GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

Office of the Director

DISTRICT OF COLUMBIA
OFFICE OF PLANNING
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MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Andrew Altman

DATE: June 7, 2000

SUBJECT: BZA Case 16559—addendum to Office of Planning Report of May 3, 2000 on case continued to July 25, 2000

The Field School amended its application to respond to the Department of Public Works (DPW) further examination and findings of the revised traffic plan for the proposed Field School at 2301 Foxhall Road NW. DPW reviewed the comments provided by the Transportation Research Corporation on behalf of Neighbors Against Foxhall Gridlock before submitting their revised comments. Their report also summarized their findings resulting from field investigations at the site conducted on May 18, 2000 by DPW staff.

TRANSPORTATION

The amended application now proposes gating the northern entrance on Foxhall Road to prevent vehicles from turning into and out of this entrance. Access to that entrance will only be available for emergency vehicles. (See **Exhibit A**)

The southern driveway will now be relocated to approximately 190 feet from the southern property line (as opposed to the 215 feet previously proposed). The relocation of this southern driveway allows for the installation of a southbound left-turn lane that we believe meets DPW's proposed safety criteria:

- *a taper of 320 feet and combined stacking, turn bay taper, and deceleration distance of 474 feet to safely allow southbound traffic on Foxhall Road to enter the proposed school site; and*
- *the left turn lane should be designed to allow for a sight distance of 364 feet for southbound traffic on Foxhall Road to the beginning of the taper, and a sight distance of 305 feet for northbound traffic to the intersection of the proposed left turn lane and the proposed driveway.*

The left-turn lane now provides the opportunity for 3 vehicles to wait in the left-turn lane to access the Field School property (as opposed to 10 previously). The rest of the

BZA
Case No. 16559
Exhibit No. 444

Board of Zoning Adjustment
District of Columbia
CASE NO.16559
EXHIBIT NO.444

distance that the Field School road-widening would create north of the entrance would be devoted to striped pavement that would serve as a left-turn warning zone (aka a taper) and to a deceleration zone. The length of this portion (the taper, the deceleration area and the actual turn lane is now 10 feet longer than previously proposed.

A traffic signal will now be installed and linked to loop detectors in the left-turn lane to ensure that the left-turn bay will be adequate to serve the projected left-turning traffic demand into the school. Loop detectors will also trigger the left-turn signal for vehicles wishing to exit the property.

School zone warning signs will still be posted along Foxhall Road at appropriate locations as detailed in the Manual on Uniform Traffic Control Devices (MUTCD). These signs will have flashing lights to accompany the 15-mph speed limit during the school traffic peaks. In addition to these signs, advance signal warning signs will be installed to alert motorists of the new signal.

The internal circulation plan has been modified so vehicles can turn around within the front drive of the school in order to leave by the southern entrance after pick-up and drop-off operations. The site will be able to accommodate on-site stacking requirements (10 vehicles waiting to pick up or drop off students) with significant additional capacity remaining.

DPW's comments also called for:

> *...utilities and other visual obstructions must be removed and relocated at the expense of the Field School.*

The Field School had already planned to underground utilities and the school understood that moving street lights was part of what was entailed in widening the road to accommodate the left turn lane. So this requirement does not entail a change in the plans of the Field School.

TRANSPORTATION ISSUES

Neighbors Against Foxhall Gridlock (NAFG) contend that the School's Traffic Impact Analysis and transportation plan is still inadequate and unsafe. They take issue with: percentage of students who will use shuttle bus service; student drivers carpool requirements; and sidewalks as meaningless for safety purposes. OP will briefly address these issues below. NAFG also takes issue with school warning sign relevance; the queue lane length; the length of the combined taper, deceleration and stacking distance; eliminating the northern entrance; DPW's reliance on the Gorove/Slade traffic impact analysis for level of service findings; and DPW's inablility to prepare neighborhood traffic studies for traffic calming until 2001. These are issues that we believe DPW should address and we are forwarding them a request to do so.

Percentage of students who will use shuttle bus service

OP believes that the School will have great motivation to prevent more than the

maximum number of cars allowed in proposed condition 13—i.e., 106—from entering its property. We believe that it will do what it must in order to maintain good relations with its neighbors and the ability to expand to its desired enrollment. It appears that the Field School excels at imposing discipline and keeping agreements. We believe that this is an area where they will be motivated to use those qualities.

Student drivers carpool requirements
OP asked the Field School to provide us with the number of students who would be eligible to drive with two passengers under the DC "Safe Teenage Driving Amendment of 1999". The letter summarizing their findings is attached as **Exhibit B**. They found that the number of students eligible to drive themselves and two passengers was 42 at the beginning of the September, 1999 school year. If percentages remain constant, at full enrollment that number will increase to 61 potential student drivers. The School's plan allows for 38 students to earn the privilege of driving to school. We believe these numbers are sufficient to warrant keeping this number in their transportation management plan.

Sidewalks as meaningless for safety purposes
OP understood that the Field School plans to install the sidewalk largely for the benefit of the community as there are many people who walk and jog along Foxhall Road. However, we would not want to eliminate the possibility of students walking to school—either because they live in the neighborhood or because they are coming from the bus stop on MacArthur Boulevard. We believe the sidewalk is, in fact, meaningful for public safety purposes.

PARKING
The plan still calls for 128 asphalt parking spaces, despite the fact that the Office of Planning and the ANC recommend a reduction in this number. OP and the ANC also recommend exploring a change in the parking lot material.

Under its "Improving water quality objective and policies,"(subsection 1403.4(b)(1)) the Ward 3 plan calls for the District to:

> *(1) Promote an increase in plantings (particularly trees but also shrubbery), and encourage the use of permeable surfaces for parking lots, driveways, etc. to reduce storm runoff.*

Please see **Exhibit C**.

AGENCY REPORTS

The Metropolitan Police Department does not believe that the development of the property proposed by this application will adversely affect public safety in the immediate area. MPD was responding to an earlier transportation management plan, rather than the current one. OP mistakenly left their reply out of our original report. We are attaching it now as **Exhibit D**—with apologies.

MPD has indicated a willingness to send staff familiar with Foxhall Road to the July 25 hearing.

As indicated above, we are requesting additional comments from DPW addressing NAFG's technical/engineering issues with the revised application.

ANC AND OTHER COMMUNITY GROUPS

ANC 3 D is not able to take up the new plan until their July meeting. OP is not aware of a position taken by any other community group. Those we talked to had not seen the new plan yet.

OP did hear from one more neighboring property owner, however, about an additional concern regarding stormwater management. The National Park Service, managers of adjoining Glover Archbold Park, expressed concern over the stormwater management plan. Dave Murphy of NPS writes (see **Exhibit E**):

> *The National Park Service views the development of the Cafritz property as an important and critical opportunity to commence the long term preservation of the Glover Archbold. . . . we are pessimistic that the actions of the Field School will provide any more than a conduit for high level of flows being released onto park land into a current heavily eroded watercourse.*

NPS suggests that while the Field School proposal may meet the letter of the law regarding stormwater management, that the School might do far more to help resolve rather than add to the erosion problem in Glover Archbold Park. OP would like the opportunity to respond to their proposal and perhaps suggest it as a condition, once we are in receipt of it.

RECOMMENDATION

If DPW finds the new design for a left turn lane with traffic signal meets its criteria, the Office of Planning again recommends approval of the subject application, subject to a number of conditions, which are enumerated below. These conditions incorporate most of the School's Operations Plan (1 – 11) and the other conditions required by ANC 3D as a condition of their support.

1. The School will inaugurate staggered hours between the Lower and Upper Schools with an 8 AM start for seventh and eighth graders (approximately 50-60 students) and no sooner than 8:20 AM start for ninth through twelfth graders (approximately 250-260 students).

2. The school will strictly enforce carpooling among students so that no student can have the privilege of driving to the campus without at least two passengers, either students or faculty.

3. The School will not start any outdoor athletic event after 6 PM.

4. No athletic events will be held on Sunday.

5. The school will prohibit students from leaving the campus during the school day except for emergencies and organized trips.

6. The school will permit local residents to utilize the athletic field and tennis courts and walk or stroll the campus grounds when these areas are not being used for School purposes.

7. The School will shut the lights to the southernmost parking lot at 9PM and not turn on the lights at this parking lot on Saturday and Sunday except for special events.

8. The School will not allow any outside group to rent its facilities.

9. The School will not install any exterior lighting on the athletic field or tennis courts.

10. All lighting on the parking facilities will be directionally down lit with minimum light candle power.

11. The School will coordinate and work with the other schools located in the area to address community concerns.

12. Any deliveries will be scheduled to take place during off-peak hours—9:30 AM to 4:00 PM

13. No more than 106 vehicles should be allowed to enter the school property during the AM peak hour—7:30 AM to 8:30 AM. Conformance to this limit should be tied to the planned expansion from 260 to 320 students.

14. Before the School is to be opened, the left turn lane into a relocated south entrance as described in Gorove Slade Associates' Traffic Management Plan dated June 2, 2000, shall be constructed and ready to carry traffic.

15. Left turns into the proposed northern entrance of the property should be prohibited at all times.

16. The size of the parking lot should be reduced to no more than 110 parking spaces. Major evening and weekend events should also require carpooling and vanpooling from Metro stops.

17. The parking lot should be setback at least 80 feet from the adjoining properties to the south. Screening vegetation must be installed and maintained in this buffer.

18. The School should investigate the porous pavement technology with a groundwater recharge system described in the attached material from Cahill Associates (Exhibit Q) and, if cost effective and otherwise feasible, use it for the parking lot installation in order to mitigate ecological disturbance to the property and the neighborhood.

19. While construction described in the BZA Order is ongoing, the applicant will meet with neighbors and community representatives on a monthly basis to discuss construction activities scheduled for the following month, and to also review its efforts to resolve any objectionable conditions.

20. At and after the completion of construction, Field School shall conduct similar meetings on no less than every six months to discuss and review any objectionable conditions, which may arise from the adjoining property owners and representatives of the Palisades Citizen" Association; the Spring Valley-Wesley Heights Citizens Association' the Foxhall Citizens Association' the Wesley Heights Historical Society; the Foxhall Crescents Homeowners Association and ANC 3D. For the purposes of this provision, an adjoining property owner shall include owners directly across Foxhall Road.

21. Only three major evening events will be held during the school year.

22. A sidewalk will be laid along the edge of the school property as shown on the school plans.

23. The School will work with the neighbors to approach the Department of Public Works to implement a series of traffic calming measures to protect the residential neighborhoods from commuter encroachment.

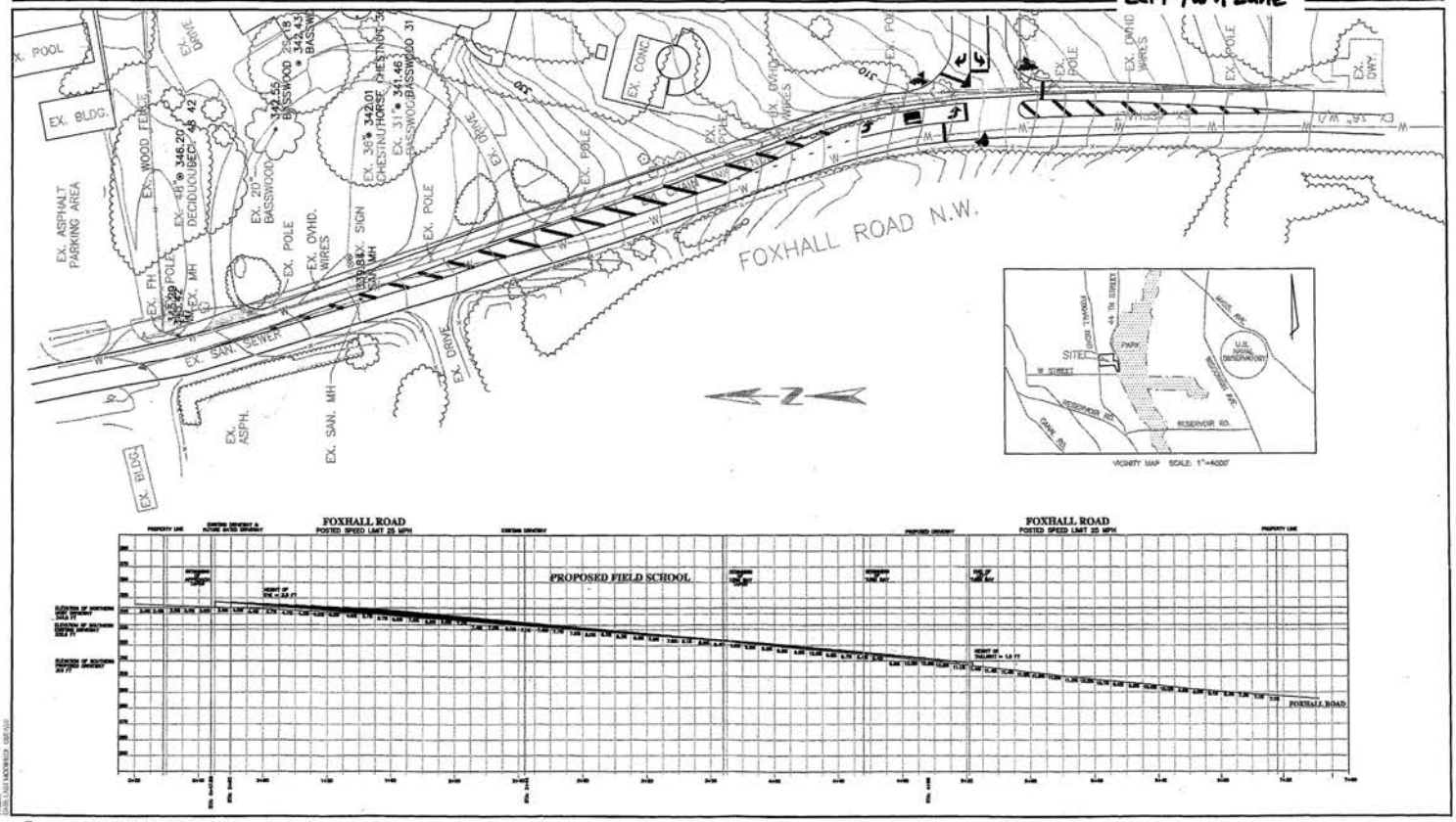
24. Student drivers must be at least 17 years of age and possess a permit that allows them to carry at least two passengers.

AA/mv

The Field School
Washington, D.C.

Exhibit A
Left-turn Lane

Site Distance Analysis
June 2, 2000



Conceptual Foxhall Road Sight Distance Analysis
-Height of Object: 1.5 feet
-Sight Distance:364 feet
Scale: 1"=60'

Gorove/Slade Associates, Inc.

Exhibit B
Student Drivers

Phil T. Feola
202.457.7317
pfeola@wilkesartis.com

Wilkes Artis

Chartered
Attorneys at Law

Suite 300, 1666 K Street, NW
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202.457.7800
Fax: 202.457.7814

June 6, 2000

Via Facsimile

Mary Vogel
Office of Planning
801 N. Capitol Street, N.E.
Suite 4000
Washington, D.C. 20002

Re The Field School
BZA Application No. 16559

Dear Ms. Vogel:

Pursuant to your request, the following is an analysis of the number of students currently enrolled at The Field School (School Year 1999-2000), who would be eligible, pursuant to the District of Columbia "Safe Teenage Driving Amendment Act of 1999", to drive a car to the School with at least two passengers. As of September 1, 1999, 35 of the 37 seniors enrolled at The Field School were eligible pursuant to the Act to drive to school with two passengers. Further, of the 45 juniors enrolled in the School, 7 were eligible, on September 1, 1999, to drive pursuant to the Act with at least two passengers. Thus, of the 82 seniors/juniors enrolled in the School for the school year 1999-2000, 42, or 51 percent, would be eligible to drive themselves and two passengers to school pursuant to the Act for the entire current school year.

As you know, the traffic analysis and the plans for the property at 2301 Foxhall Road will include an increase from the current population. It is anticipated, at full enrollment with 320 total students, that there will be 60 juniors and 60 seniors enrolled at The Field School on Foxhall Road. If the percentages remain constant, the number of students eligible at the beginning of a school year would provide a pool of 61 potential student drivers who could drive to the Foxhall Road campus with at least two passengers. The School's plans allow for 38 students to earn the privilege of driving to School.

Hopefully, this will answer your concerns regarding an issue that, we believe, is a "straw" issue being raised by opponents to the School as a means of obscuring, and unnecessarily confusing, a fairly straightforward land use case.

Wilkes Artis
Chartered

If you need further information, kindly feel free to contact either of the undersigned.

Sincerely,

Phil T. Feola

Paul A. Tummonds

CC: Leah Schroeder (via facsimile)
Clay Kaufman (via facsimile)

198280

(d) Ward 3 has the lowest population density in the city. [illegible] for the ward as a whole and twenty-eight (28) persons per [illegible]. The categor[illegible]ion of environmental issues in this [illegible] organization of the Environmental Protection Element o[illegible] and therefore certain issues may not be found easily. I[illegible] protect parkland from incompatible development adjacent to park borders is discussed under the objective for water quality and the need to promote tree landscaping is discussed in part under the objectives for air quality and energy conservation; and

Exhibit C
Ward 3 plan

(e) It is essential that future growth and change be sensitive to the protection and enhancement of the total environment. The existing environment should not just be maintained, but must be improved.

1403.2 Relation of Ward 3 to the declaration of major policies in the Environmental Protection Element of the Comprehensive Plan: Because the Comprehensive Plan does not contemplate substantial economic development in Ward 3, the environmental policies of this ward plan are less a response to planned growth, change, and renewal, and are more a direction for improving the environmental quality of an already-built ward.

1403.3 Environmental Protection Goals: The preservation and improvement of the environmental qualities of Ward 3, including maintenance and enhancement of its park and open space system, protection of its healthful verdancy, and encouragement of design solutions that promote both conservation and improvement of the ward's resources, are the primary environmental goals for Ward 3.

1403.4 Improving water quality objective and policies: The District government should do the following:

(a) Separate combined sewers located in parklands; the combined sewer in Glover Archbold Park may be the largest in the ward; separating it - or at least removing Foundry Branch from the sewer - would have the dual benefits of reducing current burdens on the city's sewerage system and significantly improving the environmental quality of this park;

(b) Require strict controls in connection with construction to prevent soil erosion that may directly or indirectly (via storm sewers) cause sedimentation of the ward's streams; such controls could often include sedimentation ponds, which may need to be permanent:

(1) Promote an increase in plantings (particularly trees but also shrubbery), and encourage the use of permeable surfaces for parking lots, driveways, etc. to reduce storm runoff;

(2) Map the Tree & Slope Protection overlay (11 DCMR §1511) in hilly areas throughout the ward in addition to Woodland-Normanstone, particularly in areas adjacent to federal parklands; and

(3) Evaluate storm water outfalls into the ward's stream valleys; link the approval of development projects to the improvement of affected outfalls, with the

Exhibit D
MPD Comments

GOVERNMENT OF THE DISTRICT OF COLUMBIA
METROPOLITAN POLICE DEPARTMENT

MAR 20 2000

Andrew Altman
Director
D.C. Office of Planning
801 North Capitol Street, NE
Washington, D. C. 20002

Dear Mr. Altman:

This is in response to your request for review and comments by the Metropolitan Police Department on BZA Application Number 16559 – The Morris and Gwendolyn Cafritz Foundation for establishment of a private school (The Field School) on Lots 856, 861, 878, 879, Square 1341, premises located at 2301 Foxhall Road, N.W.

Based upon a review of this application, it does not appear that the development of the property proposed by this application will adversely affect public safety in the immediate area.

Sincerely,

Nola Joyce
Senior Executive Director
Office of Organizational Development

METROPOLITAN POLICE DEPARTMENT

OFFICE OF ORGANIZATIONAL DEVELOPMENT

F A C S I M I L E

To: Mary Vogel

Fax: 442-7638

Organization Off. of Planning

Page ___ Including cover sheet

Date: 3-20-00

Sender: Marjorie L. Hill

Reference:

NOTE: THIS INFORMATION IS INTENDED FOR THE SOLE USE OF THE RECIPIENT

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Washington, D.C. 20001
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Exhibit E
NPS Comment

Custom Stationery, Business Cards, & more - **Print Center**.
Yahoo! Small Business

Date: Wed, 7 Jun 2000 10:54:09 -0400
From: David_Murphy@nps.gov (David Murphy) | **Block address**
To: Maryvogel@yahoo.com

Thank you for the opportunity to discuss our current understanding and concerns relative to the proposal of development of the "Field School" at the Cafritz Estate.

As I indicated, we have not as yet received a proposal by representatives of the Field School that addresses our overall concerns relative to storm water management (either quality or quantity), other than the presentation that was made to the Board of Zoning Adjustment at the first two segments of the hearing.

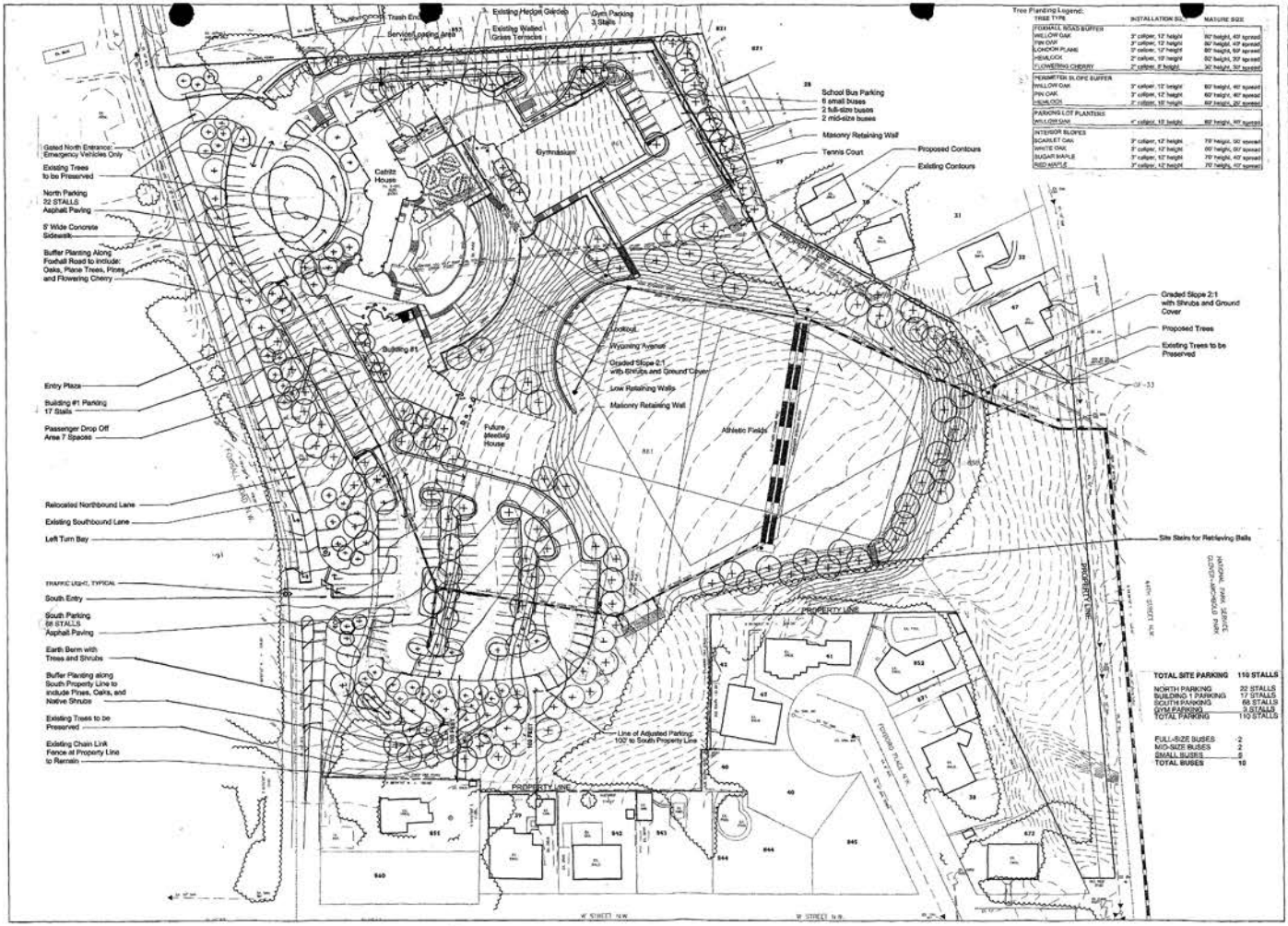
Ultimately, the Field School represents approximately one half of a minor watershed that drains the area of W Street, Foxhall Road to slightly south of Dexter Street. While the release of waters from the Field School via new pipes and ultimately into the existing W Street storm Sewer may well be in compliance with the District of Columbia's existing storm water regulations, the outcome of such an action will not resolve the extensive erosion patterns that currently exist due to the remainder of the aforementioned discrete watershed not being addressed at this time.

If and when the other half of the water shed is in fact addressed, we are pessimistic that the actions of the Field School will provide any more that a conduit for high level of flows being released onto park land into a current heavily eroded watercourse.

The National Park Service views the development of the Cafritz property as a important and critical opportunity to commence the long term preservation of the Glover Archbold drainage. At this time, the plans, while apparently complying with District regulation, will not in our opinion assure that the long term preservation and restoration of this small section of Glover Archbold Park can be assured.

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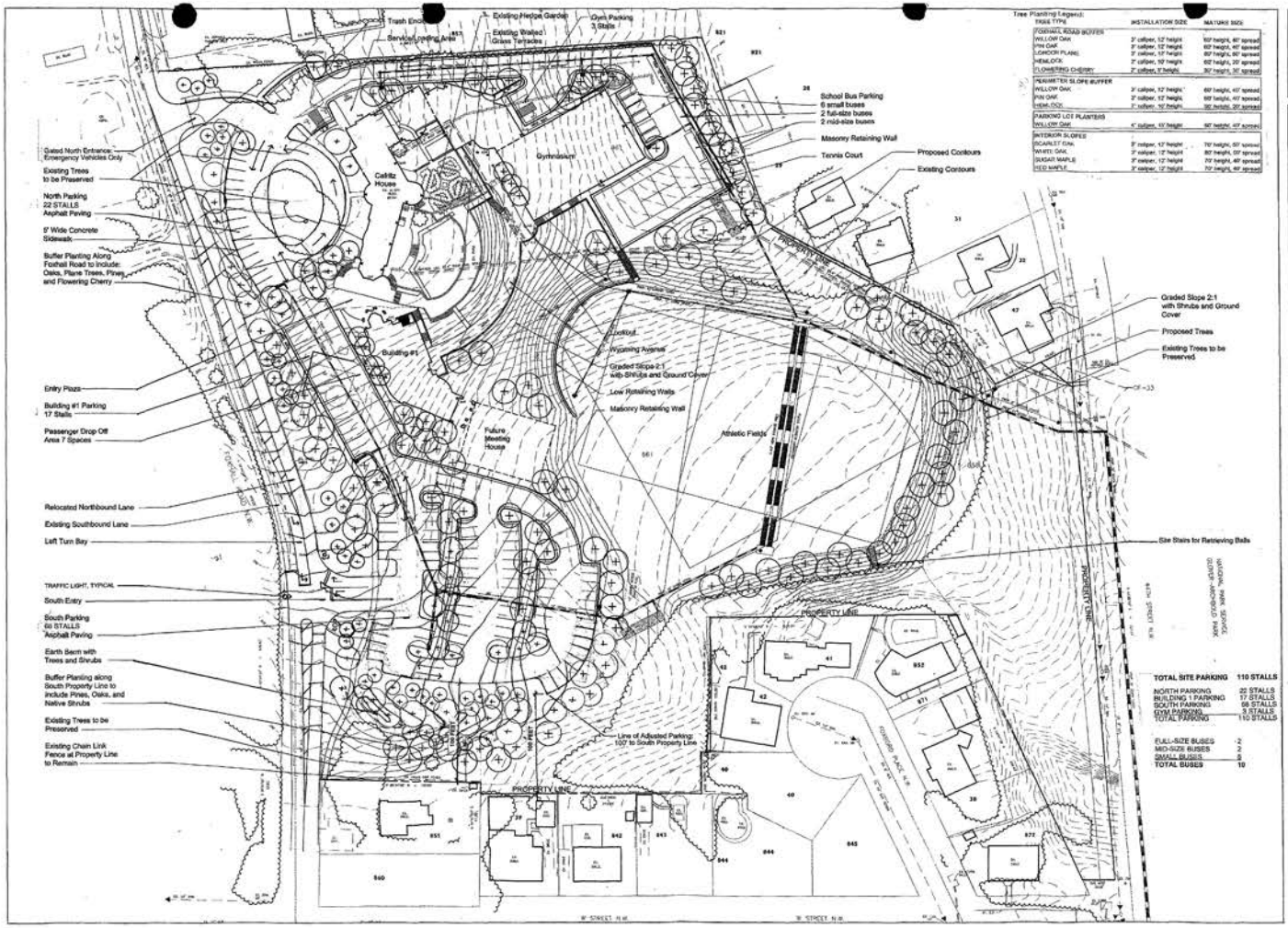
revisions:
REVISION JUNE 16, 2000

drawing title:
LANDSCAPE SITE PLAN

scale: 1" = 40'
drawn by:
checked by:
project no.: 9906

L1.1

date: 06.15.2000



Tree Planting Legend:

TREE TYPE	INSTALLATION SIZE	NATURE SIZE
FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	3" caliper, 10' height	60' height, 20' spread
FLOWERING CHERRY	2" caliper, 8' height	30' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	3" caliper, 10' height	60' height, 20' spread
PARKING LOT PLANTERS		
WILLOW OAK	4" caliper, 15' height	60' height, 40' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 60' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

TOTAL SITE PARKING	110 STALLS
NORTH PARKING	22 STALLS
BUILDING 1 PARKING	17 STALLS
SOUTH PARKING	68 STALLS
GYM PARKING	3 STALLS
TOTAL PARKING	110 STALLS

FULL-SIZE BUSES	2
MID-SIZE BUSES	2
SMALL BUSES	6
TOTAL BUSES	10

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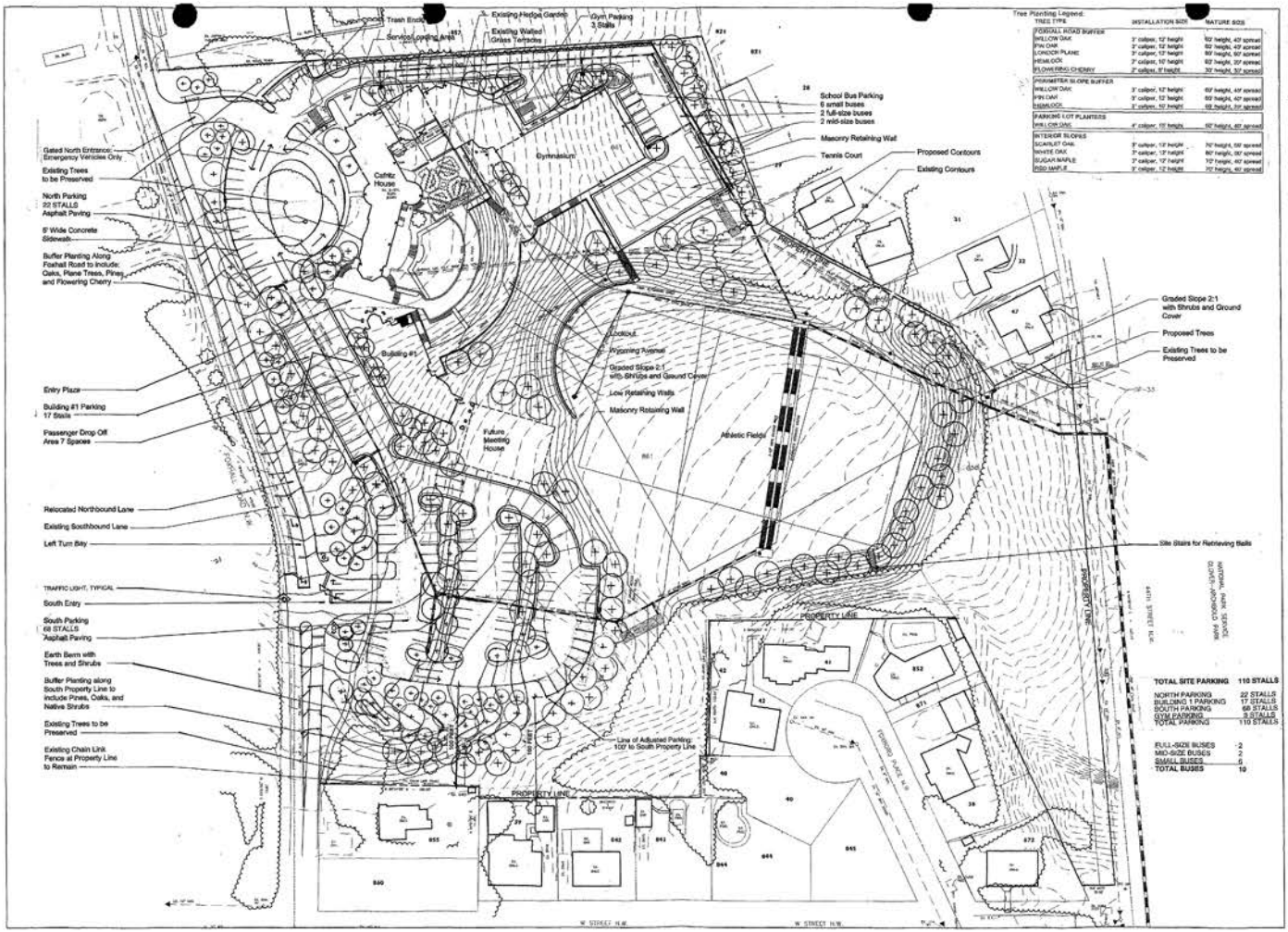
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JUNE 16, 2000

drawing title:
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drawn by:
checked by:
project no.: 9938

L1.1

date: 06.13.2000



Tree Planting Legend:

TREE TYPE	INSTALLATION SIZE	MATURE SIZE
FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	3" caliper, 10' height	60' height, 20' spread
FLOWERING CHERRY	2" caliper, 8' height	20' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	3" caliper, 10' height	60' height, 20' spread
PARKING LOT PLANTERS		
WILLOW OAK	4" caliper, 15' height	60' height, 40' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 60' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

TOTAL SITE PARKING	110 STALLS
NORTH PARKING	22 STALLS
BUILDING 1 PARKING	17 STALLS
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THE FIELD SCHOOL
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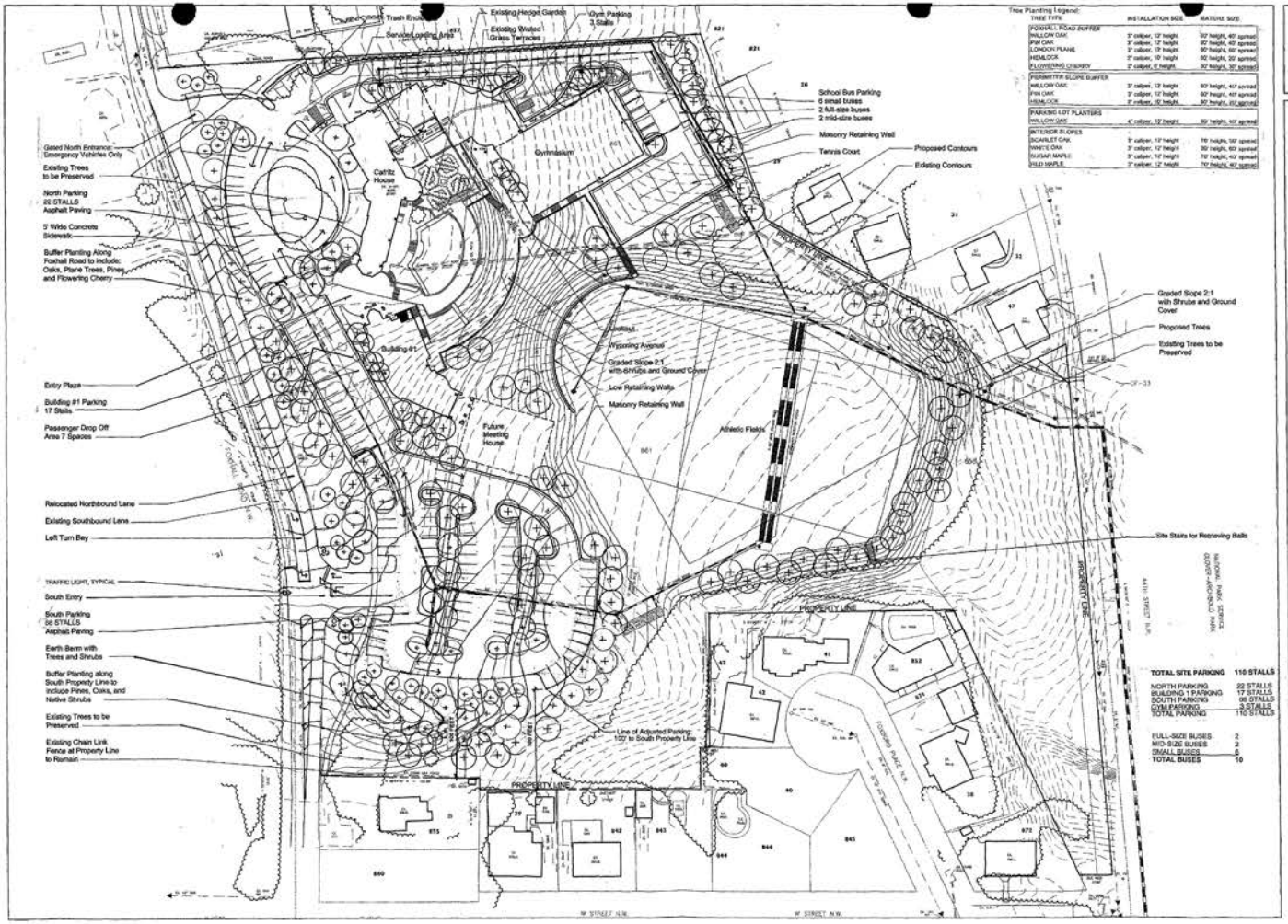
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FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	70' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	3" caliper, 10' height	80' height, 20' spread
FLOWERING CHERRY	3" caliper, 8' height	30' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	3" caliper, 10' height	80' height, 20' spread
PARKING LOT PLANTERS		
WILLOW OAK	4" caliper, 12' height	60' height, 40' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 60' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

TOTAL SITE PARKING	110 STALLS
NORTH PARKING	22 STALLS
BUILDING 1 PARKING	17 STALLS
SOUTH PARKING	39 STALLS
GYM PARKING	3 STALLS
TOTAL PARKING	110 STALLS
FULL-SIZE BUSES	2
MID-SIZE BUSES	2
SMALL BUSES	6
TOTAL BUSES	10

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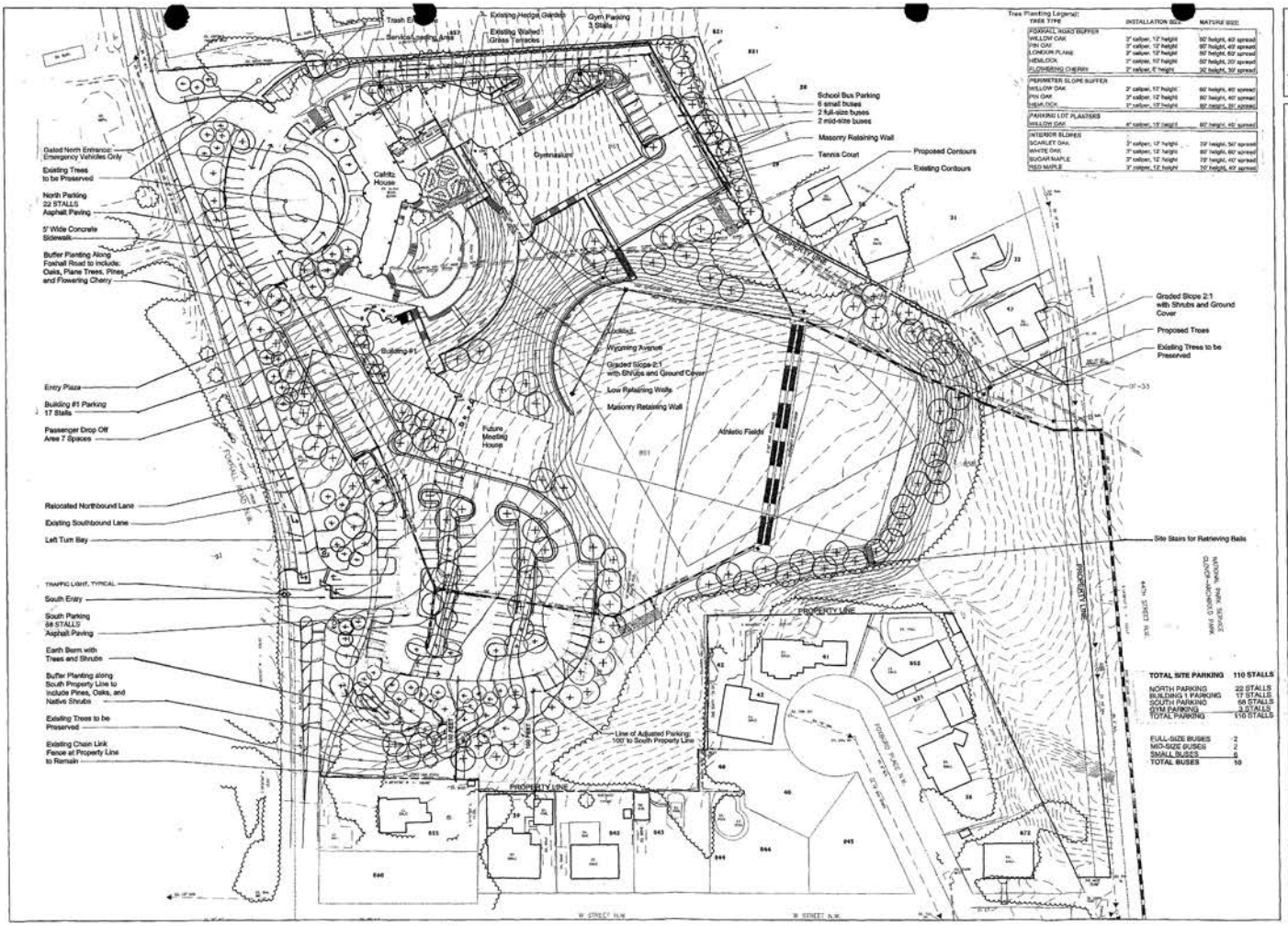
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Tree Planting Legend:

TREE TYPE	INSTALLATION SIZE	MATURE SIZE
FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	3" caliper, 12' height	60' height, 20' spread
FLOWERING CHERRY	2" caliper, 8' height	30' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	60' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	3" caliper, 12' height	60' height, 20' spread
PARKING LOT PLANTERS		
WILLOW OAK	4" caliper, 15' height	60' height, 40' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 60' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

TOTAL SITE PARKING	110 STALLS
NORTH PARKING	22 STALLS
BUILDING 1 PARKING	17 STALLS
SOUTH PARKING	88 STALLS
GYM PARKING	3 STALLS
TOTAL PARKING	110 STALLS
FULL-SIZE BUSES	2
MID-SIZE BUSES	2
SMALL BUSES	6
TOTAL BUSES	10

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Tree Planting Legend:

TREE TYPE	INSTALLATION SIZE	MATURE SIZE
FOXHALL ROAD BUFFER		
WILLOW OAK	3" caliper, 12' height	50' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
LONDON PLANE	3" caliper, 12' height	80' height, 60' spread
HEMLOCK	3" caliper, 10' height	80' height, 20' spread
FLOWERING CHERRY	2" caliper, 8' height	30' height, 30' spread
PERIMETER SLOPE BUFFER		
WILLOW OAK	3" caliper, 12' height	50' height, 40' spread
PIN OAK	3" caliper, 12' height	60' height, 40' spread
HEMLOCK	3" caliper, 10' height	80' height, 20' spread
PARKING LOT PLANTERS		
RED OAK SAG	4" caliper, 12' height	60' height, 60' spread
INTERIOR SLOPES		
SCARLET OAK	3" caliper, 12' height	70' height, 50' spread
WHITE OAK	3" caliper, 12' height	80' height, 80' spread
SUGAR MAPLE	3" caliper, 12' height	70' height, 40' spread
RED MAPLE	3" caliper, 12' height	70' height, 40' spread

TOTAL SITE PARKING	110 STALLS
NORTH PARKING	22 STALLS
BUILDING 1 PARKING	17 STALLS
SOUTH PARKING	66 STALLS
GYM PARKING	3 STALLS
TOTAL PARKING	110 STALLS
FULL-SIZE BUSES	2
MID-SIZE BUSES	2
SMALL BUSES	6
TOTAL BUSES	10

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