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OFFICE OF ZONING
DISTRICT OF COLUMBIA
2000 JUN 27 P 4:41

June 27, 2000

Ms. Sheila Cross Reid
Chair, Board of Zoning Adjustment
Room 210
441 4th Street, N.W.
Washington, DC 20001

Re: BZA Case No. 16590
Washington Ethical Society and Oneness Family School

Dear Ms. Reid:

Enclosed are the pre-hearing materials for the hearing scheduled for July 11, 2000, in the subject case, a special exception to permit a nursery school for up to 40 children, ages 3-6 and up to 5 at the Washington Ethical Society Building, 7750 16th Street, N.W.

Please refer to our **Statement** submitted with the application for additional detail on the project.

THE SUBJECT PROPERTY

A. Location and Description of the Property

The property which is the subject of this Application is at 7750 16th Street, N.W., Square 2745F, Lot 81. The lot is 19,092.0 square feet in the Northwest area of Washington. It contains two institutional buildings, one of which will be the site of the nursery school. The building housing the nursery school is a two-story building comprising 5,000 square feet. The nursery school will occupy approximately 2000 square feet of gross floor area in the basement. (The property slopes downward from Sixteenth Street to the rear of the property. Accordingly, the nursery school, whose entrance is adjacent to the alley, is at ground level.)

REASONS IN SUPPORT OF THE APPLICATION FOR SPECIAL EXCEPTION

A. Compliance with D.C. Zoning Regulations

BZA
Case No. 16590
Exhibit No. 25
Board of Zoning Adjustment
District of Columbia
CASE NO.16590
EXHIBIT NO.25

The applicant satisfies the requirements for grant of the Special Exception. A child development center is permitted in an R-1-A Zone District with approval of the Board of Zoning Adjustment. The nursery school will be located so that it is not likely to become objectionable to nearby property because of noise, traffic, number of students, or other objectionable conditions. The Special Exception will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps.

B. The Proposed use will not create dangerous or other objectionable traffic conditions or noise.

Traffic

The use of the property for a nursery school is likely to generate less traffic than the previous use. The school hopes to draw many of its students from the neighborhood and presumably, some of those children will arrive on foot. Those needing transportation will arrive and leave during the morning and late afternoon hours. Traffic patterns will be efficiently arranged so that neighbors will not be inconvenienced. Please refer to our traffic study prepared by Street Traffic Studies, Ltd, for evidence that cars coming to the school will not unduly burden the traffic flow in the neighborhood.

Noise

The building is currently being used as a private high school and the change to a nursery school will reduce markedly any potential effect on the neighborhood. During its more than 30 years, the high school generated few complaints by neighbors and these were handled satisfactorily. Of necessity, nursery school students are far more closely supervised by teachers and if any objectionable conditions arise, they can be addressed quickly.

Safety

When children are dropped off or picked up, all efforts will be made to ensure that no unsafe conditions will be created. Children will be dropped off at the alley entrance to the school, will be met by teachers and aides, and will be escorted into the school. In the evening, children will be similarly escorted to the parents cars.

Parking

There is sufficient parking on the site for the nursery school staff. There are 10 spaces at the rear of the facility. Under Zoning Regulations, one space must be provided for each 4 staff-persons of the nursery school. Under the zoning regulations in effect at the time the Church was built, no parking spaces are required. For the nursery school, a staff of 2-4 will require only one space for zoning purposes. A staff of 5 would need two spaces.

The available parking also meets the practical needs of the school. The Church normally has 2 employees utilizing parking spaces behind the building. On occasion there may be as many as 4, but all but one arrive after 9:30 and leave at 3. Therefore, there would be no conflict with parents dropping children off or picking them up. We propose to use the 4 spaces behind the school for the church employees and the 6 spaces to the south for school employees and visitors. On occasion employees or visitors may have to park on the street but it should be noted that the change from a high school to a nursery school will eliminate the need for parking by

students. Students and employees of the high school normally utilized 17 parking spaces, either on or off-site. For further detail on the parking, please refer to the parking and traffic study by Street Traffic Studies, Ltd.

BENEFITS OF PROPOSED USE

The nursery school will have a substantial positive impact on the well-being of the community, since it will permit parents to attend their jobs knowing their pre-school age children will be well cared for. The recent closing of the nursery school/day care center at Tifereth Israel Synagogue makes this facility a welcome relief for families in the neighborhood who depended on the other facility to care for their pre-school children.

ADVISORY NEIGHBORHOOD COMMISSION AND COMMUNITY OUTREACH

On April 4 and 11, even prior to filing the application for special exception, we began having meetings with nearby neighbors and the ANC 4A01 Single Member, Mr. Douglass Sloan. We made presentations at two ANC meetings May 2nd and June 6th, and answered thoughtful questions. In all cases there was no opposition to the special exception. While ANC 4A customarily only takes a position on a BZA matter when the matter is very controversial or there is substantial opposition, we were gratified that neighbors and ANC members who did voice an opinion were very supportive.

Over the last few years, the Washington Ethical Society has made special efforts to take part in neighborhood issues, attend neighborhood meetings, and be responsive to any complaints about its operations. The conversion of the high school to a nursery school is part of a comprehensive effort to reduce the Society's impact on the residential neighborhood and be a good neighbor. It was understandably gratifying that neighbors who attended the recent meetings confirmed that the Washington Ethical Society's efforts have been noted and appreciated by neighborhood residents.

CONCLUSION

In conclusion, the application by the Washington Ethical Society and the Oneness Family School should be approved. The use for a child development center is consistent with the residential uses in the area. The applicant satisfies the requirements for grant of the Special Exception:

the Special Exception will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps.

WITNESSES

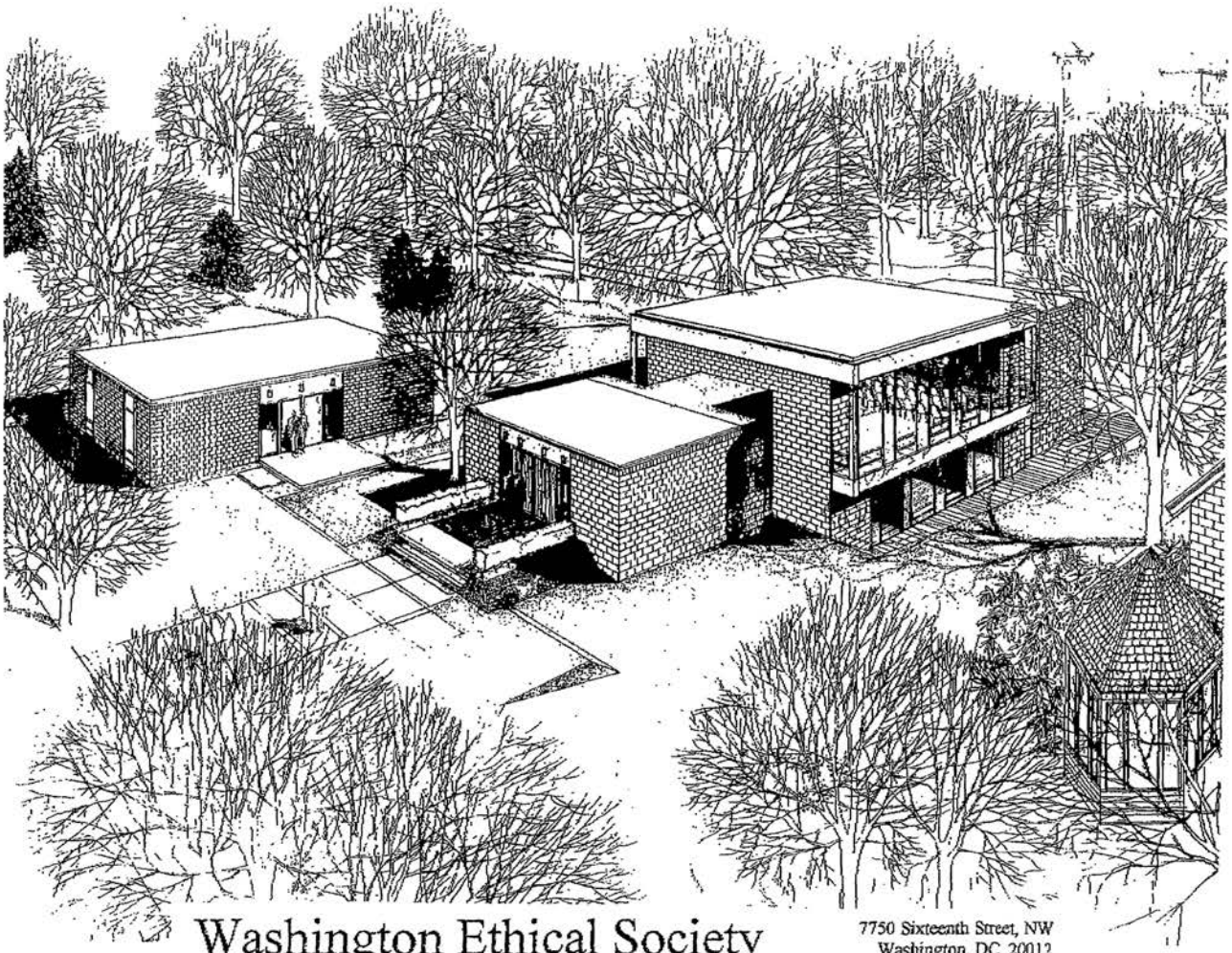
We anticipate calling some or all of the following individuals as witnesses

A. Andrew Kutt, Director, Oneness Family School
B. Donald Montagna, Senior Minister, Washington Ethical Society
C. Stephen G. Petersen, P.E., Founder, Street Traffic Studies, Ltd., who will be called as an expert witness on traffic and parking.

They will testify as to the size and hours of operation of the school, the place of the Washington Ethical Society in the life of the neighborhood and city, traffic patterns for transporting children to the school and picking them up, timetables and other relevant matters. We will need approximately 30 minutes for our testimony.

Respectfully submitted,

Stephen N. Gell, Esq.



Washington Ethical Society

Seeking the best in others, we find the best in ourselves.

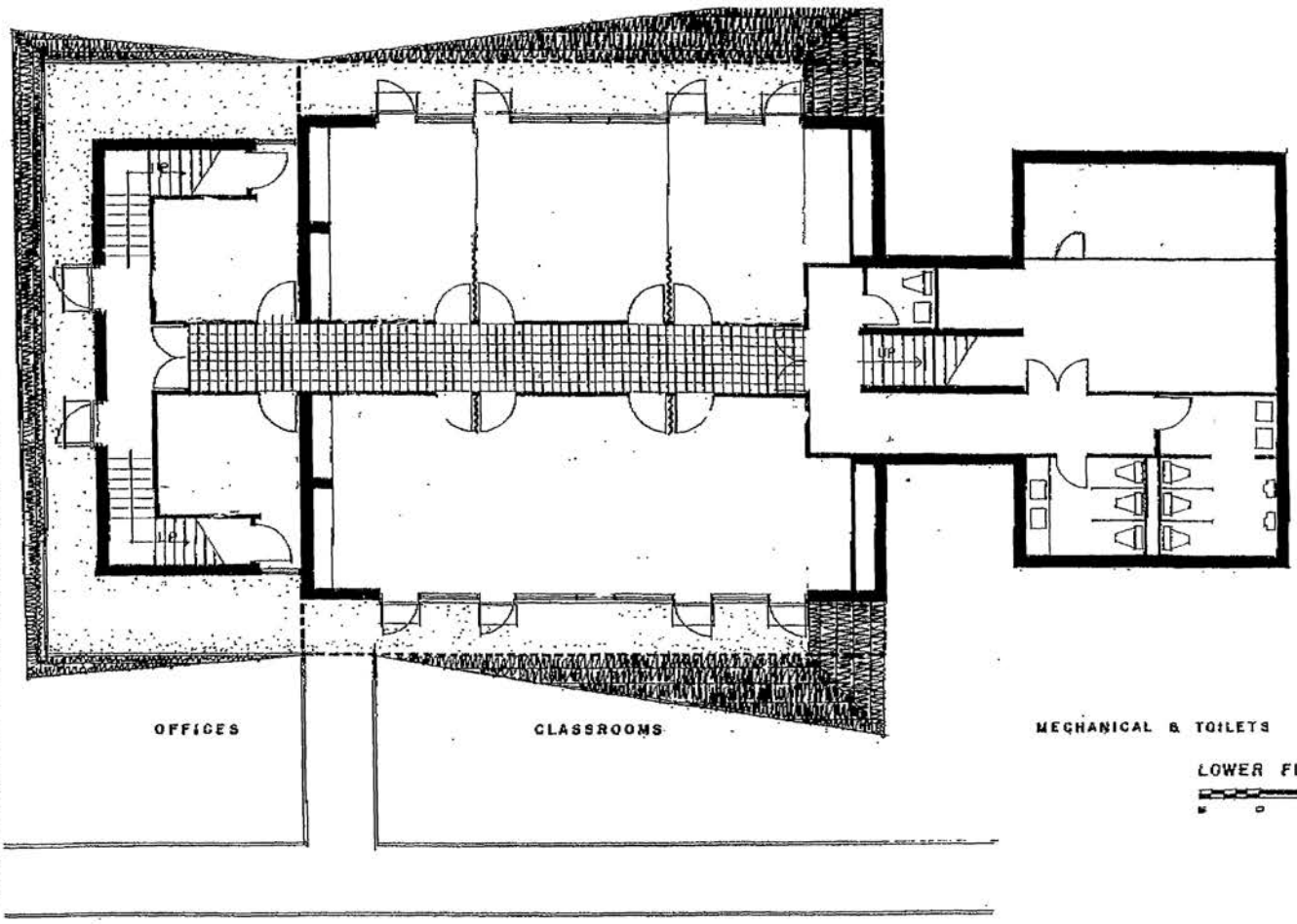
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WASHINGTON ETHICAL SOCIETY

Washington Ethical Society

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LOWER FLOOR PLAN

MEMORANDUM

'00 JUN 27 P4:44

OFFICE OF ZONING
DISTRICT OF COLUMBIA

June 26, 2000

To: Steven Gell, Esq.

From: Stephen G. Petersen, P.E.

Subject: Evaluation of Traffic Conditions Related to Proposed Oneness-Family School
7750 16th Street, N.W., Washington, D.C.

The purpose of this memorandum is to describe the information gathered on traffic and trips as related to the prior operation of a high school as compared to a preschool proposed to be operated in an existing building at the subject location. The high school use was limited to 40 students and the applicant for the preschool is willing to be bound by the same student limitation. The site is located on the west side of 16th Street, N.W. between Kalmia Road and Jonquil Street in the building occupied by the Washington Ethical Society.

The major difference between the prior and proposed operation from a transportation perspective is that the high school permitted students to drive and to park either at the rear of the building or on nearby streets. In contrast, the children attending the preschool will be dropped off and picked up in the alley behind the school. However, because all of the preschool children are dropped off, there will be a modest increase in the use of the alley and of trips using Kalmia Road and Jonquil Street. The operation that is proposed will direct parents to enter the alley from Jonquil Street and exit onto Kalmia Road. In this way children will leave and enter their vehicle on the right side adjacent to the playground and departing trips, by proceeding north, will have the benefit of a signal controlled intersection to enter 16th Street

In the paragraphs that follow the effect on the traffic conditions in the immediate vicinity of the site will be described based on information gathered for each of the operations, at the request of the consultant. The structure of the memorandum is to first describe the traffic factors related to the high school operation at 16th Street and the existing preschool operated by the Oneness-Family School at its Bethesda campus. This

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16626 South Westland Drive
Gaithersburg, Maryland 20877
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BZA
Case No. 16590
Exhibit No. 25-A

discussion is followed by a review of the changes that can be anticipated with the *proposed* preschool as a replacement for the previous high school. Next the general traffic conditions near the site will be discussed with specific attention directed to the intersections on 16th Street at Kalmia Road and at Jonquil Street, N.W. Available information on the Jewish Primary Day School (JPDSNC) is also included in this discussion. On the basis of these evaluations, conclusions and recommendations will follow.

Previous High School Operation

Up until the close of school in June, a high school for up to 40 students operated at the subject site. To determine the transportation characteristics of this operation, a survey was conducted by school officials, before school closed, in accordance with instructions from the consultant. The results of this survey are attached as Table 1 for the 36 students enrolled in late May 2000. As shown in the table, the high school operation generated 18 student automobile trips in the peak hour between 8:00 and 9:00 a.m. In addition there were five automobile trips generated by the faculty at approximately 7:30 in the morning. These trips produced an accumulation of 17 parked vehicles of which six used street parking and 11 parked behind the school.

In addition there are three trips generated by the staff of the Washington Ethical Society with two of these parking behind the building. These trips occur after 9:00 a.m. and will continue to be a part of the activity at the site.

In response to a request for information on departure times, we were advised that the students at the high school departed between 2:00 and 3:00 p.m. The faculty departed about an hour later, between 3:00 and 4:00 p.m.

Oneness-Family School Operation at Bethesda Campus

The applicant for the reuse of the existing building at the subject site currently operates a school in Bethesda, Maryland. This school has additional classes beyond the preschool that is proposed for the subject site. However, to provide insight as to what the transportation characteristics *could be* at the proposed preschool, the school recorded the arrivals and departures of the *preschool* age group at the current site over a three day period in late May 2000. The results of this survey are shown in Table 2, attached.

The pattern of activity that is shown is a morning peak between 8:30 and 9:00 a.m with the morning peak *one* hour extending until 9:30 a.m. In the afternoon there is a peak at the normal 3:30 dismissal time, but there is continuing activity throughout the afternoon. The peaking at dismissal time is a characteristic at the Bethesda Campus, but could be ameliorated for the subject site as discussed in the conclusions and recommendations.

Current and Potential Traffic in Vicinity of the Site

To determine current traffic flow in the vicinity of the site, manual turning movement traffic counts were conducted on May 31 at 16th Street and Kalmia Road and on June 1 at

16th Street and Jonquil Street. The Kalmia Road intersection is signalized; the Jonquil Street intersection is controlled with STOP signs on the side street.

The traffic counts revealed that the morning peak hour for traffic on 16th Street, was 7:30 to 8:30 based on the average flow over the two days of counts both of which were fair and warm without rain during the peak travel times. Similarly the peak hour in the afternoon was determined to be 4:45 to 5:45. The total two-way flow decreases after 8:30 a.m. and is significantly lower in the afternoon before the peak traffic begins building after 4:15 p.m.

Traffic flows on Kalmia Road and on Jonquil Street west of 16th Street were also observed since these are the two side streets that will be used by parents for access to the subject site. To illustrate the flow of traffic on these two streets, Table 3 has been attached to show the pattern of flow for the high arrival and departure periods that were observed at the Oneness-Family School in Bethesda. This table also shows the volume data for 16th Street that was recorded during these same periods.

For the signalized intersection at 16th and Kalmia, the current operating conditions during the peak hours for traffic flow on the street were determined using *The Highway Capacity Software*, a computer program based on **The Highway Capacity Manual**, published by the Transportation Research Board. The results of this analysis show that this intersection is operating at acceptable Levels of Service in both the morning and evening peak hours for traffic on 16th Street. Since trips related to the proposed preschool will operate outside the street peak hours, they will have little effect on the current traffic conditions.

Since the Board of Zoning Adjustment has just published its *Decision and Order* on Application No. 16556, the Jewish Primary Day School of the Nation's Capital (JPDSNC), this document was reviewed for issues that may be related to the proposed preschool. Although located in the squares immediately south of the subject site, the circulation patterns for JPDSNC and the proposed preschool can function independently of each other.

The common boundary between the circulation patterns for the two sites is Jonquil Street. However, it is recommended that the trips for the proposed preschool operate only westbound, away from 16th Street. In contrast, JPDSNC trips are programmed to operate eastbound toward 16th Street where they will then make a right turn. The significant distinction between these two different patterns is that preschool trips will not have to wait for gaps in 16th Street traffic, except possibly for northbound left turns. But, even in this case, a left turning vehicle destined to the preschool can use the same gap in traffic caused by the traffic signal at Kalmia Road that would be used by a right turning vehicle departing from JPDSNC. Departing trips from the proposed preschool, by being oriented in a northbound direction and exiting onto Kalmia Road, do not come in conflict with JPDSNC trips except as they are a part of the overall through traffic flow on 16th Street..

Conclusions and Recommendations

The proposed preschool that the Oneness-Family School would like to operate at 7750 16th Street, N.W. will have different traffic characteristics than the high school that has been operating from the same site. Whereas the high school had students who would drive and use some on-street parking spaces, it also had a portion of the students who were able to use other transportation modes such as transit, bikes and walk. In contrast a preschool has a student population wherein the exclusive mode of travel is transport by automobile. Thus, even though no increase in the permitted enrollment is being sought, there will be more automobile trips related to the proposed use during arrival and departure times than were generated by the high school. On the positive side, there will be little or no need for overflow parking onto the adjacent public streets. Further, by its nature, a preschool is a drop-off/pick-up point on trips that have an ultimate destination somewhere else. Therefore, practically all of the trips are already on the road system and many are probably already using one of the streets that serve this site.

From an analysis of the present operation at the Bethesda Campus of the Oneness-Family School, it was determined that the peak drop-off time in the morning occurs after the peak one hour of traffic flow along 16th Street. It is anticipated that this condition will prevail at the subject site with slight adjustments to separate in time the trips for this site from those going to the campuses of the recently approved Jewish Primary Day School (JPDSNC) situated south of the subject site. The trips for the two sites will both use the short section of Jonquil Street between the alley and the west side of 16th Street. However, the two flows are in opposite directions; trips for JPDSNC will be eastbound making a right turn onto 16th Street, while trips for the Oneness-Family School will be turning into Jonquil Street from 16th Street and proceeding west to the alley where they will make a right turn to reach the rear door of the site for access to the school. They will then exit the alley to the north onto Kalmia Road where they can make either a right or left turn.

A similar analysis of the afternoon pick-up time shows that the bulk of the children will leave the site before the evening traffic peak begins on 16th Street. The travel pattern will be the same as in the morning with travel in the alley being oriented in a northbound direction. The analysis of the current operation in Bethesda shows a greater concentration of trips during the pick-up time than for drop-off in the morning. If this characteristic carries over to the proposed site, it is anticipated that there may not be enough parking to serve a concentration of parents waiting for the children to be released. Therefore, as enrollment approaches the maximum authorized capacity of the school, steps will need to be considered to spread the pick-up operation over a longer time span. This spreading will also reduce the overlapping with the pick-up times for JPDSNC and can be accomplished within the context of the contracts that the Oneness-Family School sets up when children are enrolled in the program..

In summary, the proposed operation of a preschool at the subject site, in lieu of the high school that has been using these facilities, will cause a modest increase in trips using

the alley and adjacent streets, but will reduce the need for on-street parking on Kalmia Road. The proposed operation of traffic to go northbound in the alley places the children in the safest position for exiting and entering their parents' vehicles. Further, this direction of movement does not conflict with the trip patterns established for the Jewish Primary Day School and permits drivers to re-enter 16th Street, or to cross it, at a signalized intersection. The intersection operates at acceptable Levels of Service during the peak hours of street traffic and this condition will not be affected by the proposed use so long as the majority of trips are oriented to periods after 8:30 in the morning and before 4:30 in the afternoon.

TABLE 1
TRANSPORTATION CHARACTERISTICS OF HIGH SCHOOL STUDENTS
Using Building at 7750 16th Street, N.W.

Arrival Time (15-Minute Intervals)	Auto Mode		Trips			Parking Location		Other Modes	
	Drivers	Drop-Off	In	Out	Total IN+OUT	Behind Site	On Street	Transit	Walk/Bike Carpool
8:00 - 8:15 a.m.	2	1	3	1	4	2	0	4	2
8:15 - 8:30	5	0	5	0	5	4	1	8	1
8:30 - 8;45	4	1	5	1	6	0	4	5	0
8:45 - 9:00	1	1	2	1	3	0	1	0	1
Totals	12	3	15	3	18	6	6	17	4

Source: Washington Ethical Society; Data based on a population of 36 students

TABLE 2
CURRENT TRANSPORTATION CHARACTERISTICS OF ONENESS-FAMILY SCHOOL PRESCHOOL CHILDREN, BETHESDA CAMPUS

Day of Week	Arrival Time (15-Minute Intervals)	Children	Cars	Total Trips IN+OUT	Departure Time (15-Minute Intervals)	Children	Cars	Total Trips IN+OUT
Monday	8:00 - 8:15 a.m.	0	0	0	3:30 - 3:45 p.m.	22	20	40
	8:15 - 8:30	0	0	0	3:45 - 4:00	0	0	0
	8:30 - 8:45	9	8	16	4:00 - 4:15	2	1	2
	8:45 - 9:00	11	9	18	4:15 - 4:30	0	0	0
	9:00 - 9:15	5	5	10	4:30 - 4:45	0	0	0
	9:15 - 9:30	3	3	6	4:45 - 5:00	0	0	0
	After 10:00	2	1	2	5:00 - 5:15	1	1	2
					5:15 - 5:30	0	0	0
					5:30 - 5:45	2	1	2
					5:45 - 6:00	1	1	2
Monday Subtotals		30	26	52	Subtotals	28	24	48
Tuesday	8:00 - 8:15 a.m.	1	1	2	3:30 - 3:45 p.m.	21	17	34
	8:15 - 8:30	0	0	0	3:45 - 4:00	0	0	0
	8:30 - 8:45	3	3	6	4:00 - 4:15	0	0	0
	8:45 - 9:00	14	12	24	4:15 - 4:30	3	1	2
	9:00 - 9:15	0	0	0	4:30 - 4:45	0	0	0
	9:15 - 9:30	3	2	4	4:45 - 5:00	2	1	2
					5:00 - 5:15	1	1	2
					5:15 - 5:30	0	0	0
					5:30 - 5:45	3	1	2
					5:45 - 6:00	1	1	2
Tuesday Subtotals		21	18	36	Subtotals	31	22	44
Wed.	8:00 - 8:15 a.m.	0	0	0	3:30 - 3:45 p.m.	22	18	36
	8:15 - 8:30	0	0	0	3:45 - 4:00	2	2	4
	8:30 - 8:45	11	10	20	4:00 - 4:15	1	1	2
	8:45 - 9:00	11	9	18	4:15 - 4:30	2	1	2
	9:00 - 9:15	5	5	10	4:30 - 4:45	1	1	2
	9:15 - 9:30	2	1	2	4:45 - 5:00	2	1	2
					5:00 - 5:15	0	0	0
					5:15 - 5:30	0	0	0
					5:30 - 5:45	0	0	0
					5:45 - 6:00	2	1	2
Wednesday Subtotals		29	25	50	Subtotals	32	25	50
Average Day	8:30 - 8:45 a.m.	8	7	14	3:30 - 3:45 p.m.	22	18	37
	8:45 - 9:00	12	10	20	3:45 - 4:00	1	1	1
	9:00 - 9:15	3	3	7	4:00 - 4:15	1	1	1
	9:15 - 9:30	3	2	4	4:15 - 4:30	2	1	1
					4:30 - 4:45	0	0	1
					4:45 - 5:00	1	1	1
					5:00 - 5:15	1	1	1
					5:15 - 5:30	0	0	0
					5:30 - 5:45	2	1	1
					5:45 - 6:00	1	1	2
Ave. Attendance - Pk. Days		30			Ave. Attendance	30		
Peak 1 Hour		26	22	45	Peak 1 Hour	25	20	41
Peak Hour for 40 Children			30	61	Peak Hour for 40 Children		27	54
Peak 15 Min. - 40 Children			12	25	Pk. 15 Min. - 40 Children		19	38

Source: Oneness-Family School

TABLE 3

TRAFFIC FLOWS ON ADJACENT STREETS AT TIMES OF MAXIMUM PEAK FLOW FOR PROPOSED PRESCHOOL AT MAXIMUM REQUESTED ENROLLMENT

Potential Peak Flow 1/4 Hours For School	Kalmia Road - West of 16th Street					
	Existing Traffic Flow			Estimated Maximum 15 Min. Increase In Flow Due To Proposed Preschool		
	Eastbound	Westbound	Total - 2-way	Eastbound	Westbound	Total - 2-way
8:15 - 8:30 a.m.	88	34	122	8	4	12
8:30 - 8:45	61	34	95			
8:45 - 9:00	35	31	66			
3:15 - 3:30 p.m.	93	19	112	12	7	19
3:30 - 3:45	47	29	76			
3:45 - 4:00	53	28	81			
Peak Flow 1/4 Hours For School	Jonquil Street - West of 16th Street					
	Existing Traffic Flow			Est. Maximum 15 Min. Increase		
	Eastbound	Westbound	Total - 2-way	Eastbound	Westbound	Total - 2-way
8:15 - 8:30 a.m.	2	9	11	0	13	13
8:30 - 8:45	0	4	4			
8:45 - 9:00	5	4	9			
3:15 - 3:30 p.m.	1	2	3	0	19	19
3:30 - 3:45	1	1	2			
3:45 - 4:00	3	4	7			
Peak Flow 1/4 Hours For School	16th Street in Front of Site					
	Existing Traffic Flow			Est. Maximum 15 Min. Increase		
	Southbound	Northbound	Total - 2-way	Southbound	Northbd S of Jonquil Street	Total - 2-way
8:15 - 8:30 a.m.	436	185	621	9	4	13
8:30 - 8:45	387	186	573			
8:45 - 9:00	340	174	514			
3:15 - 3:30 p.m.	219	331	550	7	12	19
3:30 - 3:45	190	326	516			
3:45 - 4:00	192	362	554			

Source: Manual Turning Movement Traffic Counts by the Consultant

Note: Estimated increases in flow due to preschool are not reduced for existing trips. See tabulations below for the potential net increases in trips.

Trips Generated by Existing High School

1/4 Hours	IN	OUT	TOTAL
8:15 - 8:30 a.m.	5	0	5
8:30 - 8:45	5	1	6
8:45 - 9:00	2	1	3
3:15 - 3:30 p.m.	0	1	1
3:30 - 3:45	0	1	1
3:45 - 4:00	0	1	1

Maximum Projected Trips Generated by Subject Site in Highest 1/4 Hour at Existing School (Bethesda Experience Unmodified)

Time of Peak	IN	OUT	TOTAL
Morning	13	12	25
Net Estmtd Increase	8	11	19
Afternoon	19	19	38
Net Estmtd Increase	19	18	37

PROFESSIONAL HISTORY

Stephen G. Petersen, P.E.
Traffic Planning and Engineering Consultant

Mr. Petersen was educated as a civil engineer and received his BCE in 1953 from Rensselaer Polytechnic Institute in Troy, New York. After graduation he took a position with a consulting engineering firm in Boston, Massachusetts. This engagement was interrupted by two years of service in the United States Army. Upon discharge, he returned to the original employer at a job site in Watertown, New York.

This early professional experience generated a desire for additional education that prompted an application to and subsequent enrollment in the Yale Bureau of Highway Traffic, New Haven, Connecticut. In 1957, after graduation with a Certificate in Highway Traffic, Mr. Petersen took a position with the New Jersey Bureau of Traffic Safety. His responsibilities were to provide advice and counsel to municipalities in northern New Jersey relative to solving safety problems and evaluating the need for traffic controls including traffic signals. Based upon the findings of his field studies, he then prepared functional plans and recommendations to address the problems.

After three years in New Jersey, Mr. Petersen was recommended to become the first Staff Engineer at the Institute of Traffic Engineers, the professional society for the traffic engineering profession located in Washington, D.C. This was an opportunity for exposure to the full cross section of the technical activities in which the Institute and its members were engaged. These activities included not only traffic operations, but planning, design and administration as it applied to the whole field of traffic and transportation engineering. Three years later, he was appointed as the Executive Secretary.

In 1965, Mr. Petersen felt the need to return to active professional practice and became employed by Alan M. Voorhees & Associates, a firm specializing in transportation planning throughout the United States. Over a period of six years he participated in numerous traffic engineering and planning studies particularly in the central business districts of cities such as Schenectady, New York, Memphis, Tennessee, and Roanoke, Virginia. This experience led to Mr. Petersen's decision to enter private practice in 1971. However, during this period he also acquired additional credentials by seeking and securing his MCE degree from the Catholic University of America, in 1968, as well as becoming registered as a Professional Engineer in New York, New Jersey, Maryland, Virginia and the District of Columbia.

The practice Mr. Petersen initiated in 1971 led to engagements in a wide variety of assignments involving traffic planning and engineering for both public and private clients. His practice evolved during the next six years to the point where he established Street Traffic Studies, Ltd. in 1977. The firm's practice continued to cover the same aspects as his private practice, but evolved to the point where it became noted as a support service for the development industry during the building boom of the 1980s. These years included numerous occasions when he was called upon to present findings of his work as an expert witness before regulatory bodies and the courts in Maryland, Virginia, Pennsylvania and the District of Columbia.

As his professional practice evolved, he was elevated to Fellow status in the Institute of Transportation Engineers and to Member in the American Society of Civil Engineers, professional societies related to his work.

Mr. Petersen may be reached at 16628 S. Westland Drive, Gaithersburg, Maryland 20877, by telephone at 301-948-1754, by fax at 301-258-0558 or by E-mail at StrtTrfc@concentric.net