GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 14422, of Chevrah Tifereth Israel, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3101.41 to use the second floor of the subject premises as a child development center for 48 children and 8 staff in an R-1-B District at premises 7701 - 16th Street, N.W., (Square 2739, Lots 36, 37 and 38).

HEARING DATE: May 21, 1986
DECISION DATE: June 4, 1986

FINDINGS OF FACT:

1. The subject site is located on the northeast corner of the intersection of 16th and Juniper Streets, N.W. and is known as 7701 - 16th Street, N.W. The site is located in an R-1-B District.

2. The site is rectangular in shape with a frontage of 165 feet along 16th Street and 148.89 feet on Juniper Street to the south. The site's total land area is 24,566.85 or slightly more than half an acre. A 15 foot public alley adjoins the site on the east side.

3. The site is currently improved with a two story "L" shaped brick synagogue building known as Congregation Tifereth Israel. To the rear of the building is a paved six-space parking area accessible from the alley.

4. The R-1-B District extends to the north, east and south of the site. The surrounding neighborhood is characterized by single-family detached dwelling units with an occassional institutional use. No private dwelling faces the synagogue building. The single house across Juniper Street from the synagogue building faces 16th Street. Directly across 16th Street from the building is the Hanafi Moslem house and another synagogue.

5. The applicant is seeking a special exception to operate a child development center on the site for a maximum of 48 children with 8 staff. The proposed nursery school would be owned and operated directly by the synagogue.

6. The nursery school is planned to initially offer a half-day program Monday through Friday between 9:15 A.M. and 12:00 Noon with an early arrival before school at 8:00 A.M.

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and a lunch program until 1:00 P.M. for families desiring it.

7. The school expects that twenty-five percent of its students will live within walking distance of the school.

8. The school will have one teacher or aide for each six students.

9. The center will use four existing classrooms in the synagogue building.

10. Students at the center will spend the great majority of time indoors. No more than 24 children will ever be outside at one time. The playspace will be on the site located within the knotch of the "L" shaped building so that the playspace is totally shielded on the north and east by the building and bounded on the west by 16th Street and on the south by Juniper Street. Two existing mature trees will shield the playspace from the street. The playspace will not be adjacent to any residence. The playspace will contain natural wood equipment and be fenced with a green coated chain link fence.

11. Children will arrive and leave the school through the entrance to the building on Juniper Street. A school staff member will meet each child at the curb and escort the child to the classroom.

12. At the relevant school arrival and leaving times, 8 to 9:15 A.M. and early afternoon, there is little parking or traffic on Juniper Street at the school entrance.

13. Allowing for those students who walk to the center and for carpooling, fewer than twenty cars should arrive at the center between 8 and 9:15 A.M. and 12 to 1 P.M., representing an average of less than one car every three minutes.

14. The parking area contains room for six automobiles. The Zoning Regulations require one space per four employees. The applicant agreed to mark two spaces as reserved for use by the center.

15. There is no other child development center within 1,000 feet of the proposed center.

16. The Service Facility Regulations Administration of the DCRA, by memorandum dated May 15, 1986, reported that the subject facility could meet all licensing requirements as set forth in the Child Development Facilities Regulation 74-34 and D.C. Law 2-98 when all deficiencies have been corrected.

17. By memorandum dated May 14, 1986, the Office of Planning (OP) recommended conditional approval of the application. The OP reported that the applicant meets the requirements of Paragraph 3101.41 and imposes minimal impacts upon adjacent residential properties to ensure compatibility with the neighborhood while still permitting operation in the manner described by the applicant, OP recommends the imposition of the following conditions:

a. The number of students shall not exceed forty-eight.

b. The Center's hours of operation shall not extend beyond 8:30 A.M. to 12:30 P.M.

c. A minimum of two parking spaces shall be striped and marked as reserved for the CDC in the parking area to the rear of the synagogue.

d. The outside play area shall be located in the southwest corner of the subject site and shall be fenced with a green chain linked fence.

The Board concurs with the reasoning and recommendation of the OP.

18. By letter dated May 13, 1986, Advisory Neighborhood Commission (ANC-4A) reported that it voted to recommend denial of the application listing traffic, noise and inadequate parking as problems that would be associated with the center. The ANC stated that the alley to the rear of the site will be filled with cars. The off-street spaces provided by the Church do not fully accommodate medium sized cars so the cars will protrude into the alley. The number of spaces provided will be insufficient for the center's needs. Many of the residents of Juniper Street are senior citizens. The noise generated by the center will disturb them. The green link fence will visually damage the quality and character of the street. The Board for reasons discussed in its conclusions, does not concur with the recommendation of the ANC.

19. Neighbors of the site testified at the public hearing and/or submitted letters to the record in support of the application on the grounds that the center will have a positive impact on the neighborhood which will outweigh any minor traffic or noise problems created.

20. Neighbors of the site submitted letters to the record in opposition to the application for reasons stated above in the ANC report. CONCLUSIONS OF LAW AND OPINION:

Based on the record, the Board concludes that the applicant is seeking a special exception, the granting of

which requires that the proposal meet the requirements of Paragraph 3101.41 and that the relief requested can be granted in harmony with the general purpose and intent of the Zoning Regulations and the relief will not tend to affect adversely the use of neighboring property.

Paragraph 3101.41 states that a child development center may be approved, provided that:

A. The center shall be capable of meeting all applicable code and licensing requirements.

B. The center shall be so located and designed as to create no objectionable traffic condition and no unsafe condition for picking-up and dropping-off children.

C. The center shall provide sufficient off-street parking spaces to meet the reasonable needs of teachers, other employees and visitors.

D. The center, including any outdoor play space provided, is so located and designed that there will be no objectionable impacts on adjacent or nearby properties due to noise, activity, visual or other objectionable conditions. The Board may require such special treatment in the way of design, screening or buildings, planting and parking areas, signs or other requirements as it shall deem necessary to protect adjacent and nearby properties.

E. Any off-site play area shall be located so as not to result in endangerment to the individuals in attendance at the center in traveling between the play area and the center itself.

F. The Board may approve more than one child development center in a square or within 1,000 feet of another child development center only when the Board finds that the cumulative effect of these facilities will not have an adverse impact on the neighborhood due to traffic, noise operations or other similar factors.

G. Before taking final action on an application, the Board shall submit the application to the Departments of Consumer and Regulatory Affairs (DCRA) and Public Works and the Office of Planning for review and written reports. The referral to the DCRA shall request advise as to whether the proposed center can meet all licensing requirements set forth in the applicable laws of the District of Columbia.

The Board concludes that the applicant has met its burden of proof. The center will be able to meet all applicable code and licensing requirements. No objectionable or unsafe traffic conditions will be created for the picking-up and dropping-off children. The center will provide adequate off-street parking. The center will be located and designed so that no objectionable impacts on adjacent property will result. There will be no off-site play area. There is no other child development center within 1,000 feet of the proposed center.

The Board accords to Advisory Neighborhood Commission 4A the "great weight" to which it is entitled. The Board finds that there is sufficient parking in accordance with the Zoning Regulations. The parking spaces provided will be striped and meet the size requirements. The outdoor play-space will be shielded and a limited number of children will be outside at any one time. Because of its location there will be no adverse impact from the play equipment.

The use as conditioned below will not have an adverse affect on the use of neighboring property. Accordingly, it is ORDERED that the application is GRANTED SUBJECT to the following CONDITIONS:

1. The number of students shall not exceed forty-eight. The number of staff shall not exceed eight.

2. The hours of operation shall not exceed from 8:30 A.M. to 1:00 P.M. Monday through Friday.

3. A minimum of two parking spaces shall be provided on-site for the exclusive use of the subject facility during its hours of operation. The parking spaces shall be paved and striped.

4. All droping-off and picking-up of children shall occur on Juniper Street.

5. The play area shall be located on the southwest corner of the site and shall be fenced with green chain link fencing.

6. The applicant shall designate and continuously maintain a community resident to be laison between the community and the school.

VOTE: 4-0 (William F. McIntosh, Charles R. Norris, Carrie L. Thornhill to grant; Patricia N. Mathews to grant by proxy; Paula L. Jewell not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: _____
EDWARD L. CURRY
Acting Executive Director

FINAL DATE OF ORDER: AUG 7 1986

UNDER SUB-SECTION 8204.3 OF THE ZONING REGULATIONS, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

14422order/LJPT

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 14791, of Chevorah Tifereth Israel to amend Condition No. 2, limiting the hours of operation of the Board's Order dated August 7, 1986 in Application No. 14422, of Chevrah Tifereth Israel, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3101.41 to use the second floor of the subject premises as a child development center for 48 children and 8 staff in an R-1-B District at premises 7701 - 16th Street, N.W., (Square 2739, Lots 36, 37 and 38).

HEARING DATE: May 18, 1988
DECISION DATE: May 18, 1988 (Bench Decision)

FINDINGS OF FACT:

1. The subject site is located on the northeast corner of the intersection of 16th and Juniper Streets, N.W. and is known as 7701 - 16th Street, N.W. The site is located in an R-1-B District.

2. The site is rectangular in shape with a frontage of 165 feet along 16th Street and 148.89 feet along Juniper Street. The site's total area is 24,566.85 square feet. A 15 foot public alley adjoins the site on the east side.

3. The site is currently improved with a two story "L" shaped brick synagogue building known as Congregation Tifereth Israel. A paved six space parking area is at the rear of the building and is accessible from the alley.

4. The R-1-B District extends to the north, east and south of the site. Most of the buildings in the area are single-family detached houses, but a few are devoted to institutional use. No private dwelling faces the synagogue building. The Hanafi Moslem house and another synagogue are directly across 16th Street from the building and are located in an R-1-A District.

5. On August 7, 1986, the Board granted Application No. 14422 for a special exception to allow a child development center in an R-1-B District. The Board's approval was subject to the following conditions:

1. The number of students shall not exceed forty-eight. The number of staff shall not exceed eight.

2. The hours of operation shall not exceed from 8:30 A.M. to 1:00 P.M. Monday through Friday.

3. A minimum of two parking spaces shall be provided on-site for the exclusive use of the subject facility during its hours of operation. The parking spaces shall be paved and striped.

4. All dropping-off and picking-up of children shall occur on Juniper Street.

5. The play area shall be located on the southwest corner of the site and shall be fenced with green chain link fencing.

6. The applicant shall designate and continuously maintain a community resident to be laison between the community and the school.

6. The applicant wishes to extend the center's hours of operation until 4:00 P.M., Monday through Friday, to better serve neighborhood residents.

7. The Service Facility Regulations Administration of the Department of Consumer and Regulatory Affairs reported by a memorandum dated April 20, 1988 that the subject facility could meet all licensing requirements as set forth in 29 DCMR Chapter 3.

8. Children will arrive and leave the school through the entrance to the building on Juniper Street. A school staff member will meet each child at the curb and escort the child to the classroom.

9. Most children will arrive between 8:30 A.M. and 9:15 A.M. and depart in the early afternoon. Few vehicles travel or park on Juniper Street at these times.

10. The parking area has room for six automobiles, and the Zoning Regulations require one space for every four employees. The applicant agreed to mark two spaces as reserved for use by the center.

11. The proposed change would have little impact on local traffic or parking because few children would remain at the center during the extended hours. Most of these children will walk home.

12. The on-site playspace is located in the notch of the "L" shaped building, which shields it to the north and east. The playspace is bounded on the west and south by 16th and Juniper Streets, respectively, but is shielded from

the road by two existing mature trees. The playspace is not adjacent to any residence and is surrounded by a black coated chain link fence. The Board finds that students at the center will spend the great majority of time indoors and that no more than 24 children will ever be outside at one time.

13. There is no other child development center within 1,000 feet of the center.

14. On February 18, 1988, the Board referred the case for review and report to the Office of Planning, the Department of Public Works, and the Department of Consumer and Regulatory Affairs.

15. The Center is in the jurisdiction of Advisory Neighborhood Commission (ANC) 4A, which reported in a letter dated May 10, 1988, that it had voted to recommend the denial of the application because of the applicant's failure to comply with conditions 5 and 6 of the BZA Order dated August 7, 1987. The ANC found the applicant had installed a black fence instead of the green fence required by Condition 5 and failed to appoint the liason required by Condition 6. The Board concurs with the ANC's findings as they relate to the fence, but finds that the applicant only failed to notify the ANC that a liason had been appointed.

Having given the ANC report "great weight" in its decision, the Board nevertheless believes the applicant had no intention to disregard the conditions and is entitled to the relief requested. The Board also finds that conditions 5 and 6 should stand as previously approved.

16. The applicant will provide ANC-4A with formal notice as to the identity of its liason.

17. In a memorandum dated May 8, 1988, the Office of Planning (OP) recommended conditional approval of the application. The OP reported that the center has no adverse impact on noise or traffic and creates no objectionable or unsafe condition. The OP also found that the center meets all applicable code and licensing requirements, provides adequate off-street parking and a shielded play area, and is not within one-thousand feet of any other child development center. The OP recommends that the Board limit its approval to one year to allow timely review of the applicant's compliance with condition 6. The Board concurs with the OP's recommendation but finds that the applicant's intent to keep the ANC informed as to the identity of its liason obviates any reassessment of the center's impact on the surrounding neighborhood.

CONCLUSIONS OF LAW AND OPINION:

The applicant seeks a special exception to extend the operation of an approved child development center beyond those hours permitted by the BZA order dated July 7, 1987. To qualify for the exception, the applicant must show that it meets the requirements of Sub-section 8207.2 and Paragraph 3101.41 of the Zoning Regulations.

Based on the foregoing Findings of Fact, and the evidence of record and the conditions hereinafter imposed, the Board concludes that the applicant has satisfied the requirements of Paragraph 3101.41. The applicant has shown the proposed center will meet all applicable code and licensing requirements, create no unsafe or objectionable traffic condition, provide sufficient off-street parking, and have no objectionable impact on neighboring property. No other center is located in the same block or within one-thousand feet of this facility.

The Board also concludes that the applicant has met the requirements of Sub-section 8207.2. The applicant has shown that the center will be consistent with the general purpose and intent of the Zoning Regulations and will not adversely affect the use of the neighboring property in accordance with the Zoning Regulations and Maps. The Board has accorded to the ANC the "great weight" to which it is entitled. It is therefore ORDERED that the application is GRANTED, SUBJECT to the following CONDITIONS:

1. The number of students shall not exceed forty-eight. The number of staff shall not exceed eight.

2. The hours of operation shall not exceed from 8:30 A.M. to 4:00 P.M. Monday through Friday.

3. A minimum of two parking spaces shall be provided on-site for the exclusive use of the subject facility during its hours of operation. The parking spaces shall be paved and striped.

4. All dropping-off and picking-up of children shall occur on Juniper Street.

5. The play area shall be located on the southwest corner of the site and shall be fenced with green chain link fencing.

6. The applicant shall designate and continuously maintain a community resident to be laison between the community and the school.

VOTE: 4-0 (Elliott Carroll, Paula L. Jewell, Charles R. Norris, and Carrie L. Thornhill to grant; William F. McIntosh not present, not voting).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: _____
EDWARD L. CURRY
Executive Director

FINAL DATE OF ORDER: AUG 2 1988

UNDER SUB-SECTION 8204.3 OF THE ZONING REGULATIONS, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

14791order/LJP40

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

APPLICATION No. 14791

As Acting Executive Director of the Board of Zoning Adjustment, I hereby certify and attest to the fact that a copy of the Order of the Board in the above numbered case, said Order dated AUG 2 19__, has been mailed postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Matthew S. Watson
1233 20th Street, N.W., #501
Wash, D.C. 20036

John Eason, Chairperson
Advisory Neighborhood Commission 4-A
5804-B Georgia Avenue, N.W.
Washington, D. C. 20011

EDWARD L. CURRY
Executive Director

DATE: AUG 2 1988

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15670 of Chevrah Tifereth Israel, pursuant to 11 DCMR 3108.1, for a special exception under Section 206 to increase a child development center from 48 to 65 students and eight to 13 staff in an R-1-B District at premises 7701 16th Street, N.W. (Square 2739; Lots 36, 37 and 38).

HEARING DATE: June 24, 1992
DECISION DATE: July 29, 1992

ORDER

EVIDENCE OF RECORD:

1. The subject site is located on the northeast corner of the intersection of 16th and Juniper Streets N.W. and is known as 7701 16th Street, N.W. The site is located in an R-1-B District.

2. The site is rectangular in shape with a frontage of 165 feet along 16th Street and 148.89 feet along Juniper Street. The site's total area is 24,566.85 square feet. A 15-foot wide public alley abuts the site on the east side.

3. The site is currently improved with a two-story "L" - shaped brick synagogue building known as Congregation Tifereth Israel. A paved, six-space parking area is at the rear of the building and is accessible from the alley.

4. The R-1-B District extends to the north, east and south of the site. Most of the buildings in the area are single-family detached houses, but a few are devoted to institutional use. No private dwelling faces the synagogue building. The Hanafi Moslem house and another synagogue are directly across 16th Street from the building and are located in an R-1-A District.

5. A child development center for 48 children, operating from 8:30 a.m. to 1:00 p.m., was established at the subject site in 1986 pursuant to BZA Order No. 14422. By its Order No. 14791, dated August 2, 1988, the Board amended Condition No. 2 of BZA Order No. 14422 to allow the applicant to extend the hours of operation of the facility for 48 children from 8:30 a.m. to 4:00 p.m.

6. The applicant proposes to increase the number of students from 48 to 65, and to increase the number of staff from eight to 13. In addition, the applicant proposes to change the hours of operation to 8:00 a.m. to 6:00 p.m. The applicant testified that only 35 students would be at the facility during the extended hours from 4:00 p.m. to 6:00 p.m.

7. Children will arrive and leave the school through the entrance to the building on Juniper Street. Children are dropped off and picked up on Juniper Street and are escorted to the facility by parents. A school staff member will meet each child at the curb and escort the child to the classroom.

8. Most children will arrive between 8:30 a.m. and 9:15 a.m. and depart at staggered hours during the afternoon. Few vehicles travel or park on Juniper Street at these times.

9. The parking area has room for nine automobiles, and the Zoning Regulations require one space for every four employees. The applicant agreed to mark three spaces as reserved exclusively for use by the child development center.

10. The proposed change would have little impact on local traffic or parking because few children would remain at the center during the extended hours. Most of these children will walk home.

11. The on-site playspace is located in the notch of the "L" shaped building, which shields it to the north and east. The playspace is bounded on the west and south by 16th and Juniper Streets, respectively, but is shielded from the road by two existing mature trees. The playspace is not adjacent to any residence and is surrounded by a black coated chain link fence. Students at the center will spend the great majority of time indoors, and no more than 32 children will be outside at one time.

12. There is no other child development center within 1,000 feet of the center.

13. On February 25, 1992, the Board referred the case for review and report to the Office of Planning, the Department of Public Works, and the Department of Consumer and Regulatory Affairs.

14. By memorandum dated June 16, 1992, the Office of Planning recommended approval of the application. The OP noted that a child development center facility has existed at the site for six years. The OP was of the opinion that the proposal would not have an adverse impact on noise or traffic and would create no objectionable or unsafe condition. The OP also found that the center meets all applicable code and licensing requirements, provides adequate off-street parking and a shielded play area, and is not within 1,000 feet of any other child development center.

15. By memorandum dated June 16, 1992, the District of Columbia Department of Public Works (DPW) offered no objection to the applicant's request. The DPW was of the opinion that the proposal would have only a minor transportation impact due to the

number of unrestricted parking spaces on adjacent streets and the availability of Metrobus at the subject location.

16. By memorandum received on March 17, 1992, the Service Facility Regulations Administrator of District of Columbia Department of Consumer and Regulatory Affairs indicated that the plan meets the requirements of DCMR 29, Chapter 3, Public Welfare.

17. By letter dated April 8, 1992, Advisory Neighborhood Commission 4A supported the granting of the application. The ANC noted that it had issues and concerns with respect to parking for additional staff members and the traffic impact on the neighborhood but that those concerns were adequately addressed by the applicant.

18. By letter dated April 8, 1992, Neighbors, Inc. supported the granting of the application. The support was based on the high-quality service provided by the facility to parents of all backgrounds in the neighborhood. Neighbors, Inc. was of the opinion that the availabilty of the services offered are essential to attract new families and keep the area demographically and economically viable. Neighbors, Inc. indicated that many of its members live in close proximity to the center and it is unaware of any complaints about the operation or impacts of the facility.

19. Several nearby property owners testified at the public hearing in opposition to the application. The opposition is summarized as follows:

a. The increased capacity of the facility will attract more people into the area, creating parking problems and problems with the provision of fire service due to illegal parking by fire hydrants, and the blocking of alleys during pickup and dropoff of children.

b. On-street parking in the area is adversely affected by the parking of school buses on the surrounding streets during the day.

c. Pickup and drop off of children creates a safety problem because children must cross Juniper Street.

d. The on-site play area is too small and could pose a danger to children due to its close proximity to 16th Street.

e. Noise from the play area, debris and traffic would have an adverse impact on nearby property owners, many of whom are elderly and do not have a need for the facility.

20. Charlene Drew Jarvis, Councilmember for Ward 4, testified at the public hearing in support of the nearby residents in opposition to the application.

21. In rebuttal to the concerns expressed by the opposition, the applicant's representative testified that:

a. No buses are operated by the child development center facility.

b. The child development center is closed during the summer.

c. Hebrew School is conducted on the site during the summer months for between 150 and 200 students. Buses are used to transport children to Hebrew School.

d. The applicant would be willing to work with the community to ease any impacts created by use of the premises for any purpose.

22. By letters dated July 27, 1992, ANC-1A and Councilmember Jarvis submitted a post-hearing request for the Board to delay consideration of the application for 30 days to afford the ANC an opportunity to reconsider its position based on concerns expressed by area residents.

23. At its public meeting of July 29, 1992, the Board denied the request to delay its decision. The Board notes that the issues and concerns of area residents were adequately presented at the public hearing on the case.

FINDINGS OF FACT:

1. The Board finds that the proposed facility is capable of meeting all applicable code and licensing requirements. The facility is not likely to create objectionable traffic conditions or an unsafe condition for picking up and dropping off children. The facility provides the requisite number of on-site parking spaces. The outdoor play area is located and designed to prevent objectionable impacts due to noise or activity, or visual or otherwise objectionable conditions.

2. The Board finds that the facility is capable of meeting all applicable code and licensing requirements for the proposed capacity of 65 children. With respect to the play area, the Board notes that the DCRA determines the requisite size, staffing requirements, and child safety measures and further that no certificate of occupancy would be issued for the proposed facility until all such criteria have been satisfied.

3. The Board finds that the applicant proposes to provide three on-site parking spaces at the rear of the site for the exclusive use of the facility, and therefore, is in compliance with the requirements of the Zoning Regulations.

4. The Board finds that there are no other community child development centers located within the subject square or within 1,000 feet of the site.

5. The Board finds that the facility has existed at the subject site for some time whithout any evidence of adverse conditions related to noise or traffic. The proposed increase in the number of children will not have a major impact on traffic generation. Drop off and pickup of children arriving by automobile would have minimal impacts on traffic patterns because parents utilize existing on-street parking areas and children are escorted to and from the facility by parents or staff members. The use of buses and the number of children attending Hebrew School at the subject site is not before the Board.

6. The establishment of a child development center for more than 15 children is permitted as a special exception in an R-5-A District. The Zoning Commission has determined that such use is appropriate for residentially zoned areas provided the applicant complies with the criteria set forth in Section 206 of the Zoning Regulations. The Board finds that the applicant has demonstrated such compliance and the facility will not be out of character with the surrounding residential area. The Board further notes that, as hereinafter conditioned, the applicant must establish a liaison to work with the community to alleviate any impacts caused by activities at the subject site.

CONCLUSIONS OF LAW AND OPINION:

Based on the foregoing findings of fact and evidence of record, the Board concludes that the applicant is seeking a special exception, the granting of which requires that the proposal meets the requirements set forth in 11 DCMR 206 and 3108.1, that the relief requested can be granted as being in harmony with the general purpose and intent of the Zoning Regulations. The Board further concludes that the relief granted will not tend to affect adversely the use of neighboring property. The Board concludes that the applicant has met the requisite burden of proof.

The Board further concludes that the special exception will be in harmony with the general intent and purpose of the Zoning Regulations and Map and, as herein after conditioned, will not tend to adversely affect the use of neighboring property in accordance with the Zoning Regulations and Map. The Board further concludes that it has accorded the Advisory Neighborhood Commission the "great weight" to which it is entitled. Accordingly, it is

hereby ORDERED that the application is GRANTED, SUBJECT to the following CONDITIONS:

1. Approval shall be for a period of THREE YEARS.

2. The number of students shall not exceed 65 children during a 24-hour period.

3. The number of staff shall not exceed 13 full and part-time employees.

4. The hours of operation shall be from 8:00 a.m. to 6:30 p.m., Monday through Friday.

5. A minimum of three parking spaces shall be provided on the site for the exclusive use of the facility during its hours of operation.

6. All dropping off and picking up of children shall occur from Juniper Street.

7. The on-site play area shall be located at the southwest corner of the site.

8. The applicant shall establish and maintain a Community Liaison/Advisory Council which shall provide a forum for addressing issues and concerns of the day care facility and the community. The council shall meet no less than quarterly and more often if necessary. Items to be addressed shall include, but not be limited to, issues relative to fire safety measures; recruitment of children from the immediate community; problems with traffic and parking during drop off and pickup of children; and, the impact on the community of activities at the site, such as summer camp. Notice of the meetings of the advisory council shall be mailed to all property owners within 200 feet of the site at least one week in advance of all council meetings.

VOTE: 4-0 (Angel F. Clarens, Maybelle Taylor Bennett, Paula L. Jewell and Carrie L. Thornhill to grant; Sheri M. Pruitt not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Director

FINAL DATE OF ORDER: MAR 7 1994

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

ord15670/SS/LJP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

BZA APPLICATION NO. 15670

As Director of the Board of Zoning Adjustment, I hereby certify and attest to the fact that on MAR 7 1994 a copy of the order entered on that date in this matter was mailed postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Mathew S. Watson
Morris Deutch
1233 20th Street, N.W. Suite 501
Washington, D.C. 20036

David Posner, Asst. Exe. Director
D.C. Jewish Community Center
Chevrah Tifereth Israel
7701 16th Street, N.W.
Washington, D.C. 20012

Leonard Thornton
1433 Juniper Street, N.W.
Washington, D.C. 20012

Charlene Drew Jarvis
D.C. Councilmember - Ward 4
District Building, 2nd Floor
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

Joseph H. Hairston, Chairperson
Advisory Neighborhood Commission 4-A
7600 Georgia Avenue, N.W., #205
Washington, D.C. 20012

Geraldine S. Beard
1429 Juniper Street, N.W.
Washington, D.C. 20012

Larry Smith
1434 Juniper Street, N.W.
Washington, D.C. 20012

Frances Lewis
1446 Jonquil Street, N.W.
Washington, D.C. 20012

Nansie Word
1430 Jonquil Street, N.W.
Washington, D.C. 20012

Madeliene H. Robinson

MADELIENE H. ROBINSON
Director

DATE: MAR 7 1994

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 15638 of the Adas Israel Hebrew Congregation, pursuant to 11 DCMR 3108.1, for a special exception under Section 207 to establish a private school of 38 students, grades 1 through 3, and a staff of ten on the second floor in an R-5-A District at premises 2850 Quebec Street, N.W., (Square 2225, Lot 11).

HEARING DATE: March 11, 1992
DECISION DATE: March 11, 1992 (Bench Decision)

SUMMARY ORDER

The Board duly provided timely notice of public hearing on this application, by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 3C and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of (ANC) 3C. ANC 3C, which is automatically a party to the application submitted issues and concerns by letter dated March 10, 1992 in support of the application.

As directed by 11 DCMR 3324.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR 207. No person or entity appeared at the public hearing in opposition to the application or otherwise requested to participate as a party in opposition to this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108, and that the requested relief can be granted as in harmony with the general purpose and intent of the Zoning Regulations and Map and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore ORDERED that the application is GRANTED, SUBJECT to the following CONDITIONS:

1. Approval shall be for a period of TEN YEARS.

2. The number of students in the private school shall be limited to 38, and the number of staff shall be limited to ten.

3. The hours of operation shall be between 8:30 a.m. and 3:30 p.m. Monday through Friday.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is not prohibited by law.

VOTE: 5-0 (Paula L. Jewell, Maybelle Taylor Bennett, Angel F. Clarens, Sheri M. Pruitt and Carrie L. Thornhill to grant).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Acting Director

FINAL DATE OF ORDER: MAR 27 1992

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 16027 of the Adas Israel Hebrew Congregation, pursuant to 11 DCMR 3108.1, for a special exception under Section 206 to increase an existing private school from 38 to 185 children and 10 to 25 staff on the second floor in an R-5-A District at premises 2850 Quebec Street, N.W. (Square 2225, Lot 11).

HEARING DATE: **February 8, 1995**
DECISION DATE: **February 8, 1995 (Bench Decision)**

SUMMARY ORDER

The Board provided proper and timely notice of public hearing on this application by publication in the D.C. Register, and by mail to Advisory Neighborhood Commission (ANC) 3C and to owners of property within 200 feet of the site.

The site of the application is located within the jurisdiction of ANC 3C. ANC 3C, which is automatically a party to the application, submitted written issues and concerns in support of the application.

As directed by 11 DCMR 3324.2, the Board has required the applicant to satisfy the burden of proving the elements which are necessary to establish the case for a special exception pursuant to 11 DCMR 206. No person or entity appeared at the public hearing in opposition to the application or otherwise requested to participate as a party in this proceeding. Accordingly, a decision by the Board to grant this application would not be adverse to any party.

Based upon the record before the Board, the Board concludes that the applicant has met the burden of proof, pursuant to 11 DCMR 3108, and that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Map. It is therefore ORDERED that the application is GRANTED, SUBJECT to the following CONDITIONS:

1. Approval shall be for a period of FIVE YEARS.

2. The number of students in the private school (JPDC) shall not exceed 185.

3. The number of staff in the school shall be limited to 25 persons.

4. The regular school hours shall be 8:30 a.m. to 3:30 p.m.

5. All outdoor recreation activities shall take place under staff supervision and shall be confined to the designated and secured play space in the parking lot and/or another play area.

6. The applicant shall institute appropriate traffic management programs including drop-off, pick-up and carpooling to minimize adverse impacts on the surrounding area. The applicant will inform parents of the nursery school and day school students, that after dropping off or picking up their children they must proceed through the parking lot and exit via the Porter Street driveway.

7. The applicant shall prohibit Metro commuters from using the parking lot for day parking.

8. Trash shall be picked up at least twice weekly.

9. Any lighting used to illuminate the parking lot shall be so arranged that all direct rays of such lighting are confined to the surface of the parking lot.

10. The trash dumpster shall be properly screened.

11. The applicant shall establish and maintain a liaison with ANCs 3C and 3E and meet at least on an annual basis to discuss and resolve issues that may arise from time to time due to the impact of the school on the surrounding area.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is appropriate in this case.

VOTE: 4-0 (Maybelle Taylor Bennett, Susan Morgan Hinton, Laura M. Richards and Craig Ellis to grant; Angel F. Clarens not present, not voting).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Madeliene H. Robinson
MADELIENE H. ROBINSON
Director

FINAL DATE OF ORDER: FEB 17 1995

PURSUANT TO D.C. CODE SEC. 1-2531 (1987), SECTION 267 OF D.C. LAW 2-38, THE HUMAN RIGHTS ACT OF 1977, THE APPLICANT IS REQUIRED TO COMPLY FULLY WITH THE PROVISIONS OF D.C. LAW 2-38, AS AMENDED, CODIFIED AS D.C. CODE, TITLE 1, CHAPTER 25 (1987), AND THIS ORDER IS CONDITIONED UPON FULL COMPLIANCE WITH THOSE PROVISIONS. THE FAILURE OR REFUSAL OF APPLICANT TO COMPLY WITH ANY PROVISIONS OF D.C. LAW 2-38, AS AMENDED, SHALL BE A PROPER BASIS FOR THE REVOCATION OF THIS ORDER.

UNDER 11 DCMR 3103.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

ord16027/TWR/LJP

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No.16027 of Adas Israel Hebrew Congregation, pursuant to 11 DCMR 3108.1, for a special exception under Section 206 to increase an existing private school from 38 to 185 children and 10 to 25 staff on the second floor in an R-5-A District at premises 2850 Quebec Street, NW (Square 2225, Lot 11).

HEARING DATE: February 8, 1995
DECISION DATE: February 8, 1995 (Bench Decision)

DISPOSITION : The Board **GRANTED** the application by a vote of 4-0 (Maybelle Taylor Bennet, Susan Morgan Hinton, Laura M. Richards and Craig Ellis).

MODIFICATION ORDER

By correspondence dated March 23, 1999 and May 25, 1999, The Adas Israel Hebrew Congregation requested the Board of Zoning Adjustment to extend the use of the Summary Order on this application so that they can continue the current use for the duration of the school's academic period. The Board considered the motion at its June 2, 1999 meeting

The Applicant submitted a copy of the Certificate of Service indicating that all the original parties had been served with a copy of the letter requesting this modification.

Based upon the record before the Board, the Board concludes that the requested relief can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map. The Board further concludes that granting the requested relief will not tend to affect adversely the use of the neighboring property in accordance with the Zoning Regulations and Map. It is therefore **ORDERED** that this motion be **GRANTED, SUBJECT** to the following **CONDITIONS:**

1. Approval shall be until June 30, 2000.
2. The number of students in the private school (JPDC) shall not exceed 185.
3. The number of staff shall be limited to 25 persons.
4. The regular school hours shall be 8:30 a.m. to 3:30 p.m.

5. All outdoor recreation activities shall take place under staff supervision and shall be confined to designated and secure play space in the parking lot and/or another play area.

6. The Applicant shall install appropriate traffic management programs including drop-off, pick-up carpooling to minimize adverse impacts on the surrounding area. The applicant will inform parents of the nursery and day school students, that after dropping off or picking up their children, they must proceed through the parking lot and exit via the Porter Street exit.

7. The Applicant shall prohibit Metro commuters from using the parking lot for day parking.

8. Trash shall be picked up at least twice a week.

9. Any lighting used to illuminate the parking lot shall be so arranged that all direct rays of such light be confined to the surface of the parking lot.

10. The trash dumpster shall be properly screened.

11. The Applicant shall establish and maintain a liaison with ANCs 3C and 3E and meet at least on an annual basis to discuss and resolve issues that may arise from time to time due to the impact of the school on the surrounding area.

Pursuant to 11 DCMR 3301.1, the Board has determined to waive the requirement of 11 DCMR 3331.3 that the order of the Board be accompanied by findings of fact and conclusions of law. The waiver will not prejudice the rights of any party, and is appropriate in this case.

Vote: 3-0 (Betty King, Jerry Gilreath and Sheila Cross Reid to grant).

BY ORDER OF THE BOARD OF ZONING ADJUSTMENT.

ATTESTED BY: Jerrily R. Kress
JERRILY R. KRESS, FAIA
Director

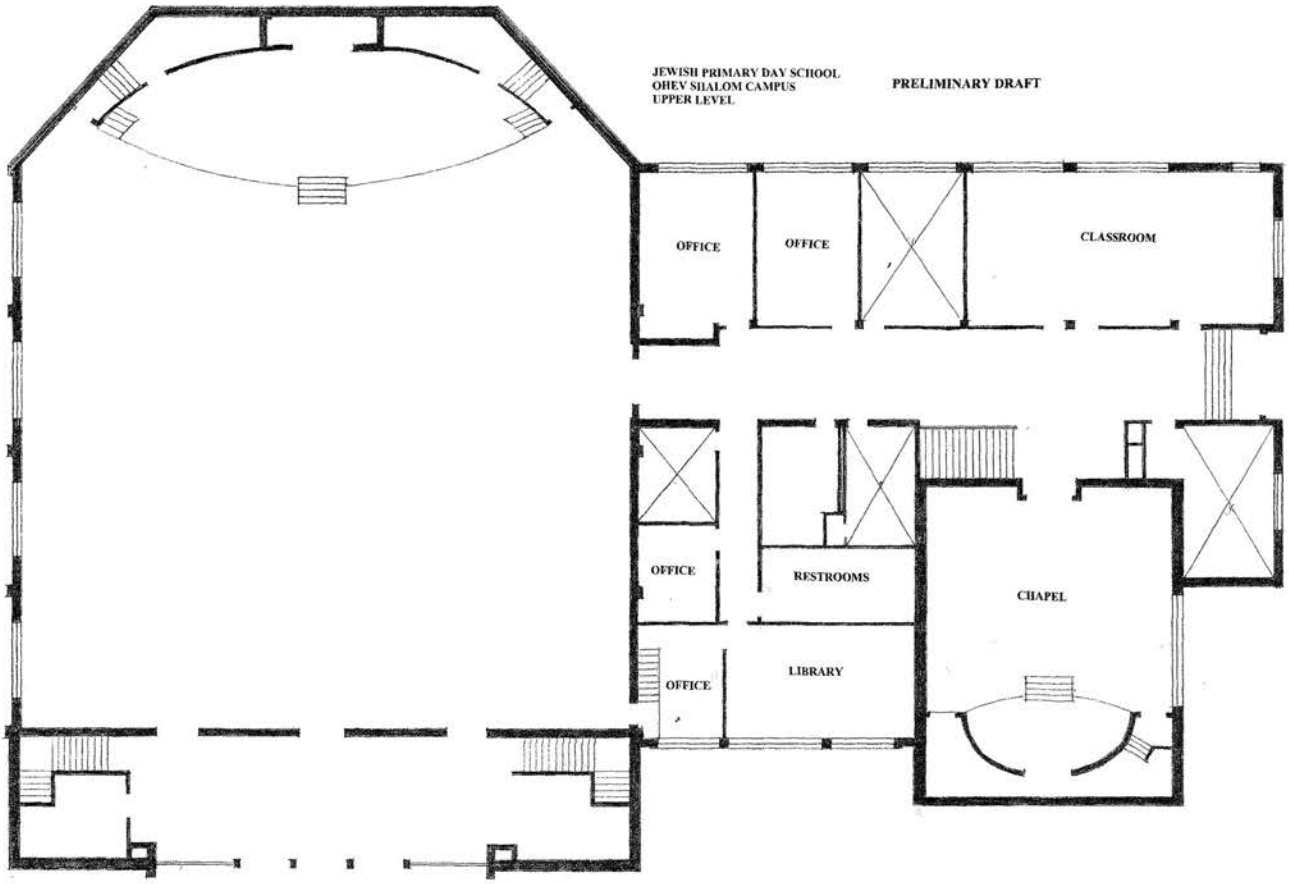
Final Date of Order: SEP 24 1999

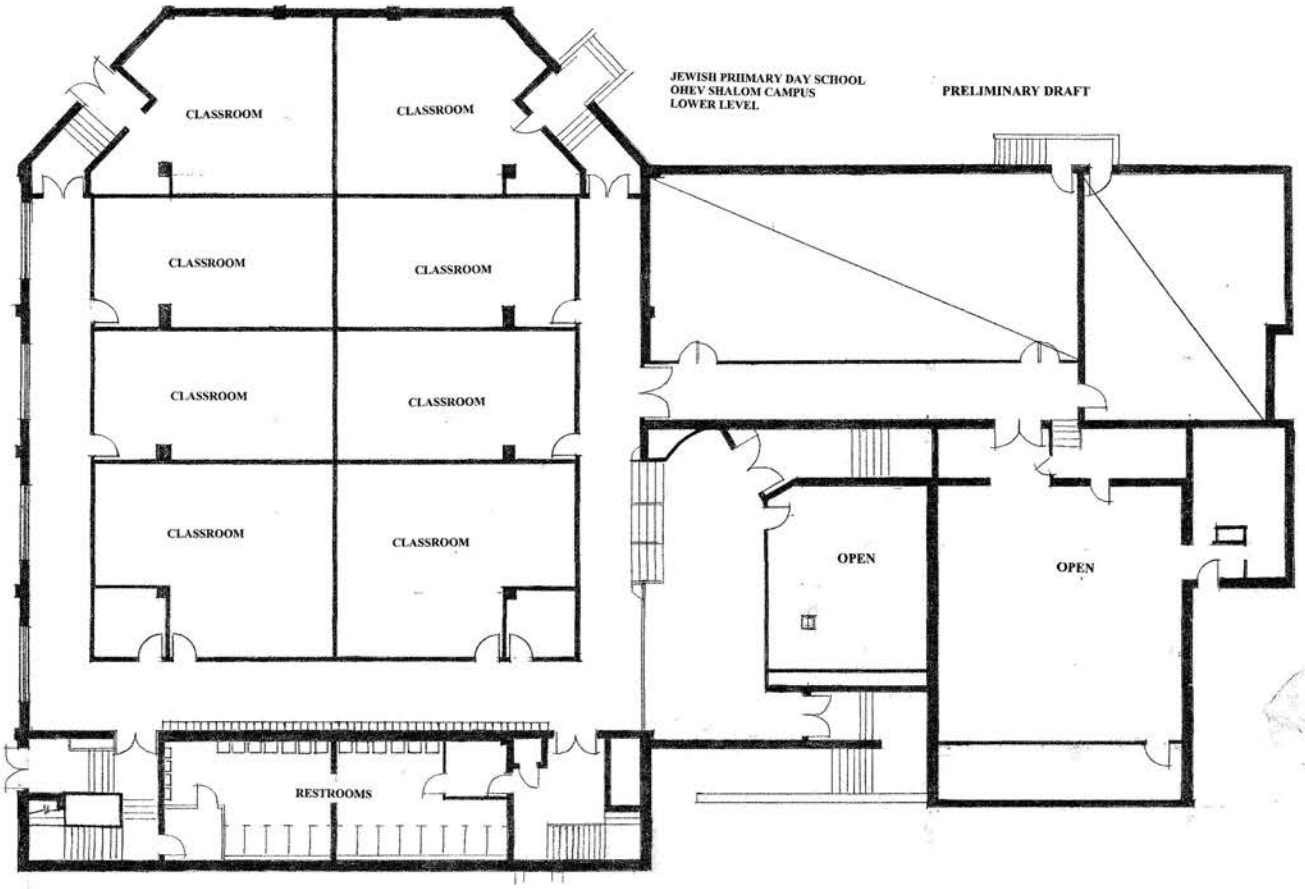
UNDER 11 DCMR SUBSECTION 3101.1, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

MO/16027/poh

JEWISH PRIMARY DAY SCHOOL
OHEV SHALOM CAMPUS
UPPER LEVEL

PRELIMINARY DRAFT




JEWISH PRIIMARY DAY SCHOOL
OHEV SHALOM CAMPUS
LOWER LEVEL
PRELIMINARY DRAFT
CLASSROOM
CLASSROOM
CLASSROOM
CLASSROOM
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OPEN
OPEN
RESTROOMS

JEWISH PRIMARY DAY SCHOOL OF THE NATION'S CAPITAL
Traffic Impact Analysis

Prepared For

Jewish Primary Day School of the Nation's Capital
Washington, D.C.

Prepared by



Gorove/Slade Associates, Inc.
1140 Connecticut Avenue NW
Suite 700
Washington, D.C. 20036
202-296-8625

February 24, 2000

INTRODUCTION

The Jewish Primary Day School of the Nation's Capital (JPDSNC) is currently located at Adas Israel Congregation, on Connecticut Avenue, north of Porter Street in northwest Washington, DC. The school consists of 180 students (kindergarten through sixth grade). School is in session from 8:30 A.M. until 3:15 P.M. for first through sixth grades, and 8:50 A.M. until 3:15 P.M. for the kindergarten class. There is an average of twenty-five students a day, who currently attend an after-school program, which lasts from 3:15-6:30 P.M.. The students are picked up at various times during the program and very few students attend the program until it ends at 6:30 P.M.

The JPDSNC is in the process of acquiring a property in the Forest Hills Neighborhood on Chesapeake Street, and plans to construct a new school building which could potentially accommodate a maximum of 350 students. The JPDSNC plans on relocating to this permanent facility in the Fall of 2003. The JPDSNC would like to temporarily relocate at Ohev Sholom Talmud Torah and Tifereth Israel Congregation during their acquisition of the Forest Hills Property and construction of their new school facility, for three years, with a maximum of 205 students (kindergarten through sixth grade). The school would locate 120 students (kindergarten through third grade) at Ohev Sholom Talmud Torah, and 85 students (fourth grade through sixth grade) at Tifereth Israel Congregation.

This report will address the traffic impact of this temporary relocation between the two synagogues, and discuss the traffic management measures that will be utilized to minimize this traffic impact in the Shepherd Park Neighborhood and surrounding community. The traffic impact of the school relocation will be quantified by comparing selected existing intersection traffic volumes and school traffic queues, to future intersection traffic volumes and traffic queues, under the school traffic management plan.

EXISTING JPDSNC TRAFFIC CONDITIONS

Traffic & Parking Characteristics

Existing school traffic volumes were collected from Monday, September 13, 1999 to Wednesday, September 15, 1999 from 7:30-9:30 A.M., and 2:30-4:00 P.M.. Traffic counts were conducted in the Shepherd Park Neighborhood on Thursday, January 13, 2000, during the time periods that coincided with the start and dismissal times of the existing school. Existing school traffic counts are used to determine existing trip generation and the peak study time periods. Based on these counts, the hours of highest activity at the existing school were determined to be 8:00-9:00 A.M. and 2:45-3:45 P.M..

The JPDSNC currently has 180 students and these students arrive at the school in 92 vehicles. Approximately half of the students arrive at the school in a carpool and a couple of students currently utilize the Metro to arrive at school, giving the school a morning student-vehicle ratio of approximately two students per vehicle. The afternoon student-vehicle ratio is significantly higher (approximately 2.7 students per vehicle) than the morning ratio, because there is a higher rate of carpooling during the afternoon.

The JPDSNC staff are the first to arrive at the school. There are currently 34 school faculty members (part-time and full-time), who utilize a maximum of 25 parking spaces at the school's existing location. All of the school staff arrives before the beginning of the A.M. peak hour, which is from 8:00-9:00 A.M.. The school has virtually all of its traffic arrive between 8:15-8:45 A.M, for the 8:30 A.M. (1st grade through 6th grade) and the 8:50 A.M. (kindergarten) start times. The vehicle queue that formed during the morning peak hour was a maximum of five vehicles in length.

The school's P.M. peak period lasts from 2:45-3:45 P.M., however, a majority (approximately 95%) of the school traffic currently arrives at the school between 3:00-3:30 P.M.. The largest fifteen-minute period traffic volume occurs between 3:00-3:15 P.M., right before the end of school (3:15 P.M.). The afternoon vehicle queue started to form around 3:00 P.M. and lasted until approximately 3:40 P.M., reaching its maximum length of 24 vehicles at 3:15 P.M..

Other non-peak hour traffic consists of regular school hour traffic between the A.M. and P.M. peak hours (9:00 A.M.-2:30 P.M.) and post P.M. peak hour traffic, during the after school program. School traffic volumes between the A.M. and P.M. peak hours is fairly small and irregular. School traffic generated after the P.M. peak hour consists of school staff leaving the school for the day and parents driving to/from the school to pick up students from the after school program. School staff regularly leave the JPDSNC within an hour of the end of school (3:15-4:15 P.M.), except on Mondays, when school staff leave approximately an hour to an hour and a half later, due to a weekly staff meeting. Students attending the after school program are picked up at various times during the program, which lasts from 3:30-6:30 P.M.. Overall, the impact of school traffic upon local streets during the non-peak hours is negligible.

Traffic Management Plan

The JPDSNC facilitates student carpooling by providing each family with a list of names and residences for every other family that has a student currently enrolled at the school, which reduces the number of vehicles driving to/from the school to drop-off/pickup students. In addition, the school uses school staff to monitor the vehicles that drive to the school to pickup students in the afternoon. The monitors facilitate the afternoon student pickup by ensuring that the students are ready by their pickup time and get into their pickup vehicle in a quick and orderly manner. As part of the outside on-site school traffic management effort, a school staff person is also stationed by the synagogue parking lot exit to ensure that the "no left-turn" restriction is followed, and parents currently follow a fixed route to drop-off and pickup students.

EXISTING SHEPHERD PARK AREA TRAFFIC CONDITIONS

Existing Roadway Network

The proposed JPDSNC site at Tifereth Israel Congregation is bounded by Juniper Street to the south, 16th Street to the west, and an alley to the east. The Ohev Sholom Talmud Torah site is bounded by Jonquil Street to the north, 16th Street to the east, and an alley to the west. The roadways within the study area are described below (Figure 1).

- 14th Street is a north-south collector roadway that extends from Maryland from the north to the Walter Reed Army Medical Center, in the south. In the vicinity of the site, 14th Street is a two-lane collector roadway with parking permitted on both sides of the street. 14th Street is signalized at Kalmia Road in the vicinity of the site.

- 16th Street is a north-south arterial roadway that extends from Georgia Avenue from the north to H Street to the south. In the vicinity of the site, 16th Street is a four-lane divided arterial roadway with parking permitted on both sides of the street, during non-rush periods. 16th Street is signalized at Kalmia Road and Holly Street, in the vicinity of the site.

- Kalmia Road is a two-lane east-west collector roadway that extends from East Beach Drive in the west to Georgia Avenue in the east. Kalmia Road is signalized at 16th Street and signalized at 14th Street, in the vicinity of the site.

- 17th Street is a short two-lane north-south local roadway that extends from Kalmia Road in the north to Juniper Street in the south.

- Juniper Street is a two-lane east-west local roadway that extends from a court in the west to 12th Street in the east. Juniper Street is stop-controlled at 16th Street and stop-controlled at 14th Street, in the vicinity of the site.

- Jonquil Street is a two-lane east-west local roadway that extends from 17th Street in the west to 13th Street in the east. Jonquil Street is stop-controlled at 16th Street and stop-controlled at 14th Street, in the vicinity of the site.

- Holly Street is a two-lane east-west local roadway that extends from 17th Street in the west to 12th Street in the east. Holly Street is signalized at its intersection with 16th Street and stop-controlled at its intersection with Juniper Street and 17th Street, in the vicinity of the site.

Existing Traffic Volumes

The A.M. peak hours are slightly different for the JPDSNC and surrounding neighborhood street network. The neighborhood A.M. peak hour exists from 7:45-8:45 A.M., and the school A.M. peak hour exists from 8:00-9:00 A.M.. The school and neighborhood P.M. peak hours are very different, with the school P.M. peak hour lasting from 2:45-3:45 P.M. and the neighborhood street peak hour occurring approximately from 5:00-6:00 P.M. Existing A.M. and P.M. peak period volumes are shown in Figure 2.

Existing Parking

The only times on-street parking is not allowed on 16th Street, are between the hours of 7:00-9:30 A.M. and 4:00-6:30 P.M., Monday through Friday. Parking is allowed for the Tifereth Israel Congregation Synagogue along the north side of Juniper Street, between the alley driveway and 16th Street.

Two-hour, non-permit parking is allowed on both sides of Juniper Street from 7:00 AM-8:30 P.M., Monday through Friday, east of 16th Street. Juniper Street west of 16th Street is significantly narrower than the portion east of 16th Street, however, so the 7:00 AM-8:30 P.M. parking restriction for non permit holders applies to the northside of the street, and there is no parking allowed along the southside of the street, west of 16th Street. The on-street parking restrictions for Jonquil Street mirror the Juniper Street on-street parking restrictions, with the 7:00 A.M.-8:30 P.M. parking restriction on both sides of the street, east of 16th Street, and the 7:00 A.M.-8:30 P.M. restriction only on the northside of Jonquil Street, west of 16th Street.

Existing Capacity Analysis

A capacity analysis was performed to determine the existing Level of Service (LOS) for the A.M. and P.M. peak hours for the intersections which will be directly impacted by school traffic. The Traffic Management Plan described in the next chapter includes a "fixed traffic route" component which limits the impacts of its school to two intersections:

- 16th Street/Juniper Street
- 16th Street/Jonquil Street

Existing traffic volumes were collected on Thursday, January, 13, 2000, from 7:30-9:30 A.M. and 2:30-4:00 P.M., for these two intersections. The major commuter through movements at the intersections of 16th Street with Juniper Street and Jonquil Street operate at very good levels of service during the AM and PM peak hours. The minor eastbound and westbound approaches to 16th Street from Juniper Street and Jonquil Street experience significantly longer delays due to high commuting volumes along 16th Street. This is the case at many of the unsignalized intersections along 16th Street. However, the traffic signals at Kalmia Street and at Holly Street provide breaks within the morning and afternoon to allow for motorists waiting on the minor approaches to 16th Street to turn left or right safely.

JPDSNC TRAFFIC MANAGEMENT PLAN

The following list presents the objectives of the JPDSNC Traffic Management Plan, and how the school plans to meet each of the objectives:

- Reduce School Traffic Volume to Lowest Possible Level

Additional Carpooling

The JPDS currently has a strong history of carpooling, with a morning student/vehicle occupancy rate of nearly two students for every vehicle. This ratio is significantly higher in the afternoon (approximately 2.7 students for every vehicle). We believe that by assigning three different parents the task of organizing the school carpool program, the morning ratio may be increased to approximately 2.5 students for every vehicle, which would mean a 20% reduction in morning school traffic.

The JPDSNC currently has 92 vehicles driving to/from the school during the A.M. peak hour, with a student/vehicle occupancy ratio averaging approximately two students for every vehicle. If this ratio is increased to an average of 2.5 students for every vehicle, the number of vehicles traveling to/from the 205-student school would decrease to 82 vehicles during the A.M. peak period.

Off-Site Van Shuttle

In addition to implementing a more aggressive carpool program, the JPDSNC will use two vans to shuttle some of the students and teachers between the Tifereth Israel Congregation/Ohev Sholom Talmud Torah locations and a remote staging area(s) outside of the Shepherd Park Neighborhood. The remote shuttle locations will be located where the students are geographically-focused. Both shuttle vans would carry a combined minimum of 30 students (15 students per van), and this would further reduce the A.M. peak hour school traffic volume by another 14 vehicles, giving the school a total A.M. peak hour traffic volume of 68 vehicles.

- Minimize School Traffic on Neighborhood Streets

Fixed Traffic Route

School traffic which would ordinarily need to make a left-turn off of 16th Street onto Jonquil Street or Juniper Street, in order to access/leave either Tifereth Israel Congregation or Ohev Sholom Talmud Torah, would be required to follow fixed routes while traveling to/from the synagogues. The fixed routes would incorporate a "right-turn only" restriction on the parents, while on 16th Street (please see following section). These fixed routes would force school traffic to use larger neighborhood roads, and prevent the traffic from driving past Shepherd Elementary School and the Lowell School. These routes would be enforced by the school and potentially the neighborhood residents, who could identify school vehicles through school decals and could report the stray vehicles to the school through the school's neighborhood hotline.

The following route would be used by traffic approaching Tifereth Israel Congregation from the north, instead of turning left off of 16th Street onto Jonquil Street or Juniper Street (Figure 3):

- 16th Street, southbound
- Left onto Eastern Avenue
- Right onto Georgia Avenue (southbound)
- Right onto Alaska Avenue
- Right onto 16th Street
- Right onto Jonquil Street
- Right into the alley behind Tifereth Israel Congregation

The following route would be used by southbound traffic, leaving Tifereth Israel Congregation, instead of turning left off of Juniper Street onto 16th Street (Figure 4):

- Right onto 16th Street (northbound)
- Right onto Eastern Avenue
- Right onto Georgia Avenue
- Right onto Alaska Avenue
- Left onto 16th Street (southbound)

The following route would be used by traffic approaching Ohev Sholom Talmud Torah from the south, instead of turning left off of 16th Street onto Jonquil Street or Juniper Street (Figure 5):

- 16th Street, northbound
- Right onto Alaska Avenue
- Left onto Georgia Avenue
- Left onto Eastern Avenue
- Left onto 16th Street (southbound)
- Right onto Juniper Street
- Right into alley behind Ohev Sholom Talmud Torah

The following route would be used by northbound traffic, leaving Ohev Sholom Talmud Torah, instead of turning left off of Juniper Street onto 16th Street (Figure 6):

- Right onto 16th Street (southbound)
- Left onto Aspen Street
- Left onto Georgia Avenue, or

- Right onto 16th Street
- Right onto Sherrill Drive
- Right onto Beach Drive

- Minimize Impact Upon 16th Street Traffic

"Right Turn Only" School Traffic Route

The JPDSNC would adopt a "right-turn only" restriction for school traffic using 16th Street. School traffic would only be allowed to turn right, either onto or off of, 16th Street. The proposed fixed routes were created to incorporate this restriction, which would be used to prevent lengthy wait times for neighborhood vehicles turning left from Juniper and Jonquil Streets, onto 16th Street during periods of heavy traffic volumes.

Minimize Need for Children to Cross 16th Street During Peak Traffic Periods

Parents who have a younger student that needs to be at Ohev Sholom Talmud Torah and an older student who needs to be at Tifereth Israel Congregation, will drop the students off at Ohev Sholom Talmud Torah. The shuttle van(s) will be used to drive the older children to Tifereth Israel Congregation, using a route designated by the JPDSNC, which crosses 16th Street at a signalized intersection.

- Avoid Conflict With Other Area School(s) Traffic

Coordinate School Hours With Other Local Institutions

Schools located in the immediate area were contacted, including: Shepherd Elementary School, The Lowell School, and The Washington Ethical Society. The Washington Ethical Society is going to move to another location before the start of the next academic year, and will no longer be located in the immediate area. JPDSNC has found out the school hours for Shepherd Elementary School and The Lowell School, and will adjust its start time from 8:30 A.M. to 8:25 A.M, to avoid conflicting with traffic traveling to and from these schools. As a result, the JPDSNC will end fifteen minutes later, at 3:30 P.M.

The Walter Reed Army Medical Center has different shift changes for each department. As a result, the Medical Center is unlikely to have significant periods of existing traffic generation, because its traffic is spread throughout the day. The Medical Center has also implemented a transportation management plan that is expected to reduce its traffic by 25%.

- Minimize Student Loading/Unloading Operational Use of Neighborhood Streets

Efficient Loading/Unloading Operation

This proposed traffic management plan is tailored to meet the site opportunities and constraints at both Ohev Sholom Talmud Torah and Tifereth Israel Congregation, and work to minimize the morning and afternoon vehicle queues that form as parents are dropping off/picking up students. Currently, the average A.M. peak hour queue is five vehicles. Under this proposed traffic management plan, the projected maximum morning queues are projected to average no more than three vehicles at either Tifereth Israel Congregation or Ohev Sholom Talmud Torah. This reduction results from increased carpooling, a van shuttle service, and the division of the school student population between the two synagogues.

The current afternoon queue at the JPDSNC, averages a maximum length of twenty-four vehicles. The future afternoon queues are projected to average a maximum length of seven vehicles at Tifereth Israel Congregation and ten vehicles at Ohev Sholom Talmud Torah, with increased carpooling and van shuttles under the traffic management plan. Assuming that the afternoon queues would diminish at a similar rate as the afternoon queue observed at the existing JPDSNC, the shortened queues would likely last for a maximum period of approximately twenty minutes (3:20-3:40 P.M.) at both synagogues. The queue is expected to start approximately ten minutes before the school end time (3:30 P.M.), and last approximately ten minutes after the end of school.

Both A.M. queues would be completely contained in the alleys behind the synagogues, and would dissipate faster than queues at the existing school, due to their shorter lengths. The afternoon queue at Tifereth Israel Congregation would form along the northside of Juniper Street, and be fully contained between 16th Street and the alley driveway, along the frontage of the property (Figure 7). With a maximum average of seven cars, the queue would not extend into the alley.

The maximum afternoon queue of ten vehicles at Ohev Sholom Talmud Torah, would be fully contained in the alley located behind the synagogue (Figure 8). The queue will not be allowed to form on Jonquil Street, due to its narrow width of twenty-four feet. The ten car alley queue will not be permitted to interfere with the five driveways located along the alley. School staff will monitor the alley during drop-off/pickup operations, to prevent any interference with neighborhood traffic and access/egress to the alley driveways.

- No Private Driveways Permanently Blocked by Loading/Unloading Operations

School Faculty/Staff Constantly Monitor Operations

JPDSNC staff will be stationed outside during the morning drop-off and afternoon pickup periods, to facilitate the traffic flow through the alleys. If a vehicle needs to access or leave an alley garage 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. There will also be a neighborhood hotline that neighbors could use to contact the school and report any immediate needs, traffic or otherwise.

FUTURE JPDSNC TRAFFIC IMPACT ANALYSIS

Future Traffic Volumes

The future marginal increase in traffic generated by the JPDSNC would be 68 vehicles during the school A.M. peak hour and 37 vehicles during the school P.M. peak hour (Technical JPDSNC Traffic Impact Analysis). These future traffic volume increases would occur with the implemented school traffic management plan.

Future Parking

Under District zoning regulations, the relocated JPDSNC is required to have a minimum of 24 full-size (9'x19') parking spaces, located between Tifereth Israel Congregation and Ohev Sholom Talmud Torah. Currently, there are five parking spaces located behind Tifereth Israel Congregation and an unmarked lot behind Ohev Sholom Talmud Torah, which averages 125'x34', in size.

The five slanted parking spaces located in the alley behind Tifereth Israel Congregation, have been redrawn so that the spaces are parallel to the back of the building, completely off of the alleyway. With reconfigured parking behind Tifereth Israel Congregation, there is adequate

space to provide seven full-size parking spaces, end-to-end, and parallel to the alleyway (Figure 7).

With stacked parking in the Ohev Sholom Talmud Torah Lot, there is enough space to provide nine compact vehicle spaces and seventeen full-size vehicle spaces, for a total of twenty-six spaces (Figure 8). There are twelve full-size spaces lined, endwise, along the northern back of the synagogue (perpendicular to the building), and a row of five full-size, end-to-end spaces, located directly behind (parallel to the building) the twelve spaces perpendicular against the building.

All nine of the compact spaces are located on the southern half of the lot; Five of the spaces are located at the southwest corner of the synagogue, in a double "stack". Three spaces are located parallel to the building, right along the back of the synagogue that is nearest to the alleyway, and the other compact space is located perpendicular to the building, in between the three end-to-end row of three spaces just described and the row of five full-size spaces which are parallel to the back of the synagogue. Vehicles are able to be stacked behind Ohev Sholom Talmud Torah, because the school staff do not usually need to use their vehicles during business hours.

There will be a total of thirty-three parking spaces between the two synagogues (nine compact spaces and twenty-four full-size spaces). The JPDSNC will use twenty of the thirty-three spaces, and the remaining thirteen spaces will be used for existing uses at the synagogues and visitors. A formal survey of the two sites will be necessary to ensure that the existing space would be adequate to provide the planned number of parking spaces.

Future Capacity Analysis

Using existing traffic volumes as a baseline level of traffic activity, future volumes were determined by adding the proposed vehicular trip generation to the existing traffic volumes and by applying the directional distribution percentages to account for the origins and destinations of the school-related traffic.

The results of the future capacity analysis indicate that both intersections are projected to operate at an overall acceptable Level of Service during the A.M. and P.M. peak hours. The minor eastbound and westbound approaches to 16th Street from Juniper Street and Jonquil Street will continue to experience longer delays due to high commuting volumes along 16th Street. Overall, the incremental Level of Service (LOS) impact with JPDSNC upon these selected intersections is minimal due to the relatively small traffic increase generated by the school.

CONCLUSIONS

The objective of this study was to determine the traffic issues and identify recommendations for the proposed relocation of the Jewish Primary Day School of the Nation's Capital The major findings and conclusions reached through this study are as follows:

Existing Conditions

- Both intersections studied for the proposed relocation site currently operate at overall acceptable levels of service during the AM and PM peak hours. However, the eastbound and westbound approaches at the 16th Street/Juniper and 16th Street/Jonquil intersections operate with longer delays, due to heavy commuter traffic volumes along the 16th Street corridor during the AM and PM peak hours.

- The existing site currently staggers the school start times to disperse the traffic to and from the school in the morning. The existing school does not stagger its dismissal times, but does provide after school programs.

- The existing maximum AM carpool queue consists of 5 vehicles. Similarly, in the afternoon, the maximum PM carpool queue consists of 24 vehicles.

Proposed Future Conditions

- With the proposed expansion, both studied intersections will continue to operate at overall acceptable levels of service during the AM and PM peak hours. The eastbound and westbound approaches for the 16th Street/Juniper and 16th Street/Jonquil intersections will continue to operate with longer delays during the AM and PM peak hours due to the heavy 16th Street commuter volumes.

- The proposed circulation and access route allows for one-way clockwise circulation around the synagogues and through the public alleys.

- The morning carpool operations for the Tifereth Israel Congregation site will require right turn ingress only onto Jonquil Street, through the rear alleyway behind Tifereth Israel Congregation, and will require right-turn egress from the site onto Juniper Street and onto 16th Street. The morning carpool operations for the Ohev Sholom Talmud Torah site will require right-turn ingress only onto Juniper Street, through the rear alleyway behind Ohev Sholom Talmud Torah, and will require right-turn egress from the site onto Jonquil Street and onto 16th Street. The afternoon carpool operations will require ingress and egress along the same routes.

- There is a projected maximum morning queue of 3 cars expected at both sites. A maximum afternoon queue of 7 vehicles is expected at Tifereth Israel Congregation and a maximum afternoon queue of ten vehicles is expected at Ohev Sholom Talmud Torah.

Overall Safety Considerations

- Student drop-off and pickup will occur on the passenger side, which is facilitated by the one-way clockwise circulation.

REPORT GRAPHICS

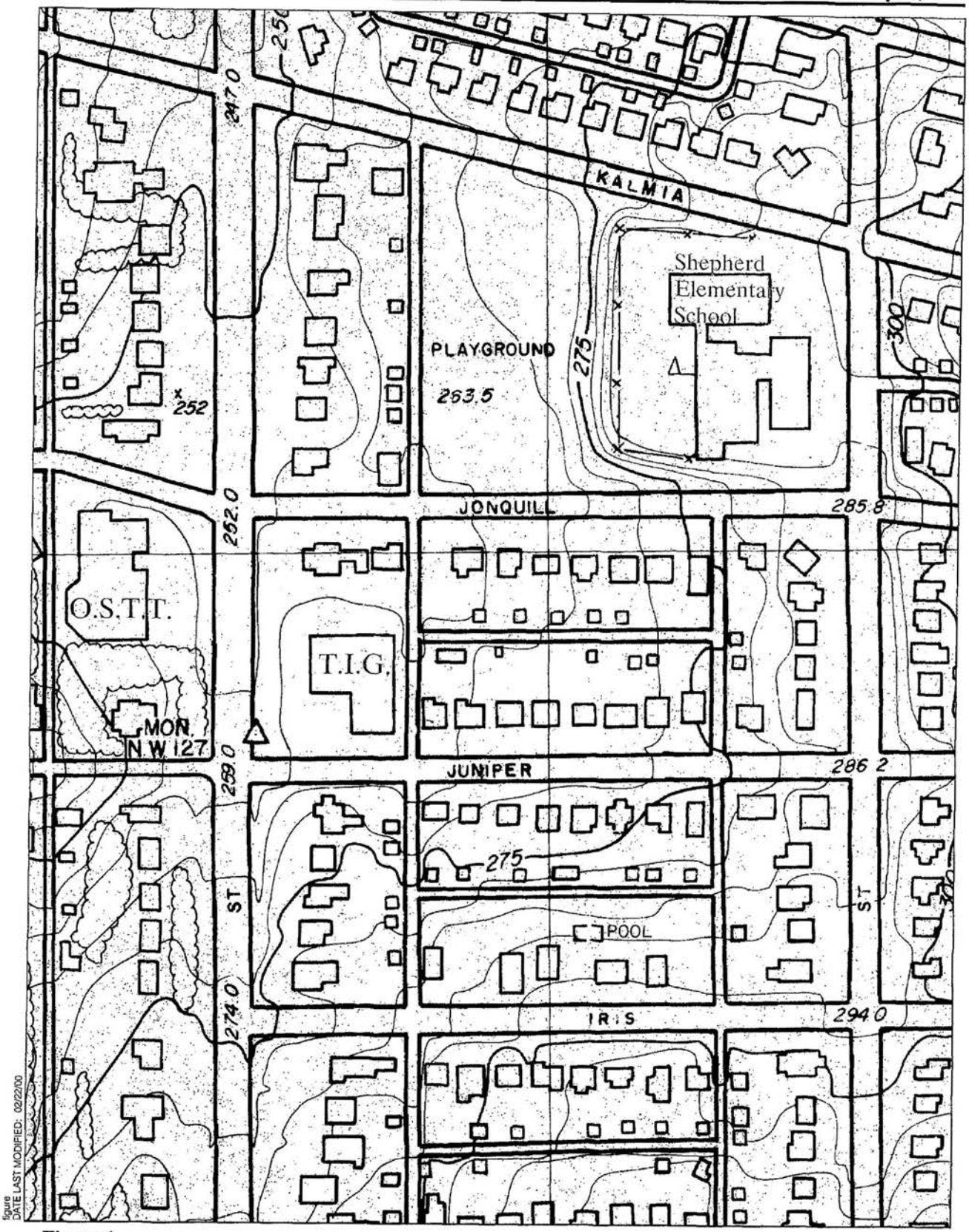


Figure 1
Existing Local Road Network

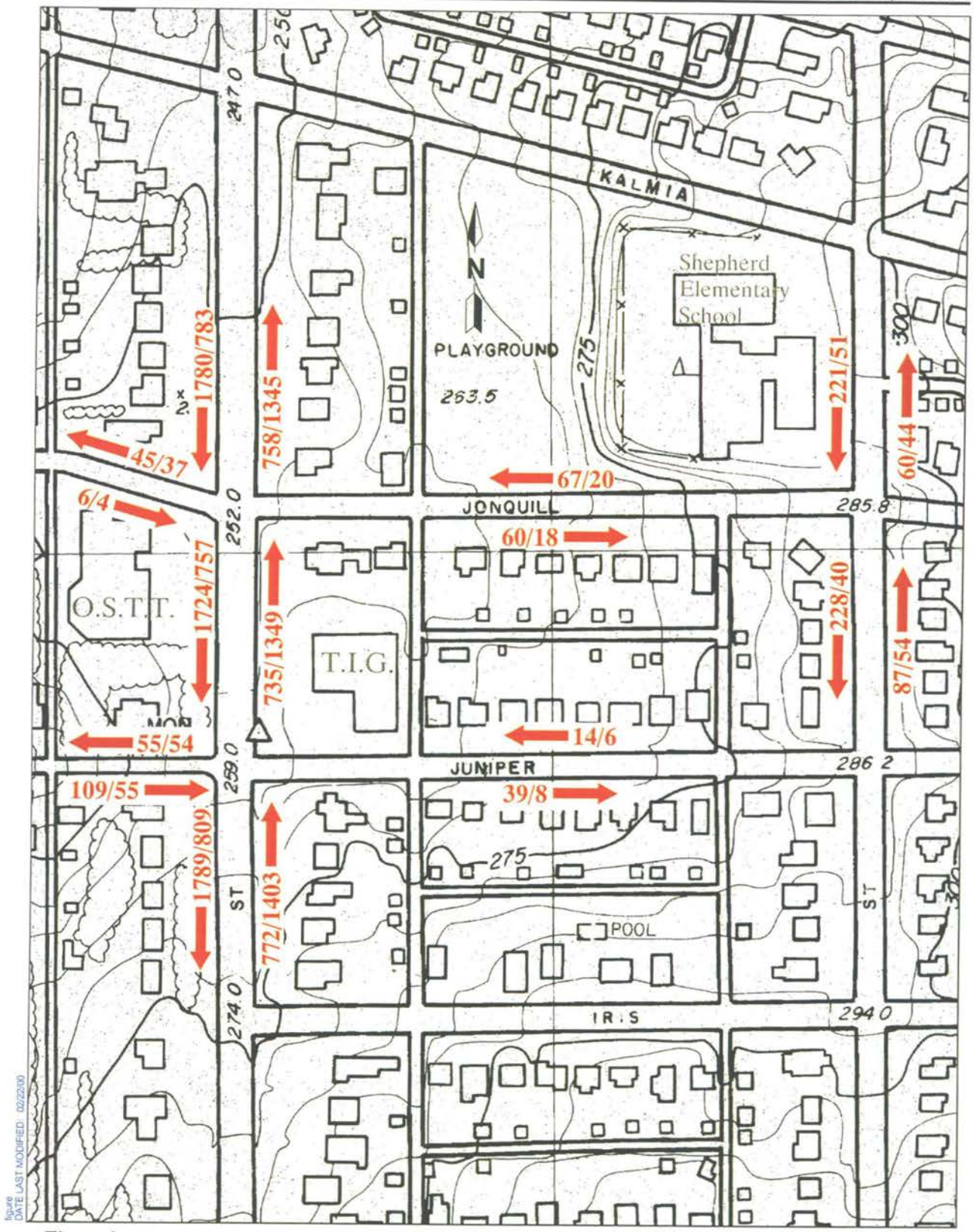


Figure 2
Existing Peak Hour Traffic Volumes

AM/PM Volumes

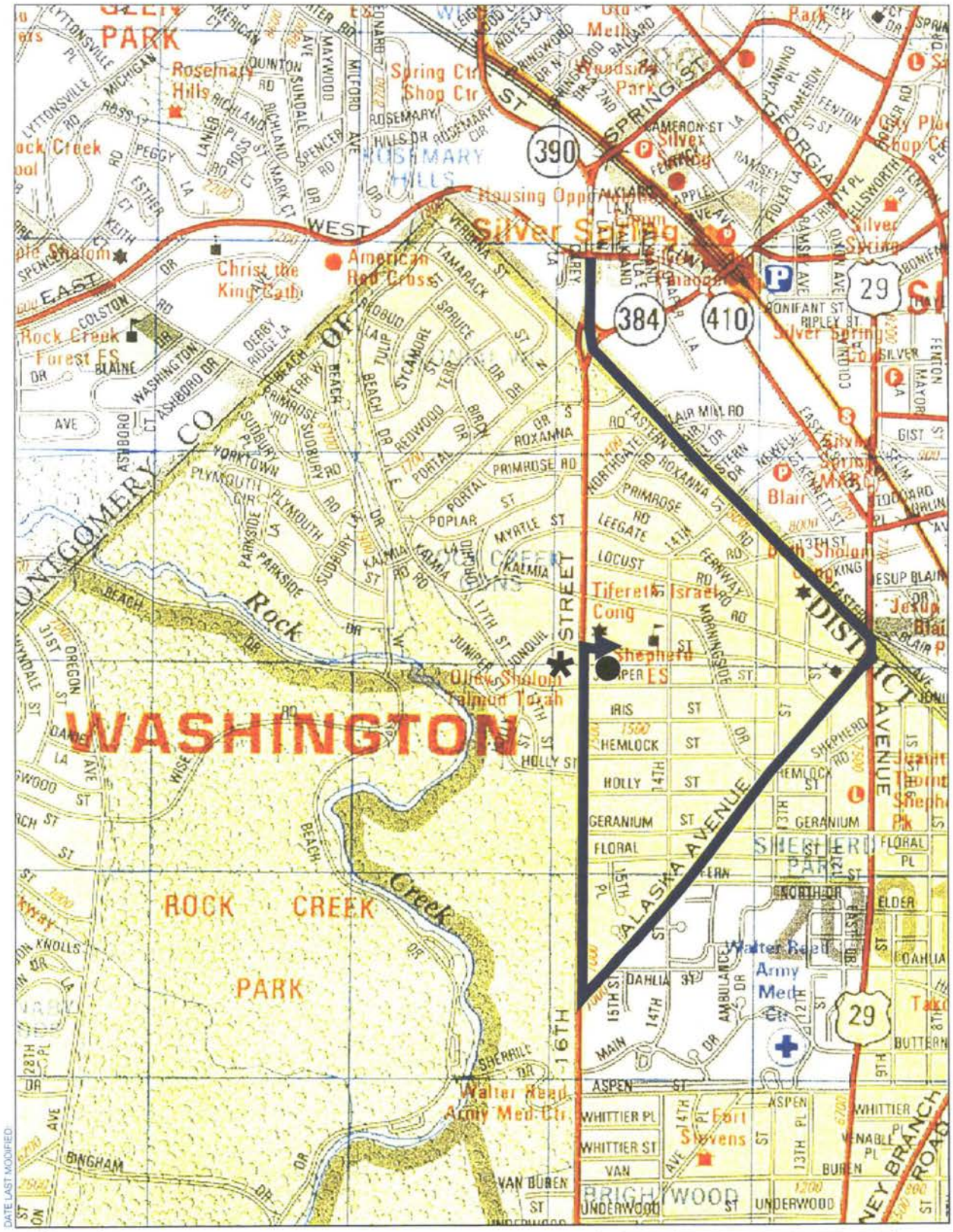
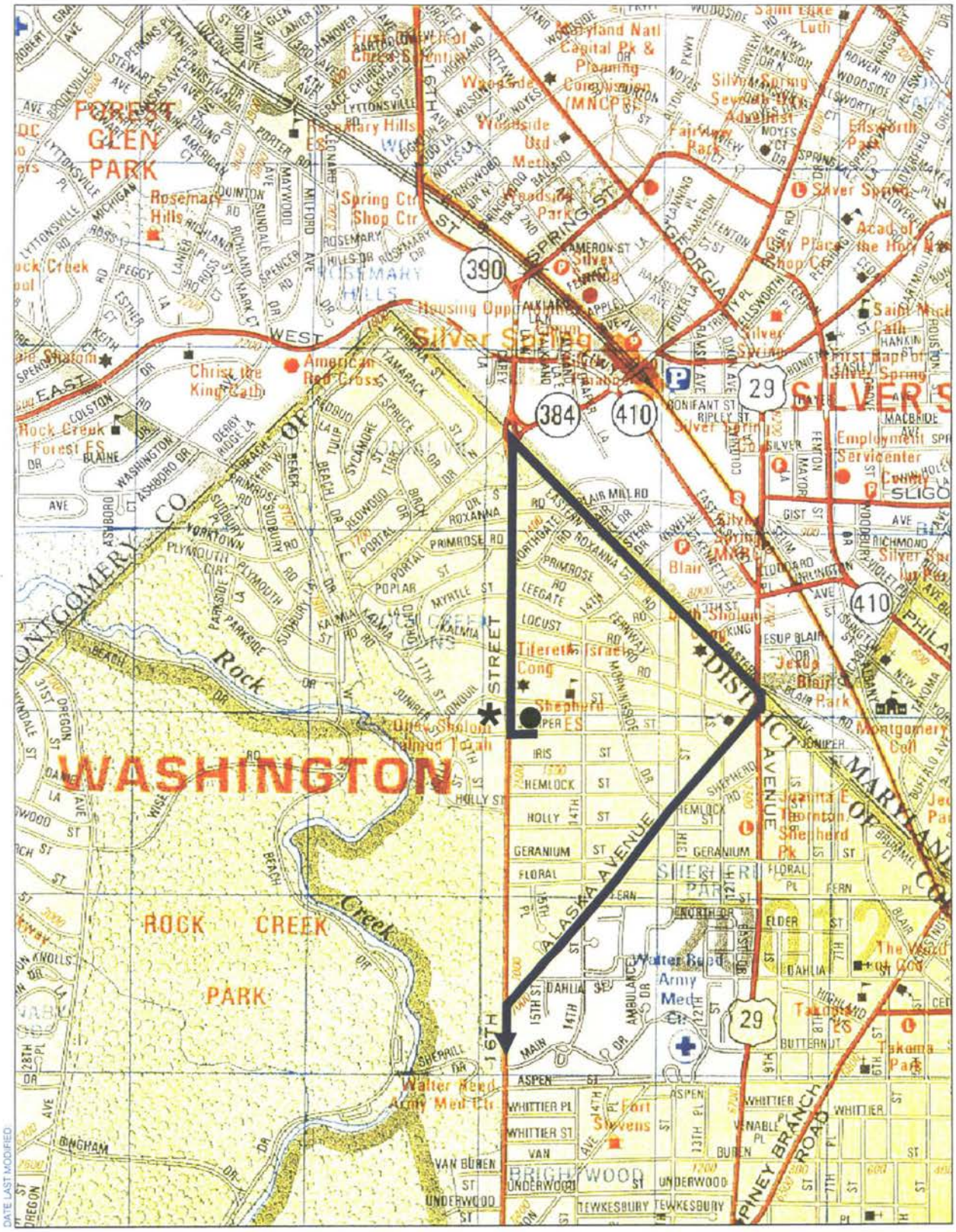


Figure 3
Southbound Approach Route:
Tifereth Israel Congregation

● Tifereth Israel Congregation
★ Ohev Sholom Talmud Torah

View Number: 1



DATE LAST MODIFIED

Figure 4
Southbound Exit Route:
Tifereth Israel Congregation

● Tifereth Israel Congregation
✱ Ohev Sholom Talmud Torah

View Number: 1

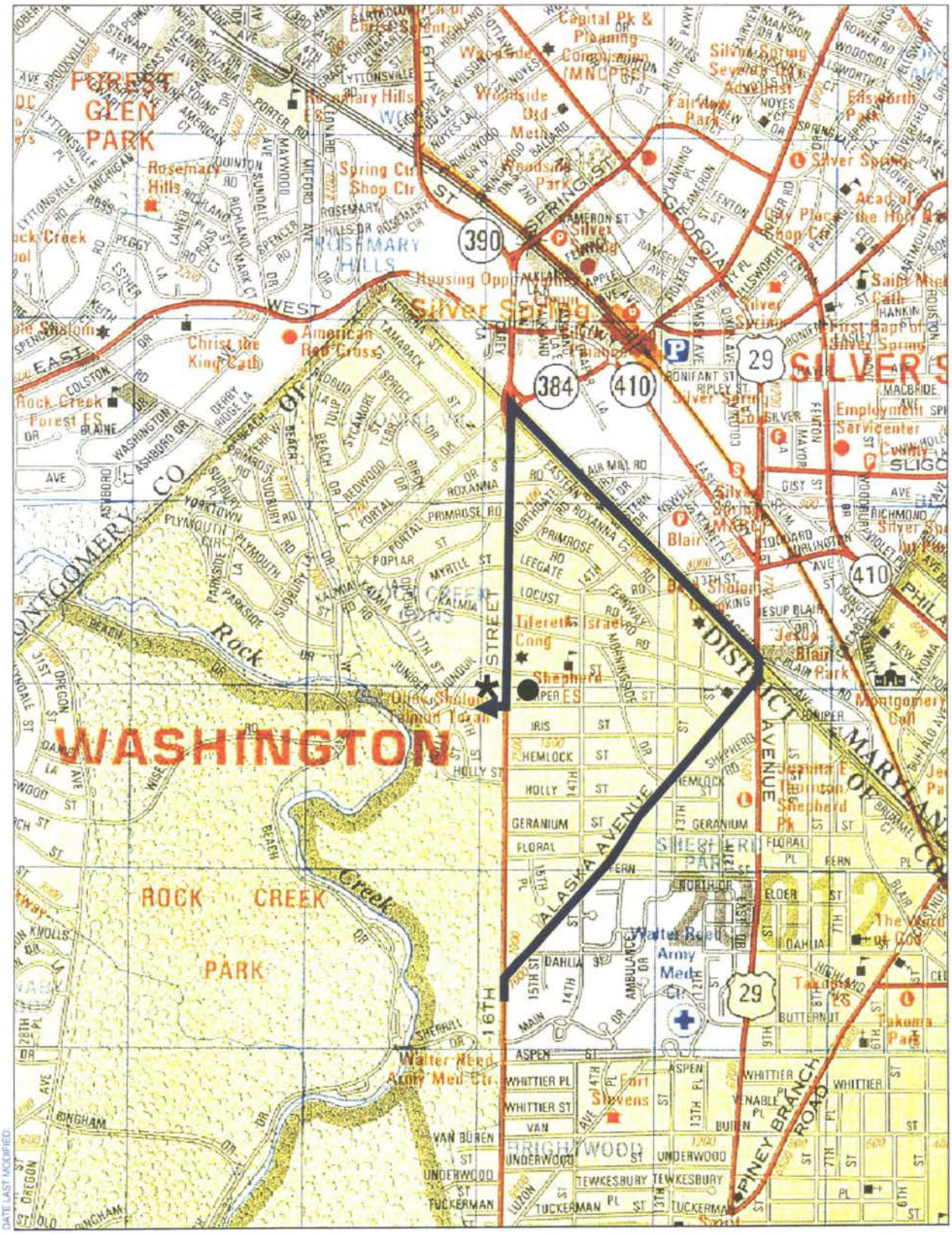


Figure 5
Northbound Approach Route:
Ohev Sholom Talmud Torah

● Tifereth Israel Congregation
✱ Ohev Sholom Talmud Torah

View Number: 1

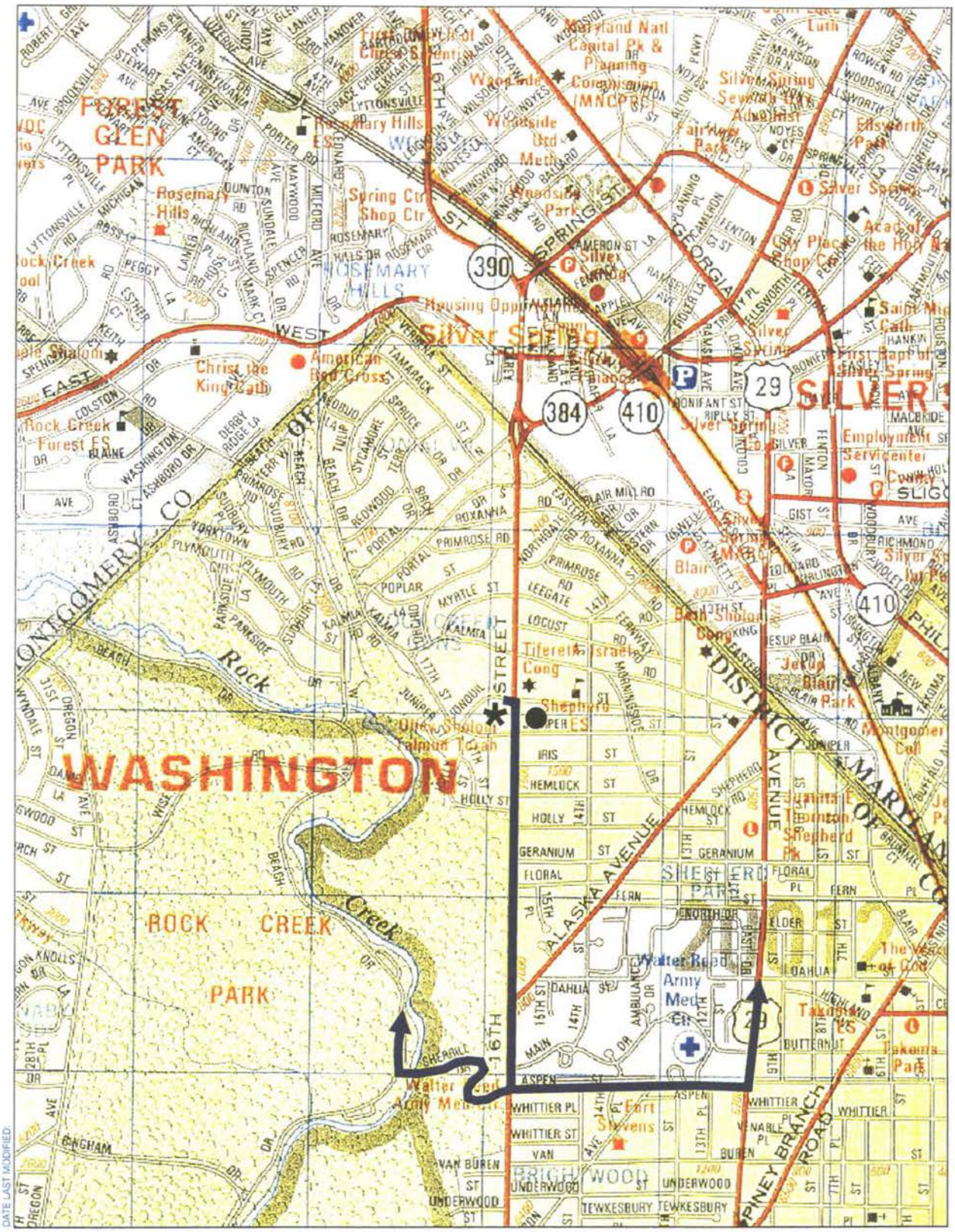


Figure 6
Northbound Exit Route:
Ohev Sholom Talmud Torah

● Tifereth Israel Congregation
★ Ohev Sholom Talmud Torah

View Number: 1

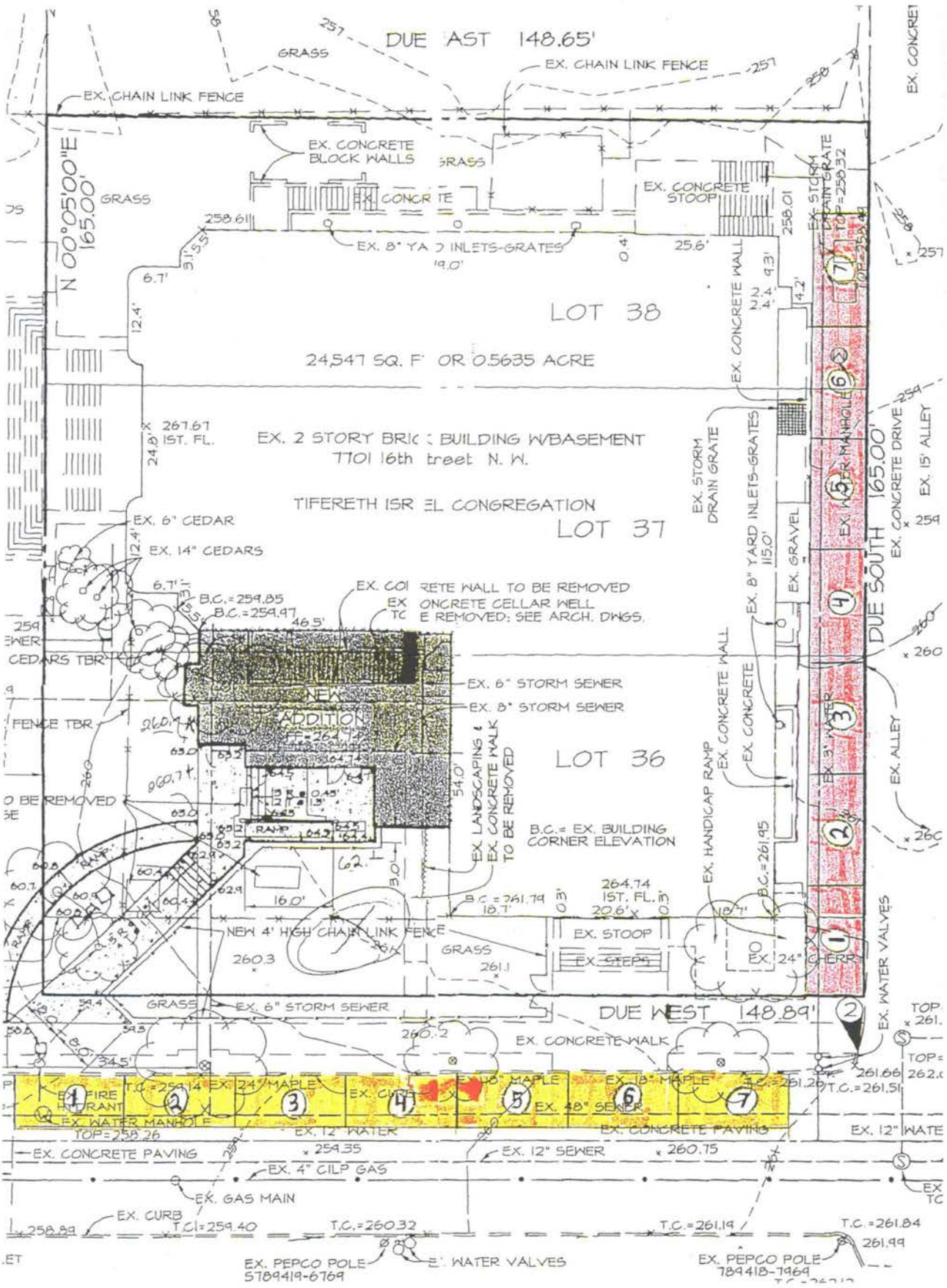


Figure 7
Tifereth Israel Congregation
Projected PM Vehicle Queue and Proposed Parking Configuration

KEY
Yellow - Vehicle Queue
Red - Parking Spaces

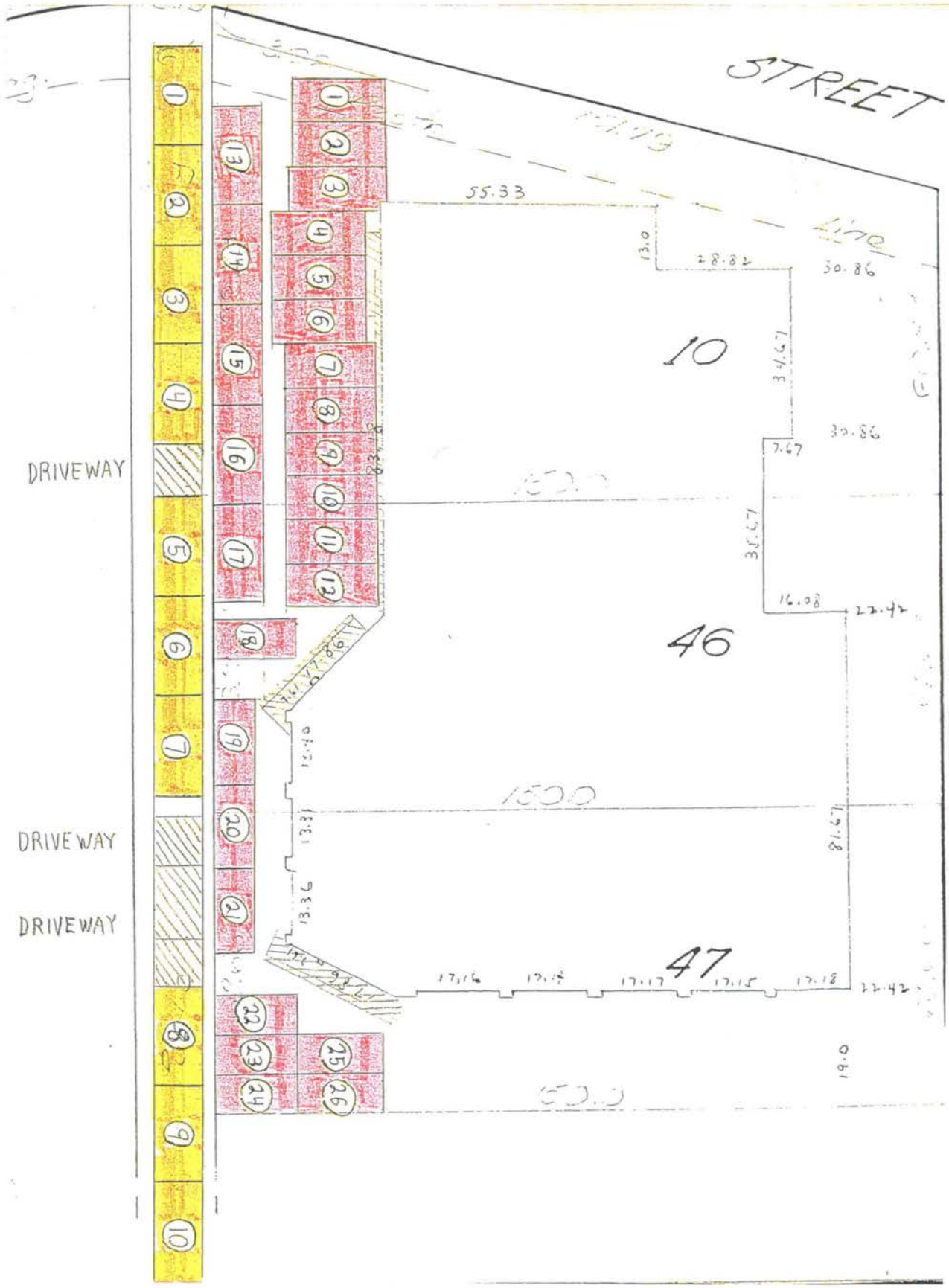


Figure 8
Ohev Sholom Talmud Torah
Projected PM Vehicle Queue and Proposed Parking Configuration