EDMUND BURKE SCHOOL
BZA APPLICATION NO. 16611

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Pre-hearing Statement

BZA
Case No. 16611
Exhibit No. 103

Board of Zoning Adjustment
District of Columbia
CASE NO.16611
EXHIBIT NO.103

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Carl and Elizabeth Richmond,
Kenneth Workman and Josef Straka,
on behalf of Edmund Burke School

BZA Application No. 16611
Public Hearing: January 23, 2001
ANC 3F

STATEMENT OF THE APPLICANT

I.
NATURE OF RELIEF SOUGHT

Edmund Burke School ("Edmund Burke" or "School") hereby requests the Board of Zoning Adjustment for the District of Columbia ("BZA" or "Board") approve a special exception for an addition to an existing private school in the R-5-D Zone District pursuant to Section 206 of the Zoning Regulations. The existing school building is located at 2955 Upton Street, N.W. (Lot 67, Square 2243). The addition is proposed on adjacent property to the west at 2969 Upton Street, N.W. and 4101-4103 Connecticut Avenue, N.W. (Lots 27, 28 and 65, Square 2243) ("Property"). The location of the Property is shown on Exhibit A. Edmund Burke seeks special exception authorization from the BZA to construct an additional school building, renovate its existing campus and to increase enrollment capacity to 360 students and faculty and staff to 64. The School also requests relief from Section 411 of the Zoning Regulations to allow more than one roof structure housing mechanical equipment. Plans for this application are shown in Exhibit B.

Additionally, this pre-hearing statement and plans are intended to replace the pre-hearing statement and plans submitted on September 27, 2000, in anticipation of the originally scheduled hearing date of October 24, 2000. After the original statement and plans were submitted to the

BZA, negotiations between Edmund Burke, the ANC and the community continued. Different sectors of the community expressed different concerns to the School, and the School has endeavored, as much as possible, to address the concerns particular to each group of neighbors. As a result of these continuing communications, the hearing date was postponed twice, for over two months, and the plans for the addition have been modified. The School believes that the current plan represents a workable alternative, which addresses the concerns of the community. Through this plan, the School has specifically responded to community concerns about the traffic on Upton and Van Ness Streets as well as in the public alley, the amount of parking provided by the School, and the preservation of green space between the existing school building and its eastern most property line. See Exhibit C.

The roof structure relief sought also results from the School attempting to satisfy its neighbors. When the School originally applied to the BZA in July, 2000, its design contemplated multiple roof structures and relief from the set back requirements for those roof structures. During the course of refinements to the plans, the design was modified so that all of the mechanical equipment was moved into one penthouse, and no roof structure relief under Section 411 was necessary. However, the owners of the apartment building to the north of the School expressed concern regarding the noise from the air conditioner housed in the penthouse. In direct response to this concern, the School redesigned the roof plan to move the noisiest part of the air conditioner, the "chiller," away from the apartment building. This move necessitates a second penthouse with mechanical equipment on the roof. See Exhibit B.

II.
BACKGROUND

A. Edmund Burke School

Edmund Burke is a private, independent school that was established in the District of Columbia in 1968. The School has been located at 2955 Upton Street, N.W. since 1973. The School currently has 299 students in grades sixth through twelfth and employs fifty-nine faculty and staff.

B. Edmund Burke School Mission

The Edmund Burke School was conceived in 1968 to provide its students with the very best education possible through the careful development of imagination, reason and knowledge, with special emphasis on the abilities and needs of the individual student. Edmund Burke fosters the academic excellence necessary to prepare its students for the challenges of higher education, young adulthood and beyond. Edmund Burke School is committed to engendering a sense of the larger world in its students, and one of the primary ways in which it does this is through its extensive community service program. This program places students in various places throughout the city, including public schools, hospitals, shelters, community organizations and businesses, to experience first-hand the realities of the modern urban environment. The School is committed to remaining an urban school in the District of Columbia.

C. Previous Zoning Approvals

The Edmund Burke School was established in 1968 and moved to its present location following approval by the BZA in BZA Application No. 11428 in September 1973. The site has been used almost exclusively as a school since 1911. From 1926 until 1951, the property was

used as the Devitt School, which had, at one time, 250 students and also had evening classes. Later, the BZA approved the use of the subject premises as a Science School for Dunbarton College in BZA Appeal No. 9200.

In 1983, the BZA, by Order No. 13986, approved the construction of an addition to the Edmund Burke School and a corresponding increase in enrollment to 270 students.

III.
DESCRIPTION OF PROPERTY AND SURROUNDING AREA

The Property is located in the R-5-D Zone District[1] at the northeast corner of Connecticut Avenue, N.W. and Upton Street, N.W., where it is separated from the existing Edmund Burke building by a public alley. An excerpt from the Zoning Map is attached as Exhibit D. It is irregular in shape and consists of 14,305 square feet of land area. It is currently occupied by a small apartment building (6 units) and an office/museum building predominately occupied by the offices of the Cultural Institute of Brazil.

There is a six-story apartment building adjacent to the Property to the north. The Intellsat building and the federally owned "chancery" campus is across Connecticut Avenue from the site. There are many commercial and high density residential uses to the north along the adjacent portion of Connecticut Avenue, N.W. North of the site at Connecticut Avenue and Van Ness Street, N.W. is a C-3-A Zone District of intense mixed-use development along Connecticut Avenue. This district contains the Van Ness Center and other commercial developments. In the northwest quadrant of the intersection of Connecticut Avenue and Van Ness Street is the campus of the University of the District of Columbia. Directly behind the existing school building is The

[1] The existing School is located in the R-2 Zone District.

Consulate, a 90 foot tall apartment building with over 250 units. South of the subject Property on Connecticut Avenue, the land uses consist of single family houses and large apartment buildings.

To the east of the existing School buildings, on the north side of Upton Street, are six single family (duplex) houses, Howard University School of Law and the Selma M. Levine School of Music. To the east of the existing School, on the south side of Upton Street, are a series of single family row dwellings.

IV.
PROPOSED EXPANSION

This application proposes expanding the School to the three lots to the west of the existing School. The School seeks to undertake this addition so that it may better serve its student body by providing more classroom and academic space, thereby allowing a wider breadth of educational activities. The proposed new building will contain classrooms, a library, computer rooms, photography labs, music rooms, art studios and administrative space. It will also have a 150 seat auditorium and outdoor terrace space for passive recreation.

The proposed new building will be in complete conformance with the requirements for the R-5-D Zone District. The building addition will have a height of 61 feet, well below the ninety-foot height permitted in the R-5-D Zone District. The gross floor area of the building is proposed to be approximately 25,286 square feet (1.7 FAR), well below the 3.5 FAR permitted as a matter-of-right in this zone. The proposed building will have an additional 14,721 square feet below grade. The rear yard is approximately 17 feet 10 inches and the lot occupancy will be seventy-five percent. Based on the private school use of the Property, the Zoning Regulations require 43 parking spaces. Forty-three spaces will be provided on-site and another 30 will be provided at an off-site location within walking distance of the School. The original plans for the

addition contemplated 48 parking spaces on the site; however, as a direct response to the community's request that existing green space between the existing school building and its eastern most property line be saved, parking on the site had to be reduced by 5 spaces.

V.
COMMUNITY OUTREACH AND ITS IMPACT

Care has been taken to plan an addition that is reasonable in size and design and compatible with the surrounding neighborhood. Edmund Burke School has had numerous discussions and meetings with property owners adjacent to the Property, various neighborhood organizations and has made presentations to Advisory Neighborhood Commission 3F. The postponement of the public hearing from October 24, 2000 to January 23, 2001 came about due to continuing discussions between the School and the neighbors and the School's attempts to work with the community to satisfy its concerns. Different sectors of the community feel affected by the School's operations in different ways, complicating the School's ability to completely satisfy everyone. However, the School believes the current plan represents a mutually workable solution.

The current plan represents significant compromise by the School. The community's main concern has focused on issues of traffic, circulation and parking at the School, and as a result, much attention has been paid to these issues. The current plan provides a major vehicle entrance to the School's pick-up and drop-off from Connecticut Avenue. This change will allow the majority of all traffic coming to the School to enter onto the School property from Connecticut Avenue, pick-up and drop-off the students on School property, and exit onto Upton Street without entering the public alley system. It will result in the loss of first floor program space, which the School proposes to relocate to an additional partial floor in the front of the

building along its Connecticut Avenue frontage. The existing and proposed circulation plans are attached as Exhibit E.

As a result of the design of the campus and the institution of the policies outlined in the School's proposed Operations Plan and Traffic Management Plan, described in greater detail below, the proposed special exception will not be objectionable to adjoining and nearby property owners as a result of noise, traffic or number of students. Additionally, the School has developed a site management plan in its Operations Plan for the construction period to ensure minimum impact on the surrounding neighbors.

The current scheme also allows the School to keep the existing side yard essentially as it is, as a buffer to the houses to the east. This change, too, is a direct response to the wishes of the community. In order to accommodate this design, parking on the site is reduced from 48 spaces to 43 spaces. The School's original application anticipated having 70 faculty and staff on site. As part of this revised plan, the School will commit to reducing its cap on faculty/staff to 64. It will do so by continuing to lease commercial space at 4201 Connecticut Avenue, as it does now, (approximately 1,500 square feet) for its development office.

The School appreciates the importance of open communications with its neighbors. An annual report of student enrollment will be made available to the ANC each September, assuring the School's compliance with its enrollment cap each year. Further, neighbors are encouraged to report immediately to the Assistant Head-of-School, any student vehicles parked in front of residences. It is expected that with a focus on open and continuing communications and cooperation, any issues that arise can be dealt with efficiently and effectively.

Finally, as mentioned above, the School has redesigned its roof plan to accommodate two mechanical penthouses so that portion of the air conditioner that generates the most noise can be moved away from the apartment building directly to the north of the Property and positioned so that it will not disturb anyone.

VI.
THE APPLICANT IS ENTITLED TO SPECIAL EXCEPTION RELIEF UNDER THE ZONING REGULATIONS

Uses that are allowed by special exception are deemed compatible with other uses permitted in that particular zoning classification provided certain requirements are met. In reviewing applications for a special exception under the Zoning Regulations, the BZA's discretion is limited to determining whether the proposed exception satisfies the relevant zoning requirements. If the prerequisites of the Regulations are satisfied, the Board ordinarily must grant the application. See, e.g., Bakers' Local Union No. 118 v. District of Columbia Board of Zoning Adjustment, 437 A.2d 176, 178 (D.C. 1981).

As set forth in greater detail below, approval of special exception relief in this case is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not adversely affect the use of nearby properties.

VII.
THE APPLICANT MEETS THE STANDARDS FOR USE OF THE PROPERTY AS A PRIVATE SCHOOL

Section 206 of the Zoning Regulations provides that a private school shall be permitted in the R-5-D Zone District if the Board of Zoning Adjustment finds that two requirements are met. First, the private school must not be objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions (11 DCMR § 206.2).

Second, ample parking, but not less than that required under Chapter 21 of the Zoning Regulations must be provided to accommodate the students, teachers and visitors likely to come to the site by automobile (11 DCMR § 206.3).

Through previous applications approved by the BZA, Edmund Burke has demonstrated that its programs meet these standards. The addition, and changes, currently proposed will not substantially affect the conditions upon which the previous approvals were granted.

A. Noise

Noise emanating from the School will not adversely impact neighboring property in this active and densely populated part of the District. The existing School building and the proposed addition are large enough to satisfy the many academic and extra-curricular program needs of the School, the vast majority of which will take place indoors. Significantly, the School does not have nor does it contemplate an outdoor athletic field on the site. Also, by locating the addition on property fronting on Connecticut Avenue, the School's expansion will not bring institutional use further into the residential neighborhood and will not adversely affect the character of Upton Street. In addition, the School is proposing to establish an Operations Plan, attached as Exhibit E, which will establish policies to assure that the School's operation will minimize noise and not create an adverse impact on neighboring properties. The Operations Plan will prohibit the School's assembly spaces from being rented by outside groups, and permit only one special event to be held at any one time. It will limit noise emanating from the School to 60 decibels during the day and 55 decibels during the evening. It will require that all deliveries shall be done during the Schools operation hours and in the designated loading zones. There will be no appreciable increase in noise levels emanating from the School due to this application. By moving a portion of the air conditioner away from the north edge of the building, the air

conditioner will cease to create any appreciable noise disturbances to surrounding property owners.

B. Traffic

The transportation consulting firm of Gorove/Slade Associates has undertaken a traffic study of the area in which the Property is located and has generated a Traffic Impact Analysis of the existing and future conditions and a Traffic Management Plan (TMP) for the School. The Traffic Impact Analysis and Traffic Management Plan are attached as Exhibit G and demonstrates that the proposed changes to the School will not adversely affect traffic patterns in the vicinity of the site or have an adverse impact on the road network. The proposed expansion will result in only 29 additional trips to (and from) the School in the morning peak hour and 18 additional trips in the afternoon peak hour

During the course of its negotiations with the ANC and the community, it became clear to the School that one of the neighbors' primary concerns was the burden of drop-off and pick-up traffic on Upton and Van Ness Streets, as well as in the public alley. The Traffic Impact Analysis and the TMP, attached as Exhibits G, develop a strategic plan for handling these traffic issues. To begin, this plan has been modified to include a major vehicle entrance for pick-up and drop-off from Connecticut Avenue. During drop-off and pick-up, all queuing, along Connecticut Avenue, along Upton Street and to the east of the new building, will be strictly limited and regulated. All stacking and carpool operations for the School will occur entirely on campus or on the Upton Street or Connecticut Avenue frontage. Any drop-off or pick-up along Upton Street or Connecticut Avenue will take place in lay-bys, allowing all present lanes of traffic to continue normal flow.

As the Traffic Impact Analysis shows, approximately 40% of vehicles coming to the School in the a.m. peak hour arrive from the east; 25% arrive from the west; 15% arrive from the south; and 20% arrive from the north, virtually all of which end up on Upton Street. The new plan will redirect approximately 80% of the inbound trips to the new Connecticut Avenue entrance. Under this plan, all parents heading to the School from the east, who are heading northbound on Connecticut Avenue after taking their children to school will drop-off their children either in front of the existing building or the new building on Upton Street. Those parents approaching the School from the west on Tilden Street and then north on 29th Street will also have the option of dropping-off and picking-up on Connecticut Avenue or Upton Street. All other parents heading to the School will be required to access the School via the right-turn only entrance on Connecticut Avenue.

The TMP also puts in place several additional policies that will alleviate congestion around the School. The TMP proposes to increase the person power devoted to managing this traffic. An off-duty, Metropolitan Police Officer will act as a traffic control officer during the AM and PM carpool operations. All faculty and staff will be trained to enforce the parking and carpool policies during the prime drop-off and pick-up periods. Disciplinary procedures for violators will be instituted and strictly enforced. Additionally, the use of Metrorail and Metrobus by School employees will be promoted through transit subsidies. A Metrorail ridership incentive program has already been implemented and been enthusiastically received by the faculty and staff. Parents will be encouraged to drop-off and pick-up children at the VanNess Metrorail Station Kiss-and-Ride.

C. Number of Students and Faculty/Staff

One of the most important aspects of Edmund Burke's educational philosophy is its commitment to small class sizes and small total enrollment. Pursuant to BZA Order No. 13986, the School is permitted to enroll 270 students and employ thirty-five faculty and staff. Through the instant application, the School seeks to increase student enrollment to 360 students with 64 faculty and staff members. By constructing additional educational facilities on the Subject Property, the School will be able to comfortably accommodate these increases, distributing the student body among the two buildings and reducing the impact on the neighboring properties on either side of the School buildings.

D. Ample Parking

This application will permit the increase of on-site parking to 43 parking spaces. BZA Order No. 13986 requires the existing School provide 24 spaces. This Order permitted the School to build an addition to its original facility, which included the existing gymnasium, which is, and will remain, its largest assembly space, accommodating 250 students. As stated above, BZA Order No. 13986 permits the School to have a student population of 270 students with a faculty/staff of 35 persons. Through this application, the School is requesting permission to increase enrollment and the size of its faculty and staff to 360 and 64 respectively.

Section 2101.1 of the Zoning Regulations, requires that parking be provided at a ratio of 2 for every 3 faculty and staff and 1 for every 10 seats in the largest assembly space. Since the largest assembly space (the gym) was approved by the BZA with 24 parking spaces, parking for the new building is based on the increase in faculty and staff from the 35 permitted by BZA Order No. 13986 to the 64 requested in this application. Thus, the additional 29 faculty and

staff, multiplied by two-thirds equals a new parking requirement of 19 additional spaces. This new requirement, added to the 24 required by the BZA in Order No. 13986, brings the parking requirement to 43. As shown on the architectural plans (Exhibit B) and the circulation plans (Exhibit E), the School plans to provide 43 parking spaces total when the addition is complete. The parking plan has been carefully crafted to efficiently use School-owned space abutting the alleys adjacent to the buildings, while leaving ample room for automobile circulation within those alleys. By providing these parking spaces, the School meets its parking requirement. Also, the School has entered a lease to rent 30 additional spaces in a parking structure located two blocks from the School, thereby supplying parking spaces that may be needed in excess of the 43 to be provide on-site.

Further, students will be strongly discouraged from driving to school. Currently, only 13 students drive to School (6% of the junior and senior classes). If the population increase requested in the application is approved, the junior and senior class will be increased by a total of 10 students. This increase will result in 1 more student driving to School. To the extent that students drive, the School will implement specific parking policies that will be strictly enforced. Those students who need to drive will not be permitted to park in front of nearby residences. In order to ensure compliance, student vehicles will be registered and required to have an Edmund Burke Identification Sticker, so that any violations can be easily reported to the School. A specific staff person will be tasked with monitoring student compliance and responding promptly to any community complaints. The School is committed to working closely with the community to accommodate successfully the traffic and parking needs generated by the School.

VIII.
THE SCHOOL MEETS THE STANDARDS FOR RELIEF UNDER SECTION 411 OF THE ZONING REGULATIONS

Section 411.3 of the Zoning Regulations requires that all penthouses and mechanical equipment must be placed in one (1) enclosure. As discussed, due to the concerns of the owners of the apartment building to the north of the project, the plans for the addition contemplate two penthouses for mechanical equipment. See Exhibit B.

Section 411.11 of the Zoning Regulations provides an exception to Section 411.3 and permits more than one mechanical penthouse, where allowing only one penthouse would be impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or the surrounding area. Pursuant to Section 411.11, more than one roof structure is permitted if (i) compliance would be unduly restrictive, prohibitively costly, or unreasonable; and (ii) the light and air of adjacent buildings will not be affected adversely by the design.

As set forth in greater detail below, approval of special exception relief in this case is in harmony with the general purpose and intent of the Zoning Regulations and Map and will not adversely affect the use of nearby properties.

A. Unduly Restrictive, Prohibitively Costly Or Unreasonable

It would be unduly restrictive to require the School to house all of its mechanical equipment in one roof structure. By allowing the School to construct two separate penthouses for mechanical equipment, the noisiest portion of the air conditioner can be moved to a location where it will not disturb anyone. Two roof structures also allow the School sufficient penthouse space for its needed mechanical equipment, while minimizing noise to adjacent properties.

B. Light And Air Of Adjacent Buildings Will Not Be Affected Adversely

Two penthouses on the roof of the proposed addition will not adversely affect the light or air of adjacent buildings. Both of these penthouses are set back from all exterior walls a distance at least equal to their height above the roof, and their ultimate height is well below the maximum (90') height limit in this zone district. See Exhibit B. Therefore, these penthouses will have no impact on the light or air of adjacent buildings.

IX.
WITNESSES

A. Steve Pruitt, Edmund Burke School Trustee

B. David Shapiro, Head of School

C. Frank Schlesinger, Frank Schlesinger Associates, Project Architect

D. Lou Slade and Erwin N. Andres, Gorove/Slade Associates, Traffic Consultant

X.
EXHIBITS IN SUPPORT OF THE APPLICATION

The School will submit the following exhibits in support of the application:

Exhibit A: Portion of the Sanborn Atlas showing the Property

Exhibit B: Plans for the Proposed Addition

Exhibit C: Letter from School to ANC 3F

Exhibit D: Zoning Map, Property Outlined in Red

Exhibit E: Existing and Proposed Circulation Plans

Exhibit F: Operations Plan

Exhibit G: Traffic Impact Analysis and Traffic Management Plan

Exhibit H: Outlines of Witness Testimony

Exhibit I: Resumes of Proposed Expert Witnesses

XI.
CONCLUSION

For the above reasons, this application meets the criteria set forth in Section 206 for special exception approval for a private school and is therefore in harmony with the general purpose and intent of the Zoning Regulations and will not adversely affect neighboring property. The School respectfully requests the Board of Zoning Adjustment approve this application.

Respectfully submitted,

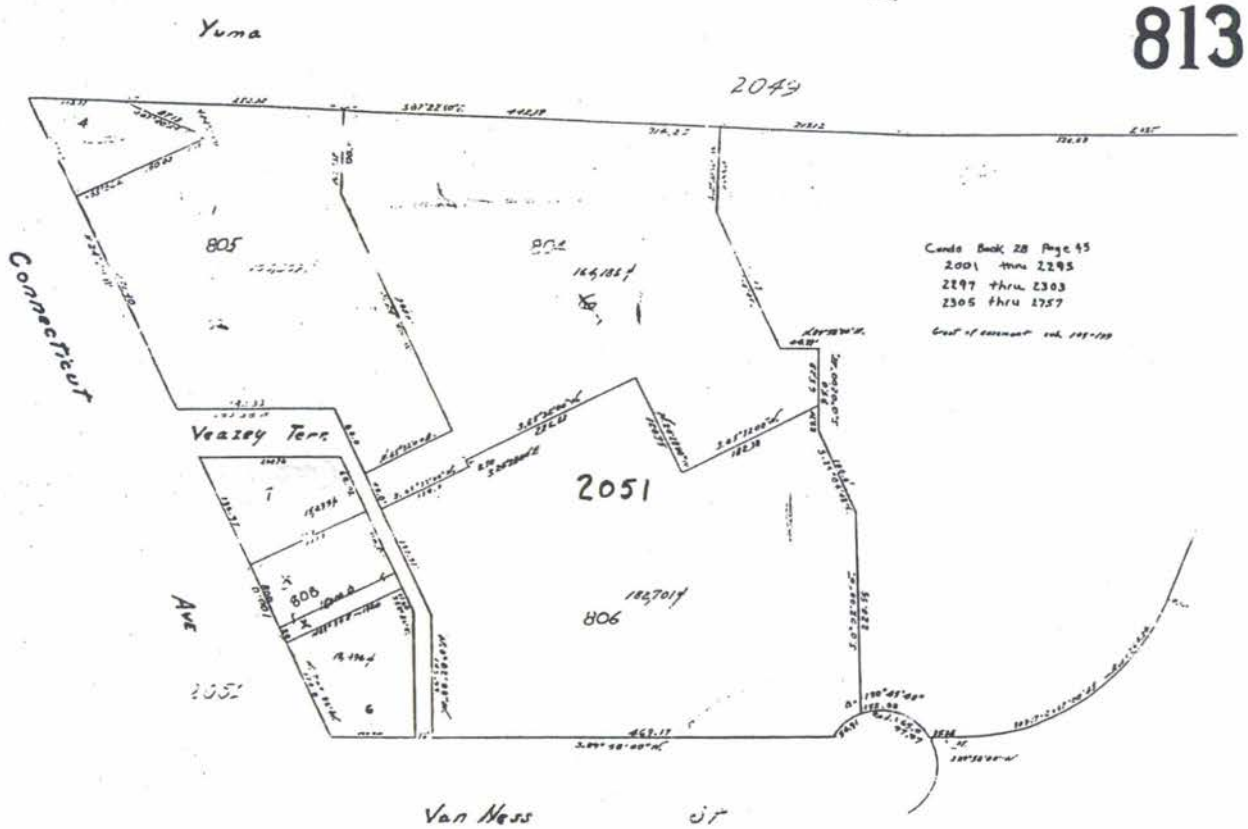
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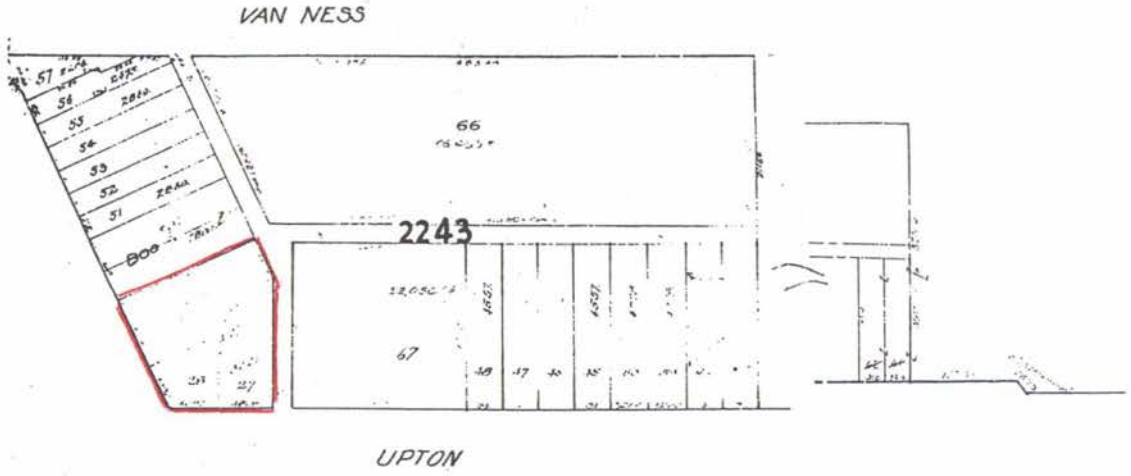
Sarah E. Shaw

January 9, 2001



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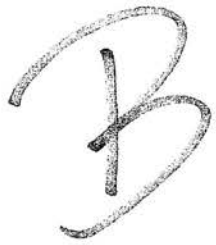


EXHIBIT 103B

FROM

CASE 16611

IS AN OVERSIZED DOCUMENT

PLEASE SEE AT OFFICE



ShawPittman

A Law Partnership Including Professional Corporations

PHIL T. FEOLA
202.663.8789 Fax: 202.663.8007
phil.feola@shawpittman.com

November 3, 2000

By Hand Delivery

Phil Kogan
3634 Veazey Street, N.W.
Washington, D.C. 20008

Re: Edmund Burke School Expansion

Dear Phil:

On behalf of the Edmund Burke School, we again want to reiterate the School's gratefulness for convening the meeting that we had with the neighbors on Sunday October 29, 2000. The School truly understands the difficulty in achieving a consensus for potential solutions to problems perceived by the neighbors with regard to the school's expansion. The School also recognizes that the many constituencies "gave up" certain demands in order to reach a general consensus.

As summarized at the end of the meeting by Walter Ailes, it is our understanding that there are four major points that the community has demanded be satisfied with regard to the School's expansion on the corner of Connecticut and Upton Streets. These are:

- that the School reorient the burden of its traffic away from Upton and Van Ness Streets, and direct it to the major arterial, Connecticut Avenue, as much as possible;
- that the School mitigate traffic in the public alley, as much as practicable;
- that the School accommodate 72 parking spaces on its property; and
- that the School preserve the existing green space between the existing school building and its eastern most property line.

The School has evaluated these demands and is pleased that it can, and will, accommodate some of these demands and make changes to its existing Board of Zoning Adjustment application.

The School intends to submit the enclosed plans at the public hearing. As you can see, the revised Plans change the first floor of the Addition and the circulation pattern to accommodate the major vehicle entrance to the School's pick up and drop off from Connecticut Avenue. This will allow all traffic coming to the School, from the east and south, to enter onto the School property on Connecticut Avenue, pick up and drop off the students on School property, and exit onto Upton Street without entering the public alley. Gorove-Slade estimates that this will accommodate approximately 80% to 90% of the School's pick up and drop off activity. This change will result in the loss of first floor program space, which the School proposes to add to the Connecticut Avenue frontage with an additional, partial floor in the front of the building.

The School intends to, therefore, keep the existing side yard essentially as it is. In order to accommodate this design, parking on the site is reduced from 48 spaces to 43. The School's current application anticipated having 70 faculty and staff on site. As part of this revised plan, the School will commit reducing its cap on faculty/staff to 65. It will do so by continuing to lease commercial space at 4201 Connecticut Avenue, as it does now, (approximately 1,500 square feet) for its development office which currently has three Burke employees. The development office was programmed to increase at the time of expansion).

As you can see, the School has not made provision to provide 72 parking spaces on site. The School tried to accomplish this objective of the community, but found that it could not accomplish it without seriously diminishing its ability to go forward with this project and develop the program space that the School needs. Nonetheless, the School will rent, at fair market value, 30 additional spaces in a commercial parking garage, within walking distance of the school, to accommodate the additional parking demand caused by the addition. Such a lease is being negotiated currently and will be provided to the community as soon as it is executed.

Finally, the School believes it has developed a significantly restrictive Operations Plan to limit its impact on the community. However, it welcomes the opportunity to continue to dialogue with the community to refine that plan to accommodate additional concerns.

In summary, the School intends to ask the Board of Zoning Adjustment for permission to amend its application at the public hearing on November 14 to accommodate the enclosed plans and documentation. The School is making these

changes with a good faith attempt to try to address some of the concerns raised by members of the community at our meeting on October 29. The School stands ready to meet with the group, at any time, to have further discussions about the new plans. Certainly if you have any questions or thoughts please feel free to contact either the undersigned or Walter Ailes at (202) 362-8882 ext. 102.

Sincerely,

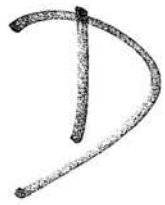
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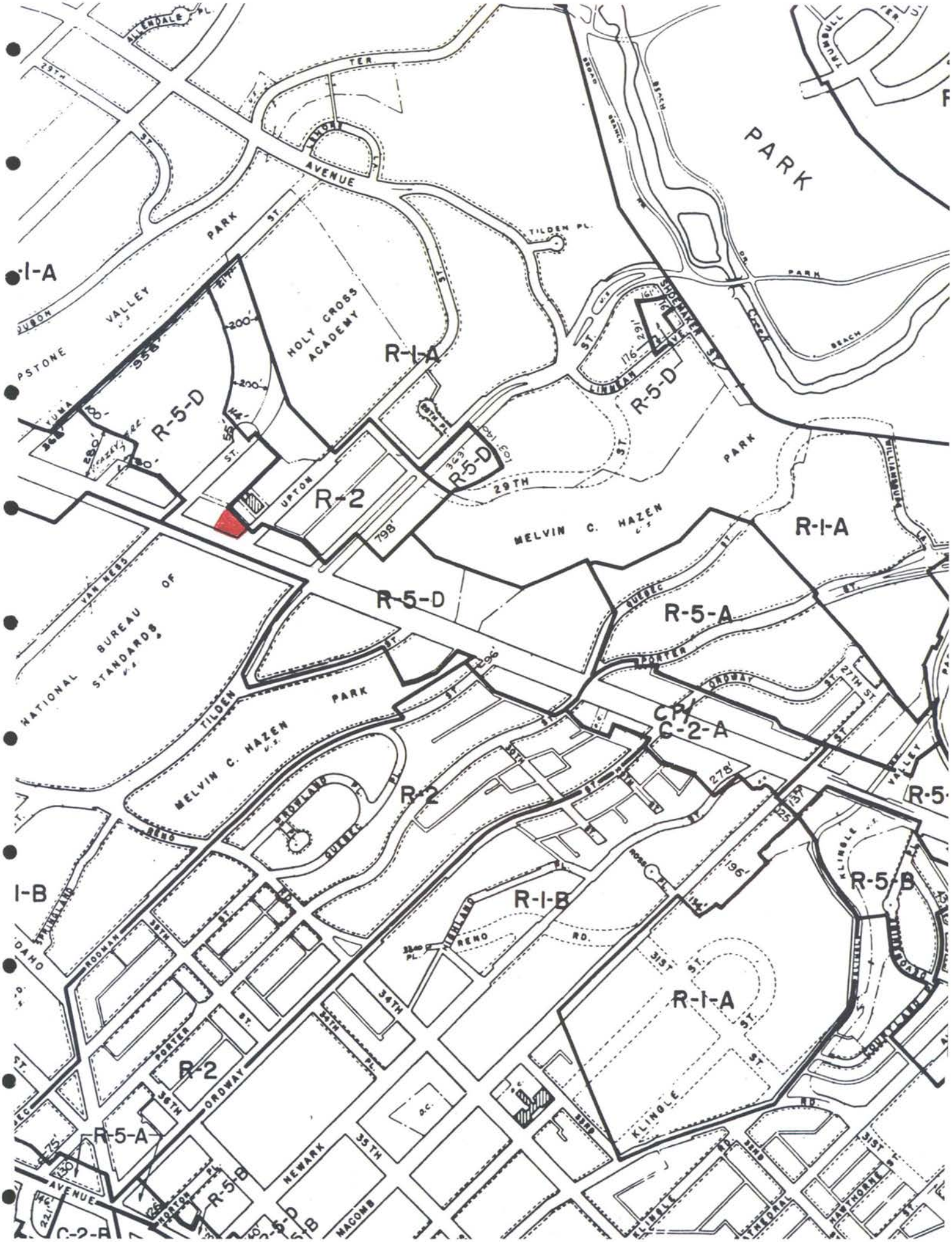
Sarah E. Shaw

Enclosure

cc: Karen Perry
Julie Wiseman
Milton Shinberg
Cynthia Giordano, Esq.
Office of Planning

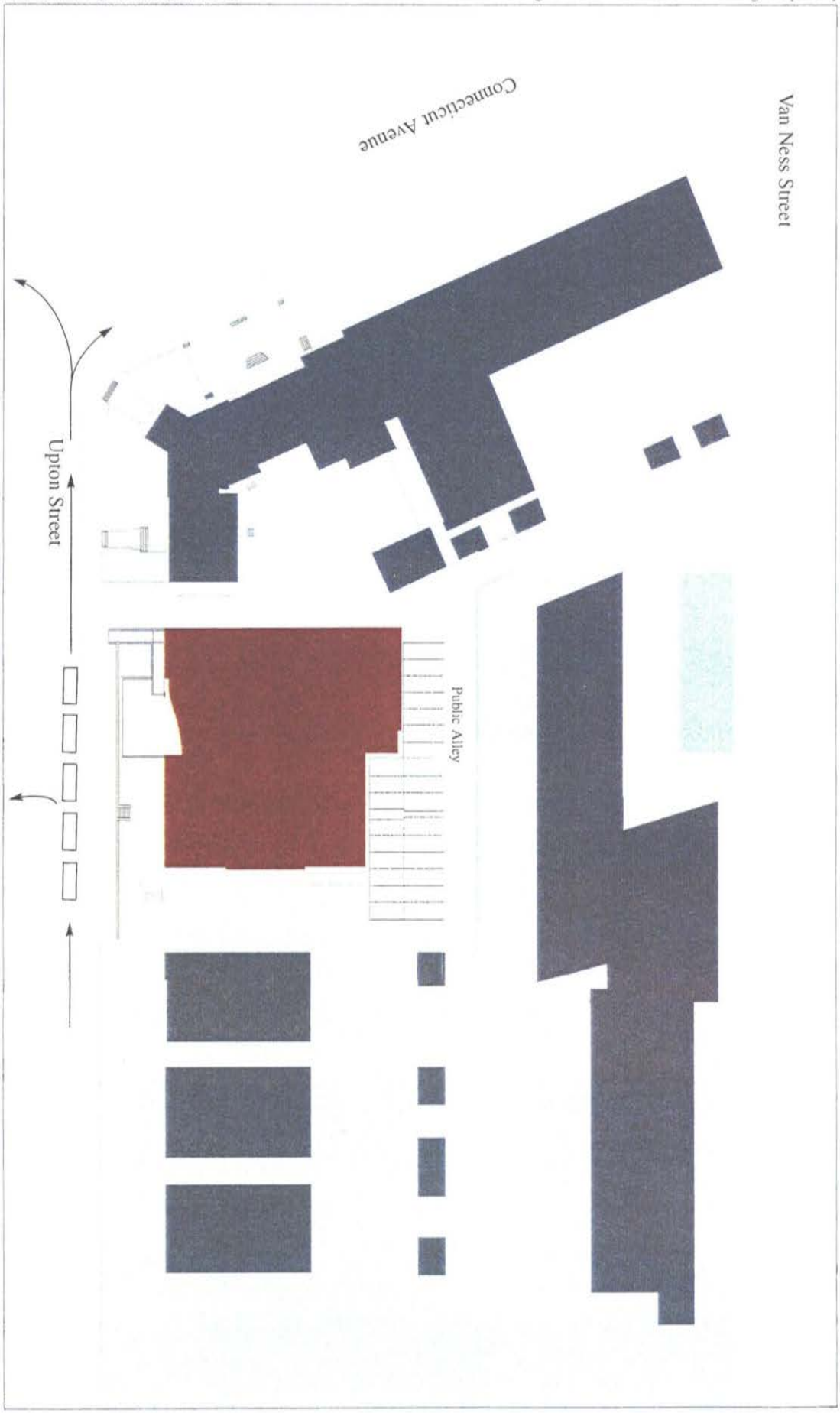
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PARK
I-A
R-1-A
R-5-D
R-2
HOLY CROSS ACADEMY
MELVIN C. HAZEN PARK
NATIONAL BUREAU OF STANDARDS
R-5-A
C-2-A
R-1-B
I-B
R-5-B
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AVENUE
ST.
TILDEN PL.
UPTON
29TH
27TH ST.
ORDWAY
PORTER
RENO
RO.
KLINGLE
31ST ST.
34TH
35TH
NEWARK
MACOMB
798'
278'
196'
200'
176'
161'
137'
125'



Existing Circulation and Stacking Capacity



Proposed Circulation and Stacking Capacity



Existing and Proposed Parking Spaces



F

Edmund Burke School
Operations Plan

1. Regular operation of the School shall be limited to the Edmund Burke School.
2. Forty-three parking spaces will be provided on-site. An additional 30 parking spaces will be leased off-site each year to correspond with the academic year. The 20 stacked spaces will be allocated to faculty and school vehicles to insure maximum use.
3. The School will prohibit students from parking in restricted residential spaces in the neighborhood. The School will require each car driven by a student to be registered and clearly identified. Neighbors should notify the School whenever an infraction is noted.
4. The noise emanating from the structure shall not exceed 60 dba during the day and 55 dba during the night, as measured at the property line nor exceed the provisions of the Zoning Regulations.
5. The number of students shall not exceed 360 and the total number of faculty and staff shall not exceed 64. An annual report of student enrollment will be made available to the ANC each September.
6. All non-school-related use of the building shall be limited to no more than three events per month.
7. The School will not hold two separate special events simultaneously.
8. The School will not rent or lease its proposed auditorium or existing gym to any outside organizations.
9. The school will actively manage the traffic on Upton Street and the public alleys during the morning and afternoon drop off and pick up times.
10. Deliveries will be limited to the school's operational hours and will be done at the designated loading zones.
11. The public alley will be unobstructed at all times.
12. The School will provide a calendar of events to the immediate neighborhood each fall.
13. The School will continue to work with the various community liaison efforts now in place or that may be formed in the near future. The Assistant Head of school will continue to be the contact point for neighborhood concerns.
14. Trash receptacles will be kept within the new building and pickup will occur during the day between 8:00 am and 6:00 pm.
15. Reasonable efforts will be made to support the maintenance of the public alley.

16. Construction Procedures

- The construction contracts will require that all those involved in the project strictly follow the applicable D.C. ordinances for construction noise and hours of operations.

- Construction traffic will access the site from the north and south using a new temporary entrance at Connecticut Avenue. Traffic will exit the site heading west on Upton Street. Deliveries will be from the temporary site drive or the north curb lane of Connecticut Avenue.

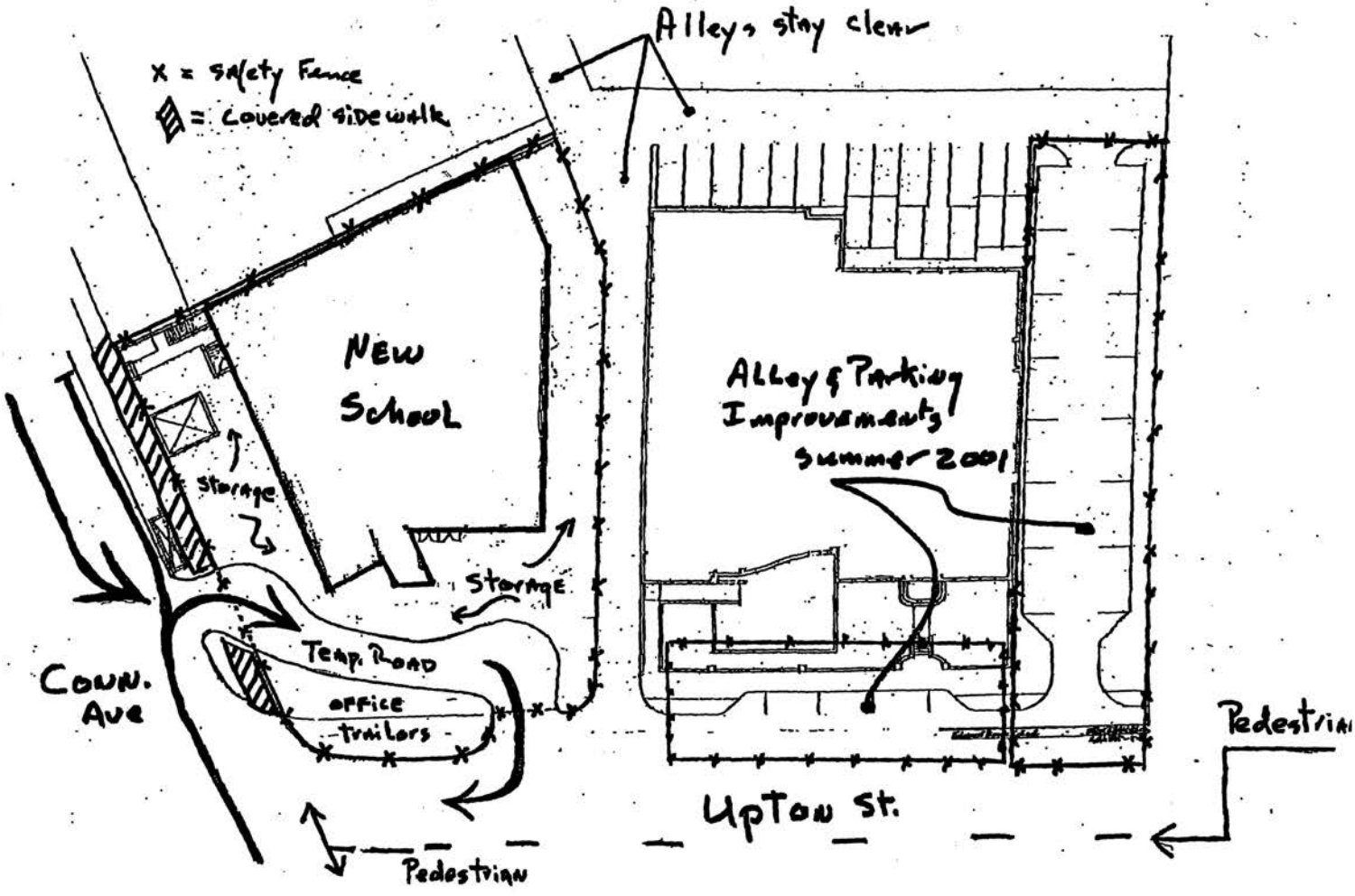
- The Connecticut Avenue sidewalk along the construction zone will be covered. The north side of the Upton Street sidewalk in front of the new building will be closed. Pedestrians will be routed to the south side of Upton Street just east of the School.

- The new driveway and parking spaces on the east side of the existing School will be constructed first, during the summer recess of 2001 to ensure traffic flow can be maintained around the site. The exiting alley will be kept clear during construction; staging for work will be from Upton Street and Connecticut Avenue.

- The construction contracts will require that all construction workers park at an off-site, commercial facility, and the general contractor will provide shuttle service to off-site parking facilities.

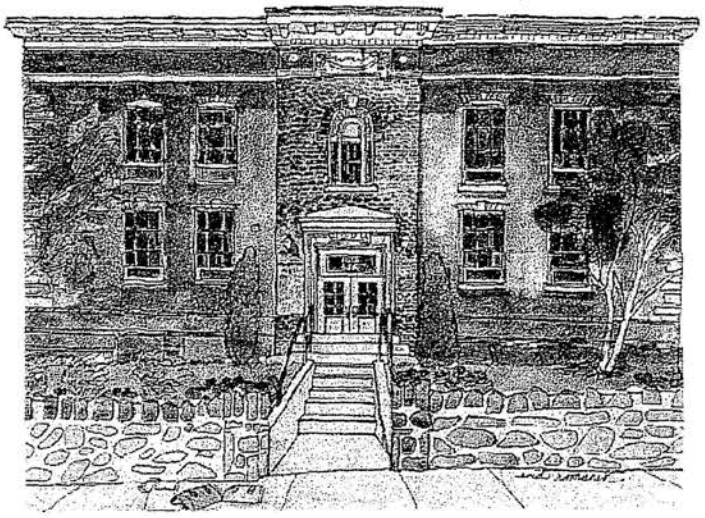
- Staging and storage will be contained within the construction zone.

- Construction is intended to be staged as shown on the attached Plan.


Alleys stay clear
X = Safety Fence
= Covered sidewalk
NEW SCHOOL
ALLey & Parking Improvements Summer 2001
Storage
Storage
Temp. Road
office trailers
COUN. AVE
Pedestrian
UpTon St.
Pedestrian



Traffic Impact Analysis
Edmund Burke School



Prepared For

Edmund Burke School
Washington, D.C.

Prepared by
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December 20, 2000

TRAFFIC IMPACT ANALYSIS
EDMUND BURKE SCHOOL
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TRAFFIC IMPACT ANALYSIS
EDMUND BURKE SCHOOL
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EXECUTIVE SUMMARY

The Burke School is proposing to expand its existing student population of 299 students and 60 faculty/staff members to a maximum of 360 students and 64 faculty/staff members. The proposed increase in student and employee population will be accommodated by constructing a new school building at the northeast corner of the intersection of Connecticut Avenue and Upton Street. This proposed building will be across from the existing school building on the other side of an existing one-way southbound alley that extends from VanNess Street to Upton Street.

The construction of the new facility provides the opportunity to address several significant parking and transportation issues. The new facility provides a substantial increase in stacking space that is not currently provided for the school. Existing congestion experienced in front of the school during the peak AM and PM peak hours is directly associated with the lack of stacking space for parents to drop off or pick up their children. The proposed development plan provides for 20 stacking spaces as compared to the existing provision of 5 stacking spaces. The increased stacking space will allow for the morning and afternoon carpool operations to occur in locations that do not interfere with through traffic along Upton Street. The expansion of the school to 360 students and 6 faculty/staff is projected to generate an additional 29 inbound trips during the AM peak hour and 18 inbound trips during the PM peak hour.

The proposed development plan also provides 43 on-site parking spaces and 30 off-site parking spaces. The benefit of providing off-site parking is that less school-related traffic will be introduced into the immediate neighborhood of the Burke School.

The circulation plan associated with the proposed development will provide direct right-turn in/right-turn out access on Connecticut Avenue into the new building. This access plan will allow for parents who utilize Connecticut Avenue the opportunity to access the site without using Upton Street, the public alley, or any of the other residential streets in the neighborhood. The utilization of this access point will divert school-related traffic from Upton Street and other residential streets. This revised plan also maintains the existing utilization level of the public alley adjacent to the existing school building.

Because of the school's commitment to facilitate the access and circulation plan, the school has developed an intensive Transportation Management Plan as part of the development plan. The school will provide transit subsidies for employees to take Metrorail and bus to and from work. As mentioned earlier, the school has leased 30 off-site parking spaces to discourage additional traffic from utilizing neighborhood streets. The school will promote off-site drop-off and the VanNess Metrorail station Kiss-and-Ride facility, which is only one and a half blocks from the school. The school has discontinued usage of the Burke facilities for outside groups. The school has prohibited Burke students from parking in front of neighborhood residences and also instutited a registered parking permit program to identify Burke drivers parked in the neighborhood. The Edmund Burke School will implement a special events management plan to manage parking and traffic associated with special events at the Burke School.

INTRODUCTION

The purpose of this report is to present the findings of a Traffic Impact Analysis (TIA) for the proposed expansion of The Edmund Burke School in Washington, DC. The Edmund Burke School is proposing to expand its existing campus in order to serve the existing student population better, and to accommodate an increase in students and faculty. This traffic impact analysis accounts for a plan that has resulted in continuous coordination with community groups to mitigate the existing and proposed impacts of the Burke School on the surrounding residential neighborhood. The revised plan, that includes a Connecticut Avenue access point, reflects physical design aspects geared to facilitate more efficient carpool operations while minimizing the impact of school-related vehicles on the residential roadway network.

The Edmund Burke School is located on property located on the north side of Upton Street, east of Connecticut Avenue, and west of Howard University Law School. The addition is proposed to be on the corner of Upton Street and Connecticut Avenue. The regional site location is illustrated in Figure 1.

The objectives of this study have been to:

- Determine existing traffic conditions within the proposed study area
- Determine the trip generation associated with the existing school
- Project future traffic conditions at the proposed location with the expansion of The Edmund Burke School
- Assess existing and future conditions to determine roadway levels of service
- Develop a circulation plan to accommodate the Edmund Burke School-related motorists to minimize interference with the normal flow of traffic on adjacent roadways.

The following tasks were undertaken as part of this study:

- Existing traffic counts and field observations were made at the existing school from Thursday, September 30, 1999 to Wednesday, October 6, 1999.
- Intersection capacity analyses were performed for Existing and Future Conditions.

Sources of data for this study include the Edmund Burke School; James F. Wilson Inc.; Frank Schlesinger Architects; and the files and library of Gorove-Slade Associates, Inc.

Scope of Study

A standard traffic impact analysis was undertaken to determine the existing conditions of the roadway network adjacent to the proposed Edmund Burke School site and the impacts of the proposed development expansion. The impacts of the development traffic were assessed under future conditions. The following intersections were included in this study:

- Connecticut Avenue/VanNess Street
- Connecticut Avenue/Upton Street
- Connecticut Avenue/Tilden Street
- 29th Street/Upton Street
- The existing public alley adjacent to the Edmund Burke School, north of Upton Street

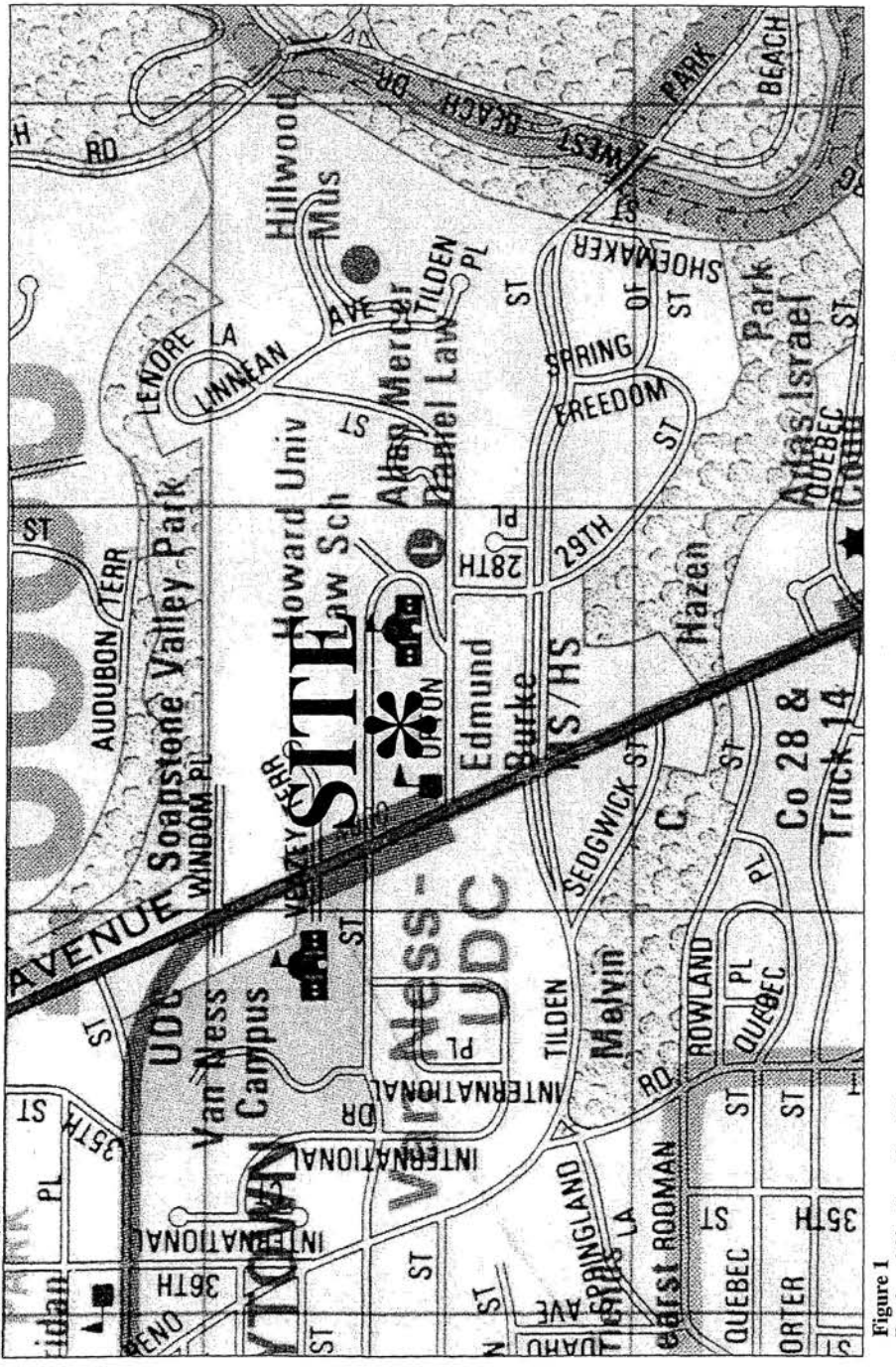


Figure 1
Regional Site Location Map

EXISTING CONDITIONS

Description of Existing School Characteristics

The Edmund Burke School is currently located at 2955 Upton Street NW, just east of Connecticut Avenue NW. Due to its proximity to the major commuting corridor of Connecticut Avenue, access to the site on Upton Street is relatively convenient. Ample public transportation opportunities exist with the presence of Metrobus Routes L1 and D32 on Connecticut Avenue in the vicinity of the existing school site. In addition to the Metrobus routes, the Burke School is within a 5-10 minute walk to the VanNess-UDC Metrorail station along the Red Line.

The existing student and faculty/staff populations consists of 299 students and 60 faculty/staff (sixth grade through twelfth grade). School is in session from 8:05 AM until 3:15 PM. Approximately half of the students participate in an afterschool programs and athletics until approximately 6:30 PM. Limited parking is provided within the property of the school. Residential permit parking along Upton Street NW is currently implemented in the vicinity of the Burke School.

Description of the Proposed Expansion of the School

The Edmund Burke School is proposing to construct facilities that will accommodate a maximum student enrollment of 360 students. In order to accommodate this increase, the Edmund Burke School is proposing to construct a new building to the west of the existing Burke School building across an existing public alley.

Existing Roadway Network

The roadways within the study area are described below and are illustrated in Figure 2.

- Upton Street is an east-west local roadway that extends from Connecticut Avenue from the west to Linnean Avenue to the east in northwest Washington, D.C. In the vicinity of the site, Upton Street is a two-lane roadway with two hour parking permitted on both sides of the street for zone three permits during the hours of 7:00 AM to 6:30 PM The westbound approach of Upton Street Connecticut Avenue is stop-controlled.

- Connecticut Avenue is a north-south major arterial roadway that extends from Maryland from the north to 17th Street to the south in northwest Washington, D.C. In the vicinity of the site, Connecticut Avenue is a six lane arterial with reversible lanes during AM and PM peak periods. There are two lanes northbound with four lanes southbound during the AM peak period and two lanes southbound with four lane northbound during the PM peak period. Two hour, metered parking is permitted, north of VanNess Street, during the hours of 9:30 AM and 4:00 PM Also, two hour parking is permitted on the west side of Connecticut Avenue between Upton Street and VanNess Street between the hours of 9:30 AM to 4:00 PM

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Figure 2
Existing AM Peak Hour and Off-Peak Hour
Lane Configurations

- VanNess Street is an east-west local roadway that extends from Howard University Law School from the east to 52nd Street to the west in northwest Washington, D.C. VanNess Street is signalized at Connecticut Avenue with a leading left-turn green arrow for the northbound approach of Connecticut Avenue. In the vicinity of the site, VanNess Street is signalized at Connecticut Avenue. Two hour metered parking on the north side of VanNess Street west of Connecticut Avenue is allowed between the hours of 7:00 AM to 6:30 PM. Two hour, zone three permit parking on the north side of VanNess Street is enforced during the hours of 7:00 AM to 8:30 PM east of Connecticut Avenue. Two hour, zone three permit parking on the south side of VanNess Street is enforced during the hours of 7:00 AM to 8:30 PM east of the public alley adjacent to the Burke School. Parking is restricted from 8:00 AM to 6:00 PM on the south side of VanNess Street between Connecticut Avenue and the public alley adjacent to the Burke School.

- 29th Street is a local north-south roadway that extends from Upton Street from the north to Tilden Street to the south in northwest Washington, D.C. The northbound and southbound approaches of 29th Street is stop controlled at Upton Street and Tilden Street. Along both sides of 29th Street, two hour, zone three permit parking is enforced during the hours of 7:00 AM to 8:30 PM

- Tilden Street is a two-lane divided east-west roadway in the vicinity of the site that extends from Park Road from the east to Reno Road to the west in northwest Washington, D.C. Tilden Street is signalized at Connecticut Avenue with a leading left-turn green arrow for the southbound approach of Connecticut Avenue.

Existing Traffic Volumes

Existing traffic volumes were collected from Thursday, September 30, 1999 to Wednesday, October 6, 1999 from 7:00 AM - 9:00 AM, and 2:00 PM - 4:00 PM. Traffic counts were conducted during the time periods that coincided with the start and dismissal times of the existing school. Traffic counts that were conducted at the school were used to determine existing trip generation and the peak study time periods. Based on these counts the hour of highest activity at the school were determined to be 7:30 AM - 8:30 AM and 2:30 PM - 3:30 PM. The existing peak hour traffic volumes are shown in Figure 3. Count summary sheets are included in the Technical Appendix to this report. Field observations were made at the school site during the time when traffic counts were conducted. The following existing observations were made:

- The maximum queue of vehicles due to student drop-off in the morning was 4 vehicles westbound and 5 vehicles eastbound on Upton Street and this peak queue lasted less than approximately 10 minutes.
- The maximum queue of vehicles due to student pick-up in the afternoon was 4 vehicles westbound and 6 vehicles eastbound on Upton Street and this peak queue lasted less than approximately 15 minutes.

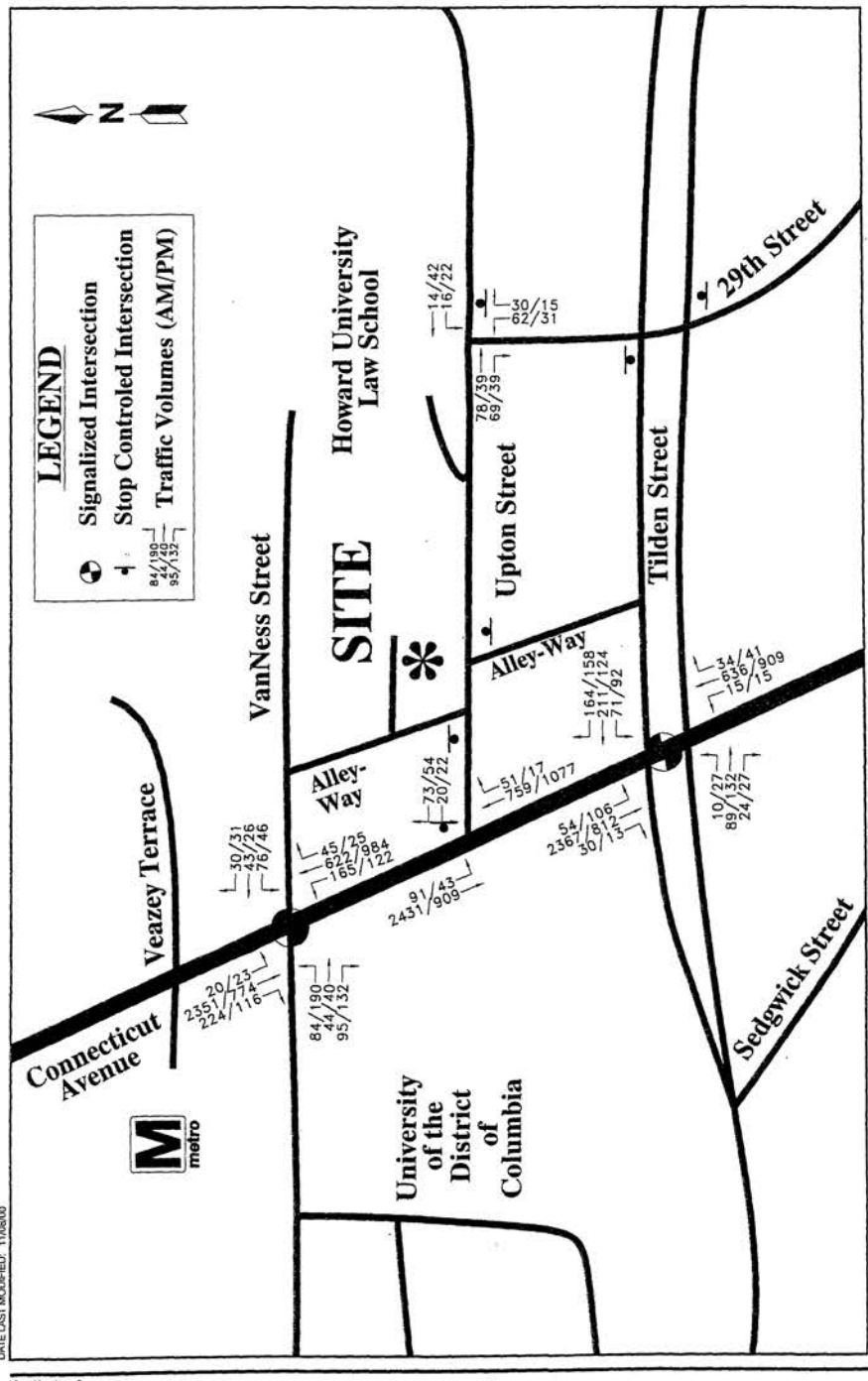


Figure 3
Existing Traffic Volumes

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These maximum queues result from vehicles dropping off students in the morning and from vehicles waiting to pick up students in the afternoon on both sides of Upton Street in front of the school. Due to the narrow cross-section of Upton Street, vehicles queued on both sides of Upton Street contributes to the difficulty for vehicles traveling on Upton Street to pass through. For vehicles queued in the westbound direction, there is an opportunity for Burke School-related vehicles to pull in front of the school, where parking is restricted. Vehicles queued in the eastbound Upton Street direction are in the eastbound travel lane due to vehicles parked on the south side of Upton Street.

Existing Capacity Analysis

A capacity analysis was performed to determine the existing Level of Service (LOS) for the AM and PM peak hours for intersections within the study area. The capacity analyses are based on methods outlined by the Transportation Research Board's Special Report 209: Highway Capacity Manual (HCM), 1997. Levels of service range from "A" (best) to "F" (worst). A detailed description of each level of service is included in the Technical Appendix to this report. The results of the LOS capacity analysis are summarized in Table 1.

TABLE 1

Existing Capacity Analysis Levels of Service (LOS)

Roadway Intersection	**AM Peak Hour**	**PM Peak Hour**
Signalized Intersection	***LOS***	***LOS***
VanNess Street and Connecticut Avenue	F	C
Tilden Street and Connecticut Avenue	B	C
Unsignalized Intersections	***LOS***	***LOS***
Upton Street and Connecticut Avenue		
Northbound Approach	B	C
Southbound Approach	B	C
Westbound Approach	F	F
Upton Street and 29th Street		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	A	A

As Table 1 indicates, all of the intersections operate at acceptable levels of service with the exceptions of VanNess Street/Connecticut Avenue and the westbound approach of Upton Street to Connecticut Avenue. The existing level of service at VanNess Street and Connecticut Avenue during the AM peak period operates at a poor level of service due to the existing progression and traffic signal offsets programmed along the Connecticut Avenue corridor and due to the heavy southbound commuter volumes.

FUTURE CONDITIONS

Proposed Development Plan

The Burke School is proposing to construct a new facility on the west side of the public alley to accommodate the proposed expansion. The Edmund Burke School has established a new circulation plan that will provide direct access to the new building from Connecticut Avenue. This plan will allow parents arriving for the AM and PM carpool operations to access the new building via Connecticut Avenue to drop off and pick up their children. As a result, a major portion of the parents that currently access the school from Upton Street will shift to the Connecticut Avenue access because it is easily accessible and provides parents an opportunity to position themselves to head southbound fairly efficiently.

The new development and circulation plan consists of the following elements:

- Parents heading to the school from the east will drop off their children either in front of the existing school building or the new school building on Upton Street, if they are heading northbound on Connecticut Avenue after they drop off their children. All other parents destined for the school will access the school via the right-turn only entrance on Connecticut Avenue.

- All of the stacking and carpool operations for the Burke School will occur entirely on campus or on the Upton Street frontage of both school buildings. The new plan is geared to keep the public alleys and the public travel lanes clear of standing traffic. The pick-up/drop-off area on the east side of the new school building is within the property of the Burke School. This pick-up/drop-off area will be separated from the public alley with temporary traffic cones that will prevent Burke School parents from accessing the public alley.

- The stacking provided on the new school property consists of 13 vehicles. The stacking provided in front of the existing school property with a proposed lay-by area consists of 4 vehicles. The curbside stacking available in front of the new school building on Upton Street consists of 3 vehicles. The total stacking available for the new plan consists of 20 vehicles, 15 more than the existing stacking capacity of 5 vehicles. The projected stacking needed for the future expansion consists of 12 vehicles, which can be sufficiently accommodated in this new circulation plan.

- A traffic control staff person will be provided at the Connecticut Avenue access point to ensure the queue into this access point does not extend into the Connecticut Avenue traffic flow. It is not projected that this condition will occur, but the management plan is in place to provide a contingency plan. An off-duty police officer will be staffed at the intersection of where the drop off area for the new building meets Upton Street, adjacent to the existing southbound direction public alley. This officer will be responsible for coordinating traffic exiting from the Burke School drop-off/pick-up area, traffic from the public alley and general traffic along Upton Street.

Proposed Parking Plan

The school is proposing to provide 43 parking spaces on site and 30 parking spaces off-site. The off-site parking will remove vehicles and traffic out of the residential neighborhood and into the nearby commercial areas. The parking provided on the east side of the new building will be designated as visitor parking that would be available at all times, except during the AM and PM peak hour.

Trip Generation

The existing traffic generation associated with the current school driveway accounts for the traffic generated by the existing school. In the future, the existing student population is projected to increase gradually from 299 students to 360 students. Traffic generation has been projected to increase by a similar rate accounting for the existing auto occupancy rate that currently occurs at the existing site. The traffic generation of the school is a result of students being picked up and dropped off, student drivers, students carpooling, walkers and Metrorail and public bus usage. Table 2 summarizes the existing and projected trip generation for the AM and PM peak hours.

Table 2
Existing and Future Trip Generation Summary

	Students & Faculty/Staff	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
		Enter	Exit	**Total**	Enter	Exit	**Total**
Existing Students	299	131	110	241	88	105	193
Existing Faculty/Staff	60	36	0	36	0	30	30
Total Existing Trip Generation (Faculty/Staff Plus Students)	359	167	110	277	88	135	223
Total Future Students	360	157	132	289	106	126	232
Total Future Faculty/Staff	64	39	0	39	0	33	33
Total Future Trip Generation (Faculty/Staff Plus Students)	428	196	132	328	106	159	265
Total Additional Trip Generation (Faculty/Staff Plus Students)	**69**	**29**	**22**	**51**	**18**	**24**	**42**
Reduction of traffic due to the elimination of existing uses at the corner of Upton Street and Connecticut Avenue	6 Apt. Units & Museum/Office Use	-17	-6	-23	-2	-6	-8
Net Trip Generation Associated with the School Expansion		**12**	**16**	**28**	**16**	**18**	**34**

The expansion of the school to 360 students and 64 faculty/staff is projected to generate an additional 29 inbound trips during the AM peak hour and 18 inbound trips during the PM peak hour. Because the school is replacing existing uses with the new school building, the traffic associated with those uses have been accounted for in the traffic generation presented in Table 2. The existing uses in those buildings include a small apartment building with 6 units, a mixed-use development with 2 residential units and a dentist's office, and an office/museum building occupied by the Brazilian Cultural Institute.

Because the school is proposing to locate 30 parking spaces off-site on Connecticut Avenue, the net impact of the traffic activity associated with the Burke School will be beneficial to the surrounding residential neighborhood. Students or faculty/staff using the off-site parking spaces will not need to use the residential streets that include VanNess and Upton Streets to look for parking spaces. The traffic impact would result in 30 vehicles that would not enter the residential neighborhood as part of Burke School's daily operations.

Most of the traffic associated with the school will be directed towards the Connecticut Avenue access due to its convenience for most of the school students and parents. In relation to the traffic along Connecticut Avenue, the increase associated with the expansion is relatively minimal with hourly traffic volumes on Connecticut Avenue in the range of 2,400 vehicles.

Trip Distribution

The directional distribution of motorists approaching the proposed expansion to the Edmund Burke School site was determined using the zip codes of students who currently attend the school and surveys were distributed to all existing student body parents to help determine trip generation, auto occupancy, and traffic patterns to and from the school during the morning drop-off and afternoon pick-up times. The majority of motorists are expected to arrive via Connecticut Avenue, with significantly fewer vehicles arriving via Upton Street. The directional distribution of motorists leaving the proposed site was modified to incorporate the number of parents who arrive from the north, drop their children off and then travel south towards the central business district.

The routes developed for parents approaching the school during the AM and PM peak hour consist of the following:

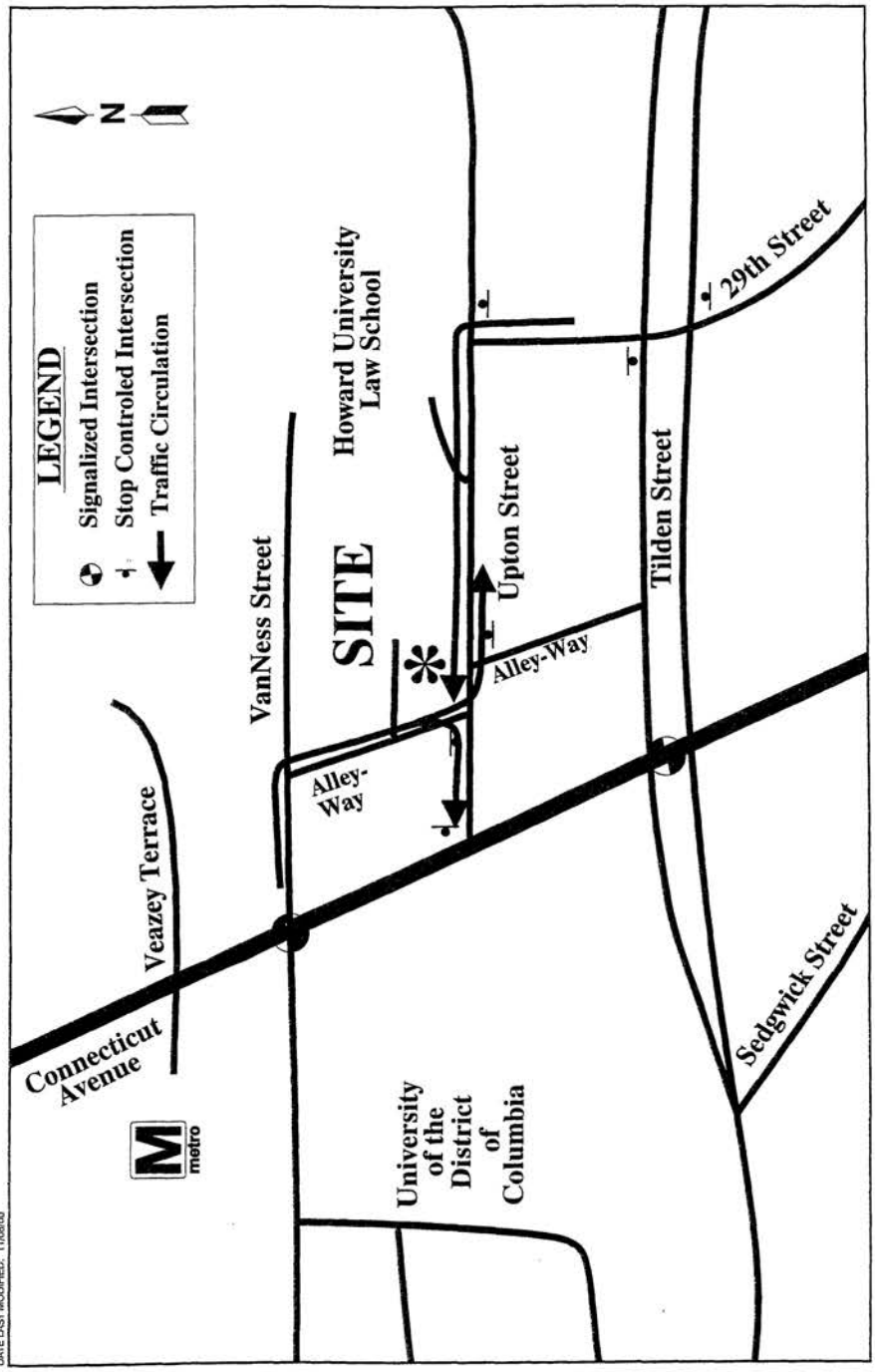
- Motorists heading westbound on Tilden Street will turn right onto 29th Street and left onto Upton Street; or head west on Tilden Street, turn right onto Connecticut Avenue and right into the Connecticut Avenue access point.
- Motorists heading northbound on Connecticut Avenue will turn right into the Connecticut Avenue access point.
- Motorists heading eastbound on Tilden Street will turn left onto Connecticut Avenue and right into the Connecticut Avenue access point.
- Motorists heading eastbound on VanNess Street will turn right onto Reno Road, left onto Tilden Street, left onto Connecticut Avenue and right into Connecticut Avenue access point.
- Motorists heading southbound on Connecticut Avenue will shift to southbound Reno Road, turn left onto Tilden Street, left onto Connecticut Avenue and right into Connecticut Avenue access point.

The stacking provided in the new school building was designed to accommodate the peak arrivals during the morning and afternoon carpool periods. In the unlikely event that the vehicles completely occupy the pick-up area within the new building property during the PM peak hour, all subsequent vehicles heading towards the Connecticut Avenue access that cannot be accommodated in this stacking area will be directed to continue northbound, then turn right on VanNess Street, turn right into the southbound public alley and right onto Upton Street. They will have the option of performing their carpool operations at this location or to continue towards the Connecticut Avenue access. It is projected that the maximum carpool operations stacking during the PM peak hour will be 12 vehicles, which could be accommodated within the new building and with additional capacity available on the Upton Street frontage of both school buildings. This process will be managed by Burke School carpool staff to ensure safety and efficiency.

The existing site access and circulation plan for the AM and PM peak hours is presented in Figure 4. The proposed site access and circulation plan for the AM and PM peak hours is presented in Figure 5. The directional distribution of the trips generated by the expansion is presented in Figure 6.

Future Traffic Volumes

The projected trips shown in Table 2 were assigned to the roadway network using the directional distribution shown in Figure 6. These site related traffic volumes were then added to existing traffic volumes (Figure 3) to produce future traffic volumes. The future traffic volumes are presented in Figure 7.



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Figure 4
Existing AM and PM Peak Hour Traffic Circulation

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Figure 5
Future AM and PM Peak Hour Traffic Circulation

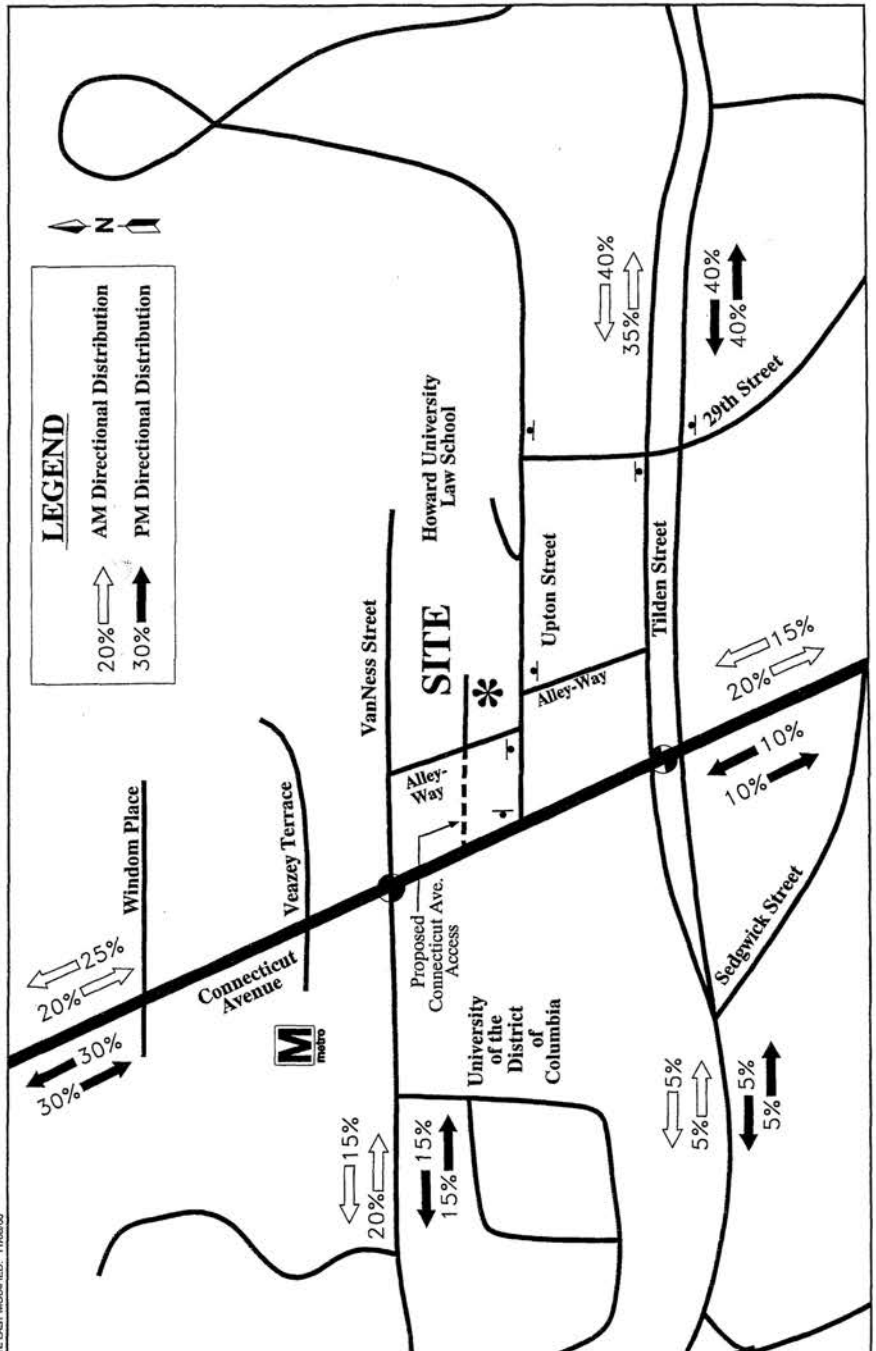


Figure 6
Directional Distribution

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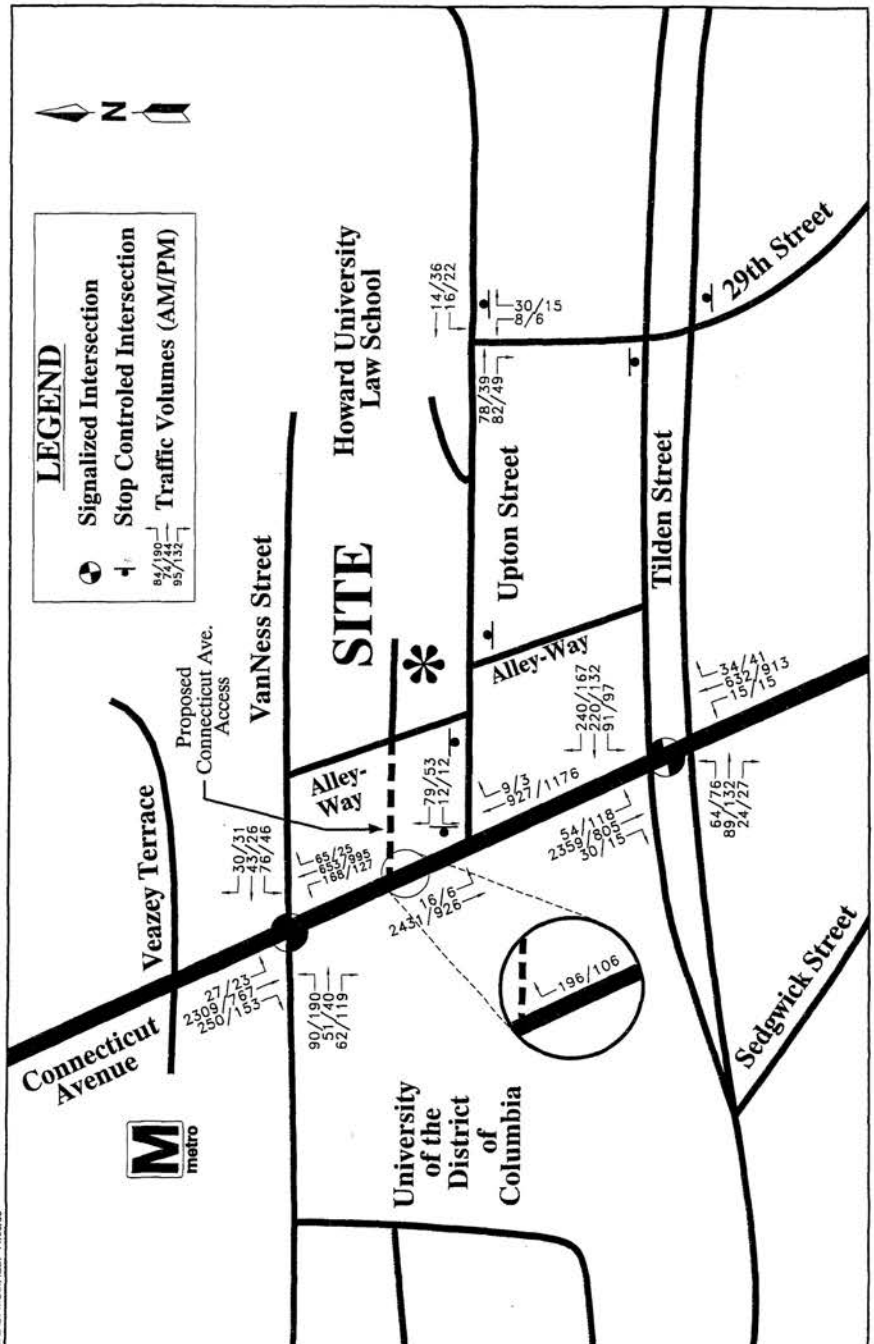


Figure 7
Total Future Traffic Volumes

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Future Conditions Capacity Analysis

A future capacity analysis was performed to determine the level of service of intersections within the study area under projected conditions. The results of the future capacity analysis are summarized in Table 3. A level of service D (see appendix for levels of service descriptions) was used as the acceptable level of service standard for peak hour street traffic design.

TABLE 3

Future Conditions Capacity Analysis Levels of Service (LOS)

Roadway Intersection	**AM Peak Hour**	**PM Peak Hour**
Signalized Intersection	***LOS***	***LOS***
VanNess Street and Connecticut Avenue	F	C
Tilden Street and Connecticut Avenue	B	C
Unsignalized Intersections	***LOS***	***LOS***
Upton Street and Connecticut Avenue		
Northbound Approach	B	C
Southbound Approach	B	C
Westbound Approach	F	F
Upton Street and 29th Street		
Northbound Approach	A	A
Southbound Approach	A	A
Eastbound Approach	A	A

As Table 3 indicates, all of the intersections will continue to operate at acceptable levels of service with the exceptions of VanNess Street/Connecticut Avenue and the westbound approach of Upton Street to Connecticut Avenue. The intersection of VanNess Street and Connecticut Avenue during the AM peak period is projected to operate at a poor level of service due to the existing progression and traffic signal offsets programmed along the Connecticut Avenue corridor and due to the heavy southbound commuter volumes. Although the traffic on Connecticut Avenue will increase with the proposed development plan, the traffic on the residential streets will decrease with the proposed plan. The additional traffic generated by the proposed expansion will be concentrated on Connecticut Avenue to mitigate the impact of the school on the residential neighborhood.

The AM and PM carpool operations will require coordination with the southbound one-way alley that extends from VanNess Street to Upton Street. The current utilization of the alley consists of 51 vehicles during the AM peak hour and 44 vehicles during the PM peak hour. Because the alley is currently used by some Burke School parents, the future circulation plan will restrict pick up and drop off in the alley to keep the alley clear of standing traffic at all times. As a result, the Burke School parents that currently use the alley will shift to the Connecticut Avenue access point. As stated earlier, an off-duty police officer will manage the traffic control duties on Upton Street where the alley and the Burke School pick-up/drop-off area meet.

Future Queuing Considerations

The access and circulation system for the proposed site consists of a morning and an afternoon circulation pattern that will be managed by Burke School staff. The existing available stacking space to serve the school consists of 5 vehicles in front of the school. With the proposed plan, the stacking space available during the AM and PM peak hour consists of 4 cars in front of the existing school building, 13 in the proposed school building, 3 along Upton Street in front of the proposed building, resulting in 20 total stacking spaces as compared to the existing stacking of 5 vehicles.

The existing maximum queuing that occurs consists of a total of 9 vehicles in the morning and 10 during the afternoon peak hour. With the proposed expansion, the maximum queue that would result consists of 12 vehicles during the afternoon carpool operations and can be accommodated by the 20 stacking spaces provided as part of the proposed plan

TRANSPORTATION MANAGEMENT PLAN

The Burke School is proposing to implement a Transportation Management Plan (TMP) in association with the expansion to manage the traffic and parking operations related to the daily operations of the school. The specific elements of this TMP consist of measures that will be geared to address three major components of the plan: 1) School operations policies 2) Carpool operations 3) Parking policies and 4) Community-related issues.

The following sections define the specific elements of this plan:

School Operations

The Edmund Burke School is committed to reducing and minimizing the traffic impact associated with the projected student and employee population. The following represents school policies to encourage a reduction to the traffic and parking demand to the school:

- Provide employees transit subsidies to encourage the use of Metrorail and bus.
- Develop a special events management plan to identify measures to manage traffic and parking associated with special events.
- Promote the VanNess Metrorail station Kiss-and-Ride as an appropriate location for parents to drop-off and pick-up their children as an alternative to avoid the carpool operations at the school. This alternative would be encouraged for parents heading southbound on Connecticut Avenue headed for destinations downtown.

Carpool Operations

In order to facilitate the carpool operations to address the existing queuing situation, the following are elements of the transportation management plan that will be implemented:

- Develop the proposed circulation plan to provide right-turn in/right-turn out access to Connecticut Avenue into the new school building. This plan will provide for ingress on Connecticut Avenue and egress to Upton Street, allowing parents the opportunity and flexibility to head in any direction that they need to proceed.
- Develop the physical plan that will provide a total of 20 stacking spaces that will significantly improve general traffic operations on Upton Street by removing stacking activity that currently occurs on Upton Street travel lanes. This plan also maintains the existing utilization of the public alley adjacent to the existing school building.
- Schedule faculty meetings to train staff on policy implementation and enforcement at the beginning of each semester to go over the policies and any subsequent modifications to them resulting from observations of the carpool operations.
- Increase faculty/staff duty roster for both AM and PM carpool operations to facilitate efficient and safe operations. This measure will ensure the most efficient utilization of the available on-campus space and will help to speed up the carpool operations.
- Mandate duty staff to enforce all the rules of existing parking and carpool policies.
- Institute disciplinary procedures for violators.

- A full-time traffic control officer will enforce the carpool regulations during the AM and PM carpool operations.
- Parents will be prohibited from dropping off or picking up students from the south side of Upton Street to eliminate the major source of congestion along Upton Street.
- The Burke School will retain an off-duty Metropolitan Police Officer to manage the Upton Street traffic.

Parking Policies

In addition to carpool operations, the school proposes to implement parking policies to facilitate the parking of school related vehicles. These parking management elements include the following:

- Provide 43 parking spaces on site.
- Provide 30 parking spaces off-site in leased space to minimize the amount of school-related traffic using residential streets for parking.
- Require students to register their vehicles and display Burke School permits to identify vehicles associated with Burke School students. This measure will provide the opportunity for concerned community members to report students parking in front of residences.
- Prohibit all students and faculty who need to drive from parking on Upton Street in front of residences.

Community-related Issues

The following transportation management plan elements are geared to address community-related issues:

- Monitor the effectiveness of the school transportation management elements.
- Maintain a phone log of traffic and parking-related comments received from parents and neighbors.
- Inform community of upcoming special events at the school with a semiannual calendar of events that would be available at the school for interested neighbors.

CONCLUSIONS

The objective of this study was to determine the traffic issues and possible solutions surrounding the proposed expansion of The Edmund Burke School in Washington, D.C. The major findings and conclusions reached through this study are as follows:

Existing Conditions

- The Connecticut Avenue/Upton Street intersection experiences significant westbound delays due to the heavy commuter through volumes along Connecticut Avenue, thus making it difficult for motorists to turn left onto Connecticut Avenue. The Connecticut Avenue/VanNess Street intersection experiences significant southbound delays during the AM peak hour due to the heavy commuter through volumes along Connecticut Avenue.
- The existing available stacking space to serve the school consists of 5 vehicles on the north side of Upton Street in front of the school. The congestion that currently occurs on Upton Street can be attributed to vehicles stacking on both sides of Upton Street in front of the school.
- **Future Proposed Conditions**
- The intersections that currently operate at unacceptable levels of service are projected to continue operating at those levels in the future due to the heavy commuter through volumes along Connecticut Avenue.
- Access to the site would be provided via Connecticut Avenue and Upton Street. Access along the public alleys and in the travel lanes of Upton Street will be kept clear of standing traffic.
- The proposed development plan construct will accommodate a maximum student enrollment of 360 students. In order to accommodate this increase, the Edmund Burke School is proposing to construct a new building to the west of the existing Burke School building across an existing public alley.
- The expansion of the school to 360 students and 65 faculty/staff is projected to generate an additional 29 inbound trips during the AM peak hour and 18 inbound trips during the PM peak hour.
- With the proposed plan, the stacking space available during the AM and PM peak hour consists of 4 cars in front of the existing school building, 13 in the proposed school building, 3 along Upton Street in front of the proposed building, resulting in 20 total stacking spaces as compared to the existing stacking of 5 vehicles. Stacking on the south side of Upton Street will not be allowed, thus keeping the travel lanes on Upton Street clear.
- The school will provide a traffic officer to assist with safe access and traffic control on Upton Street.
- The Transportation Management Plan outlines the guidelines for school operations, carpool operations, parking policies, and community-related issues.

H

Outline of Testimony of
Steve Pruitt,
Member, Board of Trustees

I. Introduction and General Description of Edmund Burke School

II. Overview of Decision to Expand Edmund Burke Facilities

III. Conclusion

Outline of Testimony of
David Shapiro,
Head of School

I. Description of Edmund Burke School's Educational Philosophy

II. How Expansion Plans Will Help Achieve the School's Goals

III. School's Community Outreach

IV. Conclusion

Outline of Testimony of
Frank Schlesinger,
Frank Schlesinger Associates
Project Architect

I. Introduction

II. Brief Overview of Project

III. Site Location and Description

IV. Review of Height, Bulk and Parking

V. Project Complies with Requirements of R-5-D Zone District

VI. Conclusion

Outline of Testimony of
Representatives,
Gorove/Slade Associates
Traffic Consultants

I. Introduction

II. Area Transportation System

III. Description of Proposed Development

IV. Assessment of Traffic Conditions

V. Traffic Management Plan, Including Parking

VI. Conclusion

I

FRANK SCHLESINGER, F.A.I.A.

Education	M.Arch Harvard	1950-54
	B.S. University of Illinois	1948-50
	Middlebury College	1946-48
Academic Experience	Professor, University of Maryland	1971-Present
	Visiting Critic, University of Pennsylvania	1965
	Adjunct Assistant Professor, Columbia University	1962-63
	Instructor, University of Pennsylvania	1957-60
Memberships	American Institute of Architects	
Academic Professional Honors	National Endowment for the Arts Distinguished Designer Fellowship	1984
	Kea Distinguished Professor, University of Maryland	1971
	Fellow, American Institute of Architects	1970
	Arthur Wheelright Fellow in Architecture, GSD, Harvard University	1963
	Progressive Architecture Design Awards and Citations	1966,67,69,72&74
	Architectural Record Record Houses	1961,74
	Philadelphia AIA Design Awards	1960 thru 65,68&69
	Pennsylvania AIA Benjamin Franklin Medal	1962,64
	Pennsylvania Society of Architects, Silver Medal	1973
	Pennsylvania Society of Architects, Bronze Medal	1965
	Pennsylvania Society of Architects, Design Awards	1960,61,63,64,65,69&84
	Northern Virginia AIA Design Awards	1975
	IFRAA Design Award	1987,92
	Washington AIA Design Award	1990,92,95
Registration	National Council of Architectural Registration Boards	1972
Professional Experience	Frank Schlesinger, Architects/Planners	1956-Present
	Office of Hugh Stubbins, Marcel Breuer and Louis Kahn	1953-56
Publications	Progressive Architecture	1956,62,66,67,69,70,72&74
	Architectural Record	1961,66,74,78&82
	L'Architecture d'Aujourd'Hui	1966,68
	Zodiac 17	1967
	Life	1965
	Arts&Architecture	1960,65
	Architectural Design	1962
	Architectural Forum	1971
	Casabella	1967
	House and Home	1970
	Architecture Plus	1973
	Toshi-Ju Taku	1983
	Architecture	1986
Professional Service	Design Advisory Panel, Baltimore, Maryland	1973-75
	President, Harvard Graduate School of Design Assoc.	1971-72
	Director, Philadelphia Chapter, AIA	1970-71
	Chairman, Annual Forum, PSA	1965

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MR. LOUIS J. SLADE, P.E.
VICE PRESIDENT AND PRINCIPAL ASSOCIATE

EDUCATION

Master of Science, Civil Engineering
Northwestern University
Chicago, Illinois

Bachelor of Science, Civil Engineering
Northwestern University
Chicago, Illinois

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers
Urban Land Institute
Lambda Alpha International Land Economics Society

PROFESSIONAL REGISTRATION AND CERTIFICATION

Registered Professional Engineer: District of Columbia and Maryland
Certified Professional Traffic Operations Engineer

BACKGROUND AND EXPERIENCE SUMMARY

Prior to founding Gorove/Slade Associates, Inc. in 1979, Mr. Slade gained professional experience with national consulting firms in Washington, D. C. and Chicago, Illinois. His professional experience includes highway design, transportation planning, traffic engineering, and a broad range of transportation and parking problem-resolution assignments.

Mr. Slade currently directs all Gorove/Slade Associates activities in the Washington, D.C. metropolitan area and oversees all regional operations. He has provided expert testimony throughout his career in legal transportation matters, zoning hearings, and public works project hearings. He has represented clients in negotiations regarding facilities design and project funding.

Mr. Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has devised and analyzed alternative public transportation modal options. He

has developed multi-modal transportation plans incorporating people mover systems. He is familiar with road rating and sufficiency evaluation systems for primary and secondary roads. He has performed analytical assessments of air quality and noise levels of transportation facilities and systems. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes. He has been responsible for the transportation and parking components for campus plans for academic, government, and corporate clients.

Mr. Slade has worked closely with public agencies and private developers devising transportation master plans and major thoroughfare plans. He has been instrumental in the creation of transportation systems and roadway networks for large acreage developments. As a leader in the transportation engineering field, Mr. Slade is widely published in leading transportation and planning journals and has been a guest lecturer at the University of Pennsylvania, Wayne State University, and Stockton State College.

REPRESENTATIVE PROJECTS

Campus Planning

Mr. Slade has directed the firm's projects for The George Washington University Foggy Bottom and Mount Vernon College Campuses, the Georgetown University, the American University, the University of Maryland Medical System, the University of Pennsylvania Medical Center, the National Institutes of Health campuses in Bethesda and Poolesville, MD, the Food and Drug Administration new headquarters campus in White Oak Maryland, the Goddard Space Flight Center, the Patent and Trademark Office new headquarters in Alexandria VA, and numerous private office, R and D, and mixed use campuses. His areas of expertise include: development of conceptual roadway systems, analysis of local off-site intersections, identifying feasible mitigation measures, mulit-modal transportation options, site traffic management, coordination with jurisdictional, local, county, state and federal agencies, and expert testimony.

Downtown Project Planning

Mr. Slade has 25 years of experience as a consultant on projects in Washington, D.C. which include the MCI Center, Union Station, the Old Post Office, the Ronald Reagan Building, Market Square Georgetown Park, Washington Harbour, and a number of other private sector office buildings, hotels and residential projects. He is currently working on the personnel consolidation at the Washington Navy Yard, the engineering and transportation management plan for the Southeast Federal Center and the Transportation Management Plan for the new D.C. Convention Center.

Rail Station Planning and Design

Mr. Slade has extensive experience with the planning and design of the vehicular and pedestrian components of commuter rail stations and bus terminals. This includes roadway access, circulation, and parking planning for several Metrorail stations on the Washington, D.C. system for the Transit Authority, the planning of major commuter heavy and light rail stations at the Meadowlands Sports Complex and the Carlstadt New Town Center in Bergen County, N.J., the planning of the station modifications associated with the new MCI Center sports arena at the Gallery Place Station in Washington, D.C., and planning studies for joint public/private developments at several Metrorail stations in the Washington metropolitan area.

Transportation Planning Studies

Nashua Area Transportation Study, New Hampshire; Genessee/Finger Lakes Regional Study, Rochester, New York; Hartford County Thoroughfare Plan, Maryland; James City County Thoroughfare Plan, Virginia.

Transit Impact Studies and Transit Alternatives Analyses

York County, Pennsylvania; Crystal City in Arlington, Virginia; Albany, New York.

Central Business District Circulation Studies

Alexandria, Virginia; Herndon, Virginia; Leesburg, Virginia; Baltimore, Maryland; Atlantic City, New Jersey; Indianapolis, Indiana; Albany, New York; Quincy, Massachusetts.

Transportation Systems Management

Development of management programs to reduce peak hour traffic loads and parking requirements and development of traffic monitoring systems for various private developments in the Northern Virginia suburbs of Washington, D.C. and for federal agencies in the metropolitan area.

Traffic Analysis and Campus Planning

The George Washington University, Georgetown University, The Lowell School, The Georgetown Day School, The Maret School, Washington, D.C.; The Malvern Preparatory School, Malvern, Pennsylvania.

Major Residential Office, Shopping Center, Industrial, and Mixed-Use Projects / Site Planning

Washington, D.C.; New York City; East Windsor and West Windsor, New Jersey; Baltimore County, Howard County, and Baltimore City, Maryland; Suffolk, Norfolk, and Williamsburg, Virginia; Atlanta, Georgia; Baton Rouge, Louisiana.

Unique and Special Traffic Studies and Assignments

District of Columbia Comprehensive Bikeway Study; U.S. Army Museum, Arlington, Virginia; The Challenger Center for Space, Washington, D.C.; The Universal Ballet School, Washington, D.C.; The Capital Centre Arena, Prince George's County, Maryland; Convention Centers, Atlantic City and Trenton, New Jersey and Baltimore, Maryland; Casino Hotels, Atlantic City, New Jersey; Civil War Battle Reenactment, Fairfax, Virginia; Highway noise barrier design and design guidelines, Federal Highway Administration; Salvation Army headquarters and residence for the homeless, Washington, D.C.

TRANSPORTATION MANAGEMENT EXPERIENCE

Over the last ten years, Louis J. Slade has had an active role in the evolving field of demand management. The following paragraphs highlight his work.

The National Institutes of Health (NIH):

As part of the Master Plan, Mr. Slade developed a cost-effectiveness matrix for candidate demand management programs which NIH used to advance their overall efforts to reduce trip generation. This work was presented at the I.T.E. Conference in February, 1994. Gorove/Slade Associates has had an ongoing contract with NIH to monitor the effectiveness of their demand management program.

The City of Alexandria:

Virginia passed a demand management ordinance in 1988 which required that all new development include a demand management program customized for the particular site based on proximity to transit, characteristics of the tenants, etc. Gorove/Slade Associates, Inc. worked with a number of clients to help interpret this new ordinance and to prepare the required program.

Institutions:

Gorove/Slade Associates has developed demand management plans for a number of schools, hospitals, and performance facilities where constrained or sensitive conditions required a special means to control the generation, routing, and storage of vehicle traffic.

Anacostia Waterfront:

Gorove/Slade developed an areawide demand management plan for the Anacostia Waterfront in Washington, D.C. as part of a master planning study for the City Planning Department. This plan will be implemented by a transportation management association to be established by the city.

Southeast Federal Center:

The United States Government General Services Administration is developing the Southeast Federal Center in the Anacostia Waterfront sector of Washington, D.C. Gorove/Slade is responsible for the development of transportation management plans for each of the federal agencies which will be headquartered in this 75 acre enclave.

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MR. ERWIN N. ANDRES
ASSOCIATE AND PROJECT DIRECTOR

EDUCATION

Bachelor of Science in Civil and Environmental Engineering
Rutgers University College of Engineering
New Brunswick, New Jersey

PROFESSIONAL ASSOCIATIONS

National Society of Professional Engineers
Virginia Society of Professional Engineers, Secretary/Treasurer
District of Columbia Society of Professional Engineers
Institute of Transportation Engineers

PROFESSIONAL REGISTRATION

New Jersey (EIT)

EXPERT TESTIMONY

Montgomery County Board of Appeals
District of Columbia Board of Zoning Adjustment

BACKGROUND AND EXPERIENCE SUMMARY

Mr. Andres has management, analysis, and design experience in numerous areas within the transportation planning and traffic engineering areas for both public and private sector clients. He has performed a variety of traffic engineering and transportation planning tasks which include traffic forecasting, capacity analyses, queuing analyses, signal system timing, sight distance analyses, signage and pavement marking layout, preliminary geometric design of roadways and parking fields, and traffic signal design. Mr. Andres has worked on projects in the following geographic areas: Maryland, Virginia, the District of Columbia, New York, New Jersey, Pennsylvania, North Carolina, Kansas, and Florida.

COMPUTER APPLICATIONS AND SOFTWARE EXPERIENCE

Programming Languages: BASIC, FORTRAN
Windows Applications: LOTUS 1-2-3, Microsoft Excel, QuattroPro, AmiPro, Microsoft Word, WordPerfect, CricketGraph, Freelance Graphics
Engineering Software Applications: Cal3QHC, MOBILE5a, HCS95, NJDOT Access Permit Software, PASSER II-90, Autocad, DCA, MayPark, Maptitude, Trafnet-sim, WinTass, Ist Class

REPRESENTATIVE PROJECTS

Learning Institutions

- Project Manager for the relocation of the Kingsbury Center in Washington, DC
- Project Manager for the Traffic Impact Assessment for the addition of an athletic facility and garage for the National Cathedral School in Washington, D.C.
- Project Manager for the site design aspects related to the expansion of the Maret School in Washington, D.C.
- Project Manager for the Traffic Impact Assessment for the expansion of the Beauvoir School in Washington, D.C.
- Project Manager for the Traffic Impact Assessment for the expansion of the Georgetown Day School in Washington, D.C.
- Project Manager for the Traffic Impact Assessment for the relocation of the Washington International School in Washington, D.C.
- Project Manager for the expansion of the McLean School in Potomac, Maryland
- Project Manager for the site design aspects related to the expansion of the Norwood School in Bethesda, Maryland
- Project Manager for the Traffic Impact Assessment for the relocation of the Levine School of Music
- Project Manager for the transportation elements of the Bullis School updated Master Plan
- Project Manager for the relocation of the Field School in Washington, DC
- Project Manager for the relocation of the Jewish Primary Day School in Washington, DC
- Project Manager for the transportation elements of the Mercersberg Academy updated Master Plan
- Project Manager for the expansion of St. Stephen's & St. Agnes School in Alexandria, VA
- Project Manager for the expansion of Alexandria Country Day School in Alexandria, VA
- Project Manager for the Traffic Impact Assessment for the expansion of the Loudoun Tech Center in Loudoun County, Virginia

Transportation Planning

- Project Manager for the Ohio State University Transportation Master Plan

- Project Manager for the George Washington University at Mount Vernon College Transportation Master Plan
- Project Manager for the Transportation Elements of the United States Department of Transportation Headquarters Consolidation Environmental Impact Study
- Project Manager for the transportation elements related to the expansion of the Clinical Research Center of the National Institutes of Health
- Project Manager for the transportation elements of the Master Plan and for the traffic monitoring program of the National Institutes of Health
- Project Manager for the Transportation Master Plan of the Washington Navy Yard
- Project Manager for the Transportation Master Plan of the Southeast Federal Center
- Project Manager for the Transportation Management Plan of the Goddard Space Flight Center in Greenbelt, Maryland
- Project Engineer for the Transportation Management Plan of the proposed Washington Convention Center in Washington, D.C.
- Project Engineer for the site feasibility of a proposed development site for a shopping center in Gastonia, North Carolina
- Project Engineer for the site feasibility of a proposed development site for a mixed-use development site at the Sunflower Army Ammunition Base in Kansas
- Project Engineer for the site feasibility and site design of a proposed development site for a shopping center in Oviedo Crossing, Florida

Traffic Engineering

- Project Manager for the Traffic Impact Assessment for the proposed Washington Opera House in Washington, D.C.
- Project Manager for the Traffic Impact Assessment for the expansion of Sibley Memorial Hospital to include an assisted-living facility in Washington, D.C.
- Project Manager for the Traffic Impact Assessment for the construction of the proposed Montgomery County Conference Center in Rockville, Maryland
- Project Manager for the Traffic Impact Assessment for the construction of the proposed Rockville Syms Retail Store in Rockville, Maryland
- Project Manager for the Parking Demand Report for the reuse of a Marlo furniture store in Rockville, Maryland
- Project Manager for the Traffic Impact Assessment for the expansion of Exton Square Mall in Exton, Pennsylvania
- Project Engineer for the Traffic Impact Assessment for the expansion of the Woodbury Common Outlets Center in Woodbury, New York