

Board of Zoning Adjustment
District of Columbia
CASE NO.16561
EXHIBIT NO.25A2

Before the Board of Zoning Adjustment, D. C.
August 14
BZA 7412 PUBLIC HEARING--~~September~~, 1963

Appeal #Patrick A. O'Boyle, Archbishop of Washington, appellant.

The Zoning Administrator District of Columbia, appellee.

On motion dyly made, seconded and carried with Mr. Clouser dissenting the following Order was entered on September 24, 1963:

ORDERED:

That the appeal to erect a two-story and basement addition to existing private school at 5831 Chevy Chase Parkway, N.W., lot 821, square 1863, be granted.

From the records and the evidence adduced at the hearing, the Board finds the following facts:

(1) Appellant propos s to erect a one-story and basement addition to house a multi-purpose room and storage and meeting room. This addition will be approximately 95 x 95 feet in size.

(2) There will be no added classrooms and therfore no increase in the present enrollment of 1,015 pupils attending grades 1 through 8. The addition will be used as a place of assembly for such school activities as graduation, indoor recreation and other similar uses, and for church services.

(3) The school s first section was erected in about 1928, and in 1951 an addition was erected. The proposed addition is needed to meet the overall requirements of the church parish.

(4) There will be no increase in the number of teachers due to the erection of this addition.

(5) There is adequate parking with net parking of about 100 spaces.

(6) The students are at all times under the supervicusion of the nuns and lay teachers. Regular school hours are observed during the week, with special classe on Saturdays and week nights.

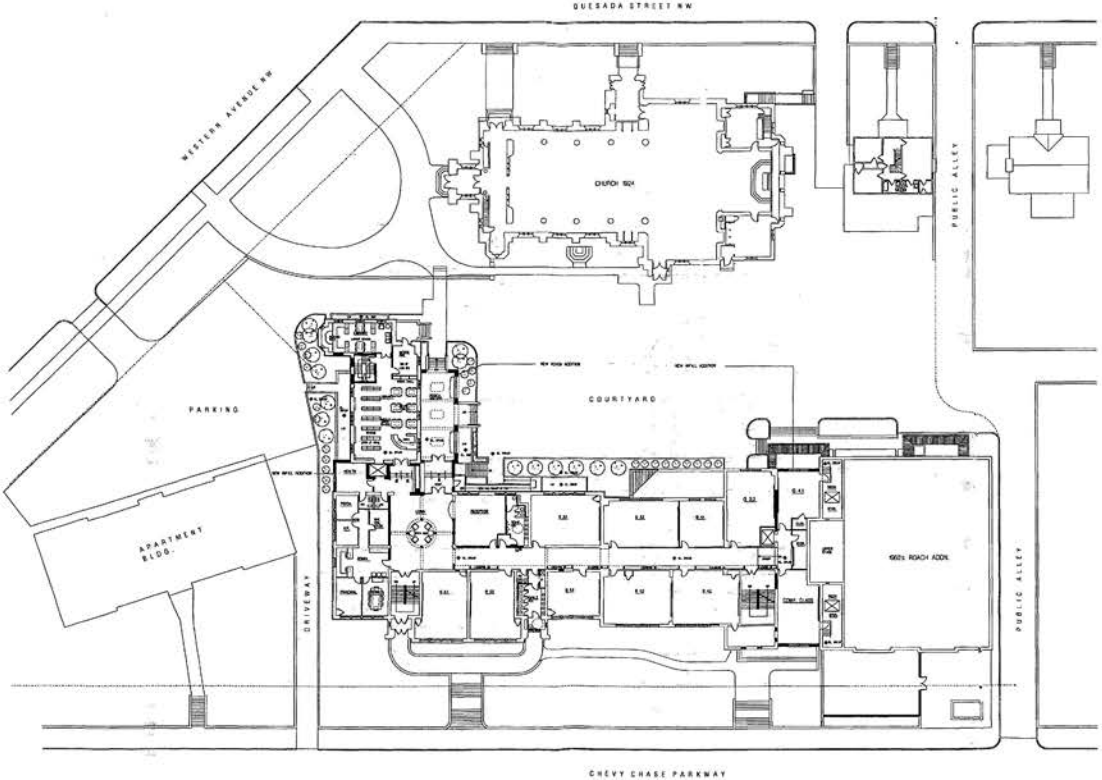
(7) There was some objection to the granting of this appeal registered at the public hearing.

OPINION:

We are of the opinion that this school qualifies under the provisions of Paragraph 3101.42 of the Zoning Regulations and for the reasons stated in the finding of fact above the school is not likely to become objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions as the result of the erection of this addition. Further, ample parking space but not less than that required in Article 72 of these regulations is provided to accommodate the students, teachers, and visitors likely to come to the site by automobile.

We are further of the opinion that this use will be in harmony with the general purpose and intent of the zoning regulations and maps and will not tend to affect adversely the use of neighboring property in accordance with said zoning regulations and maps.





1 / A0.1 SITE PLAN SHOWING EXIST. & PROPOSED FIRST FLOOR PLANS
1/16" = 1'-0"

EXISTING LEVEL
PROPOSED LEVEL

PROGRESS SET - SD 2/18/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

[redacted]

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A. MORTON THOMAS ASSOCIATES, INC.
CIVIL ENGINEERS
[redacted]

POLYSONICS
AUDIO VISUAL/ACOUSTICS
[redacted]

THE KANE GROUP, LLC
LANDSCAPE ARCHITECT
[redacted]

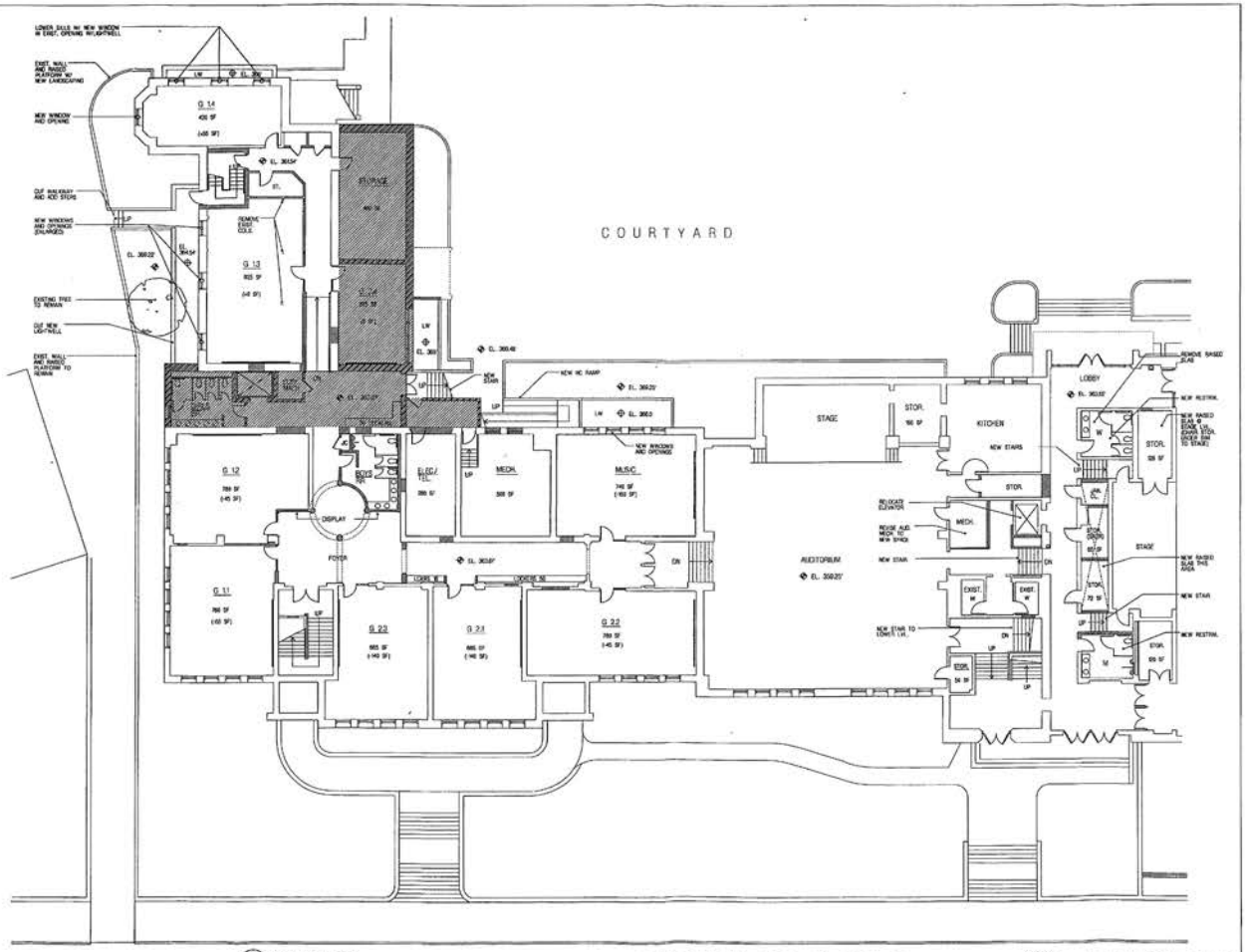
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drawn by: CD/AK
checked by: CD
project no.: 9919

A0.1

date: FEBRUARY 18, 2000



1 / A1.1 GROUND FLOOR PLAN
1/8" = 1'-0"

PROGRESS SET - SD 2/15/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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AUDIO VISUAL/ACOUSTICS

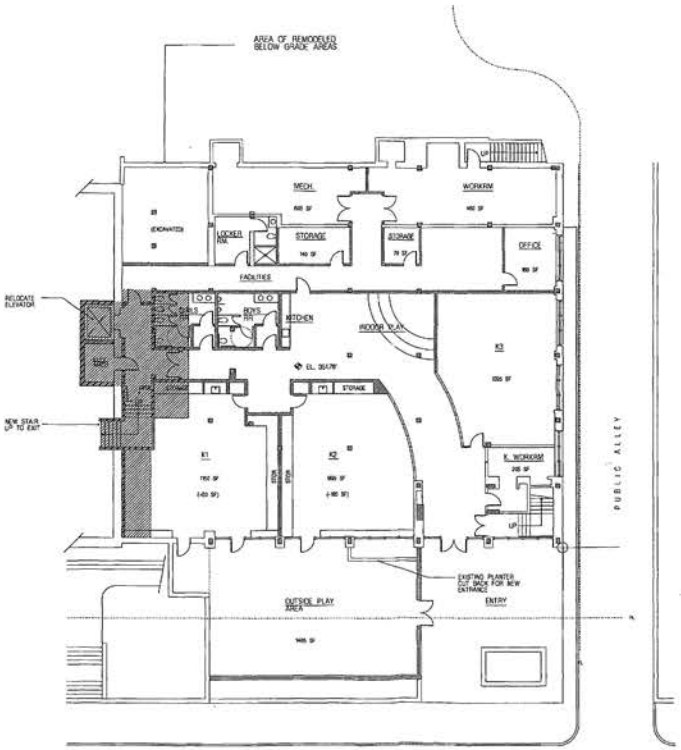
THE KANE GROUP, LLC
LANDSCAPE ARCHITECT

DRAWING TITLE
GROUND FLOOR PLAN

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DRAWN BY: DD/MHC
CHECKED BY: DD
PROJECT NO.: 9918

A1.1

DATE: FEBRUARY 15, 2000



1 / A1.0 LOWER LEVEL/ROACH PLAN
3/8" = 1'-0"

PROGRESS SET - SD 2/16/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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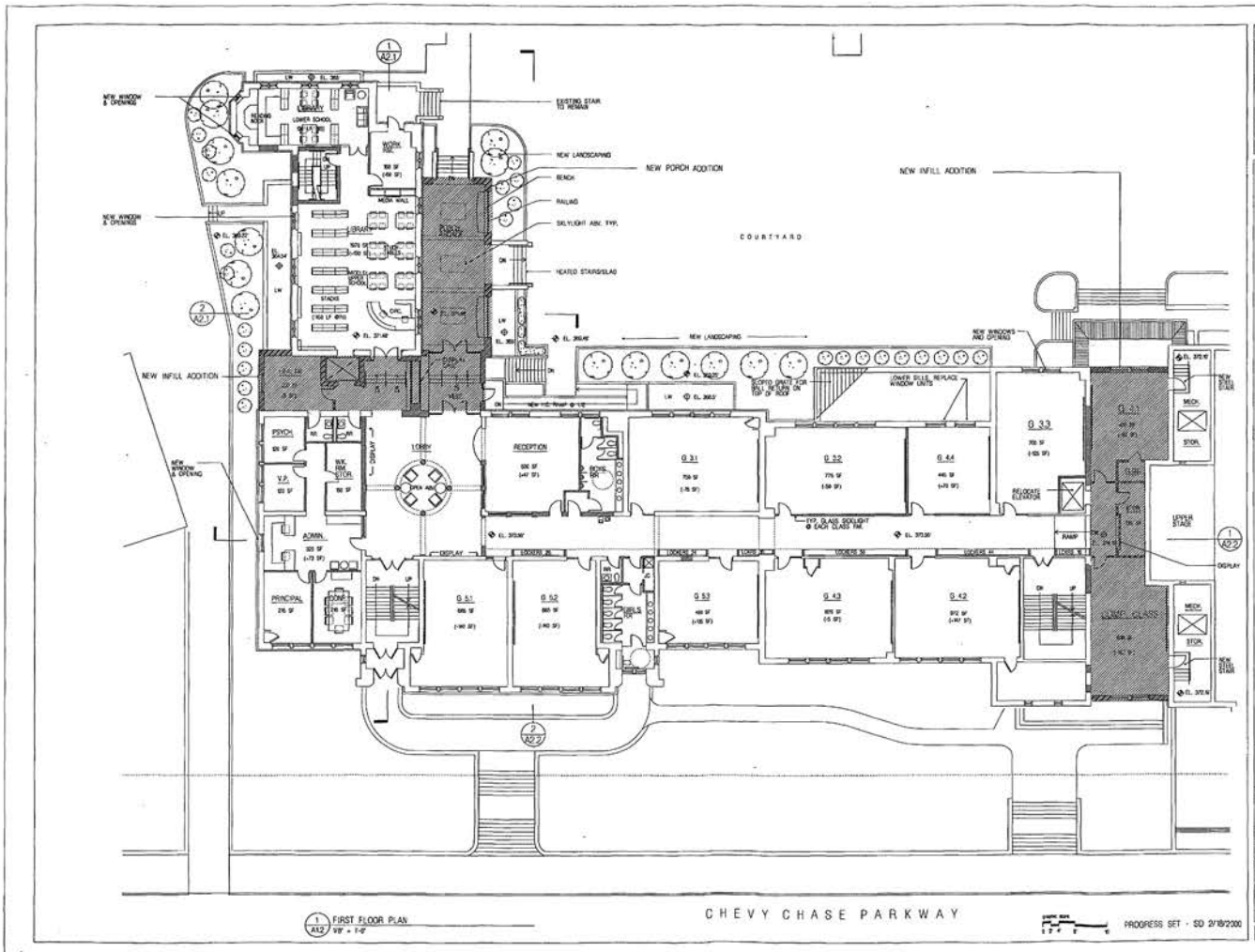
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checked by: DD
project no.: 9916

A1.0

date: FEBRUARY 16, 2000



1 A2.2 FIRST FLOOR PLAN
3/8" = 1'-0"

PROGRESS SET - SD 2/18/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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AUDIO VISUAL/ACOUSTICS

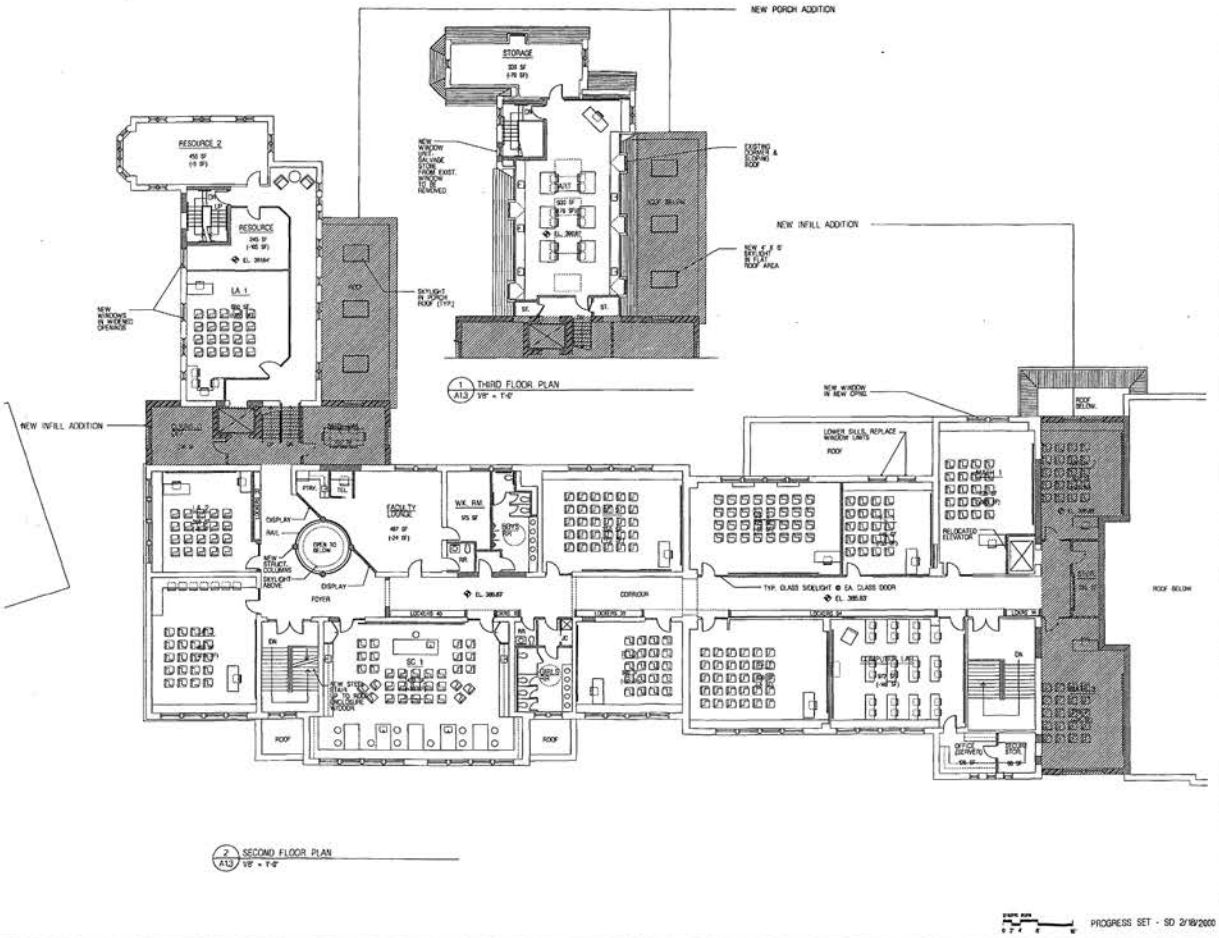
THE KANE GROUP, LLC
LANDSCAPE ARCHITECT

drawing title
FIRST FLOOR PLAN

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checked by: CS
project no.: 9918

A1.2

date: FEBRUARY 18, 2000



SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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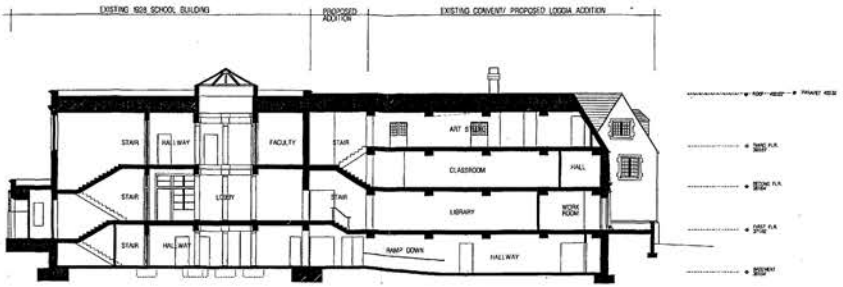
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CIVIL ENGINEERS

POLYSONICS
AUDIO VISUAL/ACOUSTICS

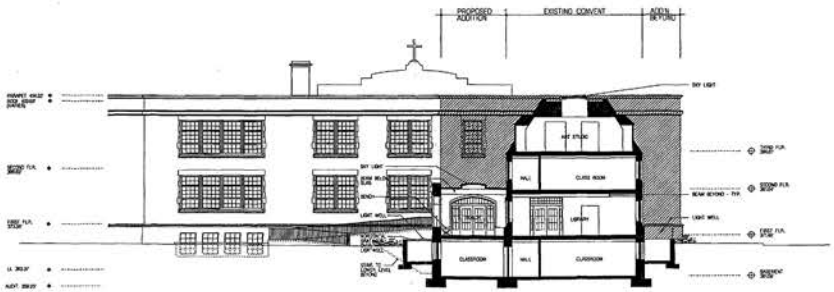
THE KANE GROUP, LLC
LANDSCAPE ARCHITECT

SECOND FLOOR/ PARTIAL THIRD FLOOR PLAN

A1.3



1 / A2.1 EAST SECTION THRU SCHOOL/INFILL ADDITION/CONVENT
1/8" = 1'-0"



2 / A2.1 NORTH SECTION THRU CONVENT
1/8" = 1'-0"

PROGRESS SET - SD 2/18/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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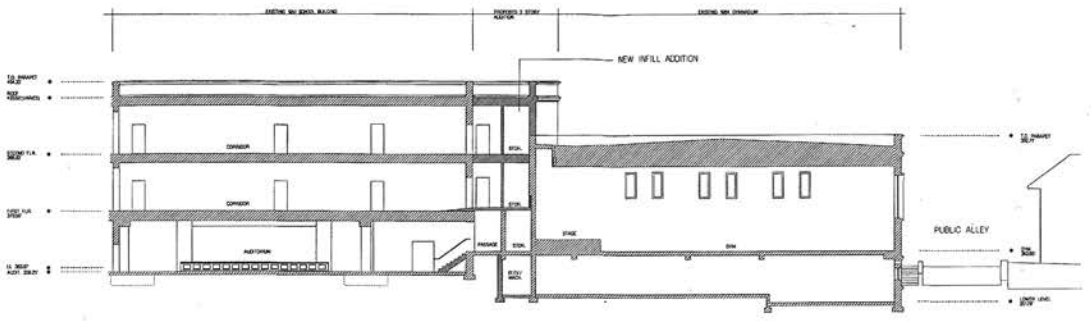
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AUDIO VISUAL/ACOUSTICS

THE KANE GROUP, LLC
LANDSCAPE ARCHITECT

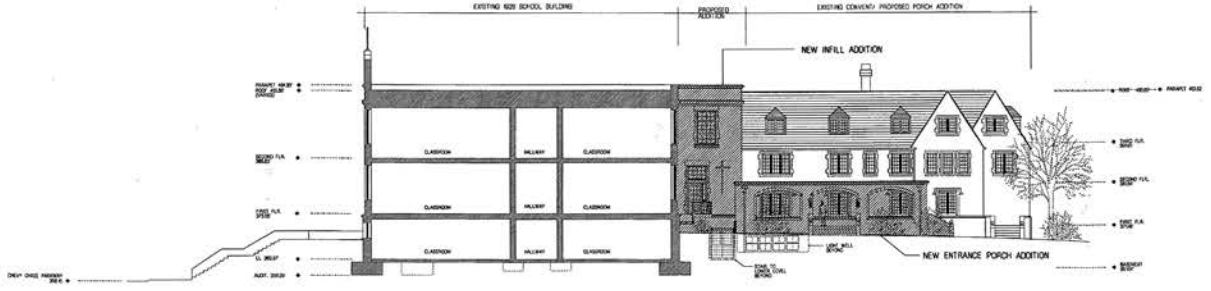
SCHOOL/INFILL ADDITION SECTIONS

A2.1

FEBRUARY 18, 2000



1 / A2.2 SOUTH SECTION THRU SCHOOL/INFILL ADDITION/ROACH
1/8" = 1'-0"



2 / A2.2 EAST SCHOOL/INFILL ADDITION/CONVENT SECTION
1/8" = 1'-0"

PROGRESS SET - SD 2/15/2000

SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

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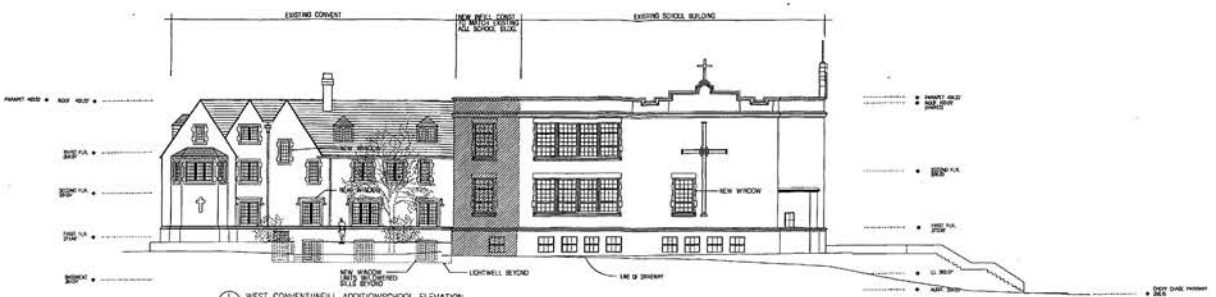
THE KANE GROUP, LLC
LANDSCAPE ARCHITECT

SCHOOL/INFILL ADDITION SECTIONS

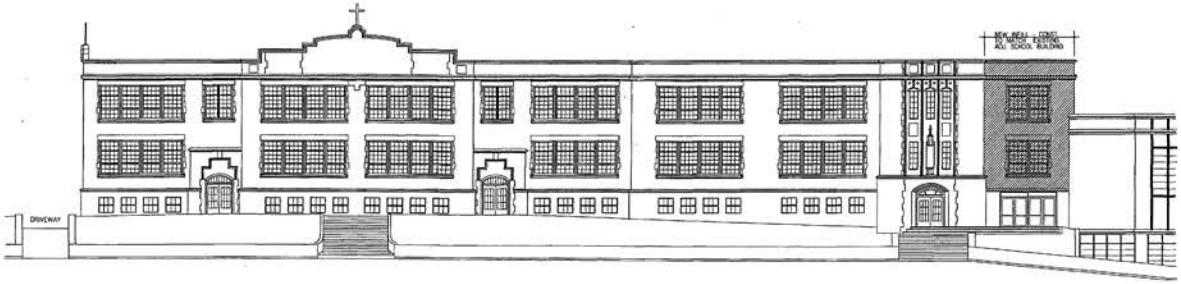
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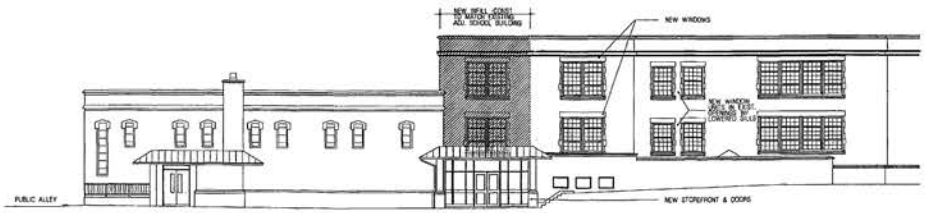
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1 / A3.1 WEST CONVENT/INFILL ADDITION/SCHOOL ELEVATION
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2 / A3.1 SOUTH INFILL ADDITION/SCHOOL ELEVATION
1/8" = 1'-0"



3 / A3.1 NORTH INFILL ADDITION/SCHOOL ELEVATION
1/8" = 1'-0"

PROGRESS SET - SD 2/18/2000

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LANDSCAPE ARCHITECT

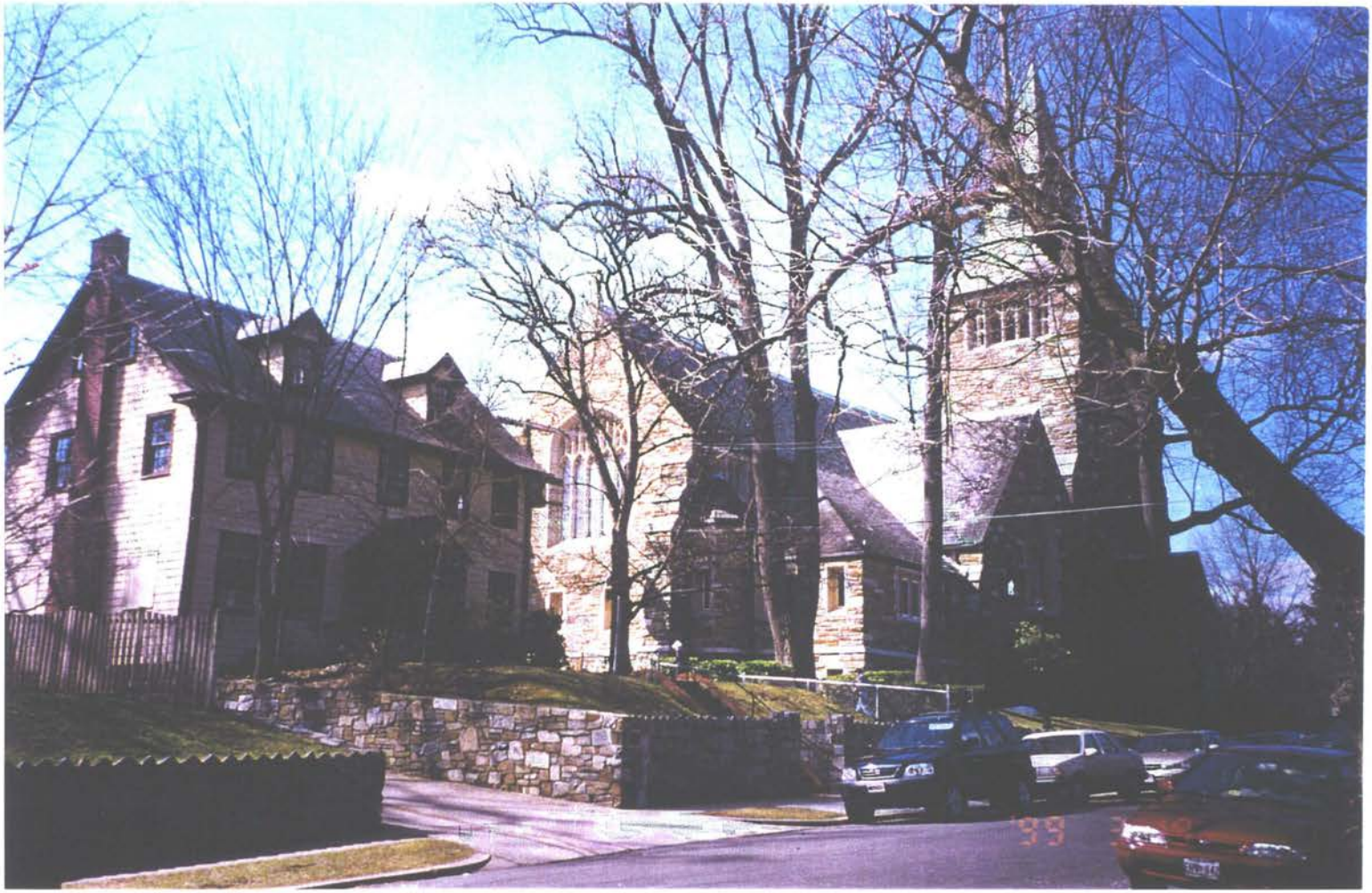
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DATE: FEBRUARY 18, 2000

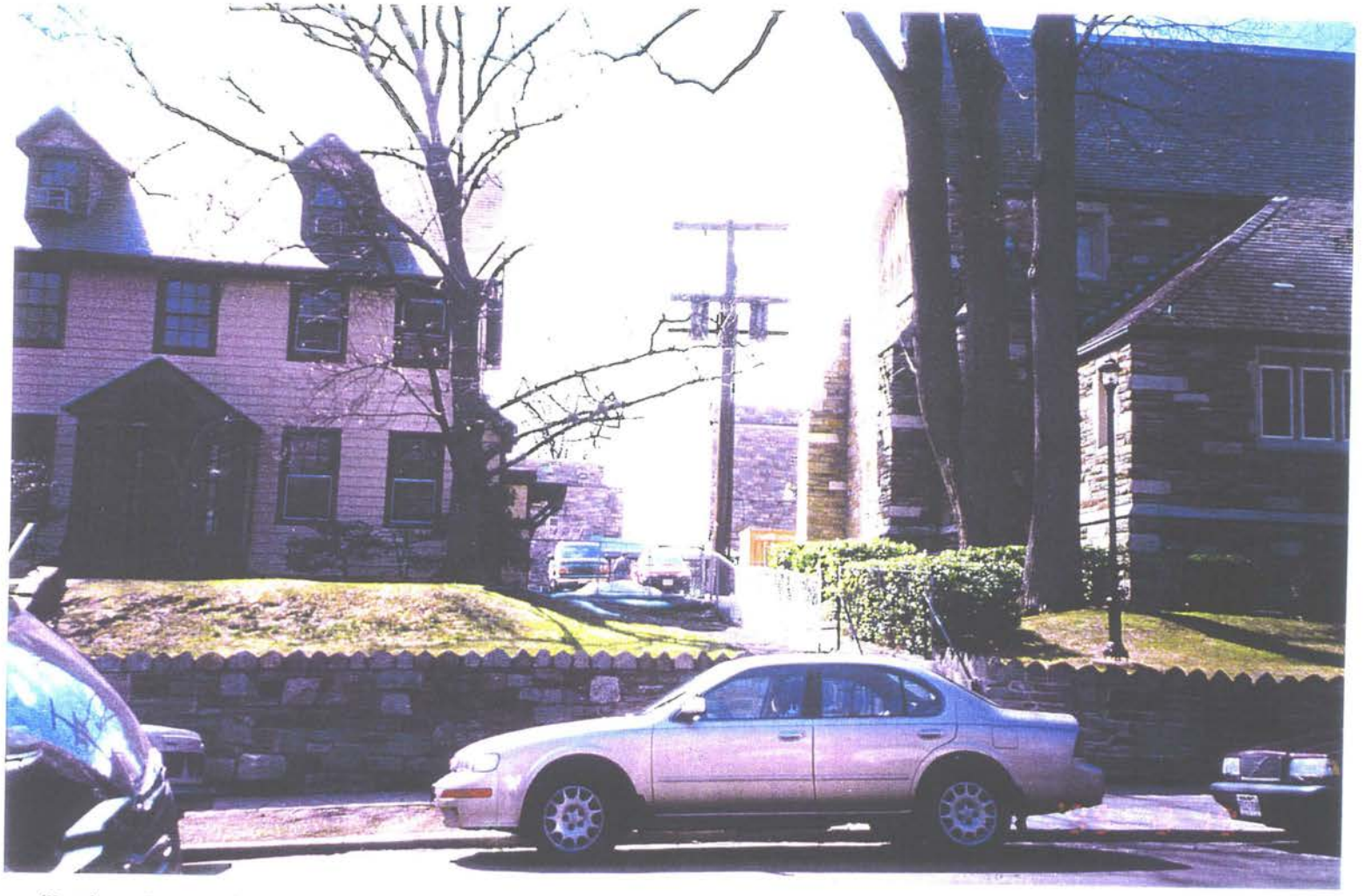
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View of Subject Site Along Quesada Street



View of Interior of Subject Site Showing Existing School and Convent Building



(Northern Boundary) View of Subject Site from Quesada Street



(Southern Boundary) View of Existing School from Chevy Chase Parkway



View of Existing School from Interior of Site

OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE SHRINE OF THE MOST BLESSED SACRAMENT SCHOOL

I. Introduction

A. History of use of the site by The Shrine of the Most Blessed Sacrament School.

B. Request for special exception approval.

II. The Shrine of the Most Blessed Sacrament School – Operational Issues

A. Student and faculty/staff population and demographics.

B. Need for additional space and facilities.

C. Prior BZA approval for 1,015 students.

D. Ability for School to continue using the site for school purposes without causing objectionable conditions to neighboring property owners due to noise, number of students, traffic or otherwise objectionable conditions.

E. Creation of Traffic Operation Plan to coordinate student drop-off and pick-up.

III. Community Outreach

A. Establishment of Construction Management Plan.

B. ANC 3G Resolution in Support of the Application by vote of 6 – 0 on February 28, 2000.

III. Conclusion

H

OUTLINE OF TESTIMONY OF CHRISTOFFER A. GRAAE, AIA
KRESS/COX ASSOCIATES, PC
ARCHITECT

I. Introduction

A. Principal/Director of Technical Services & Space Planning, Kress/Cox Associates

B. Experience in the District of Columbia

II. The Shrine of the Most Blessed Sacrament School – 5831 Chevy Chase Parkway, N.W.

A. Description of neighborhood surrounding the site

B. Description of the existing school and site

C. Description of proposed infill additions and renovations to the existing school buildings on the site

III. Conclusion

I

OUTLINE OF TESTIMONY OF LOUIS J. SLADE,
TRAFFIC ENGINEER,
GOROVE/SLADE ASSOCIATES

I. Introduction

A. Traffic Engineer; Gorove/Slade Associates

B. Experience in the District of Columbia and surrounding communities

II. Discussion of Existing and Proposed Traffic in the Area Surrounding the School

A. Discussion of existing traffic and student drop-off and pick-up operations at the School.

B. Discussion of proposed Traffic Operations Plan that addresses traffic circulation around the site and student drop-off and pick-up.

III. Satisfaction of Special Exception Requirements for Continued Approval of a Private School

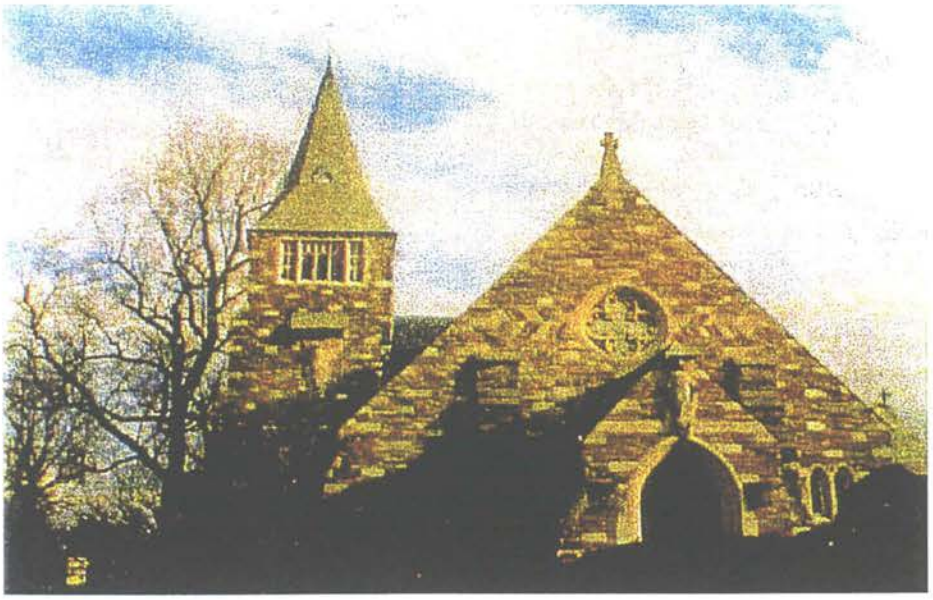
A. The continued use of the site for school purposes will not create objectionable conditions to neighboring properties due to traffic.

B. The School will provide ample parking spaces on site to accommodate faculty, staff and visitors to the School.

IV. Conclusion



THE SHRINE OF THE MOST BLESSED SACRAMENT
Traffic Operation Plan



Prepared For

The Shrine of the Most Blessed Sacrament
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

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Table 1 SMBS Trip Generation 6

INTRODUCTION

The purpose of this report is to present a Traffic Operation Plan (TOP) to improve traffic circulation and operations for the Shrine of the Most Blessed Sacrament School (SMBS). This report is being submitted as part of a Board of Zoning (BZA) application for the proposed expansion of the SMBS. This report also considers the expected growth in student enrollment from 500 students to 525 students. (NOTE: It is possible that student enrollment may ultimately increase to 600 students. This enrollment figure is less likely to occur and was therefore not included in the scope of this analysis.)

The SMBS is located in northwest Washington D.C. on Western Avenue - the boundary separating the District from Montgomery County, Maryland. It is located in the block bounded by Western Avenue to the northwest, Chevy Chase Parkway to the south, Quesada Street to the north, Chevy Chase Circle to the west, and a public alley to the east. The Shrine of the Most Blessed Sacrament Convent and Parish house are also located in this block. The regional site location is illustrated in Figure 1.

The SMBS expansion is being proposed in conjunction with the construction of a new Parish center and the renovation of the SMBS convent. Construction is planned to occur in the following phases:

- ***Phase 1 (August 2000 - June 2001)*** - Demolish and rebuild Parish center; Renovate existing convent.
- ***Phase 2 (April 2001 - November 2001)*** - Renovate school.

The objectives of this study have been to:

- Determine existing traffic conditions within the immediate site vicinity
- Determine trip generation associated with existing school enrollment
- Project future trip generation after enrollment increases
- Develop a circulation plan to improve safety conditions and minimize adverse impacts associated with the SMBS
- Determine that there is adequate space on the premises to accommodate the parking needs (according to zoning regulations) of the SMBS

Sources of data for this study include the Shrine of the Most Blessed Sacrament; Campus Management, LLC; KressCox Associates, P.C.; and the files and library of Gorove-Slade Associates, Inc.

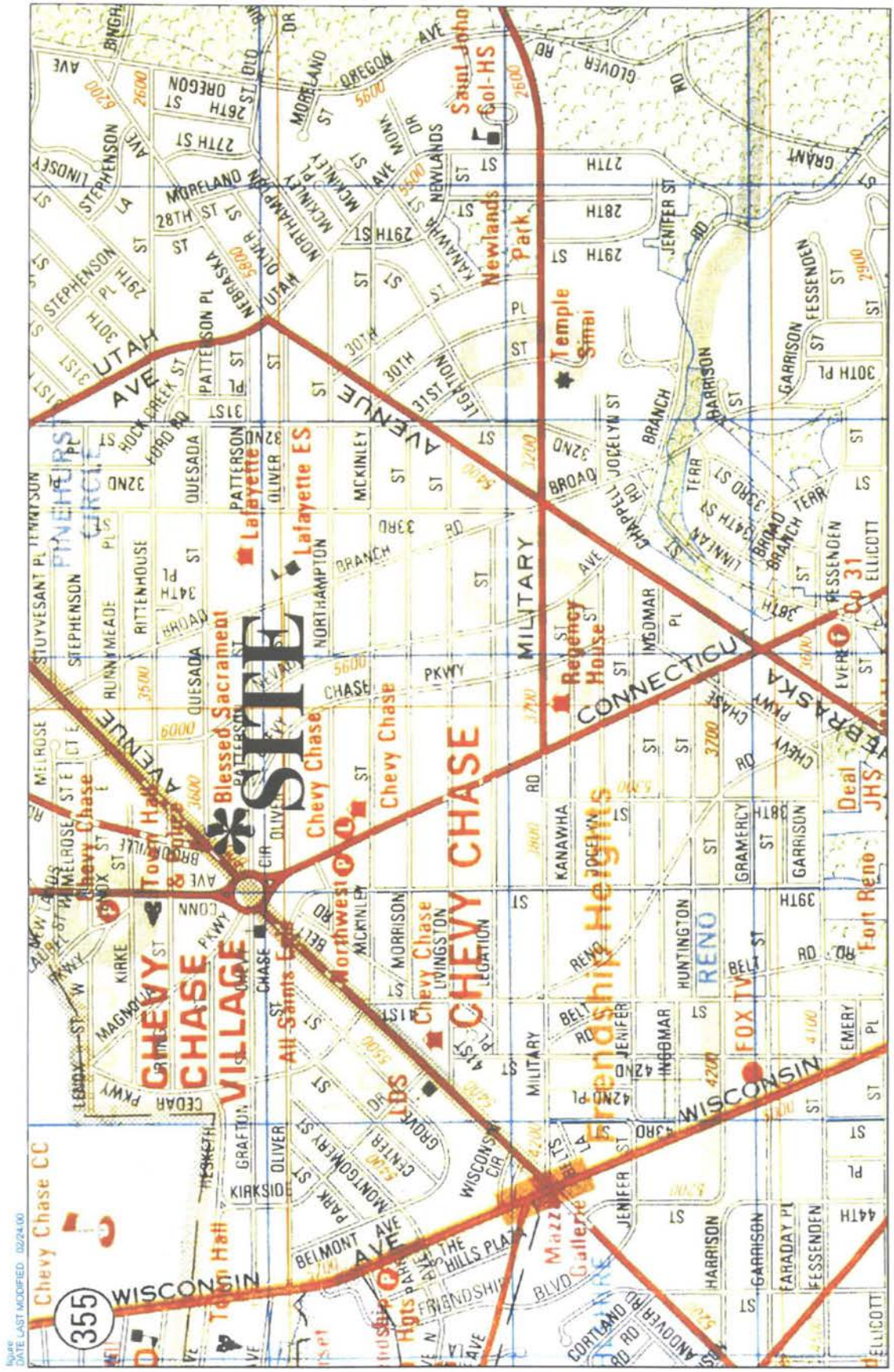


Figure 1
Site Location and Regional Roadway Network

Background Information

The SMBS currently consists of approximately 500 students (kindergarten through eighth grade) and 45 part-time and full-time staff (on a typical day there are only 30 staff members present at SMBS). School is in session from 8:15 AM until 3:05 PM for kindergarten through fifth grade (NOTE: Some kindergarten students are dismissed at 2:45 PM), and 8:10 AM until 3:10 PM for sixth through eighth grades. Approximately five to ten students participate in the before-school program (starts at 7:00 AM), and 40 students participate in the after-care program (ends at 6:00 PM).

The school has estimated that approximately 50% of it's students live in the District, and 50% live in Maryland. Approximately 90% live within the Parish district, which includes residents who live within a one mile radius of the school. The remaining 10% live in Maryland or the District, but further than one mile away. An estimated 20% or 100 students arrive to school each day by walking. The remainder are dropped-off and picked-up by a parent or guardian.

EXISTING CONDITIONS

Existing Roadway Network

The SMBS is located in the block bounded by Western Avenue to the northwest, Quesada Street to the north, Chevy Chase Parkway to the south, Chevy Chase Circle to the west, and a public alley to the east. The roadways within the site vicinity area are described below and are illustrated in Figure 2.

- Western Avenue is a northeast-southwest arterial roadway that serves as the border separating the District from Montgomery County, Maryland. Western Avenue extends from Westmoreland Circle to Rock Creek Park. In the vicinity of the site, Western Avenue is a four-lane roadway with parking permitted on both sides of the street.

- Chevy Chase Parkway is primarily a north-south local roadway that extends from Garrison Street to Chevy Chase Circle. In the immediate vicinity of the school, Chevy Chase Parkway traverses east to west. Chevy Chase Parkway is approximately 28 feet wide with parking permitted on both sides of the street. Parking is restricted on Chevy Chase Parkway in front of the school during school days.

- Quesada Street is a one-way eastbound residential roadway that extends from Western Avenue to 31st Street. Quesada Street is approximately 28 feet wide with parking permitted on both sides of the street.

- Patterson Street is an east-west residential roadway that extends from Chevy Chase Parkway near the school to Broad Branch Road. Parking is permitted on both sides of Patterson Street.

The school is located adjacent to a 16 foot north-south public alley. In addition to serving as a point of access to the SMBS, the alley provides access to an east-west alley which serves several residential homes on Quesada Street and Patterson Parkway.

Existing Traffic Volumes

Existing traffic volumes were counted on Thursday February 3, 2000 from 7:45 AM - 8:45 AM, and 2:30 PM - 3:30 PM at the following locations:

- Quesada Street/Alley
- Chevy Chase Parkway/Alley

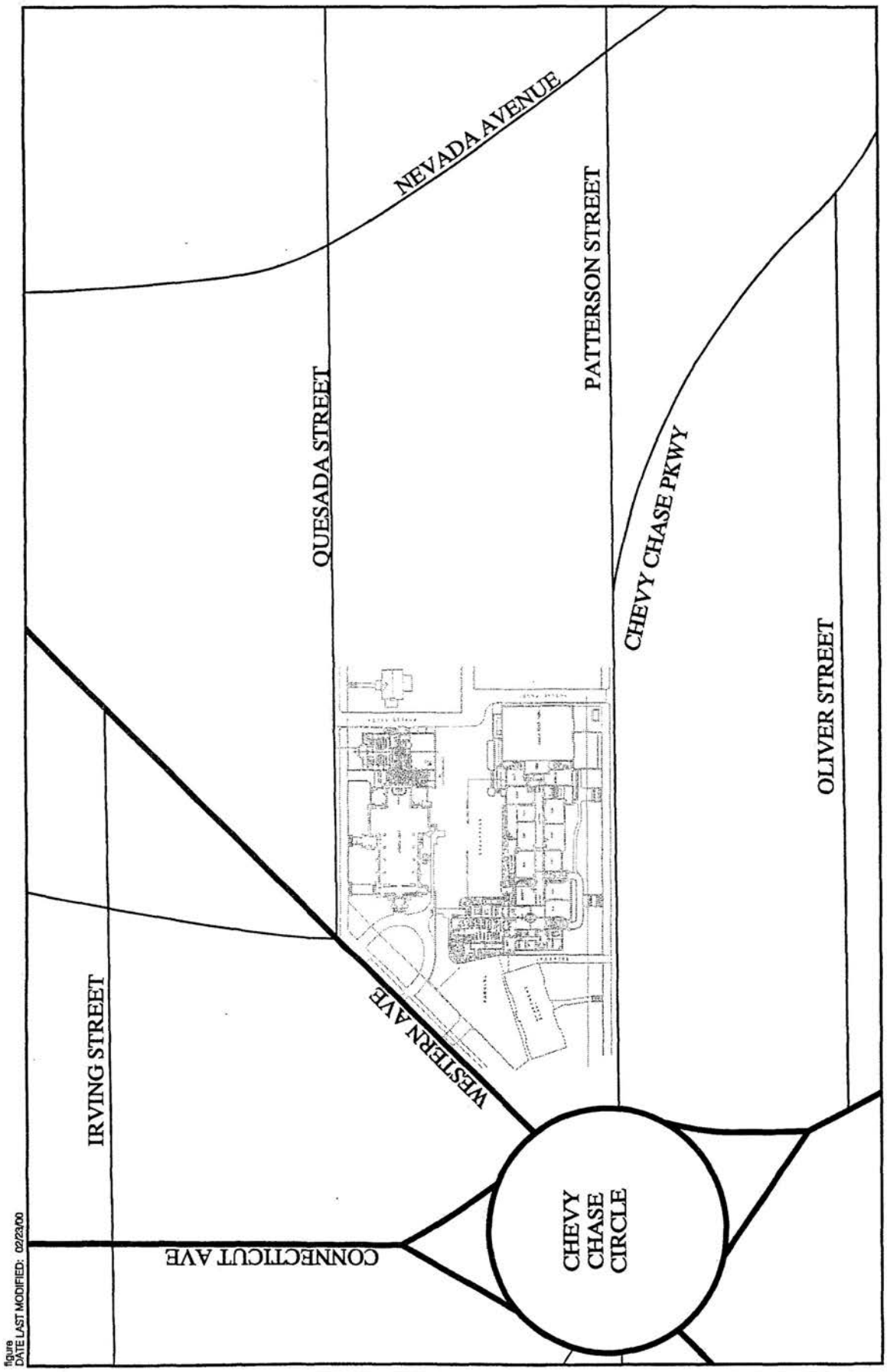


Figure 2
Local Roadway network

Traffic counts were conducted during the time periods that coincided with school start and dismissal times. It should be noted that traffic counts were conducted shortly after the January 2000 snow storm. Although travel paths were clear, some snow that remained on the sides of Chevy Chase Parkway contributed to motorists not being able to use the entire width of the street. This may have prevented some motorists the opportunity to pass other stopped vehicles and consequently helped to increase the length and duration of the queue. Although the snow may have had a slight impact, the information obtained from the February 3, 2000 count is still thought to be a good indicator of normal conditions. The existing peak hour traffic volumes are shown on Figure 3. Count summary sheets are included in the Technical Appendix to this report.

While traffic counts were conducted, observations were made to distinguish SMBS related traffic from residential traffic not associated with the school. Table 1 shows the number of drop-offs or pick-ups that occurred at the three primary locations.

Table 1
SMBS Trip Generation

	Quesada Street	Alley	Chevy Chase Pkwy	Total
AM Peak Hour	18	131	31	180
PM Peak Hour	21	29	128	178

It should be noted that Table 1 only includes SMBS vehicles that made drop-offs or pick-ups on Quesada Street in front of the rectory, on Chevy Chase Parkway in front of the school, and in the alley. Table 1 does not account for parents who chose to park on other neighborhood streets and walk to the SMBS to pick up their children, nor does it account for the small number of students that were dropped off on Western Avenue.

A random number of school related vehicles were surveyed to determine the automobile occupancy factor, or the average number of students that arrived in each car. It was determined that the auto occupancy factor for SMBS was approximately 1.5 students per vehicle.

Existing Vehicle Circulation

AM Drop-off
Currently, vehicles access the SMBS in the morning via Western Avenue, Quesada Street, Patterson Street, and Chevy Chase Parkway. A consistent flow of vehicles arrived at the school from about 7:50 AM until about 8:25 AM. The following vehicle circulation was observed in the morning:

- Most vehicles that access the school via Quesada Street use the alley for student drop-off. However, a few parents drop students off on Quesada Street and continue down to Nevada Avenue. Drop-off that occurs on Quesada Street and in the alley is orderly. Vehicles form a single file line and remain in that line until they have exited the alley onto Chevy Chase Parkway.

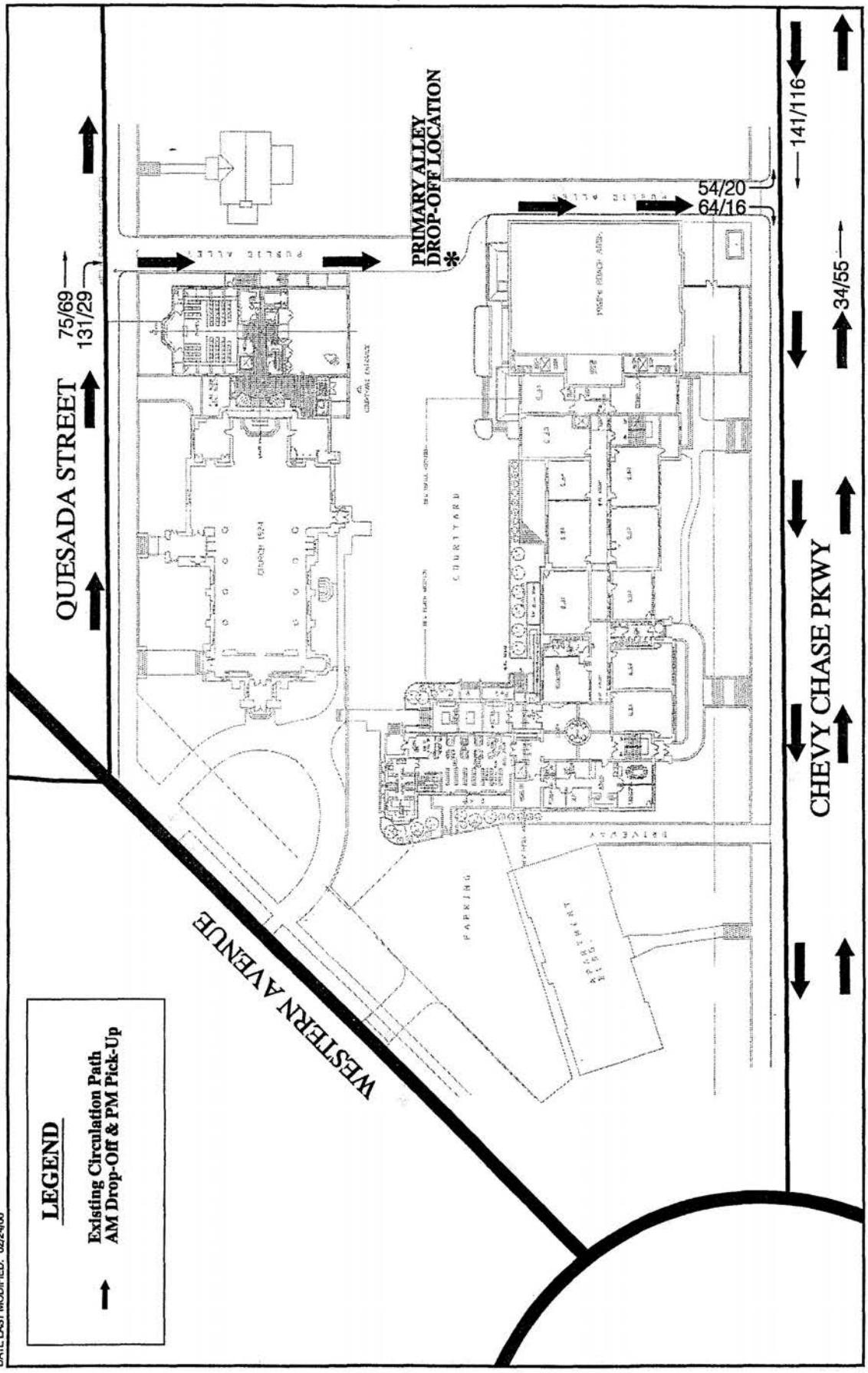


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Figure 3
Existing Traffic Volumes
and Circulation Paths

View Number: 3

A queue of approximately 13 vehicles extended from the primary drop-off location in the alley onto Quesada Street back to Western Avenue. The maximum queue occurred approximately 8:15 and lasted approximately three minutes.

- There is no orderly system for drop-offs on Chevy Chase Parkway. Parents drop students off on both sides of the street and consequently block others from passing. In addition to drop-off activity that occurs on Chevy Chase Parkway, vehicles exiting the alley add to the traffic on Chevy Chase Parkway. These vehicles must then wait behind vehicles that have stopped in front of them for drop-offs. The lack of a set system on Chevy Chase Parkway helps to create a less than optimal situation. A queue of 10 vehicles was observed on Chevy Chase Parkway.

PM Pick-up

Currently, vehicles access the SMBS in the afternoon via Western Avenue, Quesada Street, Patterson Street, and Chevy Chase Parkway. Most parents use Chevy Chase Parkway to pick up students; however, kindergarten pick-up occurs in the alley (NOTE: Table 1 shows less activity in the alley during the PM drop-off period). In general, the PM drop-off circulation pattern is similar to the AM drop-off period circulation pattern. However, the afternoon appeared to have less order, particularly because everyone arrived during a five minute period (instead of a 35 minute period as is done during the AM), and students and parents were all walking around trying to find one another.

The kindergarten class dismissal occurred in a more orderly manner. Vehicles lined up in a single file line in the alley and the children stood in a line on the side of the school. The kindergarten teacher identified the parent driving the car and called the appropriate child or children over to get into the car.

The following additional observations were made during the afternoon drop-off period:

- A queue of approximately two vehicles extended from the drop-off location in the alley onto Quesada Street. The queue occurred at 3:00 PM and lasted approximately three to four minutes.
- A queue of 12 vehicles was observed on Chevy Chase Parkway. The queue lasted approximately two minutes.

The circulation patterns for the morning and afternoon are illustrated on Figure 3.

Parking Requirements

Zoning regulations require two parking spaces for every three staff members at an elementary school. Since SMBS has approximately 30 staff on site at any one time, they are required to have 20 parking spaces. If the entire courtyard is utilized, SMBS can accommodate approximately 70 parked cars. However, SMBS uses a portion of the courtyard for recess activity for students during the day. Therefore, the effective parking area is reduced to approximately 30 vehicles. This is an adequate supply to accommodate staff parking on-site.

FUTURE CONDITIONS

Traffic Generation

Traffic expected drop-off and pick-up students in the future was projected by considering the following: 1) changes in existing circulation patterns due to the implementation of the planned TOP, and 2) the projected student population increase from 500 students to 525 students (5% increase).

Part of the TOP includes a policy that will likely discourage parents from parking in the neighborhood and walking to the school to pick up their children. We expect that in the future these parents (an estimated 50 vehicles) will join the organized queue of vehicles that will use Chevy Chase Parkway and the alley to pick up students. The additional 50 vehicles is only expected during the afternoon period.

Table 1 indicated 180 AM and 178 PM peak hour school related drop-off and pick-up vehicles. These numbers are expected to increased by 5% to project a future traffic generation of 189 AM, and 187 PM volumes.

Adding the 50 vehicles that are expected to use the queue line to the expected increase in student population equates to a projected 189 drop-off vehicles and 237 pick up vehicles. The 189 vehicles will arrive over a 35 minute period in the morning. The 237 vehicles will arrive during a five to ten minute period and will therefore result in longer queues. The queues will extend down Chevy Chase Parkway and onto Patterson Street. The queue will start to dissipate over a five to ten minute period due to the implementation of the TOP.

Traffic Operations

A site access and circulation system was developed to improve the overall operation of SMBS-related vehicles. In the morning students may be dropped off in two areas - the public alley, and the westbound or northern side of Chevy Chase Parkway. Drop-off will not be permitted on the eastbound side of Chevy Chase Parkway so that other traffic on Chevy Chase Parkway will not be impeded. In the afternoon, students will be picked up in the alley and on Chevy Chase Parkway. The planned circulation plan is shown in Figure 4.

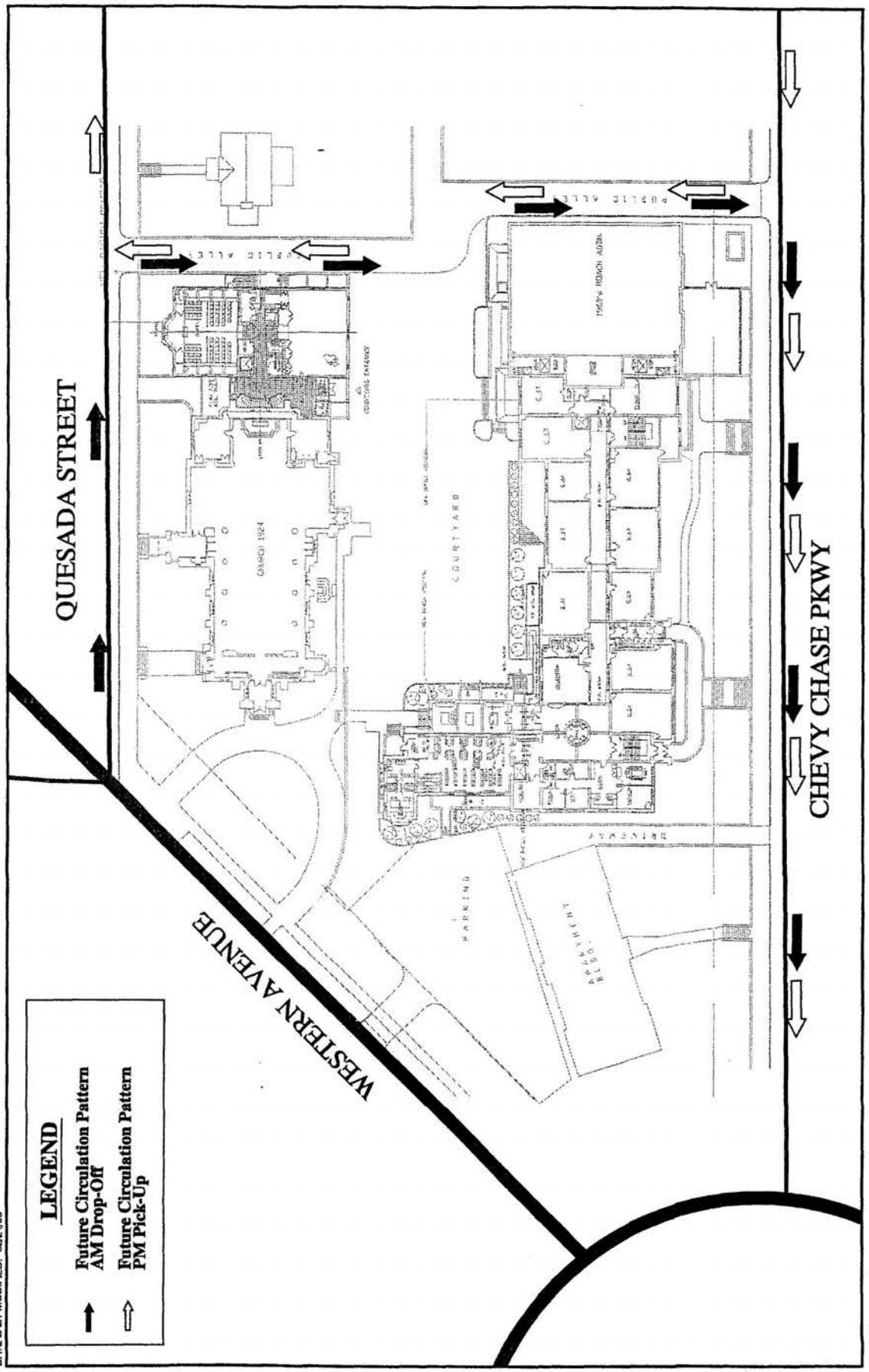


figure
DATE LAST MODIFIED: 02/24/00

View Number: 4

Figure 4
Total Future Drop Off and Pick Up
Campus Circulation

Traffic Operations Plan

In conjunction with the new circulation plan, a traffic operation plan will be implemented to improve traffic conditions and to create a safer environment. An integral part of this plan includes the support of SMBS staff to strictly enforce the plan. The following elements are planned to be implemented as part of the plan:

AM Drop-off

- SMBS staff will be stationed at Quesada Street, Chevy Chase Parkway, and the alley to make sure parents follow drop-off procedures.
- Parents will only be allowed to drop students off in two locations - in the alley and on the westbound side of Chevy Chase Parkway.
- Parents will continue to access the alley through a one-way circulation system via Quesada Street.
- Drop-offs that occur on the westbound side of Chevy Chase Parkway will only occur in the parking lane (parking is prohibited during school hours). Double parking will not be permitted. This will allow continuous two-way traffic to flow on Chevy Chase Parkway in the travel lanes.

PM Pick-up

- SMBS staff will be stationed at Quesada Street, Chevy Chase Parkway, and the alley to make sure parents follow pick-up procedures.
- All students will wait in the gymnasium and will not be dismissed until they have been notified that their parent has arrived. This will reduce the number of vehicle/pedestrian conflicts.
- Parents will be designated to pick-up their children in a specific "pick-up zone". The parent will display a colored sign in the windshield of his/her vehicle so that he or she can be easily identified.
- Staff members will be stationed at each of the "pick-up zones" and will use a walkie-talkie system to notify the staff member located in the gymnasium when a parent has arrived. The staff member in the gymnasium will then broadcast all of the carpools that have arrived. Once the students have heard their carpool announced they will be dismissed from the gymnasium. Once outside, the student will be able to quickly identify their parent who will be parked in a predetermined area. This will reduce the time a student must search for a parent and thus reduces the time the parent must spend parked in the street or in the alley. This will help to reduce the duration and maximum length of queues.
- Students who walk home will be dismissed approximately ten minutes after other students are dismissed. This will help to reduce the number of pedestrian/vehicle conflicts.
- Parents who park in the neighborhood and walk to the school to pick up their children will be asked to wait in the gymnasium until walkers are dismissed

(approximately ten minutes after other students are dismissed). This practice will likely discourage parents from parking in the neighborhood since they may not want to wait ten additional minutes before they are permitted to leave.

Parking Requirements

Zoning regulations require two parking spaces for every three staff members at an elementary school. SMBS may increase it's staff to 35 (actual staff number will be higher; however there will be less than 35 staff members on-site at one time) and will require 24 parking spaces. If the entire courtyard is utilized, SMBS can accommodate approximately 70 parked cars. However, SMBS uses a portion of the courtyard for recess activity for students during the day. Therefore, the effective parking area is reduced to approximately 30 vehicles. This is an adequate supply to accommodate the projected number of staff on-site.

CONCLUSIONS

The purpose of this report is to present a Traffic Operation Plan (TOP) to improve traffic circulation and operations for the Shrine of the Most Blessed Sacrament School (SMBS) in northwest Washington, D.C. This report is being submitted as part of a Board of Zoning (BZA) application for the proposed expansion of the SMBS. This report also considers the expected growth in student enrollment from 500 students to 525 students. (NOTE: It is possible that the student enrollment may ultimately increase to 600 students. This enrollment figure is less likely to occur and was therefore not included in the scope of this analysis.)

The major conclusions presented in this report are listed below:

Existing Conditions

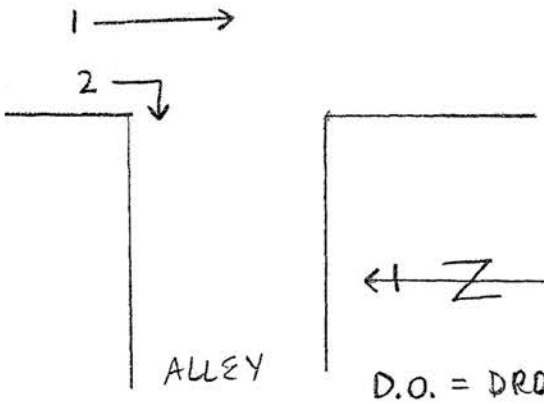
- A total of 180 AM drop-offs, and 178 PM pick-ups occurred at Quesada Street, the alley, and along Chevy Chase Parkway.
- The peak drop-off period occurred between 7:50 AM and 8:25 AM. The peak pick-up period occurred between 3:00 PM and 3:10 PM.
- During AM drop-off - A queue of approximately 13 vehicles extended from the primary drop-off location in the alley onto Quesada Street back to Western Avenue. A queue of 10 vehicles was observed on Chevy Chase Parkway.
- During PM pick-up a queue of approximately two vehicles extended from the drop-off location in the alley onto Quesada Street. A queue of 12 vehicles was observed on Chevy Chase Parkway.
- There is adequate space in the courtyard to accommodate the number of parking spaces required per zoning regulation (20 spaces).

Future Conditions

- The SMBS can expect 189 AM drop-off vehicles, and 237 PM pick-up vehicles in the future.
- A Traffic Operation Plan (TOP) is planned to be implemented to improve the overall operation of SMBS-related vehicles.
- In the future, AM drop-offs and PM pick-ups will only occur in the alley and on the westbound side of Chevy Chase Parkway.
- An integral part of the TOP includes the support of SMBS staff to strictly enforce the plan.
- During the afternoon, parents will be designated to pick-up students in a designated "pick-up zone" so that children will be able to easily identify where their parents are parked.
- The implementation of this TOP will enhance existing conditions and create an improved situation for traffic conditions as well as safety.
- There is adequate space in the courtyard to accommodate the number of parking spaces required per zoning regulation (24 spaces).

TECHNICAL APPENDIX

QUESADA



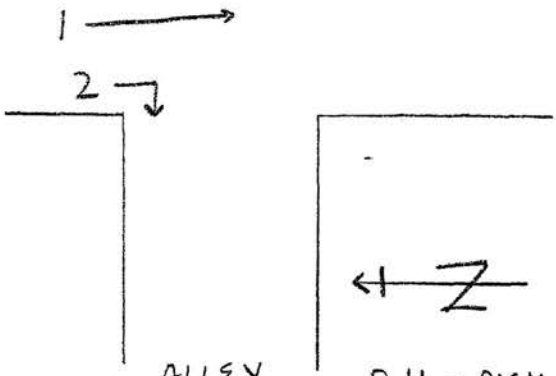
OFFICIAL TRAFFIC VOLUME SURVEY

SMBS			1740-001
Project Name			Project Number
Quesada/ Alley			
Intersection			
NW, DC			
Municipality/County/State			
02/03/2000	Thursday	15 min	Cold
Date	Day	Interval (15 min/1 hr)	Weather
N. White			
Counted By			

D.O. = DROPS OFFS

Approach Direction and turning movement	→	↓	D.O.									
	1	2	3	4	5	6	7	8	9	10	11	12
7:00 AM to 7:15 AM												
7:15 AM to 7:30 AM												
7:30 AM to 7:45 AM												
7:45 AM to 8:00 AM	7	14	4									
8:00 AM to 8:15 AM	22	67	8									
8:15 AM to 8:30 AM	25	48	6									
8:30 AM to 8:45 AM	3	2	0									
8:45 AM to 9:00 AM												
9:00 AM to 9:15 AM												
9:15 AM to 9:30 AM												
9:30 AM to 9:45 AM												
9:45 AM to 10:00 AM												
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10:30 AM to 10:45 AM												
10:45 AM to 11:00 AM												

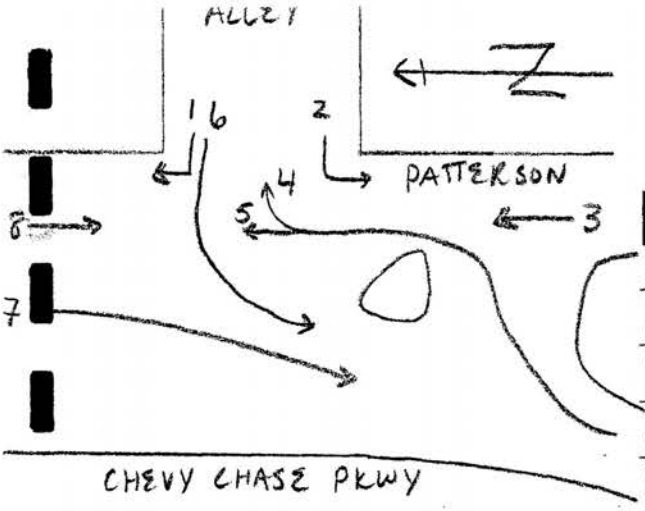
QUESADA



OFFICIAL TRAFFIC VOLUME SURVEY

SMBS			1740-001
Project Name			Project Number
Quesada/ Alley			
Intersection			
NW, DC			
Municipality/County/State			
02/03/2000	Thursday	15 min	Cold
Date	Day	Interval (15 min/1 hr)	Weather
M. Weil			
Counted By			

Approach Direction and turning movement	→	↓	P.U.									
	1	2	3	4	5	6	7	8	9	10	11	12
2:00 PM to 2:15 PM												
2:15 PM to 2:30 PM												
2:30 PM to 2:45 PM	3	6	0									
2:45 PM to 3:00 PM	9	1	9									
3:00 PM to 3:15 PM	14	12	7									
3:15 PM to 3:30 PM	23	10	4									
3:30 PM to 3:45 PM	4	2	1									
3:45 PM to 4:00 PM												
4:00 PM to 4:15 PM												
4:15 PM to 4:30 PM												
4:30 PM to 4:45 PM												
4:45 PM to 5:00 PM												
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5:30 PM to 5:45 PM												
5:45 PM to 6:00 PM												

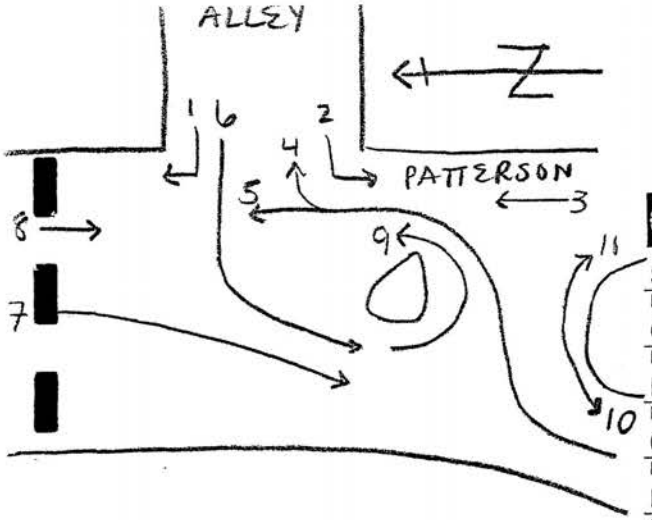


OFFICIAL TRAFFIC VOLUME SURVEY

SMBS (Project Name)	1740-001 (Project Number)
Chevy Chase Pkwy/ Patterson/ Alley (Intersection)	
NW, DC (Municipality/County/State)	
02/03/2000 (Date)	Thursday (Day)
15 min (Interval (15 min/1 hr))	Cold (Weather)
R. Savoy (Counted By)	

D.O. = DROP OFFS

Approach Direction and turning movement	↲	↳	←	↰	↰	↳	→	→	D.O.			
	1	2	3	4	5	6	7	8	9	10	11	12
7:00 AM to 7:15 AM												
7:15 AM to 7:30 AM												
7:30 AM to 7:45 AM												
7:45 AM to 8:00 AM	2	6	19	1	4	1	2	6	2			
8:00 AM to 8:15 AM	34	14	31	0	12	8	2	6	18			
8:15 AM to 8:30 AM	27	13	39	0	9	7	5	6	11			
8:30 AM to 8:45 AM	1	0	19	0	7	5	4	3	0			
8:45 AM to 9:00 AM												
9:00 AM to 9:15 AM												
9:15 AM to 9:30 AM												
9:30 AM to 9:45 AM												
9:45 AM to 10:00 AM												
10:00 AM to 10:15 AM												
10:15 AM to 10:30 AM												
10:30 AM to 10:45 AM												
10:45 AM to 11:00 AM												



OFFICIAL TRAFFIC VOLUME SURVEY

SMBS (Project Name)	1740-001 (Project Number)
Chevy Chase Pkwy/ Patterson/ Alley (Intersection)	-
NW, DC (Municipality/County/State)	
02/03/2000 (Date)	Thursday (Day)
15 min (Interval (15 min/1 hr))	Cold (Weather)
R. Savoy (Counted By)	

P.U. = PICK UPS

Approach Direction and turning movement	↲	↳	←	↖	↰	↘	↘	→	↺	↺	↻	P.U.
	1	2	3	4	5	6	7	8	9	10	11	12
2:00 PM to 2:15 PM												
2:15 PM to 2:30 PM												
2:30 PM to 2:45 PM	1	4	8	0	14	0	3	3	3	2	1	
2:45 PM to 3:00 PM	7	4	16	0	11	0	2	7	3	0	2	
3:00 PM to 3:15 PM	3	3	14	0	12	3	6	6	3	2	1	
3:15 PM to 3:30 PM	5	3	22	0	8	3	6	11	2	1	1	
3:30 PM to 3:45 PM												
3:45 PM to 4:00 PM												
4:00 PM to 4:15 PM												
4:15 PM to 4:30 PM												
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4:45 PM to 5:00 PM												
5:00 PM to 5:15 PM												
5:15 PM to 5:30 PM												
5:30 PM to 5:45 PM												
5:45 PM to 6:00 PM												



SHRINE OF THE MOST BLESSED SACRAMENT

CONSTRUCTION MANAGEMENT POLICIES

March 1, 2000

1. Introduction

The Shrine of the Most Blessed Sacrament ("Blessed Sacrament") is seeking Board of Zoning Adjustment Approval for renovation and a small increase in the gross floor area of the Blessed Sacrament Elementary School (the "School"). Blessed Sacrament is also planning to construct an addition to the parish church (the "Church") that matter of right and is not part of the pending BZA case. If design and approvals proceed as planned, construction will begin in the summer of 2000 and will extend through the fall of 2001.

Blessed Sacrament wishes to assure that the construction causes the least possible disruption to the neighborhood or the ongoing programs of the parish and School. Potential disruptions include construction vehicle and worker traffic, noise and disruption of the limited open space on the site. Blessed Sacrament recognizes that work will be taking place in a residential area.

2. Organization

A project oversight committee (the "Committee") will monitor the construction process. The Committee members will include the Blessed Sacrament Project Manager, a member of the parish, a representative of the Advisory Neighborhood Commission, and one neighbor. The neighbor will be a person who lives in the immediate area of Blessed Sacrament, is willing to serve on the Committee and is reasonably acceptable to both Blessed Sacrament and the ANC. Blessed Sacrament will designate an individual as its Project Manager.

The Committee will meet monthly, beginning in the first month of construction, at a time and place to be agreed. The Project Manager will be responsible for scheduling the Committee meetings, arranging the location and keeping a written record of Committee discussions.

The Committee will advise the organizations represented on it of the status of construction activities. The Committee will also monitor compliance with these construction period policies.

Blessed Sacrament's Project Manager will also serve the point of contact and liaison for construction problems as they arise. The Project Manager will be available by phone and will have authority to act in response to emergency situations. The Project Manager will manage Blessed Sacrament's response to issues or problems affecting the community.

3. Construction

A. Permits – Blessed Sacrament will secure all permits that are required by the District of Columbia to complete the project.

B. Site Management –

i. Fencing. Blessed Sacrament will erect and maintain construction fencing along the perimeter of the construction areas on its site during the construction process.

ii. Construction offices will be located in trailers on the construction site or in existing buildings on the Blessed Sacrament's property. One construction trailer, not to exceed 12' wide by 60' long, may be placed in the parking lane of Quesada St., adjacent to the Blessed Sacrament property, if required by the limited size of site. Blessed Sacrament will obtain any required permits for placing a trailer on Quesada St. Blessed Sacrament will remove the trailer upon completion of construction.

iii. A minimum amount of lighting will be provided at the site at night for security purposes. These lights will be directed at the areas to be lighted within the property and away from adjoining residences.

C. Cleanliness – Blessed Sacrament will remove rubbish and construction debris continuously during the construction period during the normal construction workday. In addition, Blessed Sacrament will monitor and police the construction site daily.

i. Hauling and replacing dumpsters will occur between the hours of 8:00 a.m. and 5:00 p.m., Monday through Saturday.

ii. Trucks carrying excavation material and debris from the site will be covered with tarps.

iii. Construction workers will consume all meals and snacks on the property or in the eating establishments from which they obtain them.

iv. The access ways onto the property from Western Ave., Quesada St., and Chevy Chase Parkway will be washed down when needed and kept free of mud, dirt or construction debris.

v. Public consumption of alcoholic beverages by construction workers on the property or in the immediate neighborhood in prohibited.

D. Work Hours – Construction shall be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday. All interior finish work, including but not limited to painting and installation of drywall, can be conducted at any time, pursuant to District Regulations. In the event of an emergency that threatens life and safety, construction may occur as necessary to correct the emergency condition. Certain construction procedures, such as concrete pours or steel erection, may require extended or off-hours work. Blessed Sacrament will notify the Committee and affected immediate neighbors of these requirements, should they arise.

E. Subcontractors – The general contractor of the project will have full responsibility for all subcontractors employed by the general contractor to work on the project. Blessed Sacrament will make the general contractor aware of all of these construction policies. The general contractor shall be responsible for informing its subcontractors of the construction policies.

F. Blasting – If required by the soil conditions blasting shall be limited to the hours of 8:30 a.m. to 3:00 p.m. All blasting shall follow the regulation of the District of Columbia on blasting in a residential zone.

G. Traffic Parking and Loading – Construction trucks shall not line up before 7:00 a.m. on public streets. Trucks carrying excavation material and debris shall follow the routes shown on the site plan attached to this document. Truckers employed on the project shall be required to have valid operating licenses. Blessed Sacrament will obtain and keep copies of all Operator's Licenses of off-site vehicle operators coming to the property.

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CHRISTOFFER A. GRAAE, AIA
KressCox Associates, P.C.
Prinipal/Director of Technical Services & Space Planning/Interior Design

EDUCATION:

Bachelor of Architecture, Rhode Island School of Design, 1975.
Bachelor of Fine Arts, Rhode Island School of Design, 1971-74.
European Honors Program, Rome, Italy, 1973-74.

REGISTRATIONS:

District of Columbia

PROFESSIONAL EXPERIENCE:

Mr. Graae has over 25 years of design and project management experience with particular expertise in programming, space planning, and interior design for large-scale facilities. As Director of the Space Planning and Interior Design division, he has been responsible for program development, design and oversight of over 3 million square feet of specialized space since 1981. Mr. Graae is also well versed in governmental construction requirements having served as either Principal-in-Charge or Project Manager for the majority of the firm's public sector design projects including numerous indefinite quantity contracts with the Washington Metropolitan Transit Authority.

RELEVANT PROJECT EXPERIENCE:

W.B. Doner & Company Headquarters, Baltimore, Maryland - As Principal-in-Charge, Mr. Graae was responsible for complete coordination of the design for this new east coast headquarters for an international advertising agency from concept through completion. The program seeks to create a progressive and unique image expressive of the firm's position on the forefront of international advertising; and a flexible work environment for employees which in function and appearance is a factory for ideas and creativity.

The World Bank Headquarters, Washington, D.C. - The new $280 million headquarters building is located on Pennsylvania Avenue, consists of 13 stories, 2,000,000 sf and covers an entire city block. As Project Manager, Mr. Graae was responsible for the day to day coordination of the firm's design responsibilities, construction observation and administration. KressCox is responsible for the space planning/interiors of 225,000 sf.

The Hertz & Avis Rent-a-Car Corporations; Washington National, Dulles International, & BWI Airports - As Principal-in-Charge, Mr. Graae has provided complete oversight of design and construction services for Hertz and Avis in the Washington Metropolitan Area for almost 10 years, including corporate offices and headquarters, vehicle maintenance facilities, customer service counters, satellite and terminal facilities.

The Colorado Building, Washington, D.C. - As Principal-in-Charge of Interiors, Mr. Graae was responsible for programming, space planning, and ADA compliance for over 80% of the building's tenants totaling approximately 115,000 sf.

CHRISTOFFER A. GRAAE, AIA
KressCox Associates, P.C.
Prinipal/Director of Technical Services & Space Planning/Interior Design

The National Senior Citizen's Council Headquarters, Washington, D.C., 1331 F Street, N.W., Washington, D.C. - As Project Manager for this new, 135,000 sf, 10-story building, Mr. Graae provided day-to-day coordination of this project throughout design and construction. He was also responsible for base building programming and space planning design, and for programming and space planning for over 70% of the building's tenants per ADA/UFAS standards.

Washington Metropolitan Area Transit Authority Control Center, Washington, D.C. - Mr. Graae was responsible for an architectural programming, space planning, ADA and ergonomic analysis study of the Operations Control Center to determine possible alternatives to enhance the function of the bus and rail operations center as a consultant to DMJM.

American Mobile Satellite Corporation, Reston, Virginia - (Communications Company) - Mr. Graae served as Principal-in-Charge for AMSC's new corporate headquarters. This fast growing company includes an 8,000 s.f. network communications center on raised access floor and a large satellite dish farm. The program includes extensive use of systems furniture and state-of-the-art audio/visual equipped conference center and presentation rooms. In association with HSMM.

District Cable, Washington, D.C. - Mr. Graae was responsible for programming, space planning and interior design for District Cable's Payment Office and Operations Center in the Shaw Neighborhood. Located in the AIA Award-winning historic Manhattan Laundry Complex designed by KressCox, this space incorporates state-of-the-art security design.

Watergate - The 2600 Building & Shops at Watergate, Washington, D.C. - Mr. Graae served as Principal-in-Charge/Project Manager for the upgrade of this 275,000 square foot, mid -1960's complex to today's prime market status. The office building required modifications throughout for ADA compliance, and exterior and interior upgrades for the re-lease of 60,000 sf. Services included the preparation of master architectural drawings, development of new tenant standards and workletter, and improvement of building common areas, and life safety systems.

Washington Theological Union Seminary Campus, Washington, D.C. - Mr. Graae was in charge of programming, space planning, ADA analysis and interior design for the renovation and additions to this catholic Seminary including dormitories, classroom, auditoriums, a cafeteria and chapel.

GOROVE/SLADE ASSOCIATES, Inc.
Suite 700 / 1140 Connecticut Ave. NW / Washington, DC 20036
Phone: (202) 296-8625
Fax: (202) 785-1276
Toll Free: (888) 212-4242

MR. LOUIS J. SLADE, P.E.
VICE PRESIDENT AND PRINCIPAL ASSOCIATE

EDUCATION

Master of Science, Civil Engineering
Northwestern University
Chicago, Illinois

Bachelor of Science, Civil Engineering
Northwestern University
Chicago, Illinois

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers
Urban Land Institute
Lambda Alpha International Land Economics Society

PROFESSIONAL REGISTRATION AND CERTIFICATION

Registered Professional Engineer: District of Columbia and Maryland
Certified Profession Traffic Operations Engineer

BACKGROUND AND EXPERIENCE SUMMARY

Prior to founding Gorove/Slade Associates, Inc. in 1979, Mr. Slade gained professional experience with national consulting firms in Washington, D. C. and Chicago, Illinois. His professional experience includes highway design, transportation planning, traffic engineering, and a broad range of transportation and parking problem-resolution assignments.

Mr. Slade currently directs all Gorove/Slade Associates activities in the Washington, D.C. metropolitan area and oversees all regional operations. He has provided expert testimony throughout his career in legal transportation matters, zoning hearings, and public works project hearings. He has represented clients in negotiations regarding facilities design and project funding.

Mr. Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has devised and analyzed alternative public transportation modal options. He

has developed multi-modal transportation plans incorporating people mover systems. He is familiar with road rating and sufficiency evaluation systems for primary and secondary roads. He has performed analytical assessments of air quality and noise levels of transportation facilities and systems. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes. He has been responsible for the transportation and parking components for campus plans for academic, government, and corporate clients.

Mr. Slade has worked closely with public agencies and private developers devising transportation master plans and major thoroughfare plans. He has been instrumental in the creation of transportation systems and roadway networks for large acreage developments. As a leader in the transportation engineering field, Mr. Slade is widely published in leading transportation and planning journals and has been a guest lecturer at the University of Pennsylvania, Wayne State University, and Stockton State College.

REPRESENTATIVE PROJECTS

Downtown Project Planning

Mr. Slade has 25 years of experience as a consultant on projects in Washington, D.C. which include the MCI Center, Union Station, the Old Post Office, the Ronald Reagan Building, Market Square Georgetown Park, Washington Harbour, and a number of other private sector office buildings, hotels and residential projects. He is currently working on the personnel consolidation at the Washington Navy Yard, the engineering and transportation management plan for the Southeast Federal Center and the Transportation Management Plan for the new D.C. Convention Center.

Campus Planning

Mr. Slade has directed the firm's projects for The George Washington University Foggy Bottom and Mount Vernon College Campuses, the Georgetown University, the American University, the University of Maryland Medical System, the University of Pennsylvania Medical Center, the National Institutes of Health campuses in Bethesda and Poolesville, MD, the Food and Drug Administration new headquarters campus in White Oak Maryland, the Goddard Space Flight Center, the Patent and Trademark Office new headquarters in Alexandria VA, and numerous private office, R and D, and mixed use campuses.

Rail Station Planning and Design

Mr. Slade has extensive experience with the planning and design of the vehicular and pedestrian components of commuter rail stations and bus terminals. This includes roadway access, circulation, and parking planning for several Metrorail stations on the Washington, D.C. system for the Transit Authority, the planning of major commuter heavy and light rail stations at the

Meadowlands Sports Complex and the Carlstadt New Town Center in Bergen County, N.J., the planning of the station modifications associated with the new MCI Center sports arena at the Gallery Place Station in Washington, D.C., and planning studies for joint public/private developments at several Metrorail stations in the Washington metropolitan area.

Transportation Planning Studies

Nashua Area Transportation Study, New Hampshire; Genessee/Finger Lakes Regional Study, Rochester, New York; Hartford County Thoroughfare Plan, Maryland; James City County Thoroughfare Plan, Virginia.

Transit Impact Studies and Transit Alternatives Analyses

York County, Pennsylvania; Crystal City in Arlington, Virginia; Albany, New York.

Central Business District Circulation Studies

Alexandria, Virginia; Herndon, Virginia; Leesburg, Virginia; Baltimore, Maryland; Atlantic City, New Jersey; Indianapolis, Indiana; Albany, New York; Quincy, Massachusetts.

Transportation Systems Management

Development of management programs to reduce peak hour traffic loads and parking requirements and development of traffic monitoring systems for various private developments in the Northern Virginia suburbs of Washington, D.C. and for federal agencies in the metropolitan area.

Traffic Analysis and Campus Planning

The George Washington University, Georgetown University, The Lowell School, The Georgetown Day School, The Maret School, Washington, D.C.; The Malvern Preparatory School, Malvern, Pennsylvania.

Major Residential Office, Shopping Center, Industrial, and Mixed-Use Projects / Site Planning

Washington, D.C.; New York City; East Windsor and West Windsor, New Jersey; Baltimore County, Howard County, and Baltimore City, Maryland; Suffolk, Norfolk, and Williamsburg, Virginia; Atlanta, Georgia; Baton Rouge, Louisiana.

Unique and Special Traffic Studies and Assignments

District of Columbia Comprehensive Bikeway Study; U.S. Army Museum, Arlington, Virginia; The Challenger Center for Space, Washington, D.C.; The Universal Ballet School, Washington, D.C.; The Capital Centre Arena, Prince George's County, Maryland; Convention Centers, Atlantic City and Trenton, New Jersey and Baltimore, Maryland; Casino Hotels, Atlantic City, New Jersey; Civil War Battle Reenactment, Fairfax, Virginia; Highway noise barrier design and design guidelines, Federal Highway Administration; Salvation Army headquarters and residence for the homeless, Washington, D.C.

TRANSPORTATION MANAGEMENT EXPERIENCE

Over the last ten years, Louis J. Slade has had an active role in the evolving field of demand management. The following paragraphs highlight his work.

The National Institutes of Health (NIH):

As part of the Master Plan, Mr. Slade developed a cost-effectiveness matrix for candidate demand management programs which NIH used to advance their overall efforts to reduce trip generation. This work was presented at the I.T.E. Conference in February, 1994. Gorove/Slade Associates has had an ongoing contract with NIH to monitor the effectiveness of their demand management program.

The City of Alexandria:

Virginia passed a demand management ordinance in 1988 which required that all new development include a demand management program customized for the particular site based on proximity to transit, characteristics of the tenants, etc. Gorove/Slade Associates, Inc. worked with a number of clients to help interpret this new ordinance and to prepare the required program.

Institutions:

Gorove/Slade Associates has developed demand management plans for a number of schools, hospitals, and performance facilities where constrained or sensitive conditions required a special means to control the generation, routing, and storage of vehicle traffic.

Anacostia Waterfront:

Gorove/Slade developed an areawide demand management plan for the Anacostia Waterfront in Washington, D.C. as part of a master planning study for the City Planning Department. This

plan will be implemented by a transportation management association to be established by the city.

Southeast Federal Center:

The United States Government General Services Administration is developing the Southeast Federal Center in the Anacostia Waterfront sector of Washington, D.C. Gorove/Slade is responsible for the development of transportation management plans for each of the federal agencies which will be headquartered in this 75 acre enclave.

PUBLICATIONS

"Bikeway Planning Study: District of Columbia Bicycle Transportation Plan and Program," presented at the Eighth Bicycle/Pedestrian Seminar sponsored by the Metropolitan Association of Urban Designers and Environmental Planners, Toronto, July, 1976.

"Household Stratification Models of Travel Simulation," (co-authored with A. Chatterjee and S. Khasnabis), published in the January, 1977 issue of the Journal of the American Society of Civil Engineers.

"New Rapid Rail Systems: Will They Do the Job?," (co-authored with G. H. Castel), published in the July, 1977 issue of Planning, the American Society of Planning Officials, Chicago.

"Atlantic City's Transportation Potential," presented at the Center for Environmental Research Conference on Traffic and Transportation in Atlantic City, Stockton State College, Pomona, New Jersey, August, 1978.

"Evaluation of Traffic Impacts of Neighborhood, Community, and Regional Shopping Areas," presented at a seminar on Traffic Considerations for Land Developments by the Department of Civil Engineering, Wayne State University, in cooperation with the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation, Federal, Highway Administration, December 3 and 4, 1979.

"Reductions in Estimates of Traffic Impacts of Regional Shopping Centers," (co-authored with Frederick E. Gorove, P.E.), ITE Journal, January, 1981.

Faculty Member, International Council of Shopping Centers, 1982 University of Shopping Centers. January 27, 1982, Atlanta. Course: "New Parking Requirements for Regional Centers."

Guest lecturer at Center for Environmental Research, School of Design, University of Pennsylvania: "Guidelines for Transportation Access, Circulation and Parking Aspects of Multi-use Land Development," February 17, 1982.

"A Market-Based Transportation Management Program for Developers", (Co-authored with Geok Koon Kuah, Ph.D.), The ITE 58th Annual Meeting Compendium of Technical Papers, Washington, D.C. 1988.

"The Corridor Connection", NVBIA's Action magazine, September/October 1990; subtitle: "Commuters May Get the Chance to Zip to Metro or Work on New Bus Routes."