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October 6, 2021

VIA IZIS

D.C. Board of Zoning Adjustment
Office of Zoning
441 4th Street, N.W., Suite 200S
Washington, DC 20001

**Re: BZA Application No. 20472: The River School (the “Applicant”) Application
for 4220 Nebraska Avenue NW (Square 1727, Lots 4 and 5) (the “Property”)
– Pre-Hearing Submission**

Dear Chairperson Hill and Members of the Board:

This letter serves as the Applicant’s pre-hearing submission in the above-referenced application for special exception relief. The Applicant seeks to develop the Property with a new campus for the River School, which will provide school use for children from birth through 6th grade. The application requests special exception relief (1) pursuant to 11-U DCMR § 203.1(m) and 11-X DCMR § 104 to permit a private school in a residential zone district; (2) pursuant to 11-U DCMR § 203.1(h) to permit a childhood development center in a residential zone district; and (3) pursuant to 11-C DCMR § 703.2 to allow the 12 tandem parking spaces and six spaces in the pick-up/drop-off loop in the total parking supply to count toward the 52-space parking requirement.

As part of this submission, the Applicant proffers the following as experts:

1. Jami Milanovich of Wells + Associates as an expert in transportation planning and engineering. Ms. Milanovich has been accepted as an expert in such field by the BZA in many previous cases, and her resume was previously submitted along with the CTR as Exhibit 46B.
2. Shalom Baranes and Patrick Burkhardt, both of Shalom Baranes Associates, as experts in architecture and planning. Mr. Baranes has been accepted as an expert in such field by the Zoning Commission before, and the Applicant is now proffering him as an expert before the BZA. Mr. Burkhardt has been previously accepted as an expert before the BZA. Mr. Baranes’ and Mr. Burkhardt’s resumes are attached in Exhibit G.

3. Craig McClure of Parker Rodriguez as an expert in landscape architecture. Mr. McClure has been accepted as an expert in such field by the Zoning Commission before, and the Applicant is now proffering him as an expert before the BZA. Mr. McClure's resume is attached in Exhibit G.

In addition to these experts, the Applicant's witnesses will include Nancy Mellon, Founder and Director of the River School, Rachel Moore Weller, Director of the River School's Board of Trustees, Will Mellon, clinician at the River School, and some current and/or alumni students of River.

Included in this pre-hearing submission are the following materials:

Exhibit A – Supplemental Statement

Exhibit B – Updated Architectural Plans

Exhibit C – Chart of Community Meetings/Outreach

Exhibit D – School Website Portal Comments and Responses

Exhibit E – Design Flexibility for Plans

Exhibit F – Draft Conditions

Exhibit G – Resumes of Experts

Exhibit H – Outlines of Witness Testimony

Please feel free to contact Allison at (202) 721-1106 or Meghan at (202) 721-1138 if you have any questions regarding the enclosed. We look forward to presenting the project to the Board at the October 27, 2021 public hearing.

Sincerely,

/s/
Allison C. Prince
Meghan Hottel-Cox

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document were delivered by electronic mail to the following addresses on or before October 6, 2021.

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_____/s/
Meghan Hottel-Cox

EXHIBIT A

SUPPLEMENTAL STATEMENT

On February 17, 2021, the River School (the “**School**” or the “**Applicant**” or “**River**”) submitted an application (the “**Initial Application**”) to the Board of Zoning Adjustment (“**BZA**” or the “**Board**”) for approval of a new campus for a private school including a child development center (the “**Campus**”) at 4220 Nebraska Avenue NW (Square 1727, Lots 4 and 5) (the “**Property**”). The School will provide educational opportunities for up to 350 children from birth through sixth grade.

Since filing the Initial Application, the School has continued its extensive community outreach, agency coordination, and refinement of the Campus plans. This supplemental statement (the “**Statement**”) summarizes those outreach and coordination efforts, explains the changes made to the Campus and School operations in direct response to them, and reiterates how the Campus and its proposed operation, as revised, more than meets the requirements of the Zoning Regulations for special exception approval.

I. Summary of Initial Application

The River School was founded by Nancy Mellon in 1999 to provide an inclusive educational experience for children with hearing loss. Notably, it is the first school in the United States to educate young children with hearing loss and enable them to learn alongside their hearing peers from the beginning. The School provides premier, inclusive education for all students, with a focus on early language, literacy, and social-emotional development through the use of a theme-based curriculum. It offers a wide array of classes in the arts, sciences, and physical development and has grown into an international model that prepares all students to thrive within general school populations upon graduation from the School.

The School currently serves 222 students from birth through third grade and has 72 faculty and staff members. The new Campus will allow the School to further its mission by expanding the grade levels and meeting the strong demand for its services. The School’s growth opportunities and operational needs simply cannot be met on its current campus on MacArthur Boulevard. Consistent with the School’s mission, approximately 18% of the current students have hearing loss. To serve those students, the School also includes a clinic. While the clinic primarily serves the School population, including alumni, it is also open to children in the surrounding community.

The general program described in the Initial Application remains unchanged. The School seeks BZA approval for the new Campus to serve up to 350 students from birth through sixth grade, with its accessory clinic use, and up to 90 faculty and staff. While the program has not changed since the Initial Application, the School has made significant changes to the physical plans and the transportation operations in direct response to input and feedback from members of the community, Advisory Neighborhood Commission (“**ANC**”) 3E and adjacent ANC 3D, the Historic Preservation Review Board (“**HPRB**”), and the District Department of Transportation (“**DDOT**”).

The Initial Application proposed a Campus with a total gross floor area of 66,691 square feet, consisting of 12,603 square feet of existing improvements and 54,088 square feet of new

development. As originally proposed, the main building consisted of four stories and was 50 feet in height. The School has significantly revised the plans, as shown in the updated plans attached as Exhibit B (the “**Plans**”), by reducing the overall height and density of the new construction including removing an entire floor from the main southern pavilion. The changes to the Plans are detailed throughout this Statement.

In summary, through the updated application (the “**Updated Application**”), the School continues to request special exception approval (1) to permit a private school (11-U DCMR § 203.1(m)), 11-X DCMR § 104); (2) to permit a childhood development center (11-U DCMR § 203.1(h)) and (3) to allow the 12 tandem parking spaces in the parking garage and six spaces in the pick-up/drop-off loop to count toward the 52-space parking requirement (11-C DCMR § 703.2). The Campus complies with the Zoning Regulations in all other ways.

II. Outreach and Feedback

In the seven months since filing the Initial Application, the School has been working in earnest to solicit input and feedback from members of the community and District agencies. There have been many hours of iterative conversations, online information sessions, and small group site visits with a wide array of neighbors including institutional stakeholders and abutting property owners. The School’s outreach also extended to individual ANC commissioners and staff members of the Office of Planning (“**OP**”) and the Historic Preservation Office (“**HPO**”). All of this input has resulted in significant changes to the overall Campus design.

A. Historic Preservation Review Board (“HPRB”)

The Property is currently improved with a historic estate known as “Under Oak.” Constructed in 1924 with later additions, Under Oak was identified by the Tenleytown Historical Society as a potential landmark, but the Property does not have official landmark status. As soon as the School began pursuing the Property, the School reached out to the HPO staff to seek their guidance on an appropriate design approach to the Campus. The School held a series of meetings and site visits with HPO staff members, who provided important feedback on the location, scale, and massing of any new construction on the site. Based on this guidance, the School decided to seek a Courtesy Review by the HPRB for the Campus. A Courtesy Review is a mechanism whereby applicants can seek the input of the HPRB on plans for sites that have historic merit but are not formally designated as historic.

The School presented the concept for the Campus at the HPRB meeting on February 25, 2021. At the meeting, the HPRB expressed overall support for the school use and provided comments on several items, including concerns about the overall size and massing of the new construction and its relationship to the existing house. Following the meeting, the School met again with HPO staff to discuss potential changes in response to the comments raised by the HPRB. Ultimately the School made significant changes to the plans including a notable reduction in the proposed massing of the new construction through the removal of a full story, modifications of the footprint, and the introduction of traditional architectural design elements including a gabled roof embellishment. The plans were also modified to include the retention of the garage at the northern end of the site in direct response to an HRPB request. In a subsequent Courtesy Review on July 1, 2021, the HPRB again noted their support for the proposed use of

the Property and commented favorably on the revisions noting that the new massing was successful and related better to the site and neighborhood. The HPRB also noted the improvements to the proposed landscape plan. The Applicant will continue working with HPO and the HPRB on the Campus to ensure that the design is compatible with the Under Oak house.

B. Office of Planning

OP requested additional information on the accessory clinic provided by the School. The School operates a clinic for children that provides services, including audiological diagnosis and treatment, speech and language therapy, psychoeducational assessment, and occupational therapy, which is integral to the School's mission. The vast majority of clinic patients are current students and alumni. River's clinic is one of only two facilities in the District that accepts Medicaid for Auditory Brainstem Response ("**ABR**") to diagnose or confirm pediatric deafness. The clinic, therefore, is central to River's mission and the student experience. The clinic will employ 10 clinicians, each expected to see up to five patients a day, for a maximum of 50 patients. 60% of those patients will be current School students. Therefore, a maximum of 20 individuals who are not current students will come to Campus for clinic services.

The Zoning Administrator has determined that the clinic use is accessory to the school use. The Zoning Regulations define accessory use as "A use customarily incidental and subordinate to the principal use and located on the same lot with the principal use. Except for short-term rentals and unless otherwise specifically permitted, an accessory use shall be limited to twenty percent (20%) of the gross floor area." (11-B DCMR §100) The clinic use only occupies approximately 11.5% of the overall square footage on site. Additionally, only 5% of the overall users of the Campus will be outside users of the clinic. Finally, the clinic use will generate no more than 40 vehicle trips throughout the day, none of which will be during the school's AM or PM peak hours, and only four of which will be during the PM Commuter Peak Hour, as detailed in the Comprehensive Transportation Report ("**CTR**"). Therefore, the clinic use is accessory to the school use and will continue to serve the District through the School's mission.

C. Community Outreach

The School has engaged in a wide range of community outreach and engagement efforts regarding the Campus. From the earliest discussions with members of the community, the School has consistently underscored its goal of establishing a new campus that embodies the spirit of River's inclusive community and provides a nurturing and enriching educational environment for its students, while at the same time respecting the surrounding neighborhood and serving as an asset to the community and the District.

Early in the process, in the summer of 2020, the School reached out directly to the immediately adjacent neighbors and other nearby property owners. Following the initial round of neighbor discussions, the School sent letters to all residents within 200 feet of the subject property to directly inform them about the proposal and followed up with a community-wide virtual meeting in December 2020. During this time, the team was in regular contact with ANC 3E and met with OP and DDOT to discuss the proposal for the Property. Feedback and input from these discussions significantly shaped the initial design concept for the Campus, such as the

scale of the new development and the orientation and function of circulation patterns, including the use of Nebraska Avenue for all vehicular access and the closing of the existing curb cut on 42nd Street. Notably the School's decision to eliminate any vehicular access from 42nd Street was in direct response to the concerns of several 42nd Street neighbors.

In the seven months since the filing of the Initial Application, there have been extensive revisions to the plans based on input from the community and the HPRB. While the architectural team focused on updating the building elements of the Campus, the landscape designers closely evaluated the health and viability of the existing trees and vegetation throughout the Property and worked to develop a comprehensive landscape concept plan. The resulting plan is focused on preserving important heritage and special trees, enhancing the unique natural features of the Property, providing creative and interactive outdoor learning opportunities for School students, and addressing issues raised by members of the community, particularly with respect to streetscape and screening elements that enhance the Campus edges that intersect with the public realm.

Understanding that traffic and transportation considerations are key concerns of several members of the community, the School took a multi-pronged approach to addressing transportation impacts of the project. First, the School developed a comprehensive Transportation Management Plan (“**TMP**”), which included the following components:

1. An Operations Management Plan, which establishes protocols to ensure that the pick-up and drop-off (PUDO) operations can be accommodated entirely on site. The Operations Management Plan also includes a loading management component.
2. A Transportation Demand Management (“**TDM**”) Plan, which sets vehicle trip caps for the School resulting in a reduction in vehicle trips of 45% during the AM peak hour, 15% during the PM School peak hour, and 15% during the PM Commuter peak hour. The TDM Plan includes robust strategies and incentives to encourage the use of non-auto modes of transportation, including provision for shuttle service during the morning drop-off.
3. A Monitoring Plan developed to ensure that the TDM and Operations Management Plan are functioning as intended. The Monitoring Plan provides a stringent schedule for monitoring and evaluating the School's commitments, including its vehicle trip cap and its ability to accommodate PUDO queues on site. Importantly, the Monitoring Plan ensures that transportation-related impacts are proactively addressed and appropriately mitigated, and also specifies defined mitigation strategies that will be implemented if, for reasons currently unforeseen, the established goals and commitments are not achieved.

Second, the School has committed to construct roadway improvements to offset the impact of the proposed school on the surrounding roadway network, including signal modifications and parking restrictions at the Van Ness Street/Nebraska Avenue intersection that would substantially reduce delays at the intersection and the installation of a High-Intensity Activated Crosswalk (“**HAWK**”) signal on Nebraska Avenue near Warren Street to improve pedestrian safety and facilitate pedestrians crossing Nebraska Avenue. The School continues to work with DDOT to refine the transportation improvement solutions to be implemented by the School.

In the spring of 2021, the School launched a series of focused engagement efforts to ensure that members of the community and other interested stakeholders had the opportunity to learn more about the project; review the updated design and transportation plans; and share their concerns, input, and feedback. As detailed in Exhibit C, these meetings included specific design-focused and transportation-focused information and listening sessions that provided direct access to key members of the project team.

While the School made significant progress in connection with its comprehensive planning effort throughout the spring and early summer months of 2021, the team also recognized that some members of the Tenleytown community continued to have questions and concerns about the Campus. In light of the School's firm commitment to working collaboratively to resolve those issues, the initial BZA hearing date was rescheduled from July 2021 to October 27, 2021. This additional time allowed the School to engage directly with all interested stakeholders to more fully understand their questions, interests, and concerns; actively collaborate to develop solutions and responses; and effectively integrate those approaches into the updated proposal for the Campus.

Over the summer months of 2021, as public health conditions improved, the School redoubled its efforts to engage and collaborate directly with members of the Tenleytown neighborhood, ANC3E and ANC 3D, and District agencies in the time leading up to the October BZA hearing. As detailed in Exhibit C, these efforts included numerous online information and listening sessions, small-group on-site gatherings, and one-on-one discussions with adjacent and nearby neighbors.

The School also established a dedicated project website, which provides a wide range of resources including filing and submission materials, meeting presentations and video recordings, information about upcoming meetings and engagement opportunities, and FAQs. The website also features a *community input portal*, where neighbors and interested stakeholders can easily submit questions or comments directly to the project team. To date, responses to more than 35 questions and comments received through the portal have been posted on the website, ensuring full transparency and also allowing members of the community to benefit from reviewing and understanding the perspectives of their neighbors. A compilation of these comments and responses is attached as Exhibit D.

Input received from these meetings and engagement opportunities as well as the *community input portal* shaped further modifications to the design and landscape elements of the Plans, including enhanced plantings along Campus edges to effectively integrate with the character of the residential neighborhoods surrounding the Campus. In addition, the design team will continue to integrate feedback from members of the community and work with HPO to refine the street-facing facades and evaluate material options to ensure that the new development is compatible with the surrounding residential community.

With respect to transportation issues, in response to concerns raised by members of the community and specific requests from ANC3E Commissioners, the School has made numerous and significant updates to its initial transportation plan. These modifications are detailed throughout this Statement and include substantially reducing the proposed trip generation by 45% from initial projections for the AM School peak hour through the adoption of more

stringent TDM policies; enhancing monitoring requirements; and developing enhanced mitigation strategies. The infrastructure improvements proposed by the School are in direct response to concerns raised by the community and specifically the ANC Commissioners.

Active community engagement remains ongoing and will continue through and following the BZA's review of this Application, as the School is firmly committed to cultivating and maintaining positive relationships with its neighbors and establishing itself as a respectful and contributing member of the Tenleytown community.

A summary of specific meetings with members of the community and ANC Commissioners is provided at Exhibit C.

III. Revisions to the Campus Plans

The Campus plans, including the recent revisions, have been designed to balance multiple, sometimes competing, interests: (1) the School's program and space needs; (2) historic preservation and landscape considerations; and (3) neighborhood and community priorities, particularly regarding transportation. As shown on the Plans, these priorities are showcased through the revisions to the Plans since the Initial Application, including:

- Removal of the fourth story of the main southern pavilion, reducing the maximum height from 50 to 40 feet;
- Reducing the overall massing of the Campus, resulting in a total gross floor area of new construction of 48,678 square feet;
- Relocating the pool house to the west side of the Property adjacent to 42nd Street;
- Enhancing the landscaping plans based on direct consultations with neighbors;
- Retaining the gate house adjacent to the northern Property line; and
- Adding a gabled roof element to the southern pavilion at the HPRB's request.

The Plans show a thoughtfully-designed Campus that respects the Under Oak historic home and the surrounding residential neighborhood. The design also appropriately relates to the institutional corridor along Nebraska Avenue. As noted herein, the design will continue to evolve in response to the HPRB and community input. For that reason, the School requests the areas of design flexibility in the building permit finalization process described in Exhibit E.

IV. Campus Operations and Proposed Conditions

The School is fully committed to operating in a manner that minimizes any impacts on the neighborhood. The School recognizes the importance of creating enforceable operating plans for the Campus that will address concerns raised by members of the community, particularly as they relate to traffic. As such, the School is proposing the conditions attached as Exhibit F for the Updated Application. These conditions are clear, stringent, and enforceable, and reinforce the School's strong commitment to enhancing the quality of life for those residing in the neighborhoods surrounding the Campus.

Regarding traffic, the TMP establishes enforceable and measurable trip caps which reflect a reduction of 45% from initially projected trips in the AM School peak hour and 15% in

the PM School and Commuter PM peak hours. Additionally, the School will begin monitoring and enforcing the trip caps at the Campus beginning in the fall of Year 1 of School operation. A failure to comply with the trip requirements will result in immediate review with the ANC and DDOT and commencement of specific mitigations. In addition to the transportation-related conditions, the proposed conditions limit activities at the Campus that might create adverse impacts associated with noise or lighting on the surrounding neighborhood.

V. Reiteration of Special Exception Standards

The Campus and proposed operational standards, as revised, continue to meet all of the special exception standards. Overall, as detailed above, the School program proposed for the Property has not changed – the School will provide education for up to 350 children from birth through sixth grade with up to 90 faculty and staff. The Campus design is sensitive to the surrounding neighborhood and includes significant landscaping and buffering to benefit the abutting neighbors as well as the broader community. The plan also involves the preservation of the existing Under Oak home, garage, guest cottage, and pool house. The changes made since the Initial Application, including the reduction of the proposed massing and detailed operational conditions, have been focused on creating a Campus that will not have objectionable impacts on the surrounding residential neighborhood, consistent with the standards of the Zoning Regulations.

The requested relief is in harmony with the general purpose and intent of the Zoning Regulations as required by 11-X DCMR § 901.2. As detailed throughout this Statement and further below, the Campus will not adversely affect the surrounding residential neighborhood due to noise, traffic, number of students, or otherwise objectionable conditions. Private schools and child development center (“CDC”) uses are permitted in the R-1-B Zones, subject to the special exception standards, because these community uses have been deemed compatible with residential neighborhoods if properly conditioned. Additionally, the Property is an appropriate location for the use given the institutional nature of this area of the Nebraska Avenue corridor. Finally, the Campus design and operations, as detailed in the conditions above and below, will mitigate any potential adverse impacts of the School’s use at the Property.

A. School Plan Special Exception

The Board may approve a special exception for private education use in the R-1-B Zone if it finds that the proposed use will not create objectionable impacts on neighboring properties and that the use provides sufficient parking. While any use of a property will have impacts, the School has worked diligently to ensure its operations will be actively managed to effectively mitigate any objectionable impacts on the surrounding residential neighborhood. For immediately abutting neighbors, the School has enhanced the landscaping and agreed to retain the existing gatehouse, close the 42nd Street curb cut, cover the parking ramp, and limit traffic circulation to one-way. The School has thoughtfully and deliberately taken all of these actions, in direct response to community input and feedback, to effectively mitigate any objectionable impacts on immediate abutters and the broader community.

The Property is ideal for school use. It is an unusually large site with substantial open space along a major arterial. The BZA has approved several schools with similar or greater

enrollment levels on comparably-sized or smaller campuses. For example, the Edmund Burke School on Upton Street operates on a 0.83-acre campus with an enrollment cap of 320 students. As detailed above and below, the TDM and TMP included in the CTR are robust, including defined and enforceable trip caps as well as substantial improvements to the surrounding transportation network.

The School itself is an important use in the community, providing mission-driven education in a transit-oriented neighborhood and on an institutional corridor. Taken together, and as detailed throughout this Statement, the proposed Campus has been designed and operations have been detailed to avoid an objectional impact on neighboring properties.

Additionally, the Campus provides sufficient parking for the proposed use. Based on the Plans, the Campus is required to provide 52 fully-compliant spaces.¹ Here, the School actually provides 65 parking spaces that are usable on the Campus. However, 12 of these spaces are tandem spaces in the parking garage, and six spaces are surface spaces that are not counted for zoning purposes because they are not accessible during the pick-up/drop-off times. Therefore, the Campus only provides 47 zoning-compliant parking spaces.

While in general the Regulations do not allow tandem or pick-up/drop-off spaces to count toward zoning-required parking, they are appropriate for a Campus use such as that proposed. Faculty and staff schedules are predictable and set at the School. Therefore, all tandem spaces will be able to be utilized in an efficient manner. Additionally, the spaces located in the pick-up/drop-off spaces will be ideal for users who come to the School during the day outside of pick-up/drop-off times, such as those visiting the clinic. Therefore, the spaces provided at the Campus fully anticipate the School's operation and are sufficient for the School's needs.

B. Childhood Development Center Special Exception

The Board may approve a CDC use if it finds that the use will not create objectionable or unsafe traffic conditions, and it is designed to protect neighboring properties. As detailed throughout this Statement, the proposed Campus does both. The CTR included in the record at Exhibit 46A includes expert analysis on the traffic that will be generated by the Campus and concludes that, with the mitigations proposed, the use will not create objectionable conditions. Additionally, as detailed extensively above, the Campus has been designed to protect adjacent properties, including through the concentration of construction away from adjacent residences, substantial landscaping and buffering, and strict operations plans.

C. Vehicular Parking Space Special Exception

The Board may grant a special exception to reduce zoning-compliant vehicular parking spaces pursuant to 11-C DCMR § 703.2, which requires showing that the required parking

¹ The required parking spaces are based on the following calculations: (1) Based on 63 faculty/staff allocated to the private school use, 42 parking spaces are required for the education use. The 63 faculty/staff includes the specific 56 faculty/staff members for private education use and 7 of the 10 clinicians, which represents an equal proportion of clinicians as the general faculty/staff breakdown between CDC and education use. The other clinicians would be allocated to the CDC use based on proportions. (2) Based on 20,058 square feet of CDC use, 10 parking spaces are required for CDC use. Therefore, a total of 52 parking spaces are required.

cannot be provided due to at least one of several factors. The Initial Application detailed the reasons why the full amount of required parking could not be provided at the Property, including the historic considerations affecting the development of the Property, the limitations related to the six heritage trees at the Property, and the need to concentrate the new construction away from the adjacent properties.

Additionally, the Initial Application detailed the transit-accessibility of the Property. It is located only 0.3 miles from the Tenleytown-AU Metrorail station and less than 0.25 miles from the Wisconsin Avenue/Pennsylvania Avenue Priority Corridor Network Metrobus Route (Route 31). Given this proximity, in addition to proposed incentives offered by the School, the School anticipates that faculty/staff will take public transit. The Property is also well-served by the bicycle network and is very walkable, increasing the non-automotive transit options for families, faculty, staff, and visitors.

Finally, as detailed above, the Campus provides parking sufficient for its needs and, based on the specific operations of the School, the tandem and pick-up/drop-off spaces in addition to the zoning-compliant spaces will provide appropriate parking for the Campus. This conclusion is fully supported by the analysis set forth in the CTR prepared by Wells + Associates at Exhibit 46A in the record. Specifically, the Campus provides sufficient parking and, coupled with its TDM, the School will not have an objectional impact due to vehicular traffic.

VI. Conclusion

In conclusion, the School meets the requirements for special exception approval by the Board for private education use at the Property and for inclusion of the pick-up/drop-off loop and tandem parking spaces in the overall Campus parking. The 2.3-acre Property includes over 13,000 square feet of building area that will be repurposed for school use. The significant open space provides the ideal location for school use and the School program is appropriate in size and scope for the Property and the neighborhood.

The main focus of the Board's review is ensuring that the proposed School use will not result in objectionable conditions that adversely impact the surrounding residential neighborhood, and the School has met this burden. For six months before the Initial Application's filing, and over the last seven months since its submission, the School has tirelessly engaged in outreach with the adjacent neighbors, the community, and District agencies. The School has provided numerous touch-points within the community, including in-person and virtual meetings, listening sessions, ANC meetings, multiple telephone and tele-conference discussions and email communication threads, and the user-friendly website. The School has also repeatedly met with the staffs of HPO, DDOT, and OP regarding the Property, including multiple site visits with these agencies. All of this outreach, as detailed above, was undertaken to fully understand and address the School's potential impacts on the surrounding community.

The School has diligently listened and revised the Campus in response to the concerns raised by members of the community. The reduction in massing, lowering of building height, and increased landscaping have all been incorporated into the Updated Application to respond to the input and feedback received from members of the community and effectively mitigate any impact of the School's built environment on the surrounding residential neighborhood. The

School has also significantly conditioned its operations to address specific concerns raised during the planning process and ensure the School's operation will not have an adverse impact. Most importantly, the School's robust TMP, which takes effect in the School's first year of operation at the Campus, sets forth clear and enforceable solutions to promptly reduce vehicle trips in the event the established caps are not met. All of these changes, as detailed in this Statement, have been done to mitigate the impacts of the School and ensure there are no objectionable conditions for neighbors. As such, the School requests the Board approve the special exceptions requested to create its Campus at the Property.

EXHIBIT B

RIVER SCHOOL

4220 NEBRASKA AVE. NW
WASHINGTON , DC

BOARD OF ZONING ADJUSTMENT

October 6, 2021

CONTRACT PURCHASER:
PROJECT MANAGER:
ARCHITECT:
LAND USE COUNSEL:

RIVER SCHOOL
JM ZELL PARTNERS, LTD.
SHALOM BARANES ASSOCIATES
GOULSTON & STORRS

DRAWING INDEX

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ZONING TABULATIONS

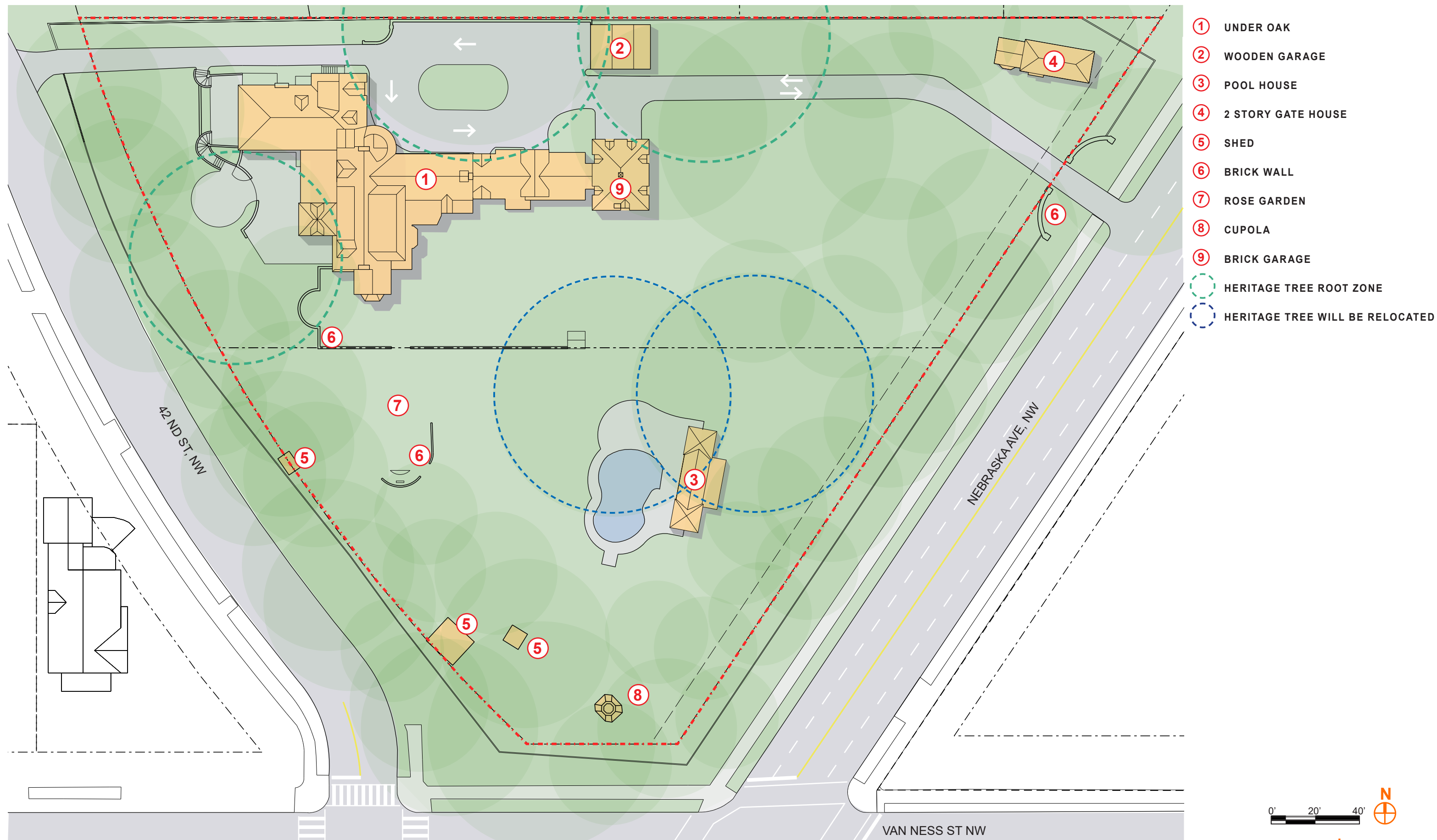
SQUARE: 1727
LOTS: 4 and 5
ZONE: R-1-B
SITE AREA: 98,935 SF
ADDRESS: 4220 Nebraska Avenue, NW

Development Standard	Requirement	Initial application	Revised application
LOT AREA	5,000 minimum	98,935 square feet	98,935 square feet
HEIGHT	90 feet if setback 1:1 over 40 feet	50 feet/ 4 stories (set back at least 10 feet from all lot lines)	40 feet / 3 stories
LOT OCCUPANCY	40%	30.77%	31.39%
PERVIOUS SURFACE	50%	58.16%	58.43%
VEHICULAR PARKING	52 spaces required	40 garage spaces, 2 surface spaces (totaling 42 zoning - compliant spaces) 12 tandem spaces, 6 pick-up/drop-off spaces*	43 garage spaces, 4 surface spaces (totaling 47 zoning - compliant spaces) 12 tandem spaces, 6 pick-up/drop-off spaces*
BICYCLE PARKING	Long Term: 1 space per 7,500 square feet Short Term: 1 space per 2,000 square feet	66,691/7,500= 9 Long Term Spaces 66.691/2,000= 33 Short Term Spaces	61,980/7,500= 8 Long Term Spaces 61.980/2,000= 31 Short Term Spaces
LOADING	30,000 - 100,000 sf: 1 loading berth, 1 loading platform, 1 delivery space	1 loading berth, 1 loading platform, 1 delivery space	1 loading berth, 1 loading platform, 1 delivery space

*Not counted for zoning purposes; relief requested

Gross Floor Area	
Existing Square Footage	13,302 square feet
Existing Square Footage to Remain	13,302 square feet
New Square Footage	48,678 square feet
Total Square Footage	61,980 square feet
FAR	0.65







1



2



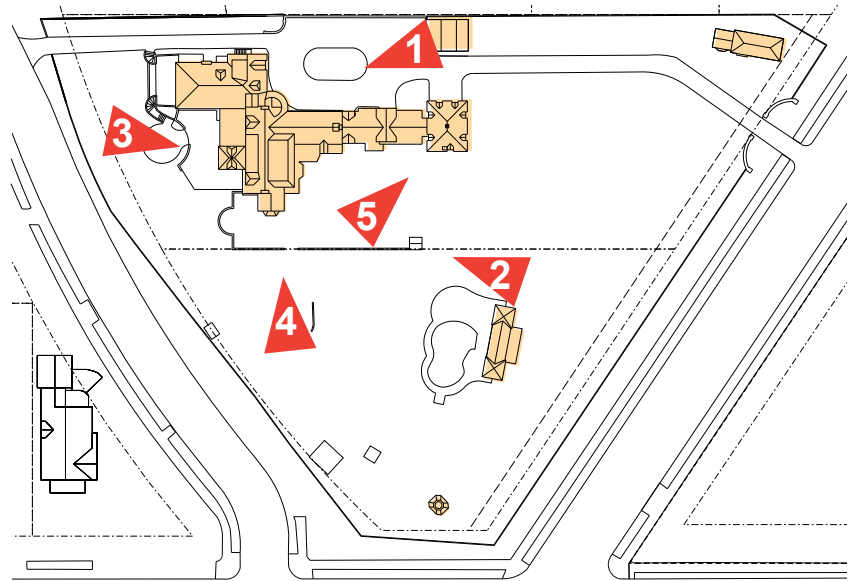
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4



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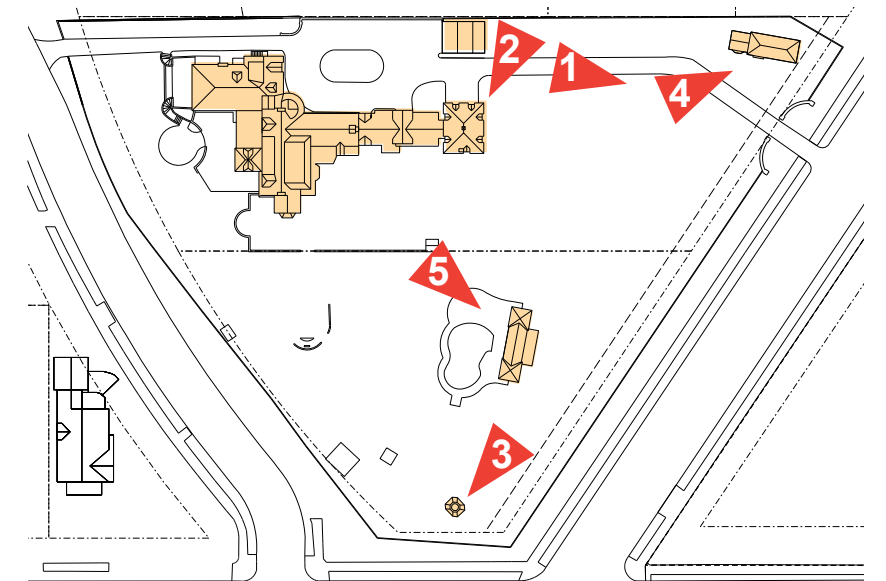
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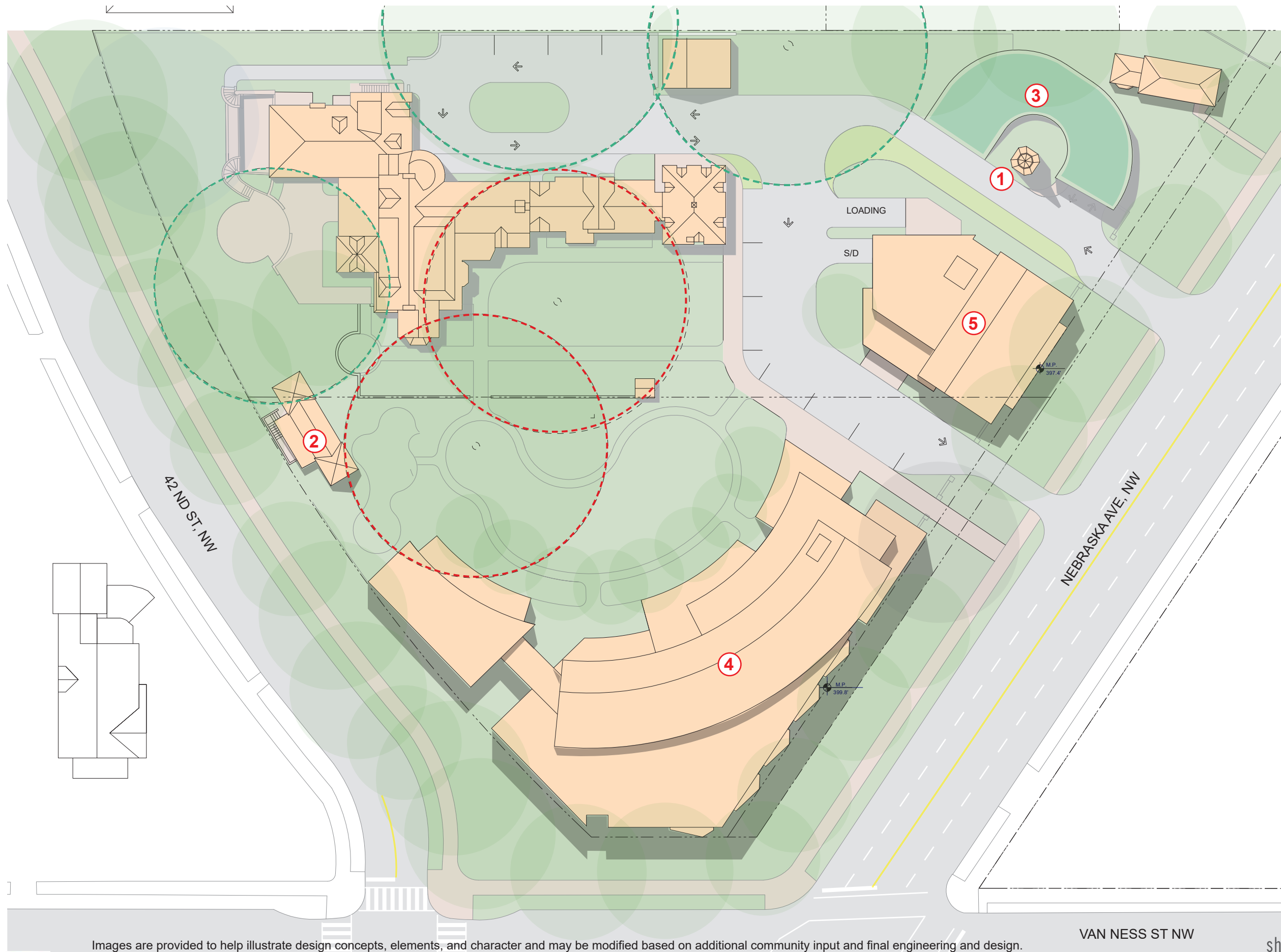


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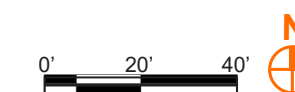
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- ① RELOCATED CUPOLA
- ② RELOCATED POOL HOUSE
- ③ COVERED GARAGE RAMP
- ④ SOUTH PAVILION
- ⑤ NORTH PAVILION
- HERITAGE TREE ROOT ZONE
- RELOCATED HERITAGE TREE ROOT ZONE

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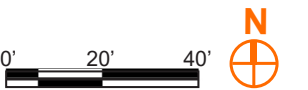
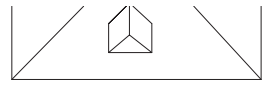


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LEVEL 1 FLOOR PLAN A8



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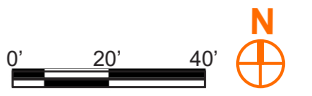
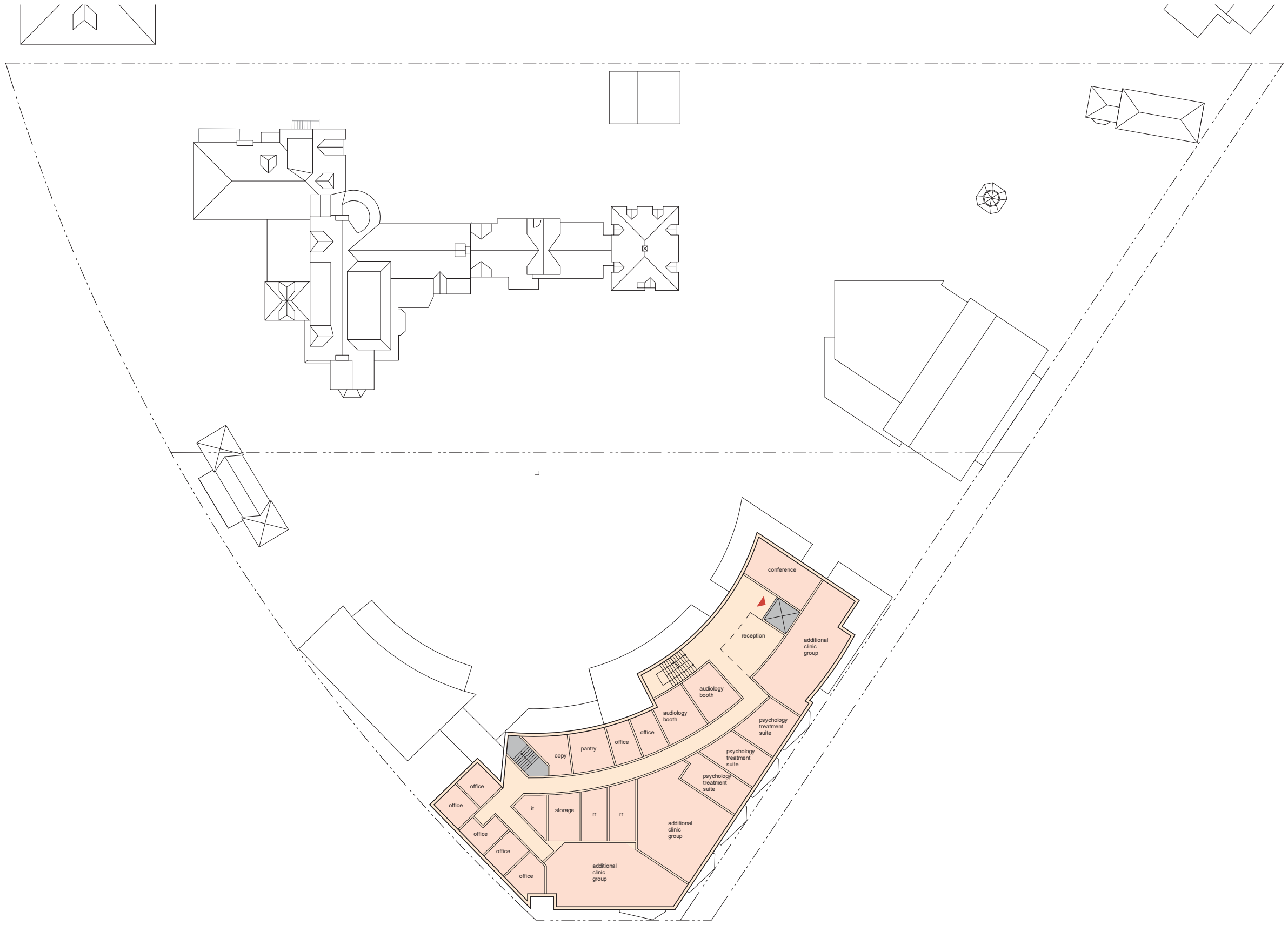
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LEVEL 2 FLOOR PLAN

A9



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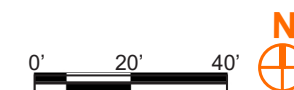


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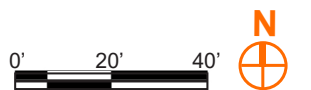
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LEVEL 3 FLOOR PLAN A10



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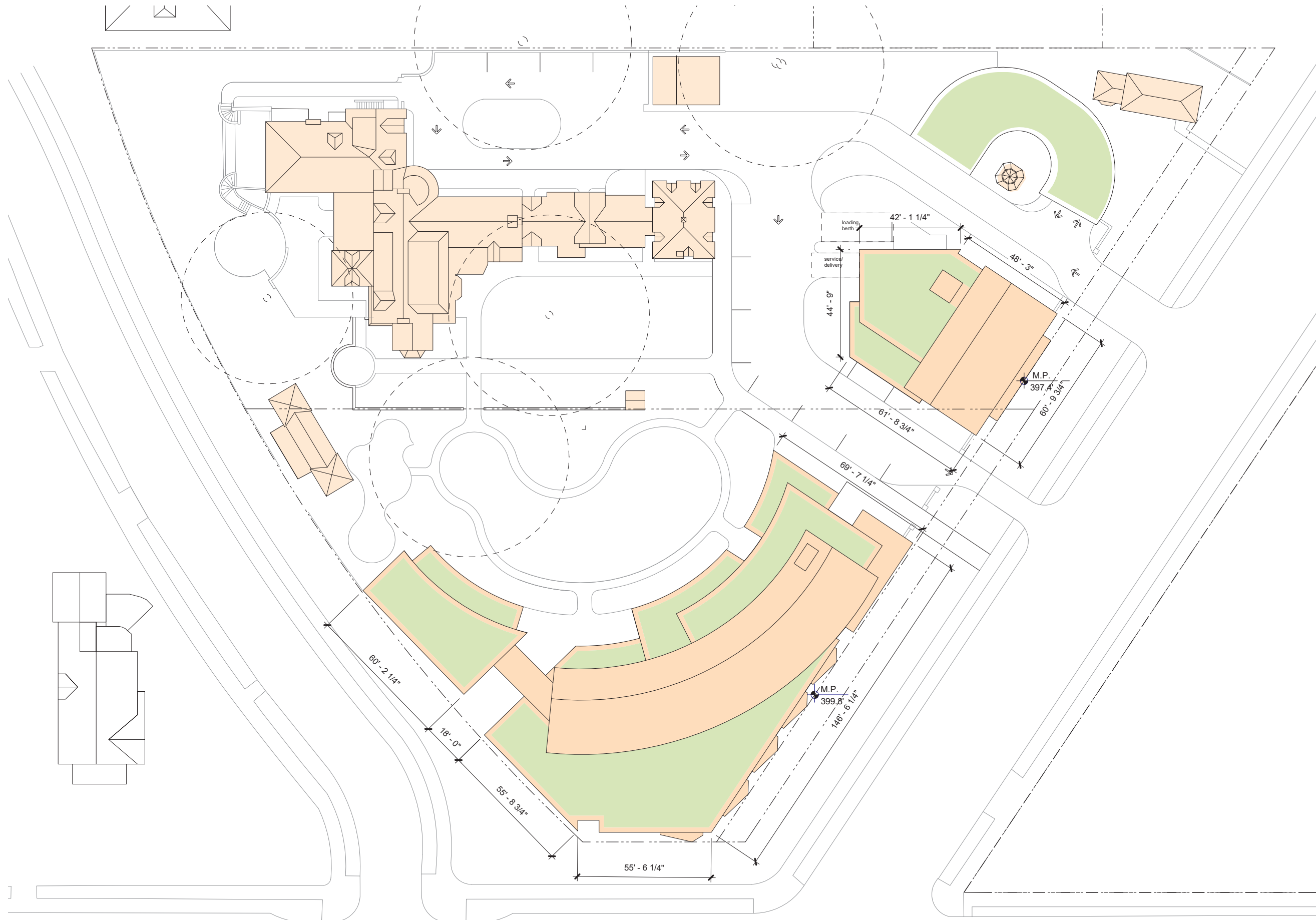
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LEVEL B1 LOWER FLOOR PLAN

A12



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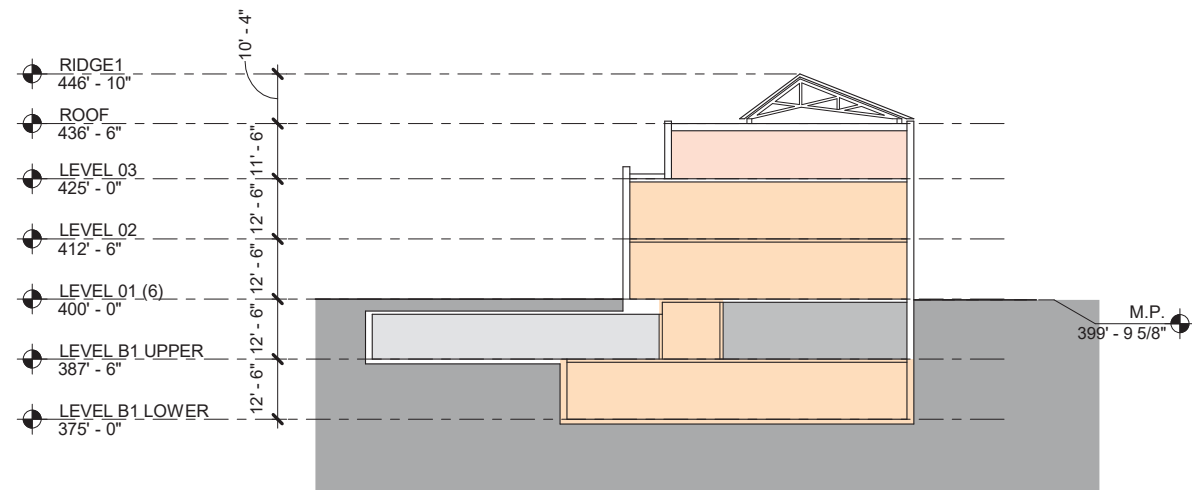
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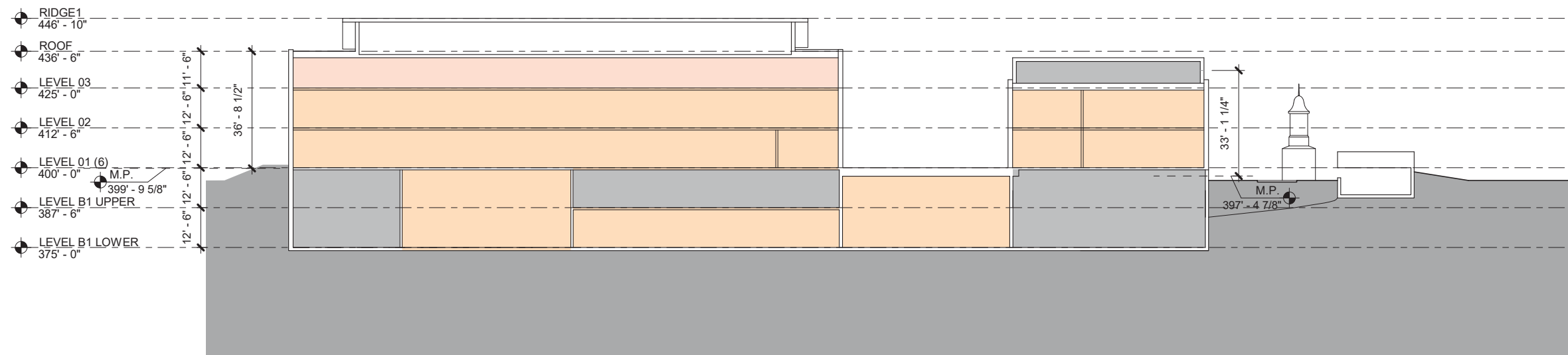
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ROOF PLAN

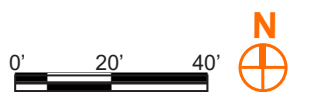
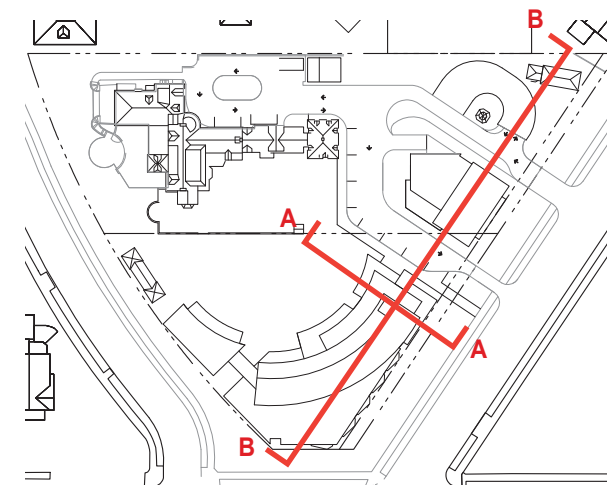
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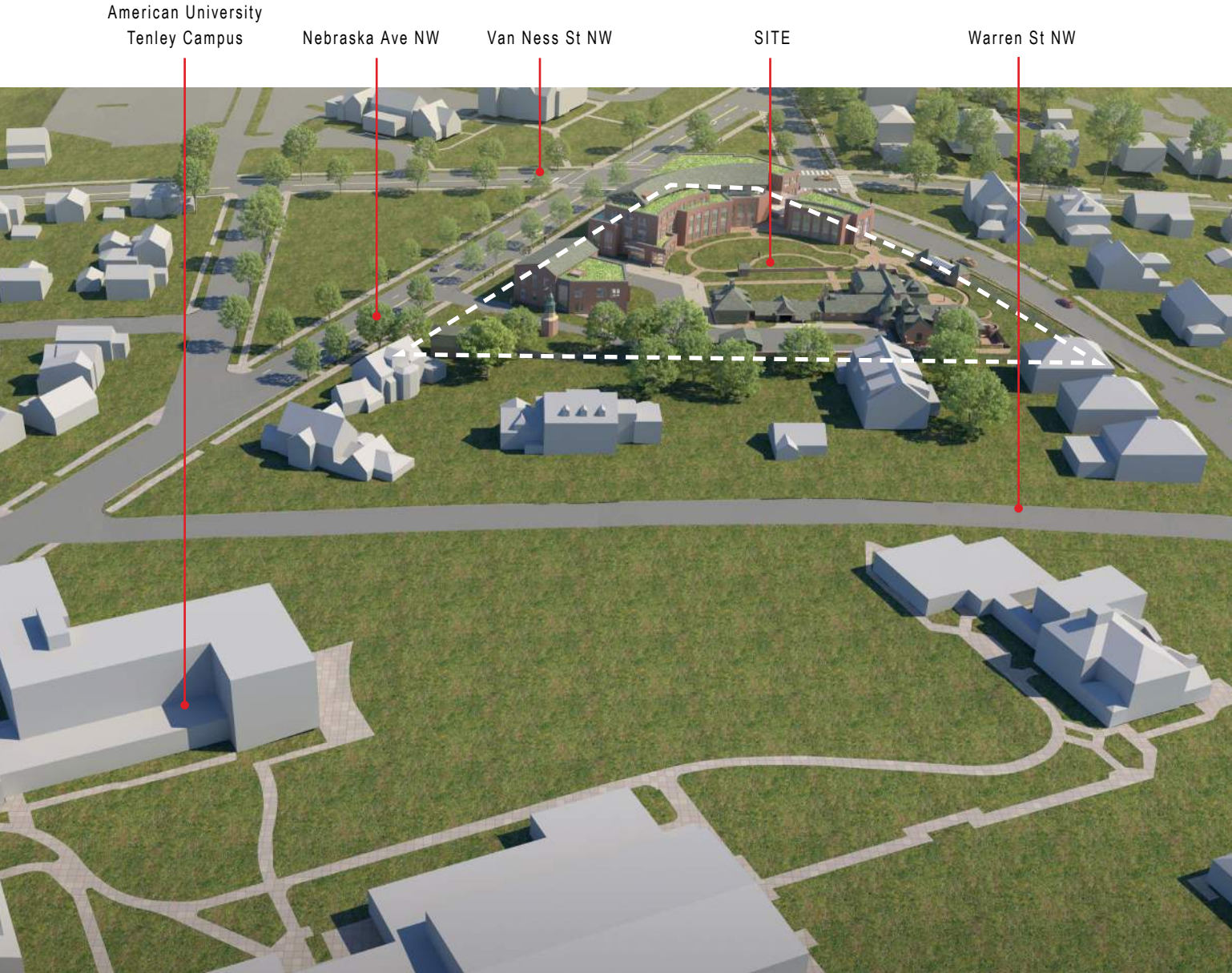
section A



section B



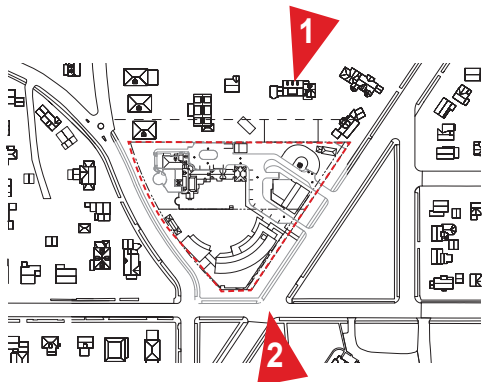
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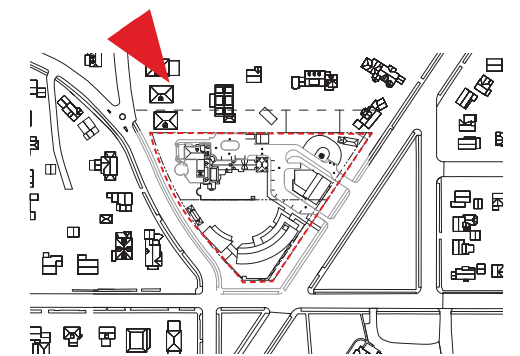
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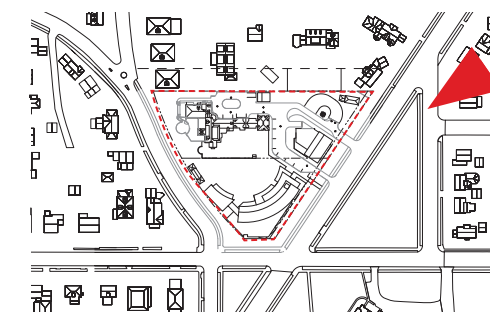
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Images are provided to help illustrate design concepts, elements, and character and may be modified based on additional community input and final engineering and design.



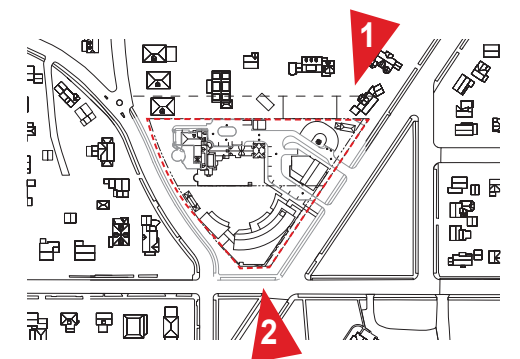
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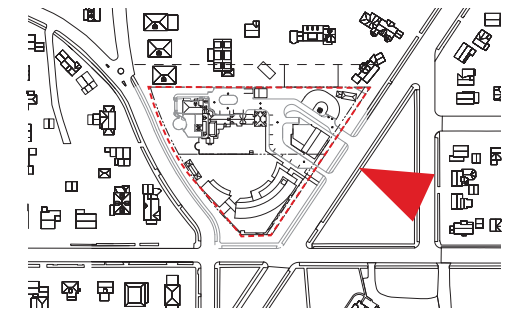
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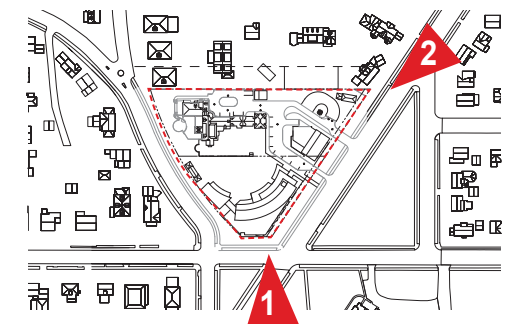
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2



Images are provided to help illustrate design concepts, elements, and character and may be modified based on additional community input and final engineering and design.



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2



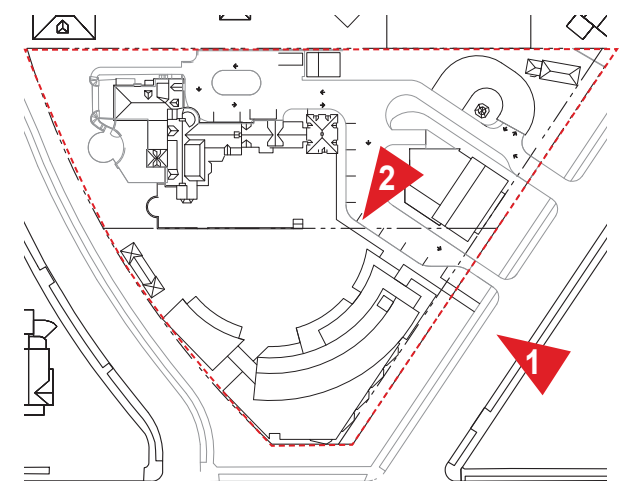
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1. EAST ELEVATION



2. SOUTH PAVILION NORTH ELEVATION



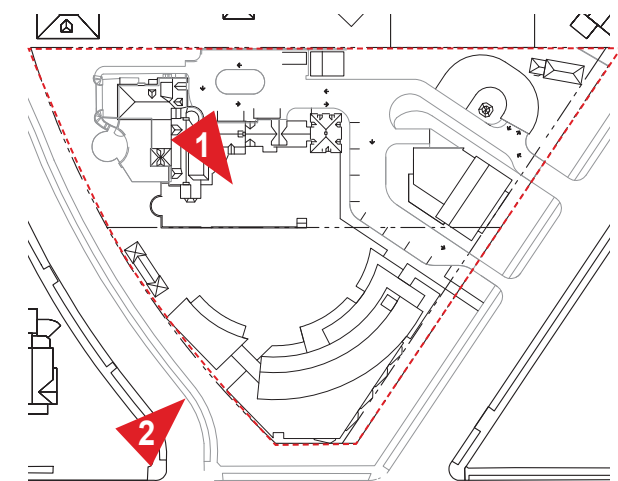
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1. WEST ELEVATION



2. SOUTH PAVILION SOUTH ELEVATION



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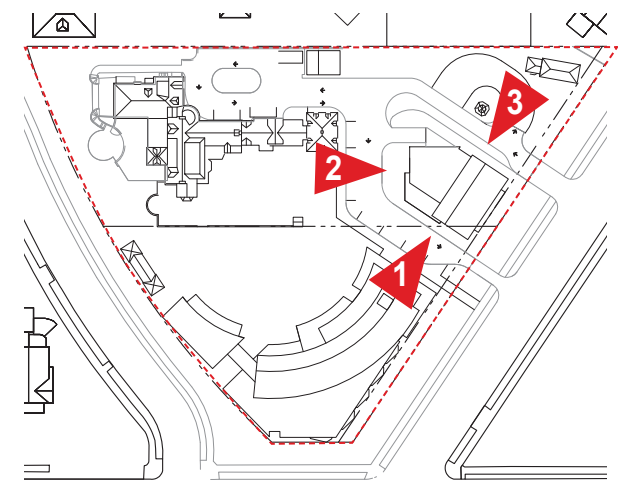
1. NORTH PAVILION SOUTH ELEVATION



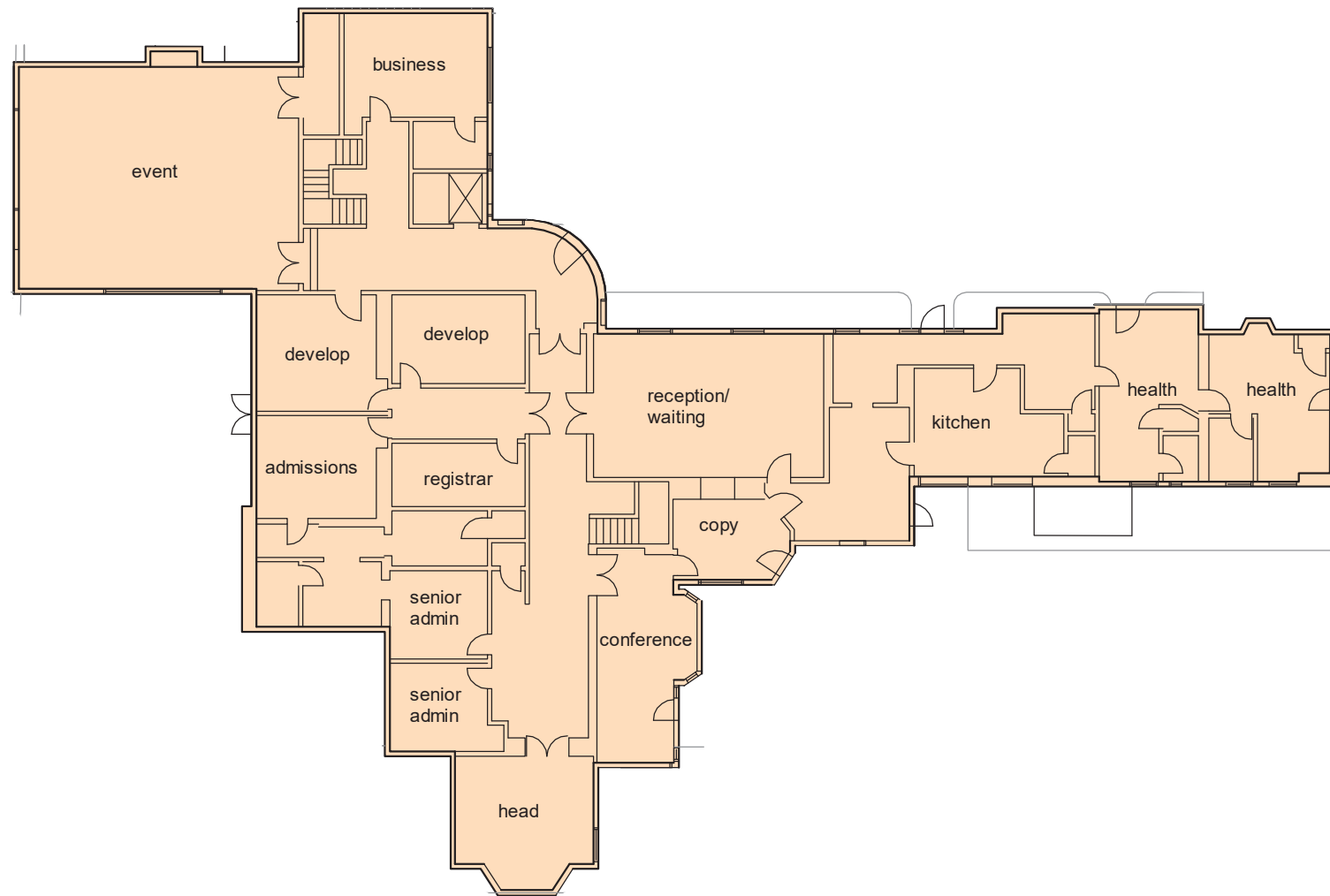
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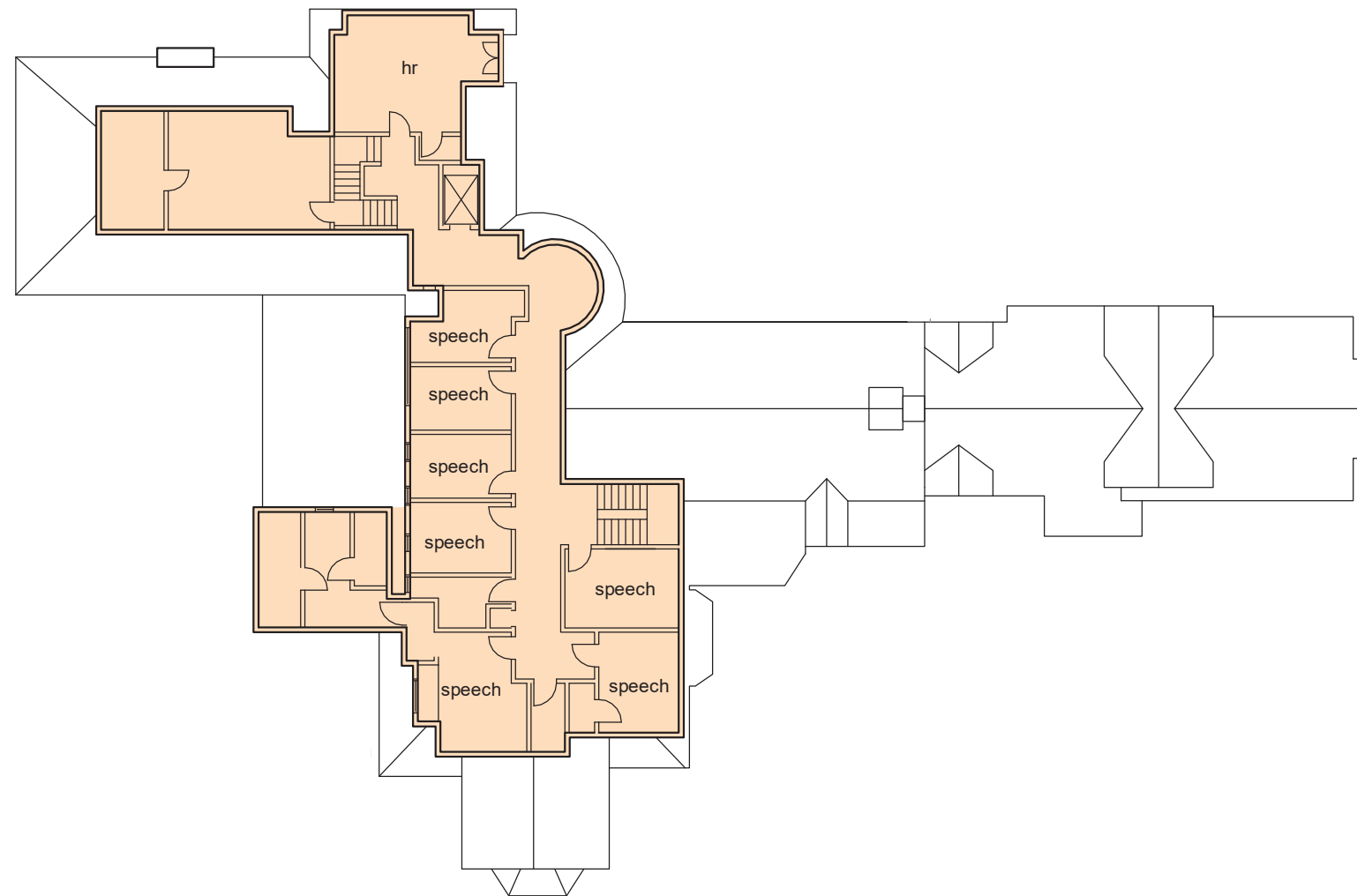
3. NORTH PAVILION EAST ELEVATION



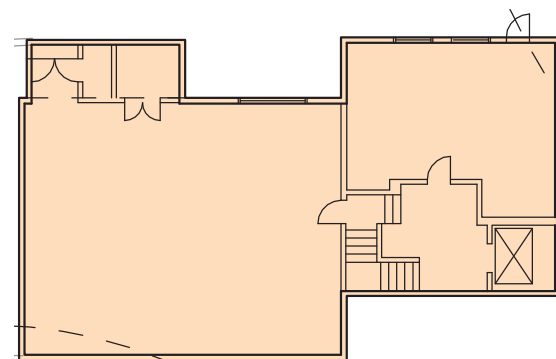
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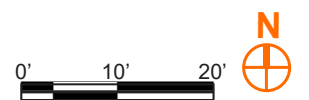
MAIN LEVEL FLOOR PLAN



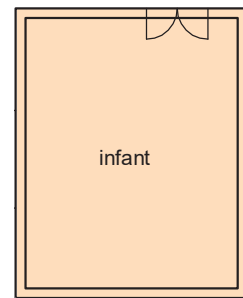
UPPER LEVEL FLOOR PLAN



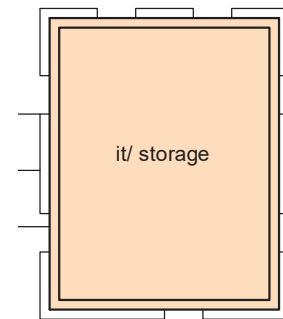
LOWER LEVL FLOOR PLAN



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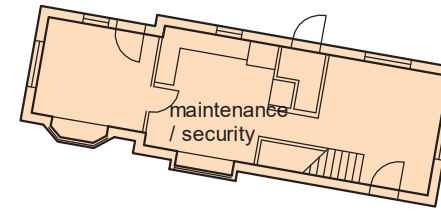


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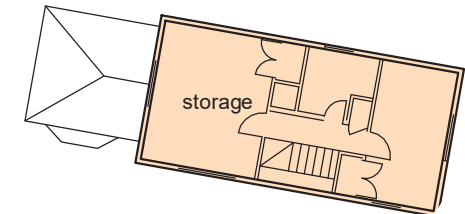


LEVEL 2

BRICK GARAGE

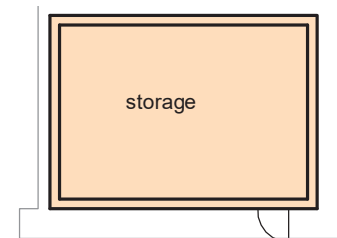


LEVEL 1

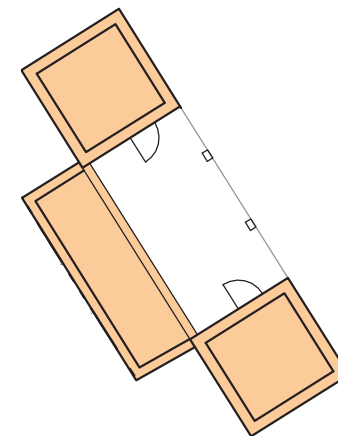


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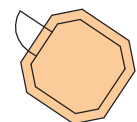
GATE HOUSE



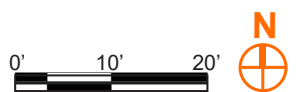
WOODEN GARAGE



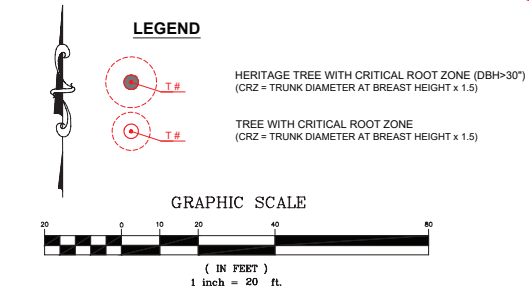
POOL HOUSE



CUPOLA



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Project Name: 4220 Nebraska Avenue				Date: June 2020		Hazardous Tree Assessment					
Tree #	Botanical Name	Common Name	DBH	Trunk Circumference	Live Crown Ratio (0-100%)	Probability of Failure (1-3)	Size of Detachable Part(s) (1-3)	Probability of Target Impact (1-3)	Subjective Risk Factors (0-2)	Total Risk Rating Score (3-10)	NOTES
1	Acer saccharinum	silver maple	40.0	125.7	70	2	3	3	1	9	Behind brick wall; compacted root zone (in pavement); twin leader; minor dieback
2	Juniperus virginiana	Eastern red cedar	15.5	48.7	80	1	1	3	1	6	Beside house; compacted root zone (in pavement); electrical equipment on trunk
3	Fagus grandifolia	American beech	29.5	92.7	85	1	1	3	0	5	Electrical equipment on trunk
4	Quercus alba	White oak	38.0	119.4	66	2	1	2	0	5	
5	Fagus grandifolia	American beech	35.5	111.5	90	2	3	2	1	8	Broken leader; electrical equipment
6	Pinus strobus	Eastern white pine	20.5	64.4	66	2.5	1	2	1	6.5	
7	Fagus grandifolia	American beech	28.5	89.5	85	1	1	2	0	4	
8	Pinus strobus	Eastern white pine	18.0	56.5	60	2.5	1	2	1	6.5	Slightly leaning
9	Juniperus virginiana	Eastern red cedar	19.0	59.7	50	2	2	3	1	8	Major euontmous vines on trunk and in canopy
10	Juniperus virginiana	Eastern red cedar	21.0	66.0	45	2	2	3	1	8	Major poison ivy; small canopy
11	Ulmus americana	American elm	27.5	86.4	60	2.5	3	3	1	9.5	Broken leader; major wound; overhead wires
12	Pinus strobus	Eastern white pine	26.0	81.7	30	2	2	2	1	7	Broken limbs; dieback; English ivy
13	Pinus strobus	Eastern white pine	14.0	44.0	70	2	1	2	0	5	
14	Pinus strobus	Eastern white pine	20.0	62.8	66	2	1	2	1	6	Major poison ivy
15	Cedrus atlantica	Atlas cedar	22.5	70.7	40	1	1	1	0	3	
16	Magnolia grandiflora	Southern magnolia	21.5	67.5	70	1	1	1	0	3	
17	Magnolia grandiflora	Southern magnolia	20.5	64.4	80	1	1	1	0	3	
18	Juniperus virginiana	Eastern red cedar	18.5	58.1	40	2	3	1	1	7	Multiple trunk (7", 11.5", 15.5")
19	Magnolia grandiflora	Southern Magnolia	15.0	47.1	90	1	1	3	0	5	Slightly leaning
20	Liriodendron tulipifera	tulip poplar	18.0	56.5	45	2.5	2	2	1	7.5	Thin canopy; minor dieback; broken limbs
21	Liriodendron tulipifera	tulip poplar	19.5	61.3	50	2	2	2	1	7	Thin canopy; minor dieback; broken limbs
22	Pinus strobus	Eastern white pine	14.0	44.0	40	2	1	2	1	6	Thin canopy
23	Pinus strobus	Eastern white pine	18.0	56.5	60	1.5	1	2	1	5.5	
24	Cupressus x leylandii	Leyland cypress	17.0	53.4	85	1.5	2	3	0	6.5	
25	Cupressus x leylandii	Leyland cypress	14.5	45.6	75	1.5	1	3	0	5.5	
26	Acer rubrum	red maple	14.0	44.0	66	1	1	1	0	3	Cable bracing for adjacent tree
27	Juniperus virginiana	Eastern red cedar	15.0	47.1	50	2.5	3	2	1	8.5	Cable bracing for adjacent tree; girdled trunk
28	Pinus strobus	Eastern white pine	15.5	48.7	60	2	1	1	0	4	
29	Pinus strobus	Eastern white pine	16.5	51.8	30	2	2	3	1	8	Leaning; thin canopy; bamboo
30	Quercus palustris	pin oak	22.0	69.1	50	1	1	2	0	4	
31	Quercus palustris	pin oak	18.0	56.5	55	1	2	3	0	6	Beside fence
32	Quercus rubra	Northern red oak	34.5	108.4	15	3	3	2	2	10	Major pruning; fruiting bodies; dieback
33	Quercus rubra	Northern red oak	16.0	50.3	10	3	2	2	2	9	Major dieback; ivy
34	Acer rubrum	red maple	25.5	80.1	66	1.5	1	1	1	4.5	Multiple leaders in canopy; minor dieback
35	Pinus strobus	Eastern white pine	18.0	56.5	66	1.5	1	1	1	4.5	
36	Cupressus x leylandii	Leyland cypress	15.0	47.1	66	3	1	2	1.5	7.5	Leaning; heaving root plate; major ivy
37	Cupressus x leylandii	Leyland cypress	14.5	45.6	66	2	2	2	1	7	Major ivy
38	Juniperus virginiana	Eastern red cedar	15.0	47.1	50	1	1	1	0	3	
39	Tsuga canadensis	Eastern hemlock	17.0	53.4	50	2	3	1	1	7	Multiple trunk (8", 10", 11.5"); dieback; thin canopy
40	Pinus strobus	Eastern white pine	20.0	62.8	55	2	1	1	1	5	
41	Quercus phellos	willow oak	20.0	62.8	20	3	3	1	2		

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VAN NESS STREET NW

ParkerRodriguez shalom baranes associates

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EXISTING



VAN NESS STREET & 42ND STREET

PROPOSED



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VAN NESS STREET & 42ND STREET - SUMMER



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LANDSCAPE RENDERING

L2

PROPOSED



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VAN NESS STREET & 42ND STREET - WINTER

EXISTING



VAN NESS STREET & NEBRASKA AVENUE

PROPOSED



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VAN NESS STREET & NEBRASKA AVENUE - SUMMER

PROPOSED



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VAN NESS STREET & NEBRASKA AVENUE - WINTER

EXISTING



NEBRASKA AVENUE

PROPOSED



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NEBRASKA AVENUE - SUMMER

PROPOSED



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NEBRASKA AVENUE - WINTER

EXISTING



42ND STREET

PROPOSED



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42ND STREET - SUMMER

PROPOSED



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42ND STREET - WINTER



CRYPTOMERIA



RHODODENDRON



CREeping JACOB'S LADDER



WINTERBERRY



BUTTONBUSH



FERN MIX



WOLLY THYME



FALSE GOAT'S BEARD

42ND STREET PLANT PALETTE

Note:
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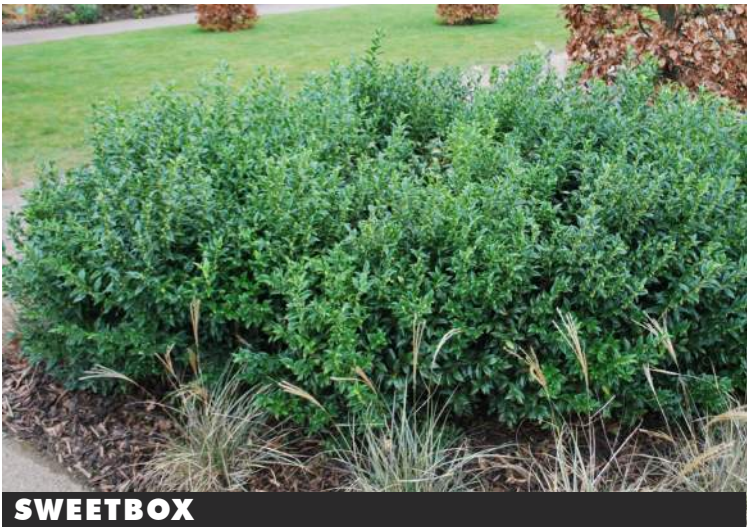
FLOWERING DOGWOOD



SHASTA DAISY



LIMELIGHT HYDRANGEA



SWEETBOX



WINTERBERRY



ORNAMENTAL GRASS & LAVENDAR MIX



BLACK EYED SUSAN



SOUTHERN MAGNOLIA



CRYPTOMERIA



WOLLY THYME



BUTTONBUSH

NEBRASKA AVENUE PLANT PALETTE

Note:
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EXHIBIT C

**EXHIBIT C: SUMMARY OF MEETINGS WITH MEMBERS OF THE COMMUNITY AND
ANC COMMISSIONERS**

DATE	TOPIC	ATTENDEES	PLATFORM
08.05.2020	Project Overview	Adjacent Neighbor	Onsite Meeting
10.13.2020	Project Overview	Adjacent Neighbor	Onsite Meeting
11.20.2020	Project Overview	Adjacent Neighbor	Onsite Meeting
11.23.2020	Project Overview	Adjacent Neighbor	Onsite Meeting
12.16.2020	Project Overview	Adjacent Neighbor	Virtual Meeting
12.17.2020	Project Overview	Nearby Neighbors	Virtual Meeting
12.19.2020	Project Overview	Nearby Neighbors	Onsite Meeting
12.22.2020	Project Overview	Nearby Neighbor	Virtual Meeting
01.07.2021	Project Overview	Adjacent Neighbor	Virtual Meeting
01.15.2021	Project Overview	Nearby Neighbor	Onsite Meeting
02.11.2021	Project Introduction	ANC3E Monthly Meeting	Virtual Meeting
02.21.2021	HPRB Courtesy Review	HPRB Members; Public Meeting	Virtual Meeting
03.31.2021	Landscape Design	Adjacent Neighbor	Onsite Meeting
04.07.2021	Site Circulation and TMP	ANC3E and 3D Commissioners	Virtual Meeting
04.19.2021	Landscape Design	Adjacent Neighbor	Onsite Meeting
04.22.2021	Transportation Update: Site Circulation and TMP	Open Community Meeting	Virtual Meeting
05.13.2021	Project Update	ANC3E Monthly Meeting	Virtual Meeting
06.29.2021	Design and Landscape Update	Open Community Meeting	Virtual Meeting
07.01.2021	Transportation Update: Off-Site Impacts	Open Community Meeting	Virtual Meeting
07.01.2021	HPRB Courtesy Review	HPRB Members; Public Meeting	Virtual Meeting

**EXHIBIT C: SUMMARY OF MEETINGS WITH MEMBERS OF THE COMMUNITY AND
ANC COMMISSIONERS**

DATE	TOPIC	ATTENDEES	PLATFORM
07.07.2021	Project Update	ANC3D Monthly Meeting	Virtual Meeting
07.08.2021	Project Update	ANC3E Monthly Meeting	Virtual Meeting
08.06.2021	Project Update and Listening Session	Nearby Neighbors	Onsite Meeting
08.12.2021	Transportation: Trip Reduction Strategies	ANC3D and ANC3E Commissioners	Virtual Meeting
08.12.2021	Project Update and Listening Session	Nearby Neighbors and ANC Commissioners	Onsite Meeting
08.24.2021	Design, Landscape, and Transportation Issues	Nearby Neighbors	Onsite Meeting
08.24.2021	Project Update and Listening Session	Nearby Neighbors	Onsite Meeting
08.31.2021	Transportation: Details of Queuing Analysis	Nearby Neighbors; Follow up to 07.01.2021 Transportation Session	Virtual Meeting
09.01.2021	Transportation Update: CTR Review	Open Community Meeting	Virtual Meeting
09.01.2021	Project Update	ANC3D Monthly Meeting	Virtual Meeting
09.09.2021	Project Update	ANC3E Monthly Meeting	Virtual Meeting
09.28.2021	Project Update	ANC3E Commissioner	Virtual Meeting
09.30.2021	Design and Landscape Issues	Nearby Neighbor	Onsite Meeting

 Denotes meetings with and presentations to ANC Commissioners

EXHIBIT D

#	TOPIC	QUESTION OR COMMENT	THE RIVER SCHOOL RESPONSE
1	Traffic and Parking	I am very excited for the River School to join my neighborhood. The new location will allow me to walk or bike my daughter to school instead of driving through the area to take her to Palisades. River's plans appear to be very conscious of local traffic and designed to minimize disruption. Thank you for your thoughtful efforts, and for this portal for enhanced community engagement.	Thank you very much for your comment. The site's accessibility by a variety of travel modes--including transit, biking, and walking--is a key attribute of the new campus location and is central to our planning. While our transportation study is still ongoing, we have developed a comprehensive and effective transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses.
2	General	As a new family to River this year, what has impressed me the most is the school's clear communication, genuine interest in feedback from the community, and thoughtful, evidence-based policies. I'm certain these same qualities will continue to guide its planning of a new campus and I think the location on Nebraska has so much potential. In particular, I am grateful to finally have a Metro stop nearby. We previously attended a school very close to a stop on the red line, and many families, including my own, used it. What a great way to reduce environmental impact and offer connectivity to families and staff all over the city who may not want or have the ability to drive across town twice a day. It truly expands the options of who can drop off or pick up a child when that person doesn't need to drive a car, and reduces the need for parking, especially for staff. The Metro could even be used for field trips, reducing the need for busses or other transportation and opening up the city to our students. I trust that the rest of the campus will be optimally designed for the mission it serves, which is a truly unique one in the region. River isn't "just another school," it's a wonderful, dynamic community that I'm sure is more than capable of handling this transition as it always does, with genuine care and creative solutions.	Thank you very much for your comment. The proximity of the site to the Tenleytown Metro station is a critical benefit of our proposed relocation to 4220 Nebraska Avenue NW. We are committed to developing a wide range of policies and incentives that will actively and effectively encourage members of our community to take advantage of the multiple travel modes available besides driving to campus--including transit, biking, and walking. While our transportation study is still ongoing, we have developed a comprehensive and effective transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network. We look forward to continuing to collaborate with members of the community as our planning progresses.
3	Enrollment and Program Plans	We love to see The River School expanding to a new campus to grow their program! The impact they have on children, from the youngest students (like my son), to the oldest students, is unbelievable. The more children and families they can influence, the better.	Thank you very much for your comment. The River School is very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly

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			benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills.
4	General	The addition of The River School to the neighborhood will be a significant benefit. I lived in the Palisades for many years and River was such a gift to the community. The children and families are community-oriented and the school has a significant neighborhood focus. Having River in the Palisades also drew families of kids with hearing loss to move into the area, enriching the diversity of the community. After moving to Bethesda, I missed living in the same community as River.	Thank you very much for your comment. The River School is proud of its demonstrated commitment to the communities of which it is a part, and we look forward to establishing strong and meaningful relationships with the residents of the Tenleytown neighborhood as an active contributor to the vitality of the community.
5	General	<p>As a resident of AU Park, I would like to add my support for the new campus. AU Park/Tenleytown is not a suburb. It is located in a major city, accessed by three major commercial streets (Wisconsin Ave, Massachusetts Ave, River Road). The more people visit and enjoy our little enclave of DC, frequent our restaurants and shop at our local businesses, the better off we all are. An anti-growth mindset has hampered development throughout the neighborhood, leaving empty lots and storefronts where we might otherwise see businesses, schools or other attractions.</p> <p>In my experience, schools rarely present parking issues for neighbors except during morning drop-off (when most local residents are already parked/leaving for the day) and afternoon pick-up (when most local residents are at work/ or are already parked). The timing of the parking demands posed by schools are not at all similar to restaurants or other establishments.</p> <p>Moreover, carpool and parking commitments can adequately deal with these time frames (as well as any evening events that may result in people parking in the neighborhood).</p> <p>I have no affiliation with the River School, but know of its strong reputation as a unique place of learning for hearing-impaired youth. I think the River school's plan is well suited to the space and should be allowed to proceed. Thank you.</p>	Thank you very much for your comment. We agree wholeheartedly that schools are integral components of and key contributors to strong and sustainable communities. We are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to being an active and engaged member of the Tenleytown community. We understand the concerns residents may have about traffic and transportation-related issues, and are working proactively and collaboratively to address them. While our Comprehensive Transportation Review (CTR) study is still ongoing, we have already outlined an aggressive transportation demand management strategy to address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses.
6	General	As a local resident I could not be happier with this location. While technically residential, it's position on Nebraska alleviates any traffic concerns full stop. The architects have done a wonderful job respecting the residential neighbors to the north, building drop-off traffic capacity within the confines of the	Thank you very much for your comment. Our team has developed a plan for the campus, and continues to revise it based on feedback, that ensures the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the

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		property, while designing facilities that are functional, practical, and true to Nebraska Avenue's design norms. What a wonderful balancing act. Kudos.	surrounding neighborhood. While our transportation study is still ongoing so we can refine our plan, we have developed a comprehensive and effective core transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses.
7	General	Thank you for allowing me the opportunity to provide my support for the new River plan! The River School is exceptional in many ways. Not only does it provide a top notch education to our daughter but has an exceptional (and thinly staffed) administration and phenomenal teachers. River school is not a private school who tells parents what they want to hear, they walk the walk and provide an inclusive community and a nurturing environment not only to our student but to the entire family. I was disappointed to see misinformation posted stating that the River School markets itself as being a school for children with hearing impairments. That is not true. An essential mission to the River School is to provide therapy and education to children with hearing impairments. They not only provide one on one therapy to River students but offer their services to the broader community starting at a young age and River's curriculum, which has been adopted by many others, revolves around this mission. Thank you River School for everything you have done for my family and congratulations to the AU community for getting such a wonderful school in your neighborhood!!!!	Thank you very much for your comment. We encourage you to refer to the project website at https://riverschool.net/proposed-new-campus/ for the most up-to-date and accurate information about the proposed new campus at 4220 Nebraska Avenue NW. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills.
8	Campus Development Plan	I would like to submit this note of support for the River School's proposed new campus. My daughter began her educational journey at the River School in 2011 and they were already operating in cramped quarters. Though I loved how creative the teachers and administration were with their space, it was clear to me at the time that the lack of space would be a hindrance to a full range of activities; forget about considering growth, there was no room. As well, the existing location is less than ideal for play time or outside exercise as there is no green space at the property beyond the rooftop. As I recall, the closest park was a	Thank you very much for your comment. The River School is very excited about the myriad benefits that the new campus at 4220 Nebraska Avenue NW would provide our community, as well as the surrounding Tenleytown neighborhood. The additional space would allow us to extend our program, at a measured and controlled pace, to students through Grade 6--enabling River to provide our innovative approach to language and literacy education at a critical stage in the development of children's writing and critical thinking skills. In addition, as you noted, the campus would provide ample open and green spaces,

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		<p>few blocks away and required crossing MacArthur Blvd - a scary proposition for the littlest ones. The grounds of the proposed location look lovely and eliminate the need to cross any street for outside activities. Unfortunately traffic is awful everywhere but a move from MacArthur Blvd would improve the pick up and drop off experience for parents and caregivers by eliminating the nightmare of navigating traffic (as it was pre-pandemic) to reach the very small space at the entrance of the school.</p> <p>I'm sorry the River School community is facing opposition from the community surrounding this proposed location but that seems to be the norm in DC no matter where a school hopes to relocate. I hope the River School's proposal for the Nebraska Avenue location will be approved.</p>	<p>creating opportunities for River students to explore, create, and learn in a natural environment. With respect to traffic-related issues, while our transportation study is still ongoing so we can refine our plan, we have developed a comprehensive and effective core transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses. The River School is proud of our demonstrated commitment to the communities of which we are a part, and we look forward to being an active and engaged member of the Tenleytown community.</p>
9	General	<p>When I was starting out as a teacher, working at a new school for young children, we took a tour of the River School. We learned about different and effective ways to teach children and especially about the importance of inclusive environments where children learn through play. It was a great visit and helped our school a lot in its first year!</p>	<p>Thank you very much for your comment. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills.</p>
10	General	<p>I think the new River School campus will be a beautiful addition to the area. It is an amazing opportunity for River School to expand its model of learning for children with and without hearing loss. I look forward to seeing the new building on that corner of Nebraska Ave.</p>	<p>Thank you very much for your comment. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. Our team continues to strive to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the</p>

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			surrounding neighborhood, and we look forward to being an engaged and contributing member of the Tenleytown community.
11	Neighbor Relations	<p>Personally, I feel like The River School will fit nicely within the Tenleytown neighborhood. There are already a number of schools here and honestly, it's nice walking my kids to school every morning along with other neighborhood families. I never knew how much I would enjoy this until COVID hit. Most schools went virtual but my kids' school opened up full-time after Labor Day last year. I'm extremely grateful for this but it also highlighted how much I missed all the smiling faces on our morning walks. I missed seeing children scooting and parents taking their dogs for walks while dropping their kids off at school. After the new year, I noticed more schools started opening up and I'm again seeing that strong sense of community. At 8:20am, I see crowds walking through the neighborhood. Cars slow and they also are more aware of pedestrians because most of these cars are transporting their own children to school. I live on a main street so I'm always nervous about cars speeding and not paying attention, but having lived here several years, I feel safe walking my kids to/from school each day.</p> <p>In the same theme of community, will The River School playground be open to the neighborhood after school and on weekends? Several schools do this already and it's nice having a variety of play options.</p>	We agree wholeheartedly that schools are integral components and key contributors to strong and sustainably communities. We are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to being a contributing and engaged member of the Tenleytown community. Community use of campus open spaces is something The River School is interesting in exploring as we work through the regulatory approval process over the coming months.
12	Neighbor Relations	Will any facilities (i.e., gymnasium) be available to rent for private events when school is not in session?	The potential for private use of campus facilities will be addressed as we work through the regulatory approval process over the coming months.
13	General	As a River School grateful grandparent for 9 years and a resident of ANC 3D, I am saddened at the virulent, inflammatory signs that dot our wonderful, welcoming neighborhood. The River School and its respectful families will not be a problem for this neighborhood and the River School planners are extremely well aware of the need for responsible traffic planning. I surely hope reason and accommodation will prevail.	We agree wholeheartedly that schools are integral components of and key contributors to strong and sustainable communities. We are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to being an active and contributing member of the Tenleytown community. We understand the concerns residents may have about traffic and transportation-related issues, and are working proactively and collaboratively to address them. While our Comprehensive Transportation Review (CTR) study is still ongoing, we have already outlined an aggressive transportation demand

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			management strategy to address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses.
14	Campus Development Plan	<p>I attended the ANC meeting last night. I am so excited that the school is trying to, and hopefully will, move to my neighborhood. I would love to join a tour of the proposed site next time there is one. Also, I am in favor of preserving the historic mansion on the site. The apartment building I live in was built in the same year, and I love it. This is an historic neighborhood of DC, and it's a culturally richer place when significant original buildings from throughout the years can remain. I didn't realize that the mansion is there, and when I heard it mentioned at the meeting I realized that that is what's in that mystery space. I think I heard a reference to the preservation of it. Do you plan to preserve it?</p> <p>I drove on that piece of Warren St. the other day because of the temporary closure of Yuma St., and realized there is not much there. It seems to me it's an ideal place for the school because the quiet street can accommodate new traffic. I imagine I will not be impacted by the traffic because I live around 43rd and Chesapeake, but it sounds like the traffic will be spread out over some hours in the morning and some hours in the evening, but the middle of the day will be quiet as it is now. To the extent I am affected, I love seeing kids walking to school and biking to school and walking with their parents to school. It makes this neighborhood alive!</p> <p>How cool for your students to be across the street from a law school, near other schools and a university, near an embassy, near a metro and several churches, have lots of green space, be in a safe neighborhood, be near Fort Reno, be at a top school at "the top of the town."</p> <p>I think it would be good for Tenleytown Main Street businesses, too, to have your families in the neighborhood every week.</p>	<p>The River School is committed to preserving and renovating the historic mansion house (as well as several other existing structures and features) and developing new academic facilities that are compatible with the character of the estate and enhance the surrounding neighborhood. Over the past several weeks, our team has been working to address feedback from the community, as well as comments received from the DC Historic Preservation Review Board. As a result, our design and landscape concepts have evolved significantly since our February BZA filing and we are excited to share them with members of The River School and Tenleytown communities. We anticipate holding an information and listening session to present our revised concept plans in late June 2021 (Please check back to our Proposed New Campus website in the coming weeks for the meeting date and time).</p> <p>While our Comprehensive Transportation Review (CTR) study is still ongoing, we have outlined an aggressive transportation demand management strategy to address the impact of our operations on the surrounding transportation network and to encourage sustainable transportation options for members of our school community. We are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to continuing to collaborate with members of the community as our planning progresses and to being a contributing and engaged member of the Tenleytown community.</p>
15	Traffic and Parking	It appears that the traffic study was done on a day when Janney Elementary is not in session and numbers are also affected by diminished travel during Covid. To get an accurate sense of how	The River School is committed to preserving and renovating the historic mansion house (as well as several other existing structures and features) and developing new academic facilities

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		the new school may impact neighborhood traffic, it seems these factors need to be taken into account.	that are compatible with the character of the estate and enhance the surrounding neighborhood. Over the past several weeks, our team has been working to address feedback from the community, as well as comments received from the DC Historic Preservation Review Board. As a result, our design and landscape concepts have evolved significantly since our February BZA filing and we are excited to share them with members of The River School and Tenleytown communities. We anticipate holding an information and listening session to present our revised concept plans in late June 2021 (Please check back to our Proposed New Campus website in the coming weeks for the meeting date and time). While our Comprehensive Transportation Review (CTR) study is still ongoing, we have outlined an aggressive transportation demand management strategy to address the impact of our operations on the surrounding transportation network and to encourage sustainable transportation options for members of our school community. We are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to continuing to collaborate with members of the community as our planning progresses and to being a contributing and engaged member of the Tenleytown community.
16	Traffic and Parking	I appreciate that you are doing a traffic study via Wells and Associates. The impact on traffic in the area is a big concern and getting an accurate assessment of normal patterns and a prediction of potential post-new campus patterns is key. Unfortunately, you chose a date that will give you a hugely underreported and unrepresentative assessment of the traffic in this area. You chose a Wednesday in May (the 19th I believe). First of all, May 2021 is radically different than we hope the future school year will be. May 2021 has most families in the area still working from home and many area children still learning remotely (or only rarely in the building). The baseline traffic pattern will be dramatically low. Second, Wednesdays in 2021 are days when NO DCPS students go to school at all. Again lowering the traffic pattern levels. Please inform the community when you will be redoing this study or how Wells and Associates will incorporate this into the study. Additionally, as a resident of	Wells + Associates, the transportation consultant for The River School, conducted traffic counts in the vicinity of 4220 Nebraska Avenue, NW on Wednesday, May 19 and Thursday, May 20, 2021. These traffic counts are in addition to traffic counts taken in February 2020 prior to the beginning of the pandemic. Traffic counts conducted prior to the pandemic in February 2020 covered AM and PM commuter peak periods but not the PM school peak period. The counts conducted on May 19 and May 20, 2021, included counts for the PM school peak period, as well as repeating the counts during the AM peak period. The AM peak period counts taken on May 19 and May 20, 2021 will be compared to the counts conducted in February 2020 and adjustment factors will be developed and applied to the PM school peak period counts to "grow" the data collected on May 19 and May 20, 2021 such that it is comparable to non-pandemic conditions. Additionally, traffic associated with GDS and

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		Warren Street, I am very concerned about the traffic coming from Mass Ave across the city towards Van Ness. I believe it is the one of the only places on Mass where you can turn into AU Park directly with a light. I'm worried it will become a massive thoroughfare if there are hundreds of families trying to get to and from school each day.	Sidwell's consolidated campuses will be explicitly accounted for in our traffic forecasts along with projected traffic from five other approved, but as yet, unbuilt projects in the area. This methodology is consistent with industry-wide standards and DDOT requirements. With respect to the concerns raised about traffic coming from Massachusetts Avenue toward Van Ness, these traffic volumes and patterns will be studied as part of our Comprehensive Transportation Review (CTR), which is now underway.
17	Traffic and Parking	<p>Today before 8AM we witnessed your contractor from Wells and Associates setting up a traffic tracker on the corner of Warren and 42nd Streets, NW. When approached he told us that the traffic counter would be up for one day from 8AM-7PM. The public schools in the area are at limited to no in-person school on Wednesdays so there are no cars or buses (metro buses that take kids to and from Deal and Wilson) related to Janney, Deal, Wilson, Horace Mann, Hearst, Key, Eaton, Murch or Stoddert on the local roads. In addition, GDS and NPS have limited in-person school on Wednesday's. Several of the private schools along River are also on limited to no in-person school on Wednesdays. And, American University and their Law School do not have any students on campus.</p> <p>At the ANC led meeting with the River School on April 22, 2021, and the ANC monthly meeting on May 13, 2021, ANC representatives and community members clearly communicated to you and your representatives that any transportation studies performed by Wells and Associates, on behalf of the River School, now or during COVID-restricted-time would be inaccurate and invalid. Not only did Wells and Associates choose to begin the data collection during a COVID-impacted period of time, but also on a Wednesday, which is the day that the AU Park/Tenleytown neighborhood, that is normally filled with students and the families from the public schools on weekdays, has immensely reduced people and car traffic because they are all virtual so not only are they not at school in person BUT they are not even out and about because they have classes at home. Given that a huge portion of the neighborhood is not currently supportive of your plan to purchase the estate and build a new</p>	Wells + Associates, the transportation consultant for The River School, conducted traffic counts in the vicinity of 4220 Nebraska Avenue, NW on Wednesday, May 19 and Thursday, May 20, 2021. These traffic counts are in addition to traffic counts taken in February 2020 prior to the beginning of the pandemic. Traffic counts conducted prior to the pandemic in February 2020 covered AM and PM commuter peak periods but not the PM school peak period. The counts conducted on May 19 and May 20, 2021 included counts for the PM school peak period, as well as repeating the counts during the AM peak period. The AM peak period counts taken on May 19 and May 20, 2021 will be compared to the counts conducted in February 2020 and adjustment factors will be developed and applied to the PM school peak period counts to "grow" the data collected on May 19 and May 20, 2021 such that it is comparable to non-pandemic conditions. Additionally, traffic associated with GDS and Sidwell's consolidated campuses will be explicitly accounted for in our traffic forecasts along with projected traffic from five other approved, but as yet, unbuilt projects in the area. This methodology is consistent with industry-wide standards and DDOT requirements. With respect to the concerns raised about traffic coming from Massachusetts Avenue toward Van Ness, these traffic volumes and patterns will be studied as part of our Comprehensive Transportation Review (CTR), which is now underway.

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		private school in the area, the fact that you set up data collection today the way you did, and word got out fast, simply leads the community to believe that you do not have any interest in the community you wish to join and potentially significantly negatively impact for years to come.	
18	Neighbor Relations	<p>The neighbors do not support the size and scope of your plan. The community directly surrounding the residential property that you would like to purchase already has many schools including numerous public schools. In addition, there is a large community of people aging in place. The corner you have chosen is not the right place for your school. Your school simply does not fit. Our public schools in the neighborhood are overcrowded and DCPS has plans to consider moving neighborhood children who walk or bike to school each day out of the neighborhood each day potentially to new neighborhoods where they would have to drive to as there is no metro. Public school families chose to move to Au Park/Tenleytown because of the community schools. You are not nor will you be a community school.</p> <p>Currently the neighborhood has:</p> <ol style="list-style-type: none"> one. Janney (public) 739 students 2. Deal (public) 1,475 students 3. Wilson (public) 1,829 students 4. St. Columba's nursery school (private) 5. Georgetown day school (private) 1,075 students 6. National Presbyterian school (private) 293 students 7. National Presbyterian school child care center (NPSCCC) (private) 8. AU Law (private) 1,406 students 9. Broadcasters child development center (private) 10. Communikids (private) 11. American University (private) 12,912 students (does not include law campus) 12. Wesley theological seminary (private) 14. American University child care center (private) 15. Methodist Church School (private) 16. Washington School of Ballet Tenley campus (mostly afternoons/nights and weekends) (private) 17. Horace Mann (public) 397 students 	<p>The River School team has been working directly with a wide range of stakeholders--including nearby and adjacent neighbors, many of whom have expressed support, as well as the DC Historic Preservation Review Board--to ensure our renovation of the historic mansion and development of new academic facilities are compatible with the character of the estate and the surrounding neighborhood context. As a result of this collaborative effort, our design and landscape concepts have evolved significantly since our February BZA filing, and we look forward to sharing them with members of the Tenleytown community. We anticipate holding a community information and listening session to present our revised concept plans in late June 2021 (Please check back to our Proposed New Campus website in the coming weeks for the meeting date and time). We, along with many residents of the Tenleytown neighborhood, firmly believe that schools are integral components of and key contributors to strong and sustainable communities. The River School is proud of our demonstrated commitment to the neighborhoods of which we are a part, and we look forward to continuing to collaborate with members of the community as our planning progresses and to being an active and engaged member of the Tenleytown community.</p>

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		<p>18. St. Albans child care center at St. Ann's (private)</p> <p>Other:</p> <ol style="list-style-type: none"> 1. Tenley public library (daytime and evening events for children and seniors)(public) 2. Iona senior center 3. Friendship terrace assisted living 4. Tenley Friendship park (turtle park)- daytime children under school age, after school, evenings, camps <p>There are many other locations in 20016 and other communities that would welcome your school. This Au Park/Tenleytown neighborhood does not need another school.</p>	
19	Traffic and Parking	<p>I live in Tenleytown, close to Georgetown Day School, and I have watched the traffic impact as GDS consolidated. Although there has been an effect, it is not nearly what I had feared when the project was first proposed. I think the net result is good for the neighborhood. I should point out I have no connection to the River School, and I have been a resident of Tenleytown for over fifteen years. I took a walk today past the proposed River School campus. It strikes me as a perfect place for a school. First, I noticed that most of the property faces Nebraska Ave, which already has traffic from AU, the DHS complex, National Presbyterian and its school, other churches, AU Law School and connections to points beyond. Nebraska is a large road that can handle this traffic, especially because these sites have different times for peak traffic. Second, I noted the two traffic circles DC has built along 42nd St. These circles act as good neighborhood traffic-calming devices. I cannot imagine drivers using that part of 42nd St to cut through Tenleytown. And if a handful of neighbors should use 42nd St to deliver children to the River School, the flow will be insignificant. Van Ness St also adjoins the property. Here too, the relative narrowness of Van Ness and its frequent stop signs mean drivers will prefer the flow of Nebraska Ave instead of Van Ness to access the school, again, save for a handful of parents who might live in Tenleytown. Third, the immediate Nebraska Ave neighbors of the River School property seem to be two or three houses to the east and one house to the west, although the houses are set so far back from Nebraska that it is difficult to see them. These houses are</p>	<p>Thank you very much for your comment. We believe that schools are integral components of and key contributors to strong and sustainable communities, and are very excited about the myriad benefits that the new campus at 4220 Nebraska Avenue, NW would provide our community, as well as the surrounding Tenleytown neighborhood. We understand the concerns residents may have about traffic and transportation-related issues, and are working proactively and collaboratively to address them. While our Comprehensive Transportation Review (CTR) study is still ongoing, we have already outlined an aggressive transportation demand management strategy to address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. Finally, we are proud of our demonstrated commitment to the neighborhoods of which we are a part, and look forward to continuing to collaborate with members of the community as our planning progresses, and to being a contributing and engaged member of the Tenleytown community.</p>

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		<p>on large properties with landscaping that will be a buffer from the school space. Fourth, although I understand the potential River School property is currently zoned residential, probably because there is a house on the property now, it is not as if the River School plot is in the middle of a dense residential area. In fact, as I noted, except for three or four neighboring houses, the AU Law School, National Presbyterian site, DHS complex and AU itself all make this property part of an education and office corridor. The plot would be absurd for a used car lot or drive-through liquor store, but a school is completely consistent with the other properties in the immediate vicinity. Finally, I want to give some credit to the DC traffic planners. They listen to neighborhood concerns and try different approaches to balance traffic patterns and users. They have many tools at their disposal, from speed bumps and stop signs to one-way patterns, street closures and intersection realignments. As the neighborhood has evolved over time, they have been most willing to adjust traffic usage. And they are willing to change to adapt to shifting usage. I think we need to give them some opportunity to develop alternative traffic designs. Having lived in this neighborhood for years, I know some people react immediately to any potential change with concern for the impact on traffic and a concomitant fear of safety. But numerous construction projects have succeeded without serious harm. Perhaps my tenure in the neighborhood has given me perspective. This neighborhood is not what it was in 1820, nor 1920; I think it is much better now. (I am a long-time resident but not quite that long.) Although John Tenally might have resisted having the Middle C Music store built on the spot where his tavern originally stood, I think the vibrant mix of homes, stores, schools, offices, churches, parks and restaurants is great. But every neighborhood changes. We have to recognize that as a neighborhood evolves it will be different. We can wish for a return to some bygone era, but that simply won't happen. So we need to help change makers contribute to positive growth in our area. In my mind, the River School would be a fantastic addition, another bright flower that marks this part of the city as a garden of many, varied educational opportunities. We should work with them to ensure</p>	

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		that the change is gentle on the neighborhood. And we should thank them for the contribution they will make.	
20	General Feedback	As a current River School parent of two children I am thrilled about the plans for the River School to expand and be closer to where we live. We have been at River for three years and our children and our family have been able to thrive during that time. It is an amazing community of excellent teachers and families that are engaged and kind. Giving more children the opportunity to attend River for a longer period of time will help families but also the new neighboring community. River will be an exceptional addition.	Thank you for your comment. The River School is very excited about the myriad benefits that the new campus at 4220 Nebraska Avenue, NW would provide our community as well as the surrounding Tenleytown neighborhood. The additional space would allow us to extend our program, at a measured and controlled pace, to students through Grade 6--enabling River to provide our innovative approach to language and literacy education at a critical stage in the development of children's writing and critical thinking skills. The River School is proud of our demonstrated commitment to the neighborhoods of which we are a part, and we look forward to continuing to collaborate with members of the community as our planning progresses, and to being a contributing and engaged member of the Tenleytown community.
21	Traffic and Parking	If Rock Creek Park stays closed, there will be even more traffic on Nebraska Avenue from families that need to cross the park using Military to Nebraska to get their kids to public and private schools in Ward 3 such as Sidwell, Duke Ellington, Burke, Deal MS, Wilson HS, St Albans, NCS, etc. I drove that direction today around 7:45am and we had to wait through three lights to cross Connecticut Avenue. Public schools aren't even in session yet on a full-time basis!	Thank you very much for your comment. This input will inform our Comprehensive Transportation Review (CTR), which is now underway. Additional information about the CTR will be discussed at a transportation-focused information and listening session on 4:00pm on Thursday, July 1. (You can register to attend this session here: https://riverschool.net/information-session-registration/ .) We encourage you to check back on our project webpage at https://riverschool.net/proposed-new-campus/ to remain informed of the latest project updates and additional community information and engagement opportunities over the coming months.
22	Traffic and Parking	Please keep me informed about next community meetings. I listened to the Transportation presentation a few months ago and haven't heard anything since. I believe the transportation plan is seriously flawed. You need to do an assessment of traffic flow based on your current enrollment to better understand how this will work. You have the data in your student records and your transportation consultant can model the scenario. The concept that many student come from 2016 and therefore might be people who walk to school was actually laughable. I was walking along Nebraska in front of NPS yesterday at 3PM and there was constant flow of traffic. NPS parking lot was	Thank you for your comment. We encourage you to check back on our project webpage at https://riverschool.net/proposed-new-campus/ to remain informed of the latest project updates and community information and engagement opportunities. With respect to your comments regarding transportation issues, as discussed at the April 22, 2021 information and listening session, Wells + Associates (The River School's transportation consultant) is in the process of conducting a detailed and thorough traffic study consistent with the requirements of DDOT and is specifically working to evaluate concerns raised by members of the surrounding community. In addition, The River

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		<p>jammed at a stand-still with parents picking up. I don't see how you think the carpool pick up line will be a flow of moving cars. Look forward to participating in the next community meeting. Thank you.</p>	<p>School has agreed to expand the number of intersections included in the study area significantly beyond what DDOT requires, in response to a request from ANC3E Commissioner McHugh. Such a comprehensive study takes time. We believe all stakeholders, including members of the community, deserve a thoughtful, well-prepared transportation study – not something that is haphazardly put together in a hurry. As such, we have scheduled a follow-up transportation-focused information and listening session to discuss the results of the traffic study – before it is finalized and submitted to DDOT – for 4:00pm on Thursday, July 1. (You can register to attend this session here: https://riverschool.net/information-session-registration/.)</p> <p>With respect to your assertion that parents walking their children to school is “laughable,” we respectfully disagree. Our team has heard from a number of parents who have, in fact, indicated that they are looking forward to being able to walk their children to school. Additionally, parents select schools for their children, in part, based on the location of the school. We anticipate that the geographical distribution of our student body will shift with the location of the school. Further, approximately 10% of the current student body arrives by non-auto modes of transportation. Given the walkability and bike-friendly nature of the Tenleytown neighborhood and proximity to transit, we expect the percentage of our school community utilizing non-auto mode options to travel to campus will increase. The River School has committed to implementing a Transportation Demand Management (TDM) Plan that includes specific strategies aimed at encouraging and incentivizing these non-auto modes of transportation. The TDM Plan also requires all students in grades kindergarten and above who are dropped-off or picked-up by car to be in a carpool with at least two children.</p> <p>In response to your observations at NPS, we would note that COVID restrictions have resulted in many schools experiencing longer than typical lines at dismissal. For instance, most schools currently have no after school classes or aftercare programs that would ordinarily stagger dismissal times and reduce the queuing</p>

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			<p>of vehicles. In terms of The River School's plan, a portion of the students are half-day students and will dismiss at noon, some will dismiss between 2:45 and 3:45 PM, some will dismiss between 4:00 and 5:00 PM, and some will dismiss between 5:00 and 6:00 PM. The staggering of dismissals is an effective strategy in minimizing queuing. Additionally, COVID-related protocols at many schools currently prohibit carpooling except for siblings. Therefore, the vast majority of cars currently traveling to school campuses are picking up only one student. As indicated previously, The River School will have a mandatory carpool program for all students in grades kindergarten and above.</p> <p>All of the foregoing observations and considerations will inform our ongoing CTR analysis which will be discussed in more detail at the July 1 information and listening session.</p>
23	Campus Development Plan	<p>I live in ANC-3E (44th and Fessenden Street) and absolutely support the River School. As a resident who lives 3 blocks from the 3 times larger Georgetown Day School, I can say that campus has brought a lot to our neighborhood and has done nothing to traffic or parking concerns at all (their playground is indeed a community fixture now, enjoyed by all!). At 1/3 the size, River is likely to bring similar benefits with less costs. Allow me to elaborate:</p> <ol style="list-style-type: none"> 1. The numbers of cars being discussed is wrong; I don't know why it is being circulated. There are 201 kids in the school now, many with siblings in the school as its 18 months - grade 3. It'll increase gradually to 350 over the slow period of 10 years 2. A fifth of the school is anticipated to bike/ walk/ metro (me included, as are many of our neighbors). Win for the environment compared to the current, non-metro-accessible location! 3. DDOT says there are 30,000 cars per day on Nebraska Avenue. So this is only a 0.6% increase. 4. River School is unlikely to back up traffic; they are staggering 	<p>Thank you very much for your comment. The River School is very excited about the myriad benefits that the new campus at 4220 Nebraska Avenue, NW would provide our community, as well as the surrounding Tenleytown neighborhood. The additional space would allow us to extend our program, at a measured and controlled pace, to students through Grade 6--enabling River to provide our innovative approach to language and literacy education at a critical stage in the development of children's writing and critical thinking skills. In addition, as you noted, the campus would provide ample open and green spaces, creating opportunities for River students to explore, create and learn in a natural environment. With respect to traffic-related issues, while our transportation study is still ongoing—we are refining our plan with additional community input—we have developed a comprehensive and effective transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network and to encourage sustainable transportation options for members of our school community. The River School is proud of our demonstrated commitment to the communities of which we are a part. We look forward to continuing to collaborate with members of the community as our planning progresses and to being an active and contributing member of the Tenleytown community.</p>

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		<p>pickups and run their car line with an arsenal of 10+ teachers with walkie talkies checking names on cars and lining kids up in the order to ship outside. The line never takes me more than 3 min for me.</p> <p>5. The school is building green walls and roofs, has scaled down their building size to no more than 50 feet, & is preserving existing gardens & buildings (despite no historic building designation, they are treating it as one). The neighborhood asked and they responded!</p> <p>6. The River School has already made concessions as mentioned; they've even increased the # cars that can fit ON school property to ensure no back-ups onto Nebraska Ave. occur.</p> <p>7. This is a school full of multi-cultural children, including a large population of deaf children, and this location is their best shot to have sprawling outdoor space and to continue past the 3rd grade (where it stops at present) when key writing skills are developed.</p> <p>8. The outdoor space will be amazing, and hopefully something beautiful for the community to enjoy on the weekends.</p> <p>9. If this property is NOT used by River, the likelihood it could be used for taller buildings that replace the historic ones is there, simply because they can check the 'residential' box. This would be far worse for the neighborhood.</p> <p>10. I can personally attest, living 3 blocks from Georgetown Day School, which is 3x larger than the eventual planned size of the River school, that I've experienced no increased traffic or other problems--only a beautiful playground where I meet w/ neighbors on weekends.</p> <p>11. River school is full of incredibly passionate parents, many of them in ANC 3E, who want to give back to their community and will. We can make Tenleytown the site of an amazing school.</p>	

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		<p>12. Increased education investment and school choice is typically capitalized into property values; this is a win for the whole neighborhood.</p> <p>13. This is not even close to an outlier for the surroundings; it's a 6 min walk from the metro, next to a law school, across the street from a larger school. This is not going to stand out, but rather blend in to the surroundings already there.</p> <p>14. There's literally no school like the River School in the entire country, where deaf children learn alongside hearing children, and kindness and understanding learning differences and cultural differences is at the center of the curriculum. We want them as neighbors!</p>	
24	Campus Development Plan	I understand you are planning in moving to AU park. I welcome you to our neighborhood! I appreciate the educational service and community you provide. I am embarrassed by the vigor that a minority of my neighbors (and not-so-neighbors) have fixated on rejecting any change in their lives, such as you coming to AU Park.	Thank you very much for your comment. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. Our team continues to strive to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood, and we look forward to being an engaged and contributing member of the Tenleytown community.
25	Campus Development Plan	As a resident of AU Park, a low-density residential neighborhood, I do not want the River School relocating to the neighborhood. There are so many other neighborhoods in DC that would welcome a private school and the economic benefits it may offer. For example, the DC waterfront is becoming a new hub for schools with wonderful resources as are some of the	The River School team has been working directly with a wide range of stakeholders--including nearby and adjacent neighbors, many of whom have expressed support for the project, as well as the DC Historic Preservation Review Board (HPRB)--to ensure our renovation of the historic mansion and development of new academic facilities are compatible with the character of the estate

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		<p>other wards. River could find a large parcel of land with ample green space per your early discussions of what your school wanted and needed.</p> <p>The location you are choosing is too small and it is a single family residence NOT an industrial location. Please find a new location for your school where people and the community will welcome you. Please listen more to the AU Park/Tenleytown residents who may respect your mission but do not want your school and all of the safety, parking and traffic issues not to mention the years of construction you and your school will bring.</p> <p>You may be a good private school but the AU Park neighborhood needs bigger PUBLIC schools NOT another private school and all of its entitled parents, large cars, and hundreds of non-residents going in and out each day all year long.</p>	<p>and the surrounding neighborhood context. As a result of this collaborative effort, our design and landscape concepts have evolved significantly since our February BZA filing. We held a design-focused community information and listening session to present our revised concept plans to members of the Tenleytown community on June 29, 2021. (You may view the presentation materials and the video recording of the information and listening session here to learn more about the innovative and thoughtful design adaptations that are being pursued by the project team in response to community and HPRB comments). Many residents of the Tenleytown community realize that a single family is unlikely to purchase the historic mansion, with the preservation that entails, and consider schools, particularly one with our mission, to be integral and contributing members of the community. The River School is proud of our demonstrated commitment to the neighborhoods of which we are a part, and we look forward to continuing to collaborate with members of the community as our planning progresses, and to being an active and engaged member of the Tenleytown community for years to come.</p>
26	General Feedback	<p>I live in the ANC-3D area, and want to give my full support to the River School. This extraordinary institution is a huge benefit to our community. I live near the area where the school currently is located, and have seen for the last 10 years, the wonderful management of traffic for drop-off and pick-up of students. I have never seen or encountered any issues with the River School, and its traffic logistics (I drive on MacArthur Blvd, every day during the drop-off and pick-up times). We are blessed to have such a wonderfully diverse and inclusive academic institution in our community. It is a needed benefit to our community, and the proof is obviously, in its need to expand. The River School is an integral part of who we are, and we need for it to remain in our community.</p>	<p>Thank you very much for your comment. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. Our team has worked to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood (additional information about the innovative and thoughtful design adaptations that are being pursued by the project team in response to community comments and historic preservation considerations is available here). While</p>

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			our transportation study is still ongoing as part of our collaborative planning process, we have developed a comprehensive and effective Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
27	Traffic and Parking	<p>We live in ANC 3E and are very supportive of The River School's new campus. The new location will be a wonderful asset and resource for the entire community. We are a current River School family and live close to the Friendship Heights metro and would love to be able to again use public transportation to take our sons to school. Since our sons were born, we have been commuting with our sons via walking, metro, and the bus. We enrolled in The River School following our youngest son's diagnosis of profound and severe hearing loss. Prior to going to River's audiology office (Chattering Children), our son had repeatedly received incorrect audiological reports from other doctors that he had typical or mild hearing loss. Given the Palisades location, we had to change our schedule to drive to school. While the school's efficient drop off and pick up system (no line in the morning; two kids out of the car in less than a minute; organized pickup in the afternoon with a short wait), we would much prefer to hop on a 30 bus on Wisconsin and walk the 6 mins to school with our sons.</p> <p>The school and audiological services through Chattering Children are unmatched. I feel so fortunate to have found the school and the wonderful doctors in the audiology department that took the time to assess and correctly diagnose my son. We need to have the school and that audiology office accessible to more DC families and the new location offers a mix of options given the proximity to public transportation. We look forward to welcoming the school to our neighborhood!</p>	<p>Thank you very much for your comment. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. We are very excited about this opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. The site's accessibility by a variety of travel modes--including transit, biking, and walking--is a key attribute of the new campus location and is central to our planning. And while work on our Comprehensive Transportation Review (CTR) is still ongoing as part of our collaborative planning effort, we have developed a robust Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. In addition, our team has worked closely with a wide range of stakeholders and members of the preservation community to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood. We look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and</p>

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			contributing member of the Tenleytown community for years to come.
28	General Feedback	I write in strong support of the River School's new campus plan at 4220 Nebraska Avenue NW (BZA Application No. 20472: The River School). The River School is a responsible and cherished pillar of our community. The school has a wonderful track record of nurturing our neighborhood's children. At its current campus on MacArthur Boulevard, the River School has always been a conscientious and respectful member of the neighborhood. I am confident it will continue in that respect at the new campus. I have considered the impacts of the new campus on the neighborhood, including on traffic flows. I believe the impacts are manageable and in no way should they block this important new education project for the benefit of our neighborhood's children. It is vital that our neighborhood have strong and vibrant schools. The River School's plan is in furtherance of this critical objective for the community. I strongly support the plan and believe all regulatory approvals should be granted promptly.	Thank you very much for your comment. We believe that schools are integral components of and key contributors to strong and sustainable communities, and are excited about the myriad benefits that the new campus at 4220 Nebraska Avenue NW would provide The River School community, as well as the surrounding Tenleytown neighborhood. We are proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. The additional space at the new campus would allow us to extend our program, at a measured and controlled pace, to students through Grade 6--enabling River to provide our innovative approach to language and literacy education at a critical stage in the development of children's writing and critical thinking skills. Our team has worked closely with a wide range of stakeholders and members of the preservation community to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood. While our Comprehensive Transportation Review (CTR) analysis is still ongoing as part of our collaborative planning process, we have developed a robust Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
29	Traffic and Parking	We have very fond memories of River School and are grateful for the early academic and social foundation our daughters received there. We believe in the school's mission. I do however implore the city and your traffic consultants to consider the impact of traffic holistically in the context of other developments in the neighborhood. Nebraska and Van Ness will become	Thank you for your comment. With respect to your concerns regarding transportation issues, Wells + Associates (The River School's transportation consultant) is in the process of preparing the Comprehensive Transportation Review (CTR) for the project consistent with the requirements of DDOT, including working to evaluate not only immediate but also long-term concerns raised

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		<p>conduits to access the new City Ridge development housing the Wegman's. As well, I would urge the stakeholders to consider the River School's traffic impact in tandem with that of Sidwell Friends School's, as it consolidates its lower school campus with the main campus. Van Ness is a critical artery for accessing 37th St, which is the site for pick up and drop off for Sidwell Friends Middle School currently (and going forward along with Upton will become accessed for the new Upper School as well).</p> <p>Already both for morning and afternoon carpool, oftentimes several lights cycle through before traffic can turn onto Van Ness from Nebraska (mornings) and left onto Nebraska from Van Ness (afternoons). This will be further aggravated going forward with City Ridge and consolidated Sidwell Friends School. My request is that the traffic study be comprehensive, and factor in not only what our post- pandemic reality will be in the near term, but what the holistic traffic impact will be given these additional growth projects on the horizon. Thank you.</p>	<p>by members of the surrounding community. As discussed at our July 1, 2021 transportation information session, Wells is specifically evaluating the impact that many proposed or in-progress projects may have on the surrounding neighborhood transportation network, including those projects that you have noted, as well as the relocation of GDS's Lower/Middle School to their Davenport Campus; the Ladybird mixed-use development at the former Super Fresh site at 4330 48th Street NW; Upton Place, located adjacent to City Ridge at the intersection of Wisconsin Avenue and Upton Street; the Broadcast office to residential conversion at 4620 Wisconsin Avenue; and the Dancing Crab project which includes 41 condominium units at 4615 Wisconsin Avenue. We agree wholeheartedly that a holistic approach to evaluating and mitigating transportation impacts is critical. Accordingly, The River School has committed to implementing a robust Transportation Demand Management (TDM) Plan that includes specific strategies aimed at encouraging and incentivizing non-auto modes of transportation, and at the same time will be proposing significant transportation improvements that will serve to not only mitigate the potential impact of the operations of The River School, but also improve already existing conditions at key neighborhood intersections. More information about these important transportation-related issues is available on the project website, and the team will also be providing additional updates to the community as the CTR is finalized and reviewed with DDOT over the coming months</p>
30	Traffic and Parking	<p>River School is a wonderful addition to the neighborhood. Compared to many other schools they dedicate a high % of staff to carpool drop off duty that moves kids quickly out of cars and they have alert, effective traffic directors that interact with drivers and walkers to keep things safe and fast flowing. As a commuter, I never need to avoid driving by River School during drop off times because the directors of traffic keep River cars out of the flow of traffic without issue. They also seem like kind people. Unlike other schools I have never seen a traffic safety director yelling at anyone or expressing themselves with negative energy. They always look me in the eye with a friendly face as</p>	<p>Thank you very much for your comment. We take special note of your comment about the positive energy communicated by our car pool staff and will endeavor to replicate it at the new location. The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. With respect to traffic-related issues, while our transportation study is still ongoing, we have developed a comprehensive and effective core transportation demand management strategy to proactively address the impact of our operations on the surrounding transportation network and</p>

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		they direct my car through. It is the only school I drive by that I trust will be an easy experience and I drive by 5 schools/day.	encourage sustainable transportation options for members of our school community. We look forward to continuing to collaborate with members of the community as our planning progresses. The River School is proud of our demonstrated commitment to the communities of which we are a part, and we look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
31	Traffic and Parking	<p>I think the location of the school near a metro station is beneficial for Ward 3. The people who are complaining mainly seem to be people who live very close to the location, which is also close to some very large public schools. There should be more, not less, density near metro stations. People who are not in favor of density near metro stations are prioritizing themselves above the good of the neighborhood, ward, city and region and I am very against NIMBYism, especially near excellent transit.</p> <p>There should be more, not less, schools near metro stations. This is best for quality of life in our region and for the environment, and NIMBYism to benefit a few people at the expense of the greater good is not OK. I support the River School Plan.</p>	Thank you very much for your comment. The accessibility of the new campus site by a variety of travel modes--including transit, biking and walking--is a key attribute of 4220 Nebraska Avenue location and is central to our planning. While our Comprehensive Transportation Review (CTR) effort is still ongoing, we have developed a robust Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. In addition, our team has worked collaboratively with a wide range of stakeholders and members of the preservation community to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood. We look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
32	Traffic and Parking	This school should NEVER be allowed at this location. We already have 3 schools within 1/2 mile from each other and the traffic from those schools is already horrendous. NPS causes major backups on Van Ness and Janney on 42nd St. and Albermarle. The fact that this site is even considered to be an option is ridiculous and shows some serious lack of judgment and consideration. Not mention ANY traffic study done during the pandemic is totally and 100% pointless! You might as well see what impact it has on traffic at 3am. Any data collected between 3/20/2020 and now needs to be thrown out. I fully	As discussed at our April 22, 2021 and July 1, 2021 information and listening sessions, Wells + Associates (The River School's transportation consultant) is in the process of preparing the Comprehensive Transportation Review (CTR) consistent with the requirements of DDOT—including working to evaluate issues raised by members of the surrounding community—and we are confident in our data collection and analysis. Specifically, the CTR is required to include analysis of three peak hours: the AM peak hour, the PM School peak hour, and the PM Commuter peak hour. Historical traffic counts taken before the pandemic (in February 2020) were available for the AM peak hour and PM

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		empathize with the River School's needs as well as their students, but this option is absolutely absurd.	Commuter peak hour. Unfortunately, historical traffic counts were not available for the PM School peak hour. Therefore, Wells + Associates did conduct traffic counts on Wednesday, May 19 and Thursday, May 20, 2021. The counts conducted in May 2021 included counts for the PM School peak period as well as repeating the counts during the AM peak period. The AM peak period counts taken in May 2021 were then compared to the AM counts conducted in February 2020 and adjustment factors were developed and applied to the PM School peak period counts to grow the data collected in May 2021 to non-pandemic conditions. While we would have preferred to conduct PM school peak hour traffic counts under non-pandemic conditions, that simply was not feasible. However, the adjustment factors developed and applied to the May 2021 traffic counts result in a conservative estimation of non-pandemic conditions that may result in River taking additional remediation actions than would be necessary if actual counts were available. As part of the CTR process, our team will continue to work with interested stakeholders to address transportation improvements that will not only mitigate the potential impact of The River School's operations, but also improve existing conditions at key intersections. At the same time, The River School has committed to implementing a robust Transportation Demand Management (TDM) Plan that includes specific strategies aimed at encouraging and incentivizing non-auto modes of transportation. Further, The River School has committed to conducting transportation monitoring studies after the relocation of the school to ensure that pre-established trip counts are not exceeded and pick-up/drop-off queues do not extend onto neighborhood streets. Neither NPS nor Janney has such a monitoring requirement. Additional information about these important transportation-related issues is available on the project website, and the team will be providing ongoing updates to the community as the CTR is finalized and reviewed with DDOT over the coming months.
33	General Feedback	First of all, I admit I don't live in ANC 3D or 3E. However, I step out my door and cross the street and am in ANC 3D. I walk past the proposed site for The River School pretty frequently, and	Thank you for your comment. We strongly believe that schools are integral components of and key contributors to vibrant and sustainable neighborhoods. At the same time, we understand that

#	TOPIC	QUESTION OR COMMENT	THE RIVER SCHOOL RESPONSE
		<p>presumably eat lunch and dinner next to some of the people who post the nastier comments on here and elsewhere about the River School's new site. Maybe we've shared an ice cream at Millie's in Spring Valley, or maybe we've now both tried the food at Surfside's new location in Tenleytown. Those two places have quickly become, or are quickly becoming, neighborhood standards.</p> <p>I bring these examples up, of course, because they are relatively new places, because neighborhoods change. Neighborhoods grow vibrant or die based on the willingness of new neighbors and old neighbors to figure things out and make the neighborhood better. I am shocked by some of the arguments I've read on here. In the same paragraph, people bemoan how crowded the public schools (and schools in general) are becoming and how DC is moving kids out to other areas, and without skipping a beat they mention that there are already too many schools in the neighborhood. Which one is it? Of course, trying to refute these arguments won't help, those opposed to change at any cost often prefer not to look at the rationale. Instead, I think it helps to realize that the kinks will be worked out, and that the school seems willing to work through them. That is obvious though, kinks are always worked out. What is not obvious is that folks may want to look at who the school serves and what their mission is, and then also look at their own lawn signs extolling inclusion, the "Hate has no home here" signs or the "In this house we believe..." This school's student body is made up of close to 15-20% children with hearing loss. These are kids who are not served well elsewhere. Yes, it is a fancy schmancy school, like so many others in DC, but this school is also the nexus of support for children with hearing loss all throughout the DMV. This is an extraordinary school with an extraordinary mission, with a faculty, staff, and parent body that is fantastically loyal to the school and the community it supports. This is a special bunch, the type any community should be dying to acquire, not keep out. If only ANC 3D and 3E can be so lucky to have them.</p>	<p>some members of the community may have questions and concerns about our proposal, and our team is working proactively and collaboratively to address them. Specifically, with respect to transportation issues, we are in process of preparing our Comprehensive Transportation Review (CTR) consistent with the requirements of DDOT, and, as detailed in our July 1, 2021 community information session, we are actively seeking input from interested stakeholders with respect to transportation improvements that will not only mitigate the potential impact of The River School's operations, but also improve existing conditions at key intersections throughout the neighborhood. At the same time, our design team has worked collaboratively with a wide range of stakeholders and members of the preservation community to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood. We are committed to continuing to work collaboratively to make this exceptional opportunity for The River School a reality, and being an engaged and contributing member of the Tenleytown community for years to come.</p>
34	General Feedback	As a proud alumni family of The River School, we are thrilled to support the proposed campus. River's educational model	Thank you very much for your comment. We believe that schools are integral components of and key contributors to strong

#	TOPIC	QUESTION OR COMMENT	THE RIVER SCHOOL RESPONSE
		combined with its clinical program, provides critical services to families and children with hearing loss throughout the region. It continues to be a leading research center for cochlear implant rehabilitation and innovation. This new campus will allow River to continue to provide its world class services in an enhanced and more accessible campus.	and sustainable communities, and are excited about the myriad benefits that the new campus at 4220 Nebraska Avenue NW would provide The River School community, as well as the surrounding Tenleytown neighborhood. We are proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. The additional space at the new campus would allow us to extend our program, at a measured and controlled pace, to students through Grade 6--enabling River to provide our innovative approach to language and literacy education at a critical stage in the development of children's writing and critical thinking skills. The site's accessibility by a variety of travel modes--including transit, biking, and walking--is a key attribute of the new campus location and is central to our planning. While work on our Comprehensive Transportation Review (CTR) is still ongoing as part of our collaborative planning effort, we have developed a robust Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. In addition, our team has worked closely with a wide range of stakeholders and members of the preservation community to develop a plan for the campus that ensures that the renovation of the historic mansion house and development of new academic facilities are compatible with the character of the estate and enhance the surrounding neighborhood. We look forward to working to make this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
35	General Feedback	My daughter, Leah, is Deaf and uses cochlear implants to hear. For two years, she struggled socially and emotionally, but then we discovered the River School, with its vibrant and warm community of faculty and families and its phenomenal program that is structured to help Deaf and hard-of-hearing children to integrate socially, emotionally, and academically with their typically hearing peers. Leah graduated from the school at the end of 3rd-grade with terrific academic skills, but just as	Thank you for sharing Leah's experience at The River School. We are proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. The proposed new campus at 4220 Nebraska Avenue NW will allow us to grow our program at a measured and controlled pace, and provide our innovative approach to language and literacy education to students through Grade 6. Extending our

#	TOPIC	QUESTION OR COMMENT	THE RIVER SCHOOL RESPONSE
		importantly, a feeling of belonging and a surge of self-confidence that has carried her to the present day.	program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. We look forward to making this exceptional opportunity a reality for generations of new River School students and their families, while also serving as an engaged and contributing member of the Tenleytown community.
36	Neighbor Relations	<p>I am a resident of AU Park and my children go to the River School. I know that some in the neighborhood have many concerns about River School moving to Nebraska Avenue.</p> <p>The River School is a school that incorporates emotional development in children in its lessons throughout the day every day by teaching empathy, community, societal justice and kindness. This is the reason we have kept our children at the River School for so many years. The school administration practices what it teaches to the young children and is extremely respectful of its neighbors and passes that message onto its parents.</p> <p>As for traffic, there is a traffic cop and many staff on hand to ensure the smooth flow during drop off and pick up. Dropping children off on MacArthur Blvd is not ideal but the school and the community made it work in a way that is efficient with minimal disruption to traffic flow.</p> <p>Additionally, I also work at NBC News and I know that 90 percent of the people who worked at its office on Nebraska and Van Ness are now working in its new bureau on Capitol Hill (or will be once people return to work around Labor Day). The move of the NBC News bureau is sure to be a reduction of hundreds of cars, taxis, Ubers, black cars that move employees and television guests to and from Nebraska and Van Ness at all hours of the day and night. So there should be an offset of traffic from NBC moving.</p>	The River School is proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. The proposed new campus at Nebraska Avenue is an outstanding opportunity to grow our program, at a measured and controlled pace, to provide our innovative approach to language and literacy education to students through Grade 6. Extending our program in this manner would greatly benefit children with and without hearing loss at a critical stage for the development of their writing and critical thinking skills. As you noted, our entire school community is already cognizant of the impacts that school pick up and drop off operations can have on District neighborhoods, and we work diligently and collaboratively to ensure that these activities at our current school location minimize disruption to the heavy traffic flow on MacArthur Boulevard. Our school community is firmly committed to continuing to work together to effectively manage our transportation-related impacts at the new campus location on Nebraska Avenue. While our transportation study is still ongoing, as part of our collaborative planning process, we have developed a comprehensive and effective Transportation Demand Management (TDM) strategy to proactively address the impact of our operations on the surrounding transportation network and encourage sustainable transportation options for members of our school community. We look forward to working to make this this exceptional opportunity for The River School a reality and being an engaged and contributing member of the Tenleytown community for years to come.
37	Traffic and Parking	The River School seems like an extraordinary school and it's great to see that they're expanding. However, I am concerned that locating on Nebraska is a net negative for the surrounding	With respect to your concerns regarding transportation issues, Wells + Associates (The River School's transportation consultant) is in the process of preparing the Comprehensive

#	TOPIC	QUESTION OR COMMENT	THE RIVER SCHOOL RESPONSE
		<p>community and it's unclear to me why they can't choose a less dense area. I am worried that the community will get a lot of traffic and not a lot more business compared to other uses of the land. For my own family, I am worried about my rising 5th grader walking to and from Murch elementary school and needing to cross Nebraska at Reno Rd. It's already a dangerous intersection with drivers frequently trying to make a left onto Reno from Nebraska without realizing that pedestrians cross. There's usually a traffic guard but for some reason they are not always there when the Murch, Deal, and Wilson students are going to and from school. We can potentially walk our 5th grader to school but we moved to this area in part because we wanted to be able to let our children walk independently in the neighborhood. I realize that any development is likely to come with traffic that increases risks and inconvenience for local people but the benefits of having a school at the Nebraska site don't seem to outweigh the risks and inconvenience.</p>	<p>Transportation Review (CTR) for the project consistent with the requirements of DDOT, including working to evaluate not only immediate but also long-term concerns raised by members of the surrounding community. As discussed at our July 1, 2021 transportation information session, we firmly believe that a holistic approach to evaluating and mitigating transportation impacts is critical. Accordingly, The River School has committed to implementing a robust Transportation Demand Management (TDM) Plan that includes specific strategies aimed at encouraging and incentivizing non-auto modes of transportation, and at the same time will be proposing significant transportation improvements that will serve to not only mitigate the potential impact of the operations of The River School, but also improve already existing conditions at key neighborhood intersections. More information about these important transportation-related issues is available on the project website, and the team will also be providing additional updates to the community as the CTR is finalized and reviewed with DDOT over the coming months. We believe that schools are integral components of and key contributors to strong and sustainable communities, and are excited about the myriad benefits that a new River School campus at 4220 Nebraska Avenue NW would provide for our school community, as well as the surrounding Tenleytown neighborhood. Our team has been working directly with a wide range of stakeholders--including nearby and adjacent neighbors, many of whom have expressed support for the project, as well as the DC Historic Preservation Review Board (HPRB)—to ensure our renovation of the historic mansion and development of new academic facilities are compatible with the character of the estate and the surrounding neighborhood context. The River School is proud of our demonstrated commitment to the neighborhoods of which we are a part, and we look forward to continuing to collaborate with members of the community as our planning progresses, and to being an active and engaged member of the Tenleytown community for years to come.</p>
38	Traffic and Parking	<p>I live right next to the proposed relocation site. It saddens me that pretty much all of the comments are essentially an "us against them" argument. In this day and age with climate change pretty</p>	<p>Since the outset of this comprehensive and collaborative planning effort, The River School has actively sought to engage directly with a wide range of interested stakeholders, and in</p>

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		<p>much on the front page of any newspaper daily, and approximately 50% of your student populations coming from VA & MD and from neighborhoods not within walking distance to the school, its disheartening to witness how easy it seems for parents and grandparents to dismiss the experiences of persons who will actually have to live with the impact of the relocation/traffic just because you want what you want. I guess in this day and age there just isn't much incentive to do the right thing and deny personal selfish desires. No consequence of denying the actual experience of persons who will have to live with this quite possibly for the rest of their lives unless there's a significant financial penalty. These are the decisions that we'll look back at as climate change progresses and say - yeah probably not the best idea. I very much admire and respect your program for children with hearing impairment - invaluable. I know you have changed many lives all for the better.</p>	<p>particular those who live in the neighborhood immediately surrounding 4220 Nebraska Avenue NW. From the earliest discussions with members of the community, The River School team has consistently underscored its goal of establishing a new campus that embodies the spirit of River's inclusive community and provides a nurturing and enriching environment for its students, while at the same time respecting the surrounding neighborhood and serving as an asset to the community and the District.</p> <p>The River School provides a robust, innovative, supportive—and internationally recognized—educational program where children with hearing loss learn alongside their hearing peers. While families of many River students live within the neighborhoods surrounding our current location on MacArthur Boulevard and the proposed campus at 4220 Nebraska Avenue, one of our foundational values is supporting a dynamic and socioeconomically diverse school community. Our unique program and this core commitment to inclusion and diversity does, in fact, translate into some students travelling to school from neighborhoods outside Ward 3.</p> <p>Understanding the concerns of many members of the community with respect to the impact The River School may have on existing traffic conditions in the Tenleytown neighborhood, we have taken a proactive and responsive approach to the transportation elements of our plan, and continue to work diligently to address specific concerns that have been raised by members of the community throughout the planning process, including:</p> <ul style="list-style-type: none"> ▪ Eliminating the curb cut on 42nd Street and handling all vehicular access to the site from Nebraska Avenue to reduce traffic on neighborhood streets ▪ Implementing a comprehensive set of transportation demand strategies (including mandatory carpool requirements, shuttle busses, transit subsidies, and bicycling incentives) to reduce our trip generation by 45% during the morning peak hour

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			<p>and 15% during the afternoon school and commuter peak hours</p> <ul style="list-style-type: none"> ▪ Proposing signal modifications and substantial and costly infrastructure improvements to address concerns regarding traffic congestion at Nebraska Avenue/Van Ness Street and pedestrian safety at Nebraska Avenue/Warren Street ▪ Strengthening and expanding our mandatory monitoring requirements from one to four monitoring reports during the first year of operation, and at least annually thereafter, and making all monitoring requirements binding in year one ▪ Developing enhanced mitigation strategies that would be implemented immediately in the event any of the established trip caps are exceeded, which would serve as both a monetary penalty (due to the significant costs associated with the strategies) and a solution to reducing the number of trips to campus to ensure future compliance. <p>As a result of these comprehensive strategies and clearly defined requirements, River's Transportation Management Plan (TMP) will ensure that vehicle trips to campus are significantly reduced and actively managed, and their impacts effectively mitigated, from River's first day of operation at 4220 Nebraska Avenue NW and into the future.</p> <p>We appreciate your admiration and respect for the mission of The River School. We are proud of our inclusive program that challenges each child to work collaboratively, to think critically, and to develop the confidence to take risks, embrace their curiosity, and find their voice. And we also stand behind our strong and demonstrated commitment to the neighborhoods—as well as the broader communities—of which we are a part. We look forward to making this exceptional opportunity at 4220 Nebraska Avenue NW a reality for generations of new River School students and their families, while also serving as an engaged, responsive, respectful, and contributing member of the Tenleytown community.</p>

EXHIBIT E

The River School

Pre-Hearing Submission

Exhibit E

The School requests the areas of design flexibility in the building permit finalization process as follows:

1. To vary the location and design of all interior components, including but not limited to partitions, structural slabs, doors, hallways, columns, signage, stairways, mechanical rooms, elevators, and toilet rooms, provided that the variations do not change the exterior configuration or appearance of the buildings;
2. To vary the final selection of the exterior materials within the color ranges of the material types as proposed, based on availability at the time of construction without reducing the quality of the materials;
3. To make minor refinements to exterior details, dimensions, and locations, including belt courses, sills, bases, cornices, railings, balconies, trim, frames, mullions, spandrels, or any other changes to comply with Construction Codes or that are otherwise necessary to obtain a final building permit, or are needed to address the structural, mechanical, or operational needs of the building uses or systems;
4. To reconfigure the garage layout provided that no additional relief is required; and
5. To make refinements or revisions required by District agencies, including the Historic Preservation Review Board, to receive building permits and Certificates of Occupancy for the Campus.

EXHIBIT F

Proposed River School Conditions

Enrollment and Faculty/Staff Caps

1. This Order authorizes and shall apply to the use of the Campus for children from birth through 6th grade.
2. The Conditions of this Order shall become effective only upon the commencement of school operations on the Campus.
3. Upon the issuance of a Certificate of Occupancy for the Campus, the maximum enrollment shall be 350 full-time and part-time students in the aggregate.
4. Upon the issuance of a Certificate of Occupancy for the School, the maximum number of full-time equivalent faculty and staff shall be 90.

Reporting and Community Engagement

5. At the beginning of each school year, but in no event later than October 15 of any calendar year that the monitoring and reporting requirements herein are in effect, the School shall provide to ANC 3E and to the District Department of Transportation (“DDOT”) documentary evidence sufficient to demonstrate the total enrollment of students at the Campus and compliance with the terms of this Agreement, including the Transportation Management Plan (“TMP”) referenced herein.

Transportation, Access, and TMP

6. No passenger vehicle pick-up and drop-off of students shall occur on the streets immediately adjacent to the Campus (i.e., 42nd Street, NW, Van Ness Street, NW, Warren Street NW, or Nebraska Avenue NW). During drop-off and pick-up, caregivers shall not park on such neighborhood streets to wait or walk their student(s) to or from the Campus.
7. The parking garage will include three (3) short-term parking spaces reserved for parents to park and walk their student(s) to or from the school building.
8. The School shall abide by the Operations Management Plan described in the TMP and included in the CTR.
9. The School shall abide by the Transportation Demand Management Plan described in the TMP and included in the CTR. Specifically, the School has established a goal of reducing peak hour vehicular traffic generated by the school by 45% during the AM peak hour and 15% during the PM School and PM Commuter peak hours to the Trip Generation Thresholds as shown in the table below.

The River School Trip Generation Thresholds

Trip Type	AM Peak Hour			PM School Peak Hour			PM Commuter Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips with TDM Plan	112	112	224	74	74	148	30	62	92

10. The School agrees to monitor the following in accordance with the schedule outlined in Condition 12 (as detailed in the TMP included in the CTR):
 - The number of vehicle trips generated by the School during the AM peak hour, PM School peak hour, and PM Commuter peak hour.
 - The length of the pick-up/drop-off queues during the AM peak hour, PM School peak hour, and PM Commuter peak hour.
 - Vehicle occupancy counts (number of students per vehicle) will be conducted at the PUDO location to determine the average vehicle occupancy (AVO).
 - Mode splits for the students and faculty/staff.
11. If the total number of vehicle trips (inbound plus outbound) generated by the School during the AM, PM School, or PM Commuter peak hours exceeds the total number of vehicle trips established in Condition 9 for each respective peak hour, or if the pick-up/drop-off queue spills out onto Nebraska Avenue during the AM, PM School, or PM Commuter peak hours, the school shall meet with DDOT and ANC 3E and implement remedial strategies to reduce trips or reduce the queue, as applicable, as further detailed in Condition 12.
12. Monitoring Studies shall be conducted as follows:
 - A. During Year 1 (where “Year 1” is defined as the first school year commencing upon the initial opening of the school), the monitoring study shall be conducted two times per semester. The first monitoring study shall be completed no later than October 15.
 - B. Beginning Year 2, the monitoring study shall be conducted during the Fall Semester each year and completed no later than October 15. If the monitoring study reveals that Trip Thresholds are not met, or if PUDO queues are not contained on-site, the School shall request a meeting with ANC 3E and DDOT within five days of completion of the study. The meeting with ANC 3E commissioners and DDOT shall be held within 30 days of completion of the study, subject to availability of the ANC 3E commissioners and DDOT. The purpose of the meeting shall be to work with DDOT and the ANC to identify remedial revisions to the TMP necessary to promote compliance. The school shall make diligent efforts to implement such measures within 30 days of the

meeting. Such remedial strategies would include but not be limited to at least one of the following Enhanced Strategies:

- i. Enhanced Strategy #1 – Acquire off-site/off-street parking for PUDO spaces
 - a) Reduce the number of PUDO passes issued proportionally based on the percentage of trips in excess of the trip threshold or by the number of vehicles queued in excess of the on-site queuing capacity.
 - b) Lease a number of off-street parking spaces in a garage within a 1/3-mile radius of the school (e.g., City Ridge, Upton Place, or 4200 Wisconsin Avenue), at the School's expense, for use as short-term parking/PUDO spaces for use by parents who would otherwise drive to campus but would now park in the leased spaces and walk their children to the school. The number of leased spaces shall be at least equal to the number of revoked PUDO passes.
 - ii. Enhanced Strategy #2 – Convert on-site garage to PUDO operation
 - a) Convert all spaces in the garage, with the exception of the tandem spaces and the ADA spaces, to short-term parking for PUDO operations and visitor spaces when PUDO is not in operation.
 - b) Lease off-site parking within a 1/3-mile radius of the school (e.g., City Ridge, Upton Place, or 4200 Wisconsin Avenue), at the School's expense, for River School faculty and staff. The number of off-site spaces required shall be equal to the number of spaces converted to PUDO in the garage.
 - c) Modify the PUDO lane to utilize a single stacking lane with a bypass lane to allow garage PUDO lane to bypass the queue lane.
 - iii. Enhanced Strategy #3 – Increased Carpooling Requirements
 - a) For any families still dropping off or picking up students on-campus, increase the mandatory carpooling requirement from two students per vehicle to three students per vehicle subject to the requirements described on page 40 of the CTR under *Strategies for Students - Rideshare*.
- C. Beginning in Year 2, if the Trip Thresholds and Queue Requirements are not met during the Fall Semester, a second study must be conducted during the Spring Semester of that year to determine whether the Enhanced Strategies resulted in compliance.

- D. Beginning in Year 5, if the River School has successfully shown compliance with the Trip Threshold and Queuing requirements for two consecutive years, the School shall monitor compliance with the Trip Thresholds triennially in the Fall Semester (with the monitoring report being completed no later than October 15). Triennial studies shall continue through at least Year 17 (i.e., five times between Year 5 and Year 17). If the School fails to meet the Trip Thresholds and Queuing requirements during the Fall Semester, the School shall request a meeting with ANC 3E and DDOT within five days of completion of the study. The meeting with ANC 3E commissioners and DDOT shall be held within 30 days of completion of the study, subject to availability of the ANC 3E commissioners and DDOT, to identify additional Enhanced Strategies to be implemented by the School. The school shall implement such measures as soon as feasible but no later than the end of the Fall Semester. The School shall be required to monitor again in the Spring Semester of such year and shall, thereafter, resume annual monitoring studies until such time as the annual monitoring study demonstrates that the School has met the Trip Thresholds and Queuing Requirements for two consecutive years. At such time, triennial studies shall resume until Year 17 or until such time as two consecutive triennial studies demonstrate compliance, whichever is later.

Summer Usage of Campus Facilities

13. The School shall not be restricted from offering or authorizing use of the Campus for summer programs outside of the regular school year, provided that it meets the same Trip Thresholds that apply during the school year.
14. Any summer use of the Campus shall follow the pick-up/drop-off procedures prescribed in the Operations Plan.

Building Plans

15. The improvements constructed on the Campus shall be in conformance with the Final Plans, subject to any required subsequent District agencies approvals, including, but not limited to the Historic Preservation Review Board.
16. The School shall design the new construction to meet the certification requirements under the LEED v.4 rating system.

Campus Use, Noise and Lighting

17. All academic School activities held on Campus shall be concluded by 6:00 pm.
18. There shall be no artificial lighting of the playgrounds, outdoor recreation facilities, or green space that is directed at any of the nearby residences, provided such prohibition shall not be understood to preclude any code-required lighting (such as path lighting) from being installed.
19. No exterior building lights shall be directed toward the existing residences.

20. The loudspeaker (i.e., audio) and bell systems within the Campus shall not be audible in the neighborhood except for standard emergency alarm systems. There shall be no permanent outdoor audio system of any kind except those required by law or for safety.
21. Temporary outdoor audio systems (apart from a loudspeaker, bell system, and alarm system) at the Campus shall be allowed only during school hours for special school events, and not more than three times a year.

Additional Events and Activities

22. The School shall not be restricted from holding occasional private, non-School events at the Campus, including conferences and fundraisers, provided that the School shall (1) provide the ANC at least 30 days' notice prior to a non-School special event, and (2) in the event the attendance at such an event would exceed the School's normal population on Campus or have an expected impact on traffic greater than that of School operations, the School shall submit an event transportation management plan to the ANC at least seven (7) days prior to the event.
23. The School may partner with other public or private schools for use of the Campus, including outdoor playground space, provided that such partner use shall be subject to the same limitations of this Order.

EXHIBIT G

Shalom Baranes, FAIA



As founding principal of Shalom Baranes Associates, Mr. Baranes has established a firm recognized for the significant impact of its work on the National Capital Region over the past 40 years. His designs have enhanced the iconic cityscape and streets of Washington, DC — Pennsylvania Avenue, Constitution Avenue, Independence Avenue — and restored its waterfronts and strategically located urban sites for public enjoyment.

Mr. Baranes' practice celebrates the legacy of our nation's capital as it looks to the future, delivering buildings and sites whose aspirations are rooted in the original character of the L'Enfant Plan. The firm's commitment to strengthening the fabric of Washington, DC is reflected in its growth to become the largest architectural practice based entirely in the District.

His body of work includes institutional, commercial, residential, governmental and historic preservation projects that have garnered over 150 design awards, including the National American Institute of Architects (AIA) Honor Award for Burnham Place, Chairman's Award for Federal Achievement in Historic Preservation for the Main Treasury Building and ULI Global Award for CityMarket at O. His notable new buildings include CityCenterDC, the National Headquarters of the American Red Cross and the Association of American Medical Colleges. Representative historic preservation projects include Postal Square, the Pentagon Wedges 2 – 5 and the Headquarters of the Department of Homeland Security.

Mr. Baranes' work has been featured in *Architectural Record*, *The New York Times*, *Civic Art: A Centennial History of the U.S. Commission of Fine Arts* and numerous other publications. He is one of the youngest architects ever elevated to the American Institute of Architects College of Fellows, is a recipient of the AIA's Centennial Award and was recognized as Architect of the Year by the Council of Engineering and Architectural Societies.

His service to the profession includes tenure as Chair of the District's RLA Architectural Panel, Chair of the DC Preservation League design review panel, Peer Reviewer in the U.S. General Services Administration's Design Excellence program, juror for National AIA design awards programs and visiting lecturer and juror at a number of universities. Mr. Baranes received both his Bachelor of Arts and Master of Architecture degrees from Yale University.

Patrick Burkhart, AIA

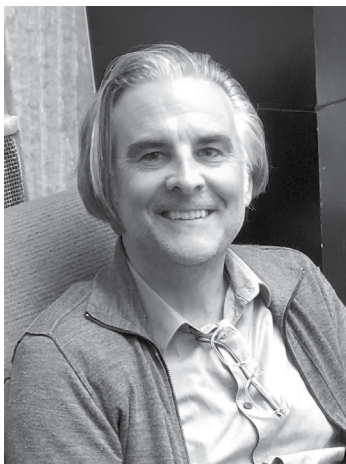
Principal

As a design principal, Mr. Burkhart has been instrumental in the design and implementation of over 14 million square feet of built space throughout the Washington, DC Metropolitan area and the Mid-Atlantic region. His extensive experience with new construction, preservation, and adaptive reuse spans a broad range of building types including mixed-use, office, retail, educational, institutional, residential, recreational, entertainment, and hospitality. Since joining the firm over 35 years ago, he has guided complex projects through all phases of design and approvals, balancing the needs of the client with regulatory demands. His award winning work is consistently recognized both locally and nationally.

In addition to practicing architecture, Mr. Burkhart has lectured and participated in student juries at universities throughout the country. He received his Bachelor of Arts and Bachelor of Architecture degrees (with highest honors) from North Dakota State University and has pursued advanced studies at Columbia University.

Mr. Burkhart's project portfolio includes:

655 New York Avenue, NW
800 F Street, NW
1000 F Street, NW
3333 M Street, NW
American Red Cross Historic Headquarters
Atlantic Building
Cady's Alley Master Plan
Carlyle Plaza Two
Channing E. Phillips Homes
Cannon House Office Building Renewal
District Apartments
General Services Administration Headquarters Modernization
Georgetown Park Expansion
Hilton Garden Inn - West End
Homer Building
John A. Wilson Building
Largo Town Center
Main Treasury Building
Randall Residences / Corcoran College of Art and Design Redevelopment
Ritz-Carlton Residences - West End | 2200 M Street, NW
Robinson Landing
Tenley View - 4600 Wisconsin Avenue, NW
The Bard | Shakespeare Theater Company - 501 Eye Street, SW
The Columbia Residences
The George Washington University Law Clinic and Law Learning Center
The Oronoco
The Pentagon Wedges 2-5
The River School
Town Center at Camp Springs
Turkish Chancery
U.S. Naval Academy Wesley Brown Field House
U.S. Department of Agriculture South Building
U.S. Department of Homeland Security Headquarters at St. Elizabeths West Campus | Center Building
U.S. Post Office and Courthouse, Pittsburgh, PA
Warner Theatre
Washington International School Tregaron Campus Expansion
Waterfront Station
WestEnd 25 Residences



CRAIG McCLURE, PLA

ASSOCIATE PRINCIPAL

Mr. McClure possesses over three decades of experience in the practice of landscape architecture and urban design. Craig has served as Lead Designer and Project Manager for a broad variety of projects with differing scales, scopes and complexities. His project experience includes urban plazas, streetscapes, parks, recreational facilities, student housing resort communities, mixed-use development, embassies, government facilities and residential gardens.

His portfolio also includes numerous large scaled mixed-use projects and smaller scale landscapes that feature a high level of refined detail including the Korean Embassy Residence, The National Bonsai and Penjing Museum, the PEPCO Regional Headquarters Building, Constitution Square, Tellus, and Bethesda Commerce.

EDUCATION

Pennsylvania State University

Bachelor of Science
Landscape Architecture | 1987

MEMBERSHIPS

American Society of
Landscape Architects (ASLA)

Registered Landscape
Architect | Pennsylvania

Registered Landscape
Architect | District of
Columbia

RELEVANT EXPERIENCE

Constitution Square | Washington DC

Located adjacent to the new ATF Headquarters building and the New York Avenue Metro Station in the heart of the new NOMA district of Washington, DC, Constitution Square was one of the first major projects developed within the NOMA district and serves as a catalyst for future development. The complex master plan features three office towers, three residential towers, a supermarket, and hotel all over a city block sized parking structure. A series of multi-level roof terraces create a green network and oasis between the office and residential towers. PRI developed a dynamic streetscape design conforming to the established NOMA district guidelines. Trees and other lush plantings establish low impact development basins are included to filter pollutants and sediment from storm water and to reduce water volumes during peak rain events through the use of check dams and plant materials.

1333 M Street | SE Washington DC

This four phase mixed use development project will feature not only whimsical roof terraces and vibrant amenity courtyards, but a strong public space connection to the adjacent Anacostia River. Throughout the four phases a balance of soft vegetative and hardscaped public spaces will be maintained culminating in a diverse landscape for all seasons. A bold promenade with distinctive paving and grand staircase and ramp down to Water Street will provide a texturally rich experience while creating a much needed public connection down to the river. The retail plaza and amphitheater seating within the ramp will be a fun and engaging public amenity providing a potential gathering space for temporary events, daily views and access to the river, and a place for residents and shoppers to linger.

The Wharf - Parcel 5 | Washington D.C.

The Wharf Parcel 5 project is part of the southwest waterfront PUD Development and contains an elevated public park, Hyatt House, Hilton Canopy and their respective amenity spaces. The complex design organizes a large public park corridor between the two hotels with a terraced water feature, sloped grand lawn, and seating pockets. The hotel amenity terraces are tucked behind plantings and groves of trees to visually separate the public and private uses of the site. Through terracing within the central courtyard, views to the waterfront are accentuated.

The design transforms classic maritime materials and themes into sophisticated landscape elements, reminiscent of the historic context of the site. Trellises were designed to mimic ship masts cover outdoor seating pods. The use of decking and boardwalks hover over lush green roof plants reinforce the dock and shipyard motif. Creating an iconic space that is context specific to house a variety of public, private, and semi-private recreation activities proved to be a driving design factor.

AWARDS

Best Mixed-Use Project | One Light NAIOP MD | 2020

Best Washington/Baltimore Adaptive Reuse Apartment Community | Modera Sedici
Detla Associates Award | 2019

Best Baltimore High-Rise Apartment Community | One Light Detla Associates Award | 2019

Best of the Best | The Wharf - Parcel 5
NAIOP DC | 2018

Award of Excellence | Tellus
Design Arlington | 2017

Merit Award | Modera Mosaic
ASLA Maryland Chapter | 2016

Traveling Award | Constitution Square
ASLA Potomac & Maryland Chapters | 2013

Merit Award | Korean Embassy Residence
ASLA Potomac & Maryland Chapters | 2002

Merit Award | Albany Towers Butterfly Garden
ASLA Potomac & Maryland Chapters | 2002

Armature Works | SE Washington DC

The landscape of the Armature Works is a story of conveyance and connections. It is a story of linear movement through and around the site, the passage of people through the train corridor by metro and Amtrak, and the movement of commodities aboard freight rail through the corridor in the past. It is also a story recalling the movement through the existing Central Armature Works facility during the fabrication and refurbishment process. The long, triangular site, roughly 760' in length from north to south lends itself to the telling of this story. The industrial history of the site will be reflected in the landscape through repetition, pattern, conveyance, graphics, style, and a muted industrial color palette.

Channing Place | NE Washington DC

This joint two building residential apartment venture focuses on sustainable on site water conservation through street level bioretention basins, permeable paving and extensive green roof area. Metal catwalks will bridge the bioretention to the residential units and an industrial style bridge connects the two buildings framing the street end creating a pedestrian friendly streetscape. The buildings' complimentary amenity spaces will feature linear paving details reminiscent of railway geometries and lush native plantings capitalizing on the site's industrial history and character.

Element 28 | Bethesda, MD

This new apartment high-rise is located at the corner of Old Georgetown Road and Commerce Lane in Bethesda and will feature street level retail and a contemporary entry plaza. Stormwater from the plaza will be directed toward the ground level bioretention planters. Excess stormwater from the roof and penthouse that are not intercepted by green roof will be redirected to the plaza and day-lighted to a rain ladder channeled into a vegetated storm water filtration planter. A roof terrace located on the roof level provides amenities for the building residents such as a linear fire element and an outdoor grilling area as well as opportunities for outdoor seating and gathering. A strong indoor/outdoor relationship has been created between the roof terrace club room and the outdoor terrace rooms.

Alexandria Waterfront Plan | Alexandria, VA

Detailed landscape plans for up to ten acres of new parks and open spaces in association with a two mile long waterfront initiative. Work included both the master plan and also the Implementation Plan that followed. *Client:* City of Alexandria.

Modera Buckhead | Atlanta, GA

Modera Buckhead is a 21 story mixed-use residential building prominently located in the fashionable and vibrant Buckhead neighborhood of Atlanta. The residential tower features two amenity terraces on the 8th level with meaningful indoor/outdoor relationships and pools geared towards quiet morning and early afternoon use. The roof terrace is a multi-level space consisting of the Bar Terrace on Level 21 and the Sky Terrace on Level 22. These amenity-rich spaces focused on afternoon, evening and weekend use feature a lounge pool with sun shelf and sculpture, video projection wall, lawn panel for outdoor games, dog agility course and lawn, grill stations, bar, cocktail herb garden, grand staircase and numerous fire elements.

Tellus | Arlington, VA

The Tellus is a 16-story mixed-use building located in the vibrant Courthouse neighborhood of Arlington, Virginia within walking distance of Arlington's government center, the Metro, shops and restaurants. Arlington High Rise will feature a lush plaza over the parking structure with portions dedicated in a public access easement to Arlington County. The plaza includes two distinct public and private areas separated by a slight change in grade and planting. At the same time the spaces are connected visually by eliminating fences and screen walls as well as by a multi-level water feature flowing from the public space to the private. Preservation of views through the site to the Capitol Dome and the Washington Monument were key considerations in the development of the plan.

EXHIBIT H

**OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE APPLICANT,
NANCY MELLON, FOUNDER OF THE RIVER SCHOOL**

- I. Introduction of Applicant
- II. History of The River School
- III. Existing Campus Operations and Facilities
 - A. Student and Faculty/Staff Population
 - B. Need for new Facilities
- IV. Students Served by River
 - A. Overall Student Population
 - B. Clinic Use
- V. Goals for New Campus
 - A. Expansion of Existing Facilities
 - B. Growth for School Enrollment
- VI. Community Engagement and Dialogue Process
- VII. Conclusion

**OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE APPLICANT,
RACHEL MOORE WELLER, DIRECTOR OF THE RIVER SCHOOL'S BOARD OF
TRUSTEES**

- I. Introduction to River School Board
- II. History of Property
- III. Information on Site Acquisition
- IV. River School Future
- V. Conclusion

**OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE APPLICANT,
WILL MELLON, CLINICIAN AT THE RIVER SCHOOL**

- I. Introductions
- II. Benefits of Cochlear Implants
- III. Benefits of Early Intervention
- IV. Benefits of River Education Model
- V. Conclusion

**OUTLINE OF TESTIMONY OF CURRENT AND ALUMNI
STUDENTS OF THE RIVER SCHOOL**

- VI. Introduction - Student/Alumni Names, Ages, and Grade
- VII. River School Experience
- VIII. Preparation for future Education
- IX. Conclusion

**OUTLINE OF TESTIMONY OF PROJECT ARCHITECT, SHALOM BARANES
OR OTHER REPRESENTATIVE OF SHALOM BARANES ASSOCIATES**

- X. Introduction
 - A. Project Architect, Shalom Baranes
- XI. Description of Campus
 - A. Existing Under Oak Building
 - B. New Construction
 - C. Overall Programming Uses
 - D. Contextual with Neighborhood
 - E. General Zoning Parameters Overview
- XII. Historic Preservation Review Board
 - A. Revisions made based on HPRB Review
 - B. Priorities of HPRB
 - C. Future HPRB Review
- XIII. Conclusion

**OUTLINE OF TESTIMONY OF LANDSCAPE ARCHITECT,
CRAIG MCCLURE OR OTHER REPRESENTATIVE OF PARKER RODRIGUEZ**

- I. Introduction
 - A. Landscape Architects, Parker Rodriguez
- II. Description of Landscape Intent
 - A. Wisconsin Avenue landscaping
 - B. Van Ness landscaping
 - C. 42nd Street landscaping
 - D. Northern property abutter landscaping
 - E. Central campus landscaping
- III. Coordination with Neighbors
 - A. Detail meetings with neighbors and changes made in response
 - B. Future coordination with neighbors
- IV. Conclusion

**OUTLINE OF TESTIMONY OF PROJECT TRANSPORTATION CONSULTANT,
JAMI MILANOVICH, OR OTHER REPRESENTATIVE OF WELLS + ASSOCIATES**

- I. Introduction
 - a. Project Transportation Consultant, Wells + Associates
- II. Site and Area Conditions
 - a. Existing transportation conditions at surrounding intersections
 - b. General uses in area
- III. Access Conditions
 - a. Closure of 42nd Street curb cut
 - b. One-way loop off of Wisconsin Avenue
 - c. Emergency Access
- IV. Parking Facilities
 - a. Overview of parking
 - b. Explanation of parking relief requested
- V. Overall Pick-Up/Drop-Off Operations
- VI. Trip Generation and CTR Study
- VII. Discussion of Transportation Demand Management Plan and Trip Caps
 - a. Starting points in TDMP
 - b. Mitigation Efforts if Required
 - c. Monitoring Study Requirements
- VIII. Explanation of Mitigations of Impacts
- IX. Discussion of Bicycle Facilities
- X. Conclusion