McGill
Gilman School

Treasurer
Kirk Evans
St. Paul's School. Retired

Assistant Treasurer
Harriet Rosen
Beth 'I'filoh Dahan
Community School

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Concord Hill School

Cindi Gibbs
Beauvoir, The National
Cathedral Elementary School

Robert Kosasky
St. Andrew's Episcopal School

Verna Moore
Roland Park Country School

Neil Mufson
The Country School

D. John Watson, Ph.D.
West Nottingham Academy

Vance Wilson
St. Albans School



Association of Independent Schools of Greater Washington

Elizabeth Downes
Executive Director

RECEIVED
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FEB 16 2007

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

February 14, 2007

Dr. Royce Hanson
Chairman
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Dr. Hanson,

As Executive Director of the Association of Independent Schools of Greater Washington (AISGW), an association of 86 non-profit schools that educate over 34,000 students and employ 7,700 staff, I am writing on behalf of the Woods Academy, one of our member schools.

The Woods Academy, as you may know, is a pre-K through eighth grade independent Catholic school located on Greentree Road in Bethesda. The Woods Academy has made an application for a site plan amendment to increase its enrollment cap from 302 students to 410 that will come before your Planning Board in the coming months.

The Woods Academy provides exceptional service to students and families in Montgomery County. As such, they are an important asset to the county. I have visited their campus on many occasions and have found it to be a well cared for and attractive part of their neighborhood. Additionally, I believe their campus has ample space to accommodate additional students. It is in the interest of Montgomery County to allow The Woods Academy to make full use their facility.

I encourage you to approve the Woods Academy application so that they may continue to serve the educational needs of children of Montgomery County.

Sincerely yours,

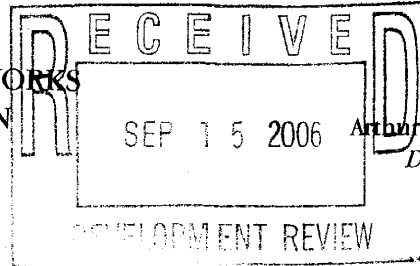
Elizabeth Downes
Executive Director



Douglas M. Duncan
County Executive

DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

September 8, 2006



Arthur Holmes, Jr.
Director

Mr. Michael Ma
Development Review Division
Maryland National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: Site Plan Amendment #82001018A – Woods Academy, Greentree Road, Bethesda

Dear Mr. Ma:

I am writing in support of the Woods Academy application for a site plan amendment in order to increase their enrollment.

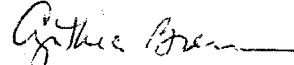
Woods Academy has been the County's tenant at the former Fernwood Elementary School since 1978. In that time, they have been a model tenant, maintaining and even expanding the facility and acting as a good steward of the property for the County. When issues arise with neighbors, they address and resolve them. When they built their addition in 2001, they did an outstanding job of addressing community concerns and blending their expanded operation into the neighborhood. They are good neighbors to the community, sharing the use of their fields, playground and multi-purpose room. They also allow the use of their parking facilities for McCrillis Garden visitors. Over the past fifteen years, the County's Office of Real Estate has received virtually no complaints from neighbors.

Along with being good neighbors and stewards, the school has an excellent reputation in the county for the caliber of its academic program. They provide an excellent education to their students.

I have every confidence that Woods Academy will continue to operate with the best interests of the community in mind. If you approve their increased enrollment, they will ensure that their actions will not have a detrimental effect on the neighborhood.

Thank you for your consideration of this matter.

Sincerely,


Cynthia Brenneman
Director

CB:Woods Support ltr

cc: John DeMarchi, Assistant Head of School, Woods Academy



Office of Real Estate

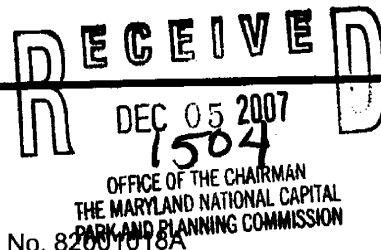
101 Monroe Street, 10th Floor • Rockville, Maryland 20850-4168 • 240/777-7252, FA.

ATTACHMENT D

Correspondence from the Applicant

MCP-Chairman

From: Martin, Anne C. - ACM [AMartin@linowes-law.com]
Sent: December 04, 2007 6:29 PM
To: Krasnow, Rose; MCP-Chairman
Cc: Kronenberg, Robert; Dalrymple, C Robert - CRD
Subject: The Woods Academy- Hearing for Site Plan Amendment No. 82001018A



Dear Ms. Krasnow-

Pursuant to our discussion, we understand that you have received a verbal request to postpone the hearing scheduled for this Site Plan Amendment on Thursday, December 20, 2007, and we would like to submit our objection to a postponement on behalf of the applicant, The Woods Academy. As you know, the Woods filed this application to amend the Site Plan condition with respect to the enrollment cap in June 2006. The Woods has addressed site concerns over the past year and half, developed and voluntarily implemented a Transportation Management Plan (including voluntary quarterly meetings with a Community Liaison Council), and has worked diligently to address staff and community concerns. Seeking Board action on this request is critical to the strategic planning of this school, and a further delay would be prejudicial to the long term interests of the school after all of the delay already incurred. December 20 is established as a regular meeting of the Planning Board and we would like to be considered on that day as scheduled. Thank you.

Anne

Anne C. Martin
Linowes & Blocher LLP
7200 Wisconsin Avenue Suite 800
Bethesda, MD 20814
301.961.5127
301.654.2801 (fax)
<http://www.linowes-law.com>
amartin@linowes-law.com

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LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW

August 2, 2007

Anne C. Martin
301.961.5127
amartin@linowes-law.com

Mr. Robert A. Kronenberg
Development Review
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Hand Delivery

Re: The Woods Academy (the "Woods") – Site Plan Amendment No. 82001018A

Dear Mr. Kronenberg:

Please find enclosed two (2) copies of an updated site plan with a storm drainage system on the western property boundary that includes a wider "berm along the boundary as necessary to direct flow into the inlet and underdrain system (lined with filter cloth to include a 15" pipe), a convex shaped inlet (to keep inlet free of mulch), and grading so as to create a swale to maintain positive drainage away from the adjoining residents." The updated site plan includes these specific drainage system specifications from the original Site Plan Resolution dated August 16, 2001 (although arguably inconsistent and excessive), in an effort to completely resolve this issue and address the concerns of the neighbors. Pursuant to our discussion, the Woods has contracted to have the work completed (weather permitting) by the end of August. Although the note was inadvertently "turned off" on the enclosed plan, the Woods is also committed to replace the fence on the property adjacent to Lots 1 and 2 on Renshaw Drive as requested, and the Woods will coordinate the replacement fence construction with the neighbors early this fall. (We will resubmit corrected plan).

As we discussed, for the benefit of all interested parties, we respectfully request confirmation of a public hearing on September 6th regarding the Site Plan Amendment submitted June 5, 2006 to increase the enrollment cap from 302 students to a 410 student maximum (the "Amendment"). The Woods has fully addressed the original Site Plan condition to submit an APF analysis with any proposal to increase the enrollment above 302 students, as well as the queuing analysis and Transportation Management Plan ("TMP") with the Amendment application. As you know, the Transportation Division Memorandum dated June 22, 2007 recommends approval of the proposed enrollment cap increase. Since filing the Amendment

Mr. Robert A. Kronenberg
August 2, 2007
Page 2

application, the Woods has incorporated the revisions to the TMP requested by the BBCA representatives and the People's Counsel, and addressed community concerns raised through the quarterly Community Liaison Council ("CLC") meetings implemented through the TMP. The TMP and the CLC meetings have improved communication and provided opportunities to review neighborhood matters of concern.

Thank you for your continued assistance with this matter. Please do not hesitate to contact us if you have any questions.

Very truly yours,

LINOWES AND BLOCHER LLP


Anne C. Martin

Enclosures

cc: Ms. Judy Daniel
Martin Klauber, Esquire
Norman Knopf, Esquire
Ms. Linda Kauskay
Harry and Rhonda Eisenstein
Ms. Mary Worch
Mr. Stephen Crum (no site plan enclosure)

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW



May 30, 2007

Anne C. Martin
301.961.5127
amartin@linowes-law.com

Hand Delivered

Mr. Robert A. Kronenberg
Development Review
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: The Woods Academy (the "Woods") – Site Plan Amendment No. 82001018A

Dear Mr. Kronenberg:

Please find enclosed a revised site plan that reflects the proposed storm drainage concept on the western boundary as requested in your comments from the Development Review Committee ("DRC") meeting held on December 11, 2006 for the above-referenced Site Plan Amendment. The proposed storm drainage concept depicted on the enclosed plan is consistent with the concept forwarded to your attention on February 28, 2007 and forwarded to the adjacent property owners, Mr. and Mrs. Eisenstein, on March 13, 2007. As described in detail in the DRC responses below, a few additions were made to the concept in response to correspondence from the neighbors on April 25, 2007, and from your site visit of May 11, 2007. As we discussed, we respectfully request confirmation of receipt of these materials and the assignment of a public hearing date this July on the enrollment cap increase request from 302 students to a 410 student maximum.

For your convenience, we have copied the DRC comments below and noted how the Woods Academy has addressed each comment. In addition to the revised site plan described above, we have enclosed the current Transportation Management Plan ("TMP"), which includes changes requested by the neighbors and the People's Counsel at the Community Liaison Council meetings.

- 1. Please make sure all of the amended plans are signed and sealed, as well as signatures for the developer's certificate.*

The certified set of the amended plans will be signed and sealed and executed by the Woods.

Mr. Robert A. Kronenberg
May 30, 2007
Page 2

2. *Revise the Data Table to reflect three separate columns: Required (Zoning Ordinance Development Standards); Original Approval for Site Plan 820010180; and Proposed for Site Plan Amendment 82001018A. If there was no change to the original approval, please note "No Change."*

The Data Table on the enclosed site plan has been revised with the three columns to note changes.

3. *The Amendment is limited to the specific items listed in your letter dated November 13, 2006 for the increase in the number of students from 302 to 410, subdivision waiver and amended traffic management plan. Please place a note on the cover sheet with a heading: "Purpose of the Amendment."*

As noted in the application materials dated June 5, 2006, and subsequent correspondence, the Woods proposes to increase the current maximum student enrollment permitted from 302 students to 410 students, which requires an amendment to the site plan conditions of approval (the subdivision waiver condition of approval was tied to the site plan condition). The Transportation Management Plan ("TMP") submitted on June 5, 2006, was not part of the previous approval. The TMP has been voluntarily implemented and has been revised throughout the year based on comments from neighbors and the People's Counsel at the Community Liaison Council meetings. A copy of the current TMP is enclosed with a comparison document reflecting the changes from the TMP submitted on December 22, 2007. The notices have already been issued for the next Community Liaison Council meeting that will be held on June 13, 2007.

4. *The cover sheet of the signature set shall include the swm concept approval, revised opinion (resolution) and development inspection schedule.*

The cover sheet of the site plan has been updated as requested, and the signature set will include a revised opinion (resolution) and schedule regarding any inspections (if necessary) for the storm drainage concept.

5. *Please correct the discrepancies between the actual dimensions on the plan and the dimensions provided in the data table. Staff understands the minimums have more than been satisfied, but needs the dimensions to be consistent.*

The dimensions on the plan and Data Table have been revised for consistency as requested.

Mr. Robert A. Kronenberg
May 30, 2007
Page 3

6. *Clarify if the required number of parking spaces needs to be revised with the increase in number of students and make the appropriate corrections on the plan.*

The plan has been updated to note the additional lined parking spaces on site for a total of 65 parking spaces, which will accommodate the required parking spaces on site with the maximum proposed student enrollment. No school parking is permitted on the surrounding neighborhood streets, which prohibition is further enforced through the TMP provisions.

7. *A planning board date has not been scheduled but needs to be heard either concurrently with the subdivision waiver or after the outcome of the waiver. Staff needs to assess all of the allegations of the approved site plan prior to scheduling a planning board date. If the previous site plan conditions have not been met, M-NCPPC will require compliance with the plan prior to scheduling a date. The revised plans must be submitted to staff 6 weeks prior to the date of scheduled planning board date in order to receive letters from the various agencies. The draft staff report is due 1 month prior to the hearing.*

As noted above, the Woods submitted the proposed storm drainage concept to M-NCPPC for comment on February 28, 2007 and the neighbors on March 13, 2007. The Woods is prepared to make the proposed site revisions to implement the storm drainage concept (which revisions are unrelated to enrollment cap increase request) as soon as directed by M-NCPPC Staff.

8. *The primary focus of the amendment is the increase in enrollment directly affecting the vehicles accessing this site. Transportation Staff is evaluating the TMP for the increased enrollment and may have additional comments.*

Transportation Staff has indicated that there are no changes or additional information necessary to proceed with proposed enrollment cap increase.

9. *Staff will conduct a separate field meeting to observe morning traffic patterns for inclusion in the staff report and evaluation of the traffic management plan.*

Transportation Staff has conducted site meeting to observe traffic patterns, carpool operations and evaluate the TMP.

10. *The majority of the allegations presented in letters and emails by the neighboring community are directly related to parking on the public roads, increased traffic, and improper turning movements into and out of neighboring properties. Staff is concerned*

Mr. Robert A. Kronenberg

May 30, 2007

Page 4

about the lack of enforcement capability for the traffic related issues that M-NCPPC is not equipped to handle and monitor. The Applicant should consider an enforcement agreement with the community that commits to all of the review information in the updated traffic report.

The implementation of the staggered dismissal and the other TMP requirements, including the regular Community Liaison Council meetings, has addressed the above-referenced concerns regarding parking, traffic enforcement and community communication in the future with the proposed student enrollment cap increase.

11. Staff is unclear how conditions 3(c) of the original site plan approval is being met. The existing grading on the western boundary does not appear to contain a swale or berm as indicated in the condition. Changes to the grading and existing conditions will impact the existing fence on the boundary, the existing Leyland Cypress and possibly the play area. Provide a detail of the proposed berm and swale to Staff for review. The detail should also be provided to the adjacent property owners on the western boundary directly affected by the drainage.

The Woods addressed the existing storm drainage conditions in correspondence to M-NCPPC dated November 13, 2006. However, pursuant to continuing concerns and the DRC request for a detail of a revised proposed berm and swale for review, the Woods forwarded a detail of a storm drainage concept plan to M-NCPPC on February 28, 2007 and to the neighbors on March 13, 2007. In response to the written comments from the neighbors dated April 25, 2007, the Woods has revised the storm drainage concept on the enclosed site plan to include replacement of the fence on the property adjacent to Lots 1 and 2 on Renshaw Drive as requested.

12. The remaining issues brought forward by the neighboring community include, but are not limited to: security lighting, access to playing fields during non-school hours, on-site parking, queuing, compatibility and the implementation of the traffic management plan. Staff will analyze each of the concerns as part of the report.

The Woods has addressed the issues raised regarding security lighting, access to the playing fields, on-site parking, queuing and compatibility primarily through the implementation of the TMP and the communication and coordination with the neighbors through the Community Liaison Council meetings and other correspondence. As demonstrated through both site visits and the updated queuing analysis submitted on February 22, 2007, the staggered dismissal and carpool operation procedures in TMP can effectively accommodate

Mr. Robert A. Kronenberg
May 30, 2007
Page 5

the proposed student increase. Further, as explained above, the required parking to address the proposed student enrollment increase is addressed on the enclosed site plan.

Thank you for your review of the enclosed site plan and continued assistance with this application. We look forward to coordinating with you on any additional comments you may have regarding the enclosed concept. Please do not hesitate to call if you have any questions or need any further materials.

Very truly yours,

LINOWES AND BLOCHER LLP


Anne C. Martin

Enclosures

cc: Mr. Shahriar Etemadi
Ms. Catherine Conlon
Ms. Judy Daniel
Martin Klauber, Esquire
Ms. Linda Kauskay
Harry and Rhonda Eisenstein
Ms. Mary Worch
Mr. John Wyckoff
Mr. Stephen Crum (no site plan enclosure)
Mr. Lawrence Sefcik (no site plan enclosure)

MCP-Chairman**From:** Martin, Anne C. - ACM [AMartin@linowes-law.com]**Sent:** February 01, 2007 4:13 PM**To:** mala.kaus@verizon.net**Cc:** Dalrymple, C Robert - CRD; Kronenberg, Robert; martin.klauber@montgomerycountymd.gov;
councilmember.praisner@montgomerycountymd.gov; ocmail@montgomerycountymd.gov;
cynthia.brenneman@montgomerycountymd.gov; director.dpwt@montgomerycountymd.gov; MCP-
Chairman**RECEIVED**
0098
FEB 02 2007OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION**Subject:** Response from the Woods Academy to 1/22/07 letter regarding Mandatory Referral

Dear Ms. Kauskay,

We are in receipt of your letter dated January 22, 2007 to Dr. Hanson, Mr. Holmes and Ms. Brenneman regarding a potential Mandatory Referral submission for the Woods Academy, which is the independent, Catholic, co-educational school (Montessori through 8th grade) leasing the former Fernwood Elementary School property in Bethesda. On behalf of the Woods Academy, we can respond that the Woods Academy and the Office of Real Estate for DPWT have considered filing a Mandatory Referral Application regarding the Woods' proposed enrollment cap increase; however, such submission would be considered by the Planning Board *concurrent* with the Site Plan Amendment application request filed by the Woods Academy with M-NCPPC on June 3, 2006. The potential Mandatory Referral submission was *never* intended to "circumvent the site plan review process" as stated in your correspondence. In fact, this companion Mandatory Referral process was suggested by M-NCPPC Staff in the summer of 2006, not the Woods Academy or the Office of Real Estate (although the Woods was hopeful that the duplicative companion Mandatory Referral submission by the County as property owner would assist with a timely review of the enrollment cap increase request). As you know, the M-NCPPC Staff did not indicate that they felt such submission was necessary at the Development Review Committee (DRC) meeting held on December 11, 2006.

Please let us (or M-NCPPC Staff or the People's Counsel) know directly if you have any further questions or concerns about the Wood's Site Plan Amendment application or the process, so we can provide a timely response without unnecessary burden to the government agencies. As noted in the application from the Woods, in the 15 letters of support from neighbors in the record and in the letter of support from the County, the Woods Academy is a good steward of the property and a community partner and strives to continue to be a responsive neighbor. Pursuant to the proposed Transportation Management Plan, the Woods will schedule the next biannual Community Council meeting for an evening this March. We look forward to coordinating with you further at the Community Council meeting, if not beforehand.

Anne

Anne C. Martin
Linowes & Blocher LLP
7200 Wisconsin Avenue Suite 800
Bethesda, MD 20814
301.961.5127
301.654.2801 (fax)
<http://www.linowes-law.com>
amartin@linowes-law.com

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02/01/2007

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-----Original Message-----

From: Kauskay/Malashevich [mailto:mala.kaus@verizon.net]

Sent: Monday, January 22, 2007 1:36 PM

To: cynthia.brenneman@montgomerycountymd.gov; director.dpwt@montgomerycountymd.gov;
mcp-chairman@mncppc-md.org

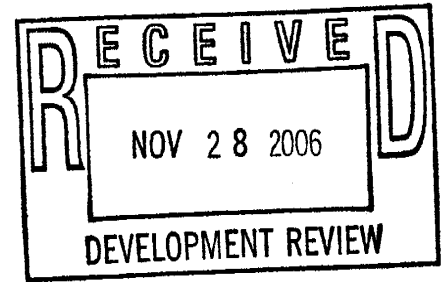
Cc: oicemail@montgomerycountymd.gov; Martin, Anne C. - ACM;
robert.kronenberg@montgomerycountymd.gov; Martin Klauber;
councilmember.praisner@montgomerycountymd.gov

Subject: Confirmation Requested

Please see the attached letter. Thank you.

02/01/2007

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW



November 27, 2006

C. Robert Dalrymple
301.961.5208
bdalrymple@linowes-law.com

Anne C. Martin
301.961.5127
amartin@linowes-law.com

Via Hand Delivery

Mr. Michael Ma
Development Review Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: The Woods Academy- Site Plan Amendment No 8-01018A, SRW 01106A

Dear Mr. Ma:

On behalf of the Woods Academy (the "Woods" or the "School"), this correspondence is in response to the letter submitted by Mr. and Mrs. Harry Eisenstein dated November 1, 2006 regarding the above-referenced site plan amendment application (the "Eisenstein Letter"). The issues raised in the Eisenstein Letter were previously included in a letter submitted by the Bradley Boulevard Citizens Association ("BBCA") dated August 31, 2006. The Woods fully responded and addressed each of the concerns raised by the BBBCA by letter to your attention dated November 13, 2006 (the "Woods Letter"). We will include a copy of the Woods Letter with this response to the Eisensteins for their reference.

As set forth in the Woods Letter, the School is in full compliance with the conditions of the Site Plan relating to storm drainage and landscaping, as well as public access to the playing fields. Moreover, the Woods has taken, and will continue to take, additional steps to maintain conditions and these facilities on the property. For example, in addition to the original cost of constructing the storm drainage system and landscaping called for by the Site Plan, the Woods has spent over \$12,000 in additional plantings and regrading in response to specific requests made by the Eisensteins. The Woods also will be replacing two distressed Leyland Cypress trees to further improve screening along the property boundary.

Mr. Michael Ma
November 27, 2006
Page 2

Thank you for your attention to this matter. Please do not hesitate to call us if you have any questions.

Sincerely,

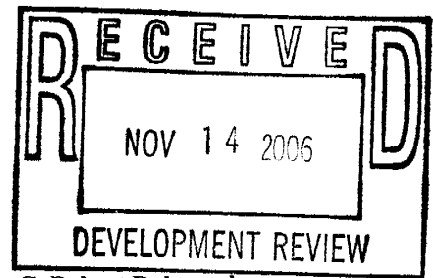
LINOWES AND BLOCHER LLP

C. Robert Dalrymple /AM
C. Robert Dalrymple

Anne C. Martin
Anne C. Martin

cc: ✓ Mr. Robert Kronenberg
Mr. Shahriar Etemadi
Ms. Marilyn Clemens
Ms. Mary C. Worch
Mr. John S. Wyckoff
Mr. Larry Sefcik
Mr. & Mrs. Harry Eisenstein (w/ encl.)
Norman Knopf, Esq. (w/ encl.)
Vincent H. Berg (w/ encl.)

LINOWES
AND BLOCHER LLP
ATTORNEYS AT LAW



November 13, 2006

C. Robert Dalrymple

301.961.5208

bdalrymple@linowes-law.com

Anne C. Martin

301.961.5127

amartin@linowes-law.com

Via Hand Delivery

Mr. Michael Ma
Development Review Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: The Woods Academy- Site Plan Amendment No 8-01018A, SRW 01106A

Dear Mr. Ma:

On behalf of the Woods Academy (the "Woods" or the "School"), this letter and the attached exhibits constitute the Woods's comprehensive response to the letter from the Bradley Boulevard Citizens Association ("BBCA") dated August 31, 2006 (the "BBCA Letter"), regarding the Woods and the above-referenced Site Plan Amendment. In addition to this formal response to the BBBCA Letter, the Woods has met with and corresponded with BBBCA representatives on several occasions to discuss and address the stated concerns of BBBCA outside of the formal site plan process. See correspondence dated July 21st attached hereto as Exhibit A. As shown below, the Woods is in compliance with existing Site Plan approvals and lease obligations, the School is a responsive and attentive neighbor, and BBBCA concerns relative to the Site Plan Amendment are meritless. Accordingly, the Woods requests that the M-NCPPC staff expeditiously review the full record and recommend approval of the Site Plan Amendment.

I. THE WOODS IS IN COMPLIANCE WITH THE SITE PLAN AND LEASE.

The BBBCA wrongly alleges that the Woods is not in compliance with the approved Site Plan and the existing lease with Montgomery County for the School's use of the former Fernwood Elementary School site located at 6801 Greentree Road in Bethesda (the "Property"). The BBBCA contends that (a) the Woods is not in compliance with the conditions of the Site Plan regarding the storm drainage system, landscaping and lighting; (b) the Woods is not in compliance with lease provisions regarding public access to the playing fields adjacent

Mr. Michael Ma
November 13, 2006
Page 2

to the School and on-site parking; and (c) the Woods engaged in an improper waste disposal practice.

None of these allegations has any bearing on the merits of the pending Site Plan Amendment seeking to increase the enrollment cap. They have been raised in an effort to divert attention from the relevant issues and to delay consideration of the Site Plan Amendment application, by purporting to paint Woods as an irresponsible neighbor. The record proves otherwise. Montgomery County considers the Woods to be a model tenant and excellent steward of county property. *See* letter from the Director of the Office of Real Estate for Montgomery County attached hereto as Exhibit B. In the seven years that the Woods has operated under the existing lease with Montgomery County, the School has never been put on notice by the County that it is in violation of the lease. The Woods has received numerous letters of support from neighboring property owners which laud the School as a responsive community partner. *See* 15 letters of neighborhood support attached hereto as Exhibit C.

In all events, the Woods refutes below the specific allegations made in the BBCA Letter.

A. Storm Drainage and Landscaping

Allegations that the School is not in compliance with the specific conditions of the Site Plan regarding the storm drainage system and landscaping are erroneous. The allegations stem from complaints of a single neighbor that all of the Leyland Cypress trees that form a buffer to neighboring properties are subject to wet conditions (resulting from the storm water) and are dying. Recent photographs showing healthy vegetation and proper drainage conditions are attached hereto as Exhibit D. A statement from the engineering firm of Macris, Hendricks & Glascock ("MHG") verifying that the conditions of the Site Plan remain in place today is attached hereto as Exhibit E. Contrary to BBCA's assertions, the site photographs and MHG statement disprove the assertions regarding the storm drainage system and landscaping and demonstrate that minimal additional maintenance will address the concerns regarding the trees. The compliance with the Site Plan notwithstanding, the School will continue to communicate with the adjacent neighbors through community meetings (established as part of the Transportation Management Plan ("TMP") proposed with the Site Plan Amendment) and otherwise concerning maintenance or aesthetic issues.

B. Security Lighting

The BBCA admits that the Woods has resolved the security lighting issue. For security and safety reasons, the Site Plan required that the School install and maintain certain outside lighting around the perimeter of the building and in the parking lot. The Woods first learned in May 2006 that a neighbor took issue with the level of parking lot lighting and the direction of

Mr. Michael Ma
November 13, 2006
Page 3

exterior lighting. As acknowledged in the BBCA Letter, the Woods responded to the neighbor by modifying its lighting in a mutually satisfactory way. The Woods uses a combination of timing devices (which go off at 10 p.m. to maintain safety for those in the building) and motion sensors for the outside lighting. As again acknowledged in the BBCA Letter, the modifications that the Woods made in direct response to the concern of the neighbor have eliminated any alleged excessive glare or reflection onto adjoining homes.

C. Access To Playing Fields During Non-School Hours

The BBCA Letter inaccurately contends that the School has failed to make the playing fields adjacent to the building available to the community, in violation of the County lease.¹ This meritless allegation is based solely on the posting of a sign (since removed) that the School had placed on a playing field backstop more than two years ago to address problems with unauthorized users of the fields during school hours. The BBCA contends that the sign, which read "This Field For Woods Academy, Authorized Use Only," intimidated neighbors and deterred them from using the fields. The Woods never received a complaint, either from the County or from a neighbor, regarding the availability of the fields. To the contrary, the enclosed letter from the County (Exhibit B) confirms that the Woods has been a model tenant that has shared the facilities with the community and has been a responsive and attentive neighbor.

In all events, the sign was removed immediately after the BBCA first told the Woods of its concerns regarding the sign. In July of this year, more than two years after the sign was erected, the BBCA requested that the Woods remove the sign. Even though there was no evidence that any community persons were ever deterred by the sign from using the playing fields as permitted during non-school hours and despite skepticism that the sign raised any uncertainty regarding availability of the fields, the sign was removed. The Woods is currently evaluating the need and language for a sign should field use become an issue in the future. See the "Summary of the Events relating to the School Field Sign" document attached hereto as Exhibit F (prepared by the Woods in response to this issue). The correspondence attached hereto as Exhibit G further establishes that the neighbors, including the BBCA, continue to use and enjoy the fields and parking lots during non-school hours and functions.

D. On-Site Parking

The BBCA Letter also contends that the Woods has violated a standard County lease provision precluding parking on unpaved surfaces. The letter tellingly fails to acknowledge

¹ Pursuant to the lease, the School has exclusive access to the fields during school hours and after school. The School and the community both have access the fields at other times.

Mr. Michael Ma
November 13, 2006
Page 4

that Woods does not use, and never has used, the unpaved surfaces for parking in the ordinary course. On the rare occasions where the Woods was compelled to use the lower (unpaved) field for spillover parking during special events, it did so specifically to accommodate complaints of some neighbors who did not want visitors to the School parking (albeit legally) on community streets. (See Open House Notice forwarded to neighbors dated October 20, 2005, attached hereto as Exhibit "H"). In fact, one of the primary issues raised by neighbors at a community meeting held by the Woods on May 2nd was the use of the adjacent neighborhood public streets for parking during special events at the School. To address this concern, the Woods has included specific measures in the TMP submitted with the Site Plan Amendment application, including support of restricted parking on neighborhood streets, providing additional law enforcement or staff to assist with the traffic flow during special events and providing off-site satellite parking and shuttles during special events.

Further, in recognition of the neighbors' concern regarding parking and the high quality in which Woods maintains the fields on the Property, the Woods has requested that the BBCA support a request to the County to waive the lease provision regarding parking on the lower field in a limited fashion, in order to include field use as an additional option to accommodate special events parking. The letter request from the Woods to the BBCA seeking neighborhood support of a playing field parking waiver is attached hereto as Exhibit I. The BBCA has not responded formally to the letter request, but has sought assurances from the Woods that any future use of the playing fields for spillover parking would be done as a last resort. To address that concern, the Woods will further revise the TMP to clarify that satellite parking will be utilized first before field parking is utilized.

Finally, irrespective of the limited instances where the fields have been used for parking, the fields have always been maintained in excellent condition, as evidenced by the letters of support from the neighbors and the County, as well as recent photographs of the playing fields attached hereto as Exhibit J.

E. Waste Disposal Incident

The BBCA letter cites an isolated incident wherein a floor wash water was inadvertently discharged from the Woods site into the storm drain. A "Summary of Events relating to Discharged Material" is attached hereto as Exhibit K and the Case Summary Report from Montgomery County is attached hereto as Exhibit L. These documents set forth the facts and circumstances surrounding this event. The Woods addressed the inadvertent disposal of the diluted (non hazardous) wash water promptly, thoroughly and to the satisfaction of Montgomery County. As a result, the County has closed the matter without taking any action against the School.

Mr. Michael Ma
November 13, 2006
Page 5

The responses set forth above disprove the allegations in the BBCA Letter. Contrary to the BBCA assertions, the overwhelming evidence is that the Woods is in full compliance with the terms of the lease with the County and the existing Site Plan.

II. THE SITE PLAN AMENDMENT SHOULD BE APPROVED.

The materials submitted with the Site Plan Amendment and Subdivision Waiver Amendment application on June 5th provide ample support for the requested enrollment cap increase. The Woods already has demonstrated that it is capable of addressing community concerns about transportation, traffic and other issues via the TMP, which voluntarily was implemented by the School as of the beginning of the 2006-07 school year. As set forth in the TMP, the Woods has appointed a School Transportation Coordinator ("STC") to provide the community with a point of contact and has begun holding community meetings with adjacent neighbors and BBCA representatives (the "Community Council meetings"). The notice and address list attached as Exhibit M show that the first Community Council meeting was held on October 19, 2006. The Community Council meeting provided direct communication and coordination between the School and the neighbors and will help resolve any future questions or concerns.

Woods representatives met with the M-NCPPC Transportation Planning Staff (Mr. Scott James) to review the Local Area Transportation Review ("LATR"), queuing analysis, and TMP that was submitted in connection with the Site Plan Amendment application. After review of the materials and several site visits, the Transportation Planning Staff confirmed that the LATR requirements were satisfied and agreed with the findings and conclusions of the LATR and queuing analysis regarding the capacity and sufficiency of the area road network and on-site queuing for the proposed enrollment cap increase. Transportation Staff also indicated that the TMP proposed with the Woods' Site Plan Amendment application (that has already been implemented) was being used as a model for other schools.

Allegations that there will be problems with on-site queuing, parking and ingress were fully and adequately addressed in the application. The LATR, queuing analysis, and TMP submitted with the Amendment application confirm the sufficiency of the traffic circulation and parking at the enrollment levels contemplated by the Site Plan Amendment application.

A. Queuing

Queuing was specifically analyzed by Wells & Associates, Inc. in the LATR (and reviewed by M-NCPPC staff). The Wells study confirmed that even with the increase in student population, there is adequate queuing space on-site to fully handle drop-off and pick-up. Moreover, contrary to BBCA assertions, the analysis does not "double count" the driveway ingress area to assume two-lines queuing. Even if vehicles were lined up side-by-side in the

Mr. Michael Ma
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driveway (which, in all events, still would occur on-site), this is part of the managed pick-up process.

It is also significant to note that a three-stage, staggered dismissal of students was implemented effective the beginning of this school year, as contemplated by the TMP. The Wells traffic study was based on the single stage dismissal and queuing pattern existing in the spring of 2006. The staggered dismissal further disperses the number of vehicles arriving at any given time for student pick-up. Thus, the conclusion in the LATR that, at maximum peak, 99% of the afternoon queuing space would be utilized with the full enrollment increase significantly overstates the maximum amount of afternoon queuing space necessary to accommodate the additional enrollment.

B. Transportation Management

Contrary to the statements in the BBCA Letter, even at increased enrollment levels, there already exists an adequate number of parking spaces on-site to handle faculty, staff and daily visitors to the School.

Moreover, the Woods already has addressed concerns regarding parking on neighborhood streets and the use of neighborhood driveways for circulation. These issues were first raised at a community meeting held on May 2, 2006 to inform the neighborhood of the Woods's plan to apply for a Site Plan Amendment to increase the enrollment cap. Several remedial measures were incorporated into the TMP, which as noted above, already has been implemented and is operating effectively. Significantly, parents of Woods students and the School staff are aware of the TMP policies and have their vehicles registered with the School pursuant to the terms of the TMP. Any parking or unsafe operations observed by the neighbors can be directly reported to the School at STC@woodsacademy.org, which provides a direct communication link between the neighbors and the School should a concern arise in the future.

C. Adequacy, Safety and Compatibility

The existing Site Plan, which the Planning Board approved in 2001, states that the School would need to conduct an APF review (specifically an LATR) and perform a queuing analysis if it were to seek to raise the enrollment above 302 students. In connection with the pending application for a Site Plan Amendment, the School has complied with that condition by conducting both an LATR and a queuing analysis. Additionally, the Woods proposed, and voluntarily has implemented, a TMP to address other issues besides intersection analysis and queuing, such as parking and special events. As recognized in the enclosed letter of support from Montgomery County Police Officer Floyd White (Exhibit N), the School is a considerate and proactive neighbor that "safely and efficiently" manages the vehicles on campus and on the surrounding streets.

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Page 7

Through these application materials, the School has established that the proposed student enrollment cap increase from 302 to 410 students will preserve the compatibility of the School as an integral part of the neighborhood.² The findings of the LATR and queuing analysis and the School's proven track record in implementing the TMP, overwhelmingly demonstrate that the School will maintain the adequate, safe and efficient vehicular and pedestrian access, and preserve the compatibility of the Woods with the surrounding area with the proposed increase in the student enrollment.

We trust that this comprehensive response to the BBCA Letter will assist the Staff and the Planning Board in their review of the Woods application. We would be happy to supplement this submission with any additional supporting materials necessary. Thank you for your attention to this matter. Please do not hesitate to call us if you have any questions.

Sincerely,

LINOWES AND BLOCHER LLP

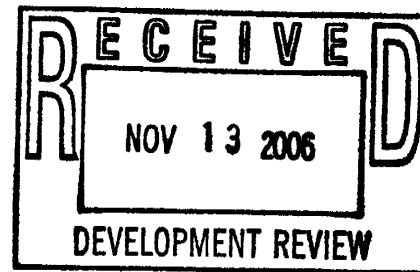
C. Robert Dalrymple
C. Robert Dalrymple

Anne C. Martin
Anne C. Martin

cc: Mr. Robert Kronenberg
Mr. Shahriar Etemadi
Ms. Marilyn Clemens
Ms. Mary C. Worch
Mr. John S. Wyckoff
Mr. Larry Sefcik
Ms. Linda Kauskay

L&B 700360v2/10434.0001

² Contrary to the BBCA's suggestion that each current (and future) student is transported to and from the School in a separate car, the LATR clearly indicates that the School averages closer to two students per car (with 185 vehicles dropping off approximately 302 students in the School's morning peak hour).



November 13, 2006

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amartin@linowes-law.com

Via Hand Delivery

Mr. Michael Ma
Development Review Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: The Woods Academy- Site Plan Amendment No 8-01018A, SRW 01106A

Dear Mr. Ma:

On behalf of the Woods Academy (the "Woods" or the "School"), this letter and the attached exhibits constitute the Woods's comprehensive response to the letter from the Bradley Boulevard Citizens Association ("BBCA") dated August 31, 2006 (the "BBCA Letter"), regarding the Woods and the above-referenced Site Plan Amendment. In addition to this formal response to the BBBCA Letter, the Woods has met with and corresponded with BBBCA representatives on several occasions to discuss and address the stated concerns of BBBCA outside of the formal site plan process. *See* correspondence dated July 21st attached hereto as Exhibit A. As shown below, the Woods is in compliance with existing Site Plan approvals and lease obligations, the School is a responsive and attentive neighbor, and BBBCA concerns relative to the Site Plan Amendment are meritless. Accordingly, the Woods requests that the M-NCPPC staff expeditiously review the full record and recommend approval of the Site Plan Amendment.

I. THE WOODS IS IN COMPLIANCE WITH THE SITE PLAN AND LEASE.

The BBBCA wrongly alleges that the Woods is not in compliance with the approved Site Plan and the existing lease with Montgomery County for the School's use of the former Fernwood Elementary School site located at 6801 Greentree Road in Bethesda (the "Property"). The BBBCA contends that (a) the Woods is not in compliance with the conditions of the Site Plan regarding the storm drainage system, landscaping and lighting; (b) the Woods is not in compliance with lease provisions regarding public access to the playing fields adjacent

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to the School and on-site parking; and (c) the Woods engaged in an improper waste disposal practice.

None of these allegations has any bearing on the merits of the pending Site Plan Amendment seeking to increase the enrollment cap. They have been raised in an effort to divert attention from the relevant issues and to delay consideration of the Site Plan Amendment application, by purporting to paint Woods as an irresponsible neighbor. The record proves otherwise. Montgomery County considers the Woods to be a model tenant and excellent steward of county property. *See* letter from the Director of the Office of Real Estate for Montgomery County attached hereto as Exhibit B. In the seven years that the Woods has operated under the existing lease with Montgomery County, the School has never been put on notice by the County that it is in violation of the lease. The Woods has received numerous letters of support from neighboring property owners which laud the School as a responsive community partner. *See* 15 letters of neighborhood support attached hereto as Exhibit C.

In all events, the Woods refutes below the specific allegations made in the BBCA Letter.

A. Storm Drainage and Landscaping

Allegations that the School is not in compliance with the specific conditions of the Site Plan regarding the storm drainage system and landscaping are erroneous. The allegations stem from complaints of a single neighbor that all of the Leyland Cypress trees that form a buffer to neighboring properties are subject to wet conditions (resulting from the storm water) and are dying. Recent photographs showing healthy vegetation and proper drainage conditions are attached hereto as Exhibit D. A statement from the engineering firm of Macris, Hendricks & Glascock ("MHG") verifying that the conditions of the Site Plan remain in place today is attached hereto as Exhibit E. Contrary to BBCA's assertions, the site photographs and MHG statement disprove the assertions regarding the storm drainage system and landscaping and demonstrate that minimal additional maintenance will address the concerns regarding the trees. The compliance with the Site Plan notwithstanding, the School will continue to communicate with the adjacent neighbors through community meetings (established as part of the Transportation Management Plan ("TMP") proposed with the Site Plan Amendment) and otherwise concerning maintenance or aesthetic issues.

B. Security Lighting

The BBCA admits that the Woods has resolved the security lighting issue. For security and safety reasons, the Site Plan required that the School install and maintain certain outside lighting around the perimeter of the building and in the parking lot. The Woods first learned in May 2006 that a neighbor took issue with the level of parking lot lighting and the direction of

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exterior lighting. As acknowledged in the BBCA Letter, the Woods responded to the neighbor by modifying its lighting in a mutually satisfactory way. The Woods uses a combination of timing devices (which go off at 10 p.m. to maintain safety for those in the building) and motion sensors for the outside lighting. As again acknowledged in the BBCA Letter, the modifications that the Woods made in direct response to the concern of the neighbor have eliminated any alleged excessive glare or reflection onto adjoining homes.

C. Access To Playing Fields During Non-School Hours

The BBCA Letter inaccurately contends that the School has failed to make the playing fields adjacent to the building available to the community, in violation of the County lease.¹ This meritless allegation is based solely on the posting of a sign (since removed) that the School had placed on a playing field backstop more than two years ago to address problems with unauthorized users of the fields during school hours. The BBCA contends that the sign, which read "This Field For Woods Academy, Authorized Use Only," intimidated neighbors and deterred them from using the fields. The Woods never received a complaint, either from the County or from a neighbor, regarding the availability of the fields. To the contrary, the enclosed letter from the County (Exhibit B) confirms that the Woods has been a model tenant that has shared the facilities with the community and has been a responsive and attentive neighbor.

In all events, the sign was removed immediately after the BBCA first told the Woods of its concerns regarding the sign. In July of this year, more than two years after the sign was erected, the BBCA requested that the Woods remove the sign. Even though there was no evidence that any community persons were ever deterred by the sign from using the playing fields as permitted during non-school hours and despite skepticism that the sign raised any uncertainty regarding availability of the fields, the sign was removed. The Woods is currently evaluating the need and language for a sign should field use become an issue in the future. See the "Summary of the Events relating to the School Field Sign" document attached hereto as Exhibit F (prepared by the Woods in response to this issue). The correspondence attached hereto as Exhibit G further establishes that the neighbors, including the BBCA, continue to use and enjoy the fields and parking lots during non-school hours and functions.

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Further, in recognition of the neighbors' concern regarding parking and the high quality in which Woods maintains the fields on the Property, the Woods has requested that the BBCA support a request to the County to waive the lease provision regarding parking on the lower field in a limited fashion, in order to include field use as an additional option to accommodate special events parking. The letter request from the Woods to the BBCA seeking neighborhood support of a playing field parking waiver is attached hereto as Exhibit I. The BBCA has not responded formally to the letter request, but has sought assurances from the Woods that any future use of the playing fields for spillover parking would be done as a last resort. To address that concern, the Woods will further revise the TMP to clarify that satellite parking will be utilized first before field parking is utilized.

Finally, irrespective of the limited instances where the fields have been used for parking, the fields have always been maintained in excellent condition, as evidenced by the letters of support from the neighbors and the County, as well as recent photographs of the playing fields attached hereto as Exhibit J.

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Mr. Michael Ma
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Page 5

The responses set forth above disprove the allegations in the BBCA Letter. Contrary to the BBCA assertions, the overwhelming evidence is that the Woods is in full compliance with the terms of the lease with the County and the existing Site Plan.

II. THE SITE PLAN AMENDMENT SHOULD BE APPROVED.

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Woods representatives met with the M-NCPPC Transportation Planning Staff (Mr. Scott James) to review the Local Area Transportation Review ("LATR"), queuing analysis, and TMP that was submitted in connection with the Site Plan Amendment application. After review of the materials and several site visits, the Transportation Planning Staff confirmed that the LATR requirements were satisfied and agreed with the findings and conclusions of the LATR and queuing analysis regarding the capacity and sufficiency of the area road network and on-site queuing for the proposed enrollment cap increase. Transportation Staff also indicated that the TMP proposed with the Woods' Site Plan Amendment application (that has already been implemented) was being used as a model for other schools.

Allegations that there will be problems with on-site queuing, parking and ingress were fully and adequately addressed in the application. The LATR, queuing analysis, and TMP submitted with the Amendment application confirm the sufficiency of the traffic circulation and parking at the enrollment levels contemplated by the Site Plan Amendment application.

A. Queuing

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Mr. Michael Ma
November 13, 2006
Page 6

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Moreover, the Woods already has addressed concerns regarding parking on neighborhood streets and the use of neighborhood driveways for circulation. These issues were first raised at a community meeting held on May 2, 2006 to inform the neighborhood of the Woods's plan to apply for a Site Plan Amendment to increase the enrollment cap. Several remedial measures were incorporated into the TMP, which as noted above, already has been implemented and is operating effectively. Significantly, parents of Woods students and the School staff are aware of the TMP policies and have their vehicles registered with the School pursuant to the terms of the TMP. Any parking or unsafe operations observed by the neighbors can be directly reported to the School at STC@woodsacademy.org, which provides a direct communication link between the neighbors and the School should a concern arise in the future.

C. Adequacy, Safety and Compatibility

The existing Site Plan, which the Planning Board approved in 2001, states that the School would need to conduct an APF review (specifically an LATR) and perform a queuing analysis if it were to seek to raise the enrollment above 302 students. In connection with the pending application for a Site Plan Amendment, the School has complied with that condition by conducting both an LATR and a queuing analysis. Additionally, the Woods proposed, and voluntarily has implemented, a TMP to address other issues besides intersection analysis and queuing, such as parking and special events. As recognized in the enclosed letter of support from Montgomery County Police Officer Floyd White (Exhibit N), the School is a considerate and proactive neighbor that "safely and efficiently" manages the vehicles on campus and on the surrounding streets.

Mr. Michael Ma
November 13, 2006
Page 7


Through these application materials, the School has established that the proposed student enrollment cap increase from 302 to 410 students will preserve the compatibility of the School as an integral part of the neighborhood.² The findings of the LATR and queuing analysis and the School's proven track record in implementing the TMP, overwhelmingly demonstrate that the School will maintain the adequate, safe and efficient vehicular and pedestrian access, and preserve the compatibility of the Woods with the surrounding area with the proposed increase in the student enrollment.

We trust that this comprehensive response to the BBCA Letter will assist the Staff and the Planning Board in their review of the Woods application. We would be happy to supplement this submission with any additional supporting materials necessary. Thank you for your attention to this matter. Please do not hesitate to call us if you have any questions.

Sincerely,

LINOWES AND BLOCHER LLP


C. Robert Dalrymple

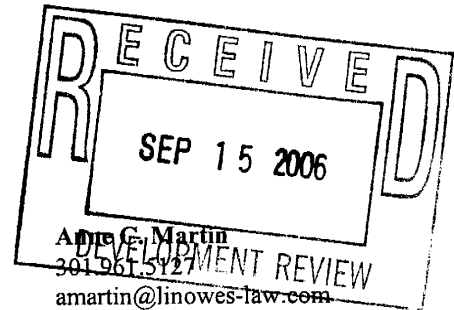

Anne C. Martin

cc: Mr. Robert Kronenberg
Mr. Shahriar Etemadi
Ms. Marilyn Clemens
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² Contrary to the BBCA's suggestion that the each current (and future) student is transported to and from the School in a separate car, the LATR clearly indicates that the School averages closer to two students per car (with 185 vehicles dropping off approximately 302 students in the School's morning peak hour).

LINOWES
AND | BLOCHER LLP
ATTORNEYS AT LAW



September 8, 2006

Via Email and U.S. Mail

Mr. Scott James
Transportation Planning Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Ms. Marilyn Clemens
Community-Based Planning Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: The Woods Academy

Dear Ms. Clemens and Mr. James:

On behalf of The Woods Academy, we wanted to give you notice that we intend to promptly provide a comprehensive response to the letter that was dated August 31, 2006, and forwarded to your attention on behalf of the Bradley Boulevard Citizens Association regarding the Woods Academy. Since the Woods was only made aware of the specific concerns upon our recent receipt of the letter, we respectfully request some additional time to compile the necessary information for this response, which we feel will assist the M-NCPPC Staff in a more efficient review of the stated concerns.

Thank you for your attention to this matter. Please do not hesitate to call us if you have any questions.

Sincerely,

LINOWES AND BLOCHER LLP


Anne C. Martin

cc: Mr. Michael Ma
C. Robert Dalrymple, Esq.
Ms. Mary C. Worch
Mr. John S. Wyckoff
Ms. Linda Kauskay

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LINOWES
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ATTORNEYS AT LAW

June 5, 2006

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Anne C. Martin
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amartin@linowes-law.com

Derick P. Berlage, Chairman
The Montgomery County Planning Board
The Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: The Woods Academy – Site Plan Amendment/Subdivision Waiver Amendment
Site Plan No. 8-01018, SRW 01006

Dear Chairman Berlage and Members of the Planning Board:

On behalf of the Woods Academy, an independent, Catholic co-educational school (Montessori through eighth grade) and the lessee of the former Fernwood Elementary School owned by Montgomery County and located at 6801 Greentree Road in Bethesda in the R-200 zone (the “Property”), we respectfully request an amendment to one condition of the Site Plan Approval and the corresponding Subdivision Waiver concurrently granted by the Planning Board by Opinion dated August 16, 2001 (the “Opinion”, attached hereto as Exhibit “A”). The Woods Academy seeks to raise the limit on the maximum enrollment allowed pursuant to the Site Plan (“enrollment cap”) from 302 students to 410 students (which is significantly less than the facility’s rated capacity when it operated as a public school); there are no changes proposed to the physical infrastructure of the Property or the school facilities with this Amendment.

The school’s request for an increase in the enrollment cap is a necessary component of its strategy to responsibly plan for the future while continuing its tradition of providing a high-quality education. Enrollment at The Woods Academy is currently at or near the Site Plan capacity of 302 students, making any further growth impossible under the existing Site Plan. With the above in mind, The Woods Academy considered several factors in deciding to seek an increase its enrollment cap to 410 students. These factors included: 1) the school’s previous rated capacity as a public school; 2) the school’s anticipated gradual growth over the next three-to-five years; 3) the school’s desire for class sizes that will enhance the learning opportunities for its students; 4) the school’s intent to make efficient and economical use of its existing facilities; 5) the school’s need for flexibility to manage potential growth over the long term without the need to seek another Site Plan amendment for additional increases in enrollment; and 6) the

Derick P. Berlage, Chairman

June 5, 2006

Page 2

school's strong desire to set its enrollment cap at a level that will not negatively impact its neighbors and surrounding community.

The Woods Academy submits a Local Area Transportation Review ("LATR") in support of its application and to satisfy Adequate Public Facilities ("APF") review (see Exhibit "B"). The LATR includes: 1) a traffic study finding that the additional vehicular trips associated with the proposed enrollment cap increase will not adversely impact traffic on neighboring streets; 2) a Queuing Analysis demonstrating that the projected queues generated by a 410 student population will remain on-site; and 3) a Transportation Management Plan ("TMP") that establishes protocols addressing parking, traffic, and other transportation-related issues. The TMP was developed with input from the M-NCPPC Staff and neighbors and will ensure traffic flow and safety in support of the proposed Site Plan Amendment.

Also included in support of this application are the following additional items: 1) Montgomery County Department of Park and Planning Fee Schedule and Worksheet with check payable to the M-NCPPC in the amount of \$5,410.00 (This includes \$1,390 for the Subdivision Regulation Waiver fee and \$4,020 for the Site Plan; 2) Site Plan Application; 3) a Request for Waiver of Requirement of the Subdivision Regulations Application; 4) List with labels of adjacent and confronting property owners; and 5) certification of the May 2, 2006, community meeting which includes an attendance list, and subsequent community correspondence.

On the basis of these application materials and as set forth below, The Woods Academy requests that its proposed Site Plan Amendment and Subdivision Waiver be granted.

1. Property History

Montgomery County previously used the Property for the Fernwood Elementary School, which opened in 1961 with 18 classrooms and a rated capacity of 532 students. The Fernwood Elementary School facility closed in 1977 with a rated maximum capacity of 450 students and 15 classrooms. Since 1977, The Woods Academy has leased the Property from Montgomery County. The lease was extended in 1999 for an additional twenty five (25) years. The current lease expires in 2024. Over the past 30 years, The Woods Academy has strived to be a good neighbor, an integral part of the community, and a good steward of the County's property. This is evident by the actions and improvements that The Woods Academy undertook starting in 2001. In February 2001, having been an integral part of the surrounding community for 25 years, the Woods Academy sought Site Plan approval (as required by Section 59-G-2.19(e)(2) of the Zoning Ordinance for a private educational institution on land owned or leased by Montgomery County) and Montgomery County sought Mandatory Referral review for an expansion of the existing facility to construct a gymnasium, a student activity center, additional classrooms and increased storage. The Woods Academy and Montgomery County concurrently sought Subdivision Waiver approval (the Property is not a recorded lot of record), which was

Derick P. Berlage, Chairman
June 5, 2006
Page 3

granted with the acknowledgement that the filing of a subdivision application would have been duplicative of the processing, review and approvals of the Site Plan application materials.

The Site Plan approval (and Subdivision Waiver) limited the school's enrollment capacity to 302 students and was conditioned on a requirement to conduct APF review if additional enrollment is subsequently desired. Although the Opinion states that an increase in the student population will require subdivision review, it is clear from the record of the case that the Board would require satisfaction of the subdivision review criteria, namely APF review (and specifically a LATR with a traffic study), should an increase in enrollment be sought; however, full subdivision review, platting and dedication, etc. would not be required with a proposed enrollment increase. Although an APF review was conducted with the original Site Plan and Subdivision Waiver, it is important to note that a traffic study was not required as part of the LATR to satisfy APF review because the enrollment generated less than 50 peak hour trips (the trip generation threshold at that time) during the peak hour. However, with the proposed enrollment cap increase, the Woods Academy has conducted a full traffic study (including traffic counts for six intersections) as part of the LATR, as well as a Queuing Analysis for an assessment of the current and future on-site queuing operations for the drop off and pick up of students. These studies have been conducted and submitted to satisfy the nature of the subdivision review intended by the Board's condition in the Opinion relating to subsequent increases in enrollment.

2. Supporting Documentation

As stated above, the proposed student enrollment increase is only requested for the Woods Academy to more efficiently utilize its existing facilities without any physical changes to the buildings or the facilities on the Property. The Woods Academy wanted to plan for internal growth and potential changes to class sizes or other curriculum changes (although the grade levels will remain Montessori through Eighth grade) in a comprehensive, thoughtful, and long term manner. Therefore, in addition to the traffic study and Queuing Analysis included in the LATR, the Woods Academy has prepared a Transportation Management Plan ("TMP"), based on examples provided by M-NCPPC Transportation Staff, and revised its Guide for Drivers (a guide for parents regarding drop off and pick up procedures and vehicle protocols).

A. LATR – Traffic Study and Queuing Analysis

In support of the proposed amendment, and as part of its desire to substantively fulfill all APF requirements, The Woods Academy commissioned Wells & Associates, LLC, an independent engineering firm, to conduct a LATR, including an extensive traffic study to assess the potential impact on the local transportation network and to conduct a Queuing Analysis to assess the existing and projected queues during drop-off and pick-up of students. The LATR was prepared in accordance with: 1) the LATR Guidelines published July 1, 2004; and 2) the March 28, 2006 Scoping Letter from Scott James, to Lawrence Sefcik.

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Based on the traffic study and Queuing Analysis, Wells & Associates, LLC affirmatively concluded that: 1) the proposed increase of the enrollment cap to 410 students will have a minimal impact to the local area transportation network; 2) the projected queues for drop off and pick up will remain on-site and no queuing will occur on Greentree Road; 3) the pedestrian and vehicular circulation on and around the site will continue to operate in a safe, adequate, and efficient manner; and 4) the proposed student enrollment increase from 302 to 410 students will maintain the compatibility of the school with the adjacent community.

B. Transportation Management Plan & Guide for Drivers

In addition to the traffic study and queuing analysis included in the LATR, the school prepared a Transportation Management Plan ("TMP") and revised its Guide for Drivers. The TMP is based in part on examples provided by M-NCPPC Transportation Staff and includes specific provisions based on input from the school's neighbors. The school received this input at a community meeting held at the Woods Academy on May 2, 2006, and through further exchanges of correspondence with several neighbors. The TMP provisions that were derived from the input at the community meeting include: 1) school support of neighborhood initiatives on parking permits and/or restriction, (2) collection of vehicle information from parent drivers to enhance enforcement, (3) scheduling of regular community meetings to address any transportation questions or concerns, (4) arranging off-site parking accommodations for special events, (5) requiring third-party users to adhere to the TMP and Guide for Drivers, and (6) written protocols that facilitate enforcement of transportation related policies. In addition, the neighbors were given an opportunity to comment on a draft TMP that was provided to them after the May 2nd meeting. Based on this feedback, the TMP also 7) specifies that parents and faculty shall obey local traffic and parking laws (also stated in the Guide to Drivers); 8) includes notice to specified individuals/addressees of the Community Council meetings (a group consisting of the school, neighbors on adjacent streets and the Bradley Boulevard Citizens Association); and 9) provides for more frequent meetings of the Community Council.

As part of its outreach to the community regarding its enrollment cap increase, The Woods Academy has forwarded the interested neighbors a copy of the LATR, which includes the TMP and Guide for Drivers. In addition, The Woods Academy has begun to immediately implement the policies of its TMP including procedures for special event parking. The Woods Academy is pleased to report that it successfully implemented the policies of the TMP relating to special event parking at the recent school-wide events of Literacy Day (May 12th), the Spring Art show and Musical Production (May 18th and 19th), as well as the First Communion Liturgy (May 22nd). These events took place without event related parking on the neighborhood streets. While the TMP imposes burdens and measures not typically required for a public school or a private educational institution utilizing a Montgomery County public school property, the implementation of the TMP by The Woods Academy will ensure that the school continues to be an integral part of the Bradley Hills neighborhood and will continue to maintain safe and

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efficient pedestrian and vehicular circulation with minimal impact to the surrounding community.

3. Site Plan Amendment and Subdivision Waiver

The application to amend the Site Plan condition to increase the student enrollment capacity to 410 students remains consistent with the previous Subdivision Waiver approval and the conditions set forth in Section 50-38(a)(1) of the County Code. The amendment is for the limited purpose of resetting the enrollment cap and does not seek any other change to the existing Site Plan. The Property will continue to be used as a school operated on publicly-owned land. An LATR has been completed in connection with the Site Plan Amendment. The LATR includes a traffic study, Queuing Analysis, TMP, and Guide for Drives, thus satisfying the APF condition in the existing Site Plan. Moreover, any aspect of subdivision review, such as platting and dedication are irrelevant because the proposed amendment does seek further any expansion of the facility or change to the physical conditions present on the Site Plan. These factors support renewal of the Subdivision Waiver.

The practical difficulties and duplicative procedures of the subdivision review process (other than APF review) would place an unnecessary burden on Planning Board staff, agency staffs, and The Woods Academy for the subdivision of land that is typically exempt through ownership by Montgomery County. The amendment of the subdivision waiver condition with the Site Plan Amendment is the minimum necessary to provide relief from the subdivision requirements since the APF review that has been provided is the only applicable and relevant review for the proposed student enrollment increase. Requiring full subdivision compliance for this publicly owned parcel would provide absolutely no additional public benefits not already addressed through Site Plan and APF review. The renewal of the Subdivision Waiver with the Site Plan Amendment remains consistent with the recommendations in the Bethesda-Chevy Chase Master Plan, approved and adopted in 1990 (the "Master Plan"), that closed public school facilities may be used for private institutions. Further, the increase in the enrollment cap with the implementation of the TMP will allow for The Woods Academy to continue its successful tradition in educating Montgomery County students while ensuring that the school facilities will remain adequate and available for public uses such as polling, civic meetings and athletic field uses. Lastly, the amendment of the Subdivision Waiver condition with the amendment to the Site Plan enrollment cap condition is in the public interest insofar as the APF review has provided the necessary review processes necessary and any additional measures would be duplicative and a burden on public resources and agencies. The Woods Academy has coordinated with the community before filing this request and is committed to the implementation of the measures included in the TMP, including the regularly scheduled Community Council meetings. Although The Woods Academy would hope to address any concern in advance, the public interest is further served through the opportunity to comment at the public hearing on the Site Plan Amendment.

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4. Conclusion

The Woods Academy appreciates your consideration of this request to amend the Site Plan and Subdivision Waiver condition of the student enrollment cap from 302 to 410 students for this minimal amendment for a private educational institution utilizing Montgomery County public property. It is our hope that a public hearing on the application can be scheduled during July, or as soon thereafter as reasonably possible. Please do not hesitate to contact us if you need any additional information.

Very truly yours,

LINOWES AND BLOCHER LLP



C. Robert Dalrymple


Anne C. Martin

Enclosures

cc: Ms. Catherine Conlon
Mr. Michael Ma
Mr. Scott James
Ms. Mary C. Worch

ATTACHMENT E

Transportation Management Plan (“TMP”)

TRANSPORTATION MANAGEMENT PLAN

THE WOODS ACADEMY

6801 Greentree Road
Bethesda, MD 20817

Tele: 301-365-3080

Fax: 301-469-6439

Mrs. Mary Worch, Head of School
Mr. John DeMarchi, Assistant Head of School

Last Updated
November 2007

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I. INTRODUCTION

The Transportation Management Plan (TMP) presents the transportation management and community commitments of the Woods Academy. The TMP ensures safety in traffic and pedestrian operations under the Woods Academy's current enrollment (302 students) as well as under the proposed cap increase to 410 students.

The TMP was first introduced in draft form at a May 2006 community meeting where the school announced its plan to seek a Site Plan Amendment to increase its enrollment cap, was annexed as a part of the Site Plan Amendment application, was voluntarily implemented by the school effective September 2006, and has been amended several times to incorporate enhancements proposed by the community, Montgomery County Planning Board Staff, and Martin Klauber, the Montgomery County People's Counsel. The most recent amended version of the TMP is dated November 2007.

The TMP provides information, including guidelines and policies, for the following components:

- Access and Circulation
- School Transportation Coordinator
- Driver Operations
- Morning Drop Off
- Afternoon Dismissal
- Parking Policies
- Delivery and Service Vehicles
- General Safety Provisions
- Community Outreach
- Enforcement Measures for Driver Infractions
- Special Events Management
- Assessment
- School Performance Evaluation
- Appendices: *Guide for Drivers, TMP Infraction Recording, Reporting and Assessment Procedures*
- Forms: *Vehicle Registration and Traffic Policy Agreement Signature Form, Form for Recording TMP Infractions, TMP Reporting and Assessment Form*

The guidelines and policies described in the TMP are intended to address the goals within the Transportation Mission Statement in the attached *Guide for Drivers*. Any specific information provided in the TMP with respect to school programming, such as current class times and schedules or locations or methods of special event parking, is included to provide the current schedule and programs, but may be adjusted in the future as necessary to address practical implementation and administration of school programs and/or as part of the assessment measures referenced in Section XIII.

II. ACCESS AND CIRCULATION

- Access to the site is provided via Greentree Road with one entry point (east access point) and one egress point (west access point) on the campus.
- Generally, right and left turns are allowed into the school via the east access point. However, during the morning and afternoon peak hour, cars must enter the east access point by approaching westbound on Greentree Road and making a right turn into the site to minimize congestion and the possibility of queuing on Greentree Road. This left-hand turn restriction will be included in the *Guide for Drivers* as applicable and may be removed only after approval by the Community Liaison Council (See *Community Outreach* section).
- No school-associated off-site vehicle stopping, waiting, or queuing within the Greentree Road right-of-way and no stopping, waiting, or queuing or turning movements on private driveways is to occur at any time.
- An off-duty law enforcement officer or security personnel, engaged by the school, will assist with the implementation of this TMP and with the drop-off and pick-up of students and carpools to ensure safe and smooth traffic flow.

III. SCHOOL TRANSPORTATION COORDINATOR (STC)

- The Woods Academy will appoint one staff member to be the School Transportation Coordinator (STC) to manage and implement the TMP. The STC can currently be contacted at (301) 365-3080 or at stc@woodsacademy.org. The STC contact information and the TMP will be posted on the Woods Academy website.
- The STC will utilize no fewer than three staff members and adjust the number of these staff accordingly throughout the year, to most efficiently implement the TMP.
- The STC will keep vehicle registration information for parent and faculty drivers. Vehicle registration will take place in the summer mailing to parents and be updated as changes occur throughout the school year.
- The STC will be the primary point of contact for all traffic and parking-related community issues. The STC will maintain all TMP records, including a log of calls and correspondence regarding traffic and parking issues. This log will be provided to the Woods Academy Head of School every month, and unless the incident in question is a repeat infraction/incident that requires prompt attention pursuant to the enforcement provisions in this TMP, the Head shall take appropriate action to address any outstanding traffic and parking issues within ten (10) business days after the issue has been brought to his or her attention (*see Enforcement Measures for Driver Infractions, which sets forth STC and Head of School action on individual infractions or violations*).

- The STC will assess the use of carpooling through the annual carpool survey and the compilation of the annual list of the carpool groups. The STC will also promote carpooling through driver education and incentive programs. The carpool education programs will include instruction at parent functions on how to use the available address information, including the search features in the school's online directory that parents can use on their own, to identify clusters of families to form convenient carpooling groups. The STC will regularly promote the advantages of carpooling, including the convenience, environmental, economic, and traffic reduction benefits. Further, the school will use financial incentives to encourage faculty and staff that use public transportation, walk or bike to the school, and will consider other incentives for families/staff to carpool.

IV. DRIVER OPERATIONS

- All Parent and Faculty Drivers will be required to register their cars with the STC and will be issued a Transportation Guide for Drivers (see appendix). Agreement to abide by the policies in the Guide and acceptance of the enforcement terms of this TMP will be conditions of enrollment for families at the school and a condition of employment for faculty (see *Enforcement Measures for Driver Infractions and Community Outreach*).
- Any contracted third party facility users of the school will be issued a Transportation Guide for Drivers as part of the contract between the user and the Woods Academy. Third party users will be expected to adhere to the objectives as stated in the Guide for Drivers by using the policies contained in the Transportation Guide, as applicable.

V. MORNING DROP OFF

- No carpool pick-up, drop-off, parking or stacking operations will occur on Greentree or any other public roadway or on private driveways in the neighborhood.
- During the morning peak period, faculty and staff will be required to arrive approximately 20-30 minutes before class activities begin for students. (Class activities currently begin at 8:20 a.m. for Grades 1-8 and 8:30 a.m. for half-day and full day Montessori, so faculty and staff are required to arrive before 8:00 a.m.)
- The Woods Academy has implemented a separation of the drop off areas for the morning operations. During the morning peak period, vehicles with students in grades M-4 currently enter the site and proceed directly to the designated drop-off points at the front of the school to discharge students from the passenger side of the vehicle. Vehicles with students in grades 5-8 enter the site and proceed directly to the designated drop-off points at the rear of the school to discharge students from the passenger side of the vehicle.

VI. AFTERNOON DISMISSAL

- The Woods Academy has implemented a staggered afternoon dismissal for students, which is currently 11:30 a.m. for Montessori half-day students, 2:45 p.m. for Montessori full-day students, 3:00 p.m. for students in grades 1-4 and 3:15 p.m. for students in grades 5-8.
- Faculty members assist in helping Montessori full-day students into their cars. Vehicles picking up Montessori full-day students proceed directly to the West Door and exit onto Greentree Road after students are loaded.
- Students in Grades 1-8 line up along the sidewalk with their teacher. Cars picking up these students enter the campus and proceed to the rear parking lot and form a 'stack' (on-site queue) until the start of dismissal. The dismissal pickup process ends approximately 45 minutes after the start of the staggered dismissal (3:30 p.m.).
- Parents may not park their cars and enter the building to meet their children during dismissal times.
- Students that participate in after school activities, such as interscholastic sports, clubs, Extended Care and tutoring are picked up at the end of their afternoon programs.
- The loading or unloading of students on Greentree Road is strictly prohibited.

VII. PARKING POLICIES

- Adequate on-site parking is provided to meet the daily parking demands of faculty/staff, parents and visitors driving to The Woods Academy to prevent any parking on the adjacent residential streets. Please see *'Special Events'* for additional information on parking arrangements.
- During the morning peak period, faculty and staff will be required to arrive and park 20-30 minutes before class activities (currently before 8:00 a.m.) and utilize the employee parking lot only. Faculty will be required to register all cars they will drive on campus. The STC will keep license plate number, make and model information on file.
- Faculty and staff may not leave during the afternoon drop-off and pick-up/carpool operations.

VIII. DELIVERY AND SERVICE VEHICLES

- Refuse collection and delivery and service providers shall be scheduled to occur outside the school's morning and afternoon peak periods whenever possible.

IX. GENERAL SAFETY PROVISIONS

- The Woods Academy will provide staff on-site to manage the morning and afternoon carpool operations.
- Crosswalks within the site promote clear pedestrian paths across the main internal campus roadway to the visitor parking area. Student crossing guards will assist at pedestrian paths.
- All pick-up and drop-off operations will occur on-site curbside along the building and on the passenger side of the vehicles.

X. COMMUNITY OUTREACH

- The Woods Academy has been an important part of the Bradley Boulevard community for over 30 years and will continue to be a good neighbor and maintain communication and coordination with the adjacent residential neighbors and community.
- The Woods Academy will support neighborhood-initiated initiatives to decrease or control parking on surrounding streets, including neighborhood permits or additional signage restricting hours or location of parking.
- The Woods Academy also will support neighborhood-initiated initiatives that address neighborhood traffic control, including advocating the installation by the Montgomery County Department of Public Works and Transportation of appropriate additional school zone signs and speed limit signs along Greentree Road and enhanced speed control measures on neighborhood streets.
- The Woods Academy will continue to participate as a member of the Bradley Boulevard Citizens Association.
- Community Liaison Council ("CLC"). The Woods Academy has established a Community Liaison Council (CLC) that meets quarterly to keep the lines of communication open between the school and its neighbors regarding the implementation and performance of the TMP and related neighborhood issues.
- CLC meetings.
 - The STC will attend all CLC meetings as well as the Head or Assistant Head of School. The People's Counsel for Montgomery County will be an ex officio member of the CLC.
 - The CLC will meet four times a year (or less than four times a year upon agreement of the CLC). If requested by the Bradley Boulevard Citizen's Association or a neighbor and the People's Counsel, the Woods Academy will convene an additional meeting(s).

- The Woods Academy will coordinate the CLC meetings and send notice to the adjoining and confronting property owners to the Woods Academy property, the neighbors on Renshaw Drive, Michaels Drive, the 9100 Block of Burdette Avenue and the 6700 block of Greentree, the Bradley Boulevard Citizens Association, the People's Counsel for Montgomery County and will additionally post notice on the Woods Academy website (www.woodsacademy.org). At the first CLC meeting of each school year, the neighbors shall identify a representative from each of the aforementioned streets. The school shall send any supplemental community-related communications to the street representatives, a BBCA representative and the People's Counsel.
- At the CLC meetings, the STC will provide updates (from the previous CLC meeting) on the following TMP enforcement information as applicable:
 - 1) The current enrollment of the school and number of full time faculty;
 - 2) The number of calls received by the school that relate to TMP enforcement issues and nature of issues;
 - 3) The number of reported and recorded TMP infractions and nature of each infraction;
 - 4) The number of written notices issued to drivers;
 - 5) The number of reported 2nd Infractions and the meetings scheduled with the Head of School;
 - 6) The number of Reported 3rd (or more) Infractions resulting in fines;
 - 7) The number of fines (and corresponding dollar amounts) resulting from 3rd TMP infractions
 - 8) Any carpool survey results (based on annual survey), lists or promotions;
 - 9) Follow-up from recent special events and the schedule of upcoming special events;
 - 10) Follow-up from issues raised at previous CLC meeting; and
 - 11) Recent TMP assessment evaluations and actions.
- A copy of this TMP, the current agenda for the CLC meetings (to include neighborhood issue discussion and question and answer agenda items), and the minutes of the most recent CLC meeting will be posted on the Woods Academy website (or distributed to the CLC notice list if necessary).
- The Woods Academy will make available a school calendar to the surrounding community providing advance notice of CLC meetings and school events scheduled at the school. Current information will be available on the school's website at www.woodsacademy.org, and will be available at the CLC meetings.

XI. ENFORCEMENT MEASURES FOR DRIVER INFRACTIONS

- Each school year, the Woods Academy requires parents and faculty (1) to agree to policies and penalties stated in the TMP and the *Guide for Drivers* as part of the

enrollment and employment contracts, and (2) to register their vehicles with the STC. Such contracts require parents and faculty to obey local traffic and parking laws, to abide by The Woods Academy *Guide for Drivers* and the TMP, and to agree to the penalty provisions set forth in the *Guide for Drivers* and the TMP for violations of the TMP.

- An initial infraction of the TMP policies will result in a mandatory conference with the STC and recordation of the incident in a log regarding traffic and parking issues. A second infraction during the school year will result in written notice issued to the driver, notification to the Head of School of the incident/infraction and a mandatory meeting of the parent or faculty with the Head of School within ten (10) business days. A third infraction during the school year will result in a monetary fine, which fine amount shall be updated annually and provided in the *Guide for Drivers*. Subsequent intentional infractions during the school year are grounds for additional fines and suspension of on-site driving privileges.
- The STC will be the primary point of contact for all traffic and parking-related community issues. The STC will maintain a log of calls and correspondence regarding traffic and parking issues. This information will be made available to The Woods Academy Head of School on a monthly basis. The Head of School shall take appropriate action to address any outstanding traffic and parking issues within 10 days after the monthly review of the STC log.

XII. SPECIAL EVENTS MANAGEMENT

- Occasional school-wide events occur at The Woods that may require special provisions to accommodate traffic and parking needs (a maximum of 12 per year). These events may include the following:
 - First Day of School
 - Back-to-School Nights
 - Grandparents' Day
 - Open House
 - Spring Art Show & Musical Production
 - Graduation
 - Last Day of School
- Any necessary satellite parking will take place at offsite locations, including the Old Georgetown Swim Club located at 16501 Fernwood Road, Our Lady of Bethesda Retreat Center at 20409 Bradley Boulevard or other satellite locations. The Woods Academy has existing agreements with these organizations to permit parking at their facilities during these events.
- Additional law enforcement or staff shall be designated to assist with traffic flow and parking operations during special events.

XIII. ASSESSMENT

- The Woods Academy will monitor on-site peak hour vehicular operations on an ongoing basis to ensure compliance with the TMP. The Woods Academy will undertake additional management and operational steps as appropriate to assure reasonably prompt compliance with the TMP and coordination with the surrounding community, which may include, but not necessarily be limited to, one or more of the following:
 - 1) Make adjustments to the on-site car stacking plan;
 - 2) Identify additional Woods staff and/or law enforcement officers to manage morning and afternoon peak hours and/or special event parking;
 - 3) Implement changes in arrival and dismissal times (increased staggering of student arrival and departures);
 - 4) Enhance efforts and provide incentives to increase student per vehicle ratios (trip reduction);
 - 5) Improve efforts to communicate and promote the policies of the TMP to drivers;
 - 6) Update and re-circulate the Appendix: Guide for Drivers to parents; and
 - 7) Assess the feasibility of alternative transportation options.
- The Woods shall provide updates regarding any assessment actions at the CLC meetings.

XIV. SCHOOL PERFORMANCE EVALUATION

The Woods agrees to a further Montgomery County Planning Board Staff review of the TMP once enrollment reaches a level of 360 students. To provide a basis for evaluating the school's performance, the Woods will implement recordkeeping and reporting measures on the following:

- Carpooling by parents;
- Recorded violations of the TMP;
- Remedial measures taken to address violators;
- Repeat violators;
- Feedback from/issues raised by the community on TMP-related issues; and
- School's response to community feedback/issues.

XV. APPENDIX A: GUIDE FOR DRIVERS (NOVEMBER 2007)

TRANSPORTATION MISSION STATEMENT

The goal of transportation at The Woods Academy is the safety of all people on the roads, sidewalks and driveways in and around the school including students, teachers, parents, visitors and neighbors. As a school that promotes the value of community, we understand our obligations to our neighbors. In order to ensure that our neighborhood retains its peaceful and safe character, school transportation should not hinder the flow of traffic on neighborhood streets.

Objectives

- The safety of all students and adults
- Orderly morning drop off and afternoon pickup
- Unhindered flow of traffic on neighborhood roads
- No queuing of cars along Greentree Road
- Courteous behavior from all drivers and school community members
- Obedience to all speed limits and parking ordinances
- Transportation expectations are known by all drivers in the school community, including grandparents, babysitters, nannies, friends, etc.
- Carpooling by all members of the school community is promoted and encouraged
- No interference with the access of neighboring residents to their property

CARPOOL PROTOCOL FOR DRIVERS

Safety

- All drivers must use extreme caution and be alert.
- Drivers must not talk on cell phones when cars are moving.
- Drivers must not engage carpool faculty/staff in conversation while cars are moving.
- Children must never stand in the driveway or behind cars during drop off or pick up.
- Traffic on the school campus must never exceed 5 mph.
- All adults and children must use crosswalks at all times.
- No one should run along sidewalks or near traffic.

General Procedures

- All parent and faculty drivers must register their vehicles with the Site Transportation Coordinator ("STC"). The STC will maintain a record of all parent and faculty drivers.
- There are **no left turns from eastbound Greentree into the school driveway** from 7:45-8:30 a.m. and 2:30-3:30 p.m. The suggested route for Drivers approaching the school from Bradley Blvd. is to follow Bradley to Fernwood to Greentree.

- There is a single carpool lane on the right hand side of the driveway. You may not leave your car unattended in the “moving lane” at any time during carpool hours.
- When in the carpool line, pull forward as far as possible and do not leave your car.
- Never block a neighbor’s driveway at any time.
- Carpool numbers should be displayed in the driver’s side dashboard window:
 - a. Blue cards = families with Montessori children only;
 - b. White cards = families with Montessori plus 1-8
 - c. Yellow = families with children in 1-8 only.
- Child carseats should be installed on the passenger-side of cars whenever possible.
- Children should buckle their own seatbelts and carseats as quickly as possible so their car may exit safely.

Morning Drop-Off Procedures

- Students registered for morning Extended Care (7:15-8:00 a.m.) should ring the doorbell and enter through the Lower School doors.
- Grade M-4 drop-off is allowed only along the blue curb line area; students enter the building through the Lower School doors.
- A teacher will be on hand to help Montessori students exit cars.
- Grade 5-8 drop-off is allowed at the rear fire hydrant or along the blue curb line area; students dropped off in the rear will enter the building through the Rear East entrance.
- Parents and visitors must enter through the main doors and sign into the office.
- Grade 1-8 students should enter between 8:00 a.m. and 8:18 a.m.
- Students in Grades 1-8 who are not in their classrooms by 8:20 a.m. will be marked tardy.
- Montessori students later than 8:30 a.m. will be marked tardy.
- The northeast vestibule door is closed after 8:18. Lower School doors are closed at 8:30 a.m. Students arriving after that time will enter through the main entrance doors and sign in.

Montessori 11:30 AM Pick Up Procedures

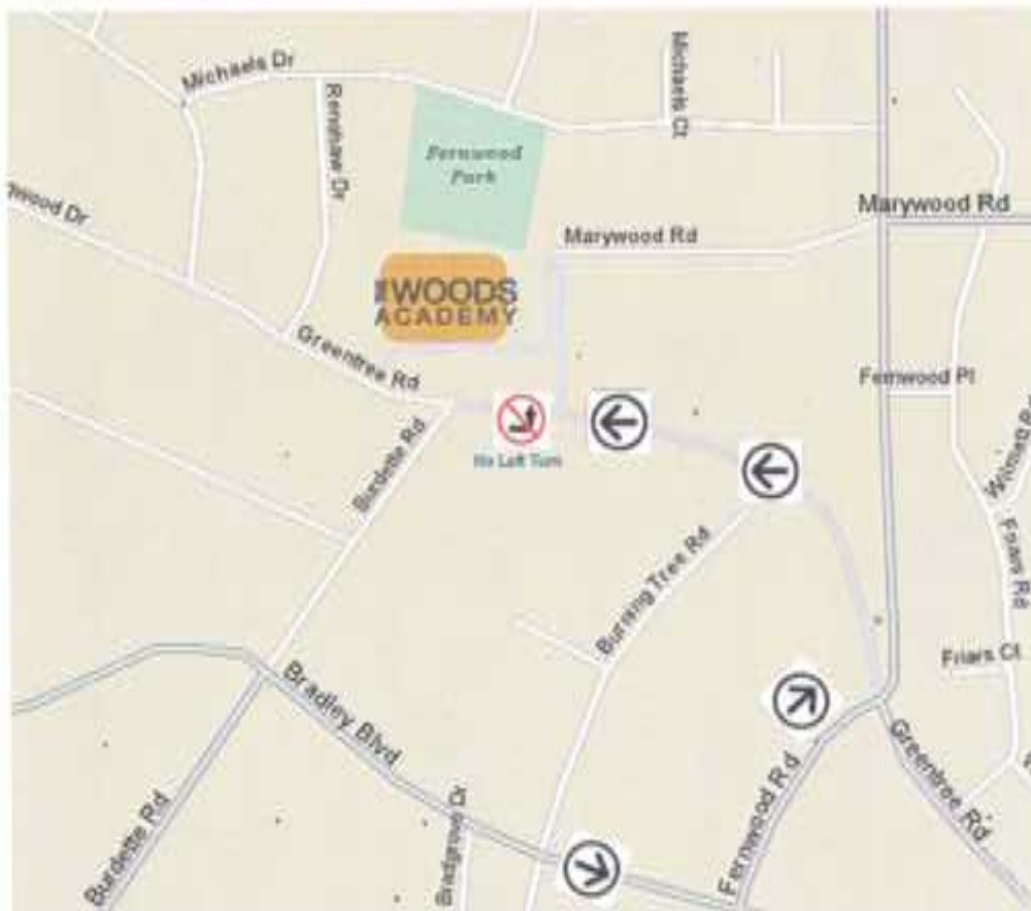
- Carpool name cards must be displayed on the passenger side of the car.
- Car seats should be placed on the passenger side of the vehicle.

Staggered Afternoon Pick Up Procedures

- Montessori afternoon dismissal begins at 2:45 p.m. Drivers picking up only Montessori students may proceed directly to the Lower School doors.
- All other cars will be directed to the back parking lot to prevent queuing on Greentree.
- Grade 1-4 dismissal begins at 3:00 p.m. and ends at 3:20 p.m.
- Grade 5-8 dismissal begins at 3:15 p.m. and ends at 3:30 p.m.
- If you or your carpool have children to pick up at different dismissal times, you must utilize the dismissal time for the eldest child for all of the children in the car/carpool.

- If your child is not outside by the time you reach the Lower School end of the driveway, you must exit onto Greentree Road and re-enter the carpool line.
- If you arrive after dismissal ends, you must park and come in to the front office to pick up your child.
- If your child must be dismissed quickly, we suggest you arrive early so you will be toward the front of the dismissal line. Cars begin lining up as early as 2:40 p.m.
- Parking is extremely difficult at dismissal time. Plan to arrive before 2:45 or after 3:25 if you must park for any reason.
- No teacher appointments may be scheduled between 2:45 and 3:30 p.m. Parking between these times is highly discouraged.
- If you have picked up your children after school ends, but are still in the building on business, your children must remain under your direct supervision. Students are not permitted to be anywhere in the building unsupervised.

Neighborhood Map and Traffic Pattern



EVENT PARKING

During the school year, The Woods hosts special events that require special parking accommodations. To minimize disruptions to traffic in the neighborhood and prevent visitor parking on adjacent residential streets, The Woods will:

- Remind all drivers not to park on the adjacent residential streets,
- Encourage carpooling,
- Provide extra parking attendants,
- Provide alternate satellite parking arrangements,
- Require faculty and staff to park off campus, and/or
- Monitor neighborhood streets to ensure visitors abide by parking policies.

The Woods anticipates arranging special event parking for the following occasions:

- First Day of School
- Back-to-School Nights
- Grandparents' Day
- Open House
- Spring Art Show & Musical Production
- Graduation
- Last Day of School

Questions regarding transportation at The Woods Academy should be directed to the School Transportation Coordinator at 301-365-3080 x224 or stc@woodsacademy.org.

ENFORCEMENT

Pursuant to enrollment and employee contracts, parents and faculty are expected to obey local traffic and parking laws and to follow The Woods Academy *Guide for Drivers*. An initial violation of these policies will result in a mandatory conference with the STC and recordation of the infraction in the STC log. A second infraction during the school year will result in written notice and a mandatory meeting with the Head of School within ten days of the infraction. A third infraction during the school year will result in a monetary fine of \$50. Subsequent intentional infractions during the school year are grounds for imposition of additional fines, with the dollar amount of each subsequent fine increasing by \$50, and/or suspension of on-site driving privileges. [NOTE - THE FINE PROVISIONS WILL BE INTRODUCED INTO THE 2008-09 ENROLLMENT CONTRACTS AND WILL COMMENCE AT THE BEGINNING OF THE 2008-09 SCHOOL YEAR]

**GUIDE FOR DRIVERS – VEHICLE REGISTRATION AND TRAFFIC POLICY AGREEMENT
SIGNATURE FORM:**

Please sign and date this form indicating your review of the attached Guide for Drivers and your agreement and acceptance to abide by the Wood's Guide for Drivers. Please contact the School Transportation Coordinator if you have any questions. **Please note that driver violations of the transportation policies are subject to fines.**

Please provide the make/model, color, and license plate information (number and state) on in the table below. This form must be completed and returned to the School Transportation Coordinator within 14 days of the start of school and must be updated if a new car or an additional car will be used on the Wood's campus. All staff and faculty cars and cars picking up students must be registered. Thank you.

Woods Academy – Vehicle Registration Information		
Make/Model	Color	License Plate Information

Signature: _____

Date: _____

Name (print)

XVI. APPENDIX B: TRANSPORTATION MANAGEMENT PLAN INFRACTION RECORDING, REPORTING, AND ASSESSMENT PROCEDURES:

A. Introduction

The following outlines the Transportation Management Plan's (TMP) infraction recording, reporting, and assessment procedures. The recording, reporting, and assessment will be the responsibility of the School Transportation Coordinator ("STC"). The STC will prepare an assessment report prior to each Community Council Meeting. The assessment report will summarize information regarding: 1) carpooling by parents; 2) recorded violations of the TMP; 3) remedial measures to address violators; 4) number of repeat violators; 5) feedback from/issues raised by the community on TMP-related issues; and 6) school's response to community feedback/issues.

The quarterly assessment will serve several broad objectives including but not limited to:

- Mechanism for recording reported infractions of the TMP and School's response to reported infractions;
- Quarterly summary of community transportation concerns and School's actions taken to address concerns; and
- Benchmark for assessing effectiveness of TMP and School's performance in addressing TMP infractions and community issues related transportation.

B. TMP Infraction Recording Procedures

The ***Form for Recording TMP Infractions*** allows for consistent recording and subsequent reporting of information regarding TMP violations. The information should be recorded as completely as possible. It is, however, recognized that certain parents, faculty, or community members may not want to be identified as reporting infractions. In these cases, reports may be made anonymously and therefore, the reporting individual shall be listed as unidentified parent, community member, or faculty. Similarly if there is a dispute, uncertainty, or other special consideration (delivery vehicles, non-Woods community member vehicle, etc.) regarding the infraction, this information should be reflected in the infraction description and elsewhere on the form as appropriate. The information contained in the form will be summarized for the purposes of reporting to the school administrators, Woods Academy Board of Trustees, and Community Council.

Instructions for completing the TMP Infraction Record Form are as follows:

- Column 1: Input sequential reference number (allows for tracking and identifying infractions);
- Column 2: Input date (date required), and time (am or pm at minimum) of the infraction;
- Column 3: Input name of violator (name required) and car identification information (color, model, type, license plate number - if known);

- Column 4: Input name of person reporting the infraction (name is optional and may be listed as unidentified parent , community member or faculty), date and time (date optional - am or pm required at a minimum), and contact information (optional telephone or email);
- Column 5: Input brief description of infraction (making left hand turn, speeding, turning around in neighbor's driveway, parking on prohibited areas etc.);
- Column 6: Input First, Second, or Third etc. for number of repeat infractions;
- Column 7: Input remedial measure by school to address violators re Conference, Letter, or Fine;

C. TMP Reporting and Assessment Procedures

The Woods Academy has developed the following procedure to ensure systematic and consistent TMP reporting and assessment. As mentioned above the assessment report will provide an update regarding: 1) carpooling by parents; 2) recorded violations of the TMP; 3) remedial measures to address violators; 4) number of repeat violators; 5) feedback from/issues raised by the community on TMP-related issues; and 6) school's response to community feedback/issues. The Woods Academy will summarize the information in the ***TMP Reporting and Assessment Form***. The information contained on this form will be presented the Community Council meetings.

Form For Recording TMP Infractions

Woods Academy

Prepared by

School Transportation Coordinator

Form Last Revised 11/1/2007

(1) Ref No.	(2) Date and Time	(3) Name and Car Identification Information	(4) Name, Date, and Contact Info of Person Reporting Infraction	(5) Description of Infraction	(6) First Infraction or Repeat Infraction	(7) Remedial Measure to Address Violators
1						
2						
3						
4						

TMP REPORTING AND ASSESSMENT FORM Wood Academy Prepared by School Transportation Coordinator Form Last Revised 11/1/2007									
Reporting Component	Previous Reporting Period			Current Reporting Period			Percent - Increase (Decrease)		
Date of Reporting Periods							NA		
Carpooling (annual survey)									
Number/Percentage of Parents Carpooling									
TMP Infractions									
Number of Infractions reported by Parents, Community Members, and Faculty									
Number TMP Infractions									
Remedial Measures Taken to Address TMP Violators									
Number of Conferences, Letters, and Fines									
Repeat Violators									
Number of Repeat Violators During Current Reporting Period									
Community Feedback/Issues and School Response Reporting									
Feedback From/Issues Raised by the Community on TMP-Related Issues In Previous Reporting Period (Bullet List):									
School's Response to Community Feedback/Issues Raised In Previous Reporting Period (Bullet List).									

ATTACHMENT F

Woods Academy Statement of Operations

STATEMENT OF OPERATIONS

Introduction

The Woods Academy is a non-profit, private, independent, Catholic, co-educational elementary school serving boys and girls from pre-school through grade eight. The Woods Academy offers a three-level Montessori program for pre-school and Kindergarten age students, a Lower School program for grades one through four, and an Upper School program for grades five through eight. The Woods Academy seeks applicants of every race, religion, nationality and ethnic origin. The Woods Academy first opened in 1975 and has operated continuously in Montgomery County since that date.

The Woods Academy operates in accordance with a Site Plan (No. 8-01018, SRW 01006) that was approved by the Maryland-National Capital Park and Planning Commission on August 16, 2001. Pursuant to the Site Plan, the current enrollment capacity is 302 students. The Woods Academy seeks to amend the Site Plan to increase the enrollment capacity to 410 students.

As shown below, The Woods Academy has in place the necessary physical structure, programmatic and operational infrastructure to effectively and efficiently serve its constituents and the surrounding community at an enrollment capacity of 410 students.

School Population and Demographics

For academic year 2006-2007, school enrollment is 297 students, drawn from 208 families; 287 students reside in Montgomery County. As of September 2006, The Woods Academy employs 61 full- and part-time faculty, administrators, support and maintenance staff; 53 employees reside in Montgomery County.

Location

The Woods Academy is located at 6801 Greentree Road, Bethesda, Maryland 20817 (the "Site") on property known as the former Fernwood Elementary School. The former Fernwood Elementary School opened as a public school in 1961 with eighteen classrooms and a rated capacity of 532 students. Fernwood Elementary School closed in 1977 with fifteen classrooms and a rated capacity of 450 students.

The Woods Academy has been located at the Site continuously since 1977. The Woods Academy leases the Site from Montgomery County. The current lease between The Woods Academy and Montgomery County expires on June 30, 2024.



THE WOODS ACADEMY STATEMENT OF OPERATIONS

Facilities

The Woods Academy undertook a \$ 4 million capital expansion of the facility in 2002. The school building now contains 24 classrooms; 10 new classrooms were added when The Woods Academy expanded the facility in 2002. A state-of-the-art Student Activities Center, also added during the 2002 expansion, houses a regulation size gymnasium, contains a stage for theatrical and musical performances, and a music studio. A recently renovated Multi-purpose Room ("MPR") serves as the school cafeteria, a large meeting room and worship hall, and an exhibition hall for displaying student art. A chapel is located adjacent to the MPR. The school library houses 14,000 volumes and doubles as a mini-auditorium for class plays and performances. A new technology resource center, which opened in 2006, is adjacent to the library.

The Woods Academy is situated on a six-acre park-like campus, adjacent to Fernwood Park. Students have access to playing fields for baseball, soccer and lacrosse, outdoor basketball and tennis courts, and spacious playground equipment.

Although the Site Plan indicates 59 lined parking spaces on-site, there is sufficient paved surfaces on the Site to accommodate at least 66 lined parking spaces and 8 unlined parking spaces.

Hours of Operation

The academic day at The Woods Academy currently begins at 8:20 a.m. and ends at various staggered dismissal times (staggered dismissal was implemented in September 2006). Students are welcome to arrive any time after 8:00 a.m. Montessori half-day students are dismissed at 11:30 a.m. Montessori full-day students are dismissed at 2:45 p.m. Lower school students are dismissed at 3:00 p.m. Upper school students are dismissed at 3:15 p.m. After-school activities including scholastic sports and clubs are typically concluded by 5:30 p.m. The Woods Academy, from time to time, has board meetings, faculty meetings, parent/teacher meetings and a limited number of events that occasionally take place in the early evening and are concluded typically before 10:00 pm (see also Special Events).

Programs

Montessori - The multi-age Montessori program operates out of three specially-prepared classrooms. Materials are located at child-level so that students may pursue their own interests at their own pace under the guidance of our dedicated and expert teachers. In addition to activities in Practical Life, Sensorial, Mathematics and English Language Arts, teachers enrich the classrooms with thematic units that include holidays, seasons and animals. Singing, stories, poetry, science and outdoor play augment the Montessori classroom. Outside the Montessori classrooms, all Montessori students participate in library, music, and physical education activities.

Montessori first level students are typically three to four years old. They participate in a half-day program. Montessori second level students are typically four to five years old. They participate in a half-day program. Developmentally ready second level students may be invited

THE WOODS ACADEMY STATEMENT OF OPERATIONS

to participate in an extended day, four-day-a-week program; these students participate in special afternoon activities including science, cooking, library and more. Montessori full day students are typically five to six years old. Full day Montessori students take classes in French, Spanish and computer science as part of the Montessori full day program.

The existing infrastructure supports as many as 32 children in each Montessori classroom.

Lower School - the Lower School is comprised of two classroom sections each for grades one through four. In addition to the classroom curriculum comprised of mathematics, language arts and reading, science, social studies, religion, technology integration and guidance, students take classes in art, music, foreign language, library and physical education.

The existing infrastructure supports as many as 20 children in each Lower School classroom section.

Upper School - the Upper School is comprised of grades five through eight. Students experience a departmentalized academic program and move from classroom to classroom. Students maintain lockers and pass between classes with all necessary materials. The Upper School curriculum is comprised of classroom studies in English Language Arts, Mathematics, Science, Social Studies, Modern Language, Religion and Fine Arts. The Fine Arts program includes art and music instruction for fifth and sixth grade students, and elective studies in art, music and drama for seventh and eighth grade students. The Upper School curriculum also includes Guidance/Health and Physical Education.

Each student in the Upper School is assigned a teacher advisor, to whom he or she reports every morning. The advisor acts as an advocate for each student and serves as a conduit for home-school communication.

The Upper School is organized into Fifth-Sixth and Seventh-Eighth grade teams. Teachers meet regularly as teams to discuss the progress of students and plan curriculum. Teams also meet to plan special grade level events. Teachers of each subject area offer instruction that meets the needs of all students and challenges.

The existing infrastructure supports as many as 40 children in each Upper School grade.

Extra-curricular/After-School Programs – Most students participate in a wide variety of extracurricular programs offered throughout the school year. These after-school activities generally meet for one to two hours, and generally end between 4:15 and 5:30 p.m., depending on the activity and time of year.

Nearly all Upper School students participate in the interscholastic sports program, which includes Junior Varsity and Varsity boys and girls teams in soccer, basketball, baseball, softball and lacrosse. The Woods Academy currently is a member of the Capital Athletic Conference, which is comprised of the following schools: Congressional School, Green Acres School, Immanuel Christian School, The Langley School, National Presbyterian School, The Norwood School, The Sheridan School, St. Patricks Episcopal Day School and The Westminster School.

THE WOODS ACADEMY STATEMENT OF OPERATIONS

Many Lower School students participate in intramural sports, Chess Club, Hands-on Science, Brownies and/or Cub Scouts.

Extended Care - The Woods Academy offers an Extended Care Program for students on a first come, first served basis. This program is licensed by the Montgomery County Health Department. The program is available both before school, beginning at 7:15 a.m., and after school, running until 6:00 p.m. On any given day, as many as 60 students utilize the Extended Care program.

Daily Carpool Operations

Virtually all Woods Academy students are transported to and from school via car. Daily carpool rules, regulations and procedures are documented in The Woods Academy Transportation Management Plan ("TMP"), which is communicated to parents through a Guide for Drivers which is a component of the enrollment agreement. Elements of the daily carpool operation include:

- Drivers are instructed regarding proper ingress and egress routes to and from The Woods Academy
- A Montgomery County Police officer is stationed on the Site to control and direct traffic
- Vehicles are routed within the Site to maximize efficiency and safety in the drop-off and pick up of students
- Sufficient queuing space is available on the Site to manage vehicle flow without spillover onto public streets
- Traffic flow into and out of The Woods Academy is further disbursed as a result of staggered dismissal times for Montessori, Lower School and Upper School students
- Adequate staff supervision is provided during carpool times

Special Events

The Woods Academy invites visitors to the Site for a number of events throughout the year. To minimize disruptions in the adjacent neighborhood, The Woods Academy instructs visitors to park only in the parking lot on Site and/or satellite parking areas and discourages visitors from parking on the adjacent residential streets (even though parking on the surrounding residential streets is not a violation of Montgomery County law). The Woods Academy determines, on a case-by-case basis depending on the expected number of visitors to the Site and the nature of the event, whether Special Event parking arrangements are necessary. Special Event parking rules, regulations and procedures are set forth in the TMP.

THE WOODS ACADEMY STATEMENT OF OPERATIONS

For academic year 2006-2007, the Special Events are Opening Day (September), Back-to-School Nights (September), Grandparents' Day (October), Association of Independent Schools of Greater Washington ("AISGW") Fall Dinner (October), Open House (November), Spring Arts Show & Musical Production (May), Graduation (June) and Last Day of School (June).

Community Events

Consistent with the provisions of its lease with Montgomery County, The Woods Academy makes the Site available to community groups throughout the year. The gymnasium in the Student Activities Center is used as a practice facility throughout the school year. Each athletic season, the facility is made available to approximately 12-14 community-league teams. In addition, community groups such as Cub Scouts and Brownies regularly use classroom space after school hours.

The Woods Academy makes its campus available for community groups to hold events, including picnics and meetings. In 2006, the Bradley Boulevard Citizens Association ("BBCA") and Fokalari Interfaith/International Peace Organization held events at the Woods Academy.

In addition, The Woods Academy allows visitors to McCrillis Gardens, which is across the street from The Woods Academy at 6810 Greentree Road, to park in the school parking lot.

Summer Operations

The Woods Academy academic program concludes each year with closing exercises in the second or third week of June and re-opens with an all-school faculty meeting during the last week of August. During the summer, The Woods Academy office is open from 9:00 am until 3:00 pm each day. Summer staff includes a small number of administrators and the facilities manager.

The Woods Academy makes select parts of the facility available during summer months for use by summer camps. For two weeks in summer 2006, The Woods Academy held faculty-led preschool, art and Spanish camps, attended by approximately 58 children daily. HeadFirst Sports Camp held its summer camp at The Woods Academy from June 19 through August 25, 2006. HeadFirst Sports Camp contractually agreed to adhere to The Woods Academy TMP (including specific requirements regarding ingress and egress, parking requirements, and vehicular traffic flow).

Accreditation/Affiliation

The Woods Academy is among a select group of independent schools accredited by the Middle States Association of Schools and Colleges and by the Association of Independent Maryland Schools ("AIMS"). The Woods Academy is a member of the AISGW and AIMS.

ATTACHMENT G

Correspondence from Citizens

BRADLEY BOULEVARD CITIZENS ASSOCIATION
7101 Longwood Drive Bethesda, MD 20817

December 9, 2007

BY ELECTRONIC AND REGULAR MAIL

Ms. Rose Krasnow
Division Chief
Development Review
Montgomery County Planning Board
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
Acting Supervisor
Site/Project Plan Division
Development Review
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **The Woods Academy**
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106

Dear Ms. Krasnow and Mr. Kronenberg:

The Bradley Boulevard Citizens Association (“BBCA”) is writing to protest the schedule for the release of the staff report on this matter. It has left our association without an effective opportunity to comment on the applicant’s revised proposal and, as a result, the staff report will be prepared without benefit of feedback from the community most affected by this revised site plan amendment. This unfortunately will necessitate a more lengthy hearing before the Planning Board itself to allow the community to present its concerns. In addition to the inadequacy of the time allowed for comment on the revised proposal, the record is still missing crucial information regarding parking and other issues we have repeatedly raised, which impairs not only our ability to comment but the staff’s ability to assess the impact of the site plan amendment.¹ We respectfully request that this letter be attached to the staff report on the above-referenced matter.

¹ For example, the school has yet to provide to us or staff specific information as to its daily parking needs and how it will meet them. It has not submitted any report on staff and volunteer days/hours or any evidence of agreements regarding off-site parking arrangements for staff or special events.

This site plan amendment to increase the Woods Academy's enrollment was originally scheduled for a hearing before the Planning Board in late September. The application was pulled from the Planning Board's agenda at the request of the applicant, who had been advised that staff would not recommend approval. Mr. Kronenberg advised the BBCA of this withdrawal as well as the school's representation that it wished to discuss proposed changes to the site plan amendment with neighborhood representatives at a September Community Council meeting prior to revising its application. However, Woods Academy declined to present or discuss any such changes at that meeting, and we received no subsequent communication from the school's attorney regarding proposed revisions until Thanksgiving Week, during which I (but not our attorney of record) was sent a revised Transportation Management Plan ("TMP") which had already been submitted to Development Review staff. The e-mail transmitting this revised TMP indicated that the school was proffering a phase-in of its requested enrollment increase, but that phase-in is only partially addressed in the revised TMP and, we understand, was not formally submitted to staff. There was no indication in this e-mail or any other communication that the school had asked to have the matter put back on the Planning Board agenda.

Due to conflicting travel schedules surrounding the Thanksgiving holiday, the BBCA was unable to convene an immediate meeting of neighborhood representatives. Moreover, we had a number of questions about the revised TMP as well as issues that were not addressed by the proposed "phase-in" or other revisions to the proposed site plan amendment. We had hoped to obtain additional information on these matters at the December 3 Community Council meeting, and were shocked to learn that evening that the revised application had been scheduled for a hearing December 20, with the staff report due for distribution December 10. We contacted Mr. Kronenberg the following morning (December 4) and submitted a written request, asking that the hearing date be moved to January 10 and requesting a meeting so that we could present our concerns about the revised proposal. As Mr. Kronenberg had indicated his desire to discuss the proposed changes with us, it was our impression that the request for a new hearing date would likely be granted and the date for distribution of the staff report would shift accordingly. Late Friday afternoon (December 7) we received confirmation that the hearing date would be moved to January 10 but the distribution date for the staff report would, inexplicably, remain December 10. At that time, we were offered an opportunity to meet with staff sometime during the five hours immediately preceding the release of the staff report. Not only were we unable to rearrange prior commitments in order to attend on such short notice (I did not receive the message until well after the close of business on Friday), but such a meeting would have been of questionable value given the immediately pending release of the report. The failure to adjust the due date of the staff report has effectively eliminated our association's ability to present our concerns on the revised proposal in a coherent form to staff, has precluded the staff's consideration of these concerns in their report, and has served neither the community nor the Planning Board.

Sincerely,

/s/

Linda C. Kauskay
BBCA President

Cc: Anne Martin, Esq.
Martin Klauber, Esq.

BRADLEY BOULEVARD CITIZENS ASSOCIATION
7101 Longwood Drive Bethesda, MD 20817

December 17, 2006

BY FACSIMILE

Anne C. Martin, Esquire
Linowes and Blocher LLP
7200 Wisconsin Avenue, Suite 800
Bethesda, MD 20814-4842

Re: The Woods Academy

Dear Anne:

You have asked that I provide you with a list of the neighborhood's suggestions regarding the Transportation Management Plan ("TMP") for the Woods Academy that were not incorporated in your last revision. I apologize for the delay in getting these to you. For your convenience, references are made both to the numbered paragraphs of our letter of May 21 as well as the relevant sections of the TMP.

1. The TMP should provide that the name, telephone number and e-mail address of the STC will be posted on the school website to facilitate the ability of affected neighbors to contact the STC with their concerns. This information, together with a copy of the current school calendar, should also be provided (we suggest annually) to the residents most affected by parking and traffic issues. We provided you with a suggested list of such residents and asked that it be appended to the TMP. (P.1 and Section III)
2. The TMP should provide that the Community Council will include at least one representative from each of Renshaw Drive, Burdette Road and Greentree Road, to be selected by residents of those streets, and should also identify the school representatives who will attend, *i.e.*, STC, Head or Assistant Head of School. As noted at the Development Review Committee meeting last week, the Peoples Counsel for Montgomery County should also be notified of and included in the Community Council meetings. He has requested that the Council meet quarterly. The TMP should also provide that neighborhood residents have the right to convene meetings of the Community Council on ten days written notice. As we have discussed, the neighborhood association is still incorrectly identified in the TMP. (P. 2 and Section X)

3. The STC should provide to the Head of School at least *weekly* a summary of any calls and correspondence regarding traffic and parking issues. In addition, the TMP should provide that the Head of School shall address outstanding traffic and parking issues as provided in the section on enforcement ***no later than one week after the issue has been brought to his or her attention.*** Failure to address violations promptly encourages repeat offenses and general disregard for the TMP. Finally, the TMP should provide that a third violation of the policies will result in mandatory suspension of on-site driving privileges. The TMP will only be effective if drivers know there are real consequences for failure to comply. (P. 3 and Sections III and X)
4. The TMP should provide that any lease or contract with third party users will contain clauses requiring the third party user to comply with the TMP, to communicate the TMP provisions to its employees and clients, and to ensure enforcement the TMP provisions. The STC (or an equivalent) must remain responsible for maintaining a log of calls and correspondence and communicating the same to the person in charge. Finally, the TMP must provide consequences in the event a third-party user fails to comply, *i.e.*, denial of future use of the school's facilities. (P. 2 and Sections III, IV and X)
5. The TMP should provide that information on carpooling be disseminated several times a year and require that the school provide ***incentives*** to encourage carpools that include non-siblings. The TMP should also include a commitment by the school to study the feasibility of offering bus service to transport students to and from the school and to develop support for bus service. (P.6 and Section III).
6. None of the suggestions in paragraph four of our letter were incorporated. While the possibility of additional law enforcement or staff during special events is mentioned, that provision is optional in the current TMP. (P. 4 and Section XI)
7. None of the suggestions in paragraph seven of our letter were incorporated. (P. 7 and Guide for Drivers). In addition, while it is helpful to inform drivers as to the additional measures the school will take during special events, the Event Parking section of the Guide for Drivers should set forth requirements for drivers in the same manner as the preceding sections. The "/or" should also be removed from the section of the Driver Guide that addresses event parking.
8. As we indicated previously, we are pleased that the school will assess vehicular operations on an on-going basis and undertake additional steps as necessary to ensure compliance with the TMP. However, the

neighbors would like to have a specific commitment that this will happen no less than four times per academic year. (P. 6)

If you have any further questions regarding the foregoing, please feel free to give me a call to discuss them. The neighborhood feels strongly that these provisions are necessary for the TMP to be effective. We must also ask that any references to parking on the playing field be removed from the current TMP. The neighborhood believes that use of the field for overflow parking is incompatible with preserving this important community asset; thus, we have concluded that we cannot support the school's request for a waiver of the contract provision that limits parking to the paved surfaces of the campus. We believe that satellite parking facilities provide the best solution for accommodating special event parking and very much appreciate the school's commitment to use those options.

Sincerely,

/s/

Linda C. Kauskay
President

Cc: Robert Kronenberg
Shahriar Etemadi
Martin Klauber, Esq.
Cynthia Brenneman
Mary Worch
Norman Knopf, Esq.

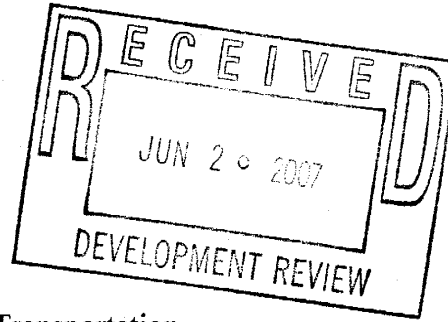
Kronenberg, Robert

From: Kauskay/Malashevich [mala.kaus@verizon.net]
Sent: Monday, December 18, 2006 4:37 PM
To: Martin, Anne C. - ACM
Cc: mworth@woodsacademy.org; Cynthia.Brenneman@montgomerycountymd.gov; Martin Klauber; Etemadi, Shahriar; Kronenberg, Robert
Subject: Requested Comments Regarding TMP Omissions

12/27/2006

June 25, 2007

Robert Kronenberg
Planner/Coordinator, Countywide Planning
Montgomery County Division of Park and Planning
8787 Georgia Ave.
Silver Spring, MD 20910



Cynthia Brenneman
Montgomery County Division of Public Works and Transportation
Office of the Director
101 Monroe St. 10th floor
Rockville, MD 20850

Re: Opposition to Expansion of Woods Academy – Field Use Conflict, Spring 2007

Dear Mr. Kronenberg and Ms. Brenneman,

As you may be aware, a local soccer team with a permit from Montgomery County to use the Fernwood LP field behind the Woods Academy in Bethesda had a conflict with the academy this Spring that illustrates another compelling reason that the community opposes the proposed expansion of enrollment at Woods. An expansion will further reduce availability of a scarce resource – neighborhood playing fields for residents – and compel neighborhood children to travel to Rockville, Kensington and other distant locales to play their sports. The school's disinclination to communicate reasonably about this issue as it was occurring was troubling, and statements by school officials and those connected to the school, concurrent with and subsequent to the conflict, demonstrate a sense of entitlement to the public field that does not accord with reality. Expanded enrollment will put more pressure on the school to behave as if the field is theirs, and to seek additional permits, thus displacing neighborhood children.

The conflict occurred this Spring, when my son's MSI soccer team, which was comprised entirely of children who live in the neighborhood surrounding the Fernwood LP field, secured the permit to use the field from 5-6 pm. on Tuesdays. This field is located in the Burning Tree school district, and all but one of the children on the team attended Burning Tree Elementary School.

The first or second Tuesday that the boys arrived for practice, a Woods Academy team was using the field for a game. Our assistant coach, Nora Vogel, approached a Woods Academy official to inform him that we had the permit and to determine when they would be off the field. She was told to use the little field directly behind Woods. The little field is not appropriate for a soccer practice, as it is too small and set up as a baseball diamond. Because we chose to display good sportsmanship, we were unable to use the field for any of our permitted time that week. Using the field later was not an option as another team held the permit and arrived promptly at their permitted time.

The following week, we arrived at 5 p.m. to again find the field permitted to us in use – this time by the Woods Academy girls' lacrosse team. A parent approached a Woods Academy official regarding our right to use the field and was informed, "we only have a few more games." Again we did not force the issue, but allowed them to finish the game. By the time the team and spectators were off of the field, it was 5:50 p.m.

After the game, I approached the Woods Academy official(s), who were driving in a golf cart. They did not slow the cart when I spoke to them, and so I ran alongside in order to reiterate that we held the permit and expected to use the field. One of the women said that she was aware of the issue, had checked the schedule and there were no more conflicts. Another parent saw how I was being treated and placed herself farther along in the path of the cart so it would have to stop. The Woods Academy official was abrupt to this parent as well and quickly departed into the building. There was no apology for inconveniencing us and no gratitude expressed for our sportsmanship in allowing them to finish their games. In short, there was no acknowledgement that we had any right to the field or that they were in the wrong. Further, I did not have a chance to find out who she was and whether she spoke for all of Woods Academy or only the girls' lacrosse team.

Accordingly, I called the Woods Academy to follow up. I left a detailed voicemail for the person to whom I was directed, Ms. Edwards, the athletic director. When I did not receive an immediate response, I telephoned again and spoke with someone in the office who was sympathetic and responsive. Ms. Edwards subsequently telephoned to inform me that Woods had no more games that would conflict with our permit. I wonder how they would have acted if they had additional scheduled games for our permitted time.

In sum, the Woods Academy failed to acknowledge the validity of the permitting process and communicated a sense of entitlement to the public field that concerned me. Even if Woods had acknowledged our right to use the field, the conflict highlights the fact that if enrollment were to be increased, the result would be more requests from Woods to use the Fernwood LP field and less availability of that local public field for the children that live nearby. Additional students translates inexorably into greater use of playing fields; any argument of Woods Academy to the contrary would be disingenuous. Indeed, we understand that Woods already has internal conflicts over the use of the field. Woods students are not the only children who need accessible playing fields. The children who live in the neighborhood do, too, and should have a claim to the public field at least equal to that of a private school that has no residency requirement and draws children from outside the neighborhood. Use of the field is already heavily weighted towards Woods Academy. The proposed expansion would only exacerbate this problem. Accordingly, we oppose the proposed enrollment expansion.

Sincerely,



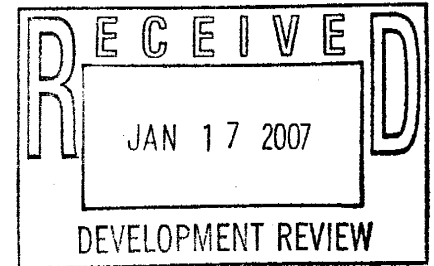
Louise N. Howe

7001 Armat Drive

Bethesda, MD 20817

CC: Linda Kauskay
Bradley Boulevard Citizens Association
7101 Longwood Drive
Bethesda, MD 20817

Tom Lynch
9209 Quintana Drive
Bethesda, Maryland 20817



January 12, 2007

Mr. Robert Kronenberg
Development Review Division
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

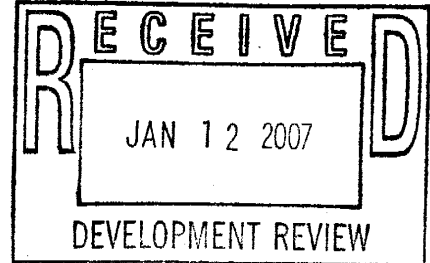
Dear Mr. Kronenberg:

This letter is written to you in support of the site plan amendment that was filed in 2006 by The Woods Academy school in Bethesda, Maryland. The site plan requests an increase in the school's enrollment cap in order to accommodate the school's natural growth over the years. I know from first-hand experience, as a parent of three children at the school and as a member of the school's Board of Trustees, that the site plan amendment is a critical component of the school's long term viability as an institution dedicated to the education of children living in Montgomery County. We have a wonderful school comprised of a small community of students, parents, and faculty. We intend to maintain the small school character that we have cultivated since 1975 and request modest room for additional growth within the school's existing footprint.

Thank you for your assistance and I hope that you will do all that you can to move the site plan amendment toward final approval.


Tom Lynch

Laura Criswell
9463 Newbridge Drive
Potomac, MD 20854



Mr. Robert Kronenberg
Development Review Division
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

January 8, 2007

Dear Mr. Kronenberg:

I am writing to express my support for The Woods Academy School and their current application for an increased enrollment capacity. My children have been attending The Woods Academy since 1998. Since that time, we have always been impressed with the school, the administration and the teachers. Currently, my children are in the sixth, fourth and first grades at The Woods Academy.

As a parent, I understand the concern from the neighborhood regarding traffic and parking. I can assure you that all the parents are quite aware of the neighborhood and do make every attempt to be respectful while driving to and from the school. The Woods Academy has made many improvements over the past few years to help eliminate any delays or parking issues due to car pool drop off and pick up.

I do hope you will support the amendment to raise our enrollment. As The Woods Academy continues to grow and make improvements, our children will also continue to grow and experience the rewards of such a fine school.

Thank you for your consideration with this matter.

Sincerely,

Laura Criswell

CC: Randy Branitsky, Board of Trustees President

Kronenberg, Robert

From: jinksmillspaugh@aol.com
Sent: Friday, December 22, 2006 10:33 AM
To: Clemens, Marilyn; Kronenberg, Robert; Ma, Michael
Subject: The Woods Academy

This e-mail is to express how concerned we are with the possible expansion of Woods Academy. Traffic is already very congested up and down Greentree Road. Furthermore, the cars that drive to and from The Woods Academy travel at very high speeds despite the traffic bumps and drive recklessly. They are talking on cell phones and racing to work and do not remember that they are in a neighborhood in which children walk to school and cross streets etc. I have had two experiences where these people were cutting corners so much and so fast that my family would have been hit head on if I had not been traveling very slowly and cautiously. It is simply amazing to think that an expansion is even being considered under these current congested and dangerous conditions.

Please, take these concerns into consideration when deciding whether or not to approve the expansion of The Woods Academy.

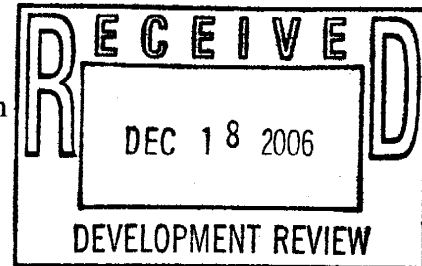
Thank you,

Jinks Millspaugh
9305 Burning Tree Road
Bethesda, Maryland 20817

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December 13, 2006

Mr. Robert Kronenberg
Development Review Division
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910



Dear Mr. Kronenberg,

My name is Maggie Reeves, and I have two children who attend the Woods Academy in Bethesda. I am writing to you because the Woods Academy has made an application to the Maryland-National Capital Park and Planning Commission ("M-NCPPC") for a site plan amendment that would raise the county-mandated enrollment capacity from the current level of 302 students to 410 students, and I hope you will support this application.

The Woods Academy is a school that values academic excellence and individual maturation, and therefore is a highly sought after school for parents and their children. I have personally seen the great care the administration has shown for the growth they desire, taking pains to grow at a slower pace so as to not compromise good teacher-student ratios, top-rate facilities, and having the cooperation of its parents. I know the increase as requested in the school's application would provide the school with longer term flexibility, allowing the school to grow at a good, measured pace. The Woods Academy does an excellent job serving the educational needs of its community, and I fully support them in their desire to include additional students in their yearly enrollment.

Thank you for your careful consideration of their application, and please feel free to contact me should you require any further information.

Very Truly Yours,

A handwritten signature in cursive script, appearing to read "M. Reeves".

Maggie Reeves
2219 Forest Glen Road
Silver Spring, MD 20910

The Pierce Law Group LLC

4641 Montgomery Avenue, Suite 410

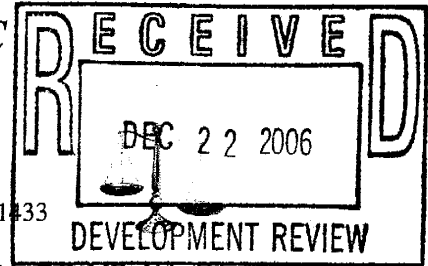
Bethesda, Maryland 20814 USA

www.ThePierceLawGroup.com

Telephone (301) 657-4433 Facsimile (301) 657-1433

John P. Pierce
John.Pierce@JPPLaw.net

Admitted in DC, MD, VA, CA and IL



December 20, 2006

Mr. Robert Kronenberg
Development Review Division
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Woods Academy

Dear Mr. Kronenberg:

I write in support of the Woods Academy in Bethesda, which I understand is under consideration by your agency for approval to expand its enrollment capacity.

I have two children enrolled at the school – one just starting in the Montessori program – who will go through all eight grades there. The Woods Academy has been an excellent educational environment for our children and has our complete support.

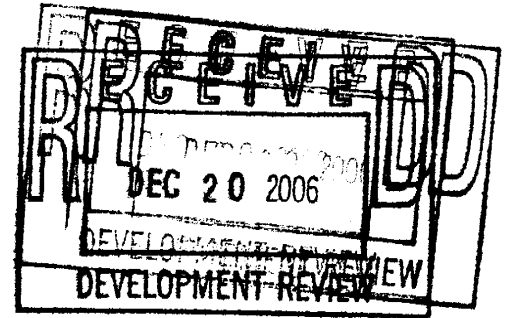
Among the factors that I believe bear considerable weight in your agency's decision-making is the capacity rating of the school when it was a county public school (I believe it was 410 or more at that time, before undergoing significant facility improvements more recently), and the fact that the parents of each of the school children are full-paying taxpayers of Montgomery County, who share the expense of education through taxes of all other Montgomery County taxpayers – and at the same rate – and who, by funding separately the education of these three to four hundred school children, lift a considerable burden from the County to place and educate these same children.

Please feel free to contact me with any questions or concerns.

Very truly yours,

John P. Pierce

*Randy Branitsky
Katherine Branitsky
8502 Hunter Creek Trail
Potomac, MD 20854*



December 15, 2006

Mr. Robert Kronenberg
Development Review Division
Montgomery County Planning Department
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: Woods Academy Site Plan Amendment No. 8-01018A

Dear Mr. Kronenberg:

We are Montgomery County residents and parents of two school-age daughters who currently attend the Woods Academy. We wholeheartedly support the Woods Academy's application to increase the school's enrollment capacity.

Our family has been a part of the Woods Academy community since 2000, when our oldest daughter, who is now in fifth grade, began at the Woods Academy as a four-year old Montessori student. During that time, the Woods Academy has provided to our children a high quality, affordably priced, education. Were it not for the Woods Academy, we likely would be sending our children to a Montgomery County public school.

We were a part of the Woods community when it undertook to expand the facility in 2001 at a cost of several million dollars. Even though the Woods leases the facility from Montgomery County, we willingly contributed to a capital campaign because of the school's long-term commitment to this county and community, and our confidence that the expanded facility would provide an enhanced educational experience both for our children and for future attendees. In that regard, the Woods met all of our expectations. We are equally confident today that an increase in the school's enrollment capacity will further enhance the educational experience of the students without the need for further expansion of the facility.

In our experience, the Woods has been a respectful and courteous neighbor to the residents living in the areas surrounding the school, and has emphasized to the parent and student body the importance of the school's relationship with its neighbors. For example, the school has implemented numerous measures over the years to manage both its carpool operations and the traffic flow on the surrounding streets. The Woods has insisted that its parents comply, even though several of the measures (for

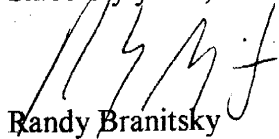
Mr. Robert Kronenberg

December 15, 2006

Page 2

example discouraging parking on the neighborhood streets) go beyond what is required under Montgomery County law. This year, the school has implemented a Transportation Management Plan, and has provided each family with a Guide for Drivers, that set forth rules, regulations and procedures for carpool, parking and other transportation-related issues, and provides penalties for non-compliance.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Randy Branitsky". The signature is stylized with a large, sweeping "R" and a long, horizontal stroke extending to the right.

Randy Branitsky
Katherine Branitsky

Enclosure

Kronenberg, Robert

To: Deborah T Toll
Subject: RE: Woods Academy Expansion

Ms. Toll, thank you for your comments. I am analyzing and assessing all of the comments. This will go in the record.

Robert

-----Original Message-----

From: Deborah T Toll [mailto:debtoll@verizon.net]
Sent: Monday, December 11, 2006 1:49 PM
To: Kronenberg, Robert; Clemens, Marilyn; Linda BBKA; Joel Poznansky
Subject: Woods Academy Expansion

Dear Mr. Kronenberg and Ms. Clemens,,

The Woods Academy is about an acre away from my house at 6609 Boxford Way, but we are impacted by their trash pick-ups.

We're against the school's further expansion. They are running a business in a residential area, and wish to expand their enrollment, even though their physical expansion four years ago was contingent on a promise of no increase in enrollment.

I attended a meeting that began at 7 on October 19th, with at one point twenty eight neighbors concerned about the school. We were polite, so much so that I believe the school assistant principal and transportation coordinator may have received the wrong idea of the sentiment of the group. They have said we raised no objection. I thought we did.

Probably the most emotional objection came, such was our politeness, from a woman who said her property was adjacent, but she was in such distress that she hesitated to speak until the room was quieter! She underlined the failure of the school to live up to her promises because she said her property had dirty water run-off, the school had failed to install the plantings they'd promised, and the noise and traffic would make the property hard to sell. I know this is also true of the property between mine and school, which has been on the market for a year, at 6745 Greentree.

I hope you will do something about observing the zoning in residential areas.

Sincerely,

Deborah T. Toll
6609 Boxford Way
Bethesda, MD 20817

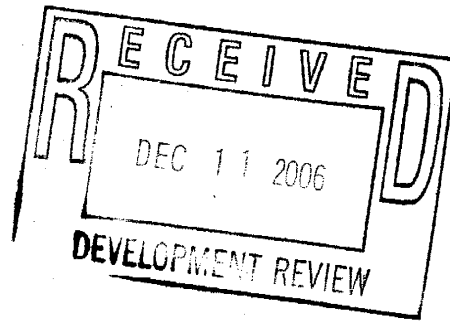
Samuel Goldberg

December 9, 2006

Ms. Marilyn Clemens
Community Based Planning

Mr. Robert Kronenberg
County-Wide Transportation Planning

Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910



**Re: The Woods Academy
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106**

Dear Ms. Clemens and Mr. Kronenberg:

This is to express our wholehearted support for the position of the Bradley Blvd Community Association opposing any further expansion of the Woods Academy's enrollment. In addition to the reasons the BBCA set forth, we have our own.

This had always been a quiet, low-density, residential area with narrow streets, no sidewalks and a 25 mph speed limit. That's why we moved here in 1972. Now it is close to losing much of that character. It has already become dangerous to take walks in the area as we used to.

As luck would have it, our block of Burning Tree Road (Bradley Blvd to Greentree Road) is the only side-street in the area without speed bumps. So, every morning and afternoon there is a torrent of speeding traffic past our house going to and coming from the Woods Academy. Moreover, our block enables the drivers to turn left onto Greentree Road and thus be on the correct (north) side for direct entry into the Academy driveway. In the afternoon, we risk our lives checking our mailbox as they go speeding by.

On Greentree Road itself, there is always a backup in front of the Academy at pickup and delivery time as we drive to our son's home on Longwood Drive. To be sure, it rarely causes us more than a short delay, but a delay nevertheless. The traffic already exceeds capacity on this section of Greentree Road.

So, please do not permit any increase in the Woods Academy's enrollment. Things are bad enough already. Why would you consider making them worse?

Sincerely,

A handwritten signature in cursive script, appearing to read "Samuel Goldberg".

Samuel Goldberg

A handwritten signature in cursive script, appearing to read "Barbara K. Goldberg".

Barbara K. Goldberg

Kronenberg, Robert

From: Patricia Danoff [pdanoff@yahoo.com]
Sent: Thursday, December 07, 2006 10:26 PM
To: Clemens, Marilyn; Kronenberg, Robert; Ma, Michael
Cc: mala.kaus@verizon.net
Subject: Neighbor input concerning Woods Academy enrollment increase

Dear Ms. Clemens, Mr. Kronenberg, and Mr. Ma,

We live at 6740 Greentree Road in Bethesda, MD. Our house is one of the closest to the Woods Academy School, and cars entering their property must pass by our house if traveling from the east.

The Woods Academy appears to have made an effort since their renovation to control traffic problems around the school and parking on the street during the school day and evening events. I have not seen cars park on the street or cue up on the street for a year or more. For this, the school should be commended.

However, we are not in favor of the enrollment increase the Woods Academy has proposed because we feel that the school promised they would cap enrollment at a certain level and now they want to exceed that number by a significant amount. The neighborhood can not handle the number of cars which would be needed to bring that number of students to and from school every day.

We urge you not to approve the enrollment increase which the Woods Academy is requesting.

Sincerely,

Patricia Long Danoff
Jerome V. Danoff

6740 Greentree Road
Bethesda, MD 20817

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Everyone is raving about the all-new Yahoo! Mail beta.
<http://new.mail.yahoo.com>

Kronenberg, Robert

From: Zipster02@aol.com
Sent: Thursday, December 07, 2006 6:30 PM
To: marilynclemens@mncppc.org; scott.james@mncppc.org; Kronenberg, Robert; Ma, Michael
Cc: bdalrymple@linowes-law.com; amartin@linowes-law.com
Subject: The Woods Academy Site Plan Amendment

Please see the attached letter and enter it into the record in any proceedings relevant to the matter discussed in the letter.

Thank you,

Joel and Elizabeth Zipp

12/8/2006

Mailing date: 12/08/06
E-mail date: 12/07/06

JOEL AND ELIZABETH ZIPP
9216 Burning Tree Rd. Bethesda, MD. 20817

December 8, 2006

Ms. Marilyn Clemens (e-mail and regular mail)
Community Based Planning
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Scott James (e-mail and regular mail)
County-Wide Transportation Planning
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106

Dear Ms. Clemens and Mr. James:

We write to you to oppose the referenced request from The Woods Academy for two reasons.

First, the community is presently overburdened with the current traffic caused by the school. It has come to the point now that there are times during the day that we cannot even walk across Greentree Tree Rd. because of the traffic coming from Burning Tree Rd. towards the school. It is difficult for us to see how the expansion plan will contribute to the enhancement or protection of the nearby parks, which is part of the MNPPC mission. We also note that section IV of the Bradley Boulevard Citizens Association's (BBCA) addresses a similar point regarding increased traffic in its August 31, 2006 letter to you.

Second, it is apparent that The Woods Academy has neither been a good neighbor nor the type of member of this community that we could support. As pointed out in more detail in section I of the BBCA's August 31 letter, the school currently operates in violation of

Mailing date: 12/08/06
E-mail date: 12/07/06

an approved Site Plan and of its Lease with the County – not an insignificant matter and on its own should be sufficient to deny the application. Its answer to this seems to be that no one in the community told them. It seems a little unreasonable, to say the least, to expect its neighbors to assure it adheres to its legal obligations. Additionally, it has failed, repeatedly, to be responsive or attentive to neighbors adjacent to the school property when these matters were raised. The Woods Academy website, under “Community Service”, says about its student that “they care”. It’s obvious the same cannot be said about the school as a member of this community. Eleventh hour representations about a different attitude toward its neighbors have no credibility.

Finally, we wish to point out that we incorporate in this letter by reference the entirety of the BBCA’s August 31 letter and support the factual statements and arguments made therein.

Sincerely,

/s/

Joel and Elizabeth Zipp

Cc: C. Robert Dalrymple (e-mail only)
Anne C. Martin (e-mail only)
Linda Kauskay (regular mail only)
Robert Kronenberg (e-mail only)
Michael Ma (e-mail only)

Kronenberg, Robert

From: AEVermilye@aol.com
Sent: Thursday, December 07, 2006 9:43 PM
To: Kronenberg, Robert; Clemens, Marilyn; Ma, Michael
Cc: Mala.Kaus@verizon.net
Subject: Woods Academy Site Plan Amendment

Attached please find our letter opposing the Woods Academy expansion.

Thank you,
Eileen and Andy Vermilye

12/8/2006

9309 Renshaw Drive
Bethesda, MD 20817

December 7, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **The Woods Academy**
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106

Dear Ms. Clemens and Mr. Kronenberg:

The purpose of this letter is to inform you that we agree with the Bradley Boulevard Community Association's position on the above application. We oppose the proposed expansion of The Woods Academy.

Our property abuts The Woods Academy. We have owned and lived in this house for six years. We purchased the property shortly before The Woods Academy expanded their physical facility and increased their enrollment from 239 to 302 in 2001. We were in frequent contact with school officials after the initial expansion due to the extraordinarily bright exterior lights shining directly into our home. After a number of calls the bulbs on the lights were changed to lower wattage and the side lights were turned off at 10:30 p.m. We understand that these lights continue to be out of compliance with the original plan. The trees which were planted along the fence are years away from providing necessary privacy.

This was a quiet neighborhood. There is significantly more traffic traveling our neighborhood streets during Woods Academy drop-off and pick-up times presenting hazardous conditions for all of us; particularly those of us with young children. We appreciate their attempts to limit hazards by posting right turn only signs but have observed parents on countless occasions turning around in neighbors' driveways on Greentree Road. Further, Renshaw Drive is often used as a short cut and parents drive at unsafe speeds in and out of the neighborhood.

The Woods Academy has refused to consider bussing their students and as such almost all children are driven to school. An increase in enrollment will only magnify an already problematic situation. Their comparison to enrollment levels when the property was used as a Montgomery County elementary school is not valid as the majority of those students lived in this neighborhood and walked or took the bus.

The Woods Academy has offered a valet service to park cars off-site when they have special events as a solution to an already existing parking shortage. They have done this several times in the past few years. The valet company simply parks the cars on both sides of Renshaw Drive, making it difficult to exit one's driveway and also making it difficult for young children to be seen by approaching cars. An increase in enrollment will only cause an increase in these problems.

In addition to these particular issues, we are very concerned that the Woods Academy has pacified the neighborhood in the past and misrepresented or minimized our concerns to the county. We believe that an increase in enrollment at The Woods Academy will further threaten the nature of this neighborhood. We do not support any increase to The Woods Academy enrollment. We feel that an increase in enrollment would change the character of our residential neighborhood and would diminish our enjoyment of our property. We urge you to recommend denial of this Site Plan amendment.

Thank you for your attention to this matter.

Sincerely,

Eileen and Andy Vermilye

Cc: Bradley Boulevard Citizens Association

Kronenberg, Robert

From: Judith Matz [judithmatz@yahoo.com]
Sent: Friday, December 08, 2006 12:23 PM
To: Kronenberg, Robert; Clemens, Marilyn; Ma, Michael
Subject: The Woods Academy Site Plan Amendment - Site Plan No.8-1018, SRW 01106

Subject: The Woods Academy Site Plan Amendment - Site Plan No.8-1018, SRW 01106

Dear Members of the Maryland Park and Planning Commission:

In 2001, we expressed our concern about the proposed increase in student enrollment at the Woods Academy. We understood the Planning Commission capped this enrollment and that the Woods Academy respected and agreed to the cap. Apparently, this was only a temporary agreement. We would like to express our opposition to the Woods Academy's proposal to expand its enrollment again.

We live on Renshaw Drive, around the corner from the Woods Academy. We bought our property before the first expansion of the Woods Academy and can tell you that it was a much quieter neighborhood then. We have noticed a definite change in the character of our neighborhood, and we fear what will happen with yet another increase in so short a period of time. Years ago, when there was a public school on the same site, children walked to school. Now we have a situation where the neighborhood is full of cars, generally SUVs and vans, and it has become a noisy, crowded, and sometimes dangerous place to walk and drive. If we had wanted to live in an urban area, we would not have bought a house on Renshaw Drive. What attracted us to this neighborhood was its quiet, suburban character.

We face a particular problem with special events parking for the school. We have noticed that people attending functions at the school have no compunction about parking on both sides of our very narrow street or in parking directly across from our driveway, making egress very difficult. More importantly, we have noticed there has been little improvement in managing parking on our street over the years since the first expansion. Were the Park and Planning Commission to grant the amendment, we are sure the Woods Academy would be utterly indifferent to requests to live up to changes it might promise only in order to secure the Commission's approval upfront.

We would like to express our complete support of the position taken by the Bradley Boulevard Citizens Association concerning the Woods Academy Site Plan Amendment. We urge you to consider the school's behavior before it decided to apply for this amendment and to consider the negative impact of yet another large increase in enrollment on the character of our neighborhood. After giving consideration to these issues, we hope you will recommend to the Commission that the Woods Academy's application to amend the Site Plan be denied.

Thank you,

12/11/2006

Judith and Dan Matz

9304 Renshaw Drive

Bethesda, MD 20817

12/11/2006

Kronenberg, Robert

From: edhauck3@aol.com
Sent: Friday, December 08, 2006 9:17 AM
To: Kronenberg, Robert; Clemens, Marilyn; Ma, Michael
Subject: The Woods Academy

Dear Mr. Kronenberg, Ms. Clemens, and Mr. Ma,
Attached is a copy of our letter which was also sent by U.S. Post on Monday.
Reference:
The Woods Academy
Site Plan Amendment - Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106

Sincerely,
Edward and Janice Hauck

12/11/2006

9301 Renshaw Drive
Bethesda, MD 20817

December 2, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **The Woods Academy**
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106

Dear Ms. Clemens and Mr. Kronenberg:

The purpose of this letter is to inform you that we agree with the Bradley Boulevard Community Association's position on the above application. We oppose the proposed expansion of The Woods Academy enrollment.

Our property abuts The Woods Academy. We have owned and lived in this house for five years. We purchased the property shortly after The Woods Academy expanded their physical facility and increased their enrollment from 239 to 302 in 2001. We oppose any further expansion of enrollment for the reasons listed below.

1. This is a quiet neighborhood. We would like for it to remain a quiet neighborhood. There is significantly more traffic traveling our neighborhood streets during Woods Academy drop-off and pick-up times. The proposed increase in enrollment will only increase the traffic.

2. For many years Woods Academy parents parked their cars on our side yard, ruining the grass. Now there are "No Parking" signs there, but this does not always deter the parents. Many Woods Academy parents disregard the signage and park where it is most convenient to them.

3. The Woods Academy staff has no control over the parents and where the parents park. Although the Woods Academy has recently written a transportation plan we don't have confidence that parents will follow the plan. Nor are we confident that the Woods Academy staff will "police" their parents to ensure the parents follow the

transportation plan. Increased enrollment will simply mean more parents driving to our neighborhood and perhaps parking in restricted areas.

4. Almost all Woods Academy students are driven to school. The Woods Academy refuses to consider bussing their students. The Woods Academy compares their proposed increase to enrollment levels when the property was used as a Montgomery County elementary school. This is an unrealistic comparison. When the property was a public school the majority of the students lived in this neighborhood and walked. Those who didn't walk were bussed.

5. We have seen first hand how the new transportation plan doesn't work and how the Woods Academy officials are willing to ignore their transportation plan when it suits their purpose. This fall the Woods Academy held a grandparents day, inviting grandparents to visit the classrooms. Many of these grandparents parked in illegal spots. There is a stretch of Burdette Road with "No Parking" signs. When cars park illegally here they are parking in a blind spot and setting up the potential for a traffic accident. It is a very dangerous situation and that is why there are parking restrictions on this stretch of road. When we brought this issue up with the Woods Academy they responded by saying the grandparents cannot walk far and that is why they parked in illegal spots. So, rather than find a system of bussing their grandparents from off-site parking the Woods Academy would rather have them park illegally.

6. The Woods Academy officials say they will hire a valet service to park cars off-site when they have special events. They have done this several times in the past few years. The valet company simply parks the cars on both sides of Renshaw Drive. Renshaw is not a wide street. With cars parked on both sides the street becomes one lane only and this creates major traveling issues for the residents as well as a hazard should there be a need for emergency vehicles to go down the street. Even without the valet service, special events at the Woods Academy create a traffic and parking nightmare on our street. An increase in enrollment will only cause an increase in these parking problems.

7. We do not believe that bigger is always better. We would like to maintain the quiet nature of our community. We do not believe that an increase in enrollment at The Woods Academy will be in keeping with the nature of this neighborhood.

8. For the past five years anytime there is an issue with Woods Academy parents parking illegally we have called the Headmaster. We have placed repeated phone calls to her and feel these issues have only recently become manageable. Our major concern with the illegal parking and traffic issues is that The Woods Academy staff maintains it is up to the neighbors to monitor Woods Academy parents. The Woods Academy staff has shown no initiative in being pro-active with parking concerns outside of their campus.

9. The Woods Academy held a neighborhood meeting on October 19th. At the end of this meeting Ed (signed below) stood up and said he wanted to be on the record as not having confidence in The Woods Academy and their transportation plan. We understand that The Woods Academy has indicated that neighbors are happy and in agreement with the proposed increase. We want to be on record as saying that we are not happy and we are not in agreement with this plan. We have no confidence that the Woods Academy will be able to manage an increase in traffic and parking.

To summarize, we do not support any proposed increase to The Woods Academy enrollment. We feel that an increase in enrollment will change the character of our residential neighborhood. We also feel that any increase in traffic from The Woods Academy will diminish our enjoyment of our property.

Thank you for taking into account our concerns.

Sincerely,

Janice B. Hauck
Edward S. Hauck

Cc: Bradley Boulevard Citizens Association

Kronenberg, Robert

From: joel poznansky [joelpoz@hotmail.com]
Sent: Thursday, December 07, 2006 8:55 AM
To: Kronenberg, Robert; Clemens, Marilyn
Cc: knopf@knopf-brown.com; mala.kaus@verizon.net
Subject: Re: Woods Academy site amendment

12/8/2006

Ms Marilyn Clemens,
Community Based Planning

Mr Robert Kronenberg
County-Wide Transportation Planning

Maryland National Park & Planning Commission,
8787 Georgia Avenue,
Silver Spring,
Maryland 20910

2nd December 2006

Dear Ms Clemens and Mr Kronenberg,

Re Woods Academy Site Plan Amendment No 8-1018, SRW 01106

Having attended the meeting with the Park and Planning Commission this summer and more recently the open sessions at the Woods Academy in June and October, I just wanted to follow up with my reasons for opposing the significant increase in enrollment, and supporting the Bradley Boulevard Community Association position.

The increase sought is a very large increase- and my underlying concern is with the strain that will be placed on the neighborhood's road and park resources and overall character. The current strain is evident particularly in the mornings. There have been several examples even this fall, with the school's plan in place- and before this proposed increase- of cars lining up in front of our house along Greentree Road, cars driving too speedily to get into the school and cars turning around in private driveways. On one occasion this fall, my wife nearly hit a car that was turning into our driveway as she was leaving for work. A photo from October this year is attached to show a day when the cars were backed up during our children's bus pickup. As we understood it, the study 6 years ago predicted this, and recommended a cap then. The new study commissioned by the school suggesting that it will be feasible to increase the numbers even further, seems unrealistic.

At the October 19th meeting, the school representatives recognized that even as currently configured the driving arrangements were "not working perfectly". I was bewildered and disappointed to see that the school characterized this meeting as one which demonstrated the community's comfort with the school's arrangements. To the contrary, the meeting showed extreme community dissatisfaction and included specific requests by audience members that the school acknowledge the dissatisfaction, rather than pretending the community was satisfied. We wish the school had honored that commitment.

But more personally, I wanted to share some other issues that the Commission might want to consider.

As a direct neighbor we have observed that the Woods Academy has been nonresponsive until now with the various requirements imposed by your colleagues in 2001. Only now, since they want something else, have they corrected lighting problems that we complained repeatedly about for years. Realistically, we must assume that this nonresponsiveness will continue.

It's come to my attention that in a letter last month to you- which I was not copied on- the School claims that it did not know of these issues until now- and dealt with them immediately, once they were informed. I am shocked- and trust you will be as surprised as me by the claim, given that Ms Witthans and Eileen Grady were included in much of the correspondence about these precise issues in spring 2003, until I gave up. I am happy to share copies of at least some of the communication from Ms Witthans, the school and myself.

Incidentally, I do appreciate the time the Park and Planning Commission is taking to review this- and its help in stopping the Woods Academy practice of discharging a cleaning fluid into a storm drain that flows across our property. The DEP, in examining this problem, discovered a " large amount of white discharge" in the storm drain with staining outside and an outfall in front of our property that was "discharging white."

More significantly, in asking for an increase they are going directly against commitments they made verbally in front of the committee five years ago that they would not NEED to increase their enrollment to pay for the expansion. Similarly, in the traffic report, they fail to acknowledge that the previous traffic report stipulated a maximum number of pupils- that they are now planning to exceed. Did they conveniently forget their prior commitments and the results of the prior study?

Like most neighbors at the October 19th meeting with the school and at the Bradley Boulevard Association fall meeting, I did not oppose the large increase in enrollment applied for five years ago. I trusted at that time that the school would honor its promises. I was disappointed at the summer community meeting when the Woods Academy's Head of School Board refused any suggestion of compromise on the numbers or the implementation of a regular school bus or shuttle program. As he put it, in response to a neighbor's request that they apply for a much smaller increase in cap, "We're a business. We have to run it that way. We want all the options we want." The school portrays itself as a good neighbor but there have been many issues that have not been dealt with.

As someone who lives in close proximity to the school and sees and hears the strain the existing parent body puts on the streets and the students put on the field, the application for a hundred more students threatens the nature of this quiet area and our local amenities.

If you have any questions, or we can be of any further help, my e mail is joelpoz@hotmail.com and telephone number is 301 365 8247.

Yours sincerely,

Joel and Nancy Poznansky

6741 Greentree Road,

Bethesda,

Maryland 20817

Kronenberg, Robert

From: eisensteinfamily@comcast.net
Sent: Wednesday, December 06, 2006 11:21 PM
To: Kronenberg, Robert
Subject: FW: Woods Academy Letter

----- Forwarded Message: -----

From: eisensteinfamily@comcast.net
To: director.dpwt@montgomerycountymd.gov;
arthur.holmes@montgomerycountymd.gov
Cc: cynthia.brenneman@montgomerycountymd.gov;
robert.kronenberg@mcnppc.org; amartin@linowes-law.com;
knopf@knopf-brown.com; mala.kaus@verizon.net
Subject: Woods Academy Letter
Date: Tue, 05 Dec 2006 04:41:32 +0000
> Dear Mr. Holmes,
>
> We are adjacent neighbors of the Woods Academy, which has submitted an

> application to the County to expand its enrollment by approximately 35
percent.
> It just came to our attention that a director of the Public Works and
> Transportation department, Cynthia Brenneman, wrote a strong letter of
support
> for the application, in her official capacity and on government
stationery. The
> letter was sent to Planning Board Chairman Royce Hanson on September
8, 2006.
>
> We are concerned about the letter because it appears to represent the
official
> position of a government agency, when it may only represent the
personal views
> of someone who happens to be an agency official.
>
> One reason we have this concern is that many of the issues for which
Ms.
> Brenneman praises the Woods Academy have nothing to do with public
works or
> transportation. For example, she states that "the school has an
excellent
> reputation in the county for the caliber of its academic program.
They provide
> an excellent education to their students."
>
> Similarly, she states, "When issues arise with neighbors, they address
and
> resolve them." She concludes, "If you approve their increased
enrollment, they
> will ensure that their actions will not have a detrimental effect on
the
> neighborhood."
>
> We have no idea of the source of Ms. Brenneman's information about
neighborhood
> relations, except for what she was told by the school. Her sources
certainly do
> not include the adjacent or confronting neighbors, who oppose the
proposal, or
> the local community association, which has publicly criticized the
school for
> disregarding community concerns. It is our understanding that the

local
 > community association was not contacted by Ms. Brenneman before she wrote her
 > letter. Similarly, as far as we can tell, none of the adjoining or confronting
 > neighbors has been contacted by Ms. Brenneman or knows who she is.
 >
 > Equally troubling is that some of the wording in Ms. Brenneman's letter is
 > identical to wording in a standard-form letter of support that was circulated
 > among parents at the school for submission to the Planning Board. For example,
 > the standard-form letter states, "We have found the school to be a good steward
 > of the County property. .
 > ." Ms. Brenneman 's letter describes the school as "acting as a good steward
 > of the property for the County." In addition, a footer on her letter calls it
 > "Woods support letter" and the only entity to which she sends a copy is the
 > school.
 >
 > On November 13, the lawyers for the Woods Academy sent Ms. Brenneman's letter to
 > the Planning Board in an effort to refute the community association's complaints
 > about the school. The lawyers said the letter represents the views of
 > "Montgomery County." We are concerned that, although Ms. Brenneman's letter is
 > written on government stationery, it may not be an objective assessment by a
 > neutral government official, as it has been presented to be.
 >
 > We would appreciate it if you investigate this matter. At the very least, we
 > would like to know if it is standard practice for directors in your department
 > to write wide-ranging letters of support regarding such matters as educational
 > quality and community relations. When directors do act within the scope of
 > their responsibilities, we would like to know if it is standard for them to
 > advocate applications without hearing from all interested parties or to take
 > positions without notifying all sides.
 >
 > Thank you for your interest and concern. We look forward to hearing from you.
 >
 > Very truly yours,
 >
 > Rhonda and Harry Eisenstein
 >
 >
 >
 > > *****
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> > IRS Circular 230 Disclosure: To ensure compliance with requirements
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> > used, and cannot be used, for the purpose of (i) avoiding penalties
under
> > the Internal Revenue Code or (ii) promoting, marketing, or
recommending to
> > another party any transaction or matter addressed therein.
>
>
>
>

Kronenberg, Robert

To: Sinha, Rashmi (NIH/NCI) [E]**Subject:** RE: Woods Academy Site Plan Amendment -- Subdivision Waiver, Site Plan No. 8-1018, SRW 01106

Thank you for the email. It will be considered in our evaluation and put in the record for the plan.

Robert

-----Original Message-----

From: Sinha, Rashmi (NIH/NCI) [E] [mailto:sinhar@exchange.nih.gov]

Sent: Thursday, December 07, 2006 10:31 PM

To: Kronenberg, Robert; Clemens, Marilyn; Ma, Michael

Cc: mala.kaus@verizon.net

Subject: Woods Academy Site Plan Amendment -- Subdivision Waiver, Site Plan No. 8-1018, SRW 01106

Michael Ma
Robert Kronenberg
Marilyn Clemens
Maryland National Capitol Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Messrs. Ma and Kronenberg and Ms. Clemens,

I live just one house away from the Woods Academy, at 6624 Marywood Road. I am strongly opposed to the school's proposal to increase enrollment. I agree with all of the reasons expressed by the BBCA in its August 31 letter, and I wanted to point out a few additional concerns. I had expressed during the 2001 expansion that the local children who take bus to public schools have to walk past and through the cars coming to drop children off at Woods academy. I am extremely concerned about their safety. I was so concerned that I stopped my children from going through the parking lot at the Woods academy. In the morning when children may not be fully awake and adults are rushing off to work is recipe for a disaster waiting to happen. Increasing the number of students and cars even more seems to be unreasonable.

We already have traffic, parking and noise problems on our street with the school at its present size. I cannot even imagine how bad those problems will become if you were to allow further expansion. Our street dead-ends at the school, behind the school's parking lot. Parents who wish to avoid the car-pool line like to drive up our street, park at the end, right near my house, and walk through the path onto the school grounds. We object strongly to this practice, but there is nothing we can do to stop them. Increasing the enrollment at the school (including a longer and more crowded car-pool line) will certainly make the existing problem become worse.

I am particularly concerned that the school will someday request to connect our dead-end street to its parking lot, either to keep pursuing its long-term expansion plans or as a method of accommodating the excessive enrollment increase, once its unrealistic car-pool plans turn out to be unsuccessful. That would destroy the safety and character of our street entirely. It would do great damage to the park, and also to our home values, as it would change a quiet dead-end street into a heavily used traffic route. Just the thought gives me nightmares.

The school has promised that it would never do such a thing. Unfortunately, though, the school is well known in the neighborhood for not keeping its promises. That is what happened in the 2001 expansion, which the school repeatedly insisted was needed solely to accommodate its existing scheduling needs, and would never result in a substantial increase in enrollment. I have no doubt that, just as the school broke its promises from 2001, it will not hesitate in the future to break the promises that it is making to the

12/11/2006

neighborhood now.

When you meet to discuss this proposal, please remember that it is of very serious concern to me and my neighbors on Marywood Road. I urge you to protect the safety and character of our community and reject this application.

Very truly yours,

Rashmi Sinha

Bethesda, MD 20817

December 7, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **The Woods Academy**
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106

Dear Ms. Clemens and Mr. Kronenberg:

The purpose of this letter is to inform you that we agree with the Bradley Boulevard Community Association's position on the above application. We oppose the proposed expansion of The Woods Academy enrollment.

Our property is located two houses down from The Woods Academy. We have owned and lived in this house for seven years. We lived here well prior to The Woods Academy expansion of their physical facility and increased their enrollment from 239 to 302 in 2001. We have observed with concern the changes that have occurred since even the prior expansion. For the reasons discussed below, we oppose any further expansion of enrollment or facilities.

1. This is a quiet neighborhood. We would like for it to remain a quiet neighborhood. There is significantly more traffic traveling our neighborhood streets during Woods Academy drop-off and pick-up times. The proposed increase in enrollment will only increase the traffic.

2. Even the current traffic level creates safety concerns during Woods Academy high traffic times. If you are not familiar with the geography of the area, Greentree Road turns into essentially a country road west of Fernwood. There are no shoulders. There are no sidewalks...only a narrow two lane road. This is compounded by the fact that the Woods Academy is located at what has become a very busy intersection, Burdette Road

and Greentree. The Burdette to Greentree route has become an alternate route for many commuters bypassing a portion of the Beltway, wandering through our narrow streets to get to Fernwood headed north to Rockville, etc. Add to this the long line of cars waiting to queue into the Woods Academy, and you have now turned out busy two lane road into a very busy, dangerous one lane road. The public school buses also drop off children at this very intersection, who need to traverse the Woods, Burdette, Greentree nightmare.

These are the conditions when everything is going well. Unfortunately, for much of the school year, the conditions are complicated by leaves piled on the side of the road for collection, rain storms, snow events, etc. which further narrow our streets. When the Woods parents queue along Greentree in these conditions, it is essentially gridlock, with cars unable to pass or make progress along Greentree. Try to imagine your own children walking home from the bus in these conditions (if we were to try to pick them up from the bus stop for their safety, where would we stop???).

In short, if you have not actually been out to this site to personally view the conditions, any action to approve this application for expansion is wholly irresponsible on your part. Stop by after it has snowed and the schools are open and think about sending your children through those conditions. Think about the fire engine or ambulance that needs to make it through under these conditions. I am confident that your decision will be to deny this application. It is bad enough to deal with this as it is. Do not compound this with further expansion.

3. The Woods Academy staff has been unable to control the parents and where the parents park and queue for school. Although the Woods Academy has recently written a transportation plan, based on past experience we have no confidence that parents will follow the plan or that the plan will address the serious safety concerns raised in paragraph 2. There is not enough room on the Woods property to get all of the cars off of the street. Increased enrollment will simply mean more parents driving to our neighborhood, stopped along our narrow streets and parking in restricted areas.

4. Almost all Woods Academy students are driven to school. The Woods Academy refuses to consider busing their students. The Woods Academy compares their proposed increase to enrollment levels when the property was used as a Montgomery County elementary school. This is an unrealistic comparison. When the property was a public school the majority of the students lived in this neighborhood and walked. Those who didn't walk were bused.

5. We have seen first hand how the new transportation plan doesn't work and how the Woods Academy officials are willing to ignore their transportation plan when it suits their purpose. This fall the Woods Academy held a grandparents day, inviting grandparents to visit the classrooms. Many of these grandparents parked in illegal spots. There is a stretch of Burdette Road with "No Parking" signs. When cars park illegally here they are parking in a blind spot and setting up the potential for a traffic accident. It is a very dangerous situation and that is why there are parking restrictions on this stretch of road.

6. The Woods Academy held a neighborhood meeting on October 19th. At the end of this meeting our neighbor, Ed Hauck made a point of stating the neighborhood's lack of confidence in The Woods Academy's efforts to monitor the dangerous traffic and parking situation they have created. We understand that The Woods Academy has indicated that neighbors are happy and in agreement with the proposed increase. We want to be on record as saying that we are not happy and we are not in agreement with this plan. It is likely more accurate to say that the neighbors whose children attend the Woods Academy are happy (as well as those neighbors who are not subject to the dangerous traffic conditions at Greentree and Burdette on a daily basis). We have no confidence that the Woods Academy will be able to manage an increase in traffic and parking.

7. We are concerned that the Woods Academy's recent request for expansion is disingenuous. Only a few short years ago, the Woods Academy sought approval to expand into its current facilities. In connection with that approval, the Woods Academy assured us that there would be no further growth (hence the need for the current application) and that they would manage the traffic and parking associated with their newly expanded facilities. They have not managed the problems even at their current size. Moreover, if the current enrollment increase is approved, when will it end? Will there be another request next year for another 50 students, cars and SUVs? The year after? This facility and its location are not suitable for such growth. This is not like Landon or Holton Arms where the cars can get off the main road and onto the campus. This is a situation where each child is driven to and picked up from school at the same time, each with their own car, each parked along Greentree, each making it less safe for everyone else just trying to get where they are going.

To summarize, we do not support any proposed increase to The Woods Academy enrollment. We feel that an increase in enrollment will dramatically and adversely affect our public safety and will change the character of our residential neighborhood. We also feel that any increase in traffic from The Woods Academy will diminish the safety of the residents in our neighborhood who live here.

Thank you for taking into account our concerns.

Sincerely,

David M. Martin
Kirsten W. Martin

Cc: Bradley Boulevard Citizens Association

Sasha and Laurie Page
9500 Michaels Court

Bethesda, MD 20817

301-767-9733
Pagefamily@comcast.net

Mr. Robert Kronenberg
Planner/Coordinator
Countywide Planning Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Ms. Marilyn Clemens
Planner Coordinator/Urban Designer
Community-Based Planning Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Mr. Michael Ma
Countywide Planning Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: The Woods Academy
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106

Dear Mr. Kronenberg, Ms. Clemens and Mr. Ma:

My wife, two children and I have lived at 9500 Michaels Court for over eight years. While we do not live directly adjacent to Fernwood Park or the Woods Academy, we are frequent users of the Park, and walk and jog on Michaels Drive, Greentree Drive, Renshaw Drive, and Burdette Road. We also have friends along Greentree Drive and Renshaw Drive whose homes we visit on a regular basis.

We fully support the BBCA letter of August 31, 2006 that was sent to your organization.

We believe that the Woods Academy's expansion plan will increase traffic throughout the neighborhood, including on Michaels Drive, on which one side of our property is located. This road is already so busy that it is dangerous for children to walk or ride their bikes on it in afternoon hours.

Furthermore, we have been disturbed by the Woods Academy's sign stating that the field is for Woods Academy use only. We have always been led to believe that the facilities are open to the public outside of school hours, yet this sign makes me and my children feel unwelcome in what fundamentally is a public facility.

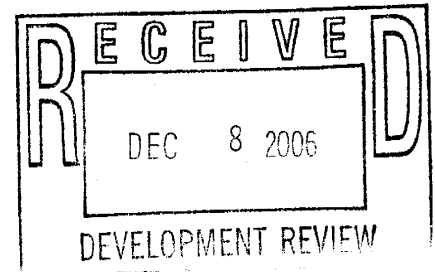
We believe that the expansion is not compatible with the residential character of the neighborhood. We hope you will take these and all related matters into careful consideration in your review of the Site Plan amendment

Please contact me if you have any questions on this matter.

Sincerely yours,

Sasha Page

Dr. and Mrs. Peter C. Shin
6750 Greentree Rd.
Bethesda, Md. 20817



December 5, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Park and Planning Commission
8787 Georgia Ave.
Silver Spring, Md. 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Park and Planning Commission
8787 Georgia Ave.
Silver Spring, Md. 20910

Re: The Woods Academy
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106

Dear Ms. Clemens and Mr. James:

As a concerned neighbor who lives directly across the street from the Woods Academy, I would like to register my strong opposition to the proposed expansion of the enrollment of additional 100+ students at the Academy. I have come to this conclusion not because I am against growth – actually I am very pro-growth – of any organization or institution, but because the academy has violated the tenets of mutual understanding and cooperation by leaping ahead, without identifying the real need, to force additional 100 students “down the throats” of neighbors. At the last meeting I attended at the school, the officials of the school stated that in order to meet their financial goals and be true to their mission, they would like to expand the student base from current 302 students to approximately 330 students. So it baffles us as to why the request is for 100 more students when 30 students will meet their immediate objectives.

The Woods Academy has found a home in a good location with good neighbors, and rather than write this type of letter, we prefer to write in support of the students and

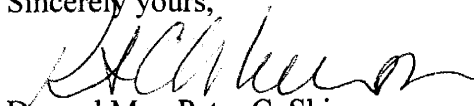
administration. Even when cars were parked partially blocking our driveway during parent-teacher meetings or back to school nights, we chose to remain silent because these type of events are to be expected living close to school. However, our tacit support of the Academy's mission and financial stability should not be viewed as a blanket endorsement of actions that could be very detrimental to the quality of life of the neighborhood.

Our family might be willing to support the Academy's application for a much smaller increase, perhaps 30 students, but our support will be contingent two conditions:

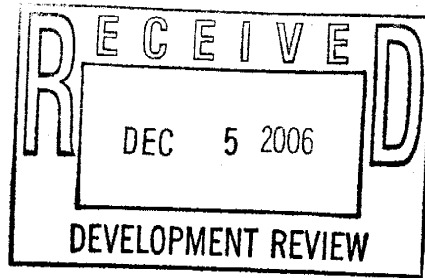
- Additional review of the Academy's application by the Planning Commission and the affected neighbors beyond the initial increase in enrollment.
- Academy signing a binding agreement that prohibits the Academy from admitting students of driving age. (The neighborhood, as we know it, will not be the same if 16 to 18 year olds are admitted to drive and navigate the very narrow streets bordering all sides of the academy.)

Thank you very much for taking time to read this letter. We have not made this longer because we support the BBKA's position in rejecting the proposed enrollment increase, as it will adversely impact the neighborhood.

Sincerely yours,


Dr. and Mrs. Peter C. Shin

cc: Ms. Linda Kauskay, President
of BBKA



9301 Renshaw Drive
Bethesda, MD 20817

December 2, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: **The Woods Academy**
Site Plan Amendment – Subdivision Waiver Amendment
Site Plan No.8-1018, SRW 01106

Dear Ms. Clemens and Mr. Kronenberg:

The purpose of this letter is to inform you that we agree with the Bradley Boulevard Community Association's position on the above application. We oppose the proposed expansion of The Woods Academy enrollment.

Our property abuts The Woods Academy. We have owned and lived in this house for five years. We purchased the property shortly after The Woods Academy expanded their physical facility and increased their enrollment from 239 to 302 in 2001. We oppose any further expansion of enrollment for the reasons listed below.

1. This is a quiet neighborhood. We would like for it to remain a quiet neighborhood. There is significantly more traffic traveling our neighborhood streets during Woods Academy drop-off and pick-up times. The proposed increase in enrollment will only increase the traffic.
2. For many years Woods Academy parents parked their cars on our side yard, ruining the grass. Now there are "No Parking" signs there, but this does not always deter the parents. Many Woods Academy parents disregard the signage and park where it is most convenient to them.
3. The Woods Academy staff has no control over the parents and where the parents park. Although the Woods Academy has recently written a transportation plan we don't have confidence that parents will follow the plan. Nor are we confident that the Woods Academy staff will "police" their parents to ensure the parents follow the

transportation plan. Increased enrollment will simply mean more parents driving to our neighborhood and perhaps parking in restricted areas.

4. Almost all Woods Academy students are driven to school. The Woods Academy refuses to consider bussing their students. The Woods Academy compares their proposed increase to enrollment levels when the property was used as a Montgomery County elementary school. This is an unrealistic comparison. When the property was a public school the majority of the students lived in this neighborhood and walked. Those who didn't walk were bussed.

5. We have seen first hand how the new transportation plan doesn't work and how the Woods Academy officials are willing to ignore their transportation plan when it suits their purpose. This fall the Woods Academy held a grandparents day, inviting grandparents to visit the classrooms. Many of these grandparents parked in illegal spots. There is a stretch of Burdette Road with "No Parking" signs. When cars park illegally here they are parking in a blind spot and setting up the potential for a traffic accident. It is a very dangerous situation and that is why there are parking restrictions on this stretch of road. When we brought this issue up with the Woods Academy they responded by saying the grandparents cannot walk far and that is why they parked in illegal spots. So, rather than find a system of bussing their grandparents from off-site parking the Woods Academy would rather have them park illegally.

6. The Woods Academy officials say they will hire a valet service to park cars off-site when they have special events. They have done this several times in the past few years. The valet company simply parks the cars on both sides of Renshaw Drive. Renshaw is not a wide street. With cars parked on both sides the street becomes one lane only and this creates major traveling issues for the residents as well as a hazard should there be a need for emergency vehicles to go down the street. Even without the valet service, special events at the Woods Academy create a traffic and parking nightmare on our street. An increase in enrollment will only cause an increase in these parking problems.

7. We do not believe that bigger is always better. We would like to maintain the quiet nature of our community. We do not believe that an increase in enrollment at The Woods Academy will be in keeping with the nature of this neighborhood.

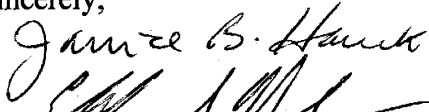
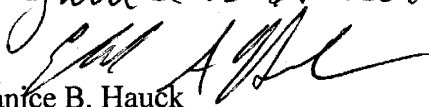
8. For the past five years anytime there is an issue with Woods Academy parents parking illegally we have called the Headmaster. We have placed repeated phone calls to her and feel these issues have only recently become manageable. Our major concern with the illegal parking and traffic issues is that The Woods Academy staff maintains it is up to the neighbors to monitor Woods Academy parents. The Woods Academy staff has shown no initiative in being pro-active with parking concerns outside of their campus.

9. The Woods Academy held a neighborhood meeting on October 19th. At the end of this meeting Ed (signed below) stood up and said he wanted to be on the record as not having confidence in The Woods Academy and their transportation plan. We understand that The Woods Academy has indicated that neighbors are happy and in agreement with the proposed increase. We want to be on record as saying that we are not happy and we are not in agreement with this plan. We have no confidence that the Woods Academy will be able to manage an increase in traffic and parking.

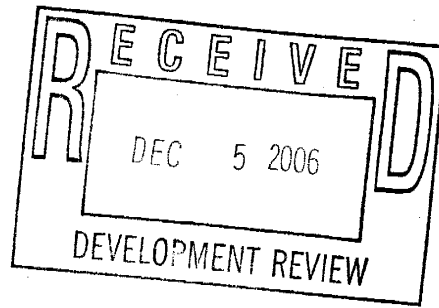
To summarize, we do not support any proposed increase to The Woods Academy enrollment. We feel that an increase in enrollment will change the character of our residential neighborhood. We also feel that any increase in traffic from The Woods Academy will diminish our enjoyment of our property.

Thank you for taking into account our concerns.

Sincerely,



Janice B. Hauck
Edward S. Hauck

Cc: Bradley Boulevard Citizens Association



Ms Marilyn Clemens,
Community Based Planning

Mr Robert Kronenberg
County-Wide Transportation Planning

Maryland National Park & Planning Commission,
8787 Georgia Avenue,
Silver Spring,
Maryland 20910

2nd December 2006

Dear Ms Clemens and Mr Kronenberg,

Re Woods Academy Site Plan Amendment No 8-1018, SRW 01106

Having attended the meeting with the Park and Planning Commission this summer and more recently the open sessions at the Woods Academy in June and October, I just wanted to follow up with my reasons for opposing the significant increase in enrollment, and supporting the Bradley Boulevard Community Association position.

The increase sought is a very large increase- and my underlying concern is with the strain that will be placed on the neighborhood's road and park resources and overall character. The current strain is evident particularly in the mornings. There have been several examples even this fall, with the school's plan in place- and before this proposed increase- of cars lining up in front of our house along Greentree Road, cars driving too speedily to get into the school and cars turning around in private driveways. On one occasion this fall, my wife nearly hit a car that was turning into our driveway as she was leaving for work. A photo from October this year is attached to show a day when the cars were backed up during our children's bus pickup. As we understood it, the study 6 years ago predicted this, and recommended a cap then. The new study commissioned by the school suggesting that it will be feasible to increase the numbers even further, seems unrealistic.

At the October 19th meeting, the school representatives recognized that even as currently configured the driving arrangements were "not working perfectly". I was bewildered and disappointed to see that the school characterized this meeting as one which demonstrated the community's comfort with the school's arrangements. To the contrary, the meeting showed extreme community dissatisfaction and included specific requests by audience members that the school acknowledge the dissatisfaction, rather than pretending the community was satisfied. We wish the school had honored that commitment.

But more personally, I wanted to share some other issues that the Commission might want to consider.

As a direct neighbor we have observed that the Woods Academy has been nonresponsive until now with the various requirements imposed by your colleagues in 2001. Only now, since they want something else, have they corrected lighting problems that we complained repeatedly about for years. Realistically, we must assume that this nonresponsiveness will continue.

It's come to my attention that in a letter last month to you- which I was not copied on- the School claims that it did not know of these issues until now- and dealt with them immediately, once they were informed. I am shocked- and trust you will be as surprised as me by the claim, given that Ms Witthans and Eileen Grady were included in much of the correspondence about these precise issues in spring 2003, until I gave up. I am happy to share copies of at least some of the communication from Ms Witthans, the school and myself.

Incidentally, I do appreciate the time the Park and Planning Commission is taking to review this- and its help in stopping the Woods Academy practice of discharging a cleaning fluid into a storm drain that flows across our property. The DEP, in examining this problem, discovered a " large amount of white discharge" in the storm drain with staining outside and an outfall in front of our property that was "discharging white."

More significantly, in asking for an increase they are going directly against commitments they made verbally in front of the committee five years ago that they would not NEED to increase their enrollment to pay for the expansion. Similarly, in the traffic report, they fail to acknowledge that the previous traffic report stipulated a maximum number of pupils- that they are now planning to exceed. Did they conveniently forget their prior commitments and the results of the prior study?

Like most neighbors at the October 19th meeting with the school and at the Bradley Boulevard Association fall meeting, I did not oppose the large increase in enrollment applied for five years ago. I trusted at that time that the school would honor its promises. I was disappointed at the summer community meeting when the Woods Academy's Head of School Board refused any suggestion of compromise on the numbers or the implementation of a regular school bus or shuttle program. As he put it, in response to a neighbor's request that they apply for a much smaller increase in cap, "We're a business. We have to run it that way. We want all the options we want." The school portrays itself as a good neighbor but there have been many issues that have not been dealt with.

As someone who lives in close proximity to the school and sees and hears the strain the existing parent body puts on the streets and the students put on the field, the application for a hundred more students threatens the nature of this quiet area and our local amenities.

If you have any questions, or we can be of any further help, my e mail is joelpoz@hotmail.com and telephone number is 301 365 8247.

Yours sincerely,

The block contains two handwritten signatures in black ink. The first signature on the left is 'Joel Poznansky' and the second signature on the right is 'Nancy Poznansky'. Both are written in a cursive, flowing style.

Joel and Nancy Poznansky

6741 Greentree Road,

Bethesda,

Maryland 20817

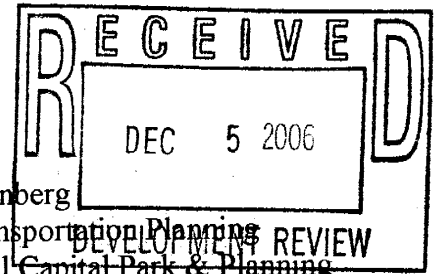
1010110101



December 4, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Capital Park & Planning
Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Mr. Robert Kronenberg
County-Wide Transportation Planning
Maryland National Capital Park & Planning
Commission
8787 Georgia Avenue
Silver Spring, MD 20910



**RE: The Woods Academy
Site Plan Amendment—Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106**

Dear Ms. Clemens and Mr. Kronenberg,

My husband and I are writing to oppose the 36-percent enrollment increase requested by the Woods Academy located at 6801 Greentree Road. We have resided at 6736 Greentree Road (3 houses down from the Woods Academy) since December 1999. **We believe such an increase will bring excessive traffic and parking problems to the streets in our neighborhood. Such traffic would not be in keeping with the residential nature of the neighborhood and would diminish our enjoyment of our property.**

Five years ago, we sat in the Woods Academy library and heard the headmistress present remodeling plans that would add a gym and classrooms for the science, art, and French teachers. We were told that the 239-student body would increase, but that the school had no plans to increase beyond 270 children. By the next school year, the Woods Academy had 302 students. **Now this same school is requesting a 108-student increase, bringing their enrollment up to 410 students, a 72-percent increase from 2001.**

We share the concerns of the Bradley Boulevard Citizens Association, as listed in their letter dated August 31, 2006:

- the school operates in violation of the approved Site Plan and Lease with the County;
- traffic circulation and parking are not adequate, safe, and efficient;
- the proposed 36-percent increase in enrollment, and the volume of traffic generated, is not compatible with our residential neighborhood and its narrow streets; and
- the road system cannot properly handle the increased traffic.

Of these concerns, traffic and parking are most worrisome to us. We have school age children who walk back and forth from bus stops near the Woods Academy and increased traffic puts them at risk.

At a community meeting held on October 19, 2006, residents told Woods Academy staff that **the school's transportation plan is not working**—Burning Tree Road is being used as a cut through, parking is woefully inadequate for school-wide events, and Woods Academy parents are using driveways on Greentree Road to circumvent the No Left Hand Turn restriction into the school property.

At the current enrollment, the Woods Academy parking lot barely handles the daily traffic into the school (I often see 1 or 2 cars waiting on Greentree Road to enter the school's driveway for the 8 am start of school). A larger student body will overwhelm the current traffic management plan, causing cars to line up on Greentree Road at starting and dismissal times. Prior to the Woods Academy instituting their new afternoon pick up arrangements this year, **traffic regularly backed up half way down the 6700 block of Greentree Road.** When leaving my house at 3 pm, I was not able to turn left out of my driveway. If I was returning to my home at that time and coming up Greentree toward the school, the line of cars prevented me from reaching my driveway. Our children had to weave their way through the carpool line to reach our home each day.

A larger student body also raises the issues of parking for school events. More parents attending Back to School nights, spring art show, literacy day, etc. means more parking on our residential streets. Grandparents Day on October 13 of this year demonstrated **the inadequacy of the school's parking arrangements.** Cars were lined up on Greentree Road waiting to park, and cars were illegally parked on both sides of Burdette Road.

The Woods Academy has stated that the larger student body would increase the staff by 11 positions. Where will these new staff members park their cars? **Parking on the school's field is not a viable option because cars will tear up and destroy a neighborhood field** that our children and others use for recreation.

Fernwood Elementary School (the original school on the site) was built and located on Greentree Road to be a school serving neighborhood children who walked or were bused to and from school. County planners did not envision private cars driving 410 students to and from school each day on Burdette, Burning Tree, and Greentree Roads.

We are depending on you to look out for the interests of the residents of Montgomery County. **Please recommend denial of the Site Plan amendment requested by the Woods Academy and maintain the safety and residential nature of our neighborhood.**

Sincerely,



Todd A. Morrison



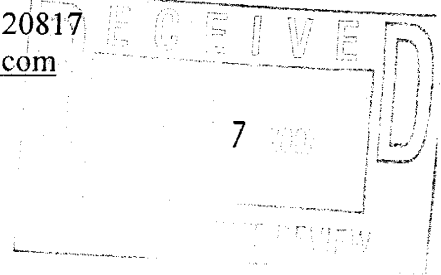
Rosanna Mentzer Morrison

6736 Greentree Road
Bethesda, MD 20817

cc: Bradley Boulevard Citizens Association

9100 Burning Tree Road
Bethesda, Maryland 20817
MPressKaplan@aol.com
301-365-1375

April 15, 2007



Mr. Robert Kronenberg, R.L.A.
Development Review Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910

Re: The Woods Academy
Site Plan Amendment/Subdivision Waiver Amendment
Site Plan No. 8-1018, SRW 01106

Dear Mr. Kronenberg,

I write this letter to express my opposition to the proposed expansion plan of Woods Academy.

My husband and I live with our four children at 9100 Burning Tree Road—the portion of Burning Tree Road connecting Bradley Boulevard and Greentree Road. The amount and speed of the traffic along our road in the mornings and afternoons has created dangerous conditions for both vehicles and pedestrians. On numerous occasions, I have witnessed vans, large SUVs, and cars speeding past our home en route to Woods Academy. Our street is very narrow and was never intended for this volume of traffic. There are no sidewalks or even curbs. In addition, there is at least one home under construction on our street, further narrowing the street because of parked construction traffic. On one particular morning, as I was returning home, a vehicle behind me flashed his lights at me apparently because I was not traveling fast enough. I pulled over, and allowed the car to pass me. I then followed the car as it sped into Woods Academy. I parked my car and alerted the police officer who was standing there that the vehicle had flashed his lights at me and wanted me to speed up. On another occasion as I was out running on our street, I was almost run down by cars driving on the wrong side of the road, trying to speed past the constructions site.

The cars headed to Woods Academy pose a further problem at the intersection of Burning Tree Road and Bradley Boulevard. Cars headed down Bradley Boulevard from Seven Locks Road routinely cut the corner as they turn left onto our street. The front of my car has almost been clipped several times as I have waited at that intersection. On one occasion, I was so upset that I turned my car around and followed the car into Woods Academy. I reported it to a school administrator who was standing outside. It can get particularly dangerous some

mornings because of the traffic backed up from the light at Fernwood Road. Rather than wait in the line until they are closer to the intersection of Burning Tree Road, cars destined for Woods Academy pull into the opposing traffic lane to get to our street faster.

The situation has become far too dangerous and has motivated me to speak out at this time. I do not understand why the school should be allowed to expand and further destroy the quiet residential nature of our street. I am aware that other schools in similar circumstances have been required to mandate busing of students before any expansion is allowed to take place. The Potomac School in McLean, Virginia, for example, was required to have all students in grades 1-10 arrive and depart the school by school bus to reduce the volume of traffic through the Evermay community. If the Woods Academy wants to expand, isn't that the very least that should be demanded of them?

Thank you for your attention to this matter.

Sincerely,

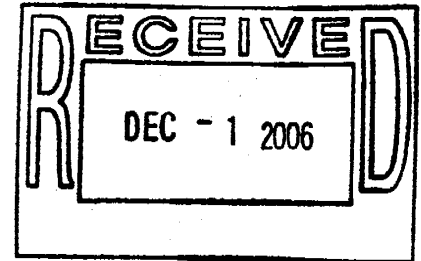
A handwritten signature in cursive script that reads "Marcia Press Kaplan". The signature is fluid and elegant, with the first letters of each word being capitalized and prominent.

Marcia Press Kaplan

Cc: Linda Kauskay

Robert-F51

*Mimi and Michael Kress
6630 Marywood Road
Bethesda, Maryland 20817
(301) 365-0970; FAX (301) 365-2180*



November 30, 2006

Ms. Marilyn Clemens
Community Based Planning
Maryland National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

RE: The Woods Academy - Site Plan No. 8-1018, SRW 01106

Dear Ms. Clemens:

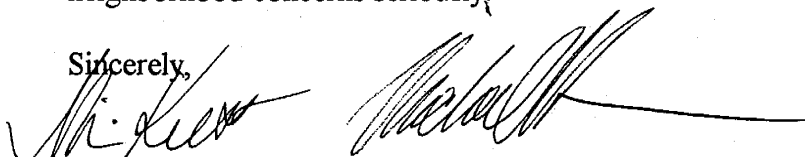
We are writing this letter to let you know that as close neighbors to The Woods Academy, we oppose their proposed expansion. Our home abuts the playground of the school and their rear parking area.

We have read the letter written by the BBCA on August 31, 2006, and we support the positions that they outlined. Our main concern is that such a large increase in enrollment would drastically change the traffic flow on a daily basis. While The Woods Academy has made some efforts to ease the congestion from their drop-off and pick-up routine, it is still not a good situation. It is so bad in the afternoon, that my daughter cannot get off at her public school bus stop on Greentree Road and has to ride the bus longer and get off on Michaels Road so that she can avoid all of the cars.

It was just a few years ago that The Woods Academy was given approval to increase enrollment and build their addition. They agreed to meet certain criteria, and we do not believe that they have. When they requested approval for the last increase, we were all assured that this would be the limit. Obviously, the school has something else in mind for their long-range plans, and it is not fair to burden the community with their need to increase enrollment.

We oppose their request for a site plan amendment, and hope that you will take the neighborhood concerns seriously.

Sincerely,


Mimi and Michael Kress

RHONDA & HARRY EISENSTEIN
9305 RENSCHAW DRIVE
BETHESDA, MARYLAND 20817
301-767-0337

November 1, 2006

Scott A. James
Planner/Coordinator
Countywide Planning Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Marilyn Clemens
Planner Coordinator/Urban Designer
Community-Based Planning Division
Montgomery County Department of Park & Planning
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: The Woods Academy – Site Plan Amendment/Subdivision Waiver Amendment
Site Plan No. 8-01018, SRW 01006

Dear Scott and Marilyn,

Thank you very much for meeting with us, and other members of our neighborhood and community association, on June 29. We really appreciated your interest and concern.

Since that meeting, the Bradley Boulevard Community Association has sent you a letter dated August 31, 2006. We agree with the BBCA's comments and endorse its letter completely.

We also wanted to advise you that, since that meeting, we have been forced to incur still more expenses to protect our home from the school's failure to comply with a Planning Commission Order dated August 16, 2001. Attached as Ex. A is an Aug. 3, 2006 bill showing that we recently spent \$430 to build a five-foot concrete curb behind our house to block water flowing from the school.

Unfortunately, this expenditure is just one of many. For example, attached as Ex. B is a May 2005 bill showing that we spent \$535 to remove five mature Azalea bushes along our rear fence (all of which had died from water problems) and to plant replacement bushes in the same location.¹ Attached as Ex. C are two photographs showing that the new Azalea bushes immediately died as well, and that a number of Leland Cypress trees that the school planted in that area also failed to grow. After five years, they continue to look like relatively new plantings, and provide no screening for our house from the school.

¹ We also lost two mature trees along the back fence and incurred additional expenses for their removal.

We are experiencing these problems because the Woods Academy has not complied with items 3B through E of the Planning Commission's Order of August 16, 2001 (Ex. D). Although we have asked the school to comply for years, former school officials repeatedly failed to do so. Current school officials recently have expressed interest in helping us, but were totally unaware of the history of this matter or even the existence of these unfulfilled obligations.

We would be very grateful, therefore, if your department could provide any assistance to us in correcting the violations of the order, and in preventing recurrences in the future. We've set forth below a history of these violations and our efforts to have them addressed by the school.

I. Violations of the Planning Commission's Order

A. Drainage (Item 3C in the Order).

The Order states:

The storm drainage within the western side yard shall include a berm along the boundary line as necessary to direct flow to the inlet and an underdrain system (lined with filed cloth to include a 15" pipe), a convex shaped inlet (to keep inlet free of mulch); and grading so as to create a swale to maintain positive drainage away from the adjoining residents.

This Order resulted from a study done in 2001 by engineer Vince Berg. This past spring, Mr. Berg visited the site and confirmed that, among other things, the school did not build the contemplated berm and swale, or the described drainage system. We have contacted the school repeatedly about its non-compliance. For example, Exhibit E is a letter that we sent to the school on June 5, 2005 letter, to which we received no response.

As you requested, we've attached some photographs that we took this spring, showing what happens when it rains. Ex. F shows two angles of a clogged drain near our back fence, without the convex-shaped inlet that the Planning Commission had ordered. Ex. G shows water cascading over the playground, then pooling around the clogged drain. Ex. H shows additional water pooling in our backyard.²

B. Screening (Item 3B in the Order).

The Order requires the school to plant a complete row of Leyland Cypress trees across our property line. As discussed above, the trees have not grown and the school has not replaced them, despite our repeated requests.

² Another concern is whether the school might have continued to direct some drainpipes directly toward our house, a problem that was to be corrected during the 2002 expansion. Ex. I, at the top, shows a photo of a drainpipe aimed toward our back fence, taken on 3/18/2001. At the bottom, it shows a photo taken last month, showing the same drainpipe, now submerged in the woodchips of the playground. It is impossible to tell whether under the woodchips, this pipe continues to drain toward our house.

Our lot was downhill from the school to begin with, but the height difference was increased because the school was allowed to build the gymnasium and the new wing above more than seven feet of landfill. As a result, the planning staff in 2001 fully appreciated how much we would need screening from these buildings, observing in May of 2001 (Ex. J) that, "Where the rear view from their lot once saw only the one story addition (elevated in regards to their house), their rear view will now be completely defined by the continued extension of the addition and the 35 foot actual height (but measured by code as 27'6") for the gym.

C. Tree Preservation (Item 3E in the Order).

The Order provides for the preservation "of the mature shade tree with the existing bench and a three-inch maple in the vicinity of the addition. . . ." However, instead of preserving the maple tree, which was located in an ideal location for screening purposes, the school took it down and replaced it with playground equipment. The maple had been located in the vicinity of the slide shown in Ex. G.

II. Other Concerns

While some of the following concerns were thoroughly and clearly addressed in the BBCA's letter, we wanted to explain the impact that these problems have had on our lives:

A. Parking

Parking is a special issue for us because our street is the first choice for overflow parking at the school. In fact, the Woods Academy used to hire red-coated valets to park cars on our street during school events, which effectively paralyzed the entire street from its ordinary functions. Attached as Ex. K is an October 18, 2002 email complaining about this practice to Wyn Witthans, who supervised the expansion.

While the school has discontinued this practice, there still is a chronic parking problem. We have spoken about it repeatedly to the school, as shown in our December 16, 2004 (Ex. L) and June 5, 2005 letters (Ex. E) and, most recently, in an October 19 meeting at the school.

B. Community Use of the Field

When we first purchased our home, we were pleased that there was a playing field directly behind the house, which we could enjoy on evenings and weekends. Yet shortly after completing the 2002 expansion, the school placed a sign in the field, stating "THIS FIELD IS FOR WOODS ACADEMY AUTHORIZED USE ONLY" (Ex. M).

As shown in the letters attached as Exhibits E and L, we repeatedly asked the school to remove or modify this sign, but the school refused to do so (Ex. N). The school removed the sign only recently, in hopes of persuading the BBCA to support its latest expansion.

C. Deterioration of the Field

Perhaps due to the drainage problems and the school's decision to allow parking on the field, the field has deteriorated noticeably since the 2002 expansion. Attached as Ex. O are a number of photographs of the field, showing water damage, grass damage and flooding. The grass pattern shows that the baseball field is not operational, despite the existence of a large metal backdrop and metal bleachers, visible to the adjacent homes.

D. The Enrollment Cap

We attended the May 10, 2001 Planning Commission hearing regarding the proposed new construction. We were not allowed to speak, as the Woods Academy made us promise to be silent in return for its promise to provide the drainage and screening discussed above, among other things.

As we sat there in silence, though, we were immensely grateful to discover that the Planning Commission independently appreciated, and addressed, the importance of preserving the character of our community. A copy of the transcript is attached as Ex. P. For example, the commission expressed considerable -- and prophetic -- skepticism about the school's insistence that it was building 25 classrooms for 302 students solely to accommodate its existing programmatic needs, and not because it was planning to add more students:

MR. HUSSMANN: So that is a little over 12 per classroom, 12 kids per school -- per room?

MR. SILBER: Yeah.

MR. HUSSMANN: Is that the typical class size?

MR. MURRAY: No. I'm David Murray, Chair of the Board of Trustees of The Woods. Our typical class size is about 20 to 21 at the moment. These additional classrooms, at the moment we have our music and art programs in the same room, this expanse would allow us to have a separate music room, separate art room, separate religion room, a science lab, computer lab, things of those nature.

(P. 37 of Ex. P).

Mr. Hussmann made clear that he was asking these questions because he was concerned about protecting the character of our neighborhood, and because he recognized that a dramatic increase in enrollment could change that character:

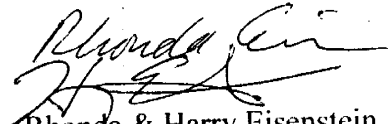
MR. HUSSMANN: It's only what our job is to worry about, you know, as things get bigger, what happens to the neighborhood. And so we've got to, you know, make sure that the community is protected as well as

your interest. So if you'll – the statement that, you know, that student enrollment is limited to 302 is period. (Emphasis supplied)

(P. 55 of Ex. P).

Thank you very much for your attention to this long and detailed letter. We are very grateful for your interest in our concerns, and we would be very grateful for any help that you can provide in ensuring that the school finally complies with the Planning Commission's Order from 2001.

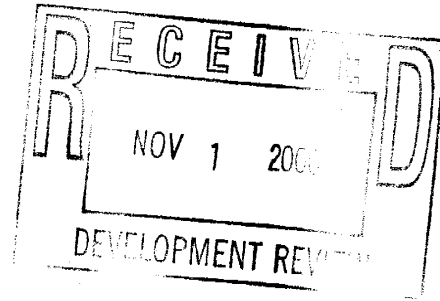
Very truly yours,



Rhonda & Harry Eisenstein

Cc: Norman Knopf, Esq.
Vincent H. Berg, P.E.

October 21, 2006



Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Dr. Hanson:

I am a neighbor of the Woods Academy and wanted to express my support for the Woods' request to increase its enrollment cap from 302 to 410 students. I have spoken with the representatives of the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. I appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

Living near the Woods Academy on Burdette Road, I have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. I am confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

I urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued

member of our community and should be allowed to increase its enrollment in order to sustain its high quality educational program and facility. Thank you for your consideration of my comments.

Sincerely,



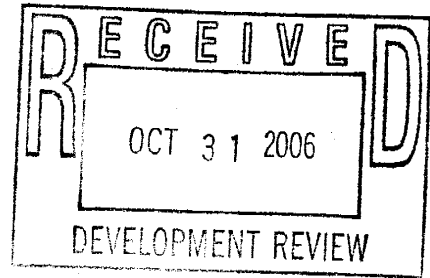
Linda Rabbitt

cc: Scott James, M-NCPPC Transportation Planning Division
✓ Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

9119 Burdette Road
Bethesda, Md 20817

Woods Academy has been a
little neighbor than some
of our neighbors! Much
more respectful.

Mr. and Mrs. J. Frech
6935 Greentree Road
Bethesda MD 20817



October 20, 2006

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Dr. Hanson:

We are neighbors of the Woods Academy and wanted to express our support for the Woods' request to increase its enrollment cap from 302 to 410 students. We have spoken with the representatives of the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. We appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

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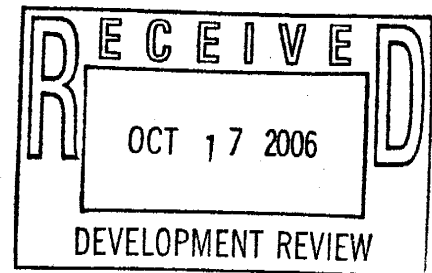
Sincerely,



Jim and Mary Kay Frech

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. and Mrs. E. Mathers
9114 Fernwood Road
Bethesda, MD 20817



October 14, 2006

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

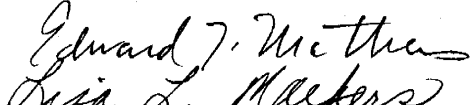
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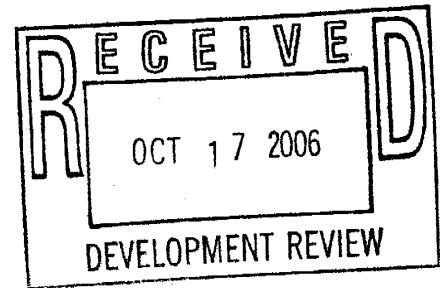
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Sincerely,


Ed and Lisa Mathers

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Ms. Alice Masters
8508 Burning Tree Road
Bethesda, MD 20817



October 14, 2006

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Dr. Hanson:

I am a neighbor of the Woods Academy and wanted to express my support for the Woods' request to increase its enrollment cap from 302 to 410 students. I have spoken with the representatives of the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. I appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

Living near the Woods Academy on Burning Tree Road, I have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. I am confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

I urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued

member of our community and should be allowed to increase its enrollment in order to sustain its high quality educational program and facility. Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in cursive script that reads "Alice Masters". The signature is written in black ink and is positioned above the printed name.

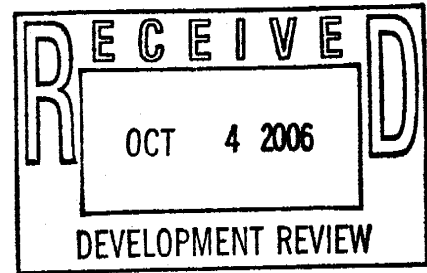
Alice Masters

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Robert H. Myers, Jr.
8509 Burdette Road
Bethesda, MD 20817

October 2, 2006

Dr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910



Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Dr. Hanson:

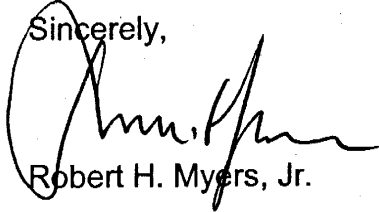
We live in the BBCA and are neighbors of the Woods Academy. My wife and I want to express our support for the Woods' request to increase its enrollment cap from 302 to 410 students. It is important that you understand that the Bradley Boulevard Citizens Association ("BBCA") does not represent the opinion of all the residents of its geographical boundary.

We have spoken John DeMarchi, Assistant Head at the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. We appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

Living near the Woods Academy on Burdette, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

We urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued member of our community and should be allowed to increase its enrollment in order to sustain its high quality educational program and facility. Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Myers, Jr.", written over the word "Sincerely,".

Robert H. Myers, Jr.

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

RHM/ej

MA

Dr. Ghassan and Mrs. Ellen Hatoum
7500 Arrowood Road
Bethesda, MD 20817

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

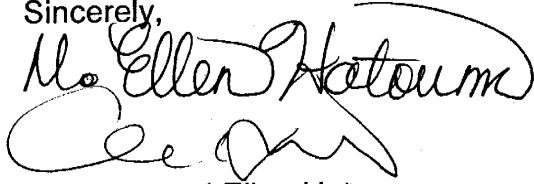
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Living near the Woods Academy on Arrowood Road, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

We urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued

member of our community and should be allowed to increase its enrollment in order to sustain its high quality educational program and facility. Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Hatoum". The signature is fluid and cursive, with a large loop at the end.

Ghassan and Ellen Hatoum

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

MA

Mr. Bruce Ellis
7108 Heathwood Court
Bethesda, MD 20817
301-469-9663

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

I am a neighbor of the Woods Academy and wanted to express my support for the Woods' request to increase its enrollment cap from 302 to 410 students. I have spoken with the representatives of the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. I appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

Living near the Woods Academy on Heathwood Court, I have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. I am confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

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order to sustain its high quality educational program and facility. Thank you for your consideration of my comments.

Sincerely,



Bruce Ellis

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. Dean and Mrs. Kassi Shott
6800 Newbold Drive
Bethesda, MD 20817

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

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Living near the Woods Academy on Newbold Drive, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

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Sincerely,

A handwritten signature in cursive script that reads "Dean and Kassie Shott". The signature is written in dark ink and is positioned above the printed name.

Dean and Kassie Shott

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. and Mrs. John Keyser
7125 Arrowood Road
Bethesda, MD 20817

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

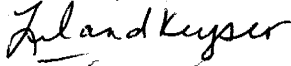
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Living near the Woods Academy on Arrowood Drive, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

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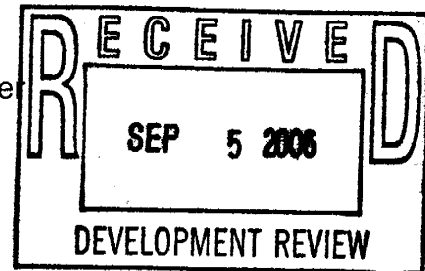
Sincerely,



Leland and John Keyser

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. Carl and Mrs. Peggy Zwisle
6400 Hillmead Road
Bethesda, MD 20817



August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

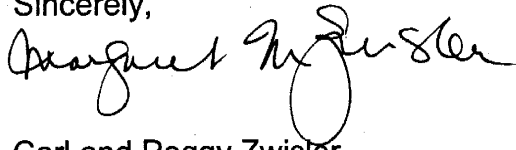
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Living near the Woods Academy on Hillmead Road, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

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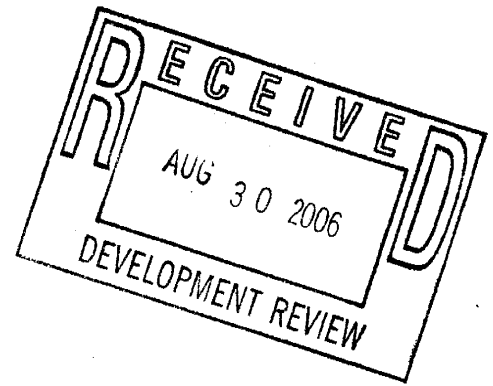
Sincerely,

A handwritten signature in black ink, appearing to read "Carl and Peggy Zwisler". The signature is fluid and cursive, with the first name "Carl" being more prominent.

Carl and Peggy Zwisler

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. Peter and Mrs. Stephanie Farrell
6939 Greentree Road
Bethesda, MD 20817



August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

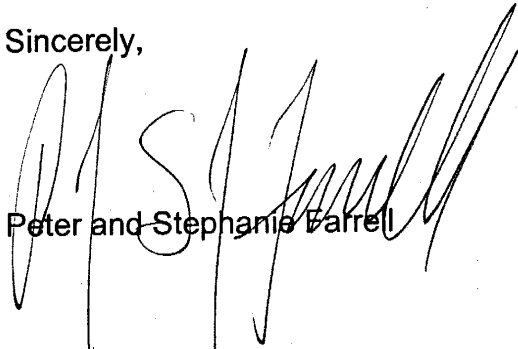
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Living near the Woods Academy on Greentree Road, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

We urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued

member of our community and should be allowed to increase its enrollment in order to sustain its high quality educational program and facility. Thank you for your consideration of our comments.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Peter and Stephanie Farrell'.

Peter and Stephanie Farrell

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. William and Mrs. Jennifer Sullivan
7729 Arrowood Court
Bethesda, MD 20817



August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

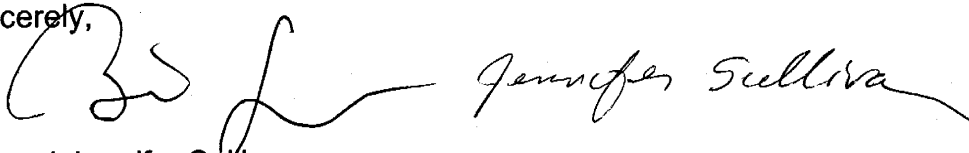
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Living near the Woods Academy on Arrowood Court, we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

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order to sustain its high quality educational program and facility. Thank you for your consideration of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Sullivan", with a large, stylized initial "J" and "S" preceding the name.

Bill and Jennifer Sullivan

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. and Mrs. Michael Jeffers
6716 Michaels Drive
Bethesda, MD 20817

RECEIVED
1154
AUG 22 2006

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

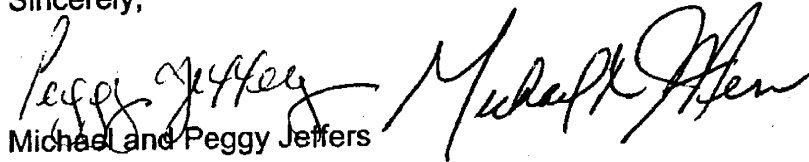
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Living near the Woods Academy on Michaels Dr., we have found the school to be a good steward of the County property, particularly with the improvements to the campus including the building expansion back in 2001. The Woods has enhanced the appearance and public's use of the property by installing additional landscaping, sidewalks and made improvements to the recreational facilities and fields which are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made special arrangements to reduce parking in the neighborhood during special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

We urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued member of our community and should be allowed to increase its enrollment in

order to sustain its high quality educational program and facility. Thank you for your consideration of our comments.

Sincerely,


Michael and Peggy Jeffers

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

RECEIVED
1155
AUG 22 2006

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

Mr. Lou and Mrs. Nikki Diess
7513 Arrowood Rd.
Bethesda, MD 20817

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

We are neighbors of the Woods Academy and wanted to express our support for the Woods' request to increase its enrollment cap from 302 to 410 students. We have spoken with the representatives of the Woods Academy and understand that the conditions of the School's current site plan need to be amended through the approval of the Planning Board for this enrollment cap increase. We appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implementing a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan, and biannual meetings for Woods to meet regularly with the community.

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Sincerely,



Lou and Nikki Diess

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Mr. Tave G Kaufman
6509 Bradley Blvd,
Bethesda, MD 20817

RECEIVED
1151
AUG 18 2006

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

Dear Mr. Hanson:

I am a neighbor of the Woods Academy and wanted to express my support for the Woods request to increase the enrollment cap from 302 to 410 students. We have spoken with the representatives of the Woods Academy and understand that the conditions of the current site plan and subdivision waiver need to be amended through the approval of the Planning Board for this enrollment cap increase. We appreciate the fact that the School conducted a traffic study and queuing analysis to review potential impacts of the enrollment increase and that the School is committed to implement a Transportation Management Plan, which includes rules for parents on drop-off/pick-up procedures and parking, enforcement mechanisms for parent compliance with the Plan and biannual meetings for Woods to meet regularly with the community.

Living near the Woods Academy on Bradley Blvd., we have found the school to be a good steward of the County property, particularly with the improvements to the campus with the building expansion approval back in 2001. The Woods enhanced the appearance and environment of the property with the additional landscaping and sidewalks and the improvements to the recreational facilities and fields that are enjoyed by the community after-hours and on weekends. Further, the school improved its traffic patterns and made arrangements to address parking for special events. We are confident that Woods will continue to be responsive and a good neighbor with the proposed enrollment cap increase, particularly with the implementation of the Transportation Management Plan.

We urge you to approve the requested enrollment cap increase to 410 students as proposed by the Woods Academy. The Woods is a good neighbor and valued member of our community and should be able to provide a student population to

sustain the high quality of the education and the facility. Thank you for your consideration of our comments

Sincerely,



Tave Kaufman

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

RECEIVED
1/21
AUG 11 2006

Mr. Bruce Ellis
7108 Heathwood Court
Bethesda, MD 20817
301-469-9663

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

August 8, 2006

Mr. Royce Hanson, Chairman
The Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910

Re: The Woods Academy, Site Plan Amendment No. 82001018A

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order to sustain its high quality educational program and facility. Thank you for your consideration of my comments.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Ellis".

Bruce Ellis

cc: Scott James, M-NCPPC Transportation Planning Division
Michael Ma, M-NCPPC Development Review Division
John DeMarchi, Assistant Head of School, The Woods Academy

Michael FX1
me

July 25th, 2006

Marilyn Clemens, MLA
Planner Coordinator/Urban Designer
Community Based Planning Division
Montgomery County Dept. of Park & Planning
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Re: Woods Academy Application for Increase in Enrollment Cap.

Dear Ms. Clemens,

Thank you for taking the time to meet with me, other concerned neighbors and the Bradley Boulevard Community Association representative last month.

I just wanted to take the time to review for you the community's position regarding the Woods Academy Application. The neighbors believe that such an increase in enrollment will cause numerous traffic problems, have an undue impact on the community, and be unmanageable for the school. I am requesting that the county deny the schools request for an increase in their enrollment cap by 108 students (35%).

We understand that the school may want to increase its enrollment for economic reasons. But we cannot understand why it is so opposed to finding alternate transportation solutions that would minimize the impact on the neighborhood. Many other schools in the area have adopted busing and other methods. I myself and many other neighbors suggested these methods to the school when they presented their plans for the increase to us in May. However, the school management and board said that they would absolutely not consider any of them.

Simply put, a 35% increase in traffic would likely have a proportionate increase in traffic. As it stands today, the school is barely containing the traffic flow during drop-off and pick-up times. While they have hired an off-duty police officer to help control the cars arriving and leaving during such times, it is inevitable that cars sometimes do back-up onto Greentree Road during the queue. And a 108

student increase would surely make it unlikely for the school to be able to manage the cars so that there is no overflow.

The school also talked about having different arrival and pickup times for some students, although I have seen no detailed plan. As a parent of children that walk to the public school bus stop located at the driveway of the house on Greentree Rd. directly next to the school's driveway entrance, I am concerned that any split will cause more cars to be traveling on Greentree during the time that public school children are on the street.

Further, I have also seen cars regularly turning around in either a driveway (such as mine) or by making u-turn on Greentree Road at Burning Tree Rd. in order to turn right into the parking lot from Greentree Road (coming from the east). An increase in students will most definitely increase such occurrences.

I should also note that my wife and I have also seen cars from the school parking on the grass between the school and the baseball field. I understand that this land is county property, and I cannot believe that the school is permitted to use the grass for parking. I believe this is a direct result of the lack of available parking on school property for its employees, as well as visiting parents. An increase in enrollment will surely make the parking situation even worse.

In addition to these facts above, the school's track record for lack of response to issues repeatedly raised by the community, including items that were agreed to during the last increase in enrollment and expansion, indicates that they will likely be unable or unwilling to address any new issues that arise from any further increase. Some of these issues, such as special event parking on neighborhood streets, unauthorized lighting, and even drainage problems resulting from lack of compliance with agreements for modifications from the last expansion in 2001, have still not been addressed.

I again would like to reiterate my extreme concern about the unfair impact to the community should the school's request be approved. I also want to thank you again for your time and consideration.

Sincerely,

Jay Rosenblatt
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