ShawPittman

A Law Partnership Including Professional Corporations

September 26, 2000

'00 SEP 26 AM 10:34

D.C. Board of Zoning Adjustment
441 Fourth Street, N.W.
Second Floor
Washington, D.C. 20001

Re: BZA Application No. 16611

Dear Board Members:

Enclosed please find ten (10) copies of the Pre-hearing Statement for the above-referenced BZA Application on behalf of Edmund Burke School. These documents are submitted in anticipation of the October 24, 2000 hearing date.

Should you need anything further, please contact either of the undersigned.

Sincerely,
Phil T. Feola/SES

Phil T. Feola

Sarah E. Shaw

Sarah E. Shaw

Enclosures

Document #: 1004610 v.1

BZA
Case No. 16611
Exhibit No. 22

Board of Zoning Adjustment
District of Columbia
CASE NO.16611
EXHIBIT NO.22

EDMUND BURKE SCHOOL
BZA APPLICATION NO. 16611



EDMUND
BURKE
SCHOOL

Pre-hearing Statement

BZA
Case No. 16611
Exhibit No. 22A

'00 SEP 26 A10:49
OFFICE OF ZONING
DISTRICT OF COLUMBIA

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: October 24, 2000
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") 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 70.

The original application, filed on July 7, 2000, also requested relief from Section 411 of the Zoning Regulations related to the number and location of roof structures. These special exceptions are no longer needed due to redesign of the project as more fully described below. Thus, the School respectfully request the application to be amended accordingly.

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 student 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. Edmund Burke 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.

II.
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 B. 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 government 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

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

of the University of the District of Columbia. Directly behind the existing school building is The 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.

III.
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 in order to 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. Plans for the addition are attached as Exhibit H.

Care has been taken to design an addition that is reasonable in size and design and compatible with the surrounding neighborhood. Much attention has also been paid to parking, traffic circulation and the general operations of the School. Exhibit I contains diagrams showing the Existing and Proposed Site Circulation Systems and the Existing and Proposed Automobile Stacking Plans. As a result of the thoughtful design of the campus and the institution of the policies outlined in the School's proposed Operations Plan and Traffic Management Plan, described 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 included a site management plan in its Operations Plan for the construction period to ensure minimum impact on the surrounding neighbors.

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 45 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 24,000 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 14,000 square feet below grade. The rear yard is 15 feet and the lot occupancy will be seventy-five percent. Based on the private school use of the Property, the Zoning Regulations require 47 parking spaces. There are 48 spaces provided on site.

IV.
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.

V.
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 an Operations Plan, attached as Exhibit C, 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. There will be no appreciable increase in noise levels emanating from the School due to this application.

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, attached as Exhibit D, demonstrates that the proposed changes to the School will not adversely effect traffic patterns in the vicinity of the site nor have an adverse impact on the road network.

Along with the new site plan, the TMP, attached as Exhibit E, develops a strategic plan for handling all traffic queuing on site. Queuing on Upton Street, while waiting to pick up students, will be strictly prohibited. It proposes to increase the person power devoted to managing this traffic, including the retention of an off-duty, Metropolitan Police Officer. It proposes to institute disciplinary measures for violations and will encourage mass transit ridership and carpooling. In response to community concerns, the TMP focuses on a detailed analysis and proposed solutions to the student drop-offs and pick-ups at the School.

The TMP also puts in place several additional policies that will alleviate congestion around the School. The School will have a full-time traffic officer on staff. 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.

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 70 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 doubling of on-site parking to 48 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 70 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 seventy requested in this application. Thus, the additional 35 faculty and staff, multiplied by two-thirds equals a new parking requirement of 23 additional spaces. This

new requirement, added to the 24 required by the BZA in Order No. 13986, brings the parking requirement to 47. As shown on the plans in Exhibit H, the School plans to provide 48 parking spaces total when the addition is complete. The parking plan has been carefully crafted to efficiently use 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.

Further, students will be strongly discouraged from driving to school. To the extent that students drive, the School will implement specific parking policies which 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.

VI.
COMMUNITY OUTREACH

Edmund Burke School has had numerous discussions and meetings with property owners adjacent to the Property, various neighborhood organization and has made presentations to Advisory Neighborhood Commission 3F, and will make a final presentation to ANC 3F in October 2000.

VII.
WITNESSES

A. Paul Donovan, (or alternate), President, Board of Trustees

B. David Shapiro, Head of School

C. Frank Schlesinger, Frank Schlesinger Associates, Project Architect

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

VIII.
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: Zoning Map, Property Outlined in Red

Exhibit C: Operations Plan

Exhibit D: Traffic Impact Analysis

Exhibit E: Traffic Management Plan

Exhibit F: Outlines of Witness Testimony

Exhibit G: Resumes of Proposed Expert Witnesses

Exhibit H: Plans for the proposed addition

Exhibit I: Existing and Proposed Automobile Circulation and Stacking Plans

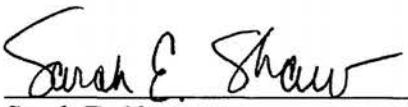
IX.
CONCLUSION

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,

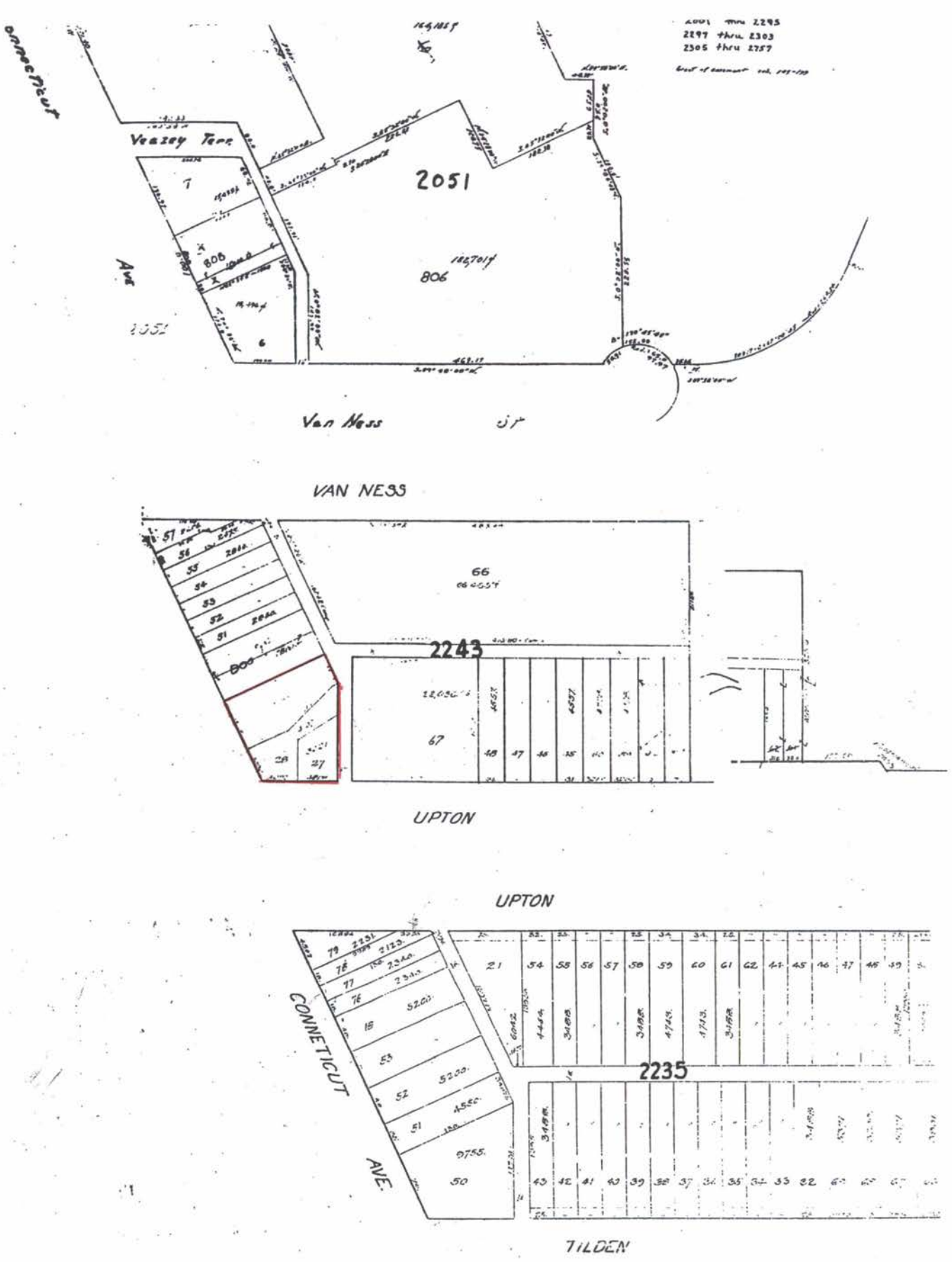


Phil T. Feola



Sarah E. Shaw




2001 thru 2295
2297 thru 2303
2305 thru 2757
Connecticut
Vrazey Terr
2051
806
Ave
1051
Van Ness
VAN NESS
2243
66
67
UPTON
UPTON
CONNETICUT AVE.
2235
TILDEN




PARK
R-1-A
R-1-B
R-1-C
R-1-4
R-2
R-5-A
R-5-D
C-2-A
C-P-K
HOLY CROSS ACADEMY
SOAPSTONE VALLEY
MELVIN C. HAZEN
NATIONAL BUREAU OF STANDARDS
PHOEBE HEARST SCH & PLGD.
MATHEWSON
BROAD BEACH
SHORE
CLIFF
BEACH
PARK
TILDEN PL.
LINDAR
UPTON
29TH
ST.
AVENUE
TER
RD.
PARK ST.
MARLE
AUDUBON
YUMA
VAN NESS
TILDEN
PARK
ORDWAY
PORTER
QUESTA
RENO
RD.
KLINGLE
IDAHO
ROSS
ROBLAR
PL.
ALLENDALE
CHESAPEAKE
CHESTER
ST.
PL.
AC.
200'
198'
278'
196'
150'
100'
55'
35'



Edmund Burke School
Operations Plan

1. Regular operation of the School shall be limited to the Edmund Burke School.
2. Forty-eight parking spaces will be provided on-site. An additional 23 parking spaces will be leased off-site each year to correspond with the academic year. The 14 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 70. 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.

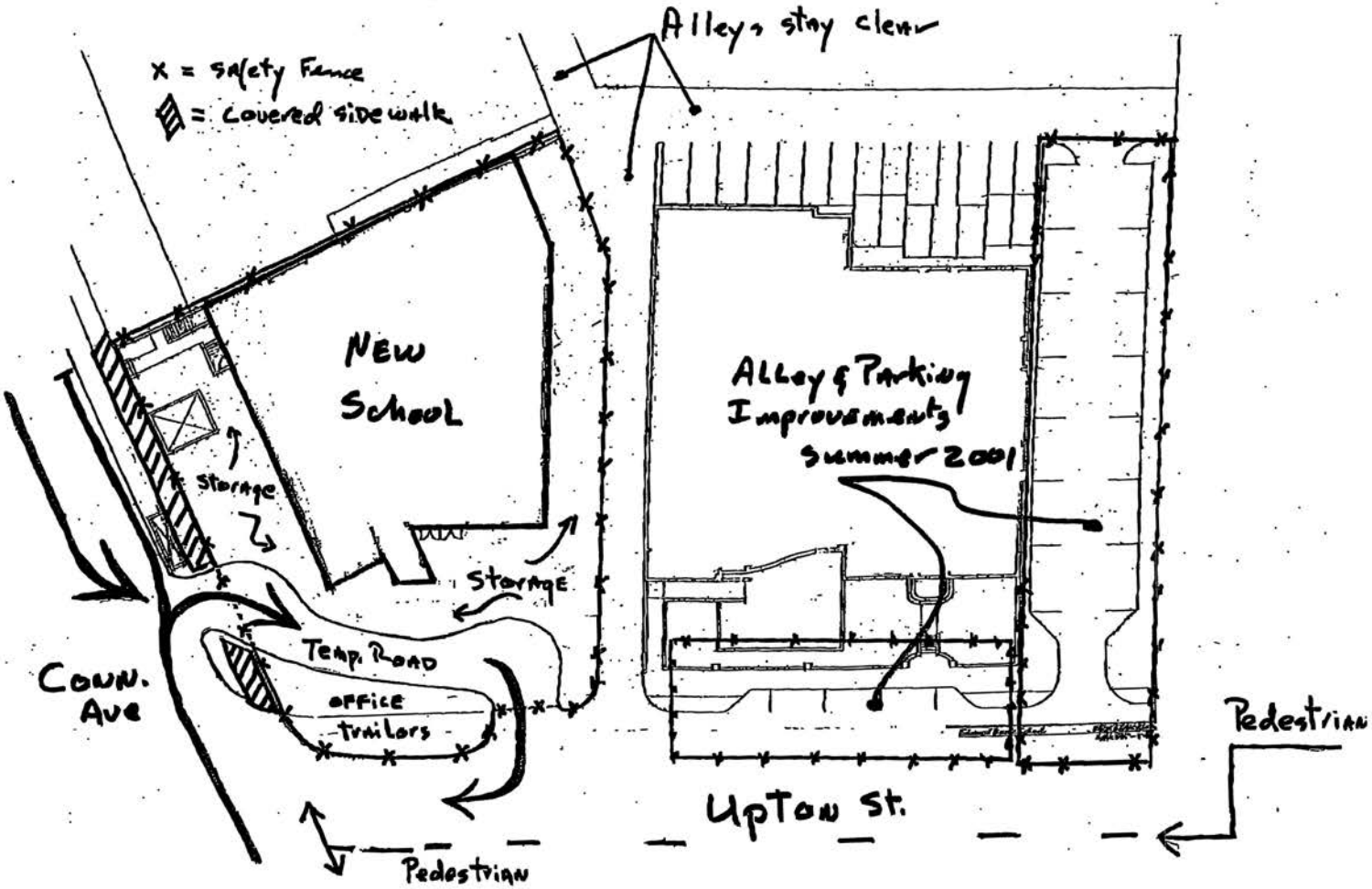
- The Connecticut Avenue sidewalk along the construction zone will be covered. The north side of the Upton Street sidewalk in front of the new building will be closed. Pedestrians will be routed to the south side of Upton Street just east of the School.

- 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.

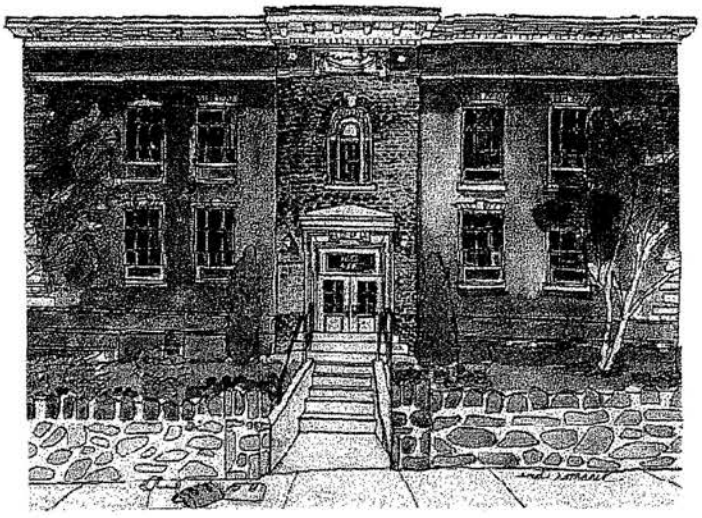
- Staging and storage will be contained within the construction zone.

- 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

Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

September 25, 2000

TRAFFIC IMPACT ANALYSIS
EDMUND BURKE SCHOOL
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EDMUND BURKE SCHOOL
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EDMUND BURKE SCHOOL
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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.

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

In addition, the existing public alley adjacent to the Edmund Burke School located on the north side of Upton Street was assessed under future conditions.

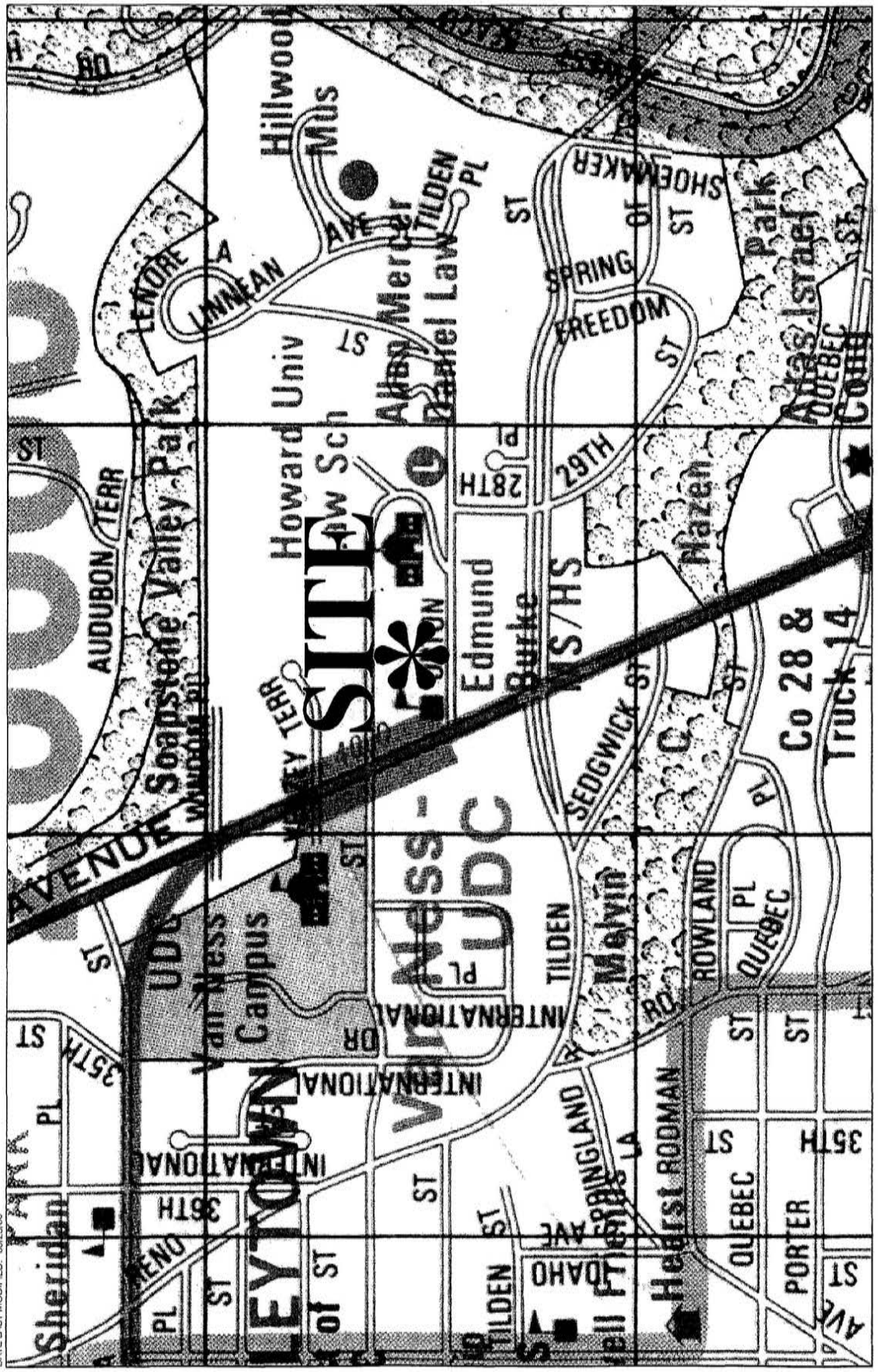


Figure 1
Regional Site Location Map

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 three story 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

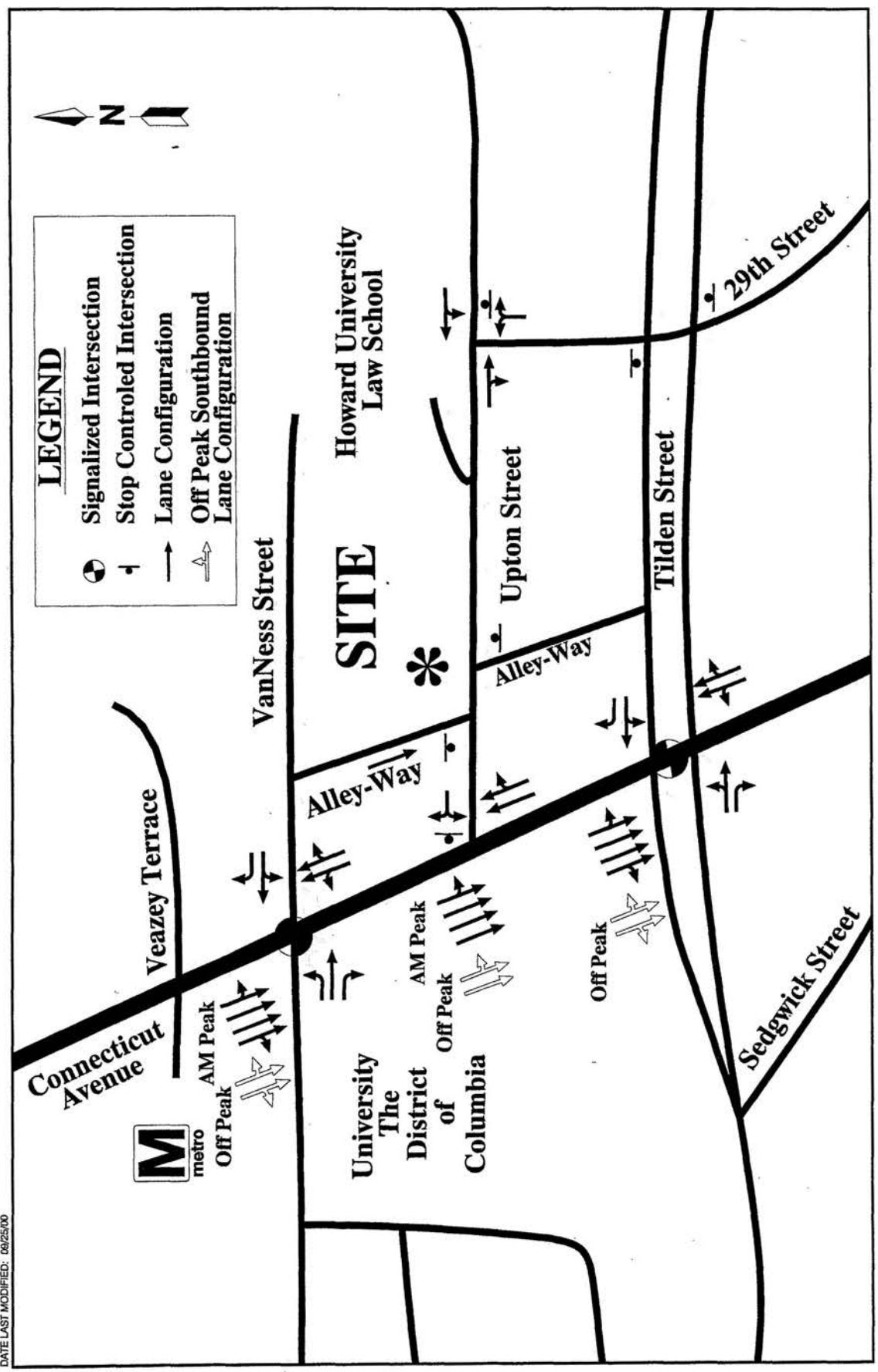


Figure 2
Existing AM Peak Hour and Off- Peak Hour Lane Configurations

figures2
DATE LAST MODIFIED: 09/25/00

View Number: 2

- 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

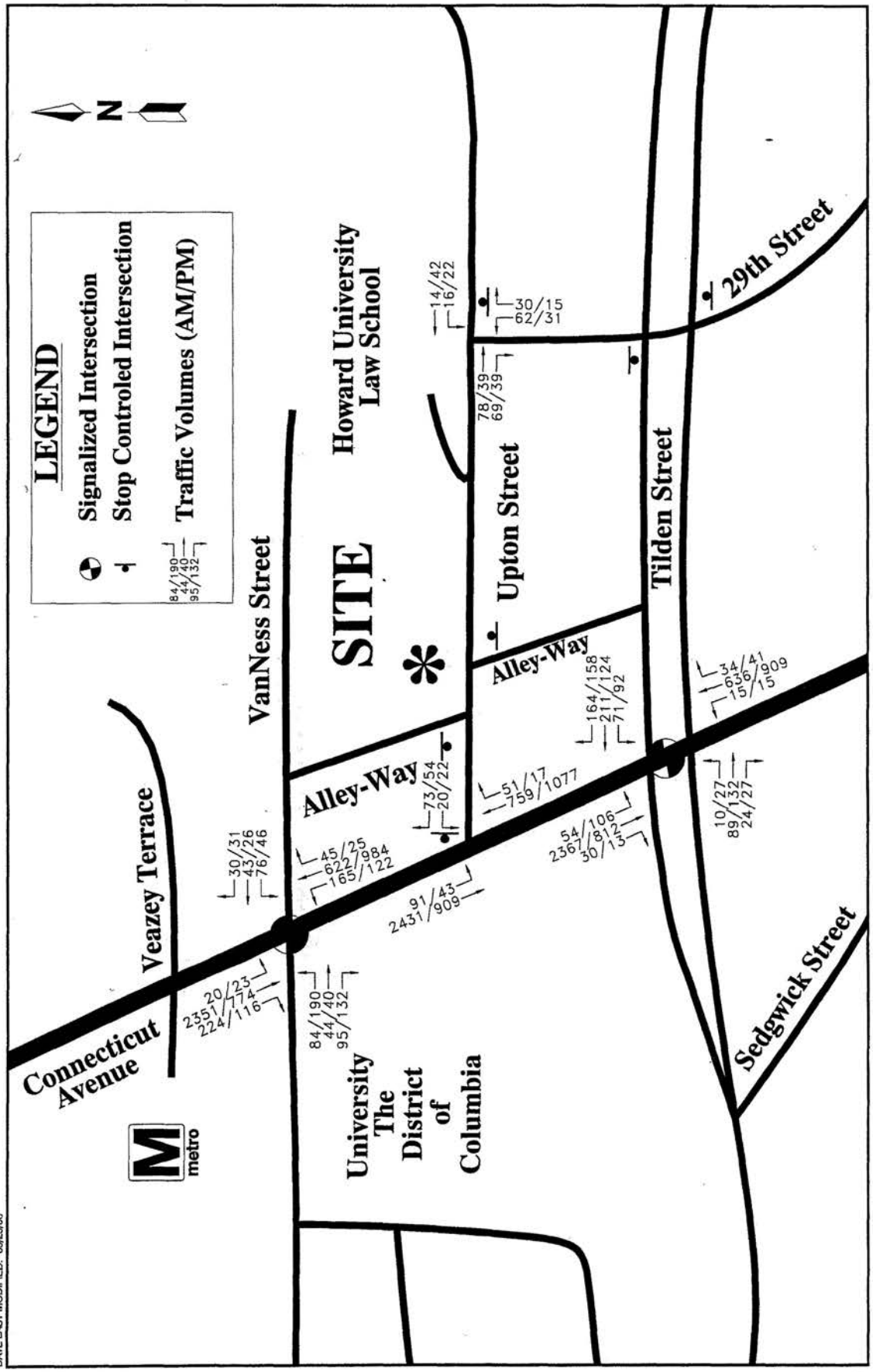
- Tilden Street is a two-lane divided east-west roadway in the vicinity of the site that extends from Park Road from the east to Reno Road to the west in northwest Washington, D.C. Tilden Street is signalized at Connecticut Avenue with a leading left-turn green arrow for the southbound approach of Connecticut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



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Figure 3
Existing Traffic Volumes

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 incorporate the existing public alley which extends from VanNess Street to Upton Street in a one-way southbound direction. The expansion to the west side of the public alley adjacent to the existing Burke School building provides the opportunity to utilize the land adjacent to the public alley as another location to accommodate drop-off and pick-up operations to reduce the impact of Burke School-related vehicles on Upton Street. In addition to the construction of the new building on the west side of the public alley, the School is proposing to develop the side yard on the east side of the existing building to provide for a new driveway on Upton Street and a new drive aisle with additional parking spaces. This east side yard development will provide three primary functions:

1. This development will provide 14 parallel parking spaces.
2. This drive aisle will be designated one-way northbound at all times. This one-way northbound drive aisle designation will allow for residents whose garages are accessed from the alley located on the north side of the school to access their garages from Upton Street throughout most of the day.
3. During the AM drop-off period, the drive-aisle would allow for parents dropping off students to unload their children and use the public alley to either turn left or right onto Upton Street. During the PM pick-up period, the drive-aisle would allow for parents picking up students to wait and stack on-campus rather than wait on Upton Street.

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. 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	68	41	0	41	0	33	33
Total Future Trip Generation (Faculty/Staff Plus Students)	428	198	132	330	106	159	265
Total Additional Trip Generation (Faculty/Staff Plus Students)	**69**	**31**	**22**	**53**	**18**	**24**	**42**

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, Tilden Street, and VanNess 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 peak hour consist of the following:

- Motorists heading westbound on Tilden Street will turn right onto 29th Street and left onto Upton Street.
- Motorists heading northbound on Connecticut Avenue will turn right onto Upton Street and left into the side yard or turn right onto Tilden Street, turn left onto 29th and turn left onto Upton Street.
- Motorists heading eastbound on Tilden Street will turn left onto 29th Street and left onto Upton Street, or turn left onto Connecticut Avenue and turn right onto Upton Street and left into the side yard .
- Motorists heading eastbound on VanNess Street will turn right into the public alley.

- Motorists heading southbound on Connecticut Avenue will turn left onto VanNess Street and turn right into the public alley, or turn left onto Upton Street and left into the side yard.

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

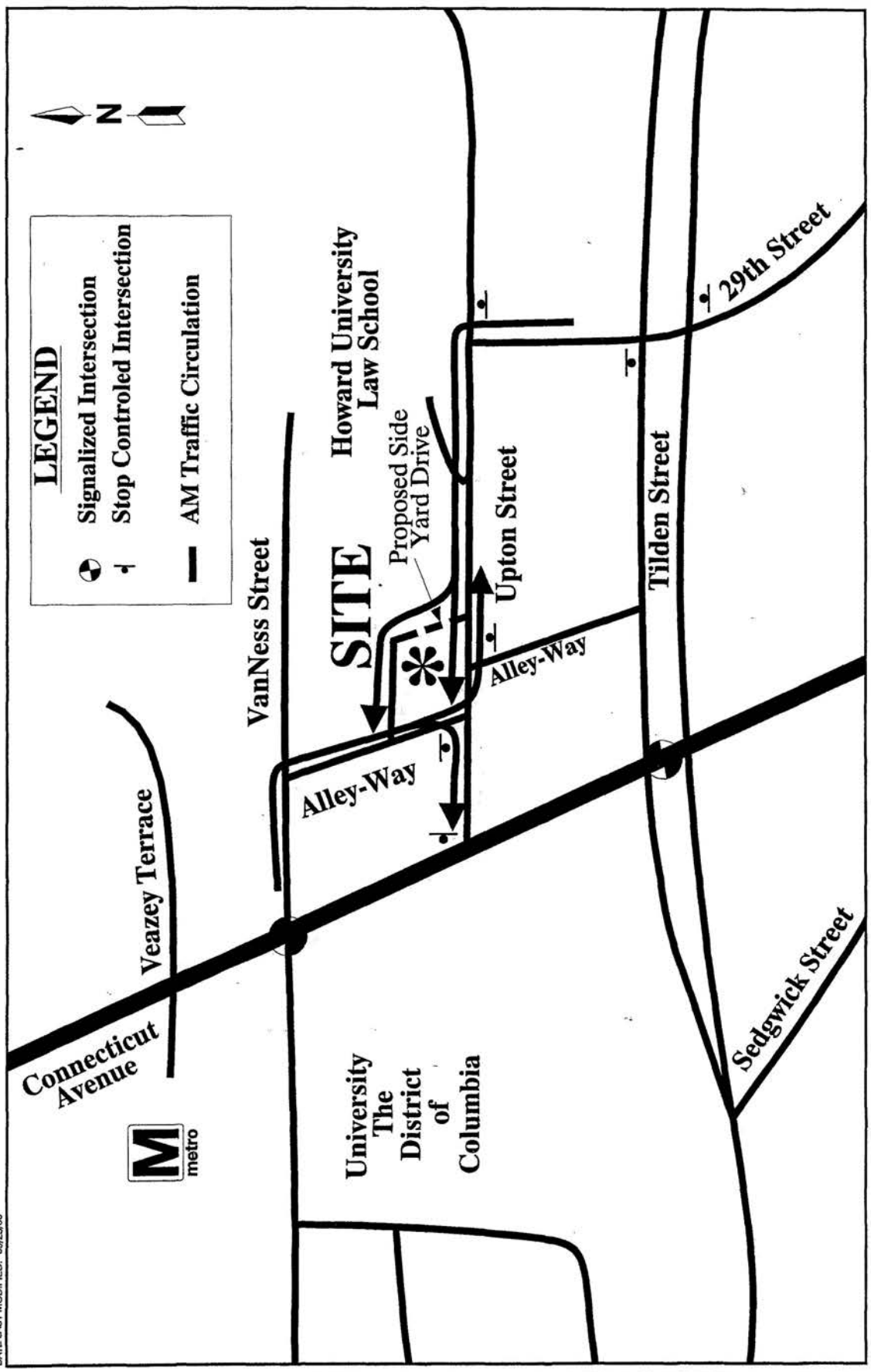
- Motorists heading westbound on Tilden Street will turn right onto 29th Street and left onto Upton Street. These motorists can stack on the Upton Street frontage of the school or can stack within the side yard before being allowed to circulate counter-clockwise around the existing building by Burke School staff to proceed to the public alley.
- Motorists heading northbound on Connecticut Avenue will turn right onto VanNess Street and right into the public alley, or turn right onto Upton Street and turn left into the side yard to stack before proceeding to the public alley.
- Motorists heading southbound on Connecticut Avenue will turn left onto VanNess Street and right into the public alley, or turn left onto Upton Street and turn left into the side yard to stack before proceeding to the public alley.
- Motorists heading eastbound on Tilden Street will turn left onto 29th Street and left onto Upton Street.
- Motorists heading eastbound on VanNess Street will turn right into the public alley.

As vehicles are stacked in the pick-up area in the side alley, all subsequent vehicles heading southbound in the public alley will be directed to turn left onto Upton Street and left onto the side yard before being allowed to proceed to the public alley to pick up their child. This will be managed by Burke School carpool staff.

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

Future Traffic Volumes

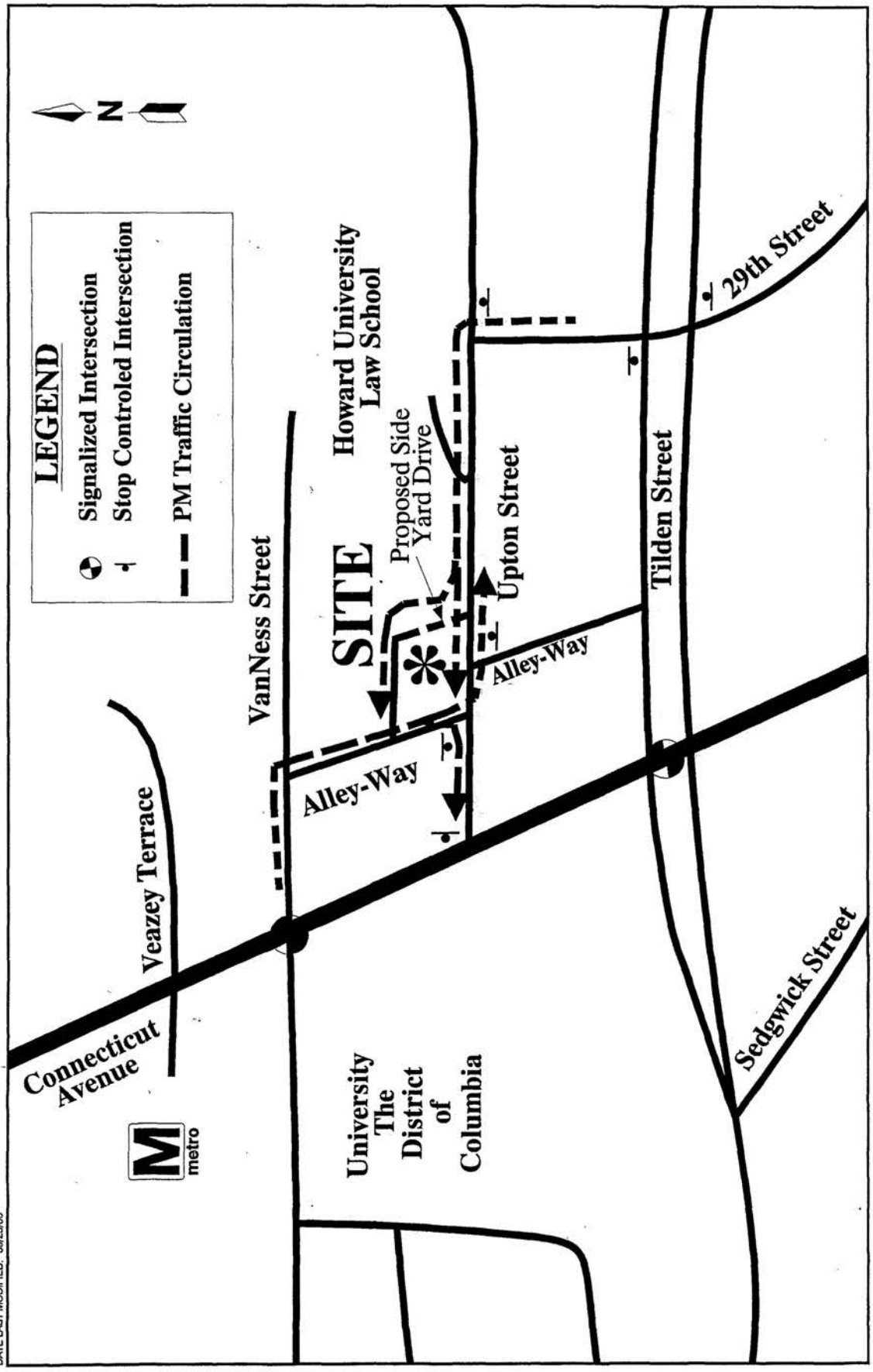
The projected trips shown in Table 2 were assigned to the roadway network using the directional distribution shown in Figure 6. These site related traffic volumes were then added to existing traffic volumes (Figure 3) to produce future traffic volumes. The future traffic volumes are presented in Figure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



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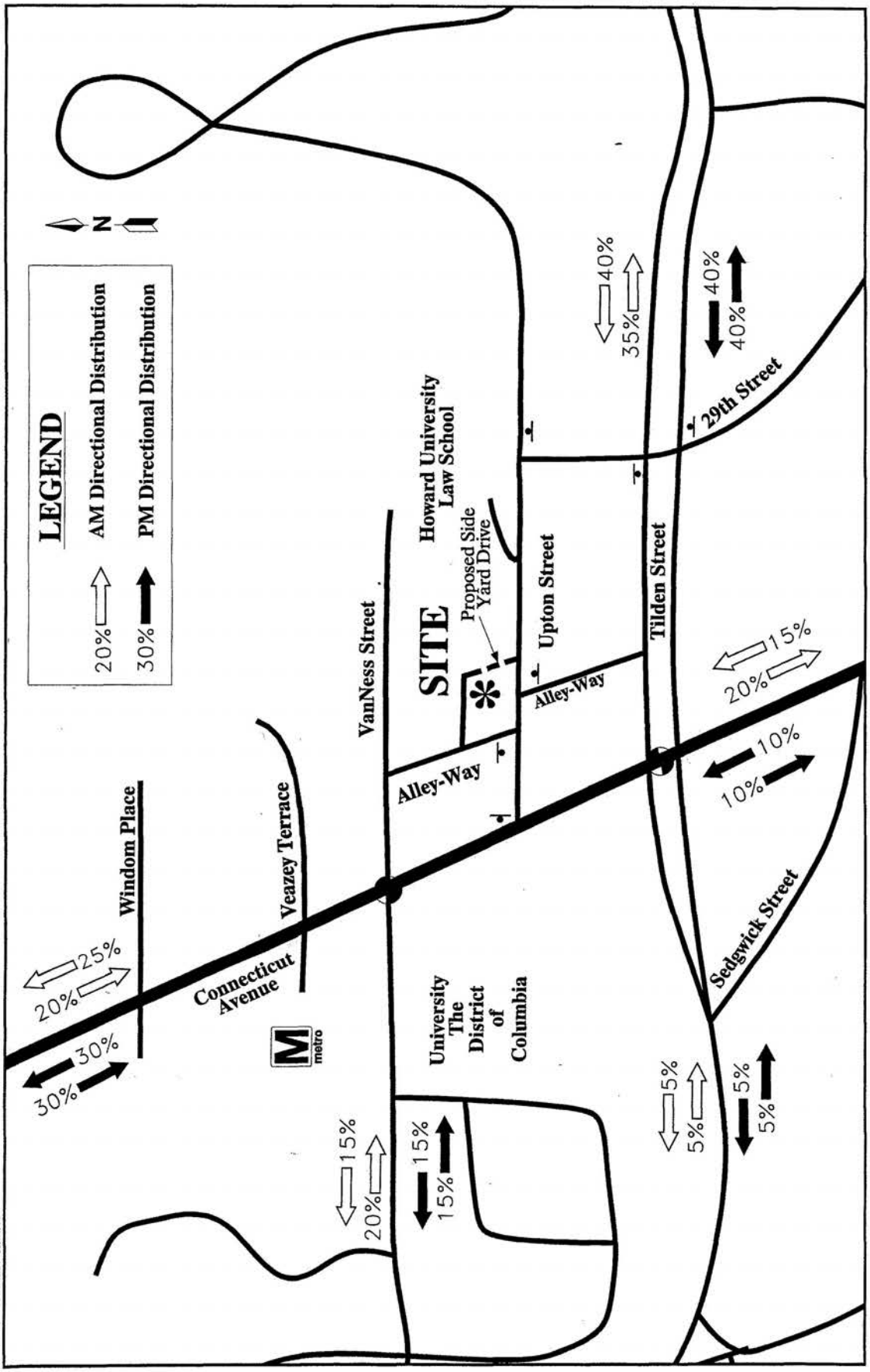
Figure 4
Future AM Peak Hour Traffic Circulation



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Figure 5
Future PM Peak Hour Traffic Circulation

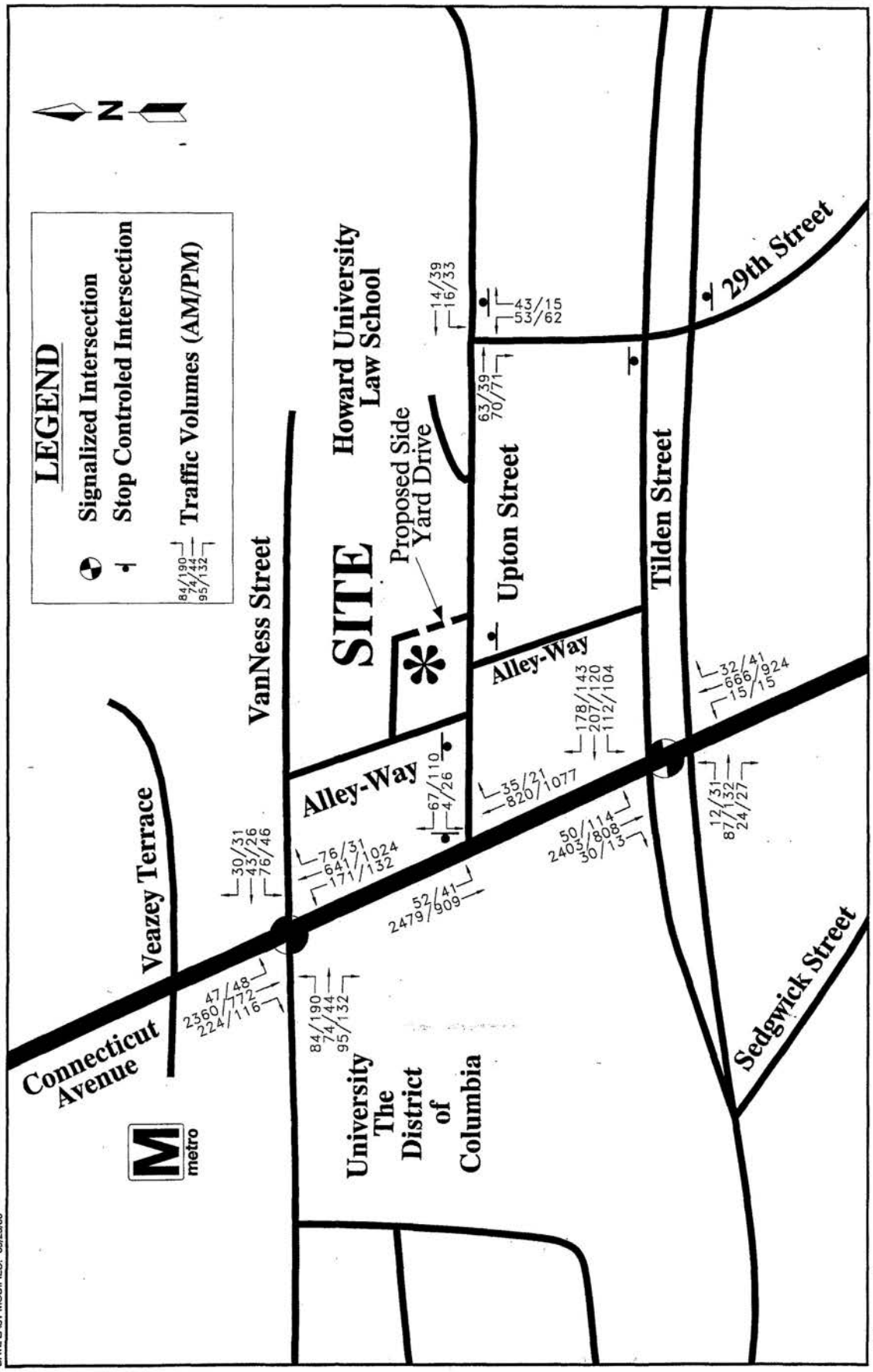
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View Number: 6

Figure 6
Directional Distribution



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View Number: 7

Figure 7
Total Future Traffic Volumes

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.

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 3 cars in front of the school, 4 in the public alley, 3 along Upton Street in front of the proposed building, and 7 in the side yard resulting in 17 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 17 stacking spaces provided as part of the proposed plan.

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, Upton Street, and the existing public alley that connects Upton Street and VanNess Street west of the existing school building.
- 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 three story building to the west of the existing Burke School building across an existing public alley.
- With the proposed plan, the stacking space available during the AM and PM peak hour consists of 3 cars in front of the school, 4 in the public alley, 3 along Upton Street in front of the proposed building, and 7 in the side yard resulting in 17 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 Edmund Burke School will implement the elements of the Transportation Management Plan that outlines the guidelines for carpool operations, parking policies, and community-related issues.

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TRANSPORTATION MANAGEMENT PLAN
EDMUND BURKE SCHOOL

September 25, 2000

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) Carpool operations 2) Parking policies and 3) Community-related issues.

The following sections define the specific elements of this plan:

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 curbside lane adjacent to the public alley to provide 11 visitor parking spaces, which can be used to provide 4 stacking spaces during the morning and afternoon peak hours of the school day. Stacking on the south side of Upton Street will not be allowed.

- Develop the side yard east of the existing building to provide 7 stacking spaces and to provide 14 parallel parking spaces. Developing this side yard will allow for residents whose garages are accessed from the alley behind the existing Burke School building to enter via Upton Street throughout most of the day, except during the AM and PM peak hour pick-up operations.

- During the AM drop-off period, the east side yard drive-aisle would allow for parents dropping off students to unload their children and use the public alley to either turn left or right onto Upton Street.

- During the PM peak hour, the Burke School will utilize the east side yard to stack vehicles waiting to pick up their children, rather than waiting along Upton Street.

- 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.

- Install stop signs at the school driveways. Install one-way pavement markings in the east side yard to reflect one-way northbound operations.

- 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:

- Students will be required to register their vehicles and will be required to 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.

- All students and faculty who need to drive will be prohibited 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.



Outline of Testimony of
Paul Donovan (or alternate),
President, 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
Representative,
Gorove/Slade Associates
Traffic Consultant

I. Introduction

II. Area Transportation System

III. Description of Proposed Development

IV. Assessment of Traffic Conditions

V. Traffic Management Plan, Including Parking

VI. Conclusion



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.

<u>The National Institutes of Health (NIH):</u>

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.

<u>The City of Alexandria:</u>

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



EXHIBIT 22H

FROM

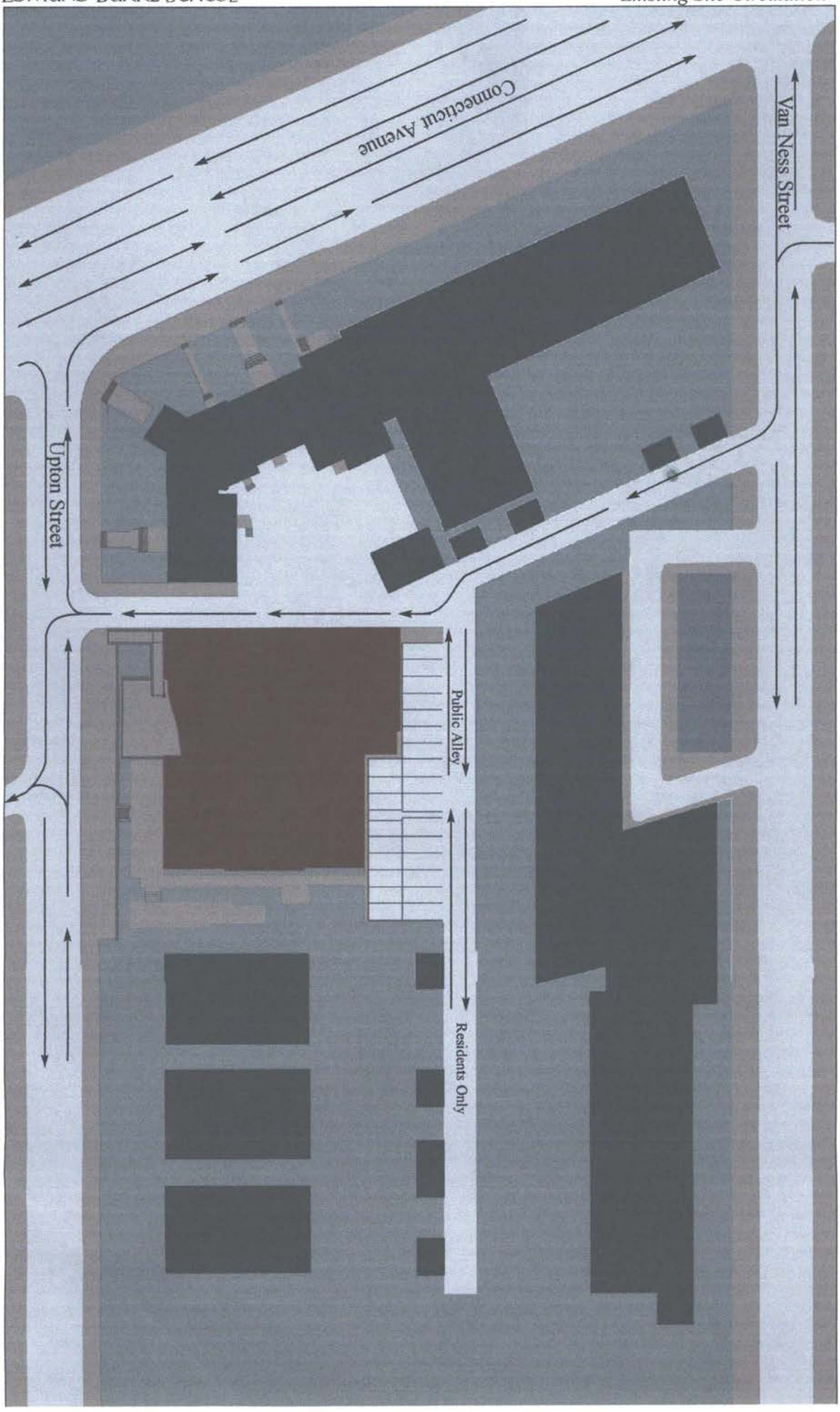
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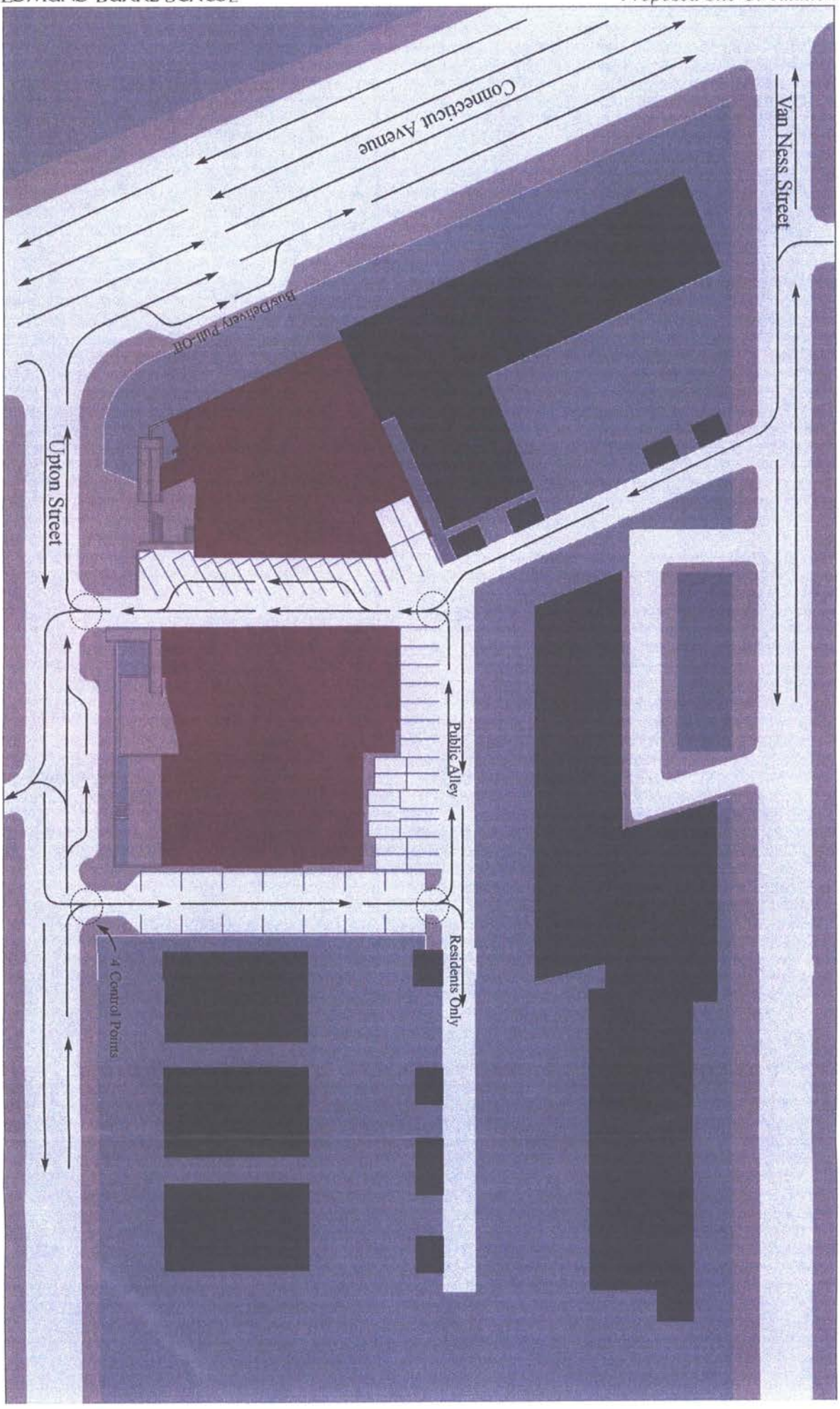
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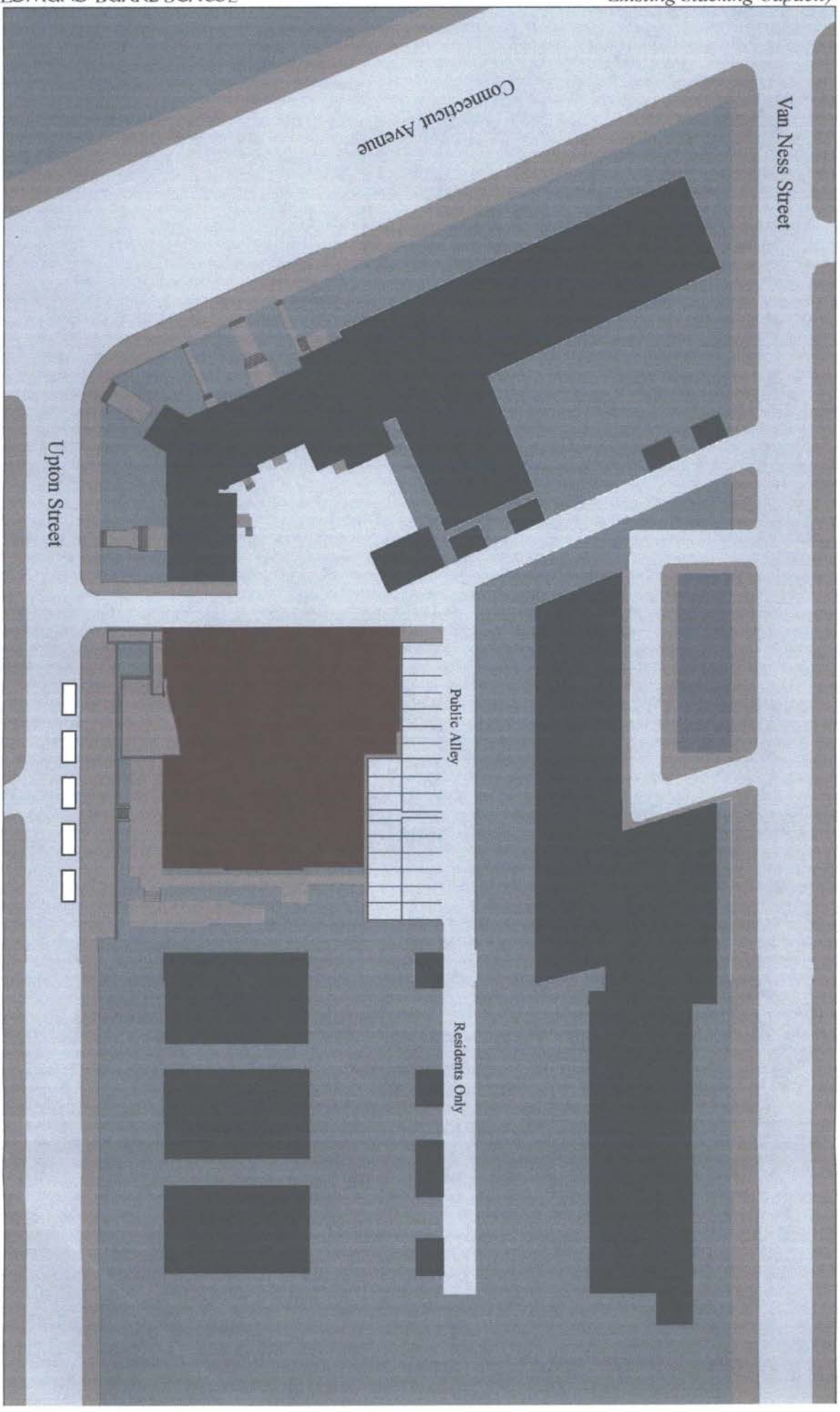
Existing Site Circulation



Proposed Site Circulation



Existing Stacking Capacity



EDMUND BURKE SCHOOL

Proposed Stacking Capacity

