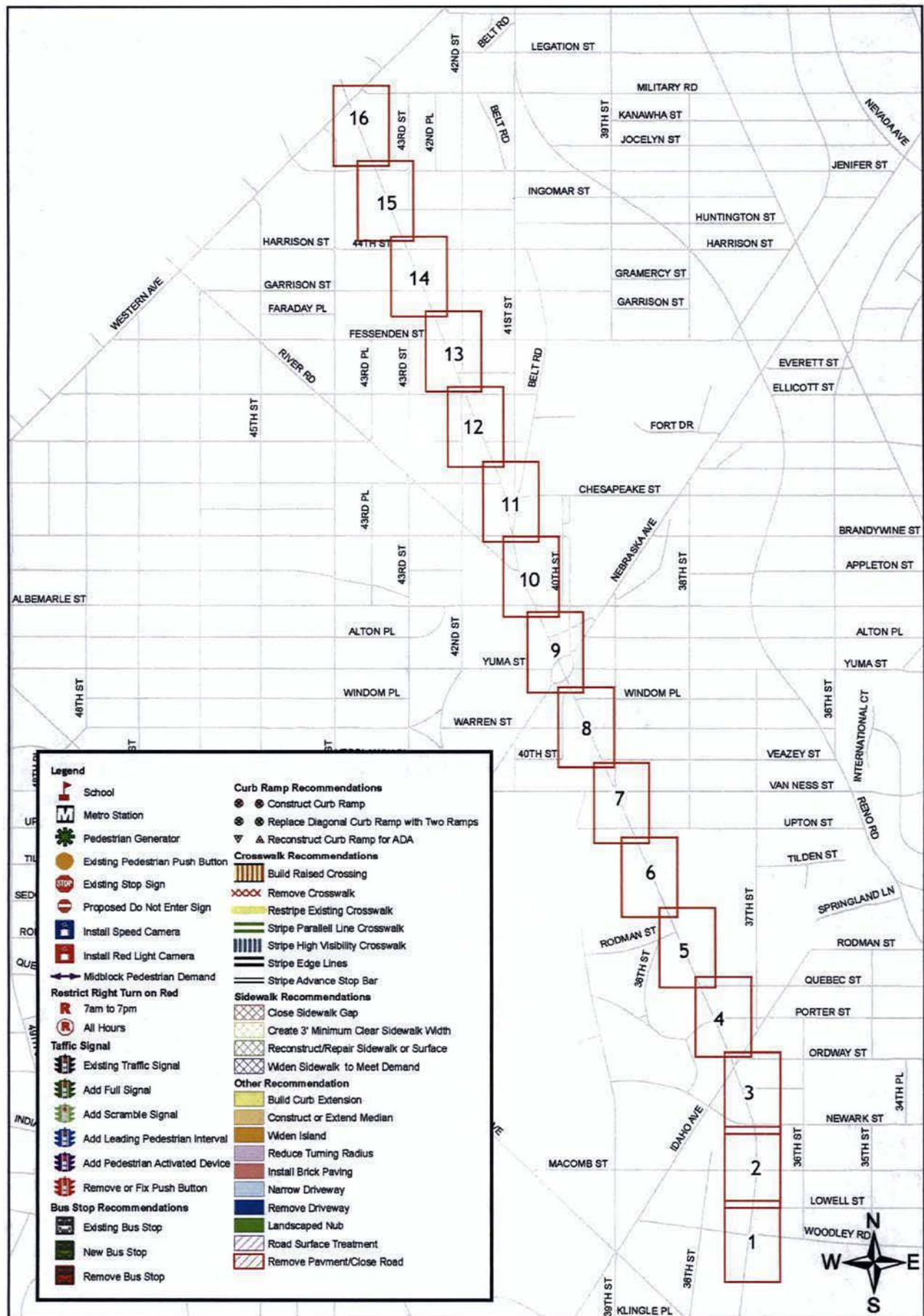


Transportation Assessment for Sheridan School
4400 36th Street NW (Square 1968, Lot 10)
January 23, 2014

ATTACHMENT B
EXCERPT FROM DISTRICT OF COLUMBIA
PEDESTRIAN MASTER PLAN



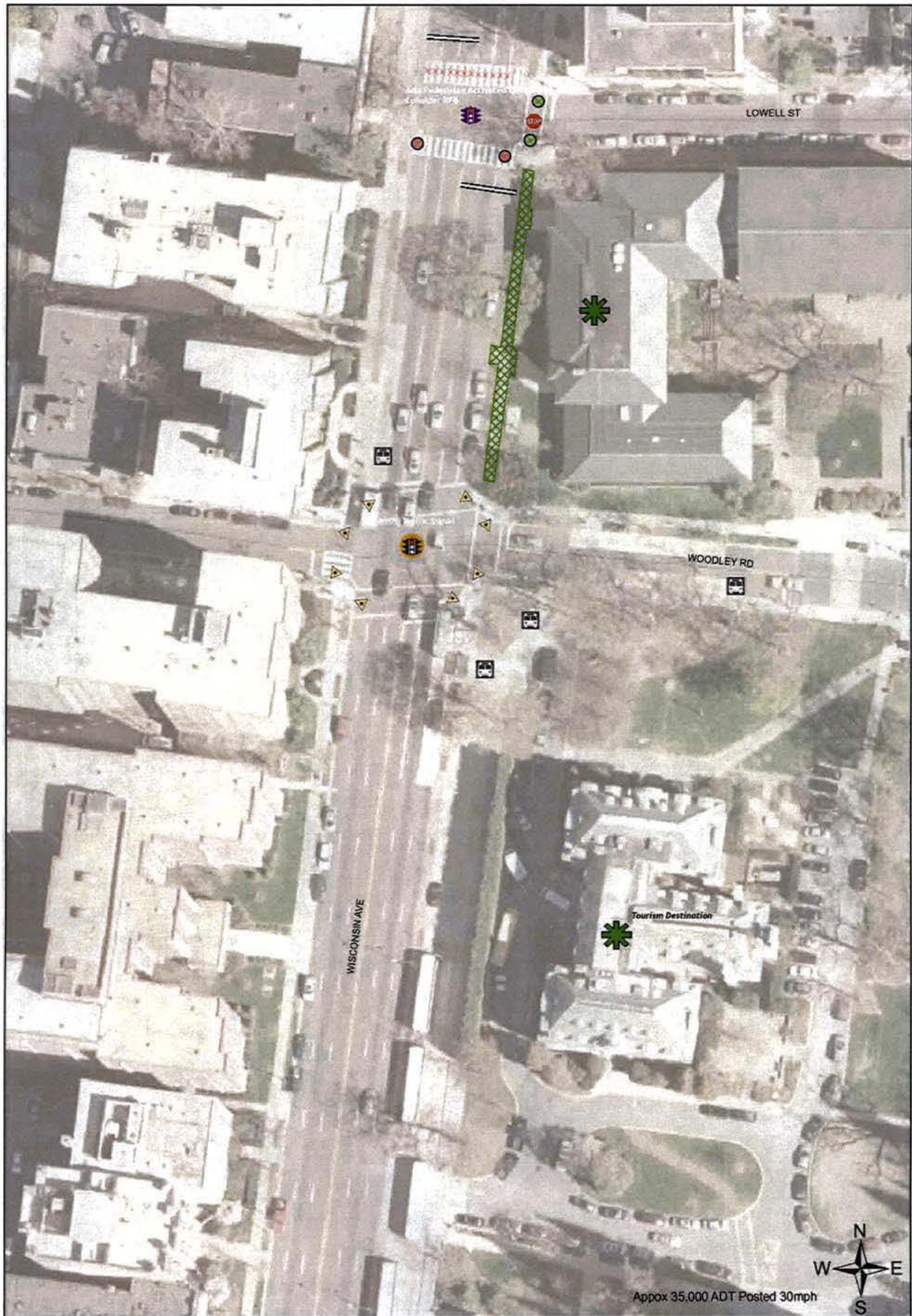
Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

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d.

Toole Design Group
November 2007



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

0 12.5 25 50 75 100 Feet

d.

TooleDesignGroup

Page 3



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group

Page 5



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



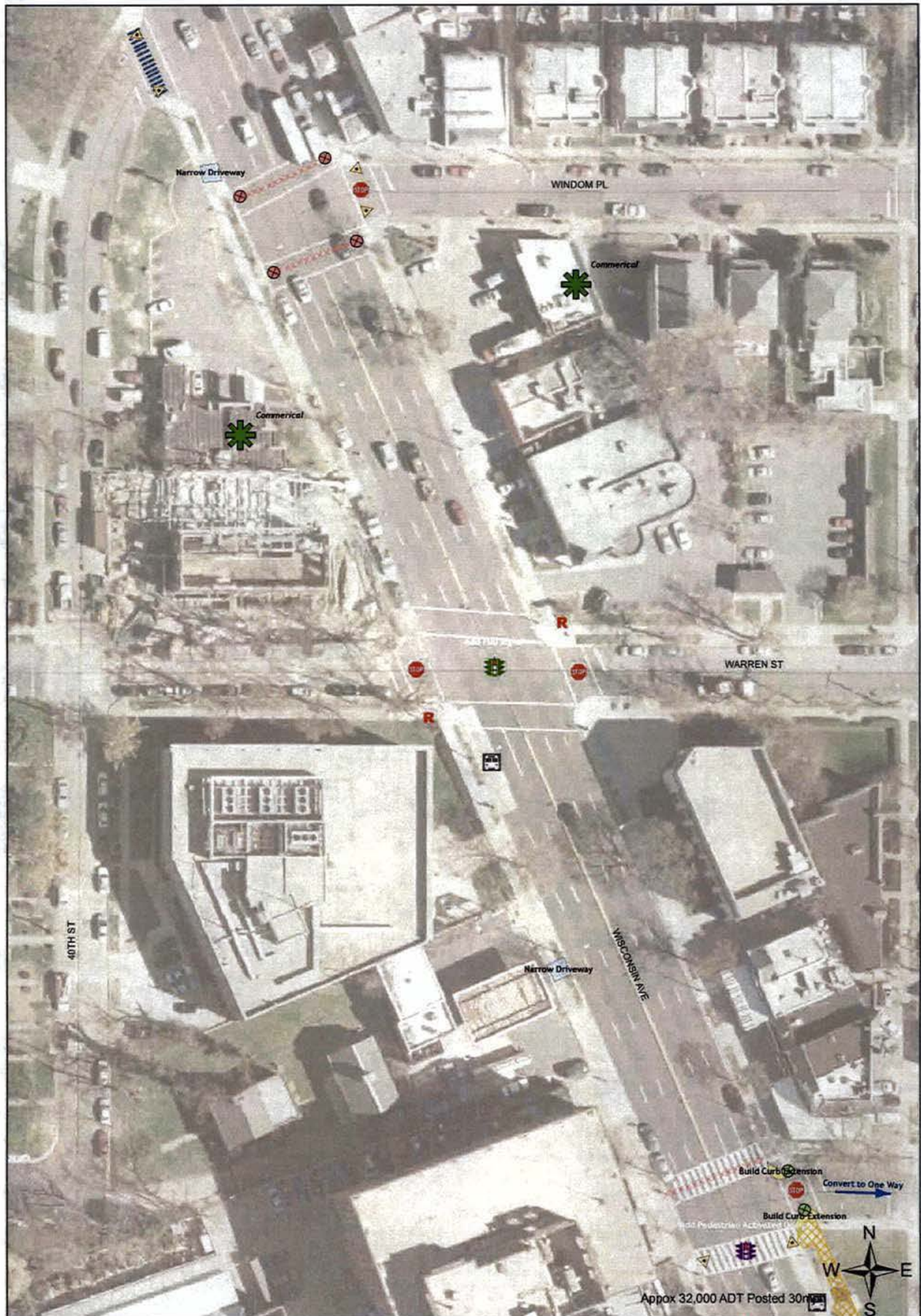
Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



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Page 7



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

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Toole Design Group



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group

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Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



ToolsDesignGroup



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations

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TooleDesignGroup

Page 13

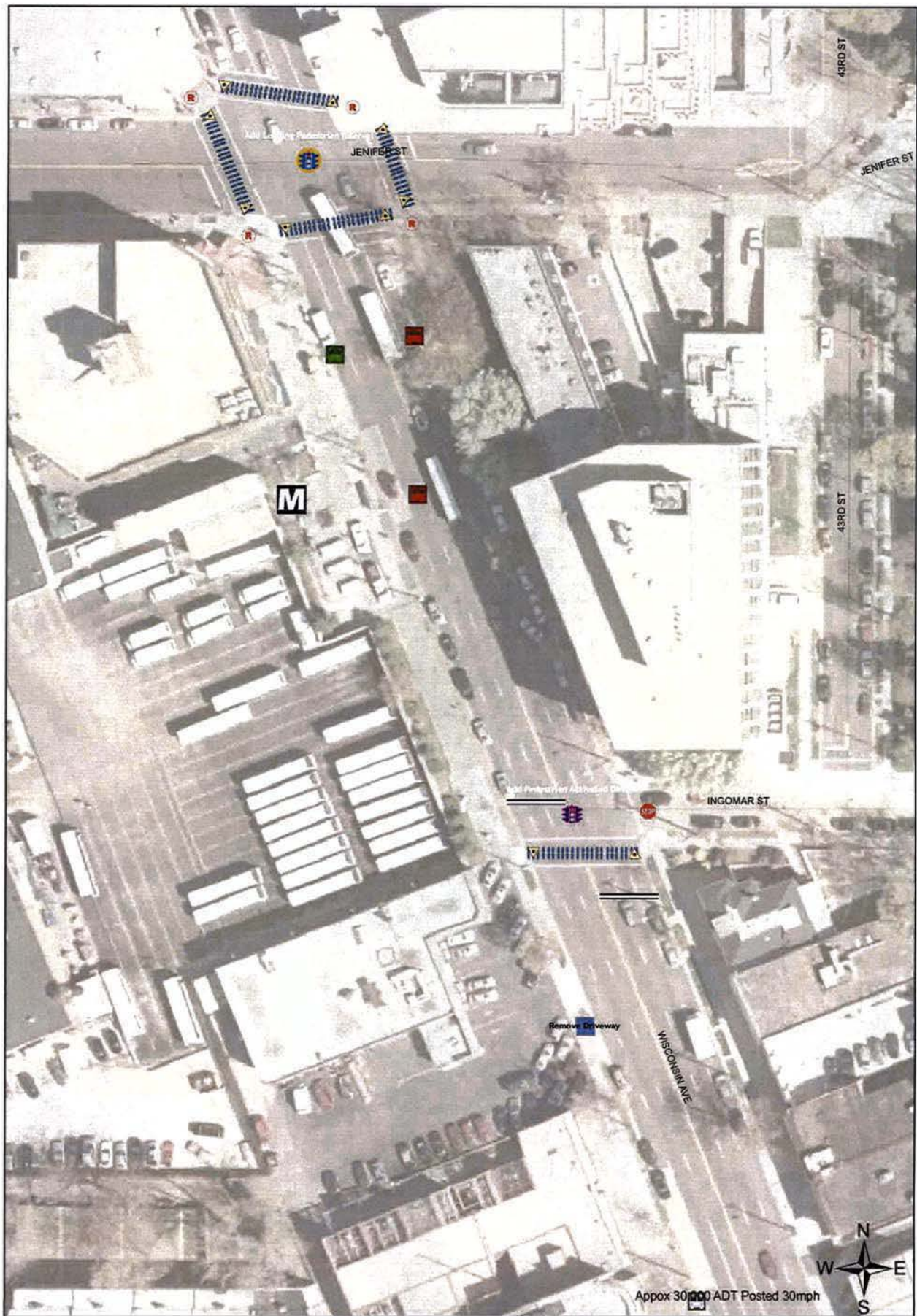


Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group



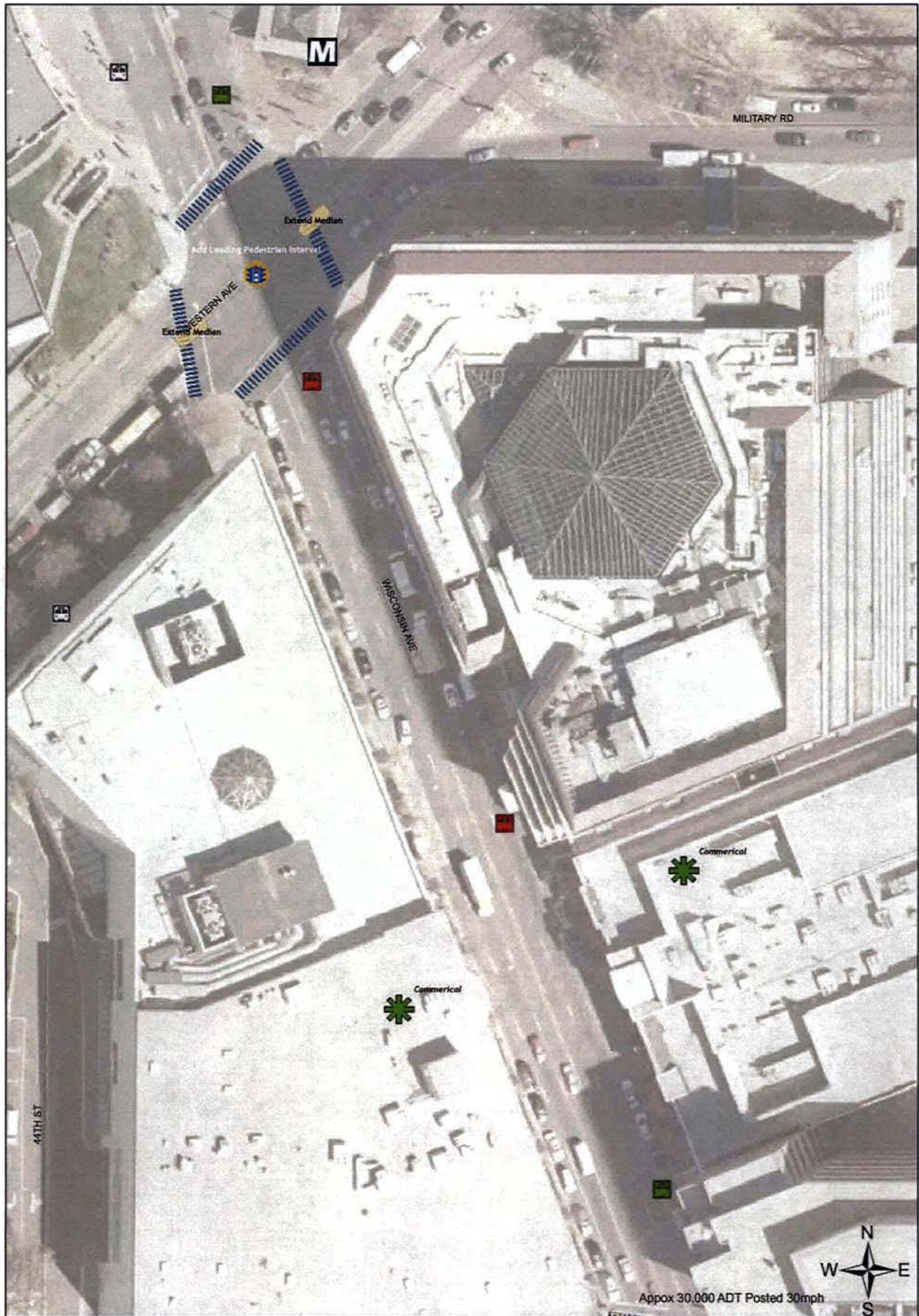
Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group

Page 15



Wisconsin Ave

District of Columbia Pedestrian Master Plan Draft Recommendations



Toole Design Group

Transportation Assessment for Sheridan School
4400 36th Street NW (Square 1968, Lot 10)
January 23, 2014

ATTACHMENT C
SHERIDAN SCHOOL
MODE SPLIT SURVEY

PARENT QUESTIONS

1. On a typical day, how does your student get to/from school? If you answer "Car" for this question, please answer the next four questions, otherwise you are finished. Thank you for your time!

Response	Response Percent	Response Count
Walk	11.50%	11
Bike	3.10%	3
Car	82.30%	79
Metrobus/Metrorail	3.10%	3
Other (please specify)		2

2. If you answered "Car" for Question #1, is your student typically part of a carpool (two or more students per car)?

Response	Response Percent	Response Count
Yes	28.20%	22
No	71.80%	56

3. If you answered "Yes" for question #2, how many students typically are in the car (including your student)?

Response	Response Percent	Response Count
1	29.00%	9
2	58.10%	18
3	9.70%	3
4	0.00%	0
5 or more	3.20%	1

4. Where do you typically drop-off your student (see map attached to email)?

Response	Response Percent	Response Count
N/A - my student is typically driven to school by another parents as part of a carpool	0.00%	0
A. (36th Street between Yuma and Alton Place)	74.30%	55
B. (36th Street north of Alton Place)	6.80%	5
C. (36th Street south of Yuma Street)	2.70%	2
D. (Alton Place west of 36th Street)	6.80%	5
E. (Yuma Street west of 36th Street)	8.10%	6
F. (Alton Place east of 36th Street)	1.40%	1
G. (Yuma Street east of 36th Street)	0.00%	0
Other (please specify)		5

5. Where do you typically pick-up your student (see map attached to email)?

Response	Response Percent	Response Count
N/A - my student is typically driven to school by another parents as part of a carpool	1.70%	1
A. (36th Street between Yuma and Alton Place)	45.00%	27
B. (36th Street north of Alton Place)	6.70%	4
C. (36th Street south of Yuma Street)	15.00%	9
D. (Alton Place west of 36th Street)	6.70%	4
E. (Yuma Street west of 36th Street)	11.70%	7
F. (Alton Place east of 36th Street)	8.30%	5
G. (Yuma Street east of 36th Street)	5.00%	3
Other (please specify)		20

FACULTY AND STAFF QUESTIONS

1. On a typical day, how do you get to/from school? If you answer "Car" for #1, please continue with the next two questions, otherwise you are done. Thank you for your time!

Response	Response Percent	Response Count
Walk	15.40%	4
Bike	7.70%	2
Car	69.20%	18
Metrobus/Metrorail	7.70%	2
Other (please specify)		0

2. If you answered "Car" for #1, do you typically travel to/from school as part of a carpool (two or more people per car)?

Response	Response Percent	Response Count
Yes	15.80%	3
No	84.20%	16

3. If you answered "Yes" for #2, how many people typically are in the car (including yourself)?

Response	Response Percent	Response Count
1	28.60%	2
2	57.10%	4
3	14.30%	1
4	0.00%	0
5 or more	0.00%	0

Transportation Assessment for Sheridan School
4400 36th Street NW (Square 1968, Lot 10)
January 23, 2014

ATTACHMENT D
SHERIDAN SCHOOL
TRANSPORTATION LETTER

November 1, 2011

Dear Families:

Morning drop off and afternoon pick up have become increasingly congested and frustrating for some parents. With that in mind, we figured a refresher on the procedures could be helpful.

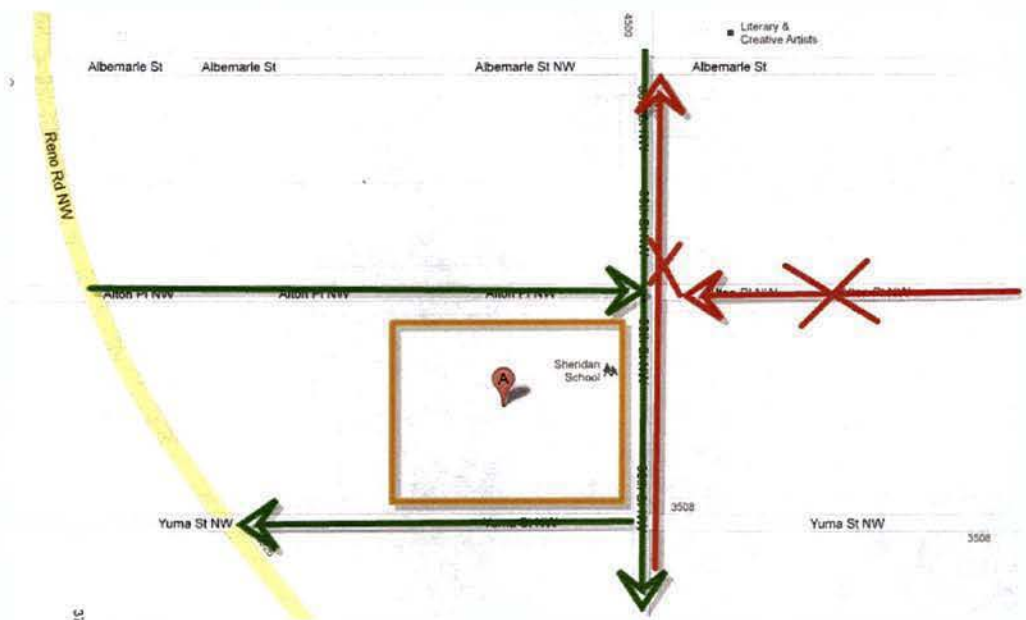
We all understand mornings can be stressful and families are often pressed for time. Remember, Sheridan does offer free morning before school care. Feel free to drop your child off in the morning, they can enter the school through the playground doors and will be looked after by a Sheridan staff member until the school day begins. Also, we try our very best to be good neighbors and impact traffic flow as minimally as possible and a smooth drop off and pick up goes a long way to soothe neighbor relations.

The school has hired a DC police officer to be on sight during both the morning and afternoon. The police officer will ticket you if you are violating the law, so please obey all traffic laws.

Below are the procedures that create the smoothest system possible, along with suggested traffic routes to keep the flow moving quickly. If you have any questions or concerns on the procedures, please feel free to contact me at mstoll@sheridanschool.org.

Pick Up and Drop Off Procedures

Green is suggested route and traffic pattern, red is not.



To aid in a quick and safe pick up and drop off for your student please follow these general rules

Morning Drop Off

- If you are coming from Reno Road please take Alton Place and take a right turn onto 36th, Street
- When dropping off in the morning please follow the police officers instructions and have your student ready for drop off
 - If possible please make the drop off as quickly as possible and avoid having to retrieve items for your child which may delay traffic
- Please do not let your student out across the street from school and have them cross the road If the student needs to cross the road make sure they cross at the crosswalk
- If your child needs help getting out of the car, please pull around the corner to let your child out of the car versus holding up the line

Afternoon Pickup

- If you are parking to walk into the playground to pick up your student please be respectful of the posted parking regulations and neighbor driveways
- Please do not have a student run across the street to meet you in your car
- Please be careful that you and another car are blocking access in both directions on any of the streets surrounding the school
- Please do not park or double park in the Sheridan parking lots

Ice Cream Truck during Pickup

- We can't control whether the truck shows up everyday or not Currently, it parks at the corner of Yuma/36th Please do not litter on neighbors property with wrappers if you visit the ice cream truck.

EXHIBIT C

Traffic

Overview

During the normal school year (September through June), Sheridan School currently operates with an enrollment of 230 students and 54 faculty and staff.

The school serves children in kindergarten through 8th grade beginning at 8:25 AM. Kindergarten classes end at 2:30 PM each weekday while 1st through 8th grade classes end at 3:30 PM each weekday except Wednesday where they too end at 2:30 PM.

Additionally, the school offers Extended Day hours in the morning (7:45 AM to 8:15 AM) and the afternoon (2:30 PM to 6:00 PM).

Anticipated Trip Generation

GROUP	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
July 2003 TIS Trip Generation (226 students and 55 employees)						
<i>Parents/Guardians</i>	171	171	342	170	170	340
<i>Faculty/Staff</i>	25	0	25	0	17	17
Total	196	171	367	170	187	357
Proposed Trip Generation (230 students and 60 employees)						
<i>Parents/Guardians</i>	174	174	348	173	173	346
<i>Faculty/Staff</i>	28	0	28	0	19	19
Total	202	174	376	173	192	365
Net "New" Trips						
<i>Parents/Guardians</i>	3	3	6	3	3	6
<i>Faculty/Staff</i>	3	0	3	0	2	2
Total	6	3	9	3	5	8

Mode Split Survey

Mode Split Survey

The school conducted a survey in the spring of 2013 of both the parents and faculty/staff to determine their travel characteristics. The results are summarized below.

TRAVEL MODE	WALK	BIKE	METROBUS/ METRORAIL	CAR
Students	11.5%	3.1%	3.1%	82.3%
Faculty/Staff	15.4%	7.7%	7.7%	69.2%

The School's Operational Procedure

The school's operational procedure for dropping-off and picking-up students is summarized below:

AM Drop-off:

- No parking on the west side of 36th Street. Standing to drop off a student without leaving the car is permitted.
- Park, only briefly, on the east side of 36th Street and walk students to the crosswalk at Alton Place.
- Parking is permitted on 36th Street north of Alton Place, 36th Street south of Alton Place, along Alton Place, or Yuma Street as posted parking regulations allow.
- A District police officer has been hired to be on site during the morning and will ticket anyone violating the law.
- If coming from Reno Road, take Alton Place and turn right onto 36th Street into the morning drop-off lane.
- When dropping off, follow instructions from the police officer and have your student(s) ready. Make the drop off as quickly as possible to avoid unnecessary delays to traffic.
- No mid-block pedestrian crossing of 36th Street.
- No U-turns permitted on 36th Street.

The School's Operational Procedure

PM Pick-Up:

- Be mindful of the posted parking regulations when parking to pick up your student(s).
- A District police officer has been hired to be on site during the afternoon and will ticket anyone violating the law.
- Do not allow your student(s) to cross the street at the mid-block to meet you in your car.
- Be mindful that you and another car are not blocking access in both directions on any of the streets surrounding the school.
- Do not park or double park in the Sheridan parking lots.
- Do not block neighborhood driveways.

Transportation Management Plan

Under the prior special exception approval, the school agreed to implement a Transportation Management Plan (TMP). Per the BZA order, the requirements of the TMP include:

1. Vehicles used in dropping-off or picking-up students along the west side of 36th Street between Alton Place and Yuma Street may not park or leave their vehicles unattended;
2. Students may not cross mid-block on 36th Street between Alton Place and Yuma Street;
3. U-turns are not permitted on 36th Street between Alton Place and Yuma Street;
4. Vehicles may not be parked in front of the driveways or on the lawns of nearby residential properties, and
5. Vehicles may not be double-parked on any neighborhood streets.
6. Sheridan is required to provide faculty and staff with incentives to encourage the use of public transportation or carpooling and does so by offering SmarTrip discounts to faculty and staff.
7. The rear parking lot is required to include signage reserving at least three parking spaces for, or giving priority to, carpool vehicles.

Additional measures employed by the school:

1. In an effort to ensure that all parents and guardians follow the established procedures, the School provides an annual letter to parents and guardians outlining the School's policy regarding the pick-up/drop-off. This policy is also provided in the Student Handbook.
2. Additionally, as needed, the School reiterates the established operations during school functions through letters and instructional YouTube videos.
3. Finally, the School employs the MPD to provide on-site enforcement and guidance during the peak operations.

Transportation Management Plan (cont'd)

Recommendations:

1. Continue to encourage crossings at marked crosswalks.
2. During morning drop-off, shift the location of the first car in the queue one to two car lengths south on 36th Street to allow for seven cars to be dropping off at one time.
3. Modify the “No U-Turn” policy to state that no U-turns are permitted on 36th Street, Alton Place, or Yuma Street.
4. Add a provision that indicates that vehicles that park on the south side of Yuma Street, where no sidewalk is present, may not park such that they block the sidewalk that runs perpendicular from the curb to the front of the house.

EXHIBIT D

May 1, 2008

Mr. Matthew LeGrant
Zoning Administrator
Government of the District of Columbia
941 N. Capitol Street, N.E.
Suite 2000
Washington, D.C. 20002

Re: Annual Report of the Sheridan School, Pursuant to BZA Order No. 16977
dated February 4, 2004 (the "BZA Order")

Dear Mr. LeGrant:

This firm represents the Sheridan School with respect to this matter.

On behalf of our client, this letter constitutes the Sheridan School's (the "School") annual report to the Office of the Zoning Administrator as required by Condition No. 17 of the Order (a copy of which is attached for your convenience). This letter sets forth the status of the School's efforts during the past 12 months to remain in compliance with Conditions Nos. 2 through 16 of the Order.

Specifically, this letter includes information regarding (i) the current enrollment of the School, (ii) the current number of faculty and staff employed by the School and (iii) an enumeration of the Conditions of the Order and the School's compliance with each and complaints received.

Enrollment

The School is allowed to have up to 226 students of which no more than 50 may be kindergarten students. The School's enrollment for the 2007-2008 academic year is 223 students. The students range from kindergarten through eighth grade (approximately ages 5 through 14 years). Of the total enrollment of 223 students for the 2007-2008 academic year, the kindergarten class has 24 students, which is well under the 50 student limit in the BZA Order.

The School's summer program, CASA, had an enrollment of 221 students in the Summer 2007 first session and 226 students in the Summer 2007 second session.

Number of Faculty and Staff

The School employed 49 full-time employees, 5 part-time employees and 3 contract personnel who work more than 10 hours per week, during the 2007-2008 academic year.

BZA Order Conditions

The following is an accounting of the Conditions as required by the BZA Order. In the prior annual report, there were no notice of complaints received with regard to the Conditions. In the past year, two complaints were received several months ago with regard to Condition No. 8 and scheduled deliveries as further discussed below. As well, a single complaint was received with regard to Condition No. 4 and landscaping. Remedial action was taken by the School to ensure compliance with Condition No. 8, and the School is proud to report that it has not received any further notices of complaints with regard to those, or any other, Conditions.

1. Condition No. 2

The School has not received any notice of complaint in regard to Condition No. 2. Furthermore, the School has been and continues to be in compliance with Condition No. 2.

2. Condition No. 3

The School has not received any notice of complaint in regard to Condition No. 3. Furthermore, the School has been and continues to be in compliance with Condition No. 3.

3. Condition No. 4

Condition No. 4 provides landscaping requirements for the property. The School received a complaint concerning Condition No. 4 with respect to some landscaping near the School's parking lot. The School held a planting day in early April 2008 to add additional landscaping to property, including the area that was the basis of the complaint. The School has since met with neighbors who approved the recent plantings.

4. Condition No. 5

The School has not received any complaints in regard to Condition No. 5. Furthermore, the School has been and continues to be in compliance with Condition No. 5.

5. **Condition No. 6**

The School has not received any complaints in regard to Condition No. 6. Furthermore, the School has been and continues to be in compliance with Condition No. 6.

6. **Condition No. 7**

Condition No. 7 requires that no trash collection occur before 9 a.m. or after 6 p.m., Monday through Friday. The School has not received any notice of complaint in regard to Condition No. 7. Furthermore, the School has been and continues to be in compliance with Condition No. 7.

7. **Condition No. 8**

Condition No. 8 provides restrictions on the scheduling of commercial deliveries to the School. The Condition requires that there be no deliveries before 9 a.m. or after 6 p.m., Monday through Friday, at any entrance located on the north side of the building (facing Alton Place). However, deliveries of produce, perishable goods or other "time-sensitive" items may be accepted through the School's main entrance on 36th Street between 7 a.m. and 9 a.m., Monday through Friday.

Within the last year, the School changed its food service provider. Despite explicit requests by the School to assure that any pre-9 a.m. deliveries by the new provider would be made through the main entrance of the School, the new drivers initially made deliveries at the rear as absent the BZA Order would be customary for such deliveries. Upon notification of the occurrence, the School alerted the provider to correct the service. The School did not and has not received any further notices of complaint with regard to Condition No. 8. Furthermore, the School has been and continues to be in compliance with Condition No. 8.

8. **Condition No. 9**

The School has not received any notice of complaint in regard to Condition No. 9. Furthermore, the School has been and continues to be in compliance with Condition No. 9.

9. **Condition No. 10**

The School has not received any complaints in regard to Condition No. 10. Furthermore, the School has been and continues to be in compliance with Condition No. 10.

10. **Condition No. 11**

The School has not received any complaints in regard to Condition No. 11. Furthermore, the School has been and continues to be in compliance with Condition No. 11.

11. **Condition No. 12**

The School has not received any complaints in regard to Condition No. 12. Furthermore, the School has been and continues to be in compliance with Condition No. 12.

12. **Condition No. 13**

The School has not received any complaints in regard to Condition No. 13. Furthermore, the School has been and continues to be in compliance with Condition No. 13.

13. **Condition No. 14**

The School has not received any complaints in regard to Condition No. 14. Furthermore, the School has been and continues to be in compliance with Condition No. 14.

14. **Condition No. 15**

The School has not received any complaints in regard to Condition No. 15. Furthermore, the School has been and continues to be in compliance with Condition No. 15.

15. **Condition No. 16**

The School has not received any complaints in regard to Condition No. 16. Furthermore, the School has been and continues to be in compliance with Condition No. 16.

Based on the foregoing and with the filing of this report the School believes it is in compliance with the terms of the BZA Order and will continue to take steps to address issues as they arise to ensure continued compliance.

May 1, 2008
Mr. Matthew LeGrant
Page 5

If you have any questions in regard to any of the information contained in this letter, please do not hesitate to contact me.

Best regards,

Stephanie A. Baldwin

Enclosure

cc: Chairperson, Advisory Neighborhood Commission 3F (w/encl.)
Ms. Harriet Tregoning, Office of Planning (w/encl.)
Mr. C. Randall Plummer, Head of School (w/encl.)
Jacques B. DePuy, Esquire (w/o encl.)
All property owners within 200 feet of the School (w/encl.)

336385v1



Grades K-8 * Established 1927

Caring * Challenging * Collaborative * Connected

June 17, 2010

Mr. Matthew LeGrant
Zoning Administrator
Government of the District of Columbia
941 N. Capitol Street, N.E.
Suite 2000
Washington, D.C. 20002

Re: Annual Report of the Sheridan School, Pursuant to BZA Order No. 16977
dated February 4, 2004 (the "BZA Order")

Dear Mr. LeGrant:

On behalf of Sheridan School (the "School") we are filing our annual report to the Office of the Zoning Administrator as required by Condition No. 17 of the Order (a copy of which is attached for your convenience). This letter sets forth the status of the School's efforts during the past 12 months to remain in compliance with Conditions Nos. 2 through 16 of the Order.

Specifically, this letter includes information regarding (i) the current enrollment of the School, (ii) the current number of faculty and staff employed by the School and (iii) an enumeration of the Conditions of the Order and the School's compliance with each and complaints received.

Enrollment

The School is allowed to have up to 226 students of which no more than 50 may be kindergarten students. The School's enrollment for the 2009-2010 academic year is 221 students. The students range from kindergarten through eighth grade (approximately ages 5 through 14 years). Of the total enrollment of 221 students for the 2009-2010 academic year, the kindergarten class has 25 students, which is well under the 50 student limit in the BZA Order. The School's summer program, CASA, had an enrollment of 226 students in the Summer 2009 first session and 226 students in the Summer 2009 second session.

Number of Faculty and Staff

The School employed 54 full-time employees, 4 part-time employees who work more than 10 hours per week, during the 2009-2010 academic year.

BZA Order Conditions

The following is an accounting of the Conditions as required by the BZA Order. In the prior annual report, there were no notices of complaints received with regard to the Conditions. The School is proud to report that it has not received any further notices of complaints with regard to those, or any other, Conditions.

1. **Condition No. 2**

The School has not received any notice of complaint in regard to Condition No. 2. Furthermore, the School has been and continues to be in compliance with Condition No. 2.

2. **Condition No. 3**

The School has not received any notice of complaint in regard to Condition No. 3. Furthermore, the School has been and continues to be in compliance with Condition No. 3.

3. **Condition No. 4**

Condition No. 4 provides landscaping requirements for the property and continues to be in compliance with Condition No. 4.

4. **Condition No. 5**

The School has not received any complaints in regard to Condition No. 5. Furthermore, the School has been and continues to be in compliance with Condition No. 5.

5. **Condition No. 6**

The School has not received any complaints in regard to Condition No. 6. Furthermore, the School has been and continues to be in compliance with Condition No. 6.

6. **Condition No. 7**

Condition No. 7 requires that no trash collection occur before 9 a.m. or after 6 p.m., Monday through Friday. The School has not received any notice of complaint in regard to Condition No. 7. Furthermore, the School has been and continues to be in compliance with Condition No. 7.

7. **Condition No. 8**

Condition No. 8 provides restrictions on the scheduling of commercial deliveries to the School. The Condition requires that there be no deliveries before 9 a.m. or

after 6 p.m., Monday through Friday, at any entrance located on the north side of the building (facing Alton Place). However, deliveries of produce, perishable goods or other "time-sensitive" items may be accepted through the School's main entrance on 36th Street between 7 a.m. and 9 a.m., Monday through Friday.

The School has been and continues to be in compliance with Condition No. 8.

8. **Condition No. 9**

The School has not received any notice of complaint in regard to Condition No. 9. Furthermore, the School has been and continues to be in compliance with Condition No. 9.

9. **Condition No. 10**

The School has not received any complaints in regard to Condition No. 10. Furthermore, the School has been and continues to be in compliance with Condition No. 10.

10. **Condition No. 11**

The School has not received any complaints in regard to Condition No. 11. Furthermore, the School has been and continues to be in compliance with Condition No. 11.

11. **Condition No. 12**

The School has not received any complaints in regard to Condition No. 12. Furthermore, the School has been and continues to be in compliance with Condition No. 12.

12. **Condition No. 13**

The School has not received any complaints in regard to Condition No. 13. Furthermore, the School has been and continues to be in compliance with Condition No. 13.

13. **Condition No. 14**

The School has not received any complaints in regard to Condition No. 14. Furthermore, the School has been and continues to be in compliance with Condition No. 14.

14. **Condition No. 15**

June 17, 2010
Mr. Matthew LeGrant
Page 4

The School has not received any complaints in regard to Condition No. 15.
Furthermore, the School has been and continues to be in compliance with Condition No. 15.

15. Condition No. 16

The School has not received any complaints in regard to Condition No. 16.
Furthermore, the School has been and continues to be in compliance with Condition No. 16.

Based on the foregoing and with the filing of this report the School believes it is in compliance with the terms of the BZA Order and will continue to take steps to address issues as they arise to ensure continued compliance.

If you have any questions in regard to any of the information contained in this letter, please do not hesitate to contact me.

Best regards,

A handwritten signature in black ink, appearing to be 'Michael Stoll', with a stylized, overlapping loop at the end.

Michael Stoll

Enclosure

cc: Chairperson, Advisory Neighborhood Commission 3F (w/encl.)
Ms. Harriet Tregoning, Office of Planning (w/encl.)
Mr. C. Randall Plummer, Head of School (w/encl.)

336385v1



Grades K-8 * Established 1927

Caring * Challenging * Collaborative * Connected

May 13, 2011

Mr. Bill Crews
Zoning Administrator
Government of the District of Columbia
941 N. Capitol Street, N.E.
Suite 2000
Washington, D.C. 20002

Re: Annual Report of the Sheridan School, Pursuant to BZA Order No. 16977
dated February 4, 2004 (the "Order")

Dear Mr. Crews:

This letter constitutes the Sheridan School's (the "School") annual report to the Office of the Zoning Administrator as required by Condition No. 17 of the Order. This letter sets forth the status of the School's efforts during the past 12 months to remain in compliance with Conditions Nos. 2 through 16 of the Order.

Specifically, this letter includes information regarding (i) the current enrollment of the School, (ii) the current number of faculty and staff employed by the School and (iii) an enumeration of the Conditions of the Order and the School's compliance with each and complaints received.

Enrollment

The School is allowed to have up to 226 students, the School's enrollment for the 2010-2011 academic year is 225 students. The students range from Kindergarten through Eighth Grade (approximately ages 5 through 14 years) The School's summer program, CASA, had a full capacity enrollment of 226 students in each of the sessions.

Number of Faculty and Staff

The School employed 48 full-time employees and 9 part-time employees who work more than 10 hours per week, during the 2010-2011 academic year.

BZA Order Conditions

The following is an accounting of the Conditions as required by the Order.

Conditions.

1. Condition No. 2

Condition No. 2 provides that the School shall ensure that the parking areas are used in the manner depicted on Exhibit 42A (a drawing showing the proposed layout of the parking areas post-construction) and the drive aisle on Alton Place is not used for parking and there is no stacked parking in the lot in front of the School facing 36th Street. The School has not received any notice of complaint in regard to Condition No. 2. Furthermore, the School has been and continues to be in compliance with Condition No. 2.

2. Condition No. 3

The School has not received any notice of complaint in regard to Condition No. 3. Furthermore, the School has been and continues to be in compliance with Condition No. 3.

3. Condition No. 4

The School has not received any notice of complaint in regard to Condition No. 4. Furthermore, the School has been and continues to be in compliance with Condition No. 4.

4. Condition No. 5

The School has not received any complaints in regard to Condition No. 5. Furthermore, the School has been and continues to be in compliance with Condition No. 5.

5. Condition No. 6

The School has not received any complaints in regard to Condition No. 6. Furthermore, the School has been and continues to be in compliance with Condition No. 6.

6. Condition No. 7

Condition No. 7 requires that no trash collection occur before 9 a.m. or after 6 p.m., Monday through Friday. The School has not received any notice of complaint in regard to Condition No. 7. Furthermore, the School has been and continues to be in compliance with Condition No. 7.

7. Condition No. 8

Condition No. 8 provides restrictions on the scheduling of commercial deliveries to the School. The Condition requires that there be no deliveries before 9 a.m. or after 6 p.m., Monday through Friday. However, deliveries of produce, perishable goods or other "time-sensitive" items may be accepted through the School's main entrance on 36th Street between 7 a.m. and 9 a.m., Monday through Friday. No deliveries are allowed on weekend days or school holidays. The School has not received any notice of complaint in regard to Condition No. 8. Furthermore, the School has been and continues to be in compliance with Condition No. 8.

8. Condition No. 9

The School has not received any notice of complaint in regard to Condition No. 9. Furthermore, the School has been and continues to be in compliance with Condition No. 9.

9. Condition No. 10

The School has not received any complaints in regard to Condition No. 10. Furthermore, the School has been and continues to be in compliance with Condition No. 10.

10. Condition No. 11

The School has not received any complaints in regard to Condition No. 11. Furthermore, the School has been and continues to be in compliance with Condition No. 11.

11. Condition No. 12

The School has not received any complaints in regard to Condition No. 12. Furthermore, the School has been and continues to be in compliance with Condition No. 12.

12. Condition No. 13

May 13, 2011
Mr. Bill Crews
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The School has not received any complaints in regard to Condition No. 13.
Furthermore, the School has been and continues to be in compliance with Condition No. 13.

13. Condition No. 14

The School has not received any complaints in regard to Condition No. 14.
Furthermore, the School has been and continues to be in compliance with Condition No. 14.

14. Condition No. 15

The School has not received any complaints in regard to Condition No. 15.
Furthermore, the School has been and continues to be in compliance with Condition No. 15.

15. Condition No. 16

The School has not received any complaints in regard to Condition No. 16.
Furthermore, the School has been and continues to be in compliance with Condition No. 16.

Based on the foregoing and with the filing of this report the School believes it is in compliance with the terms of the Order and will continue to take steps to address issues as they arise to ensure continued compliance.

If you have any questions in regard to any of the information contained in this letter, please do not hesitate to contact me.

Best regards,



Mike Stoll
Director of Finance and Operations

Enclosure

cc: Chairperson, Advisory Neighborhood Commission 3F (w/encl.)
Mr. C. Randall Plummer, Head of School (w/encl.)
All property owners within 200 feet of the School (w/encl.)

April 29, 2012

Mr. Bill Crews
Zoning Administrator
Government of the District of Columbia
941 N. Capitol Street, N.E.
Suite 2000
Washington, D.C. 20002

Re: Annual Report of the Sheridan School, Pursuant to BZA Order No. 16977
dated February 4, 2004 (the "Order")

Dear Mr. Crews:

This letter constitutes the Sheridan School's (the "School") annual report to the Office of the Zoning Administrator as required by Condition No. 17 of the Order. This letter sets forth the status of the School's efforts during the past 12 months to remain in compliance with Conditions Nos. 2 through 16 of the Order.

Specifically, this letter includes information regarding (i) the current enrollment of the School, (ii) the current number of faculty and staff employed by the School and (iii) an enumeration of the Conditions of the Order and the School's compliance with each and complaints received.

Enrollment

The School is allowed to have up to 226 students, the School's enrollment for the 2012-2013 academic year is 233 students. The students range from Kindergarten through Eighth Grade (approximately ages 5 through 14 years). The School's summer program, CASA, had a full capacity enrollment of 226 students in each of the sessions.

Number of Faculty and Staff

The School employed 48 full-time employees and 9 part-time employees who work more than 10 hours per week, during the 2012-2013 academic year.

BZA Order Conditions

The following is an accounting of the Conditions as required by the Order.

Conditions.

1. **Condition No. 2**

Condition No. 2 provides that the School shall ensure that the parking areas are used in the manner depicted on Exhibit 42A (a drawing showing the proposed layout of the parking areas post-construction) and the drive aisle on Alton Place is not used for parking and there is no stacked parking in the lot in front of the School facing 36th Street. The School has not received any notice of complaint in regard to Condition No. 2. Furthermore, the School has been and continues to be in compliance with Condition No. 2.

2. **Condition No. 3**

The School has not received any notice of complaint in regard to Condition No. 3. Furthermore, the School has been and continues to be in compliance with Condition No. 3.

3. **Condition No. 4**

The School has not received any notice of complaint in regard to Condition No. 4. Furthermore, the School has been and continues to be in compliance with Condition No. 4.

4. **Condition No. 5**

The School has not received any complaints in regard to Condition No. 5. Furthermore, the School has been and continues to be in compliance with Condition No. 5.

5. **Condition No. 6**

The School has not received any complaints in regard to Condition No. 6. Furthermore, the School has been and continues to be in compliance with Condition No. 6.

6. **Condition No. 7**

Condition No. 7 requires that no trash collection occur before 9 a.m. or after 6 p.m., Monday through Friday. The School has not received any notice of

complaint in regard to Condition No. 7. Furthermore, the School has been and continues to be in compliance with Condition No. 7.

7. **Condition No. 8**

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Mr. Bill Crews
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Based on the foregoing and with the filing of this report the School believes it is in compliance with the terms of the Order and will continue to take steps to address issues as they arise to ensure continued compliance.

If you have any questions in regard to any of the information contained in this letter, please do not hesitate to contact me.

Best regards,

Mike Stoll
Director of Finance and Operations

Enclosure

cc: Chairperson, Advisory Neighborhood Commission 3F (w/encl.)
Mr. C. Randall Plummer, Head of School (w/encl.)
All property owners within 200 feet of the School (w/encl.)

EXHIBIT E

OUTLINE OF TESTIMONY
APPLICANT'S REPRESENTATIVES

- I. Description of the Applicant and its work in DC
- II. History and current use of the property
- III. Renewal and Continuation of Use as a Private School
- IV. Benefit of the School to the Neighborhood
- V. ANC Support
- VI. Conclusion

OUTLINE OF TESTIMONY
APPLICANT'S TRAFFIC CONSULTANT

- I. Existing Conditions
- II. Network Capacity
- III. Methodology & Analysis
 - a. Traffic & Trip Generation
 - b. Parking
- IV. Transportation Impact
- V. Transportation Management Plan
- VI. Conclusion



Jami L. Milanovich, P.E.

PRINCIPAL ASSOCIATE

Ms. Milanovich is a registered professional engineer with over 18 years of experience in a wide range of traffic and transportation projects including traffic impact studies, corridor studies, parking analyses, traffic signal design, intersection improvement design, and signing and pavement marking design. Over the past decade, Ms. Milanovich has worked primarily in the District of Columbia on a multitude of mixed-use, residential, institutional, and office projects throughout the City. A sampling of her projects is included below.

SCHOOLS

ST. PATRICK'S EPISCOPAL DAY SCHOOL, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of the traffic study prepared in conjunction with St. Patrick's Special Exception application, which requested an increase in enrollment from a cap of 440 students to a cap of 485 students at the school's Whitehaven Campus. As part of the traffic study, pedestrian and bicycle facilities on and around campus were evaluated. A detailed evaluation of the pick-up/drop-off area also was conducted. Ms. Milanovich provided expert witness testimony before the Board of Zoning Adjustment (BZA), which approved the project in December 2012.

ST. PATRICK'S MIDDLE/HIGH SCHOOL, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of the traffic study conducted in conjunction with St. Patrick's plans to develop a new 120-student middle school, 320-student high school, and 27 new single family homes at 1801 Foxhall Road. The purpose of the traffic study was to evaluate the impacts on the adjacent Colony Hill residential neighborhood. As part of the study, a Transportation Management Plan was developed and improvements on Foxhall Road were recommended. The project was approved by the BZA in November 2006.

SCHOOL WITHOUT WALLS, WASHINGTON, D.C.: Ms. Milanovich was responsible for the preparation of a traffic impact study for the proposed renovation of the School Without Walls, which included modernization and expansion of the existing building to accommodate an increase in enrollment of 100 students as well as a new residence hall for George Washington University on the existing parking lot for the School. Ms. Milanovich provided expert testimony before the Zoning Commission, which approved the project on December 11, 2006.

EDUCATION

Master of Engineering; The Pennsylvania State University

Bachelor of Science – Civil Engineering (With Distinction); The Pennsylvania State University

SPECIALTIES

Traffic Impact Studies

Parking Studies

Corridor Analyses

Loading Management Plans

Site Access Studies

Expert Witness Testimony

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer:

Washington, D.C.

Virginia

Pennsylvania

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

The Urban Land Institute

District of Columbia Building Industry Association

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SIDWELL FRIENDS SCHOOL, WASHINGTON, D.C.: Ms. Milanovich prepared a traffic study in conjunction with the school's proposed renovation and expansion of its Upper and Middle School on Wisconsin Avenue. Work included determination of mode split for existing school population, projection of future traffic generated by the school based on projected enrollment, and evaluation of existing and future drop-off/pick-up operations. The study also evaluated the impact on surrounding roadways, including the driveway to a new underground garage for the school. Improvements, including signalization of the new garage driveway, implementation of a left turn phase for traffic entering the garage, signal timing adjustments at area intersections, and a transportation demand management plan to reduce the number of automobile trips to and from the school were recommended. Subsequently, Ms. Milanovich prepared a traffic study to evaluate the effectiveness of the improvements recommended in the January 2004 TIS and to evaluate transportation conditions surrounding the site. The project was approved by the BZA in March 2005.

COLLEGES AND UNIVERSITIES

THE GEORGE WASHINGTON UNIVERSITY FOGGY BOTTOM CAMPUS PLAN, WASHINGTON, D.C. George Washington University's 2006-2025 Foggy Bottom Campus Plan envisioned two million square feet of new high-tech classrooms, labs, offices, residential space, support space, and other modernized University facilities through 18 potential redevelopment sites, including the demolition of the 1,482-space University Parking Garage. Ms. Milanovich was responsible for the preparation of a comprehensive transportation study in support of the University's Campus Plan. The transportation study evaluated existing and proposed traffic and parking conditions; documented existing public transportation facilities, pedestrian facilities, bicycle facilities, and loading facilities; and documented the effectiveness of the existing Transportation Management Plan. Additionally, the study evaluated the impact of the Campus Plan on over 30 intersections in and around the campus. Ms. Milanovich provided expert witness testimony at the District of Columbia Zoning Commission, which approved the Campus Plan in 2007.

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THE GEORGE WASHINGTON UNIVERSITY SQUARE 77 RESIDENCE HALL, WASHINGTON, D.C.: GW's proposed residence hall, which currently is under construction, will include 894 beds. Ms. Milanovich was responsible for the prepared a transportation assessment in support of the project. Specific project challenges included developing a plan to accommodate the loading and service needs of both the new facility and other existing uses on the square given the limited area available as a result of the infill project. The project also required an alley to be closed to accommodate the proposed redevelopment. The Zoning Commission approved the project in June 2013. The District of Columbia City Council approved the alley closing in July 2013.

THE GEORGE WASHINGTON UNIVERSITY SCIENCE AND ENGINEERING HALL, WASHINGTON, D.C. Ms. Milanovich prepared a transportation impact study in support of the University's plans to demolish the existing University Parking Garage and construct a new Science and Engineering Hall in its place. The new facility will include 376,471 SF on eight levels above-grade. Two below-grade programmed levels plus four levels of below-grade parking also are proposed. The study concluded that vehicular traffic to and from the site will be reduced by approximately 75 percent as a result of the redevelopment. Ms. Milanovich worked with the University, the project architects, and DDOT to develop a loading design and truck management plan for the proposed Science and Engineering Hall that would be sensitive to pedestrians and would minimize the impacts between vehicles and pedestrians. She provided expert witness testimony before the Zoning Commission in support of the project. The Zoning Commission approved the Second Stage PUD application in March 2011.

THE GEORGE WASHINGTON UNIVERSITY SCHOOL OF PUBLIC HEALTH AND HEALTH SERVICES, WASHINGTON, D.C. Ms. Milanovich prepared a transportation impact study in support of the University's plans to construct a new building to house the School of Public Health and Health Services. She worked with the University and the District Department of Transportation to establish a curb side loading zone in lieu of the originally proposed on-site loading berth that would require back-in maneuvers. The Zoning Commission approved the Second Stage PUD application in June 2011.

THE GEORGE WASHINGTON UNIVERSITY MOUNT VERNON CAMPUS PLAN, WASHINGTON, D.C. GW's 2010 Mount Vernon Campus Plan, which included the development of four new academic buildings and one new residential building. Ms. Milanovich was responsible for the preparation of a transportation study in support of the Campus Plan. The study evaluated the impact of the corresponding increase in faculty, staff, and students on nine intersections surrounding the campus. The study also evaluated the impact

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of converting the existing W Street driveway to pedestrian and emergency vehicle access only. Ms. Milanovich provided expert witness testimony before the Zoning Commission, which approved the Campus plan in April 2010.

GEORGETOWN UNIVERSITY CAMPUS PLAN, WASHINGTON, D.C.: Ms. Milanovich conducted a peer review of the transportation study conducted in conjunction with the University's 2011 – 2017 Campus Plan. As part of the peer review, she provided input on the proposed scope of work and methodology based on her extensive experience with other, similar projects. She then conducted a detailed peer review of the transportation study and provided expert witness testimony on technical aspects of the transportation component of the Plan at the Zoning Commission Hearing in November 2011. The Zoning Commission subsequently approved the Campus Plan. Since approval, W+A, led by Ms. Milanovich, has provided traffic engineering services for the University as it implements the Campus Plan. Ms. Milanovich currently is working with the University on rerouting the GUTS (Georgetown University Transportation System) buses to non-residential streets, as required by the Campus Plan. As part of the rerouting of busing, Ms. Milanovich is working with the University and other project team members to design a new bus turnaround on-campus, including new campus bus stops to accommodate four GUTS bus routes.

INSTITUTIONAL/CIVIC USES

WOODRIDGE LIBRARY; WASHINGTON, D.C.: DC Public Libraries proposed to raze the existing 20,602 SF library located in the Langdon neighborhood and construct a new, slightly larger, 22,926 SF library in its place. The proposed project required a parking variance. In conjunction with the requested parking variance, Ms. Milanovich was responsible for the preparation of a traffic evaluation. Parking occupancy counts were conducted on the nearby streets to determine the availability of on-street parking in the area. Data indicated a maximum of 40 percent occupancy of on-street parking spaces, leaving capacity for additional demand as a result of the redeveloped library. Utilizing count data as well as patron survey data, site specific trips were estimated for the existing library and extrapolated for the proposed library. The data revealed that the expanded library will generate fewer than 10 additional trips to the site, all of which can be managed sufficiently with the excess parking capacity in on-street parking. The project was approved by the District of Columbia BZA in July 2013.

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THE GEORGE WASHINGTON UNIVERSITY MUSEUM, WASHINGTON, D.C.:

The University currently is constructing a new museum in an infill site on their Foggy Bottom Campus. Ms. Milanovich prepared a traffic evaluation for in support of a Second Stage Planned Unit Development Application. Access to the site was a significant challenge given the configuration of the site coupled with the unique loading needs of a museum. The small infill site had frontage on only one street and was bordered on the rear by the University Yard, which is a significant pedestrian-oriented space. Additionally, the museum needed to have an internal, climate-controlled area to load/unload priceless artifacts. Ms. Milanovich prepared an extensive curb cut justification memo, which documented the need for the proposed curb cut; evaluated vehicular and pedestrian impacts; and, at the DDDOT's request; evaluated the feasibility of loading through the University Yard as an alternative. Ms. Milanovich also prepared a loading management plan, which included accommodation of school buses and seniors buses) and a curb cut monitoring plan, in consultation with DDOT, to minimize the impact of the curb cut and to ensure that it would operate as intended. The project was approved by the District of Columbia Zoning Commission in May 2012.

NATIONAL LAW ENFORCEMENT MUSEUM; WASHINGTON, D.C.: In 2000, the United States Congress and President Clinton authorized the establishment of a National Law Enforcement Museum in Washington, D.C. The Museum, which is planned to open in 2016, will be located in Judiciary Square along E Street NW between 4th and 5th Streets. A significant portion of the museum will be located below E Street, making accommodation of traffic during construction a key element of the project.

Ms. Milanovich has conducted traffic evaluations to analyze the traffic impact associated with various detour routes, which would allow for construction of the museum. Improvements necessary to accommodate rerouted traffic from partial or full closure of E Street were identified.

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