



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
8/1/02
Item #20

MEMORANDUM

DATE: July 26, 2002
TO: Montgomery County Planning Board
VIA: John Carter, Chief, Community-Based Planning Division *JSC*
FROM: Bill Landfair, AICP, for the Department of Park and Planning *WAL*

APPLICANT: The Landon School
LOCATION: 6101 Wilson Lane, Bethesda
MASTER PLAN: Bethesda – Chevy Chase Master Plan
ZONE: R-90 and R-90/TDR

CASE NUMBER: S-686-C
REVIEW TYPE: Special Exception Modification
APPLYING FOR: Construction of new Lower School Building; expansion of enrollment to accommodate potential addition of kindergarten through second grade; construction of new residence for senior administrator; renovation of main athletic field; renovation of Amphitheater; continuation of existing summer camp; and improvement of campus road system.

FILING DATE: March 29, 2002
PLANNING BOARD: August 1, 2002
PUBLIC HEARING: September 11, 2002

STAFF RECOMMENDATION: APPROVAL with the following conditions:

1. The applicant is bound by all submitted statements and plans.
2. Implement the proposed Transportation Management Plan, modified to include regularly scheduled community meetings.

3. Continue the operation of the existing summer day camp, as described in the petitioner's statement of operations, as an accessory use.
4. Submittal of a Tree Save Plan prepared by a certified arborist to M-NCPPC Countywide Planning Environmental Unit before issuance of building and sedimentation and erosion control permits are issued.
5. Submittal of a landscaping and lighting plan. The plan must provide additional information regarding plant materials and lighting specifications for the new Lower School Building. It must also show proposed shade trees for those parking lots to be reconfigured.

PROPOSAL DESCRIPTION

The applicant, The Landon School, has requested a modification to an existing special exception for a private educational institution located at 6101 Wilson Lane, Bethesda, in the R-90 and R-90/TDR Zones.

The modification would permit the applicant to construct a new Lower School Building; expand enrollment to accommodate the potential addition of kindergarten through second grade; construct a new residence for a senior school administrator; renovate the main athletic field to include the installation of new seating; renovate an existing Amphitheater; continue the operation of an existing summer camp; and improve the campus road system.

The Landon School was founded as a private educational institution for boys in 1929 and has been at its present location since 1934. Since its establishment, the school has grown to an enrollment of 660 students in grades three through twelve divided among an Upper, Middle, and Lower School. There are approximately 150 faculty and staff at present. During the academic year that runs from early September to mid-June, the school operates generally from 8:00 a.m. to 3:40 p.m., Monday through Friday. In addition, there are evening and weekend activities related to the school's programs and a summer day camp.

Subject Property - The subject property is comprised of 69.74 acres of land and is recorded by plat of subdivision. The property is located on the north side of Wilson Lane (MD 188), west of the intersection with Merrick Road, in Bethesda. The property also has frontage along Bradley Boulevard (MD 191), Alcott Road, and Whittier Boulevard. Existing school facilities include academic buildings, a performing arts center, gymnasium, athletic fields, tennis courts, parking lots, and faculty homes. Primary vehicular access is from Wilson Lane with secondary access from Bradley Boulevard. The campus topography reflects rolling terrain with steep slopes along the west side of the property where there is an intermittent stream. This area also contains approximately 12 acres of deciduous forest. Other features of note include the historic C.W. Lansdale House and the Perkins Azalea Garden.

Surrounding Neighborhood - The surrounding neighborhood is residential in character with single-family detached homes located in the R-90 Zone. These residences adjoin and confront the school campus on all sides. Other land uses in the neighborhood include the Thomas W. Pyle Middle School on Wilson Lane and the Hillmead Local Park on Bradley Boulevard.

Elements of Proposal – The changes proposed in the special exception modification are the result of what the applicant has described as a need to modernize the existing campus facilities. The school has determined that classrooms, academic support spaces, and other facilities must be redesigned and renovated to maximize their use. Consistent with that goal, the applicant has proposed the following elements.

New Lower School Building

The Lower School, comprised of grades three through five, is housed in the Wilson Building. This building was never intended for elementary school use and the size of its classrooms are significantly smaller than the average elementary classrooms. The school's architects have advised that given the age and structural configuration of the building renovations to improve the classroom spaces are unfeasible. As such, the school has proposed the construction of a new Lower School Building on a site north of the existing gymnasium approximately 430 feet from the nearest property line. The "U" shaped building would be two stories in height with a lower level exposed along the west elevation. The overall dimensions of the building would be approximately 160 feet by 140 feet and it would contain approximately 32,000 square feet. The building would be architecturally compatible to other buildings on campus through its use of a slate roof, brick, and other structural materials. In addition to providing larger classrooms, the building would provide a computer lab, reading rooms, and an online resource center. A multi-purpose room and small administrative office are also contemplated.

The hours of the Lower School would remain the same as present, 8:00 a.m. to 3:40 p.m. After school daycare would be provided for approximately 3-5% of the Lower School student population (currently 8-10 students) beginning at 3:40 p.m. and continuing to 6:00 p.m. Once construction of the Lower School is complete, the Wilson Building would be used for administrative office space, allowing the applicant to centralize its administrative staff and free up additional academic support space in buildings.

Expanded Enrollment

The proposed Lower School Building would provide enough classroom space to accommodate kindergarten through fifth grade. As such, the applicant is considering the addition of kindergarten through second grade to its current enrollment. If this change were implemented, it would add an additional seven faculty members and one administrator to the staff and increase enrollment by approximately 76 students (phased in over a three year period). No changes would occur before the 2003-04 academic

year. The applicant anticipates that the impact on traffic would be negligible since many of the new students could be siblings of existing students and a majority is expected to carpool.

New Residence

The applicant proposes to construct a new single-family home for a senior administrator, most likely the headmaster of the Upper School and his family. The site is one of the school's internal lots located near the entrance on Bradley Boulevard. The two-story structure would maintain a traditional design consistent with that found in the surrounding neighborhood. The view of the house would be mitigated from nearby properties by the wooded nature of the site as well as the nearby Perkins Azalea Garden.

Main Athletic Field Renovation

The applicant has proposed to renovate and restore the surface of the main athletic field. The renovation also includes improving the drainage from the field and providing updated seating. The improved seating would be more accessible, have improved viewing lines, and a more substantial appearance. While the seating capacity would increase, many attendees to athletic events presently sit on the surrounding hillside and so the school does not foresee an increase in overall attendance. There are no plans to increase the number of events held at the field.

Amphitheatre Renovation

The school's existing amphitheatre is located in a wooded area on the west side of the campus. After more than 25 years of use, the facility is in need of restoration. The amphitheatre is natural in appearance and well sited to take advantage of the surrounding topography. The renovation would include new seating surfaces, a modest enlargement of the stage area, and supplemental landscaping. The facility is used by the full school community fewer than six times a year and by smaller groups no more than 20 to 30 times a year. The school does not anticipate any change in the nature of the use.

Summer Day Camp

The applicant has operated a summer day camp on the campus for approximately 40 years. While the existence of the camp has been recognized by the Board of Appeals in the past (Case No. S-398), there has never been formal approval of the camp operation. With the adoption of Zoning Text Amendment No. 02-01 in April, summer day camps are now permitted as an accessory use to private educational institutions.

The camp runs for eight weeks over the course of the summer, Monday through Friday, from mid-June to mid-August. The hours vary, but do not extend beyond 8:00 a.m. to 5:00 p.m., with the exception of a small percentage of children whose families have

arranged for 6:00 p.m. pick-up. A range of sessions is offered from one-hour sessions to full day sessions. The camp is open to the general public with a majority of the enrollment derived from Bethesda and adjacent areas. Approximately 10% of the attendees are full-time Landon students. The total number of campers is equal to 520 full time equivalents. While the total number of registrants is 1,763, the average maximum number of campers on site at any time is 628. The staff numbers approximately 188 and includes 42 Landon staff members and 72 students.

Campus Road Improvements

The applicant believes that the campus road system, as it currently exists, impedes the natural flow of traffic and requires students to cross roadways while going from class to class. The school proposes to improve this condition by diverting vehicular traffic from areas with a high volume of student pedestrian traffic and providing drop off/pick up inlets and greater stacking distances. To accomplish this, several new driveways internal to the campus are proposed, other driveways would be widened and several parking lots slightly reconfigured. In addition, to improve security, a security kiosk would be installed near the Bradley Boulevard entrance and the existing security kiosk at the Wilson Lane entrance would be relocated to a site more internal to the campus. Both kiosks would include security gates.

The State Highway Administration (SHA) is currently planning to widen a portion of Wilson Lane. The school's frontage along Wilson Lane, including its entrance, would be affected by this construction. The SHA has indicated that the school's existing fencing would need to be removed to allow for the widened road. As such, the applicant is reviewing possible fence alternatives that would be consistent with design standards established for the surrounding neighborhood.

ANALYSIS

Master Plan - The subject property is covered by the 1990 Bethesda – Chevy Chase Master Plan. The Master Plan supports the existing R-90 and R-90/TDR Zones for the property and private educational institutions are allowed by special exception in those zones. The Master Plan recommends the continued use, within the existing zoning, of large land users like private schools (page 33). These properties are recognized as an important private open space resource, particularly in an area that is as largely developed as Bethesda.

The Master Plan recognizes that occasionally a private school needs to construct new facilities or additions, which require special exception approval. The Plan notes that these are reviewed on a case-by-case basis to ensure compatibility with area residences and conformance with Plan objectives. While the Plan expects the private school use to continue, if redevelopment of the campus occurs, it should respect the environmental setting that has been established for the historic Lansdale House.

The environmental setting is comprised of 11.77 acres of the campus and is included in the Master Plan for Historic Preservation (Atlas No. 35/16). It includes the house, a barn, stable structure, the tree-lined drive to Wilson Lane, and the vista across the school's playing fields to Wilson Lane. The Historic Preservation Staff have reviewed the proposed special exception modification in the context of the environmental setting and found it acceptable.

Design Issues – There are no significant issues of concern related to design. The new Lower School Building would be architecturally compatible with the other buildings on campus and well buffered from the surrounding neighborhood. The new residence is traditional in appearance and an acceptable land use in the general location shown on the site plan. However, due to the wooded nature of the site, staff recommends that this element of the modification be deferred to allow the applicant to submit a preliminary forest conservation plan. Staff believes that the Board of Appeals could review the residence as a minor modification at a later date. The proposed improvements to the main athletic field are acceptable. At staff's suggestion, the location of the proposed pole vault area will be shifted closer to the field and screened from adjacent properties by the proposed seating. This seating would not be any closer to the property line than it currently is. Restoration of the amphitheatre would improve its appearance, function, and screening from the neighborhood. Improvement of the campus road system should accomplish the goals of easing on-site vehicular congestion and promoting pedestrian safety.

The applicant submitted landscaping and lighting plans related to the new Lower School Building. While these plans were sufficient for staff to complete its review they lacked specificity. As a condition of approval, the applicant must revise the landscaping and lighting plans to provide additional information regarding plant materials and lighting specifications. In addition, the plans should also provide for shade trees in those parking lots that are to be reconfigured. Staff would like to emphasize that none of the proposed landscaping is necessary for ensuring compatibility with the surrounding neighborhood. Proposed lighting is limited to wall and pole mounted fixtures in the vicinity of the new Lower School Building. The site is well-buffered and approximately 430 feet from the nearest property line.

Transportation

Local Area Transportation Review (LATR)

The applicant prepared a traffic study to determine the impact of increasing enrollment to accommodate the addition of kindergarten through second grade, an increase in enrollment by 76 students, on area transportation. Staff concurs with the studies conclusion that all intersections affected by this expansion would operate within the congestion standard of 1,650 Critical Lane Volume (CLV) for the Bethesda-Chevy Chase Policy area.

A total of four intersections plus entrances to the site were analyzed for the purposes of LATR. The existing weekday peak hour site trip generation rates were derived based on driveway counts and those rates were used to forecast the additional trips generated by the expansion. The additional site trips were added to the existing and background traffic (trips from approved but not built developments) at all four intersections and they operate within the congestion standard. The following table shows the result of the CLV analysis for the affected intersections.

INTERSECTIONS	<u>EXISTING</u>		<u>BACKGROUND</u>		<u>TOTAL FUTURE</u>	
	AM	PM	AM	PM	AM	PM
Wilson Lane @ Whittier Blvd.	877	910	830*	891*	846*	896*
Bradley Blvd. @ Burdette	1161	752	1179	770	1196	776
Bradley Blvd. @ Huntington Parkway	1021	1340	1077	1379	1085	1383
Bradley Blvd. @ Wilson Lane	1559	1363	1589	1368	1595	1370

* With State Highway Administration proposed left turn lanes on Wilson Lane

Access and Circulation

The school has two access points, one from Bradley Boulevard and the other from Wilson Lane opposite Marbury Road. The State Highway Administration has a capital improvement program to improve Wilson Lane, including the provision of exclusive left-turn lanes on Wilson Lane at the Landon School entrance and at Whittier Boulevard. These improvements would increase safety and improve traffic operations. The proposed driveway widening and security gates are appropriate internal circulation improvements. The proposed campus road improvement would enhance traffic safety and operations within the site.

Transportation Management Plan

The applicant has submitted a Transportation Management Plan (TMP) that provides guidance on school programs and operations that can reduce traffic and enhance safety on adjacent streets as well as within the site. The following is a summary of the proposed TMP:

1. Designate a full-time staff person as a transportation coordinator.
2. Minimize vehicular traffic by encouraging carpooling and promoting both school-provided bus and public transit use for students and staff.
3. Publish newsletter, direct mailings and school web site materials to promote use of transit and carpooling.

4. Continue the effort to establish new bus routes where sufficient rider-ship can be attained.
5. Manage the efficient and safe flow of traffic on campus through improvement of driveways, parking and use of staff in directing traffic for better traffic circulation on site.
6. Disperse traffic by scheduling campus meetings and activities on during off-peak hours to reduce congestion.

This plan provides effective tools to manage vehicular demand, enhance on-site traffic operations, and increase safety. Staff suggests that the overall TMP goal should be to maintain current trip generation rates. The plan should be amended, however, to include the periodic review of transportation operations with interested members of the adjacent community. Staff suggests that such review occur on an annual basis. Staff supports this plan, with an amendment to include annual community coordination, and encourages the applicant to implement the plan within a reasonable time frame.

Policy Area Review/Staging Ceiling Analysis

The site is located within the Bethesda-Chevy Chase policy area, which has a remaining capacity of 257 jobs and 5880 housing units as of June 30, 2002.

Environment

Forest Conservation

The special exception modification has an approved Natural Resource Inventory/Forest Stand Delineation (NRI/FSD). An exemption from Forest Conservation Plan has been granted because this is a modification to an existing developed property, with no more than a total of 5,000 square feet of forest cleared; no forest clearing within a stream buffer or on property subject to SPS WQP requirements; and it does not require a new subdivision plan.

Staff recommends as a condition of approval that a Tree Save Plan prepared by a certified arborist be submitted to the Countywide Planning (CWP) Environmental Unit before issuance of building and sedimentation and erosion control permits are issued. An M-NCPPC inspector must be contacted for pre-construction inspection of tree protection measures and authorization to begin any tree clearing.

The Tree Save Plan should indicate the critical root zone for all specimen trees (30" dbh or larger) and significant trees (24" dbh or larger), proposed grading and limits of disturbance, tree preservation details including, but not limited to, pre-construction watering and fertilizing, fencing, root pruning and dead wood pruning of any trees

impacted by construction activities; and a time frame for implementation of all tree save measures. Mitigation measures must be indicated for trees lost as a result of encroachment into the critical root zone of 30% or more. Particular attention should be paid to the realignment of the drive in the vicinity of the Arts Center, the area of disturbance around the 55" White Ash where the entry drive is realigned, and the connection of the entry drive to the existing parking lot behind the Academic Center.

Stormwater Management

Stormwater management concept and sediment/erosion control plans are not required by the Department of Permitting Services if there is less than 5000 square feet of disturbed area. The subject property is located in the Booze Creek subwatershed of the Cabin John watershed. The Countywide Stream Protection Strategy identifies this subwatershed as an Urban Watershed Management Area and rates the stream quality poor and habitat conditions fair. Streams in this area have been highly altered by land use, and implementing water quality improvements and pollution prevention efforts are the most effective management tools to ensure that impacts to downstream reaches are minimized.

Inherent/Non-Inherent Adverse Effects

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

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

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

First there must be a determination as to the general neighborhood affected by the proposed use. The staff finds that the affected neighborhood consists of the properties located within or adjacent to Bradley Boulevard to the north and east, Aberdeen Road and Kirby Lane to the south, and Springer Road and Woodhaven Boulevard to the west. The neighborhood is residential in character with single-family homes located in the R-90 Zone. The neighborhood also contains Thomas W. Pyle Middle School and the Hillmead Local Park.

The inherent, generic physical and operational characteristics arising from the given use, in this case a private educational institution must be established to create an evaluation standard. In previous cases, the staff has relied upon seven criteria to establish these characteristics. These are size, scale, scope, lighting, noise, traffic, and the environment. Staff finds that the primary physical characteristics associated with the use are the size, scale and institutional design of the buildings and facilities. Other physical characteristics include parking and lighting to ensure safety and security. Operational characteristics include an array of services in support of academic, athletic, and arts programs for school aged children.

The physical and operational characteristics of the existing use, as modified by the petition, must be determined. In this instance, the size, scale, and institutional design of the new Lower School Building and other facilities do not pose an issue. The Lower School Building would be architecturally compatible with existing buildings on campus and well buffered from the surrounding neighborhood. Similarly, the design of the seating improvements for the main athletic field, the renovation of the amphitheatre, and the proposed security kiosks are consistent with the standards that have been established by the school. Proposed lighting would be limited to the Lower School Building and limited to what is necessary for safety and security.

There are minimal issues associated with noise, traffic, and the environment. With an increase in enrollment there is a potential for an increase in the amount of noise generated. However, the campus is well buffered from the surrounding neighborhood and none of the proposed elements of the special exception modification would affect that condition. Improvements to the campus road system should accomplish the goals of easing on-site vehicular congestion and promoting pedestrian safety. The proposed transportation management plan would provide measures for reducing demand for local road capacity. With a deferral of the proposed residence, environmental issues are adequately addressed.

After considering the generic characteristics of private educational institutions, and comparing them with the proposed physical and operational characteristics of the use as modified by the special exception, the staff finds that all of the physical and operational characteristics of the resulting use would be inherent adverse effects.

Community Concerns – Staff has received several letters of support for the proposed special exception modification. Staff is not aware of any opposition from the surrounding community.

General and Specific Special Exception Provisions - The staff has reviewed the petition for compliance with the applicable special exception provisions. As noted in the attachment, all general and specific requirements for a private educational institution found in Sections 59-G-1.21 and 59-G-2.19 of the Zoning Ordinance would be satisfied.

Conclusion - The staff finds that the special exception satisfies all of the applicable special exception provisions for a private educational institution found in the Zoning Ordinance. Therefore, we recommend approval with the conditions found at the beginning of the report.

Attachments

MONTGOMERY COUNTY ZONING ORDINANCE

59-G-1.21. General conditions.

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

(1) Is a permissible special exception in the zone.

The use is permissible in the R-90 and R-90/TDR Zones.

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

The proposal complies with the standards and requirements set forth for the use in Division 59-G-2.

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

The subject property is covered by the 1990 Bethesda – Chevy Chase Master Plan. The Master Plan supports the existing R-90 and R-90/TDR Zones for the property and private educational institutions are allowed by special exception in those zones. The Master Plan recommends the continued use, within the existing zoning, of large land users like private schools.

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

The use would remain in harmony with the general character of the neighborhood when considering these criteria. Most of the changes

proposed in the special exception modification are an attempt to modernize the existing campus facilities. There is some affect on the population density, the intensity of the character of activity, and traffic but not to the point where it would affect harmony with the surrounding neighborhood.

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

The modification would not result in the school being detrimental to the use, peaceful enjoyment, economic value or development of surrounding properties or the general neighborhood.

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

The modification would not have a detrimental effect for any of these reasons given the size, scale, and scope of what is proposed, the size of the subject property, and the substantial buffering provided.

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

The modification is to a use that has existed on the subject property for over 60 years (more than 50 of those years by special exception).

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

The existing special exception has operated for many years without causing these effects.

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

- (i) If the special exception use requires approval of a preliminary plan of subdivision, the adequacy of public facilities must be determined by the Planning Board at the time of subdivision review. In that case, subdivision approval must be included as a condition of the special exception.

The special exception modification is not subject to approval of a preliminary plan of subdivision by the Planning Board.

- (ii) With regard to findings relating to public roads, the Board, the Hearing Examiner or the District Council, as the case may be, must further determine that the proposal will have no detrimental effect on the safety of vehicular or pedestrian traffic.

A key element of the modification is to improve the safety of vehicular and pedestrian traffic on the campus. In addition, the State Highway Administration is widening Wilson Lane, which would improve the function of the primary entrance to the property.

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

- (a) Generally. A lot, tract or parcel of land may be allowed to be used for a private educational institution if the board finds that:

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

The proposed modification would not constitute a nuisance because of traffic, number of students, noise, type of physical activity or any other element. The school has been in operation at this location for many years. The school buildings and facilities, both existing and proposed, are well setback from the surrounding neighborhood and further buffered by the existing topography. The school would continue to be compatible with the environment.

- (2) except for buildings and additions completed, or for which a building permit has been obtained before (date of adoption [April 2, 2002], the private educational institution must be in a building architecturally compatible with other buildings in the surrounding neighborhood, and, if the private educational institution will be located on a lot, tract, or parcel of land of 2 acres or less, in either an undeveloped area or an area substantially developed with single-family homes, the exterior architecture

of the building must be similar to a single-family home design, and at least comparable to any existing homes in the immediate neighborhood:

Through their design, the proposed buildings, facilities, and renovations would be architecturally compatible with the other structures on the campus and with other buildings in the surrounding neighborhood.

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

The modification would not result in the existing private educational institution adversely affecting or changing the present character or future development in the surrounding residential neighborhood.

- (4) the private educational institution will be developed in conformity with the following area, density, building coverage, frontage, setback, access and screening requirements, where specified:

(A) Area, frontage and setback—As specified in a site plan approved by the Board but not less than the area regulations for the zone in which the private educational institution would be located;

(B) Access building coverage and screening—As specified in a site plan approved by the Board;

(C) Density—The allowable number of pupils per acre permitted to occupy the premises at any one time as specified by the Board considering the following factors:

1. Traffic patterns, including:

a) Impact of increased traffic on residential streets;

b) Existence of arterial highways; and

2. Noise or type of physical activity;

3. Character, percentage and density of existing development and zoning within the community; and

4. Topography of the land to be used for the special exception:

5. Density greater than 87 pupils per acre may be permitted only if the Board finds that (i) the program of instruction, special characteristics of students, or other circumstances justify

reduced space and facility requirements; (ii) the additional density will not adversely affect adjacent properties; (iii) additional traffic generated by the additional density will not adversely affect the surrounding streets; and (iv) adequate provisions for drop-off and pick-up of students will be provided.

The applicant has submitted documents, plans, and other materials that demonstrate that the private educational institution would continue to be in conformity with all of the applicable area, density, building coverage, setback, access and screening requirements. The size of the campus far exceeds the minimum area required by the zone, there would be no change to frontage or setbacks, building coverage would increase moderately but remains well below the standard for the zone, and the total number of students would remain well below the maximum allowed density of 87 students per acre.

- (b) If a Private Educational Institution operates or allows its facilities by lease or other arrangement to be used for: (i) tutoring and college entrance exam preparatory courses, (ii) art education programs, (iii) artistic performances, (iv) indoor and outdoor recreation programs, or (v) summer day camps, the Board must find, in addition to the other required findings for the grant of a Private Educational Institution special exception, that the activities in combination with other activities of the institution, will not have an adverse effect on the surrounding neighborhood due to traffic, noise, lighting, or parking, or the intensity, frequency, or duration of activities. In evaluating traffic impacts on the community, the Board must take into consideration the total cumulative number of expected car trips generated by the regular academic program and the after school or summer programs, whether or not the traffic exceeds the capacity of the road. A transportation management plan that identifies measures for reducing demand for road capacity must be approved by the Board.

The staff finds that the operation of the summer day camp in combination with the other activities of the institution would not have an adverse affect on the surrounding neighborhood due to traffic, noise, lighting, or parking, or the intensity, frequency, or duration of activities. In evaluating the traffic impact, the Transportation Planning staff did take into consideration the cumulative effect of the regular academic program, the after school programs, and the summer day camp. A transportation management plan was submitted that identified measures for reducing demand capacity on local roads.

The Board may limit the number of participants and frequency of events authorized in this section.

- (c) Programs existing before April 22, 2002.
- (1) Where previously approved by the Board, a private educational institution may continue the operation of (i) tutoring and college entrance exam

preparatory courses, (ii) art education programs, (iii) artistic performances, (iv) indoor and outdoor recreation programs, or (v) summer day camps, whether such programs include students or non-students of the school, if the number of participants and frequency of events for programs authorized in 59-G-2.19(b) are established in the Board's approval.

Not applicable.

- (2) Where not previously approved by the Board, such programs may continue until April 22, 2004. Before April 22, 2004, the underlying special exception must be modified to operate such programs, whether such programs include students or non-students of the school. The Board may establish a limit on the number of participants and frequency of events for authorized programs.

The applicant has applied through the special exception modification to continue the operation of the existing summer day camp beyond April 22, 2004.

(d) Site Plan.

- (1) In addition to submitting such other information as may be required, an applicant shall submit with his application a site plan of proposed development. Such plan shall show the size and shape of the subject property, the location thereon of all buildings and structures, the area devoted to parking and recreation facilities, all access roads and drives, the topography and existing major vegetation features, the proposed grading, landscaping and screening plans and such other features necessary for the evaluation of the plan.

Such a plan has been submitted.

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

- (e) Exemptions. The requirements of this section shall not apply to the use of any lot, lots or tract of land for any private educational institution, or parochial school, which is located in a building or on premises owned or leased by any church or

religious organization, the government of the United States, the State of Maryland or any agency thereof, Montgomery County or any incorporated village or town within Montgomery County.

Not applicable.

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

Not applicable.

- (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.

Not applicable.

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

- (i) construction of a private educational institution on vacant land owned or leased by Montgomery County; or

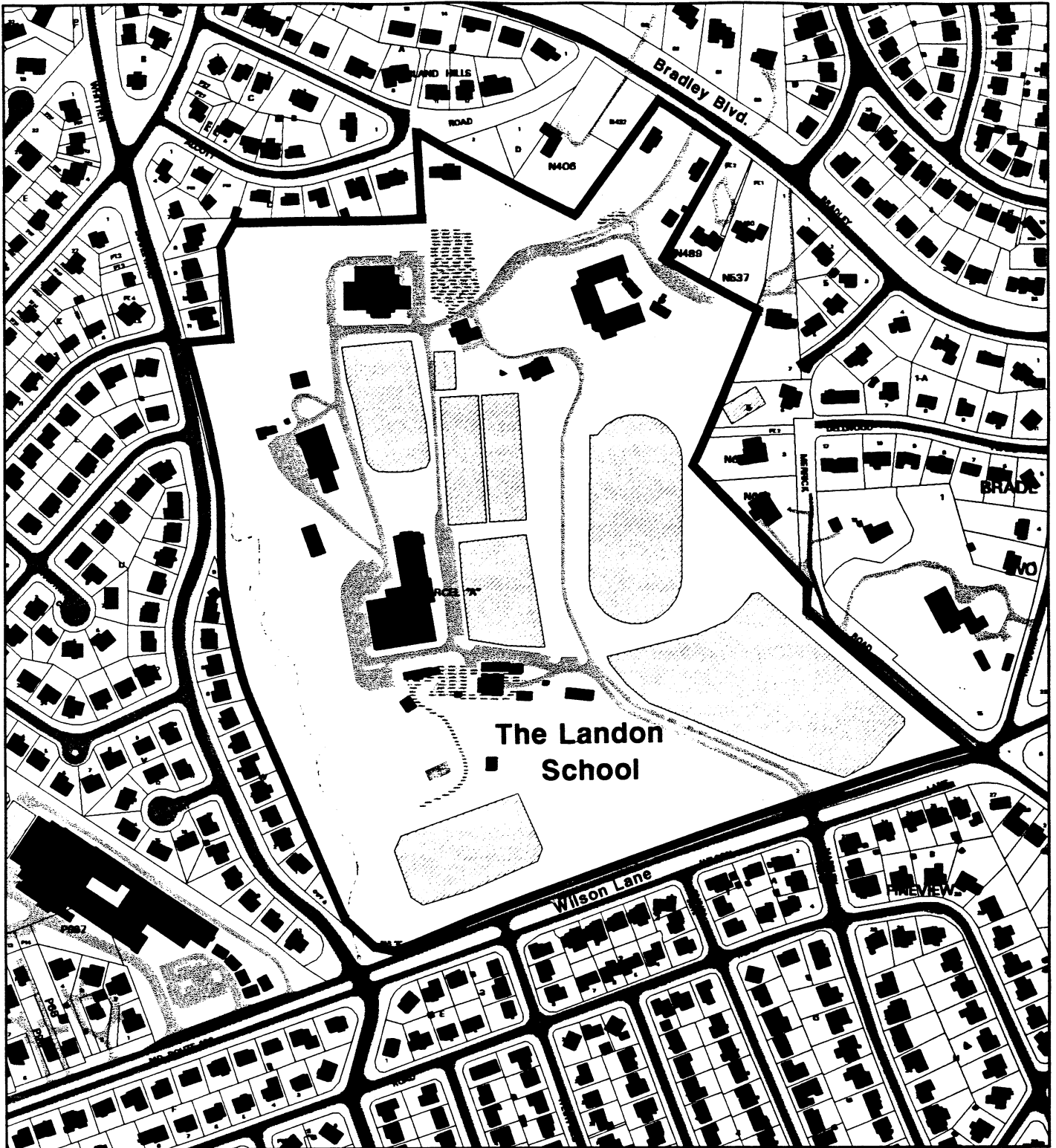
Not applicable.

- (ii) any cumulative increase that is greater than 15% or 7,500 square feet, whichever is less, in the gross floor area, as it existed on February 1, 2000, of a private educational institution located in a building that has been used for a public school or that is owned or leased by Montgomery County. Site plan review is not required for:
 - (i) an increase in floor area of a private educational institution located in a building that has been used for a public school or that is owned or leased by Montgomery County if a request for review under mandatory referral was submitted to the Planning Board on or before February 1, 2000, or
 - (ii) any portable classroom used by a private educational institution that is located on property owned or leased by Montgomery County and that is in place for less than one year.

Not applicable.

VICINITY MAP FOR

THE LANDON SCHOOL



Map compiled on July 25, 2002 at 1:06 PM | Site located on base sheet no - 210NW06

NOTICE

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Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14,400 scale aerial photography using stereo photogrammetric methods.

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

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue - Silver Spring, Maryland 20910-3760

Key Map



N



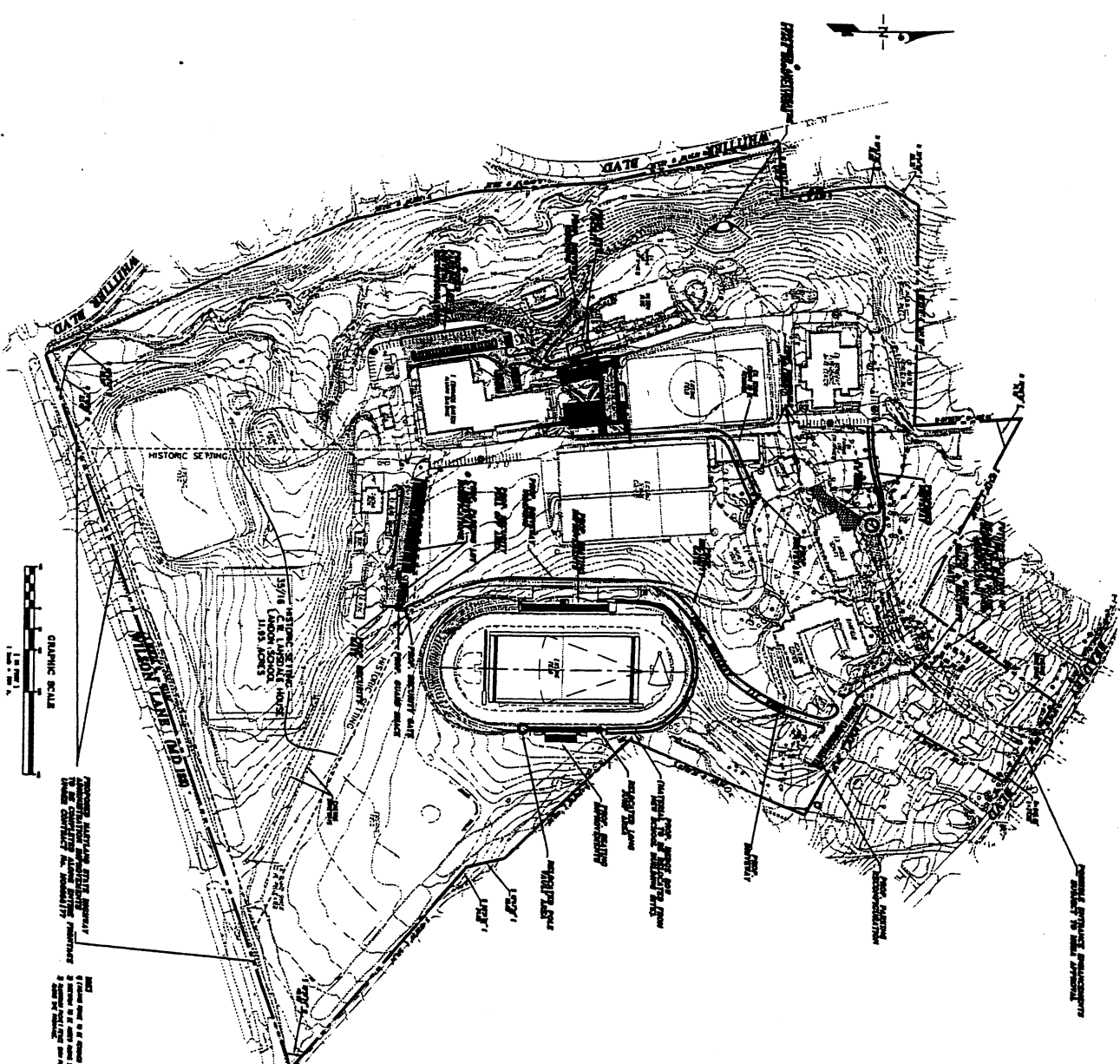
Research & Technology Center



1:4800

GLW GARDNER LITTLE & WEBER, P.A.
 ARCHITECTS
 100 N. W. 10th St., Suite 100
 Ft. Lauderdale, FL 33304
 Phone: (561) 533-1000
 Fax: (561) 533-1001
 E-mail: glw@glw.com

NO.	DATE	REVISION
1	10/1/08	ISSUED FOR PERMITS
2	10/1/08	ISSUED FOR PERMITS
3	10/1/08	ISSUED FOR PERMITS
4	10/1/08	ISSUED FOR PERMITS
5	10/1/08	ISSUED FOR PERMITS
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8	10/1/08	ISSUED FOR PERMITS
9	10/1/08	ISSUED FOR PERMITS
10	10/1/08	ISSUED FOR PERMITS



PROPOSED HISTORICAL SITE REPAIRS:
 TO BE CONSIDERED FOR HISTORIC DISTRICT DESIGNATION BY THE CITY OF FT. LAUDERDALE.
 HISTORIC SETTING: THE HISTORIC SETTING OF THE SCHOOL IS TO BE MAINTAINED AND ENHANCED.
 HISTORIC SETTING: THE HISTORIC SETTING OF THE SCHOOL IS TO BE MAINTAINED AND ENHANCED.

OVERALL SITE PLAN
LANDON SCHOOL
MARCH 2008

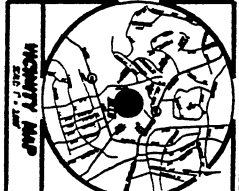
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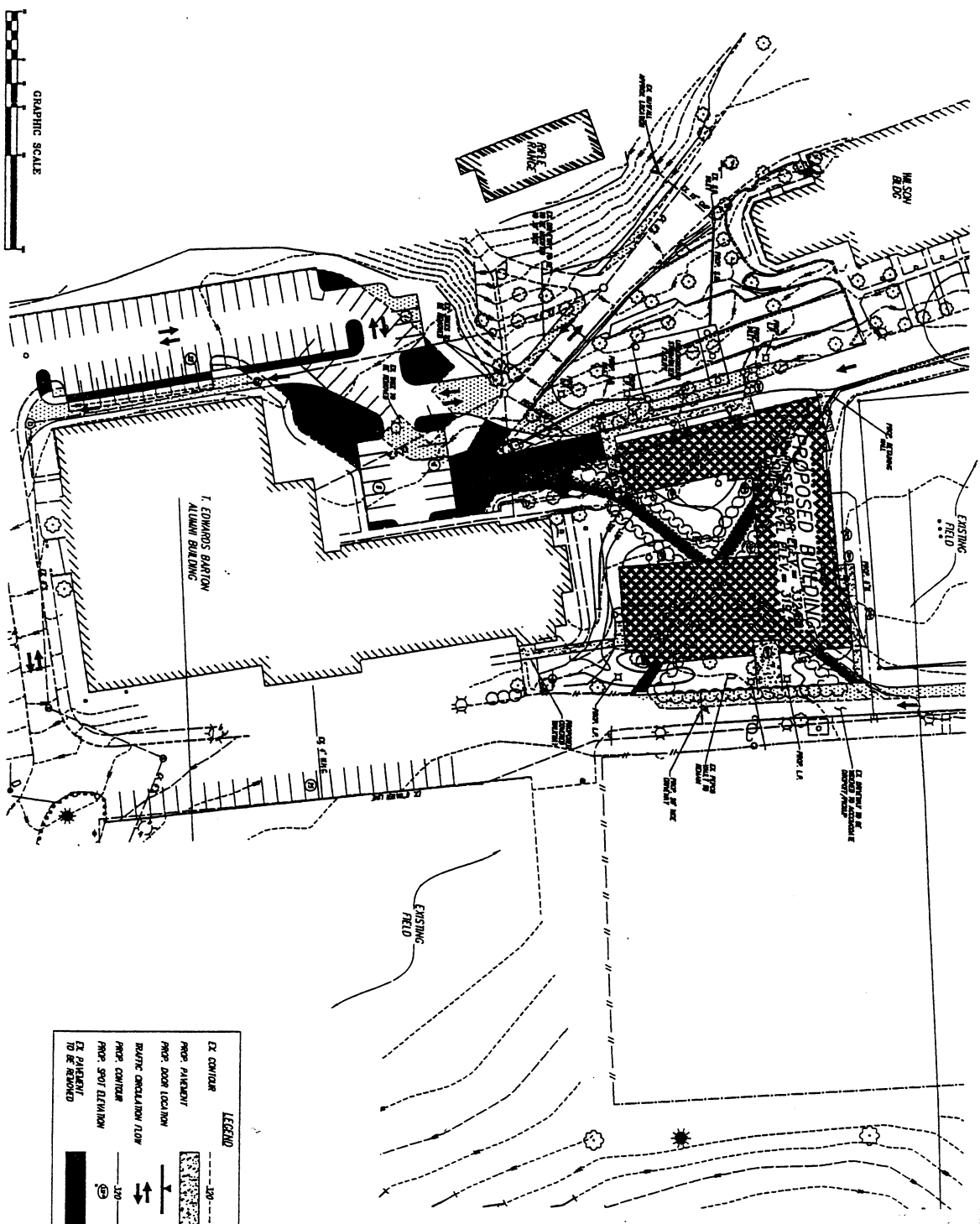
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10	10/1/08	10	10/1/08

LEGEND

1. EXISTING BUILDING FOOTPRINTS
 2. PROPOSED BUILDING FOOTPRINTS
 3. EXISTING DRIVEWAYS
 4. PROPOSED DRIVEWAYS
 5. EXISTING PAVEMENT
 6. PROPOSED PAVEMENT
 7. EXISTING LANDSCAPE
 8. PROPOSED LANDSCAPE
 9. EXISTING UTILITIES
 10. PROPOSED UTILITIES

1. EXISTING BUILDING FOOTPRINTS
2. PROPOSED BUILDING FOOTPRINTS
3. EXISTING DRIVEWAYS
4. PROPOSED DRIVEWAYS
5. EXISTING PAVEMENT
6. PROPOSED PAVEMENT
7. EXISTING LANDSCAPE
8. PROPOSED LANDSCAPE
9. EXISTING UTILITIES
10. PROPOSED UTILITIES





LEGEND	
EX. CONTOUR	--- 3/0 ---
PROP. PAVEMENT	[Cross-hatched pattern]
PROP. DRIVE LOCATION	[Solid line]
PLANTING (INCLUDES LOW)	[Dotted pattern]
PROP. CONTOUR	--- 3/0 ---
PROP. SIGN ELEVATION	①
EX. PAVEMENT TO BE REMOVED	[Hatched pattern]

GDM
 GDM COMMERCIAL LANDSCAPE ARCHITECTURE, P.A.
 1000 W. 10TH STREET, SUITE 100
 DENVER, CO 80202
 TEL: 303-733-1111 FAX: 303-733-1112
 www.gdm.com

NO.	DATE	DESCRIPTION
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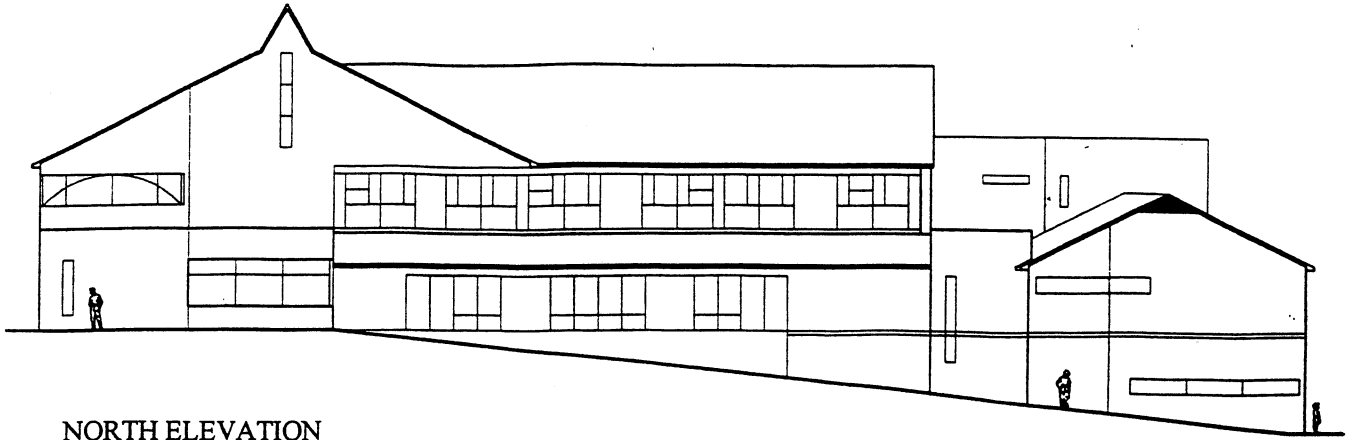
PROJECT DATA
 LONDON SCHOOL
 1000 W. 10TH STREET
 DENVER, CO 80202
 FILE NO. 2007-001-010

FOR OFFICIAL USE ONLY

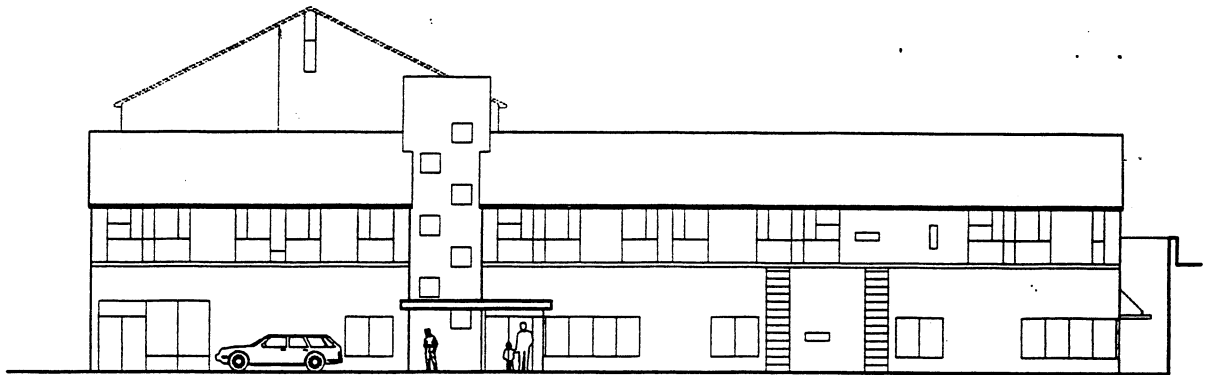
LOWRER SCHOOL SITE PLAN
LONDON SCHOOL
 LONDON SCHOOL
 1000 W. 10TH STREET
 DENVER, CO 80202

PREPARED BY: GDM
 DATE: 10/10/07

LONDON SCHOOL	
SCALE	1" = 30'
DATE	10/10/07
BY	CH-563
APP. BY	[Signature]
DATE	10/10/07
PROJECT NO.	SP-2



NORTH ELEVATION



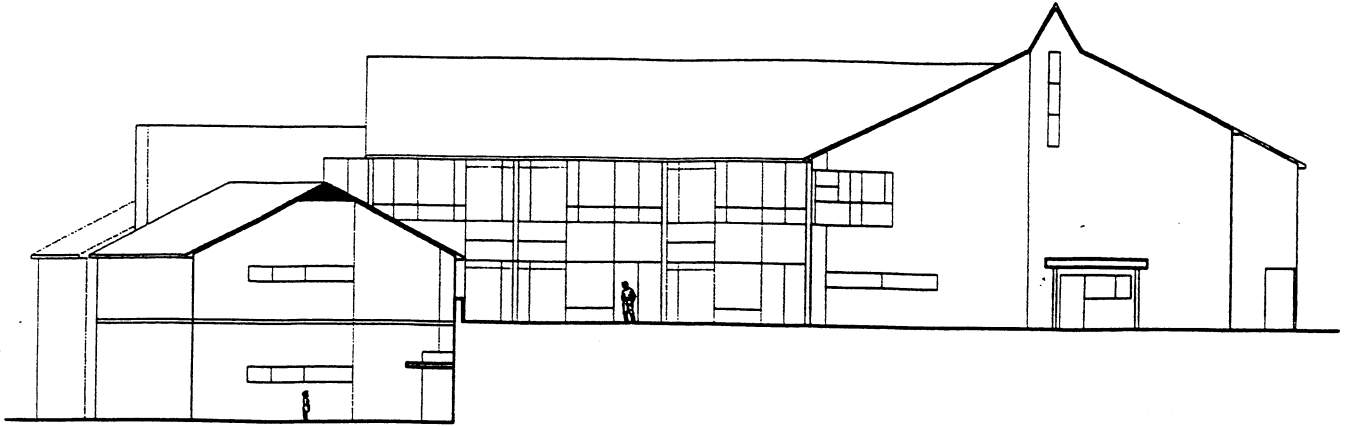
WEST ELEVATION

THE LANDON SCHOOL
LOWER SCHOOL BUILDING

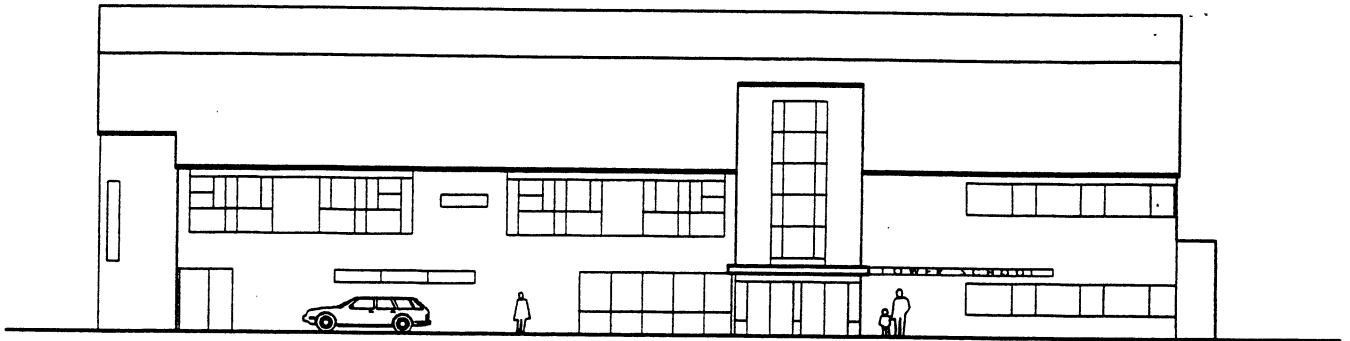
CSD JOB #0142-01

ELEVATIONS
MARCH 15, 2002





SOUTH ELEVATION



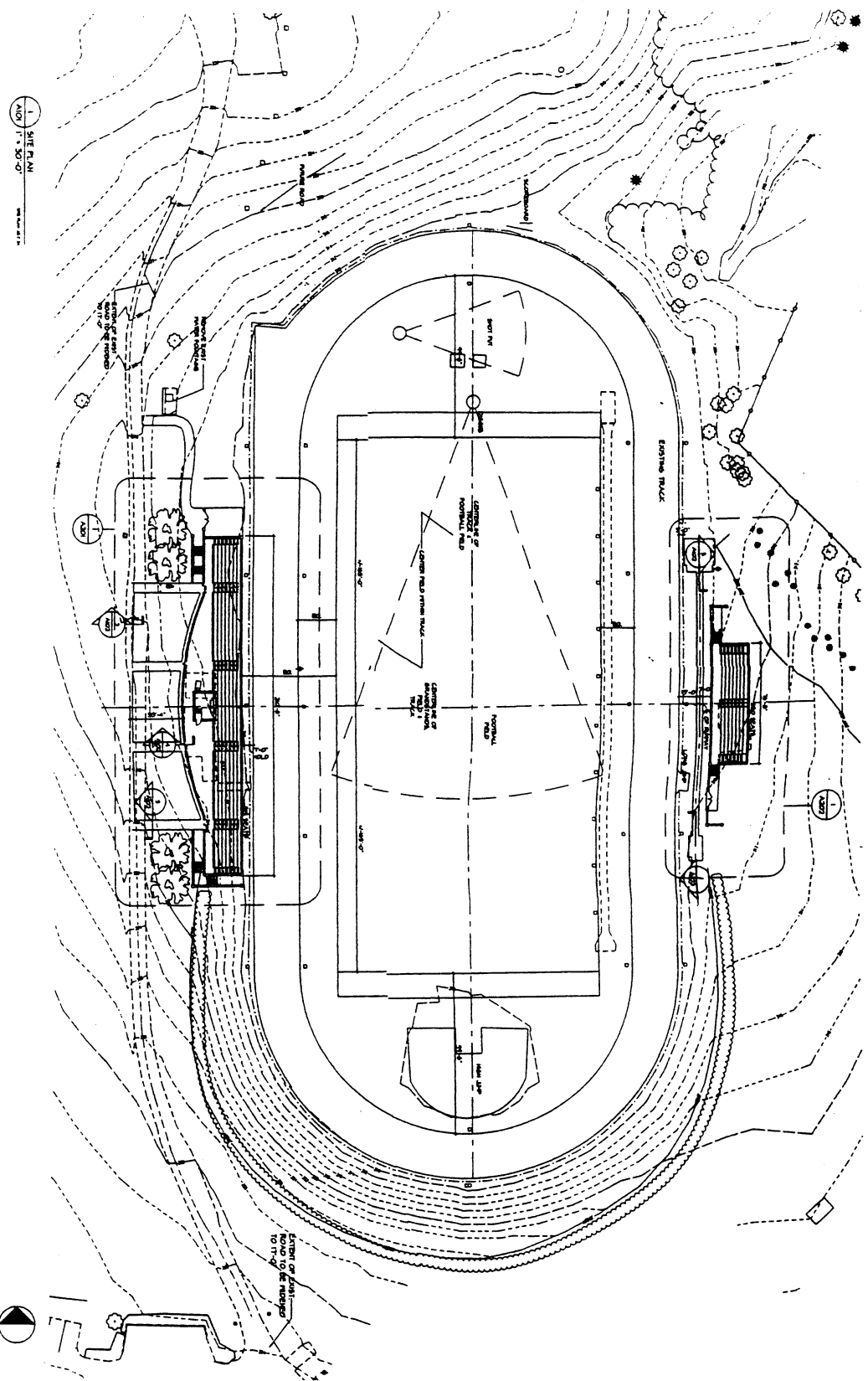
EAST ELEVATION

THE LANDON SCHOOL
LOWER SCHOOL BUILDING

CSD JOB #0142-01

ELEVATIONS
MARCH 15, 2002





1 SITE PLAN
 A101 1" = 30'-0"



CHARTER
ARCHITECT

CHARTER ARCHITECT, P.A.
 1111 North ...
 ...
 ...

LANDON SCHOOL
SEATING IMPROVEMENTS
 ...
 ...

NO.	DATE	DESCRIPTION
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SITE PLAN
 A101

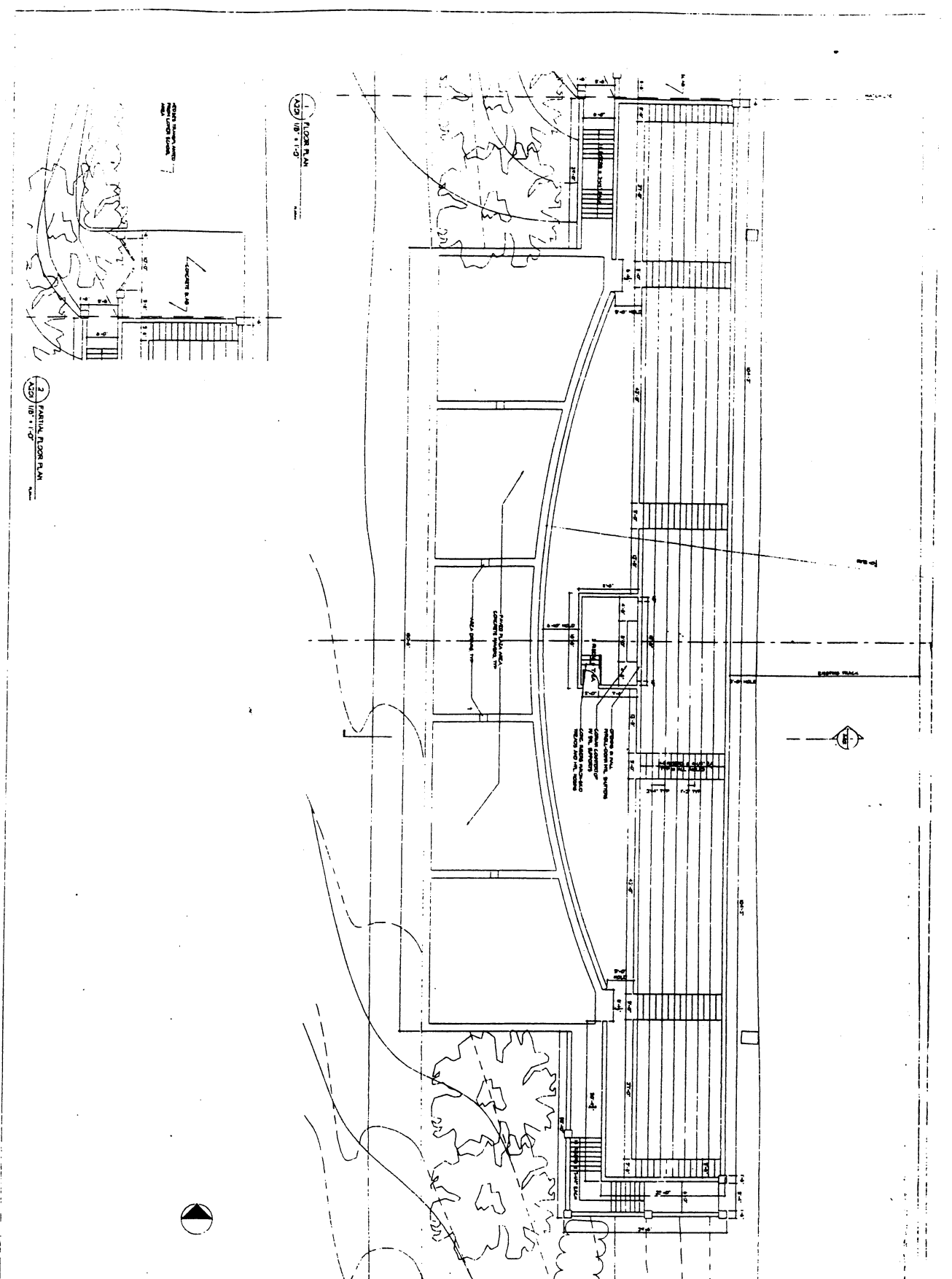
SHEET

CHARTERMAN / ARCHITECT, P.C.
 1000 L Street, N.E.
 Atlanta, Georgia 30309
 Phone: 404.525.8800
 Fax: 404.525.8801

LONDON SCHOOL
 SEATING RENOVATIONS
 Bethesda, MD

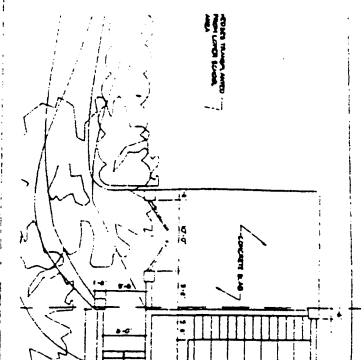
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7	ISSUED FOR CONSTRUCTION	11/11/03
8	ISSUED FOR CONSTRUCTION	11/11/03
9	ISSUED FOR CONSTRUCTION	11/11/03
10	ISSUED FOR CONSTRUCTION	11/11/03

LONDON (GROUP) SIDE
 FLOOR PLAN
 A201



2 PARTIAL FLOOR PLAN
 ASD / 1/8" = 1'-0"

1 FLOOR PLAN
 ASD / 1/8" = 1'-0"



REVISED

CASTLEMAN Architects, P.C.
 1000 E. Main Street
 Frederick, MD 21701
 Phone: 301.251.1111
 Fax: 301.251.1112

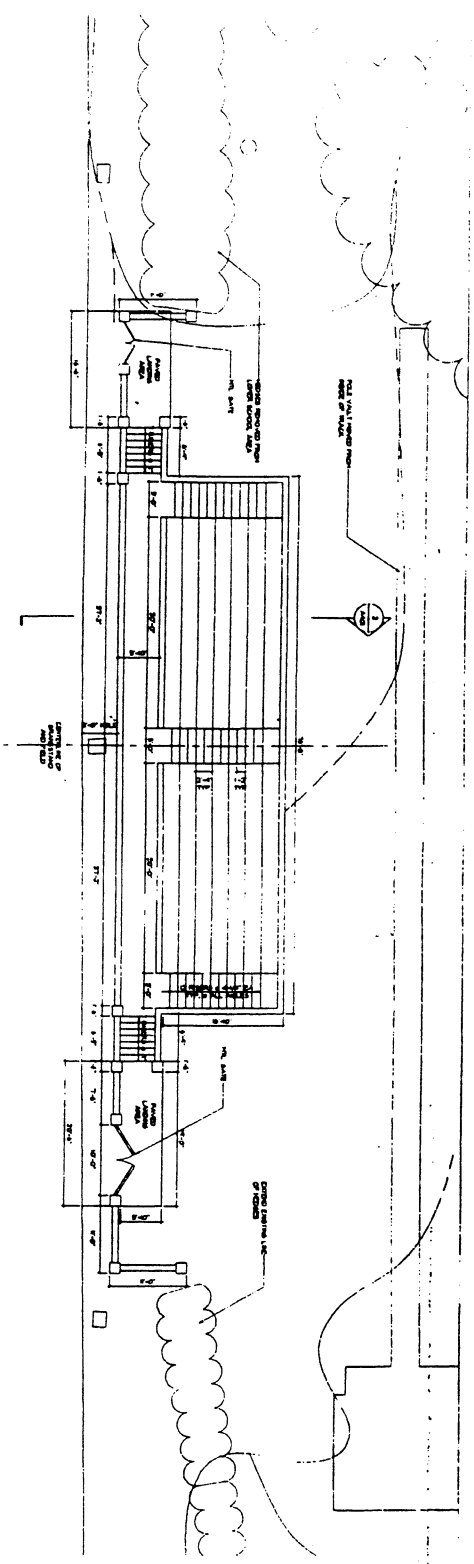
LANDON SCHOOL SEATING RENOVATIONS

Frederick, MD

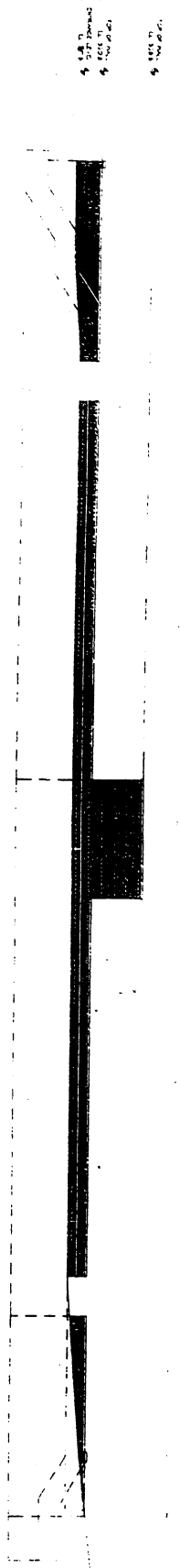
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2	10/1/03	ISSUED FOR BIDDING
3	10/1/03	ISSUED FOR CONSTRUCTION
4	10/1/03	ISSUED FOR OCCUPANCY
5	10/1/03	ISSUED FOR AS-BUILT
6	10/1/03	ISSUED FOR FINAL REVIEW
7	10/1/03	ISSUED FOR ARCHIVE

CASTLEMAN Architects, P.C.
 1000 E. Main Street
 Frederick, MD 21701
 Phone: 301.251.1111
 Fax: 301.251.1112

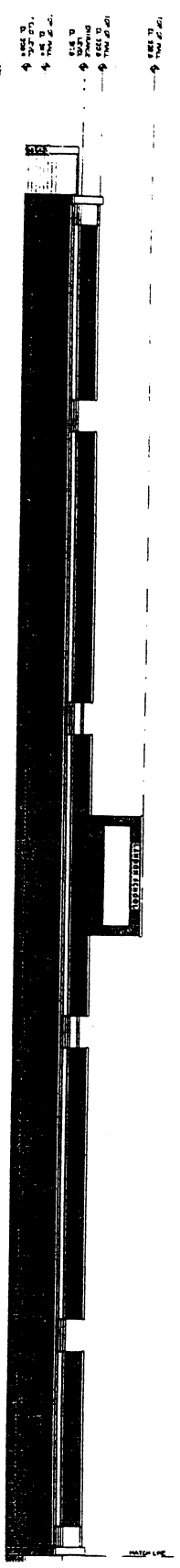
A202



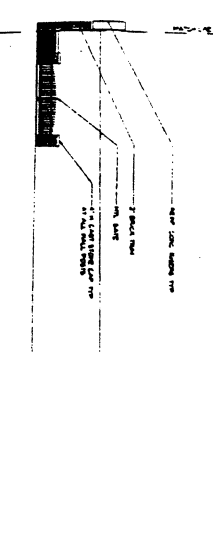
FLOOR PLAN
 A202/10-1-03



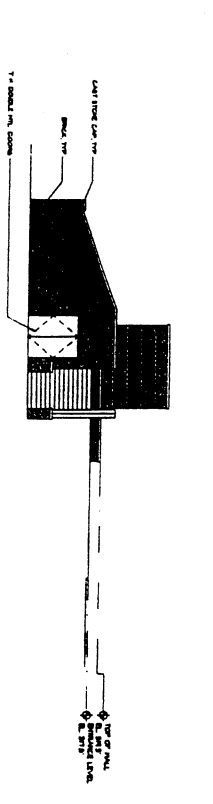
WEST ELEVATION
ASD/10/1/07



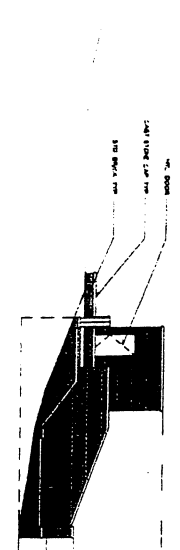
EAST ELEVATION
ASD/10/1/07



PARTIAL EAST ELEVATION
ASD/10/1/07



NORTH ELEVATION
ASD/10/1/07



SOUTH ELEVATION
ASD/10/1/07

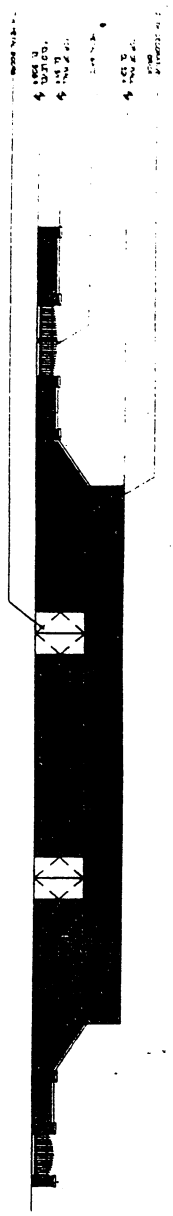
AREA

CHRISTOPHER ARCHITECT, P.C.
1000 W. BROADWAY
ANNAPOLIS, MD 21403
TEL: 410-293-1100
WWW.CHRIARCH.COM

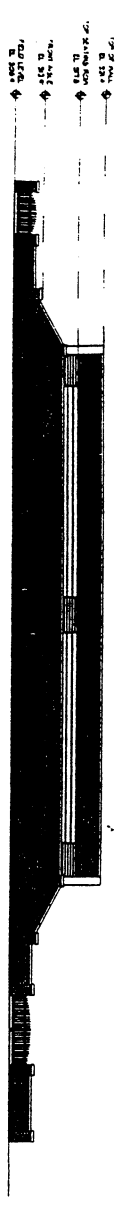
LANDON SCHOOL
SEATING RENOVATIONS
ANNAPOLIS, MD

NO.	REVISION	DATE
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3	ISSUED FOR SEATING RENOVATIONS	10/1/07
4	ISSUED FOR SEATING RENOVATIONS	10/1/07
5	ISSUED FOR SEATING RENOVATIONS	10/1/07
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8	ISSUED FOR SEATING RENOVATIONS	10/1/07
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10	ISSUED FOR SEATING RENOVATIONS	10/1/07

HOUSE SIDE
ELEVATIONS
A301



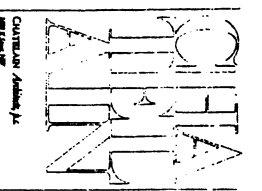
1.1 OPPOING TEAM EAST ELEVATION
 1/2" = 1'-0"



1.2 OPPOING TEAM WEST ELEVATION
 1/2" = 1'-0"



1.3 OPPOING TEAM NORTH ELEVATION (LOOK SW)
 1/2" = 1'-0"

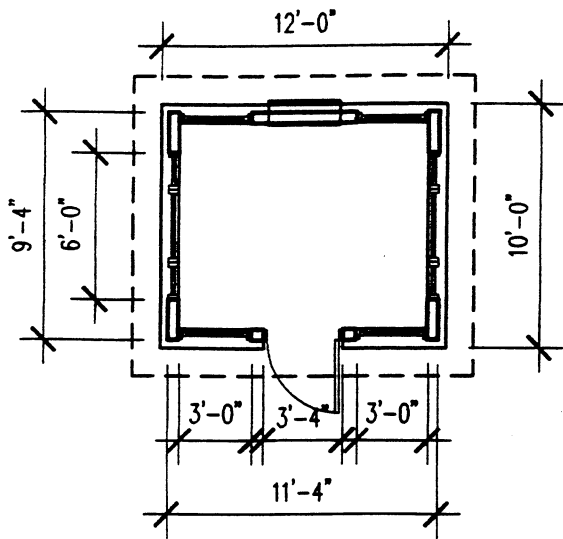


CHITRA ARCHITECTS, P.C.
 1000 E. 10th Street
 Suite 100
 Annapolis, MD 21403
 Tel: 410-293-1111
 Fax: 410-293-1112

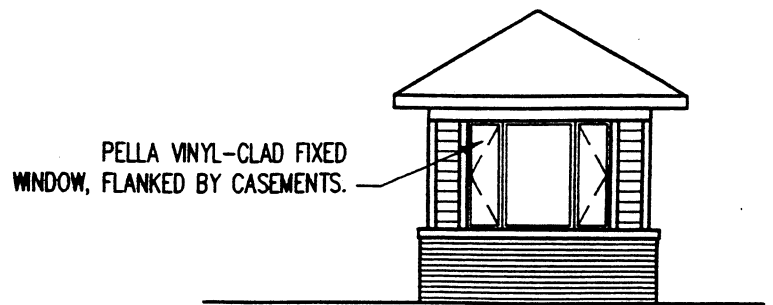
LANDON SCHOOL
 SEATING RENOVATIONS
 Annapolis, MD

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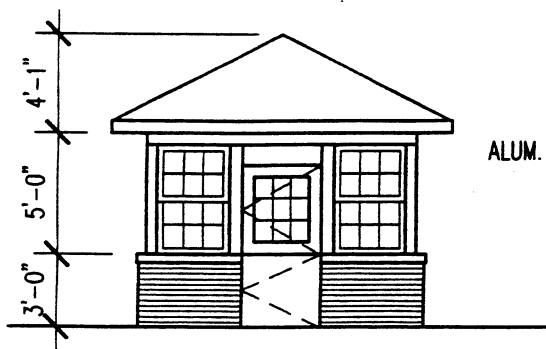
SECURITY KIOSKS



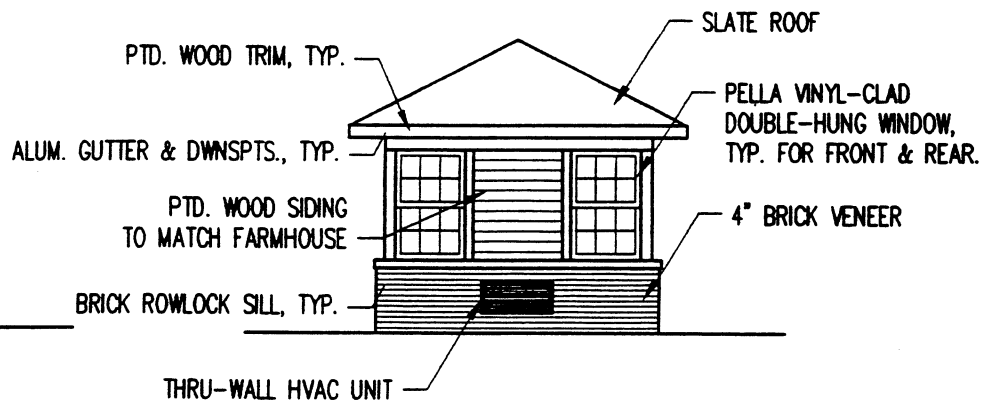
FLOOR PLAN



TYP. SIDE ELEV.



FRONT ELEV.



REAR ELEV.

LANDON SCHOOL

APR 11 2002

TRANSPORTATION MANAGEMENT PLAN

Introduction

The following document describes the strategies and techniques to be employed by Landon School in organizing and managing vehicular traffic to and from its campus at 6101 Wilson Lane, Bethesda, Montgomery County, Maryland.

Landon is a private educational institution for young men with access on Wilson Lane and Bradley Boulevard, two state highways. This Transportation Management Plan was prepared to accomplish the following goals of the School:

1. Managing the flow of traffic at its two entrances in a manner that traffic movements to and from the campus are made in a safe and efficient manner with minimal impact to the flow of through traffic on either state highway.
2. To ensure that queuing and circulation of vehicles on campus is conducted in an organized, safe and efficient manner that supports the School's operations.
3. To, wherever reasonably possible, reduce the volume of traffic to and from the Landon campus so as to support goals 1 and 2 above.

Background

The Transportation Management Plan for Landon School has three major components: (1) the minimization of vehicular traffic; (2) the management of vehicular traffic; and (3) the distribution of traffic away from the peak hours of usage on surrounding roads.

The program to minimize vehicular traffic, both in terms of total volume and during certain periods of the day, will include efforts to encourage carpooling, varying the location

and/or times of carpool pickup, and the use of public and private bus service. The management of vehicular traffic will include programs to optimize the circulation and parking of vehicles; the use of traffic control measures; the supervision of campus traffic, including carpool pickup procedures, by both staff members and police officers; and the education of persons commuting to and on the Landon campus.

Personnel

The Transportation Management Plan will be implemented by a full-time staff person who has been designated to act as the Transportation Coordinator. This person will act as a liaison with other persons and other divisions in the School to facilitate the programs described in this Plan. Examples of the persons and department with which the Coordinator will interact include (a) Building and Grounds staff; (b) Admissions office staff; (c) Landon events scheduler; (d) parent groups; (e) bus operators; (f) Montgomery County police; (g) Athletic Director; (h) Communications office staff; (i) the three Division Heads; (j) summer program staff; k) Music Department and (l) the Montgomery County Division of Transit Services for Ride On passes.

Program

I. Minimization of Vehicular Traffic

A. Carpooling

1. The Transportation Coordinator will direct efforts to encourage, coordinate and maintain carpools.
2. The Transportation Coordinator is authorized to undertake the following steps to encourage and support carpooling at Landon School.

- a. In the annual summer campus mailings to parents that address bus transportation service (public and private), include a mailing response form to address carpool needs.
- b. The Transportation Coordinator will collate the responses and work with the Division Heads and other Landon staff personnel to determine what assistance can be provided or recommended.
- c. The Transportation Coordinator and Division heads will maintain a list of current carpools as well as a list of those who have shown an interest in forming or joining a carpool.
- d. Parents of students will be encouraged in meetings, literature, publications, reports, and mailings to carpool whenever possible. They will be reminded that the Division Heads and Transportation Coordinator would be available to offer assistance for the school year and that during the summer camp program, the summer camp staff will be of assistance in addressing carpool and bus concerns.
- f. In addition to the above, the School will encourage carpooling in the:
 - (1) News letters and mailings from the School;
 - (2) School's web site;
 - (3) Student council handbook;
 - (4) School directory, which includes a listing of students by zip code area to facilitate carpool formation;

- (5) Materials sent to parents with enrollment, or re-enrollment contracts. A clause will be included in the enrollment contract signed by parents stating that compliance with the Transportation Management Plan is required.

B. Bus Transportation

Landon is dedicated to encouraging travel to School by bus, both public and private.

1. Public Bus Transportation: Public bus transportation is available to the Landon School campus with bus stops at both the Wilson Land and Bradley Boulevard entrances. This service will continue to be publicized in mailings, newsletters, the school's web site, in the student council handbook and in the student directory. In addition, if the Montgomery County Student Ride On Program continues, parents will be told of the availability of passes which allows students to ride free from 2 pm – 7 pm.
2. Private bus transportation:
 - a. Landon currently operates one bus route on its own and two bus routes with another nearby school. Parents are notified of bus routes and schedules during the summer preceding each school year. Through literature mailed by the School, families are encouraged to participate in this program.
 - b. At present, private bus transportation comprising three separate bus routes is available to (i) the Friendship Heights and Silver Spring areas of Montgomery County; (ii) Prince Georges Plaza;

(iii) New Carrollton and Largo areas of Prince George's County;
and (iv) the Alexandria, Arlington, and McLean areas of Northern
Virginia.

c. Landon will continue its efforts to establish new routes where
sufficient ridership can be attained and to increase existing
ridership.

d. The School will undertake the following programs to improve the
awareness of private bus travel to and from the School:

(1) Include in all School literature, on its web site, and in
periodic mailings to parents, information about bus service
from off-site locations to the School.

(2) Sponsor busing programs to and from designated assembly
points.

(3) Continue to coordinate with nearby schools on jointly
sponsored bus routes.

(4) Create a committee headed by the Transportation
Coordinator to investigate ways to increase bus usage.

II. Management of Traffic

Management of traffic flow and on-campus circulation will have both physical and
human components.

A. Traffic Management Tools.

Landon's planned road improvements will divert traffic from the center of the campus and provide drop off/pick up inlets and greater stacking distances. The improvements will ease congestion, promote pedestrian safety, and decrease any backup traffic caused on adjacent roadways.

B. Human Controls

Landon will rely on the following personnel to facilitate traffic movement onto, off and within the Landon campus.

1. On an as needed basis, off-duty Montgomery County policemen will be used to assist with the movement of vehicles onto and off campus during peak traffic times at the Wilson Lane and/or Bradley entrances.
2. Landon will position teachers and staff personnel at appropriate places on the campus to minimize delays in pick-ups and drop-offs and to enhance circulation movements.

III. Dispersal of Vehicular Traffic

As a dynamic, private educational institution, there is much more activity on the campus than just classroom teaching. In order to reduce the volumes of traffic during peak hours, Landon has numerous committees, groups and advisors whose trips could conflict with the normal pick-up and delivery of students. Accordingly, Landon has developed the following protocols:

- A. Faculty and staff will be encouraged to commute whenever possible, to and from the campus outside of the hours of morning drop off or afternoon pick up.

- B. Parent-teacher meetings, when they must occur early in the morning or late in the afternoon will, where possible, be scheduled to take place outside of the School's peak hours of traffic flow.
- C. Non-essential meetings of committees and boards will be scheduled to occur outside of the School's peak hours of traffic flow.
- D. Landon events, such as alumni activities will, where possible, be scheduled in the evening or on weekends.
- E. Landon's events scheduler will ensure that activities to occur on the campus will be organized so that they will avoid traffic movements during peak hours to the extent reasonably possible.
- F. Landon agrees to consider other proposed changes if traffic problems exist after completion of the road improvements.

IV. SUMMARY

The foregoing Transportation Management Plan is intended to improve access and circulation on the Landon campus for the benefits of the members of the Landon community, its neighbors and the general traveling public. This plan will be reviewed and updated on an as needed basis.

ROBERT KROLL TANENBAUM

June 21, 2002

Mr. Bill Landfair
Development Review Division
Maryland National Capital Park & Planning Comm.
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Landon School, S-686-C

Dear Mr. Landfair:

We are writing to you as neighbors of Landon School. We have been neighbors of Landon since 1982, when we purchased a home on Whittier Boulevard adjacent to Landon. Subsequently, we moved to another home, again adjacent to Landen.

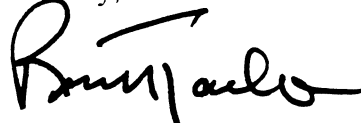
We have always found the school to be a good neighbor. It has worked with the community in developing its new plans. In many ways, the school is like a large park in the center of our neighborhood.

Each of the elements in its proposal will be beneficial. We believe that the small increase in enrollment involved in adding the lower grades will have little or no effect. The new lower school is located in a place where it will not be visible from virtually any surrounding property. The new athletic field seats will add to the comfort of spectators, while not adding to the overall capacity of the facility. We are appreciative that no changes are proposed to the lighting or sound system.

We urge you to support this worthwhile special exception application.

Thank you very much.

Sincerely,



Robert & Marla Tanenbaum

June 26, 2002
Re: Landon School, S-686-C

Dear Mr. Spence and Board Members,

We are writing as neighbors in support of Landon School's application. We have lived on Poe Road in Woodlawn across the street from Landon for 38 years. During that period we have grown to appreciate and value Landon very much.

Landon's administrators welcome neighbors to walk on the campus and they involve neighbors in their planning. In fact several of the school administrators, the Headmaster and Assistant Headmaster, live in homes across the street from us.

Building a new home on the campus for the upper school Headmaster would have very little impact on us and would help to reduce traffic.

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THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

The security risks will be an asset, as well, enhancing campus and community safety. The proposed new lower school building is well located & seems to be well-pleased. The new seating for the football field will replace existing stands that leave much to be desired and will provide seating for those spectators who are forced to sit on the grassy hillside.

The improved seating & modest expansion of the amphitheater stage will also be positive changes.

The neighbors, environment, and the historic buildings have all been respected. The application involves no adverse effects on the nearby neighbors or the community and deserve your support. We urge your positive action.

Respectfully yours,

Mary Ann Affell

Paul J. Stella

cc. Montgomery Co. Planning Board
People's Zoning Council Martin Kleuber

