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June 9, 2003

VIA HAND DELIVERY

Mr. Geoffrey Griffis, Chairman
D.C. Board of Zoning Adjustment
Suite 210
441 4th Street, N.W.
Washington, D.C. 20001

RECEIVED
D.C. OFFICE OF ZONING
2003 JUN -9 PM 4:51

Re: BZA Application No. 17022, Edmund Burke School

Dear Chairman Griffis:

Enclosed please find Edmund Burke School's pre-hearing submission which presents refinements to its application filed on April 15, 2003. This pre-hearing submission includes:

1. A revised Edmund Burke School Management Plan – this Plan articulates the School's traffic management and operations plan; it is a refinement to the Management Plan filed with the Application;

2. A Neighborhood Enforcement Plan – this Plan is is a unique and unprecedented proposal by the School to place severe penalties on itself if it is unable to carry out the goals and objectives of the Management Plan;

3. A Construction Management Plan – which will be implemented during the construction of the facility, if the project is approved by the Board of Zoning Adjustment;

4. Outlines of testimony of the School's witnesses who will testify at the application; and

5. The resumes of the professionals who the School intends to proffer as expert witnesses at the hearing.

BZA
Case No. 17022
Exhibit No. 31

Board of Zoning Adjustment
District of Columbia
CASE NO. 17022
EXHIBIT NO. 31

The Building Plans and the Traffic Analysis presented in the Application remain unchanged from that submission.

Sincerely,

Phil Feola

Ashleigh Dale Horne

cc: Advisory Neighborhood Commission 3F
ANC 3F Commissioners
Office of Planning – Jennifer Steingasser
Office of Planning – Steve Cochran

Document #: 1330183 v.1

EDMUND BURKE SCHOOL MANAGEMENT
PLAN FOR 300 TO 320 STUDENT POPULATION
(Final)

As an urban institution, Edmund Burke School enjoys special benefits and has special obligations. All members of the school community have roles to play in shaping the impact of the school on our neighborhood and city. There is no doubt that the most responsible way to go to and from school is public transportation. For those who have no choice but to drive their cars, we have put in place a Management Plan designed to meaningfully reduce the effects of Burke traffic on the neighboring residential streets. While adherence to the plan is a matter of contractual obligation for all Burke families, our true success ultimately rests on families willingly assuming responsibility for being part of the solution to neighborhood parking and traffic issues.

OPERATIONS:

- Regular operation of the School will be limited to the programs and activities of the Edmund Burke School.
- The number of students shall not exceed 320 and the total number of faculty and staff shall not exceed 70. An annual report of student enrollment will be made available to the Compliance Committee and the ANC each September.
- The noise emanating from the structures 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.
- All non-school-related use of the building shall be limited to no more than the three events per month. Other than the rare exception, (ie polling location) these events should not impact the local traffic and shall not require the use of residential parking spaces.
- The School will not rent or lease its proposed theater or existing gym to any outside organization. From time to time the School will donate use of its theater or gym as a public service, such as to serve as a polling place for local elections or for meetings of public bodies.

TRAFFIC:

I MORNING DROP-OFF PLAN: 7:30 am – 8:30 am

Restricted Use of Residential Streets and Alleys

The plan's chief goal is to substantially reduce traffic on Upton Street without burdening other residential streets and/or alleys.

- No Burke cars will approach the school traveling west on Upton Street.
- Burke families will not drop off students on Van Ness Street East of Connecticut Avenue or on Tilden Street traveling West between 29th Street and Connecticut Avenue.
- Burke families with 2 or more students will be allowed to utilize the internal driveway in the new building for drop off. When exiting this driveway onto Upton

Street these cars may turn either right or left, depending on final destination.

- The Burke driveway shall only be accessed from the northbound lane of Connecticut Avenue. (right turn only)
- The Burke driveway will yield to all traffic on the public alley and will be managed by personnel during the school's morning drop off time. Management will focus on maintaining a traffic flow from Upton to Connecticut Ave.
- Public alleys will not be used by Burke parents for the purpose of accessing the Burke driveway or dropping students off. If/when the Burke driveway is full or blocked, a Burke traffic monitor will direct families to pass the driveway entrance and use the Van Ness to Upton alley to make another approach to the driveway entrance. We expect this to occur very rarely, if at all. Prohibited alleys:
  - Veazey to Van Ness
  - Van Ness to Upton
  - Upton to Tilden
  - 29th Street to (Upton – Tilden) alley
- The school will provide uniformed traffic management at the intersection of Upton, public alley, and the Burke driveway, and also at the entrance to the Burke driveway on Connecticut Avenue.

II AFTERNOON PICK-UP PLAN: 3:30pm to 4:30pm (peak)

Students Picked up at School:

- All afternoon pick-ups will occur within the Burke driveway.
- The Burke driveway shall only be accessed from the northbound lane of Connecticut Avenue. (right turn only)
- The front of the old school (Upton Street) will not be used for this purpose.
- No cars approaching the school for this purpose will utilize Upton Street to access the Connecticut Avenue entrance.
- Cars leaving the Burke driveway will be allowed to go east or west on Upton Street, but are not to utilize the alley to Tilden.
- Cars will leave the Burke driveway in a single lane
- Cars from the Burke driveway will yield to all alley traffic and this intersection will be managed during this period. Management will focus on maintaining a traffic flow from Upton to Connecticut Ave.
- The school will provide uniformed traffic management at the intersection of Upton, public alley, and the Burke driveway, and also at the entrance to the Burke driveway on Connecticut Avenue.

III Metro Benefit

Burke students who live in DC are eligible for a Metro Benefit that provides families with a 50% rebate. Burke will offer that benefit to all Virginia and Maryland families whose children utilize public transportation to come to and from school.

IV Shuttle Bus Service

From 7:30 am - 8:15 am, Burke will run a shuttle bus from Shoemaker Street just across from Pierce Mill. Students who ride the shuttle will be dropped off in the Burke driveway. If demographics make another shuttle location more practical we would change from Shoemaker Street. In all cases this effort shall be maintained.

V Van Ness Kiss 'n Ride

Families coming south on Connecticut Avenue should drop off students at the Van Ness Kiss 'n Ride located at the Van Ness Metro stop, from where students regularly walk to school. On days when dropping off students at the Kiss 'n Ride proves impossible, families should drop students at the Burke Shuttle.

VI Carpools

Burke encourages the formation and use of carpools to help mitigate traffic congestion on Upton and Van Ness Streets and to do our part to decrease pollution in the city. Families who have registered as carpools (a minimum of 2 students per car) will be given numbered "CARPOOL #" signs to display on their dashboards. Each vehicle in the carpool will receive its own carpool sign. Carpools will drop off students in the Burke driveway and go east or west onto Upton Street. Carpool vehicles will not be allowed to use any of the alleys to gain access to or depart from the school.

VII Parking

Those students, faculty and staff who drive to school will be required to register their cars' makes and license plate numbers with the school. Students, faculty and staff are not allowed to park in any restricted spaces on the 2900 block of Upton Street and Van Ness Street east of Connecticut Avenue at any time. Students will be assigned parking spaces on school grounds to the fullest extent possible.

VIII BURKE BUSES and VISITING SCHOOL BUS/VANS

- The 3 Burke (14 passenger) Activity Buses will be parked within the ground floor of the new building.
- Burke Activity Buses will load and unload passengers in front of the old building and/ or in the Burke driveway, but not in the alley system.
- Visiting school buses and vans will be instructed to park in front of the old school building and on Connecticut Avenue when available. At no time should these buses be utilizing the alley behind the school.

IX EVENT PARKING (Defined as an event that will bring 50 or more cars to the site.)

- There will be no more than 6 per year
- Timely notification through a monthly update will be distributed, along with an annual calendar of events.
- Events will be scheduled to begin at 6:30pm or later during normal week days so as to take advantage of Connecticut Avenue non rush hour parking availability.
- A shuttle service will be in place to accommodate off-site parking arrangements.

- Personnel will be available to ensure proper traffic management around the site, including a street monitor on Upton Street to enforce a no parking rule for our parents and staff during these events. (The school will not be able to enforce this parking ban during the two Open Houses.)
- The school's garage will be available for these events, and school personnel will assist in maximizing capacity and safety, including the use of the stacked spaces.

X DELIVERIES TO THE SCHOOL

- In almost all cases, the school will use the front of the old building as the location for deliveries.

XI TRASH REMOVAL

- The trash receptacles will be located so as to be accessed via the main alley and not the dead end leg. The pick-ups will occur during business hours between 9:00am and 3:00pm.

XII COMPLIANCE (Parents and Students)

- Enrollment agreement contractually obliges parents and students to follow the Management Plan.

- First violation: Parent will be required to meet with the Head of School, who will explain again that each student's enrollment is contingent upon that child and that child's parent abiding by the Compliance Plan and Pledge. The Head of School will remind the parent of the penalties to be applied for future violations. The first infraction in the public alley, Van Ness to Upton Street; and the public alley Van Ness to Upton (dead end), will result in a fine of $100 in addition to a meeting with the Head of School.
- Second violation: Parent will be fined $100.00
- Third violation: Parent will be fined $250
- Fourth violation: Child will not be enrolled for the following academic year. In the case of Senior students or non-returning students disciplinary action will be taken. (Appropriate alternative consequences will be determined when warranted.)

XIII Compliance (Institutional)

- An Enforcement Committee will be established made up of neighbors, school representatives, and a third party participant.
- The Enforcement Committee will assess the school on the adherence to the school's Management Plan.
- Institutional "fines" will be levied if the school is unable to remedy unsatisfactory reports from the Enforcement Committee.
- The Enforcement Plan specifies the conditions for this element.

EDMUND BURKE SCHOOL
SCHOOL NEIGHBORHOOD ENFORCEMENT PLAN

The Enforcement Plan will serve to support the Management Plan that is part of the BZA order. Its purpose is to provide guidelines for the creation of an Enforcement Committee, the monitoring and assessing of the impact the School is having on 11 identified impact areas (Appendix A) and other areas as identified in the School's Management Plan (Appendix B), and the creation of institutional sanctions if the School fails to achieve an acceptable standard (Management Sanction). Additionally, its purpose is to provide guidelines for monitoring and assessing the School's compliance with student enrollment and faculty/staff limits set by the BZA (Appendix A) and to create institutional sanctions if the school fails to comply (Enrollment Sanction).

Composition of the Enforcement Committee:
An Enforcement Committee will be formed consisting of 7 members. 3 members will be chosen from the neighborhood: 1 resident from the 2900 block of Upton Street, north side; 1 resident from the 2900 block of Upton Street, south side; 1 resident from one of the four other neighboring streets (Connecticut Avenue between Tilden and Van Ness Streets, Tilden Street, 29th Street, or Van Ness Street).Residents of the 2900 block of Upton Street will develop the selection process for the 3 neighborhood members of the Committee. 3 members will be chosen from the School community: 1 Board member (who may also be a School parent), 1 School administrator, and 1 parent. The School will develop the selection process for the 3 School members of the Committee. In addition, the seventh member of the Committee will be a non-voting member selected by the means set forth under the "Neighborhood/School Dispute Resolution Plan" (Appendix C). This non-voting member will assist in the Committee's work as requested and/or in the event that the Committee cannot reach a majority decision. Committee members should serve for a minimum of one year and a maximum of three years. After one year off the Committee, a member may serve again.

The Enforcement Committee's Reporting Cycle:
The Committee may meet as many times as it feels are warranted to review the School's compliance with the Management Plan that is part of the School's BZA order. Each academic year, the Committee will issue a Management Plan Evaluation Report at the end of each of three reporting periods (September through November, December through March, and April through June). Each report will include a grade of "Satisfactory," "Poor," or "Unsatisfactory," based on the evaluation criteria below. Two consecutive Management Plan Evaluation Reports with grades of "Unsatisfactory," or any combination of three consecutive Management Plan Evaluation Reports with grades of "Poor" or "Unsatisfactory" will trigger the Management Sanction. If a Management Sanction is triggered, the next reporting period will start a new reporting cycle. In addition, at the end of each September and January, the Enforcement Committee will issue an Enrollment and Faculty/Staff Compliance Report. Each report will include a grade of "In Compliance," or "Out of Compliance." Any grade of "Out of Compliance" will trigger an Enrollment Sanction. No more than one Enrollment Sanction can be triggered in any one academic year. Every two years, the Committee will review its practices, procedures, and guidelines, issue a report to the neighborhood and School, and adopt through consensus what changes it finds are constructive and appropriate.

Evaluation Criteria for Management:
Three factors will be used in developing each Evaluation Report and grade: 1) The number of infractions that occurred during the reporting period in and across the 11 impact areas, 2) what the School is doing to implement its Management Plan and to alleviate any problems that arise, and 3) any extenuating circumstances. If the School operates with an average of two infractions or fewer per day across the 11 impact areas and none of the 11 impact areas is being overly burdened (as defined by the Committee through consensus), the Committee's Evaluation Report will include a grade of "Satisfactory." If the School operates with an average of more than two infractions per day across the 11 impact areas, the Committee's Evaluation Report will include a grade of "Unsatisfactory" or "Poor," depending on what the School is doing to implement its Management Plan and what extenuating circumstances exist. If the School operates with an average of two or fewer infractions per day across the 11 impact areas but if one impact area is overly burdened (as defined by the Committee through consensus), the Committee's Evaluation Report will award a grade of "Satisfactory" or "Poor," depending on what the School is doing to

implement its Management Plan and what extenuating circumstances exist. Any Report that includes a grade of "Poor" or "Unsatisfactory" will include a Remediation Plan. The Committee will take any extenuating circumstances into consideration should they occur and give ample weight to what the school is doing to implement the Management Plan. Each academic year, the School will be given a grace period of eight school days after the beginning of classes to allow the School to familiarize new and/or returning families with the Management Plan. During the grace period, infractions will be recorded, but they will not be counted in the infractions total for that reporting period.

Evaluation Criteria for Student Enrollment and Faculty/Staff numbers:
Apart and in addition to the criteria for management, if student and/or faculty/staff numbers exceed the BZA cap, an Enrollment Sanction will be triggered.

Institutional Sanctions:
Management Sanction: The Management Sanction will be in the form of a fine equal to the dollar amount of two full tuitions (approximately $40,000). When a Management Sanction is triggered, the Committee will either have the fine put into a fund to support further efforts to support the Management Plan or award it to a charitable organization to be chosen by the Enforcement Committee that directly benefits neither the School nor the neighborhood.

Enrollment Sanction: If the School exceeds the BZA cap in student enrollment, the Enrollment Sanction will be in the form of a fine equal to the dollar amount of a full tuition for each student exceeding the cap. . The School's enrollment will be within the BZA cap the following year. If the School exceeds the BZA faculty/staff cap, the Enrollment Sanction will be in the form of a fine equal to the dollar amount equal to one tuition. If an enrollment sanction is triggered, the Committee will either have the fine put into a fund to support further efforts to support the Management Plan or award it to a charitable organization to be chosen by the Enforcement Committee that directly benefits neither the School nor the neighborhood.

The School will establish an escrow fund and will enter into a trust agreement with an independent trustee (Appendix C) in order to assure that it will pay sanctions triggered against it in accordance with the School Neighborhood Enforcement Plan.

Increasing the Enrollment Cap from 300 to 320:
The School's enrollment cap will increase from 300 to 320 when the Committee issues its fourth consecutive Management Plan Evaluation Report without an "Unsatisfactory" grade, provided that no Management Sanction has been triggered during those four reporting periods. The School will not return to the BZA for the purpose of increasing its enrollment cap beyond 320 until 2012 at the earliest.

Appendix A:

Enrollment will be maintained within the cap ordered by the BZA.
Monitoring: In the third week of each September and January, the School will provide the Enforcement Committee its current enrollment numbers in the form of a sworn affidavit.

Faculty and Staff numbers will be maintained within the cap ordered by the BZA.
Monitoring: In the third week of each September and January, the School will provide the actual number of faculty and staff employed during the school day (7:00 am – 4:00 pm) in the form of a sworn affidavit.

Eleven Impact Areas:

Upton Street traffic westbound	Public alley (Veazey to Van Ness)
Upton Street traffic eastbound	Public alley (Van Ness to Upton)
Upton Street parking (2900 block)	Public alley (Van Ness to Upton, dead end)
Van Ness Street traffic, East of Conn.	Public alley (Upton to Tilden)

Tilden Street traffic westbound Public alley (29th to Upton / Tilden alley)
Connecticut Avenue, between Tilden and Veazey Streets, northbound and southbound

Morning Drop – Off (7:30am – 8:30am) and Afternoon Pick-Up (3:30pm – 6:00pm)
The School's Management Plan specifies which routes may be taken to the school. Restricted use of Tilden Street, Upton Street, Van Ness Street and their public alley systems are all outlined in this plan.
Monitoring: The School will provide on-going video surveillance of traffic in front of the School and in the Van Ness to Upton Street alley. The School will have trained personnel stationed at the key management areas (initially the entrance to the School's driveway on Connecticut Avenue and the Upton Street intersection of the Van Ness Upton Street alley and Upton Street) who will log infractions. In addition, the School will have trained personnel conduct roving monitoring of the other impact areas and log infractions. Finally, one of the neighbors on the Enforcement Committee will be designated to receive reports of infractions from the neighborhood and communicate them to the School. Such reports must be made within 48 hours of the infraction and include the license plate state/number. All relevant infraction logs, including a summary of infractions in and across the 11 impact areas, will be presented to the Committee in time for the Committee to issue each of its Management Plan Evaluation Reports. The Committee will have unlimited access to the School's traffic surveillance videos.

Parking (2900 Block of Upton Street)
The School's Management Plan states that students, faculty, and staff are not allowed to park in any restricted spaces on the 2900 block of Upton Street at any time. The School expects that the great majority of these cars will have assigned parking spaces within the school's site.
Monitoring: The school will require faculty, staff, and students to have identifying stickers on their cars. At the end of each morning drop-off period, School personnel will check cars parked on the 2900 block of Upton to identify any Burke cars, log them as infractions, and have them moved. The School will follow up any reports from the neighborhood liaison member of the Enforcement Committee. All relevant infraction logs will be presented to the Committee in time for the Committee to issue each of its Management Plan Evaluation Reports.

Appendix B:

Traffic Reduction Efforts have been designed to reduce the overall traffic coming to and from the immediate site through the use of Metro subsidies (students and faculty/staff), shuttle service in AM, and carpool restrictions in AM.
Monitoring: The school will periodically provide to the Committee the actual subscriptions to the subsidies and the shuttle service. Video surveillance and personnel will verify carpool use.

Burke Buses and Visiting Buses
The Management Plan identifies the locations for operating these buses: within the School's ground floor, in front of the current school facility, and on Connecticut Avenue.
Monitoring: The majority of these locations should be within the surveillance parameters and traffic personnel. All relevant infraction logs will be presented to the Committee in time for the Committee to issue each of its Management Plan Evaluation Reports.

Use of the School Building for non-school-related activities should not be more than 3 events per month. The theater and gym will not be rented or leased to any outside organization.
Monitoring: The School will provide the facilities use calendar to the Committee at its request and will provide a summary at the end of each reporting period.

Event Parking
The School's Management Plan states the maximum number of special events per year and the criteria for a

special event. The plan also calls for scheduling start times of events no earlier that 6:30 PM, notifying neighbors in a timely manner, providing off-site parking, shuttle service, and appropriate support personnel during these occasions.
Monitoring: Advanced communication with the neighborhood will be documented, a list of the events scheduled and the projected vehicle counts will be provided to the Committee, and on-site observations will be made and recorded during the events.

Deliveries and Trash Removal
These activities are to be managed as outlined in the School's Management Plan
Monitoring: All relevant infraction logs will be presented to the Committee in time for the Committee to issue each of its Management Plan Evaluation Reports.

Parent and Student Infractions
Penalties for parent and/or student infractions are identified in the School's Management Plan, including some flexibility available to the institution when it comes to the fourth infraction. The first infraction in the public alley, Van Ness to Upton Street; and the public alley, Van Ness to Upton Street (dead end), will result in a fine of $100 in addition to a meeting with the Head of School.
Monitoring: The School will keep a monthly record of infractions, communications sent to parents and students, and make those records available to the Committee in time for the Committee to issue each of its Management Plan Evaluation Reports.

Appendix C:

Neighborhood/School Dispute Resolution Plan

Mediation
(a) The seventh member of the Committee will be a nonvoting member, skilled in the mediation of neighborhood, school and community disputes. The seventh member/mediator will be chosen by majority vote of the Committee members from among a list of no less than five individuals submitted by the Federal Mediation and Conciliation Service (FMCS) or other neutral agencies.

(b) If the Committee is having strong disagreement among its members on any issues involving their evaluation of the school's adherence to traffic management or enforcement plans, any three members may submit a written request for the mediator's attendance at a committee meeting to facilitate a resolution of such disagreement(s).

(c) Further, in the absence of a majority decision with respect to any one of the required Management Plan Evaluations Reports, any three Committee members may submit a written request for the services of the mediator to assist the parties in reaching a consensus with respect to the Management Plan Evaluation Report(s).

(d) Committee members agree to participate in good faith during any mediation session. It is understood that no Committee member is bound by anything said or done at the mediation unless an agreement is reached and executed in writing by the Committee. The compensation and expenses of the mediator and any other jointly incurred expenses shall be borne equally by the school and neighborhood Committee representatives in a manner determined by their Committee representatives.

(e) Copies of each required Management Plan Evaluation Report and any Committee decision(s) triggering sanctions shall be sent by registered mail to the trustee selected by the Committee in accordance with this agreement.

Arbitration
(f) If the Committee is unable to successfully mediate any dispute over the evaluation of the school's

adherence to the management plan, the student enrollment or faculty/staff caps, any three Committee members may request that the unresolved issues be submitted to arbitration for resolution. The arbitrator shall be selected by majority vote from a list supplied by the FMCS or other neutral agencies. The School shall bear the costs and expenses for the first arbitration in any given academic year. Any further arbitration costs and expenses shall be borne by the School and neighborhood Committee representatives in a manner determined by their representatives.

(g) Each party to the arbitration shall submit to the arbitrator a clear statement of the issues to be resolved and the requested remedy, if any, warranted by the arbitrator's finding. Any decision by the arbitrator shall be based on the criteria and sanctions set forth in the Management and School Neighborhood Enforcement plans. The decision of the arbitrator shall be final and binding on the School, the Committee, and its constituent members.

(h) The arbitrator shall forward a copy of the written decision by certified mail to the trustee selected by the Committee in accordance with this agreement.

Escrow Fund

(a) The school will establish an escrow fund to pay for any fines required by the imposition of sanctions against the school pursuant to this agreement.

(b) The escrow fund will be held, managed and administered by an independent trustee selected by the Committee in accordance with the terms of the trust agreement.

c) The School will maintain a minimum balance in the escrow fund account of $40,000 or an amount equal to the cost of two tuitions, whichever is greater.

Trust Agreement

(a) The School will enter into a trust agreement with an independent trustee selected by the Committee to hold, manage and administer the escrow fund account in accordance with the terms of the trust agreement.

(b) The trust agreement will require the trustee, within 10 days of receipt of a decision by the Committee or arbitrator requiring sanctions, to issue a check drawn against the escrow fund account in the amount of the required fine and payable to a charity as selected by the Committee. The check will be sent by certified mail to the designated recipient with copies mailed to each Committee member.

c) The trust agreement will require the trustee to notify the School of any funds needed to maintain the escrow fund's minimum balance as defined in this agreement.

Enforcement

(a) The provisions of Appendix C may be enforced by a Court of competent jurisdiction and the party seeking enforcement shall be entitled to an award of all costs, fees and expenses, including attorney fees to be paid by the party against whom enforcement is ordered.

Outline of Testimony of
Steve Pruitt,
President, Board of Trustees
or
Alternate Boardmember

I. Introduction

II. General Description of Edmund Burke School

III. Overview of Decision to Expand Edmund Burke Facilities

IV. Board Policy since Previous BZA Case

V. 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. Lessons from Previous BZA Application

V. Management Plan

VI. Enforcement Plan

VII. Conclusion

Outline of Testimony of
William Gridley,
Bowie Gridley and Associates
Project Architect

I. Introduction

II. Brief Overview of Project

III. Site Location

IV. Project Description

V. Review of Height, Bulk, Parking and Zoning Data

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

VII. Conclusion

Outline of Testimony of
Martin J. Wells,
Wells and 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

Document #: 1330161 v.1

MARTIN J. WELLS, P.E.
PRESIDENT

PROFILE: Mr. Wells has 28 years of experience in traffic, transportation, transit, parking, and pedestrian planning and engineering. He has worked for private real estate developers; federal, state, and local governments; and institutions in 30 states and overseas. This experience includes traffic impact studies, transportation analyses of mixed-use developments, travel demand management studies, parking policy and needs studies, transit planning, and highway and parking facility design. Mr. Wells has provided expert testimony before numerous planning boards, elected officials, administrative hearing officers, and citizens groups.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies for large and small residential, commercial, and mixed-use projects in every major jurisdiction in the Washington metropolitan area and in 15 other states. This includes preparation of reports and expert testimony in support of rezoning, subdivisions, site plan approvals, and comprehensive plan and proffered condition amendments.

Mixed-Use Developments. Conducted multi-modal transportation studies for 12 million square foot mixed-use residential, office, retail, and hotel projects for the Potomac Yard in Alexandria/ Arlington, Virginia; Reston Town Center, Fairfax County, Virginia; Columbia, Maryland; WorldCom and Evergreen Mills in Loudoun County, Virginia; The Gallery at Harborplace in Baltimore, Maryland; Carlyle and Mark Center in Alexandria, Virginia; Xerox Landsdowne in Loudoun County, Virginia; Colgate-Palmolive Company in Jersey City, New Jersey; River Walk in New York City; Eden Isles in Slidell, Louisiana.

Major Event Use Studies. Prepared traffic, parking, and traffic management plans for stadiums and entertainment complexes including The John F. Kennedy Center for the Performing Arts in the District of Columbia; FedEx Field (Washington Redskins), Landover, Maryland; Jordan Hare Stadium, Auburn, Alabama; Arlington County Major League Baseball Stadium; Merriweather Post Pavilion, Columbia, Maryland; Nissan Pavilion, Prince William County, Virginia; Middle River Racing Associates in Anne Arundel County, Maryland; and Oriole Park at Camden Yards, Baltimore, Maryland.

Interchange Justification Studies. Conducted studies for modifying existing interchanges and for new interchanges on Interstate highways in Virginia, Maryland, New Jersey, Texas, and Louisiana.

Travel Demand Management Studies. Developed travel demand management programs, including group riding, transit, flexible work hour, and other actions, for major development projects in Montgomery and Prince George's County, Maryland; and Arlington County, Alexandria, Vienna, and Fairfax County, Virginia.

Travel Demand Forecasting. Forecasted regional and corridor travel demand in Arlington, Fairfax, and Loudoun County, Virginia; Jersey City, New Jersey; Columbia, Gaithersburg, Howard County, and Prince George's County, Maryland; Arlington, Virginia; Birmingham, Alabama; Fort Meyers, Florida; and Buenos Aires, Argentina.

Neighborhood Traffic Management Studies. Identified actions to reduce through traffic and vehicle speeds in East Bethesda, Chevy Chase Section IV, Maryland, Fairfax County, Virginia; and Paulus Hook, Jersey City, New Jersey.

Retail Traffic and Parking Studies. Prepared traffic, parking, transit, and pedestrian studies for Main Street, town center, regional shopping centers, large-scale value retail centers, and power strip centers in Arlington, Fairfax County, Loudoun County, and Richmond, Virginia; Owings Mills, Baltimore City, Columbia, Gaithersburg, Anne Arundel County, and Prince George's County, Maryland; North Barrington, Illinois; Atlanta, Georgia; Plano, San Antonio, and Fort Worth, Texas; Coral Gables, Tampa, and Orlando, Florida; New Haven, Connecticut; Boston, Massachusetts; and Puebla, Mexico.

Parking Studies. Conducted parking policy, needs, feasibility, and shared-use studies for public agencies, parking operators, and real estate developers, including Arlington County, Fairfax County, Alexandria, and Middleburg, Virginia; Nashville/Davidson County and Memphis, Tennessee; Hartford, Connecticut; Coral Gables and Jacksonville, Florida; Syracuse, New York; the Washington Metropolitan Transit Authority; and The Rouse Company.

Transit Station Impact Analyses. Conducted site access, joint development, parking, and pedestrian impact studies at numerous bus and rail transit stations in the Northeast Corridor, metropolitan Washington, San Antonio, Atlanta, Jersey City, and Buenos Aires, Argentina.

Transit Studies. Devised transit circulator systems for various downtowns and major activity centers, and prepared transit development programs throughout Pennsylvania and North Carolina.

Health Care Facilities. Prepared traffic and parking plans for hospitals, universities, professional office buildings, and nursing homes, including the Yale-New Haven Medical Center; Georgetown University Medical Center; Fairfax (Virginia) Hospital; Fair Oaks (Virginia) Hospital; Washington Adventist Hospital; Washington Hospital Center; Loudoun Memorial Hospital; Mission Memorial Hospital, Asheville, North Carolina; Baptist Medical Center, Birmingham, Alabama; and University of Rochester.

Schools. Conducted traffic, parking, bus, and pedestrian analyses of public and private elementary, middle, and high schools, including Cranbrook, Bloomfield Hills, Michigan; St. Patrick's Episcopal Day School, Washington, D.C.; Edmund Burke School, Washington, D.C.; The Sheridan School, Washington, D.C.; The Potomac School, McLean, Virginia; The Langley School, Fairfax County, Virginia; French School, Montgomery County, Maryland; Garrison Forest School, Baltimore County, Maryland; and public schools in Arlington and Fairfax County, Virginia, and Montgomery and Howard County, Maryland.

Environmental Impact Studies. Prepared the transportation components of environmental documents in Washington, D.C.; Prince George's
County, Maryland; New York, New York; Jersey City, New Jersey; Slidell, Louisiana; and Charleston, South Carolina.

EDUCATION: Master of Science, Civil Engineering, Carnegie-Mellon University, Pittsburgh, Pennsylvania, 1975.

Bachelor of Science, Civil Engineering, Wayne State University, Detroit, Michigan, 1973.

REGISTRATIONS: Registered Professional Engineer: Virginia, Maryland, New Jersey, Florida, Illinois, Texas, Pennsylvania, Colorado, Ohio, Missouri, Connecticut, North Carolina, New York, and the District of Columbia.

AFFILIATIONS: Institute of Transportation Engineers
American Planning Association
Congress for the New Urbanism

PUBLICATIONS: "Colgate-Palmolive Site Traffic Impact Assessment Case Study," American Society of Civil Engineers, Site Impact Traffic Assessment Conference, June 1992.

"Neo-Traditional Neighbor Developments: Can You Go Home Again?," National Trust for Historic Preservation, National Meeting on Main Street, April 1992.

"Parking and Easy Access - The First Steps Toward Recovery," Health Facilities Management Magazine, December 1991.

"Review of Methods for Assigning Work to Part-Time Operators," Annual Meeting of the Transportation Research Board, Washington, D.C., 1985.

"Integrating Public Transportation into the San Antonio, Texas Street System," International Public Works Congress and Equipment Show, Atlanta, Georgia, 1981.

"Neighborhood Automobile Restraint: The Chevy Chase Section Four, Maryland Experience," Annual Meeting of the Transportation Research Board, 1981.

"Planning for Shared-Ride Taxi Service," 58th Annual Meeting of the Institute of Transportation Engineers, 1978.

EMPLOYMENT HISTORY

1991 - Present **Wells & Associates, LLC**
McLean, Virginia
President

Responsible for business development, administration, management of professional, technical, and clerical staff, technical analyses, quality control, documentation, and expert testimony.

1981 - 1991 **Gorove/Slade Associates, Inc.**
Washington, D.C.
Principal Associate

Responsible for the transportation planning practice. Responsibilities included business development, project administration, management of professional, technical, and clerical staff, technical analyses, quality control, documentation, and expert testimony.

1980 - 1981 **San Antonio Metropolitan Transit Authority (VIA)**
San Antonio, Texas
Director of Planning

Responsible for long-range, short-range, and day-to-day operations planning for a 550-bus transit system serving a metropolitan area of over 1,000,000 people.

1975 - 1980 **Barton-Aschman Associates, Inc.**
Washington, D.C.
Associate/Senior Associate

Responsible for transportation planning, transit planning, and traffic engineering analyses.

Principal

William C. Gridley, FAIA

William Gridley graduated from Cornell University in 1973 with an A.B. in Art History and received his Master of Architecture from the University of Virginia in 1977. He is NCARB certified and licensed to practice architecture in Virginia, the District of Columbia, Maryland, Pennsylvania, Massachusetts, Rhode Island, Ohio, and New York. As a member of the Cornell Real Estate Council, Mr. Gridley analyzes major trends in real estate development and assesses improvements in the business curriculum. He has also taught architectural design at the Nacul Design Center at Amherst, Massachusetts.

Mr. Gridley was recently elevated to the Fellowship of American Institute of Architects, recognized as leading the field of institutional master planning and design by creating exceptional built environments for academic and community institutions, nationally and internationally. He is a member of the District of Columbia Board of Education Facilities Working Group. He is also a member of the Society for College and University Planning and the Council of Educational Facility Planners International. Mr. Gridley currently serves on the United States Olympic Committee for the Washington D.C. Metropolitan Area.

Mr. Gridley was an active member of the Education Committee of the American Institute of Architects. In March 2000, he served as a juror for the Illinois/Indiana Masonry Council's Excellence in Masonry awards program. He was a juror for the June 1995 Design Awards of the James River Chapter of the AIA; and in January 1993, was one of three architects invited to judge a design competition sponsored by the National School Boards Association. Mr. Gridley has also served on the Board of the Washington Architectural Forum where he was extensively involved in Washington Design Celebration, Project DC/HOME, and Architecture in the Schools. In addition, Mr. Gridley served on the editorial board of the Forum's quarterly calendar and newsletter *Graffiti*. He served on the Board of Trustees of the National Child Research Center from June 1991 to 1994, was Chairman of the Facilities Committee from 1991 to 1993, and was the Board President from 1993 to 1994. In 1993, he was a member of the National School Boards Association and served on the DC Chapter's 1993 Centennial Design Awards Jury.

Project Manager

Jonathan Rodvien, AIA

Jonathan Rodvien is a graduate of the Virginia Polytechnical Institute where he received his Bachelors in Architecture in 1982. Mr. Rodvien has been a licensed architect in the state of Virginia since 1987. As an Associate and Project Manager at Bowie Gridley Architects, he has extensive experience with a wide variety of institutional projects.

Selected Projects at Bowie Gridley Architects
Edmund Burke School, Washington, DC
Academic expansion
Episcopal High School, Alexandria,VA
New 43,000 sf residence hall, renovations and additions to 40,000 sf residence hall
French International School, Washington, DC
New high school and gymnasium
Groton School, Groton, MA
Residential facilities master plan, renovations and additions to six residence halls
Hamlin School, San Francisco, CA
Master plan
Hillwood Museum, Washington, DC
New visitors center and greenhouse
Howard Hughes Medical Institute, Chevy Chase, MD
100,000 sf headquarters expansion
Julia Bindeman Suburban Center, Potomac, MD
Chapel and classroom expansion
Madeira School, McLean, VA
Huffington library
Mathematical Association of America, Washington, DC
Conference center
Middlesex School, Concord, MA
Residential facilities master plan, feasibility study,, new 18,000 sf residence hall, renovations and additions to historic residence hall
The Mercersburg Academy, Mercersburg, PA
Master plan, renovations and additions to two residence halls
National Presbyterian School, Washington, DC
Classroom expansion
Ohio Wesleyan University, Delaware, OH
Renovations and additions to 50,000 sf residence hall
Rock Creek International School, Washington, DC
Renovation of school annex
St. Alban's School, Washington, DC
Restoration of historic Little Sanctuary
Virginia Theological Seminary, Alexandria, VA
Renovations and additions to five residence halls

Before joining Bowie Gridley Architects, Mr. Rodvien's experience as a designer and Project Architect included the Samuel D. Harris National Museum of Dentistry in Baltimore, MD, and A Place in Time, a museum devoted to the history of Harpers Ferry. He served as a designer at the National Gallery of Art.