IV. CONCLUSION

The Proposed Studio House School of the Arts will not have a significant impact on the street system. Sheridan Circle is one of the smoothest operating circles in Washington, and the small number of site trips does not change the very good level of service. Off-street parking zoning requirements can be met on site. With limited use of curb spaces and use of nearby off-street parking (e.g. hotels), the school should operate smoothly, from a transportation point of view.

Therefore this application should be approved by the BZA.

_____

Everett C. Carter

Board of Zoning Adjustment
District of Columbia
CASE NO.16554
EXHIBIT NO.24A3

Appendix A

Appendix A. Traffic Counting Data on Sheridan Circle (12/9/99)

Traffic Counting: 15 min Intervals **Weather: Clear**

No.	Time	R.T from Sheridan to 23rd St.	Through on Circle	R.T from 23rd St.
1	4:30-4:45	79	187	4
2	4:45-5:00	52	221	1
3	5:00-5:15	63	236	0
4	5:15-5:30	58	237	1
5	5:30-5:45	69	280	3
6	5:45-6:00	53	227	1
7	6:00-6:15	71	242	0
Peak hour	5:15 - 6:15	251	986	5

No.	Time	R.T from R. St.	R.T. From Sheridan	Through on Circle	R.T from Mass.West
1	4:30-4:45	34	165	2	200
2	4:45-5:00	59	189	8	197
3	5:00-5:15	55	277	6	207
4	5:15-5:30	37	232	4	218
5	5:30-5:45	37	212	1	215
6	5:45-6:00	43	225	3	213
7	6:00-6:15	27	247	6	224
Peak hour	5:15 - 6:15	144	916	14	870

No.	Time	R.T from Sheridan	Through on Circle	R.T from Mass. East
1	4:30-4:45	218	12	156
2	4:45-5:00	232	6	184
3	5:00-5:15	238	6	277
4	5:15-5:30	254	2	232
5	5:30-5:45	274	8	205
6	5:45-6:00	237	3	225
7	6:00-6:15	251	4	249
Peak hour	5:15 - 6:15	1016	17	911

. Note:

1. East bound vehicle queue at the circle a few times on Mass. Ave.
2. One illegal E. B. vehicle U-turn on Mass. Ave.
3. Near accident car merging from R. St. on W. B. Mass. Ave. (5:25)
4. Near accident car merging from R. St. on W. B. Mass. Ave. (6:00)
5. Near accident car merging from R. St. on W. B. Mass. Ave. (6:15)

Existing Traffic Counting Data on Sheridan Circle (Friday, February 11, 2000)

Traffic Counting: 15 min Intervals **Weather: Clear**

No.	Time	R.T from Sheridan to 23rd St.	Through on Circle	R.T from 23rd St.
1	7:15-7:30	43	180	0
2	7:30-7:45	47	193	0
3	7:45-8:00	26	153	3
4	8:00-8:15	22	124	0
SUM (PM 1hr)	7:15-8:15	138	650	3

No.	Time	R.T from R. St.	R.T. From Sheridan	Through on Circle	R.T from Mass.West
1	7:15-7:30	32	216	21	247
2	7:30-7:45	19	181	12	220
3	7:45-8:00	21	155	16	187
4	8:00-8:15	28	187	15	138
SUM (PM 1hr)	7:15-8:15	100	739	64	792

No.	Time	R.T from Sheridan	Through on Circle	R.T from Mass. East
1	7:15-7:30	201	7	206
2	7:30-7:45	132	3	184
3	7:45-8:00	120	4	167
4	8:00-8:15	164	1	206
SUM (PM 1hr)	7:15-8:15	617	15	763

Appendix B

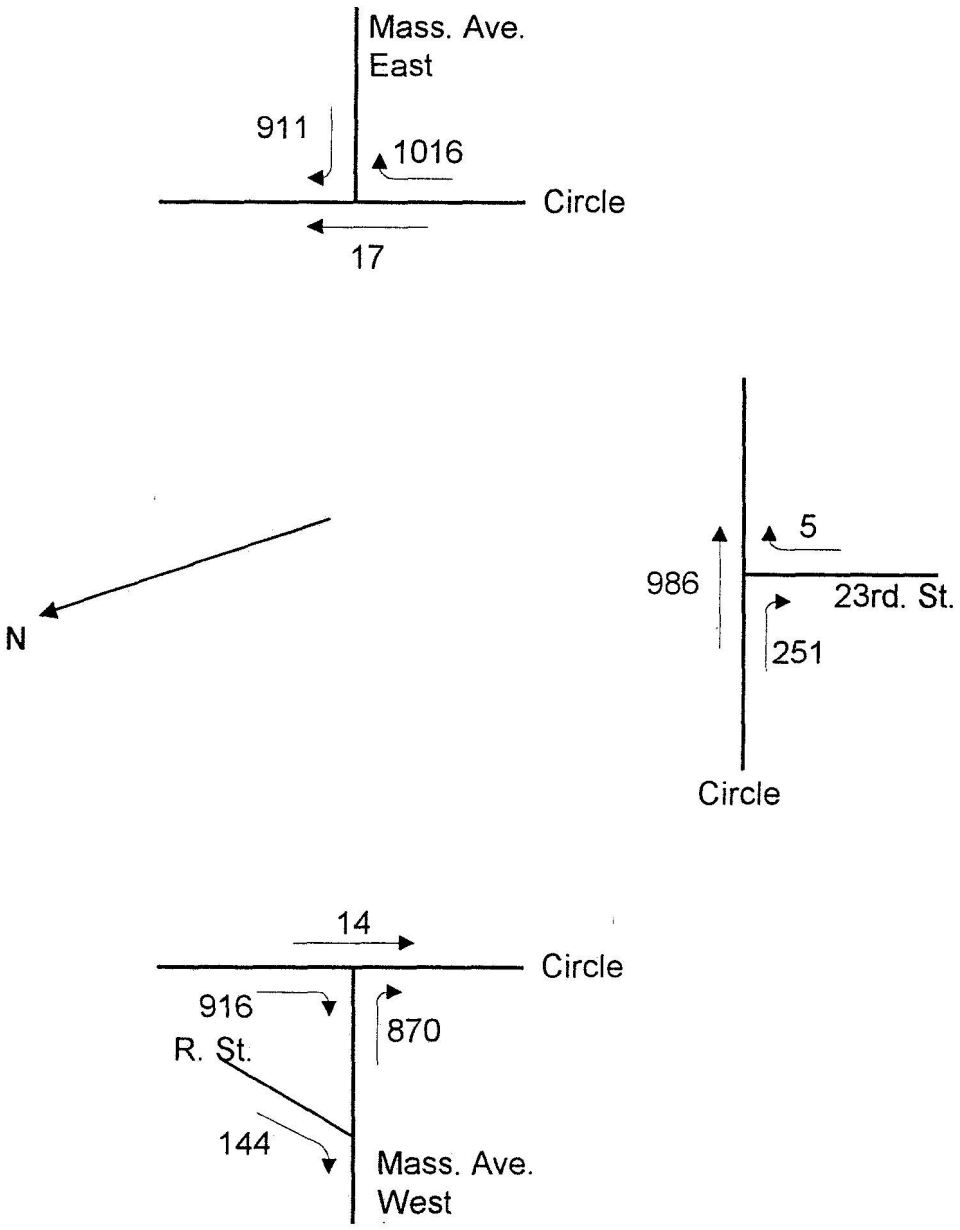


Exhibit 2. Vehicle Turning Movements at Sheridan Circle, 1999, PM Pear Hr.

Critical Lane Volume (CLV) Analysis : Current Traffic

❑ Mass. Ave. East

- Right turn from Mess. Ave. East (2 lane)

  911*0.53 = 483

- Through on Circle (2lane) & R.T. from Sheridan (shared lane)

  (17 + 1016) * 0.53 = 547

- Sum of Critical Lane Volume = 1030
- LOS = B

❑ 23rd Street

- Through on Circle (2 lane) & R.T. from Sheridan (1lane)

  (986 + 251) *0.53 = 656

- Right turn from 23rd St. (1 1ane)

  5 * 1.0 = 5

- Sum of Critical Lane Volume = 661
- LOS = A

❑ Mass. Ave. West

- Through on Circle (2 lane) & R.T. from Sheridan (1 lane)

  (14 + 916) *0.53 = 493

- Right turn from Mass. Ave. West (2 1ane)

  870 * 0.53 = 461

- Sum of Critical Lane Volume = 954
- LOS = A

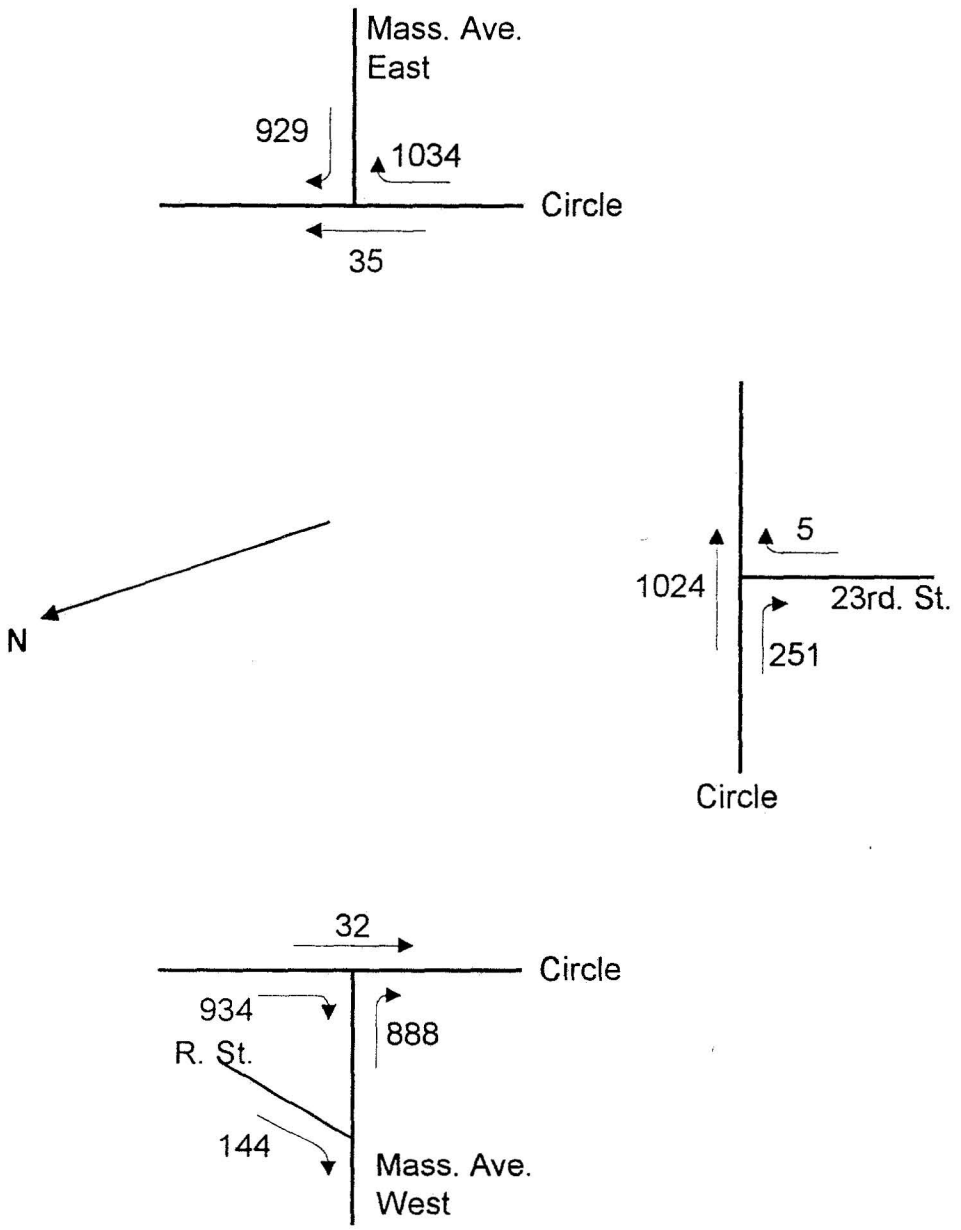


Exhibit 4. Vehicle Turning Movements at Sheridan Circle – Total Traffic PM Peak Hour

Critical Lane Volume (CLV) Analysis : Total Traffic

❑ Mass. Ave. East

- Right turn from Mass. Ave. East (2 lane)

  929*0.53 = 492

- Through on Circle (2lane) & R.T. from Sheridan (shared lane)

  (35 + 1034) * 0.53 = 567

- Sum of Critical Lane Volume = 1059
- LOS = B

❑ 23rd Street

- Through on Circle (2 lane) & R.T. from Sheridan (1lane)

  (1024 + 251) *0.53 = 676

- Right turn from 23rd St. (1 lane)

  5 * 1.0 = 5

- Sum of Critical Lane Volume = 681
- LOS = A

❑ Mass. Ave. West

- Through on Circle (2 lane) & R.T. from Sheridan (1 lane)

  (32 + 934) *0.53 = 511

- Right turn from Mass. Ave. West (2 lane)

  888 * 0.53 = 471

- Sum of Critical Lane Volume = 982
- LOS = A

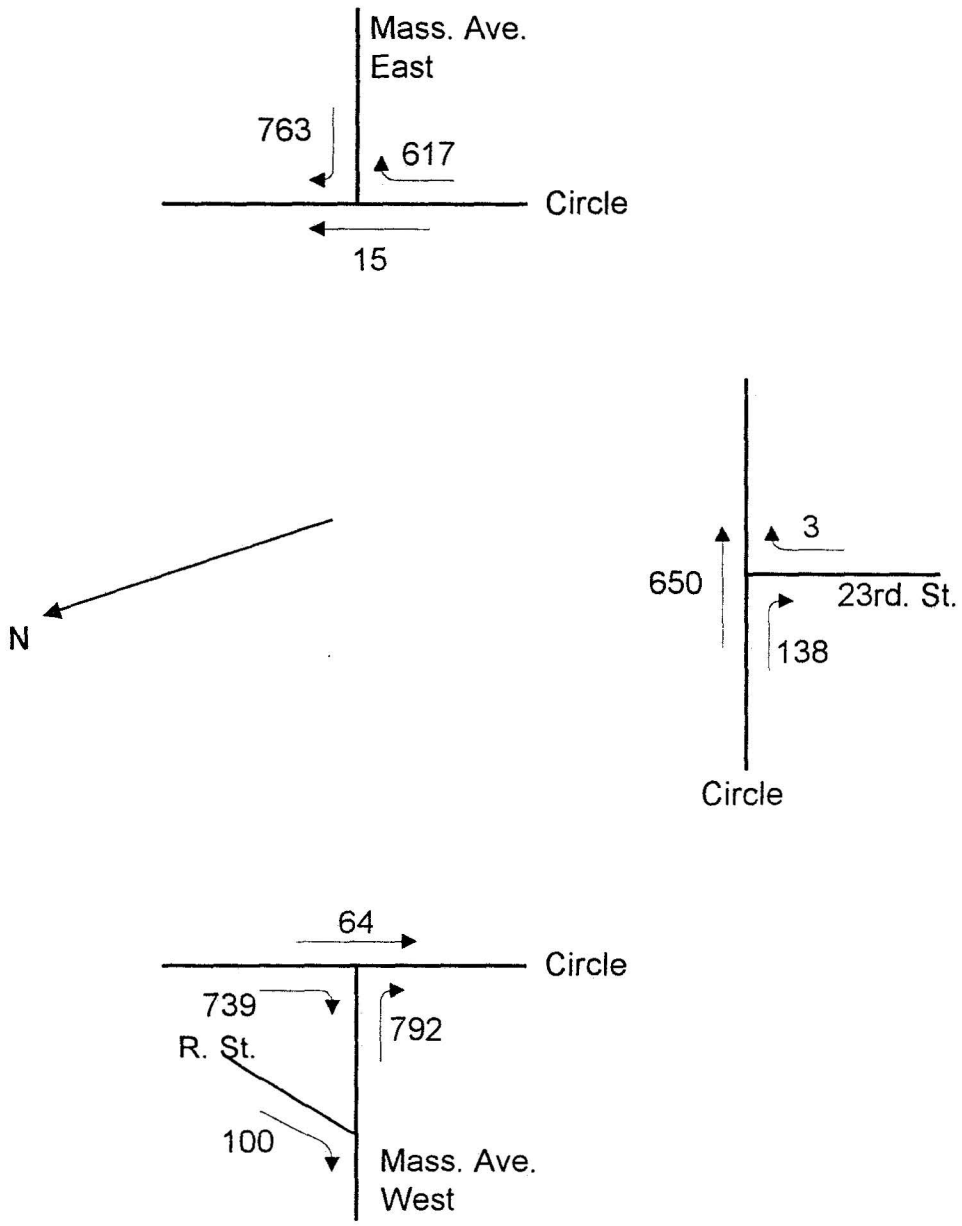


Exhibit 5. Friday Evening Vehicle Turning Movements at Sheridan Circle
(7:15 PM - 8:15 PM, 2/11/2000)

CLV Analysis : Current Traffic on Friday, 2/11/2000 (7:15 pm - 8:15 pm)

❑ Mass. Ave. East

- Right turn from Mess. Ave. East (2 lane)

  763*0.53 = 404

- Through on Circle (2lane) & R.T. from Sheridan (shared lane)

  (15 + 617) * 0.53 = 335

- Sum of Critical Lane Volume = 739
- LOS = A

❑ 23rd Street

- Through on Circle (2 lane) & R.T. from Sheridan (1lane)

  (650 + 138) *0.53 = 418

- Right turn from 23rd St. (1 lane)

  1 * 1.0 = 3

- Sum of Critical Lane Volume = 421
- LOS = A

❑ Mass. Ave. West

- Through on Circle (2 lane) & R.T. from Sheridan (1 lane)

  (10 + 739) *0.53 = 397

- Right turn from Mass. Ave. West (2 lane)

  792 * 0.53 = 420

- Sum of Critical Lane Volume = 817
- LOS = A

Lane Utilization Factors:

Lane Group Movement	No. of Lanes in Lane Group	Traffic in most Heavily Traveled Lane
Through or Shared	1	1.00
	2	0.53
	3	0.37

LOS vs. CLV

Level of Service (LOS)	Critical Lane Volume (CLV)	Level of Service, Interrupted Flow Description
A	≤ 1,000	Free Flow, turns easily made, excess green time on all phases
B	1,150	Stable flow, more platooning of vehicles, less than 10% of the cycles loaded
C	1300	Stable Flow, less than 30% of the cycles loaded
D	1450	Approaching unstable flow, less than 70% of the cycles loaded, some drivers must wait through one cycle
E	1,600	Less than 90% of the cycles loaded, motorists frequently wait through one cycle
F	> 1,600	Forced flow. 100% of motorists wait through one or more cycles

Appendix C

PARKING USAGE SUTY IN VICINITY
OF
STUDIO HOUSE SCHOOL OF THE ARTS

VACANT SPACES – 7 to 8:15 PM, Friday, February 11, 2000

Block(s)	Tour Number – Vacant Spaces			
	1	2	3	4
22nd - S. St. to Fla. Ave.	2	3	1	2
23rd - Cal. St. to S. St.	3	4	3	3
24th - S St. to Cal. St.	8	8	9	8
Decatur – Mass. Ave. to 22nd.St.	4	6	3	6
R St. – Fla. Ave. to Mass. Ave.	2	2	2	2
S St. – 24th to 22nd St.	4	6	6	5
Bancroft – 24th St. to 23rd St.	6	4	5	6
Mass. Ave. – 24th to Circle	4	4	3	4
Total	33	37	32	36



THE WESTIN FAIRFAX
WASHINGTON, D.C.

Mr. James Edmonds
Barney House Studios
2306 Massachusetts Avenue, NW
Washington, DC 20008

Dear Mr. Edmonds:

Thank you for your request of parking spaces here at the Westin Fairfax. We would be more than happy to provide you with ten parking spaces at our normal rate of fifteen dollars per vehicle ($15) on each of the days you require parking (Friday evenings and Sunday afternoons).

A written request would be appreciated in advance of any functions that may require additional parking spaces above the ten already agreed upon.

Sincerely,

Edward Munz
Chef Concierge

2100 Massachusetts Ave. NW, Washington, D.C. 20008
Telephone: (202) 293-2100 Fax: (202) 466-9867 Internet: http://www.westin.com From the U.S. or Canada, call your travel agent, or 1-800-WESTIN-1

CORNISH F. HITCHCOCK
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11 February 2000

Mr. Brian Stafford
Director, Washington Field Office
United States Secret Service
950 H Street, N.W.
Washington, D.C. 20001

BY HAND

Re: D.C. Board of Zoning Adjustment Application No. 16554

Dear Director Stafford:

I am writing to advise you about the pendency of an application before the District of Columbia Board of Zoning Adjustment that may be of interest to the Secret Service.

I represent James H. Edmonds and Julie P. Edmonds, who recently purchased the Alice Pike Barney Studio House at 2306 Massachusetts Avenue, N.W., which is two doors from the Embassy of Turkey on Sheridan Circle.

The Edmondses are asking the BZA for special exception approval to operate a school for music and art on the premises. This use would be in addition to their use of the top two floors as their family residence. Such a mixed use is consistent with the purposes for which Studio House was built nearly 100 years ago, and Mrs. Barney used the House as her residence and as a center for the visual and performing arts during the early decades of the 20th century. Mrs. Barney's daughters donated Studio House to the Smithsonian Institution in 1960, and the Smithsonian sold the property to the Edmondses in 1999.

At a meeting of the Advisory Neighborhood Commission earlier this week, the Edmondses were asked whether they had contacted the Secret Service about their proposal to use Studio House as a school. They were advised that the Secret Service provides protective services near the Turkish Embassy and that vehicles are stationed near the Embassy during various times of the day. The question, as they understand it, is whether their proposal to use Studio House as a school in the manner described in their application would pose any concern to the Secret Service. More specifically, would the increased traffic, which would include parents dropping off and picking up children from lessons, raise any issues to you?

For your convenience, I enclose a copy of the application. It includes a report from the Edmondses' transportation expert (Exhibit 8), who concludes that the proposed Studio House "will not have a significant impact on the street system" and that the number of site trips being proposed would "not change the very good level of service." You will note also that the Edmondses are proposing to retain a security guard/parking attendant, whose job will include escorting children to and from their cars, thus obviating the need for parents to park and reducing the time that cars would be present at the site (Exhibit 3, pp. 16-17).

If your office does have any concerns or questions, please do not hesitate to call me, as the Edmondses would be pleased to discuss any issues with you at your convenience. For your information, the BZA has scheduled a hearing on this application at 1 P.M. on Wednesday, 1 March 2000, which would be the deadline for any written comments.

Thank you for your consideration of these matters.

Very truly yours,

Cornish F. Hitchcock

FILLMORE ARTS CENTER

CERTIFICATE OF APPRECIATION

Presented to

Jim Edmonds

and

Foxes Music Company

for personal and professional support and commitment
to the musical development of students at Fillmore Arts Center.
Jim's belief in the ability of all young people to learn through the arts
has enhanced the lives of countless Fillmore students.

Patricia Mitchell
Principal, Fillmore Arts Center

Karen Egbert
President, Friends of Fillmore



George H.F. Oberlander, AICP

Over forty years of extensive, comprehensive urban-regional planning Administration at the city, regional and Federal government level. The last thirty-one years with the National Capital Planning Commission (NCPC), Washington, D.C., making planning policy recommendations, supervising and directing staff.

Special Expertise In:

- Zoning, development, environment and comprehensive planning
- Foreign mission and International organization matters
- Capital programming
- Intergovernmental relations - community participation

Education

Master of Science in Planning and Housing, Columbia University, 1955
Bachelor of Arts, New York University, 1952
Executive Leadership & Management Course, Federal Executive Institute, 1981
Executive Program for Agency Heads, New York University, 1964

Experience

Sept. 30, 1996 Retired NCPC

1995-1996	Director, Planning Review and Implementation, NCPC
1990-1995	Director, Technical Planning Services, NCPC
1979-1990	Associate Executive Director, D.C. Affairs, NCPC
1975-1979	Director, Federal Review, NCPC
1968-1980	Lecturer, School of Architecture & Planning, The Catholic University of America
1966-1975	Director, Long Range Planning and Regional Affairs, NCPC
1965-1966	Director, National Capital Regional Planning Council, Washington, D.C.
1958-1965	City Planning Officer (Director), City of Newark, New Jersey
1957-1958	Principal/Senior Planner, Central Planning Board, Newark, New Jersey
1956-1957	Resident Planner, George M. Raymond Associates, White Plains, New York
1954-1956	Assistant Planner, Earl Morrow Associates, Ridgewood, New Jersey
1955	William Kinne Fellows Memorial Fellowship, School of Architecture, Columbia University

Professional Affiliations

American Planning Association, American Institute of Certified Planner 1964-
President, National Capital Area Chapter, 1970-1972
Landscape Architectural Accreditation Board, The American Society of Landscape Architects, 1978-1981
Council on Education, ASLA, 1981-1984
Member, Site Visit Team, Planning Accreditation Board, American Institute of Certified Planners, 1988
Board of Directors, United Planning Organization, Washington, D.C., 1967-1979
International Fraternity of Lambda Alpha 1974-Present,
Treasurer, George Washington Chapter, 1978-1982;
President, George Washington Chapter 1982-1984
National Association of Housing and Redevelopment Officials
Metropolitan Committee on Planning, New York, New York
Executive Committee, Council of Social Agencies of Newark, Irvington and West Hudson, New Jersey
Newark Junior Chamber of Commerce, New Jersey
New Jersey State Board of Professional Planners, License Number 6

March 13, 1998

Everett C. Carter

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10509 Unity Lane
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(301) 762-0176

EDUCATION

B.S.C.E. Virginia Polytechnic Institute, 1958
M.E. (Transportation), University of California, Berkeley, 1959
Ph.D. (Transportation), Northwestern University, 1969

ACADEMIC EXPERIENCE

University of Maryland:
Professor, Department of Civil Engineering, 1972 to present; Associate Professor 1970-1972;
Chairman, Department of Civil Engineering 1973-1977;
Director, Transportation Studies Center, 1975 to 1985; 1988 to present

West Virginia University:
Associate Professor 1969 and 1970; Assistant Professor 1963-1969

Northwestern University:
Teaching Assistant 1961-1962

COURSES TAUGHT

Regional Transportation Planning, Urban Transportation Planning, Urban Problems, Transportation Engineering, Transportation Economics and Administration, Highway Laws, Traffic Engineering Characteristics and Operations, Highway Engineering, Airport Planning and Design, Civil Engineering Planning, Geometric Design of Highways.

PROFESSIONAL SOCIETIES AND HONORS

American Society of Civil Engineers, Transportation Research Board, Institute of Transportation Engineers, American Public Works Association, Sigma Xi, Chi Epsilon, Tau Beta Pi, Phi Kappa Phi, American Road and Transportation Builders Association, American Society for Engineering Education, County Engineers Association of Maryland.

PROFESSIONAL EXPERIENCE

Consultant on Traffic Impact Studies for various citizen groups and developers, 1980 - present.

Consultant to several local governments, several development companies and to FHWA, 1985 - present.

Consultant, Comsis Corporation, Work Zone Accident Data Process, FHWA 1983-84, Consultant, KELLERCO, Inc., (1) Trip Generation Factors, FHWA 1984-85; (2) Traffic Impact Analyses - several developers 1983-84.

Consultant, AMAF Industries, Inc. (1) Removal of Multiway Stop Signs With Minimum Hazard, FHWA 1982-83; (2) High Speed Water Transit, UMTA, 1983-84; (3) Safety Aspects of Textured Shoulder Treatments, FHWA, 1983-85; (4) Motorist Diversion Synthesis, FHWA, 1984-85.

Consultant, Wagner-McGee, Vehicle Characteristics Related to Highway Design, FHWA, 1982.

Consultant, CounselTrans, Inc., Passenger Car Equivalencies for Cost Allocation, FHWA, 1980-1981; Several accident investigations, design reviews, and traffic impact studies, 1981-1983.

Consultant, System Design Concepts, Inc., Transportation Energy Contingency Planning for N.Y. State DOT, 1980.

Consultant, Moore & Johnson, Transportation Impacts of State Multi-Service Centers, 1979-1980.

Consultant, North Central Texas COG, Energy Alternatives Analysis for Dallas North Central Corridor, 1979.

Consultant, RK&K, Cost Effectiveness Analysis of Route I-83, Interstate Division, Baltimore, 1978.

Consultant, KLD Associates, Signing and Informational Needs of Motorists, 1977- 78; Economic Benefits of Roadside Safety Rest Areas, 1986-1988.

Consultant, R.J. Hansen Associates, 1976 to 1979 for NCHRP Study of Truck Size, Weight and Speed Regulations, and FHWA Study of Heavy Truck Corridors.

Consultant, Office of the Secretary, U.S. Department of Transportation 1976 (for a Study of Airport Terminals).

Consultant, Agency for International Development, 1973-74 (for Environmental Study of Irrigation and Highway Project in Jordan).

Consultant, Curtis C. Harris Associates, 1973-74 (for Regional Economic Input- Output Model Development).

Consultant, Office of the Secretary, U.S. Department of Transportation 1971-72 (for the Airport and Airways Cost Allocation Study).
Associated Consultant, Roy Jorgensen Associates, 1971-74 (for Transportation Planning).
Consultant to various attorneys/clients on traffic accidents - 1982-present

Traffic Planning Analyst, Chicago Area Transportation Study, part-time basis, 1961, 63 and 64.
County Traffic Engineer, DeKalb County, Georgia (part of Atlanta Metropolitan Area), February to September, 1960.
Traffic Engineer, Engineering Economics Section, Virginia Department of Highways, 1959-60.
Civil Engineer, Traffic Engineering Department, California Division of Highways, summer 1958.

PUBLICATIONS

"A Model for the Allocation of Funds for Capacity Improvements of Urban Highway Systems," Highway Research Board, *Research Record 20*, (with Joseph R. Stowers), 1963, pp. 84-102.

"Relationship of Transportation to the Underdevelopment of Appalachia," Proceedings of the Fifth World Meeting of the International Road Federation, London, England, September 1966, 28 pp.

"Simplified Techniques for Developing Transportation Plans-Trip Generation in Small Urban Areas," Highway Research Board, *Research Record 240*, Washington, D.C., (with Wilbur Jefferies), 1968, pp. 66-87.

"Feasibility Study of V/STOL Air Transportation in the Appalachian Region: A Conceptual Framework and Example Analysis," Ph.D. Dissertation, Northwestern University, 1969, 284 pp.

"Commercial Air Trip Generation in West Virginia," *Journal* of the Transportation Engineering Division, American Society of Civil Engineers (with C. R. Keller), May 1970, pp. 185-200.

"Statewide or Regional Transportation Planning: State-of-the Art," (with F.J. Wegmann) Proceedings, 6th World Meeting of the International Road Federation, Montreal, Canada, October 1970.

"The Emerging Statewide Transportation Planning Process," (with F.J. Wegmann), *Traffic Quarterly*, July 1971, pp. 365-390

"Testing an Emergency and Regional Medical Helicopter Transport System," (with F.J. Wegmann and R.F. Jordan) Highway Research Board, *Research Record 358*, 1972, pp. 46-48.

"Statewide Transportation Planning - A Current Review," (with F.J. Wegmann) presented at the ASCE National Transportation Meeting, Milwaukee, July 1972, ASCE, *Transportation Engineering Journal*, May 1973, pp. 323-338.

"Incorporating Environmental Impacts in the Transportation System Evaluation Process," (with L.E. Haefner and J.W. Hall) January 1973, *Research Record 467*, 1973, pp. 1-13.

"Discussion of "Searching for the Best Location of Service Facilities Along the Freeway," (by We-Min Chow and Adolph D. May), presented at the Annual National Meeting of the Highway Research Board, January 1973, *Research Record 450*, 1973, pp. 31-33.

"U.S. Experience in Deployment and Planning of Alternative Emergency Medical Care Delivery System," (with F.J. Wegmann) Proceedings, 7th World Meeting of the International Road Federation, October 1973, (Munich, Germany).

"Cost Effectiveness of Traffic Accident Countermeasures," *Compendium of Technical Papers*, 43rd Annual Meeting, Institute of Traffic Engineers, 1973, pp. 396-399.

"Transportation Planning for Colleges and Universities," *Traffic Engineering*, August 1974, pp. 38-43.

"Discussion of Resource paper on Systems Planning and Programming Methodology -Freight Movement," Transportation Research Board *Special Report 146*, Issues in Statewide Transportation Planning, pp. 178-181, 1974.

"Transportation and the Action Plan," *Compendium of Technical Papers*, 44th Annual Meeting, Institute of Traffic Engineers, 1974, pp. 12-16.

"Traffic Analysis for Airport Asphaltic Pavements," (with J.W. Hall, W.A. Wild and M.W. Witczak), ASCE, *Transportation Engineering Journal*, November 1974, pp. 873-888.

"Transportation Planning for Elementary and Secondary Schools," *Better Schools*, September-October 1974, pp. 13-14.

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"Mathematical Evaluation of Traffic Control Alternatives for Restricted Facilities," (with R.C. Loutzenheiser and E.A. Gonzalez) Transportation Research Board, Research Record 533, 1975, pp. 97-109.

"Managing the Transportation System," 82nd Annual Conference of the International Municipal Signal Association, Baltimore, Maryland, August 1977, *Municipal Engineer*, December 1977.

Introduction to Transportation Engineering, Prentice-Hall, 1978, 260 pp. (with W.S. Homburger).

"High Hazard Location Identification in the Baltimore County Road rating Project," Transportation Research Board, *Research Record 753*, 1980 (with D.L. Renshaw).

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"Transportation Planning: Developing vs. Developed Countries," *Proceedings*, 2nd Pan American Congress on Traffic and Transportation Engineering, Popayan, Columbia, November 1982, 17 pages.

"The Changing Roles of Transit and Auto Use in a World Awakened to Energy Limitations," *Proceedings*, 2nd Pan American Congress on Traffic and Transportation Engineering, Popayan, Columbia, November 1982, 26 pages.

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"Multi-Way Stop Signs -- Have We Gone Too Far?," (with H.S. Chadda), Institute of Transportation Engineers, *ITE Journal*, May 1983, pp. 19-21.

"Curbing Traffic Sign Vandalism," (with H.S. Chadda), *Public Works*, November 1983, pp. 46-49.

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"The Changing Role of Multi-way Stop Control," (with H.S. Chadda), *ITE Compendium of Technical Papers*, Annual Meeting, London, England, August 1983.

"A Comparison of Transportation Planning in Developing and Developed Countries," (with H.S. Chadda and P.M. Schonfeld), *Transportation Quarterly*, January 1984, pp. 69-85.

"Sign Vandalism: Pranksters are Playing a Deadly Joke on Motorists," (with H.S. Chadda), National Safety Council, *Traffic Safety*, March/April 1984, pp. 7-9.

"The Safety, Operational and Cost Impacts of Pedestrian Indications at Signalized Intersections," (with H.D. Robertson), Transportation Research Board, *Research Record 959*, 1984, pp.1-7.

"Multi-Way Stop Sign Removal Procedures," (with C.M. Ligon and H. McGee), accepted for presentation and publication by Transportation Research Board, *Research Record 1010*, 1985, pp. 45-53.

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"TSM Strategies for Medium Sized Cities," (with P.M. Schonfeld), *Proceedings*, International Symposium on Urban Transportation, Taipei, Republic of China, November, 1986.

"Some Suggested Solutions to Downtown Parking Problems," (with C.S. Chen), *Proceedings*, International Symposium on Urban Transportation, Taipei, Republic of China, November, 1986.

"Criteria for Pedestrian Overpasses and Underpasses," (with H.S. Chadda & P.M. Schonfeld), Institute of Transportation Engineers, *Compendium of Technical Papers*, Annual Meeting, New York, August 1987.

"Port Access Routing Program," (with K.J. Hausman) Institute of Transportation Engineers, *Compendium of Technical Papers*, Annual Meeting, Vancouver, British Columbia, September, 1988.

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"Traffic Sign Maintenance and Management" (with F.I. Awadallah), *Proceedings*, 3rd IRF Middle East Regional Meeting, February 1988.

"Statistical Applications to Accident Analyses", Proceedings of the International Forum on Traffic Safety, Rio de Janeiro, Brazil, June 26-29, 1988.

"Safety Belt Use and Highway Safety," *Proceedings* of the VI Pan American Conference on Traffic and Transportation, July 1990, Popayan, Columbia.

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"Evaluation of Capital-ITS Cellular BasedSurveillance System," (with P. Mink and A. J. Nedzesky) *Infrastructure Journal,* Summer 1997, Vol. 2, No. 4, pp. 4-10.

"A Simulation Model for Analyzing SPUDI withActuated Signals," (with Yousef Shafahi, Ali Haghani, K. N. Vijauagopala Gipta), ASCE Transportation Engineering Journal, 1998

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"Approach Capacity of Arterial Street Intersections," presented at the National Meeting of Highway Research Board, January 1962, Washington, D.C.

"Avenues of Research on Traffic Control Devices," presented to the Institute of Traffic Engineers, March 1966, Baltimore, Maryland.

"The Utilization of Research Results," presented at the Annual National Meeting of the Institute of Traffic Engineers, September 1967, St. Louis, Missouri.

"Establishing Criteria for Speed Limits in School Zones,"(with R. Jain) presented at the National Meeting of the Highway Research Board, January 1968.

"Innovation in Transportation - The Application of V/STOL in the Appalachian Region," presented to the North-Central Conference of the American Society of Civil Engineers Meeting, April 1969, Akron, Ohio.

"V/STOL as Part of the Transportation System in West Virginia," presented at the West Virginia Highway Engineering Conference sponsored by the American Road Builders Association, Montgomery, West Virginia, April 1969.

"Emerging Analysis Issues in Statewide Transportation Studies," (with L.E. Haefner and R.D. Johnson) October 1971, 12th Annual Meeting of the Transportation Research Forum, Philadelphia.

"Synthesis of Transportation System Evaluation Techniques into an Operational Framework," (with L.E. Haefner and J.W. Hall) presented at the 41st ORSA meeting, April 1972.

"Resource Requirements for Highway Construction and Maintenance," presented at the 1974 IRF Regional Meeting, Budapest, Hungary, September 22-27, 1974.

"Transportation Planning for College and Universities," Response to the Technical Council Committee Award, 44th Annual Meeting, Institute of Traffic Engineers, Detroit, September 16, 1974.

"Campus Transportation Planning: Principles and Recent Experience on One Campus," presented at the National ORSA meeting, November 1976.

"The Airport Terminal Interface: Institutional Arrangements," (with T.E. Mulinazzi) presented at the Transportation Research Board, January 1977.

"Urban Congestion: Unused Capacity to Meet Travel Demand," presented at National Workshop, Strategies to Alleviate Traffic Congestion, ITE, San Diego, CA, March 9-11, 1987.

"Intervention Analysis for the Impacts of the 65 mph Speed Limit on Interstate Highway Fatalities," (with G.L. Chang and C.H. Chen), presented at the Annual Meeting of the Transportation Research Board, January 1991.

"Mandatory Safety Belt Law and Highway Safety in Maryland" (with P.M. Schonfeld), presented at the January 1990 TRB Annual Meeting.

"Priority Programming for Road Systems," presented to the South African Institute of Civil Engineers, Capetown Branch, July 4, 1979; Pretoria Branch, July 17, 1979.

"Engineering Education in the 1980's," presented to the County Engineers Association of Maryland, May, 1981.

REPORTS AND LIMITED DISTRIBUTION PUBLICATIONS

"A Study of Traffic Flow at Arterial Street Intersections," Chicago Area Transportation Study, 1963, 39 pp.

"The Relationship of Highway Planning to Right of Way Procedures," presented to the American Right of Way Association Meeting, February 1965, Morgantown, West Virginia.

"A Pilot Study to Investigate the Relationship between Land Development and Transportation Patterns," prepared for the Planning and Research Division, West Virginia Department of Commerce, (with O.K. Mabry), 1966, 68 pp.

"West Virginia Secondary Road Maintenance Responsibility: A Preliminary Study," prepared for the Planning and Research Division, West Virginia Department of Commerce (with R.G. Corder) 1966, 135 pp.

"The Impact of the Highway Beautification Act of 1965 on the Outdoor Advertising Industry in West Virginia," Final Report to the State Road Commission of West Virginia, Engineering Experiment Station, West Virginia University, (with W.W. Lyon, Jr. and J.H. Suttle) 1967, 127 pp.

"Establishing Criteria for Speed Limits in School Zones," Final Report to the State Road Commission of West Virginia, Engineering Experiment Station, West Virginia University (with R.P. Jain), 1967, 126 pp.

"What is Meant by the Word Transportation?" Community Resource Development, West Virginia Center for Appalachian Studies and Development, Morgantown, Issue No. 31, October 1968, pp. 1-7.

"Transportation in West Virginia," Treasures of the Trail, January, February and March 1969. "Transportation," pp. 6-9 "Modern Highway Construction -- What is Involved?", pp. 10-12; "Bond Financing," p. 27. Appalachian Center, West Virginia University.

"Trade-Offs of the Application of V/STOL to Naval Carrier Operations", Project THEMIS, Office of Naval Research for Aeronautics, NR 215-163, August 1969 (classified).

"Comparison of maintenance Policies for V/STOL Aircraft Aboard Smaller Naval Vessels," Project THEMIS, ONR, October 1969 (classified).

"The Feasibility of a Helicopter System for Emergency and Regular Medical Service: A Pilot Study of a Sub-Region of West Virginia," West Virginia University, Civil Engineering Technical Report, January 1970.

"Techniques for Evaluating Factors Relevant to Decision Making on Highway Locations," an informational report (with L.E. Haefner and J.W. Hall), for the Federal Highway Administration, December 1972.

"Literature References on Techniques for the Evaluation of Factors Relevant to Decision Making on Highway Location," (with L.E. Haefner and J.W. Hall) for the Federal Highway Administration, January 1972.

"Study of Traffic Flow on a Restricted Facility, Interim Report, Phase I," (with S.P. Palaniswamy), Department of Civil Engineering, University of Maryland for Maryland State Highway Administration, June 1973.

"A Parking and Traffic Study for College Park," (with J.W. Hall and J.E. Kennedy) for the City of College Park, Maryland, February 1974.

"Traffic Flow on a Restricted Facility, Interim Report, Phase II, Summary (with R.C. Loutzenheiser and S.P. Palaniswamy), Department of Civil Engineering, University of Maryland for the Maryland State Highway Administration, June 1974.

"Traffic Flow on a Restricted Facility, Interim Report, Phase II, Report II-3, Pretimed Signal Control System for a Vehicular Tunnel," (with S.A. Smith and R.C. Loutzenheiser), Department of Civil Engineering for the Maryland State Highway Administration, June 1974.
"Traffic Flow on Restricted Facilities, Phase III-Summary" (with R.C. Loutzenheiser), December 1976.

"Study of Statewide Traffic Volume Counting Systems for Maryland and West Virginia: Final Report and Appendices," 1977 (with T.E. Mulinazzi).

"Traffic Flow on Restricted Facilities, Final Project Report" (with R.C. Loutzenheiser), January 1977.

"Comprehensive Transportation Study for the College Park Campus, Executive Summary," for Board of Regents, 1977.

"Analysis of the Impacts of Future Fuel Shortage Scenarios," (with R. Bixby, A. Reno, T. Corsi and P. Schonfeld), Preliminary Research Report 194, New York State Department of Transportation, 1981.

"Analysis of Actions Appropriate for Transportation Energy Contingencies," (with R. Bixby, A. Reno, T. Corsi, P. Schonfeld and M. Hess) Preliminary Research Report 195, New York State Department of Transportation, 1981.

"Impact Assessment of Alternative Selective Traffic Enforcement Activities," for the Maryland State Police, July, 1983.

"Revenue Allocation Process for Metro-Bus," for Washington Metropolitan Area Transit Authority, 1983.

"Reevaluation of Traffic Control at Non-Signalized Intersections," for Maryland State Highway Administration, 1984.

"Removal of Multiway Stop Signs with Minimum Hazard," two volumes, (with C.M. Ligon and H. McGee) for Federal Highway Administration, 1984.

"A Qualitative Analysis of Ferry Operations and Competing Modes," (with R.D. Johnson and D. Joost) for Urban Mass Transportation Administration, 1984.

"Effects of Shoulder Textured Treatments on Safety," (with C.M. Ligon and D. Joost) Federal Highway Administration (FHWA/RD-85/027) 1985.

"Shoulder Surface Treatment and Use," (with X. Fang & P.M. Schonfeld) Maryland State Highway Administration, 1988.

"Effectiveness of Word and Symbol Pavement Markings," (with H.M. Chiu & P.M. Schonfeld), Maryland State Highway Administration, 1988.

"Guidelines for Effective Use of Delineation," (with R. Trivedi & P.M. Schonfeld), Maryland State Highway Administration, 1988.

"Flashing Operations of Traffic Signals," (with K.T. Lee), Maryland State Highway Administration, 1988.

"Warrants for Firehouse Signals," (with M. Dia & P.M. Schonfeld), Maryland State Highway Administration, 1988.

"Intersections and Driveways Near Freeway Ramps," (with H.M. Chiu & P.M. Schonfeld), Maryland State Highway Administration, 1988.

"Service Levels for Different Interchange Configurations," (with M. Dia & P.M. Schonfeld), Maryland State Highway Administration, 1989.

"Increasing Intersection Capacity with Additional Through Lanes," (with M. Dia & P.M. Schonfeld), Maryland State Highway Administration, 1989.

"Removal of Non-Applicable Pavement Markings in Work Zones," (with P. Pisano & P.M. Schonfeld), Maryland State Highway Administration, 1989.

"Traffic Response to Variable Message Signs," (with S. Sirisoponsilp & P.M. Schonfeld), Maryland State Highway Administration, 1989.

"Offset T Intersections," (with S.K. Chang and P.M. Schonfeld), Maryland State Highway Administration, 1989.

"Safety Impacts of the 65-MPH Speed Limit on Interstate Highways," (with G.L. Chang and C.H. Chen), AAA Foundation for Traffic Safety, 1991.

"Training Needs for Highway Construction Personnel," Final Report on Project 20-25 to NCHRP, Transportation Research Board, 1991.

"Defining the Traffic Impact Area for New Development," for MDSHA, 1992.

"Operation of Urban Diamond Interchanges," MDSHA, 1993 - 1996.

Editor, *Proceedings* of IVHS Workshop, San Diego, Dec. 1-3, 1993, "Will IVHS Transform Systems Effectiveness?"

"Intervention analysis for the Impacts of the 65mph Speed Limit on Rural Interstate Highway Fatalities," (with G.L. Chang and C.H.Chen) *Journal of Safety Research,* 1993, Vol. 24, pp. 33-53.

"Professional Development of Maintenance Engineers and Managers," (with M.E. Shaw and J.E. Galmony), Transportation Research Board, NCHRP Report 360, 1994, p. 52.

PRESENTATIONS/LECTURES

"Introduction to Transportation Engineering," Short Course presented for the South African Road Federation, July 2-6, Capetown University; July 9-13, University of Pretoria.

"Freeway Planning, Design Operations and Management," Two-day Lecture, UNDP, Beijing, China, January 1990.

"Advanced Technology and Freeway Incident Management," UNDP, Beijing, China, August 13-17, 1991.

COMMITTEES

Professional Committees include:

Institute of Transportation Engineers:

Trip Generation Committee, 1963-1965;
Student Chapter Committee, 1964-1972; Chairman, 12/66-1/69.
Philosophy of Signs Committee, Chairman 1966-1969;
Transportation Planning for College and Universities; Chairman 1969-74;
Equal Opportunities Committee, 1972 to 1977;
Fellowship Awards Committee, Chairman, 1974;
Research Committee, 1974;

University-Professional Interaction Committee, Chairman 1974-1976;
Chairman, Forecasting and Inventory Division, Dept. 6 (Transportation Planning), Technical Council, 1974-1977; Assistant Head, Dept. 6; 1978-1980, Head, Dept. 6, 1980-1983.
Expert Witness Council, 1986 to present, Board of Directors, 1987-1989
Safety Coordinating Committee, 1988 - 1996
Tort Liability Feedback Committee 1989 - 1995
Brochure on Traffic Impacts for Public Officials, Chairman, 1988-1989
Left Turn Lane Storage length Design Criteria, 1987-1989
Safety Council, 1992-Present; Secretary 1994
Traffic Safety Toolbox Review Committee, Chairman, 1998-1999

Transportation Research Board:

Motorist Services Committee 1970-1980; Chairman, 1973-1979
Special Committee on Air Transportation Activities - 1974 to 1982 (to determine how TRB should be reorganized to include air transport)
Low Volume Roads Committee, 1978-1987.
Group 3 (Operation and Maintenance of Transportation Facilities) 1979, Chairman of Section B, 1980 to 1983.

American Public Works Association:

Educational Committee of the Transportation Institute, 1975;
Representative on the National Committee on Uniform Laws and Ordinances, 1984 to 1994.

American Road and Transportation Builders Association:

Educational Division, President 1976
Educational Division, Board of Directors 1975-present
Airports Advisory Council, 1974 to present; Chairman 1984-1986
Specifications Review Committee, 1974 to 1994
Railroads Committee 1980 - 1984

American Society of Civil Engineers: Air Transport Division

Publications Committee - 1971 to 1978
Chairman, 1974 to 1977; Awards Committee 1971 to 1977;
Planning Committee 1979 to present; Secretary, 1980 - 1982; Vice Chairman, 1982-1985; Chairman 1985-1988; Program Committee - 1987-1990.
Executive Committee - 1989-1994; Secretary, 1991; Vice-Chairman, 1992; Chairman, 1993
Program Chairman, International Air Transport Conference, June 22-24, 1994, Arlington, VA

Member, Steering Committee, Transportation Congress, October, 1995, San Diego

University Committees at the University of Maryland

University-Wide:
Libraries & Instructional Aids - 1971-1973
State Ad Hoc Committee on "Land Use Guidelines in the Vicinity of the College Park Campus," 1971
Campus Physical Development (Senate Adjunct Committee, Chairman, 1974-1977)
Capital Improvements Budget Committee - 1974-1977
Graduate Programs Committee - 1977-1980
Transportation Advisory Committee - 1977-1980
Graduate Faculty Committee on Programs, Courses and Curriculum, 1984-1986
Senate: General Committee on Education Affairs, 1984-86
Senate Committee on Research, 1992-1998
Senator, 1996-1997

College:
Research and Graduate Studies - 1970-1971 and 1972-1973
Ad Hoc Committee on Promotions and Tenure - 1972-1973, 1978-79 (Chairman); 1989-1991.
Minta-Martin Fund Administrative Committee - 1972 to 1977
Programs, curricula and courses - 1988 - 1998.

Department:
Department Advisory Committee 1971-72 and 1972-73
Department Reorganization Committee - 1971
Undergraduate Curriculum Committee - 1972
Graduate Affairs Committee - 1970-1973; Chairman, 1971-73
PCC Committee - 1970-71
Dr. Carter also served on numerous committees at West Virginia University

Committees and Activities on Institutional Grants - WV University

Transportation Science Committee, Chairman, 1966-1969; Committee developed proposal and administered $210,000 NSF Incentive Grant at West Virginia University
V/STOL Applications on Naval Carriers:
Sponsored by: U.S. Department of Defense, Project THEMIS
Dates: 1968-1970
Amount: $210,000 Annually - Dr. Carter was in charge of one portion of this overall study involving $30,000 to $35,000 per year.

Inter-Campus Transportation Feasibility Study:
Sponsored by: US Department of Housing & Urban Development
Dates: 1969-71
Amount: $130,000 (led to the Morgantown People Mover System)

Planning National Seminars for Mass Transit Executives:
Sponsored by: US Department of Housing & Urban Development
Dates: 1966-67
Amount: $60,000

Conference on the Application of Engineering Technology to the Problems of Appalachia:
Sponsored by: National Science Foundation
Dates: 1964-65
Amount: $50,000

Establishing Criteria for Speed Limits in School Zones, $7,000 (1965-66).
Determining the Feasibility and Economic Impact of Vertical or Short Take-Off and Landing Aircraft for the Appalachian Region, $72,000 (1965-68).

Simplified Techniques for Transportation Planning: Trip Generation for Small Urban Areas, $3,000 (1965-66).

The Impact of the Highway Beautification Act on the Outdoor Advertising Industry in West Virginia, $18,000 (1966-67).

Feasibility of helicopter and Ground Ambulance Transportation Systems for Emergency and Regional Medical Services in West Virginia, $110,000 (1970).
Bridge Shoulder Width Study, $27,000 (1970).

SPONSORED RESEARCH AT THE UNIVERSITY OF MARYLAND

Study of Traffic Flow on a Restricted Facility, 3 Phases, $262,000, 1971-77.

Study of Traffic Diversion at a Single Point (Sub-contract with Sperry-Rand Corp.) - FHWA, $75,000, June 1973 to December 1975.

Traffic Volume Counting Study for Maryland & W. Va., $85,000, 1973-77

Comprehensive Transportation Study for the College Park Campus. Board of Regents, $100,000, August 1976 to August 1977.

Glen L. Martin Airport Access Study, Maryland State Aviation Administration, $5,000, 1977-78.

Road Rating and Priority Programming Study, Phase I, $131,900, Baltimore County, 1978-79. Training Needs of Safety Personnel in State and Local Agencies, $30,000, Maryland DOT, Transportation Safety Division, 1978-79.

Origin-Destination Study for the Washington Metropolitan Area External Update, $35,000, 1980-81.

Study of Cost Allocation for Maryland's Highways, Roads and Streets, $169,000, 1980-82.

Evaluation of Selective Enforcement on Maryland's Streets and Highways, $48,000, 1982-1983.

Re-evaluation of Traffic Control at Non-Signalized Intersections, $35,000, 1982-1983.

Study of Revenue Allocation for Metro-Bus, $28,000, 1982-1983.

Heavy Duty Truck Drivers Visual Task: Binocular vs. Monocular Drivers, FHWA, 1983-84 (subcontract to NPSRI - $18,000).

Truck Accidents on Freeways, Maryland SHA, 1985, $9,800.

Routing of Oversize/Overweight Vehicles, Maryland, SHA, 1985-86, $4,000. Signal Systems: Methodology for Project Selection, Maryland SHA, 1984-48, $35,000.

Traffic Related State of the Art Studies (14 Selected State-of-the-Practice Studies), Maryland SHA, 1986-1988; COPI, $90,000.

Evaluation of Maryland's Mandatory Safety Belt Use Law, Maryland DOT, 1987-1989, $95,000.

General Aviation Airport Study for Anne Arundel County, Anne Arundel County, 1989, $17,700.

Analysis and Adaptation of the Brakemaster (emergency truck brake) - MD. Industrial Partnership, 1989-90, $30,000.

Training Needs for Highway Construction Personnel, NCHRP Project 20-25, 1989- 90, $75,000.

Defining the Traffic Impact Area for New Development, Maryland SHA, 1990-91, $41,000.

Safety Impacts of the 65-MPH Speed Limit on Interstate Highways, AAA Foundation for Traffic Safety, 1990-91, $42,000.

Professional Development of Maintenance Engineers and Managers, NCHPP project 14-9(6), 1991-1992, $175,000.

Local Highway Safety Engineering Manpower & training Needs Study, Maryland DOT, 1990-91, $44,000.

Highway Safety Training, Maryland DOT, 1990-present, average $45,000/year.

Technology Transfer to Local Transportation Agencies: Sponsored by: Federal Highway Administration, MD State Highway Administration Dates: 1984-present
$125,000/year to 1987; $225,000/year 1988-1992; $325,000 - 1994 - 1998

IVHS and CHART Training, MDSHA $74,000 - 1992-1993 - three year contract

Evaluation of the Washington DC Capital ITS Demonstration Project, Co. P.I., Engineering Research Associates, $190,000, November 1993 - April, 1997

A Study of Urban Diamond Interchanges, Co -P.I., MDSHA $58,000, $16,000 extension 1994

Experimental Plans for Accident Studies of Highway Design Elements, Co.-P.I., Bellomo-McGee, Inc. (Sub-contract to FHWA), $153,000 1993 through 1995.

Revised Methodology for Signalized Intersection and Operation Analysis of Exclusive Left Turn Lanes, Co-P.I., FHWA, $209,717, 1992 through 1994

Local Technical Assistance Training Development, Bergstrahl, Shaw, Newman, Inc. (subcontract to FHWA) $15,000, 1994

Maritz, Inc. $15,000, Household Survey for the Baltimore Region, 1993-1994.

Effective Motivationof Highway Maintenance Personnel, NCHRP Project 14-11(2), $60,000, 1998, PI,

Analysis and Development of a Procedural Guide for Transportation Enhancement Projects, $13,500, 1998, PI

STATEMENT IN SUPPORT OF APPLICATION
FOR SPECIAL EXCEPTION
STUDIO HOUSE SCHOOL OF THE ARTS
2306 MASSACHUSETTS AVENUE, N.W.

I. INTRODUCTION

This is an application for special exception review and approval to permit the Studio House School of the Arts (the "School") to occupy and use the residential dwelling at 2306 Massachusetts Avenue, N.W. (Square 2507, Lot 4) and the carriage house on the premises (Square 2507, Lot 5) as a private school in a D/R-3 Zone District. This request for special exception review and approval is made pursuant to Sections 206 and 3108.1 of the District of Columbia Zoning Regulations, 11 D.C.M.R. (Zoning)(as amended to 6 March 1996)(the "Zoning Regulations"). Approval of the application will allow the School to offer a program of music and arts instruction to the community.

II. THE ALICE PIKE BARNEY STUDIO HOUSE

The land area of Lots 4 and 5 contain 8600 square feet. Most of the School's functions would take place in the Alice Pike Barney Studio House, a semi-detached, four-story residential dwelling with two basement levels. The second house built on Sheridan Circle, it is a stuccoed, Mission/Arts and Crafts style townhouse. An elevation view of Studio House and floor plans appear as Attachment 1 to this Statement. The exterior and two interior floors of Studio House are listed on the National Register of Historic Places, based on the property's association with events that made a significant contribution to the broad patterns of our history and with

the lives of persons significant to our past. The Studio House contains 9000 feet of gross floor area and is located on Lot 4. On Lot 5, immediately to the west and adjoining Studio House, there is a two-story accessory carriage house with 860 feet of gross floor area. The special exception in this diplomatic/residential zone, if granted, would involve use of the Studio House for music instruction and recitals. The upper level of the carriage house would be used for art instruction and for music instruction for young children. The open areas of Lot 5 would be used for the parking associated with the School. There is one parking space in the carriage house and eight other spaces on Lot 5 for off-street parking by faculty and students.

The Studio House was built in 1903 by Alice Pike Barney, a leading patron of the arts in the first two decades of the 20th century. Mrs. Barney constructed and used the house as a residence and studio for the visual and performing arts, and a salon. She entertained a number of dignitaries, including Presidents William Howard Taft and Theodore Roosevelt. Artists who performed at the Studio House included Enrico Caruso, Sarah Bernhardt and Anna Pavlova. Numerous works of art adorned the walls, as part of Mrs. Barney's effort to showcase the work of many artists.

The Studio House was thus built and used for art exhibitions and musical performances. In particular, the second floor, containing several studios, presents nearly continuous open space suited to entertaining and public display. The top two floors above the performance and exhibition space -- constituting approximately 2300 square feet of floor space -- were used as Mrs. Barney's residence. The Studio

House was thus built as a mansion, and it is difficult today to maintain such a large building as a single-family residence; which is one of the two matter-of-right uses in the D/R-3 zoning district (the other being diplomatic office use).

Mrs. Barney died in 1931, and in 1960, Mrs. Barney's daughters donated the property to the Smithsonian Institution. From 1960 until 1979, the Smithsonian used the Studio House for office use. It was the original headquarters of the American Association of Museums and housed offices of the Smithsonian's Traveling Exhibit Services. It also provided overnight accommodations for visiting dignitaries. In the late 1960s, the top two bedroom floors were converted into apartments for Smithsonian scholars in residence. Throughout this period, the two main floors -- where the recital areas are located -- were frequently used by the Smithsonian for receptions and entertaining. Following a renovation in 1979, two main floors were opened to the public for tours, special programs – including performances – and changing exhibitions. The Studio House and the interior spaces on the first two floors (containing the recital and exhibition areas) were designated as historic landmarks by the District of Columbia Historic Preservation Review Board in 1995 and have been placed on the National Register of Historic Places.

In 1999, after the property had been vacant for some years, the Smithsonian sold the Studio House to Mr. James H. Edmonds and Dr. Julie P. Edmonds of Washington, D.C., who are the Applicants in this proceeding. The building will be an owner-occupied residence, as the Edmonds family has moved in and resides on the top two floors, as did Mrs. Barney. They propose to use the rest of the house for

music and art, as did Mrs. Barney. They therefore seek special exception approval to maintain the historic character of the Studio House as a residential building that is also dedicated to the arts -- thus carrying on the work and the tradition begun by Alice Pike Barney nearly a century ago.

The proposed uses reflect an appropriate preservation of the building for its historic uses. With 9000 square feet of floor space, the building is far larger than typical single-family dwellings in the District of Columbia, which have an average floor area of closer to 2000 square feet, and it is thus difficult to maintain solely for residential use. The alternative matter-of-right use, as an embassy or chancery, is essentially an office use. The use proposed here – as a residential dwelling that is also dedicated to musical and art education – is in keeping with the historic usage of the property and will add significant benefits to the community, as well as be consistent with the existing mixed-use zoning classification.[1]

III. THE STUDIO HOUSE SCHOOL OF THE ARTS

Mr. Edmonds is the founder of the Studio House School of the Arts, which is presently being incorporated under the District of Columbia Non-profit Corporation Act. Once incorporated, Mr. Edmonds will serve as chief executive officer and chairman of the board of directors. After incorporation, the School will file an

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[1] Section 206.1 of the Zoning Regulations permits the location of a private school via special exception in any residential zone, including the purely residential R-1 zone. The Board approved an exception in an R-1 zone in Application No. 15984 (served 1 November 1995) involving the Selma M. Levine School of Music.

application for recognition as a tax-exempt educational organization under section 501(c)(3) of the Internal Revenue Code.

Mr. Edmonds has had a long and active interest in arts education in the Washington, D.C. area. A native Washingtonian, he has for the past 13 years operated a music school as part of Foxes Music Works in Falls Church, Virginia. He operates another music school in Arlington, Virginia By creating the Studio House School of the Arts, he hopes to offer District of Columbia students and residents the benefits of a first-class music school.

The School intends to offer individual music instruction for students of all ages. Classes will be designed for all levels of skill, from beginner to advanced performance instruction. The mission of the School is to offer a high level of musical education and to instill in students a love of music and the rewards that come with the commitment to playing a musical instrument.

Based on its belief that recitals are an integral and important part of a student's musical education, the School plans to hold student recitals in the existing performance areas in the Studio House. Believing too that the opportunity to hear and learn from professional musicians is an important part of a student's musical education, the School plans to offer recitals by professional musicians, for example, members of the Washington Guitar Society, or members of the string or brass sections of the National Symphony Orchestra, who will perform music and discuss technique and other matters with students. As a benefit to the neighbors and the community, the School is prepared to offer available seats at these recitals to the

public at no charge.

Although the focus of the School's work will be music education, the School also intends – consistent with Alice Pike Barney's goal of promoting visual as well as performing arts -- to offer group art instruction in the 400 square feet of the upper floor of the carriage house, along with introductory music instruction for young children.

IV. PROPOSED USE OF THE STUDIO HOUSE

Music lessons will not take place in the historically designated rooms on the first two floors. These floors will be preserved intact along with a number of Mrs. Barney's original furnishings, which the Applicants purchased from the Smithsonian and plan to maintain on the premises. There are presently two studios in the basement, and the School plans to add seven new studios in the basement area, thus bringing the total to nine studios to be used for individual instruction. Classes will be one-on-one instruction, and thus no more than nine students could take lessons at any one time of the day from nine instructors. It is proposed that lessons take place during after-school hours from 3 to 8 P.M. on Monday through Thursday, 3 to 6 P.M. on Friday, and 9 A.M. to 2 P.M. on Saturday. There will be no music instruction on Sundays, although the Applicants propose holding recitals on Friday evenings from 7 to 9 P.M. and on Sunday afternoons from 2 to 4 P.M.

The School also proposes using the second level of the carriage house for small group lessons for children between the ages of four and six, who would be

introduced to musical concepts. Enrollment would be limited to eight children per lesson, which would take place once a week between 10 A.M. and Noon on Monday through Friday. There would likely be no more than one group lesson a day within this time frame. There would thus be no more than eight students and one instructor on the premises at any one time during morning hours. These lessons would not overlap with the after-school lessons for older children or with the proposed group art instruction discussed below. No change to the existing floor plan is necessary.

The School would also use the second level of the carriage house for group art instruction of no more than eight students and one instructor at a time. It is proposed that lessons take place Monday through Thursday evenings from 7 P.M. to 9 P.M. No changes to the floor plan would be necessary.

As Table 1 demonstrates, the maximum usage of Studio House for lessons would involve at most 17 students (nine music and eight art) and 10 teachers (nine music and one art) on the premises at any one time, and that maximum would occur only during a one-hour period (7 to 8 P.M.) on Mondays through Thursdays, when music lessons in the Studio House and a group art class in the carriage house would be taking place at the same time.

TABLE 1: PROPOSED LESSON SCHEDULE

	WEEKDAYS
10 A.M.- 12	Up to 8 music students (ages 4-6) plus 1 instructor (Mon.-Fri.) (carriage house)
3 - 8 P.M.	Up to 9 music students (individual lessons) plus 9 instructors (Mon.- Thurs.; Fri. classes will end at 6 P.M.)(Studio House)
7 - 9 P.M.	Up to 8 art students (group class) plus one instructor (Mon.-Thurs.)(carriage house)
	WEEKENDS
9 A.M. - 2 P.M.	Up to 9 music students (individual lessons) plus 9 instructors. (Sat. only; no Sun. lessons)(Studio House)

Maximum proposed usage on-site during lessons:
17 students (9 music and 8 art) plus nine instructors (8 music and 1 art) between 7 and 8 P.M. on Monday through Thursday evenings.

Additional on-site personnel would consist of the director, a registrar (who would check students in and handle scheduling of lessons), one part-time custodian during morning hours only, and one part-time guard/parking attendant during the (3 to 8 P.M.) after-school hours, whose job would include escorting children from the curb into the building and then back the other way when the lesson is over.

Recitals, whether by students or outside musicians, would be scheduled on Friday evenings (a day when scheduled lessons would end two hours earlier at 6 P.M. and no art lessons would be scheduled), as well as on Sunday afternoons from 2 to 4 P.M. Student recitals would generally consist of a single teacher presenting approximately 15 of his or her students to an audience of parents and friends.

Recitals from professional musicians are designed to give students the

opportunity to hear works performed by professional musicians and to interact and learn from professionals. These recitals would be limited to small groups, most likely trios or quartets, particularly in light of the small and intimate size of the performance spaces in the Studio House.

Both student and professional recitals would take place on Friday evenings and Sunday afternoons, and Table 2 summarizes the proposed schedule. Turning first to student recitals, it is anticipated that there would be a total of 20 instructors, each of whom would want one recital in the spring and one in the fall. The School would thus put on a maximum of 20 student recitals per semester for a total of 40 annually. With a limit of two recital times per week, there are at most 26 slots available for recitals during each of the 13-week spring and fall seasons, 20 of which would be used for these student recitals.

Recitals by guest performers would also be limited to this Friday/Sunday schedule with no more than 24 such recitals held in any one year. In this way, the Applicants would have flexibility to offer such recitals at various times of the year.

TABLE 2: PROPOSED RECITAL SCHEDULE

Applicants propose up to 40 student recitals and 24 guest performer recitals a year according to the following schedule:

Fall Season (13 weeks)	Spring Season (13 weeks)
Student recitals:	Student recitals:
Up to 10 on Fridays (7-9 P.M.)	Up to 10 on Fridays (7-9 PM)
Up to 10 on Sundays (2-4 P.M.)	Up to 10 on Sundays (2-4 P.M.)
Guest performer recitals:	Guest performer recitals:
Up to 3 on Fridays (7-9 P.M.)	Up to 3 on Fridays (7-9 P.M.)
Up to 3 on Sundays (2-4 P.M.)	Up to 3 on Sundays (2-4 P.M.)

Winter and Summer Seasons
No student recitals.
Up to 12 guest performer recitals, assuming that six such recitals are offered in the fall and six in the spring in the time slots not used for student recitals in those seasons. The actual number of summer/winter recitals could be higher -- subject to the overall cap of 24 -- if fewer such recitals are offered in the fall and spring.

Finally, the Studio House is being occupied by the Edmonds family, who are living on the top two floors in the area occupied by Mrs. Barney and later used by the Smithsonian for visiting scholars. The building will thus retain its residential character and usage as in Mrs. Barney's time.

V. ZONING AND LAND USE OF THE SITE AND SURROUNDING AREA.

The site is in the D/R-3 Zone District, located on the southwest side of Sheridan Circle which is on Massachusetts Avenue, N.W. in the Embassy Row part of Washington. The surrounding area is composed primarily of embassies and chanceries, including facilities operated by the governments of Turkey, Rumania