

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 proposed modifications are allowed in the R-90 Zone.

- (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 proposed modifications comply with the standards and requirements for a private educational institution under Section 59-G-2.19.

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

The subject property is within the 2002 Potomac Subregion Master Plan area. The Master Plan supports the existing R-90 Zone for the property and the proposed modifications are allowed by special exception in that zone.

- (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 proposed uses will be in harmony with the general character of the surrounding neighborhood. The population density at full enrollment of 495 students will be 26 students per acre, well short of the zoning ordinance maximum of 87 students per acre. No new structures are proposed. Outdoor activities are well screened by existing landscaping. Past adverse effects on the neighborhood (errant lacrosse balls) have

been adequately addressed. The School has grown in a gradual, planned fashion in harmony with adjacent uses. The existing special activity programs and associated traffic have not had an adverse effect on the abutting residential 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.

There is no evidence to suggest that the proposed modification will have any detrimental effects on the use, peaceful enjoyment, economic value, or development of surrounding properties.

- (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.

There is no evidence to suggest the existence of vibrations, fumes, odors or dust. A minimal increase in outdoor activity may be a consequence of the petition but neighboring residents are more than adequately insulated by ample setbacks from property lines. Staff found no evidence of illumination or glare at property lines and finds that the proposed modification will not cause adverse effects with respect to any of the above criteria.

- (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 proposed modification will not increase the number, intensity, and scope of the approved special exceptions in the area. The intensity of use on the subject site will increase in a gradual fashion over the next 5-7 years but will not affect the area adversely or alter the predominantly low-density residential character of the surrounding area.

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

There is no evidence to suggest that the proposed special exception modification will cause any of 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.

This proposed modification does not require approval of a preliminary plan of subdivision.

- 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. If the special exception does not require approval of a preliminary plan of subdivision, the adequacy of public facilities must be determined by the Board of Appeals when the special exception is considered. The adequacy of public facilities review must include the Local Area Transportation Review and the Policy Area Transportation Review, as required in the applicable Annual Growth Policy.

A preliminary plan of subdivision is not required. Adjacent intersections will operate at acceptable levels of service in terms of critical lane volumes.

- 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 not reduce the safety of vehicular or pedestrian traffic.

Transportation planning staff concludes that the proposed modification will not reduce the safety of vehicular or pedestrian traffic.

- (b) Nothing in this Article relieves an applicant from complying with all requirements to obtain a building permit or any other approval required by law. The Board's finding of any facts regarding public facilities does not bind any other agency or department which approves or licenses the project.

Not applicable.

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 institutional 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;

Planning staff finds the proposed modification to be compatible with the environment and character of the surrounding neighborhood. The applicant has submitted a transportation management plan that includes a carpool system, bus transportation, staggered beginning and ending times of programs, traffic control measures to ensure efficient movement of cars onto and off campus and to preclude queuing of overflow cars on neighborhood streets. The maximum density at full enrollment of 495 students will be 26 students per acre, well short of the zoning ordinance maximum of 87 students per acre. Staff also finds the accessory programs to be compatible with the environment and surrounding neighborhood.

- (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;

Not applicable.

- (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 private educational institution has been on the present site since 1998 without adversely affecting or changing the character or future development of the surrounding residential community. There is no evidence to suggest that the proposed modifications will do so.

- (4) the private educational institution must conform with the following standards in addition to the general development standards as specified in Section G-1.23:

- a. Density—The allowable number of pupils per acre permitted to occupy the premises at any one time must be specified by the Board considering the following factors:

1. Traffic patterns, including:
 - a) Impact of increased traffic on residential streets;

- b) Proximity to arterial roads and major highways;
 - c) Provision of measures for Transportation Demand Management as defined in Section 42A-21 of the Montgomery County Code;
 - d) Adequacy of drop-off and pick-up areas for all programs and events, including on-site stacking space and traffic control to effectively deter queues of waiting vehicles from spilling over onto adjacent streets; and
2. Noise or type of physical activity;
 3. Character, percentage, and density of existing development and zoning in the community;
 4. Topography of the land to be used for the special exception; and
 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.

As stated above, the maximum density of students is low. The applicant has submitted a transportation management plan that includes a carpool system, bus transportation, staggered beginning and ending times of programs, a one-way traffic flow through campus, traffic control measures to ensure efficient movement of cars onto and off campus and to preclude queuing of overflow cars on neighborhood streets. Staff finds drop-off and pick-up sites to be adequate.

The school meets all required development standards for the R-90 Zone pertaining to minimum lot size and frontage, maximum building height and coverage.

With regard to topography, the grades and contours are appropriate for school activities and team sports.

- b. Buffer—All outdoor sports and recreation facilities must be located, landscaped or otherwise buffered so that the activities associated with the facilities will not constitute an intrusion into adjacent residential properties. The facility must be designed and sited to protect adjacent properties from noise, spill light, stray balls and other objectionable impacts by providing appropriate screening

measures, such as sufficient setbacks, evergreen landscaping, solid fences and walls.

The location of athletic fields will be unchanged. The petition will have no impact on residential properties. Ample setbacks and landscape screening effectively insulate and buffer adjacent residential properties.

- (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 Education 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 Board may limit the number of participants and frequency of events authorized in this section.

Traffic management measures in place include:

Staggered starting and ending times to spread traffic arrivals and departures over time sufficiently to reduce on-campus traffic congestion and prevent off-campus traffic impacts;

These measures have been successful to date. Measures to organize, stack and circulate vehicles on the campus can accommodate a larger enrollment without any adverse impact on intra-campus circulation or off-site congestion. one or more of the following traffic management measures:

Campus parking areas are adequate. The expansive nature of the campus, ample setbacks, landscape screening, and the preponderance of indoor activities all serve to mitigate the potential effects of the proposed modification.

Staff finds that the proposed modification will not adversely affect the surrounding neighborhood in terms of traffic, parking, noise, lighting, or the intensity, duration or frequency of activities.

- (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.

Not applicable.

(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.

Not applicable.

- (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.

Not applicable.

- (e) Exemptions. The requirements of Section G-2.19 do not apply to the use of any lot, lots or tract of land for any private educational institution, or parochial school, which is located in a building or on premises owned or leased by any church or religious organization, the government of the United States, the State of Maryland or any agency thereof, Montgomery County or any incorporated village

or town within Montgomery County. This exemption does not apply to any private educational institution which received approval by the Board of Appeals to operate a private educational institution special exception in a building or on a lot, lots or tract of land that was not owned or leased by any church or religious organization at the time the Board of Appeal's decision was issued.

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.

- (g) 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; or

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

Not applicable.

- (h) Applications filed before May 6, 2002. Any application filed before May 6, 2002 for a private educational institution special exception or modification of a private educational institutional special exception must comply with the requirements of Article 59-G and Article 59-E in effect at the time the special exception was filed.

Not applicable.

St. Andrew's Episcopal School

TRANSPORTATION MANAGEMENT PLAN

May, 2004

Introduction

The following document describes the strategies and techniques to be employed by **St. Andrew's Episcopal School** in organizing and managing vehicular traffic to and from its campus at **8804 Postoak Road, Potomac, Montgomery County, Maryland** during the academic year.

St. Andrew's is an independent secondary educational institution located on 19 acres of property in Potomac, Maryland. A Transportation Management Plan is essential to accomplishing the following goals of the School:

1. To manage the flow of traffic at its Postoak Road and Harker Drive entrances in a manner that traffic movements to and from the campus are made in a safe and efficient manner without impeding the flow of through traffic and parking in the community.
2. To ensure that queuing, circulation and parking of vehicles on campus is conducted in an organized and efficient manner that supports the School's operations.
3. To, wherever reasonably possible, reduce the volume of traffic to and from the St. Andrew's campus so as to support goals 1 and 2 above.

Background

The Transportation Management Plan for St. Andrew's Episcopal School has two major components: (1) the minimization of vehicular traffic and (2) the management of vehicular traffic.

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, the use of public and private bus service, and the restriction of vehicles on campus. 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 by staff members and the education of persons commuting to and on the St. Andrew's campus.

Personnel

The Transportation Management Plan will be implemented by a staff person who has been designated to act as 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. Facilities maintenance staff
- b. Admissions office staff
- c. St. Andrew's logistics coordinator
- d. Parent groups
- e. Shuttle and school bus operators
- f. Neighborhood Community Council.

Program

I. Minimization of Vehicular Traffic

A. Carpooling

1. The Transportation Coordinator will direct efforts to encourage St. Andrew's families to carpool.
2. Parents of students will be encouraged in literature and publications mailed by the School to organize carpools from the information provided by the Transportation Coordinator, or to consult the Coordinator for further assistance.
3. The School will include information about carpool opportunities in:
 - a. correspondence periodically mailed by the School to parents
 - b. the School's web site
 - c. the student handbook

- d. the School directory, which includes a listing of students by zip code area to facilitate carpool formation.

B. Bus Transportation

St. Andrew's encourages students to travel to School by bus, both public and private.

1. Public Bus Transportation

Public bus transportation is available to St. Andrew's with bus stops at Postoak Road and Tuckerman Lane, near the front entrance of the School property, and on Victory Lane, one block from the Harker Drive entrance to the school. St. Andrew's will install a bus shelter at the Postoak Road and Tuckerman Lane location to encourage use of public transportation. The School also will continue to encourage public bus transportation to and from campus by advertising the availability of public transportation on its web site and in the School student and employee handbooks.

2. Shuttle Bus Transportation

- a. St. Andrew's currently operates a program of shuttle bus transportation connecting the School with various residential areas. These buses are permitted to enter and exit on Postoak Road only. Buses are not permitted to wait on or park overnight on Harker Drive. 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, shuttle bus transportation services the following three separate routes:

- (1) Friendship Heights. Serving that area and Metro riders coming from throughout Washington, D.C.
 - (2) Serving Spring Valley, Maryland and two additional stops in Bethesda, Maryland
 - (3) Serving Silver Spring, Wheaton, and Rockville.
- c. St. Andrew's families will be surveyed annually for possible shuttle bus route needs. The number of bus routes and the routes themselves will be adjusted from time to time, as needed, to provide transportation for students desiring to ride the shuttle bus.
- d. Students will sign up for the shuttle bus prior to the start of the school year (August) for either round trip or one way transportation. Because of the significant number of athletic and other after-school activities, the School will provide a late shuttle bus as an alternative to regular afternoon service for all shuttle bus routes. St. Andrew's will charge a fee for riding the shuttle bus, except for students receiving financial aid. Financial Aid recipients will be provided free transportation.
- e. The School will undertake the following programs to improve the attractiveness of shuttle bus travel to and from the School:
- (1) include in 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) Coordinate with other area schools to review the possible joint sponsorship of shuttle bus routes.
- (4) Continually assess how expanded shuttle bus service can be employed as a recruitment tool and use such a program to attract new students from areas not historically well represented within the St. Andrew's student body.
- (5) Continually look for ways to reduce costs for student shuttle bus riders, including providing subsidies, as necessary or appropriate.

C. Vehicle Limitations

1. The School will limit the number of student vehicles on campus by restricting driving privileges to seniors only.
2. Faculty and administration will be encouraged to share travel opportunities to and from school.

II. Management of Traffic and Parking

St. Andrew's has arranged its school hours so as not to conflict with the other schools located nearby; these staggered hours will remain the same with the enrollment increase. The beginning and ending times of the schools are staggered as follows:

St. Andrew's - Middle and Upper School
All Students - 8:25am
Middle School dismiss - 3:25pm
Upper School dismiss - 3:05pm

Beverly Farms Elementary
8:50am to 3:05pm

Hoover Middle School
7:55am to 2:40pm

Churchill High School
7:20am to 2:10pm

St. Andrew's has an internal road structure which ensures all traffic can be contained within its campus and not over flow onto the neighborhood roads. Traffic entering the primary school entrance on Postoak Road travels along a long entrance road and then splits between a front entrance circle and a circular road which takes traffic to a rear entrance circle.

A. Traffic Control

1. St. Andrew's will provide traffic control, utilizing maintenance personnel in the morning and on days when special events are being held.
2. The School's rear entrance at Harker Drive will only be used by faculty and staff to ensure there are no traffic issues in the adjoining neighborhood.
3. All students, families, visitors and buses will come in and out of the primary Postoak Road entrance.
4. Upper School traffic will be routed through the circle at the front of the School. Middle School traffic will be routed behind the School to the circle at the Middle School entrance.
5. Guidance describing appropriate traffic flow will be published in the employee and student handbooks.
6. Traffic barriers are in place to ensure that student/parent vehicles may exit only onto Postoak Road and to discourage traffic attempting to cut through the campus from Postoak Road to Harker Drive.

B. Parking

1. St. Andrew's has 187 parking spaces which will be utilized by faculty, staff and student seniors and visitors. Several spaces in both the front and rear of the School are designated "handicapped."
2. All employees and senior students with permission to drive to school will have parking stickers, which will be displayed on the rear window of their vehicle.
3. Specific spaces in the front parking lot will be designated for visitors.
4. Several areas in the rear of the building have been designated historically for school vans and school buses. Those designated areas will continue to be used and shield the vans and buses as much as possible from neighborhood view.
5. During the peak morning traffic period, maintenance personnel will direct drivers to appropriate parking areas.
6. During the few non-school day special events, such as the Fall Fest, which may require more parking than the campus will hold, arrangements will be made with Hoover Middle School to accommodate over-flow parking.
7. On those days the School holds special events, such as open house or Grandparents Day, which require additional parking during the school day, an appropriate number of faculty and staff will park off campus and be shuttled to the School. Arrangements for off-campus parking have been made with St. James Episcopal Church. Participants will be instructed not to park on Harker Drive.
8. Appropriate parking instructions will be published in both the employee and student handbooks.

III. Reduction of Vehicular Traffic

As a dynamic, independent educational institution, there is much more activity on the campus than just classroom teaching. Recognizing that St. Andrew's has

numerous committees, groups, volunteers and advisors whose arrival could create increased pressure on parking and traffic control, St. Andrew's will do the following:

When there are scheduled events planned during school hours for non-school students or adults, appropriate numbers of staff/faculty will park off-campus and be shuttled to the School by St. Andrew's vans or buses. Arrangements have been made with St. James Episcopal Church to use its parking lot for this purpose.

- A. When feasible, meetings of committees and groups will be scheduled to occur outside of the School's peak hours of traffic flow.
- B. When feasible, St. Andrew's events will be scheduled in the evenings or on weekends. Participants will be instructed not to park on Harker Drive.
- C. St. Andrew's logistics coordinator will work directly with the Transportation Coordinator to 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.

IV. SUMMARY

The foregoing Transportation Management Plan is intended to improve access, circulation and parking on the St. Andrew's campus for the benefit of the St. Andrew's community, its neighbors and the general traveling public.

Question: Andrew Kavounis:

How many students attending St. Andrew's live in Regency Estates?

Answer: Buck Brumbaugh and Robert Kosasky

We do not know the exact number, but it is growing. It would be an interesting piece of information.

Both Buck and Robert stated that the school was happy to have a "home" and that all members of the school community are aware of their obligations to the neighbors to be "good neighbors."

Andrew Kavounis: Many people within Regency Estate do not even know that St. Andrew's exist within the community. Use of newsletter to inform the neighbors of the school and what is happening on the campus. Richard Blumstein noted that Katherine Stevens had been a great help in writing an article to be placed in the community newsletter.

FUTURE

Robert Kosasky addressed the issue of St. Andrew's future. He stated that the school intends to approach the Board of Appeals regarding increasing the enrollment cap to 495 students. The school will still remain small but the addition of the students will allow for a greater variety of courses, increased socialization for students and less pressure to increase tuition rapidly. The additional students will be phased in, 5 to 10 students per year, over the next several years.

Mrs. Manison raised the question of additional traffic.

Robert replied that the use of shuttles (partially subsidized by the school) help to offset overall traffic flow.

Question: When will this take place?

Answer: Later this spring, the school will file with the Board of Appeals. The case will probably be heard in the fall. The increase in student body will not begin until the 2005-2006 school year. The additional number of students will not require any additional buildings; existing space is adequate. The master plan for the school is under discussion, including long-term plans for new or renovated buildings, but no changes to the campus are imminent. Buck noted that the sites of existing gym and athletic center, were possible areas for future development. The school, "frankly," does not have the money set aside to build at this time.

Question: How many students/people can be on campus?

Answer: The County determines the maximum number of students allowed at each school, and the County Zoning Ordinance sets forth the maximum number of students permitted per acre of campus. If the school's enrollment corresponded to the maximum

density permitted under the Zoning Ordinance, then the enrollment would be over 1,600. Beverly Farms Elementary's enrollment is over 500, Hoover's is over 1,000, and Churchill's enrollment is over 2,000. We are the smallest, least densely populated school in the immediate neighborhood.

Question: Mr. And Mrs. Manison

With increase in enrollment, won't there be an increased pressure to use the facilities for longer periods of time (especially the tennis courts)?

Answer: Not the tennis courts, since their use is already at its practical peak. Other pressure would be minimal.

Larry Gordon—

- setting a cap will be good for neighborhood and school
- landscaping—keeping it healthy
- give neighborhood assurances—make the school's plans clear and up front
- should there be more shuttles, where do they park (answer-contracted shuttles; no need for parking)
- noise issue

Mr. And Mrs. Manison: Is a sound barrier possible?

Mr. Kavounis: Foliage is the best sound attenuation wall. He will get specs and material regarding an attenuation wall.

Larry Gordon—

- Likes that someone monitors Harker entrance; good job with traffic
- Compliments on students; Mr. And Mrs. Manison agree
- Shrubs: don't cut to low and replace with like when needed

Robby Brewer—

- Mention of fence extension on field during lacrosse and soccer season; 6 feet to 12 feet

Robert Kosasky thanked everyone for taking their time to attend the meeting.

Adjourned: The meeting closed at 8:20 p.m.