These routes replace the previous routes described in the original traffic impact analysis, submitted on February 24, 2000. Figures 1, 2, 3, and 4 in this memorandum are intended to replace Figures 3, 4, 5, and 6 in the traffic impact analysis, respectively.

Future Trip Generation

The projected future peak hour trip generation is displayed in the following table, with the implemented school traffic management plan:

	Tifereth Israel Congregation	Ohev Sholom Talmud Torah	TOTAL
AM Inbound	28	40	68
AM Outbound	28	40	68
PM Inbound	15	22	37
PM Outbound	15	22	37

The current school has an existing morning student/vehicle ratio of two, which is average for a private school in the District. The Jewish Primary Day School has attained this carpool ratio by supplying school parents with the names and phones numbers of other school families located in similar zip codes. This ratio, which currently exists at the Jewish Primary Day School, would allow 103 vehicles to drop off the maximum number of 205 children at Tifereth Israel Congregation and Ohev Sholom Talmud Torah.

As part of the proposed school traffic management plan, the Jewish Primary Day School would actively set up carpools among school parents by assigning three school parents to a carpool committee, which would further facilitate student carpooling to and from the school. The committee would have a minimum goal of increasing the morning school carpool ratio to 2.5, resulting in a reduction of 21 vehicles traveling to/from the Jewish Primary Day School on a daily basis.

In addition, this number of vehicles would further be reduced by providing remote van shuttle service (two van shuttles) for a minimum of 30 students, which would further reduce the volume of daily school-related traffic by 14 vehicles. As a result, the traffic management plan is projected to produce a morning trip generation total of 68 vehicles between the two synagogues. The trip generation during the afternoon peak hour is smaller than the morning peak hour trip generation, due to additional carpooling and an after school program at the Jewish Primary Day School.

Board of Zoning Adjustment
District of Columbia
CASE NO.16556
EXHIBIT NO.300A2

Future Direction of Approach/Leave

The future directions in which school traffic will approach/leave the synagogues was determined through the use of zip code data obtained from the Jewish Primary Day School, showing the resident zip code of every family that currently has a student enrolled in the school. The future directions of approach/leave was projected with the implemented traffic management plan's fixed traffic routes for school traffic. The following table displays the future anticipated direction of approach for the relocated Jewish Primary Day School:

Tifereth Israel Congregation	AM Inbound *(direction from)*	West/Northwest/North/Northeast/East: 13 (46%) Southwest/South/Southeast: 15 (54%)
	AM Outbound *(direction to)*	West/Northwest/North/Northeast/East: 6 (21%) Southwest/South/Southeast: 22 (79%)
	PM Inbound *(direction from)*	West/Northwest/North/Northeast/East: 2 (13%) Southwest/South/Southeast: 13 (87%)
	PM Outbound *(direction from)*	West/Northwest/North/Northeast/East: 8 (53%) Southwest/South/Southeast: 7 (47%)
Ohev Sholom Talmud Torah	AM Inbound *(direction from)*	Northwest/North/Northeast/East: 16 (40%) Southeast/South/Southwest/West: 24 (60%)
	AM Outbound *(direction to)*	Northwest/North/Northeast/East: 10 (25%) Southeast/South/Southwest/West: 30 (75%)
	PM Inbound *(direction from)*	Northwest/North/Northeast/East: 7 (32%) Southeast/South/Southwest/West: 15 (68%)
	PM Outbound *(direction to)*	Northwest/North/Northeast/East: 11 (50%) Southeast/South/Southwest/West: 11 (50%)

All of the directions from which the school traffic will approach and leave each synagogue, is displayed in the following figures:

- Figure 5 - AM Inbound/Outbound Traffic, Tifereth Israel Congregation
- Figure 6 - PM Inbound/Outbound Traffic, Tifereth Israel Congregation
- Figure 7 - AM Inbound/Outbound Traffic, Ohev Sholom Talmud Torah
- Figure 8 - PM Inbound/Outbound Traffic, Ohev Sholom Talmud Torah

(Note: Traffic volumes traveling to the synagogues are shown in blue and traffic volumes traveling from the synagogues are shown in red.)

The directions from which school traffic would approach and leave each synagogue during the morning and afternoon, do account for people dropping off students on the way to work in the morning and pickup on the way home from work in the afternoon. Thus, the school traffic traveling southbound to the synagogues in the morning is lighter than the school traffic traveling

southbound from the synagogues because people with origins in the north, travel to their work destinations in the south.

Future School Parking

Under existing District zoning regulations, the two synagogues are required to have 24 on-site parking spaces between the two synagogues, with the Jewish Primary Day School of the Nation's Capital (JPDSNC). There will be a total of 32 on-site spaces, 20 of which, will be used by school teachers and staff. The remaining 12 on-site parking spaces will be used by the synagogues for their employees and visitors.

School Traffic Impact on the Alley

Two morning drop-off simulations were conducted in the alley behind Ohev Sholom Talmud Torah, during the 8:00-8:25 AM time period when students would be dropped off at the Jewish Primary Day School. A total of two vehicles were observed leaving one of the driveways along the public alley during the two simulations. As a result, school traffic is not expected to significantly impact any existing alley traffic, due to the low observed traffic volume.

In order to ensure alley driveway access however, Jewish Primary Day School staff will be stationed outside during the morning drop-off and afternoon pickup periods. If a vehicle needs to access or leave an alley garage (behind Ohev Sholom Talmud Torah) that is being blocked by the vehicle queue, the school traffic monitors will hold up the back part of the queue, and have the other front part of the queue move safely out of the desired travel path. The vehicles located in the front part of the queue that have to move, will be told to turn right onto 16th Street, circle the block, and rejoin the queue in the back.

Residential Trash Service

District trash service is provided to the local community every Monday. Because trash pickup service is not provided at a regular time every Monday, the school traffic monitors would temporarily stop school vehicles from entering the alley behind Ohev Sholom Talmud Torah, to allow the trash truck access to the alley during the 20-25 minute morning or afternoon pickup periods.

Local Accident Data

The following table shows the total number of accidents at five different intersections in the immediate vicinity of Ohev Sholom Talmud Torah and Tifereth Israel Congregation, during the two most recent years tabulated by the District of Columbia Department of Public Works (1995, 1997):

Intersection	1995	1997	TOTAL
14th Street/Kalmia Road	0	1	1
16th Street/Kalmia Road	8	3	11
16th Street/Leegate Road/Myrtle Street	0	1	1
16th Street/Juniper Street	1	4	5
16th Street/Jonquil Street	1	1	2

The intersection accident summary sheets are included in the appendix at the end of this memorandum.

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Figure 1
Southbound Approach Routes:
Tifereth Israel Congregation

● Tifereth Israel Congregation
✱ Ohev Sholom Talmud Torah

View Number: 1

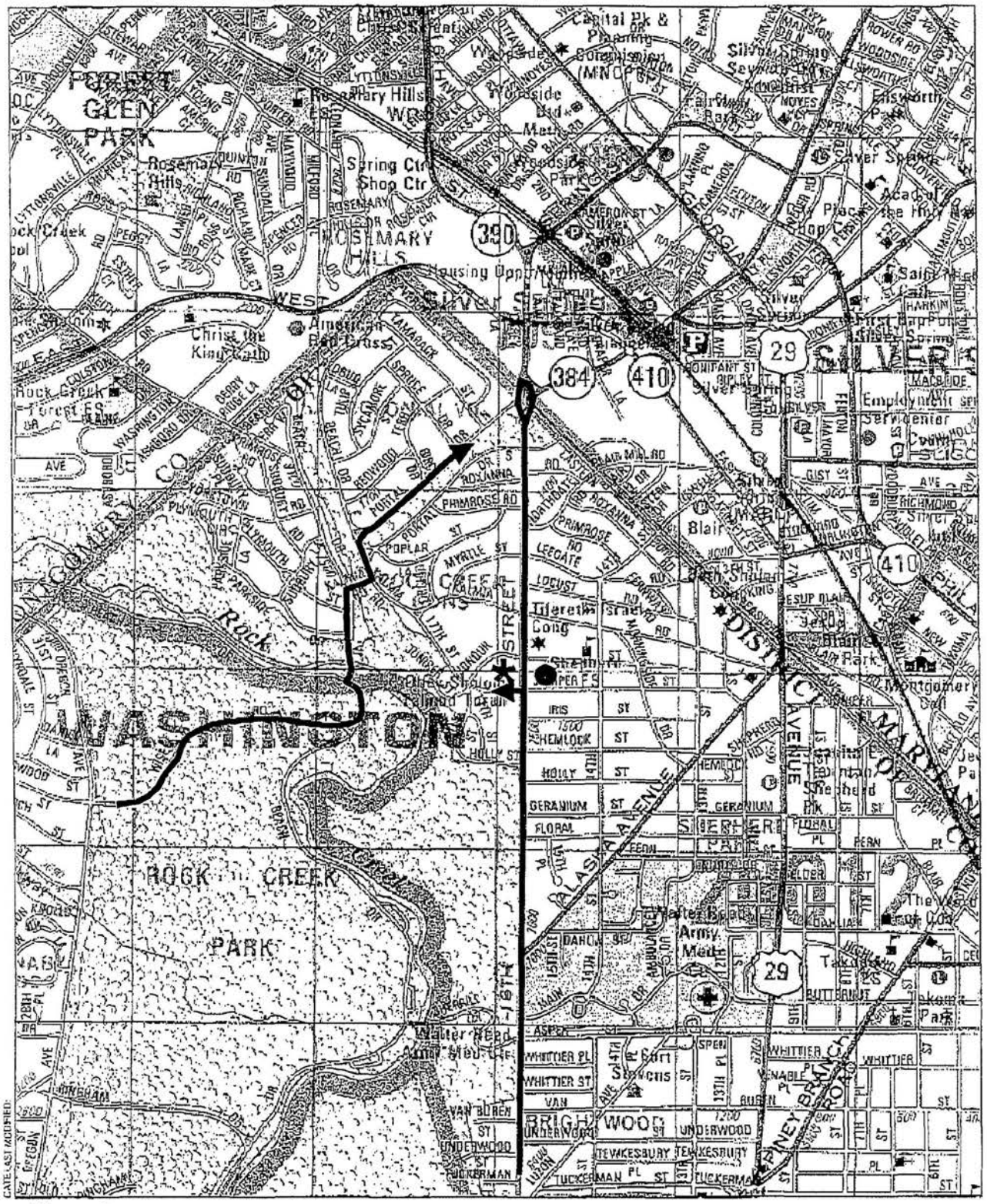


Figure 2
Southbound Exit Route:
Tifereth Israel Congregation

● Tifereth Israel Congregation
✱ Ohev Sholom Talmud Torah

View Number: 1

Gorove/Slade Associates, Inc.


FOREST GLEN PARK
ROSEMARY HILLS
WEST
SILVER
Rosemary Hills
Spring Ctr Shop Ctr
Capital Pk & Planning Commission (MNCPPC)
Woodside
Woodside Park
Meth
Silver Spring
Ellsworth Park
Housing Opportunities
American Red Cross
Christ the King Cath
Rock Creek Forest
Rock Creek
Blair
Tifereth Israel Cong
Ohev Sholom Talmud Torah
WASHINGTON
ROCK CREEK PARK
DISTRICT OF COLUMBIA
MARYLAND
Walter Reed Army Med
Walter Reed Army Med Ctr
Army Medic
Fort Stevens
BRIGHTWOOD
UNDERWOOD
TEWKESBURY
TUCKERMAN
WHITTIER
WHITTIER PL
WHITTIER ST
VAN BUREN
ASPEN
IRIS
HEMLOCK ST
HOLLY ST
GERANIUM ST
FLORAL
FERN
DAHLIA
ALASKA AVENUE
RITTENHOUSE
PORTAL ST
PRIMROSE RD
LEGATE RD
LOCUST
POPLAR
MYRTLE ST
ROXANNA
SYCAMORE
SPRUCE
REDWOOD
LAMARACK
ROSEMARY
ROSEMARY CIR
ROSEMARY LA
ROSEMARY TER
MAYWOOD
MILFORD
ARCHLAND
MARK CT
ROSS
ROSS CT
PEGGY
PEGGY LA
ESTES
ESTES LA
LYTTONSVILLE
LYTTONSVILLE PL
YOUNG
YOUNG DR
ARMORY
ARMORY AVE
MAPLE
MAPLE AVE
HIGHLAND
HIGHLAND PL
WOODSIDE
WOODSIDE PKWY
MOYER
MOYER PL
ELLSWORTH
ELLSWORTH PL
ELLSWORTH DR
FAIRVIEW
FAIRVIEW PARK
CAMERON ST
CAMERON PL
APPLE
APPLE AVE
GEORGIA
GEORGIA AVE
FENTON
FENTON ST
DIXON
DIXON AVE
SILVER SPRING
SILVER SPRING PL
SILVER SPRING TRANSIT CENTER
MONTANT ST
RIPLEY ST
MACRIDE
HARKIN
FIRST BAPTIST
FIRST BAPTIST CHURCH
SAINT
SAINT FAITH
ACADEMY OF THE HOLY
PLACE
SHOP CTR
EMPLOYMENT SERVICES
SERVICENTER
GIST
GIST ST
RICHMOND
VIOLET
WALKER
WALKER ST
ESUP PLAIN
BERG
BERG PARK
MONTGOMERY
MONTGOMERY BELL
SHEPHERD
SHEPHERD PK
THE VISTA
THE VISTA CONDOMINIUM
TAKOMA
TAKOMA PARK
BUTTERNUT
BUTTERNUT ST
ELDER
ELDER ST
BLAIR MILL ROAD
BLAIR MILL
BLAIR PARK
SLIGO CREEK
SLIGO CREEK PARK
SLIGO CREEK PKWY
NEW HAMPSHIRE AVENUE
NEW HAMPSHIRE
PINEY BRANCH ROAD
PINEY BRANCH
OAK COMPLEX
OAK COMPLEX DR
PLYMOUTH
PLYMOUTH ST
ROCK CREEK FOREST
ROCK CREEK FOREST DR
ROCK CREEK
ROCK CREEK CONSERVATION
ROCK CREEK PARK
ROCK CREEK PARK DR
ROCK CREEK PARK TRAIL
ROCK CREEK PARK TRAIL
ROCK CREEK PARK TRAIL

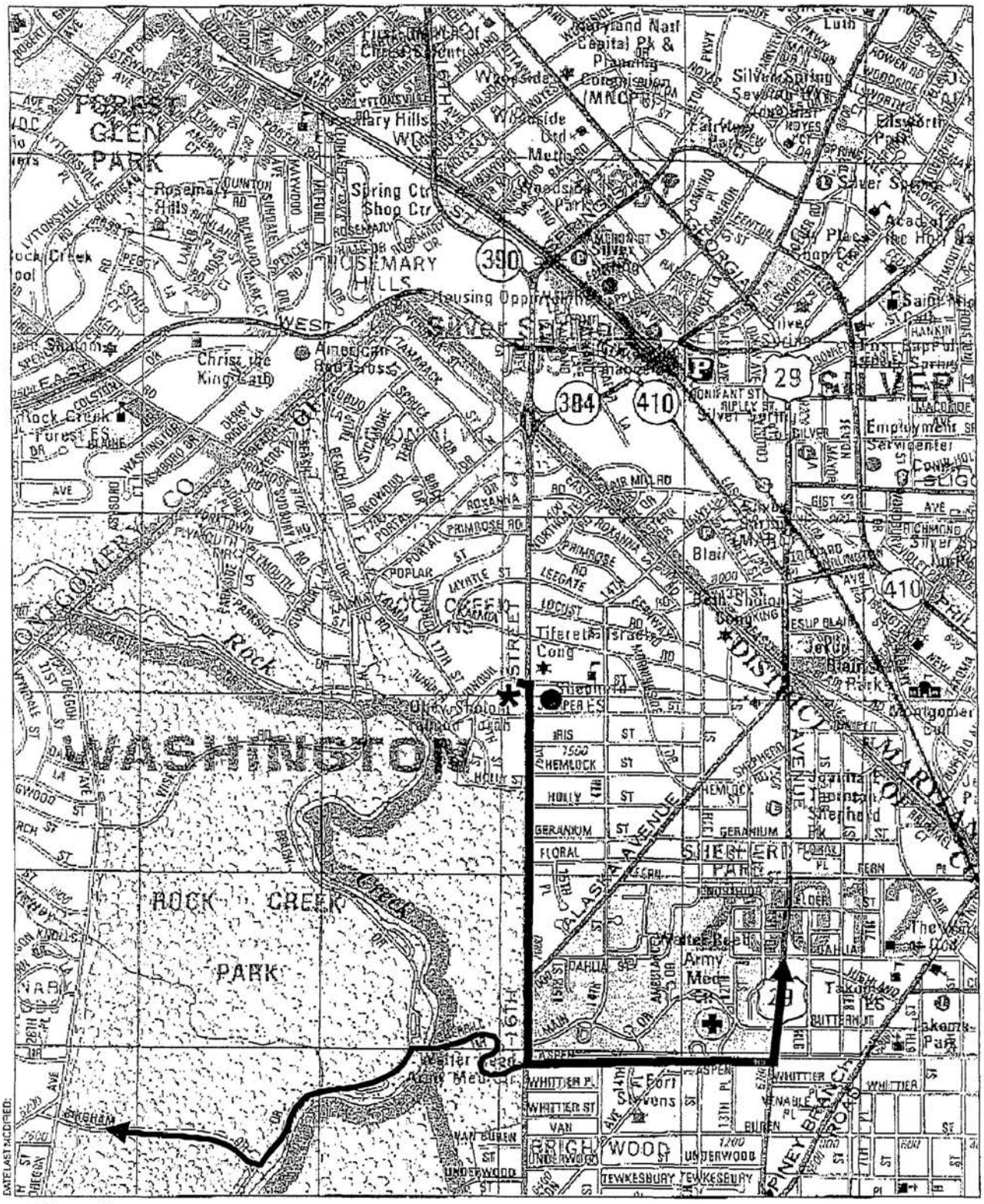


Figure 4
Northbound Exit Routes:
Ohev Sholom Talmud Torah

● Tifereth Israel Congregation
✱ Ohev Sholom Talmud Torah

View Number: 1

Gorove/Slade Associates, Inc.

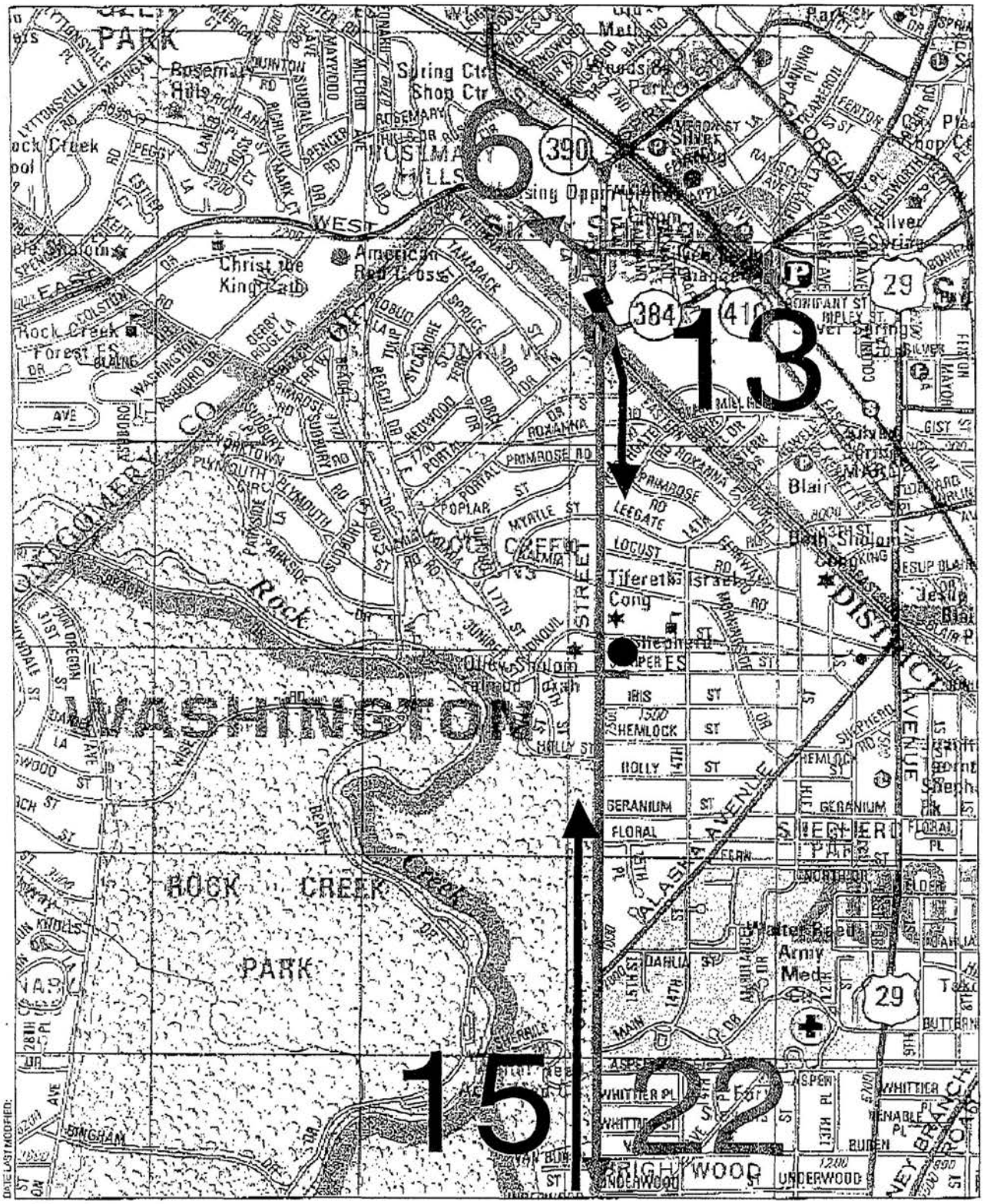


Figure 5
Tifereth Israel Congregation
AM Inbound/Outbound Traffic

View Number: 1

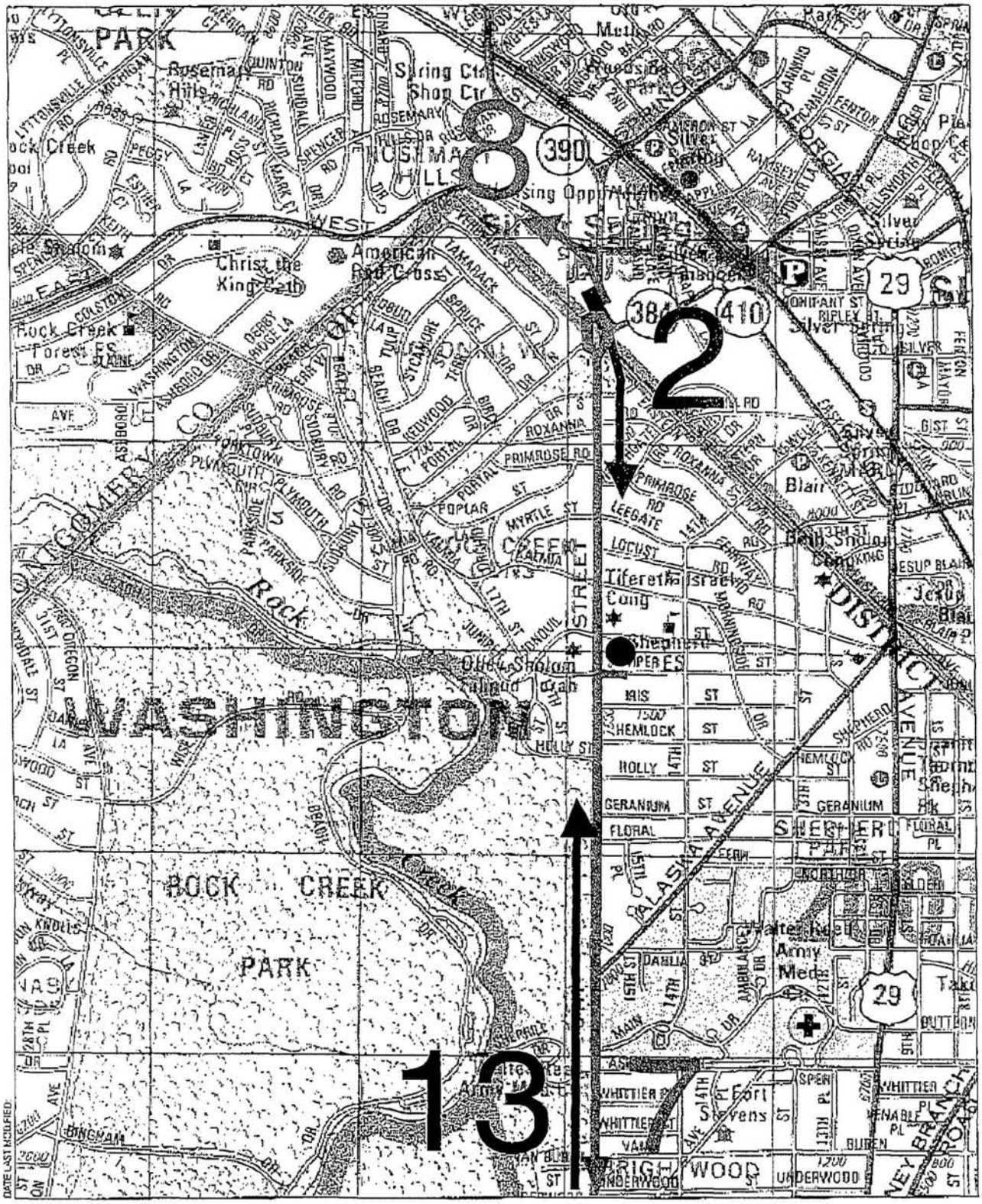


Figure 6
Tifereth Israel Congregation
PM Inbound/Outbound Traffic

View Number: 1

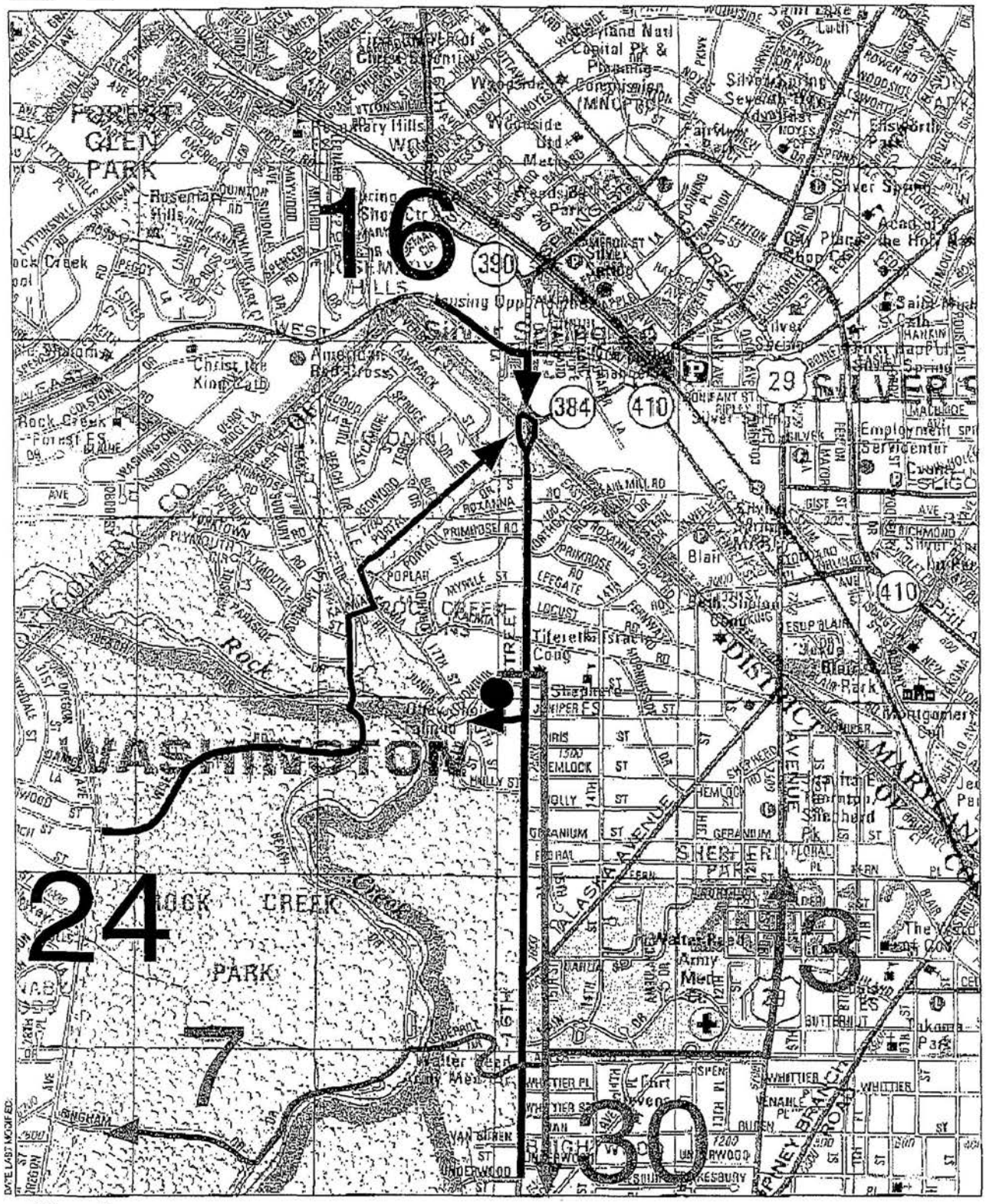


Figure 7
Ohev Sholom Talmud Torah
AM Inbound/Outbound Traffic

View Number: 1

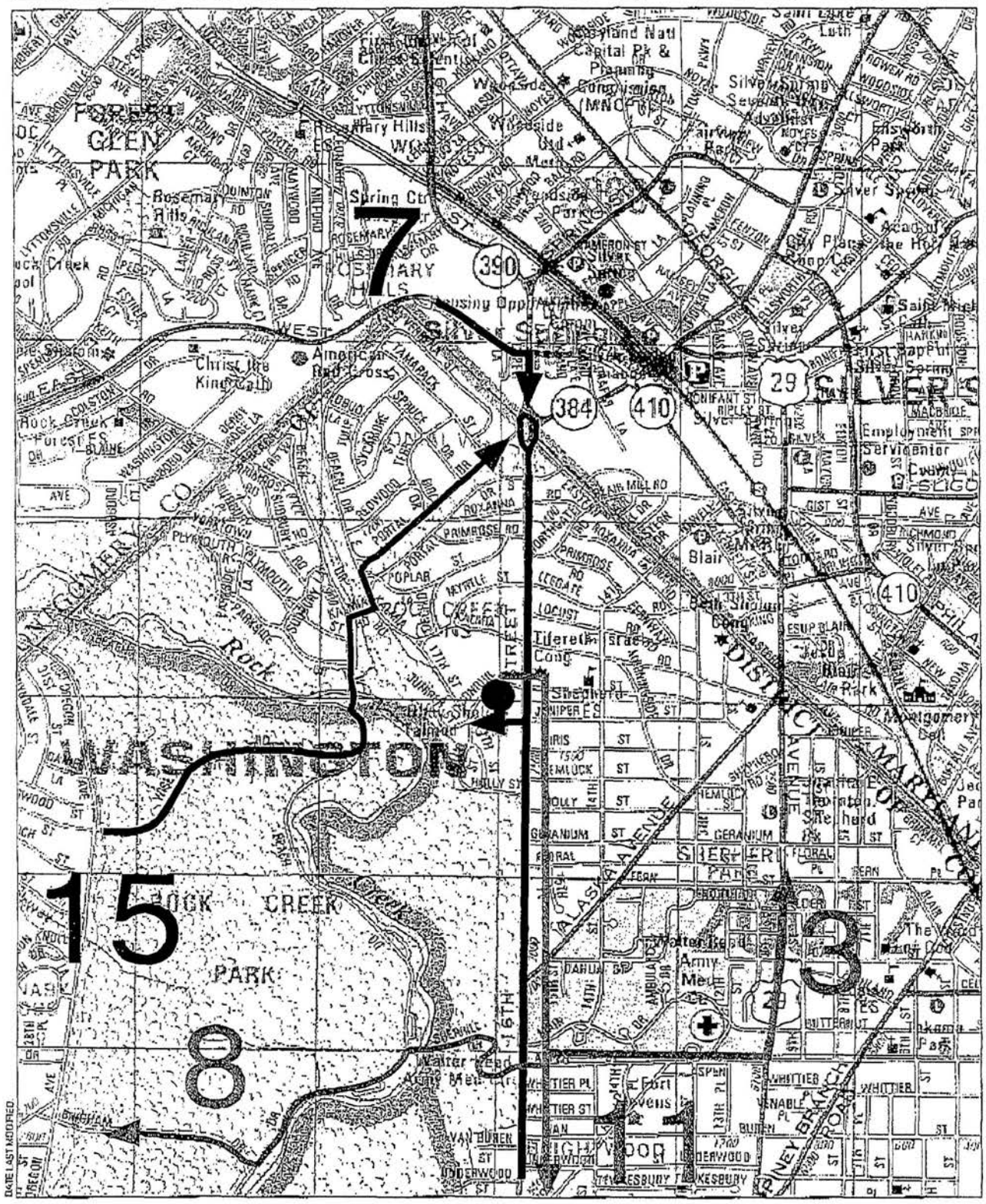


Figure 8
Ohev Sholom Talmud Torah
PM Inbound/Outbound Traffic

View Number: 1

APPENDIX

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 03/08/00

Rank	Location	
	14TH ST & KALMIA RD	NW

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
0	0	0	0	1	0

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
0	0.0%	0	0.0%	0	0.0%	1	100.0%

COLLISION TYPES:

TOTAL	RA (RIGHT ANGLE)	LT (LEFT TURN)	RT (RIGHT TURN)	RE (REAR END)	SS (SIDE SWIPE)	HO (HEAD ON)	PK (PARKED)	FO (FIXED OBJECT)	RO (RUN-OFF OF THE ROAD)	PED	BACKING	NC	OT
1	0	0	0	0	1	0	0	0	0	0	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	1	100.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	0	0.0%
18:30-07:30	0	0.0%	0	0.0%	0	0.0%
TOTAL	0	0.0%	0	0.0%	1	100.0%
WEEKDAY	0	0.0%	0	0.0%	1	100.0%
WEEKEND	0	0.0%	0	0.0%	0	0.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 03/08/00

Rank Location

16TH ST & KALMIA RD NW

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
8	2	0	0	3	0

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
6	54.5%	0	0.0%	1	9.1%	2	18.2%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC	OT
11	0	1	1	3	4	0	0	0	1	0	0	0	1

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	1	12.5%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	0	0.0%
16:00-18:30	4	50.0%	0	0.0%	2	66.7%
18:30-07:30	3	37.5%	0	0.0%	1	33.3%
TOTAL	8	100.0%	0	0.0%	3	100.0%
WEEKDAY	6	75.0%	0	0.0%	2	66.7%
WEEKEND	2	25.0%	0	0.0%	1	33.3%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 03/08/00

Rank Location
16TH ST & LEEGATE RD & MYRTLE ST NW

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
0	0	0	0	1	0

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
1	100.0%	0	0.0%	0	0.0%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC	OT
1	0	0	0	1	0	0	0	0	0	0	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	1	100.0%
16:00-18:30	0	0.0%	0	0.0%	0	0.0%
18:30-07:30	0	0.0%	0	0.0%	0	0.0%
TOTAL	0	0.0%	0	0.0%	1	100.0%
WEEKDAY	0	0.0%	0	0.0%	0	0.0%
WEEKEND	0	0.0%	0	0.0%	1	100.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 03/08/00

Rank Location
16TH ST & JUNIPER ST NW

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
1	1	0	0	4	1

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
3	60.0%	2	40.0%	0	0.0%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC	OT
5	1	0	0	1	2	0	0	0	0	1	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	1	25.0%
09:30-11:30	1	100.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	2	50.0%
18:30-07:30	0	0.0%	0	0.0%	1	25.0%
TOTAL	1	100.0%	0	0.0%	4	100.0%
WEEKDAY	1	100.0%	0	0.0%	2	50.0%
WEEKEND	0	0.0%	0	0.0%	2	50.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 03/08/00

Rank Location

16TH ST & JONQUIL ST NW

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
1	0	0	0	1	1

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
2	100.0%	0	0.0%	0	0.0%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC	OT
2	0	0	0	0	0	0	0	2	0	0	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	0	0.0%
18:30-07:30	1	100.0%	0	0.0%	1	100.0%
TOTAL	1	100.0%	0	0.0%	1	100.0%
WEEKDAY	1	100.0%	0	0.0%	0	0.0%
WEEKEND	0	0.0%	0	0.0%	1	100.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

ARTER & HADDEN

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Internet: mdobbins@arterhadden.com

March 16, 2000

VIA FACSIMILE

Joseph A. Hairston, Chairperson
Advisory Neighborhood Commission 4A

Derrick Humphries, Esq.
Representative for the Opposition

Re: The Jewish Primary Day School
BZA Application No. 16556

Dear Mr. Hairston and Mr. Humphries:

During the public hearing on yesterday, it appeared that another dialogue between the community and the Jewish Primary Day School, before the public hearing resumes on Tuesday, might help resolve some of the community's concerns about the School's application.

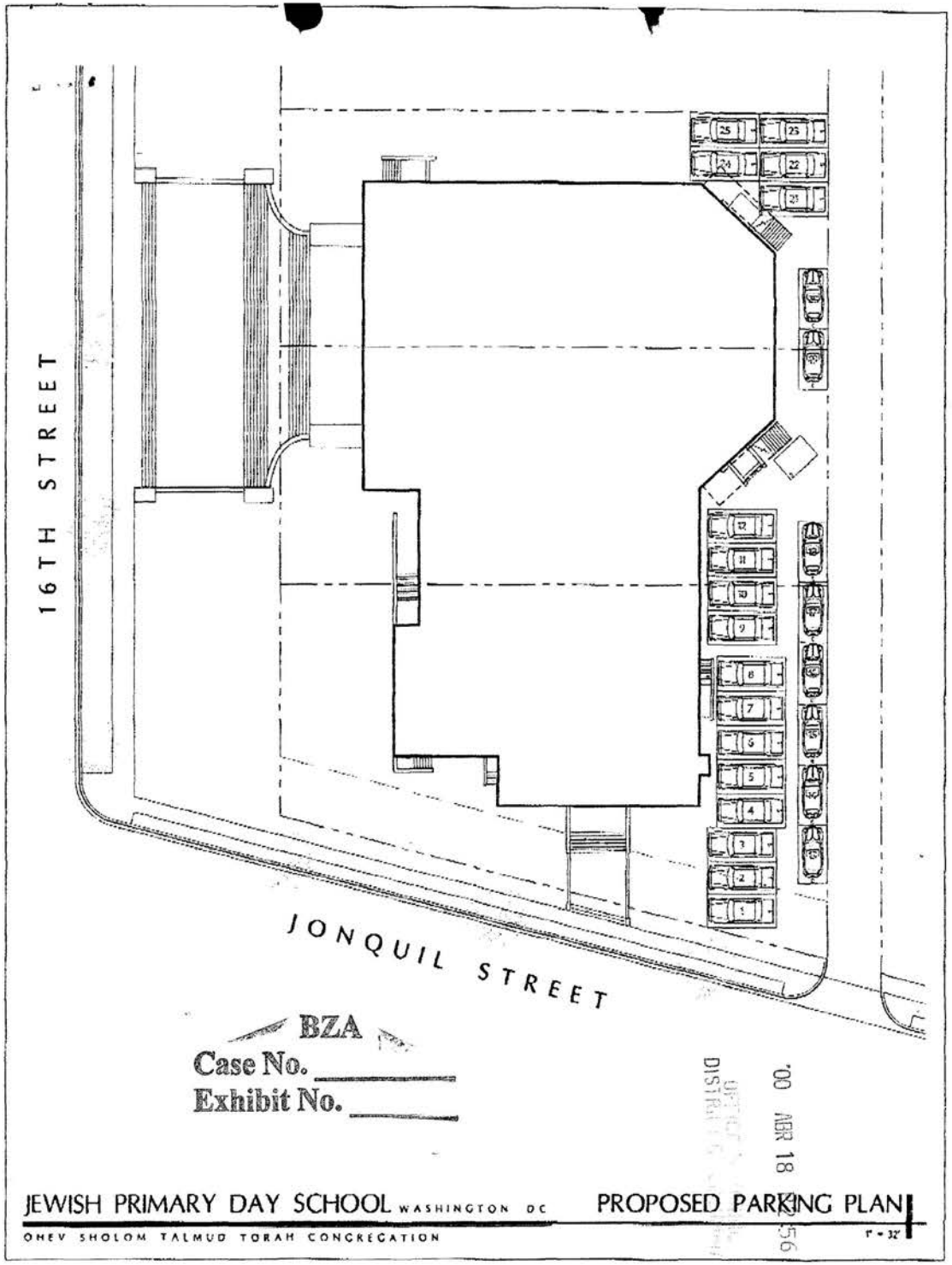
The leadership of the Jewish Primary Day School is enthusiastic about the possibility of resolving community concerns and has asked that I request a meting with the parties to the case and their representatives. The meeting can be held on Saturday beginning at 7:30 p.m. or Sunday afternoon or evening as convenient for members of the community.

I am sending this request by facsimile to you and I will contact you by telephone tomorrow, March 17, 2000 to determine if the parties and representatives have accepted our invitation to meet.

Sincerely,

Madeliene H. Dobbins
not admitted in D.C.

BZA
Case No. 16556
Exhibit No. 300K


16TH STREET
JONQUIL STREET
BZA
Case No.
Exhibit No.
'00 APR 18
JEWISH PRIMARY DAY SCHOOL WASHINGTON DC
OHEV SHOLOM TALMUD TORAH CONGREGATION
PROPOSED PARKING PLAN





CASE No. 16556

EXHIBIT No. 300(j)

300(j)

[300(i) IS THE VIDEO ~~CASSETTE~~ CASSETTE]









