GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF PUBLIC WORKS
2000 - 14TH STREET, N.W.
6TH FLOOR
WASHINGTON, D.C. 20009

REPLY TO:
DISTRICT DIVISION OF TRANSPORTATION

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Memorandum

To: Andrew Atman
Director
Office of Planning

From: Kenneth Laden
Administrator

Date: March 14, 2000

Subject: BZA Application No. 16556 – Special exception to establish a Private School at 7701 and 7712 16th Street, N.W. for the Jewish Primary Day School of the Nation's Capital.

The Department of Public Works (DPW) has reviewed the application and other material submitted by the applicant and the Office of Planning. DPW also reviewed material provided by Advisory Neighborhood Commission 4A which opposes the application. This report addresses the transportation elements of the proposal, only.

The Proposal

The applicant, The Jewish Primary Day School of the Nation's Capital is requesting a special exception to permit the establishment of a private school for 215 students and 32 teachers and staff in the R-1-A District at 7712 16th Street N.W., (Square 2745-D, Lot 802) and in the R-1-B District at7701 16th Street, N.W. (Square 2739, Lot 804). The applicant seeks approval on a temporary basis for a three-year term while preparing to move to a permanent site elsewhere in the District.

The school will be housed in two buildings separated by 16th Street. The building on the west side will be located at Ohev Sholom Talmud Torah (O.S.T.T.) on the southwest corner of the intersection of 16th Street and Jonquil Street. Kindergarten through third grade will be housed in this building and no more than 120 students will be enrolled during any one year over the three-year period. There will be 18 teachers and staff associated with this school.

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Board of Zoning Adjustment
District of Columbia
CASE NO.16556
EXHIBIT NO.263

Grades four through six will be housed on the east side of 16th Street at Tifereth Israel Congregation (T.I.C.) located on the northeast corner of the intersection of 16th Street and Juniper Street. No more than 85 students will be enrolled in any one year over the three-year period. There will be 14 teachers and staff associated with this second component of the school.

According to the applicant, the school hours will be from 8:25 a.m. to 3:30 p.m. Monday through Friday. The after school program will operate until 6:30 p.m. Currently, 25 students attend the after school program. Teachers will arrive at approximately 7:00 a.m. The applicant notes that these hours have been coordinated with the operating hours of the nearby Shepherd Elementary School and the Lowell School to minimize traffic conflicts and adverse impact on the morning and afternoon traffic. The school will provide 33 parking spaces to accommodate faculty, staff and visitors parking requirements.

Advisory Neighborhood Commission (ANC) 4A opposes the application stating that existing traffic congestion, parking, litter and noise problems will worsen with the relocation of these schools in the neighborhood. In addition, the ANC indicates a concern regarding pedestrian safety, and cites problems with blocked alleys and residential streets during student drop off and pick up periods.

The Impact of the Proposal

Our analysis of traffic and parking conditions associated with the Jewish Primary Day School covers the following aspects of the proposal:

- Existing traffic and parking conditions,
- The impact of the school during the daily routine operation on week days,
- The impact of the 16th Street proposed reconstruction on the daily operation of the school, and
- Proposed Traffic Management Program to minimize the impact of the school on residential neighborhood.

We have reviewed both the February 24, 2000 traffic impact analysis and the March10, traffic impact amendments prepared by Gorove/Slade on behalf of the applicant.

We note that the school abuts on 16th Street, a principal arterial which carries an average daily traffic volumes of 39,800 vehicles in the vicinity of the site. This facility has a 10 foot raised brick median and provides two lanes in each direction. Parking is prohibited in the peak direction during the a.m. and p.m. rush hours. Other streets abutting the school are Juniper Street and Jonquil Street, which are local residential streets. It should be noted that left turn movement is allowed along 16th Street and a 10 foot wide left turn bay is provided at the intersections of 16th Street at Jonquil and 16th Street at Juniper Streets in both the northbound and southbound directions. The left turn bay is approximately 80 feet in length and can accommodate three cars.

Traffic accident data indicates that there were 8 accidents at 16th Street and Kalmia Road in 1995 and 3 in 1997 (no data was available for 1996). There was 1 accident at 16th and Leegate/Myrtle Street in 1997. There was one accident at 16th and Juniper Street in 1995 and 4 in 1997. There was one accident at 16th and Jonquil Street in 1995 and one in 1997.

Regarding the routine operation of the school, we note that only the morning peak traffic operation of the schools will overlap with the a.m. peak hour of the streets in the vicinity of the site. According to the applicant, the school will generate approximately 68 inbound vehicles for drop off and 68 outbound during the a.m. peak hour. As stated previously, the school p.m. peak hour occurs between 2:45 and 3:45 p.m., well outside the typical afternoon peak period. During that period only 37 vehicles will go to and from the school. This level of traffic volume will have a minimal impact on the street system from the standpoint of capacity and level of service.

Parking for staff and visitors to the O.S.T.T. will be provided adjacent to the alley behind the school. The school will employ a stacked parking system which will accommodate 26 vehicles. Seven parking spaces for staff and visitors to the T.I.C. school will be provided adjacent to the alley behind the school. The amount of parking provided appears to be adequate for an interim use of the site. However, the schools will need to ensure that vehicles do not block the alley.

The applicant's traffic consultants calculated traffic direction information using the residential zip codes of current students. It appears that approximately 54% of the students will arrive at T.I.C in the morning from the south, while 46% will arrive from the north. 79% of the traffic will then proceed south after dropping off the students. Similarly, 60% of the students will arrive at O.S.T.T. from the south, while 40% will arrive from the north. 75% of this traffic will then head south after dropping off the students.

The most severe traffic impact of school operations may occur during the morning drop off and afternoon pick up activity at the O.S.T.T. on the west side of 16th Street. The applicant proposes to use the 15 foot wide public alley in the rear of O.S.T.T building for morning drop off and afternoon pick up of kindergarten through third grade students. We note that there are six residential garages with access through the alley. In addition, trash pick up for the abutting residences and the school are made via the same public alley. In our judgement, this proposed solution appears to create some potential problems in that the alley may be blocked during much of the morning drop off and afternoon pick up period.

The alternative would be to use the north curb of Jonquil Street between 16th Street and the public alley for morning student drop off. After dropping off the students on Jonquil Street, traffic would proceed southbound through the alley, left onto Juniper and then south on 16th Street. This, however, is not a perfect solution in that during the peak morning drop off period or afternoon pick up period, traffic could back up onto 16th

Street. Also, a crossing guard should be provided by the school to ensure that children may cross safely from the north side of Jonquil Street to the school property on the south side of the street. Also Jonquil Street makes a curve to the left and drops down a hill to the west of the alley, reducing driver sight lines.

Student drop off and pick up at the T.I.C. school will occur on Juniper Streets and presents a less severe traffic problem due to the reduced number of students attending this school. However, here again, traffic dropping off students in the morning and picking up students in the afternoon should not block 16th Street at any time. During the morning drop off and afternoon pick up activity, traffic will be required to leave the school using local residential streets or the adjacent alley. The school should provide a crossing guard to ensure the safe crossing of Juniper Street.

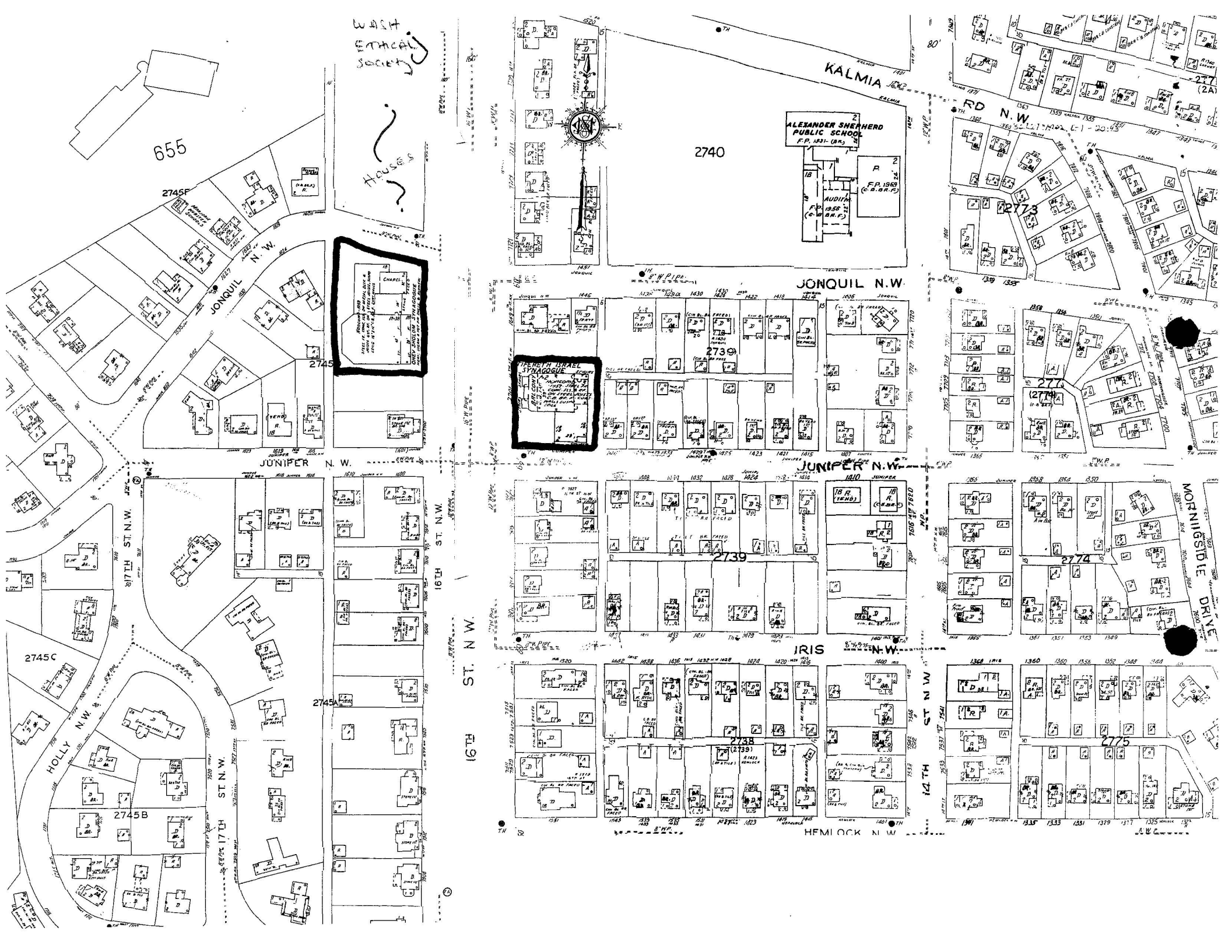
The second potential impact of the school is the proposed circulation and access routes which allow for one-way clockwise circulation around the synagogues and through the adjacent residential streets and public alleys. To the extent that left turn off of 16th Street is allowed onto Jonquil and Juniper Streets, there appears to be no compelling reason to believe that school-bound traffic will travel extra blocks to enter or leave the school following the proposed routes. Since left turn lanes are provided at Jonquil and Juniper Streets, we recommend that traffic use these lanes to access the schools.

16th Street from Alaska Avenue to Primrose Road is scheduled to be reconstructed starting in late spring of 2001. This construction project will last approximately one and one half years. During the construction period, 16th Street will have one open traffic lane in each direction. This construction project will most likely have a significant affect not only on the school operation, but also on the local residential streets in the area. Traffic congestion and turning motions will become even more difficult during this construction period.

The Department supports those parts of the transportation program as outlined by the applicant, which include the provision of the shuttle bus service and additional carpooling. However, the Department does not support the proposed fixed traffic routes which appear to be unenforceable and would require traffic to take a less direct route through residential streets.

Conclusion

The proposed school will have some local impact in the immediate vicinity of the school especially during the morning drop off and evening pickup period. The impacts will be highest during the morning peak traffic period. Traffic congestion will worsen in 2001 due to scheduled reconstruction of 16th Street between Alaska Avenue and Primrose Street. Finally, if the application is approved, the two schools will need to ensure that drop off, pick up and queuing operations to not block 16th Street, N.W.


655
2745F
JONQUIL N. W.
CHAPEL
2745
JUNIPER N. W.
17TH ST. N.W.
16TH ST. N.W.
2745C
2745A
HOLLY N.W.
2745B
KALMIA RD N.W.
ALEXANDER SHEPHERD PUBLIC SCHOOL
2740
2773
2739
2774
IRIS N.W.
2738
2775
MORNINGSIDE DRIVE
14TH ST N.W.
HEMLOCK N.W.