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December 15, 2003

By Hand Delivery

Mr. Geoffrey Griffis, Chairman
Board of Zoning Adjustment
441 4th Street, N.W.
Second Floor
Washington, DC 20001

Re: BZA Application No. 16970
3209 Highland Place, NW;
Response to November 14, 2003 DDOT Submission

Dear Chairman Griffis and Members of the Board:

The National Child Research Center ("NCRC"), hereby responds to the November 14, 2003 submission of the District Department of Transportation ("DDOT"). This submission included evaluation forms completed by a DDOT representative that documented her visits to the NCRC property on three occasions to witness NCRC's AM carpool operations. The purpose of these visits was to evaluate the carpool operations with the enhancements to NCRC's Transportation Management Plan ("TMP") that were implemented by NCRC in the Fall of 2003. These enhancements include, *inter alia*:

- Adding 10 minutes to the morning carpool operation to stagger the dropping off of children so as to reduce any double standing of cars.
- The hiring of two uniformed persons or off-duty police officers to monitor the daily carpool operations from 8:15 to 9:15 AM, each morning that classes are held;
- The requirement that all NCRC parents and caregivers place an identification sticker in their vehicles so that they are easily identified;
- The maintenance by NCRC of a list of license tag numbers for all NCRC cars so that complaints can be tracked and verified; and

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- The scheduling of all admission play sessions and prospective parent tours for non-peak times of traffic.

NCRC believes that these evaluation forms provide compelling evidence that the enhanced TMP adopted and implemented by NCRC this fall is working and that NCRC's AM carpool operations do not create any objectionable traffic impacts or unsafe traffic conditions on Highland Place.

In each of these evaluation forms (dated October 29, 2003, November 7, 2003, and November 13, 2003), the DDOT representative noted that the AM peak drop-off period operated smoothly and in a safe and efficient manner. In those instances where double standing was observed on Highland Place, the DDOT representative noted that such double standing occurred for one minute or less before the car was signaled forward by the uniformed guard. In addition, the DDOT representative noted that in one instance of double standing the car "was further east of the bend in the road, so any oncoming traffic would be able to see it (there was no oncoming traffic during this time)."

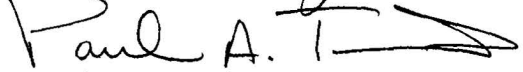
NCRC believes that these site evaluation reports provide the BZA with evidence that the changes put in place this fall are working. As shown in the site evaluation reports of DDOT, as well as the testimony of NCRC's rebuttal witnesses, including the on-site observations by Sgt. Wilson, the enhanced TMP has worked very well.

Therefore, we believe that the Board has ample and compelling evidence in the record of this case to approve NCRC's special exception and variance application. We look forward to the Board's decision on this case at the January 6, 2004 public meeting.

Respectfully submitted,

SHAW PITTMAN, LLP

By 
Maureen Dwyer


Paul Tummonds

cc: See attached Certificate of Service

ShawPittman LLP

CERTIFICATE OF SERVICE

I hereby certify that on December 15, 2003 a copy of the foregoing letter was hand delivered to the following parties:

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