Table 2
Distribution of Student Home Addresses, by Jurisdiction

Jurisdiction	Families with "x" Students				Total Families	Total Students
	4	3	2	1		
District of Columbia	1	7	65	127	200	282
	0.5%	3.5%	32.5%	63.5%	59.9%	62.1%
Maryland	-	1	29	66	96	127
	0.0%	1.0%	30.2%	68.8%	28.7%	28.0%
Virginia	-	-	7	31	38	45
	0.0%	0.0%	18.4%	81.6%	11.4%	9.9%
Total	1	8	101	224	334	454
	0.3%	2.4%	30.2%	67.1%	100.0%	100.0%

Board of Zoning Adjustment
District of Columbia
CASE NO.16852
EXHIBIT NO.67A2

Number of Faculty and Staff

There are presently 80 full-time and 20 part-time faculty and staff. They generally arrive between 7:00 and 7:45 AM. Teachers should be in their classrooms by 7:45 AM. Full-time staff generally begins leaving campus at about 3:30 PM; some stay after school for teaching, coaching, tutoring, planning, meetings, and other reasons. Part-time staff begins leaving after noon.

Arrival and Departure Times

Student arrival and departure times are as follows:

Nursery School (Nursery, Pre-K)

Arrival Times:

Mon. - Fri.:	School starts at 9:00 AM. Early arrival begins 8:05 AM. Regular arrival begins at 8:50 AM.

Departure Times:

Mon. - Thurs.:	Half day dismissal at 12:00 N. Full-day dismissal begins at 2:50 PM.
Friday:	Dismissal is at 12:00 N. Parents/guardians picking up Nursery School students only may arrive shortly before 12:00 N. Parents picking up Nursery and Elementary School students may arrive at 12:10 PM.

Elementary School (K, Grades 1 - 6)

Arrival Times:

Mon. - Fri.:	Children begin arriving at 7:30 AM, and must be at school by 8:00 AM for Grades 4, 5, and 6, and by 8:10 AM for K through Grade 3.

Departure Times:

Mon. - Thurs.:	Academic classes end at 2:45 PM. Dismissal begins at 2:50 PM.
Friday:	Academic classes end at 12:05 PM. Dismissal begins at 12:10 PM. Parents/guardians picking up Elementary School students only may arrive at 12:20 PM.

Extended day coverage is available to all children, Nursery through Grade 7, from the end of the school day until 6:00 PM. About 50 students participate.

After-School Activities

St. Patrick's offers a wide variety of after-school activities for students beginning in Kindergarten, including study hall, dance, cooking, language arts, computer science, and other classes. Most classes start at 3:15 or 4:00 PM, and last for 45 minutes.

Sports

Students in Grades 5 and 6 may participate in after-school, interscholastic and intramural sports. All Grade 7 students must participate in sports.

St. Patrick's is a member of the Capital Athletic Conference (CAA), which is comprised of ten independent schools in Maryland, Virginia, and the District of Columbia. St. Patrick's fields interscholastic teams on the varsity (V) level for Grades 6 and 7, and junior varsity (JV) level for Grades 5 and 6 (and a few Grade 4 students). Fall sports include soccer (V, JV) and cross country (V). Winter sports include basketball (V, JV) and recreation squad (Grade 7 only). Spring sports include lacrosse (V, JV) and track and field.

One-hour practices are typically scheduled Monday through Thursday at 3:00 or 4:00 PM. Two-hour Friday practices are typically scheduled at 1:00 PM.

The school contracts for bus transportation for away games. Teams do not return from some away games until 5:00 or 5:30 PM. Buses park at the curb on the south side of Whitehaven Parkway adjacent to the school to pick up and discharge passengers.

PROPOSED MacARTHUR CAMPUS FOR GRADES 7 AND 8

Overview

This section presents an evaluation of transportation conditions in the immediate vicinity of 4925 MacArthur Boulevard. It includes discussions of the public street system; existing traffic volumes and levels of service; alternative traffic operation plans; and evaluation of those alternatives.

Location

St. Patrick's proposes to use the existing building at 4925 MacArthur Boulevard in the Palisades area for 60 students in Grades 7 and 8. The subject site is located in the southeast quadrant of the MacArthur Boulevard/Ashby Street intersection, as shown on Figure 1.

The existing building and site plan is shown on Figure 4. The existing 7,000-square-foot building is currently occupied by the contract-sellers, the Washington Psychoanalytic Society.

Sports activities would occur off-site on St. Patrick's Whitehaven campus or at other fields or facilities the school would rent for this purpose.

Profile

Up to 60 students will be enrolled at the new site. Approximately eight full-time and four part-time faculty and staff will be located here. The current Grade 7 program begins at 8:00 AM, with students arriving beginning at 7:30 AM. Academic classes end at 3:00 PM. The school expects the hours of operation at 4925 MacArthur would be close, if not identical, to the current schedule.

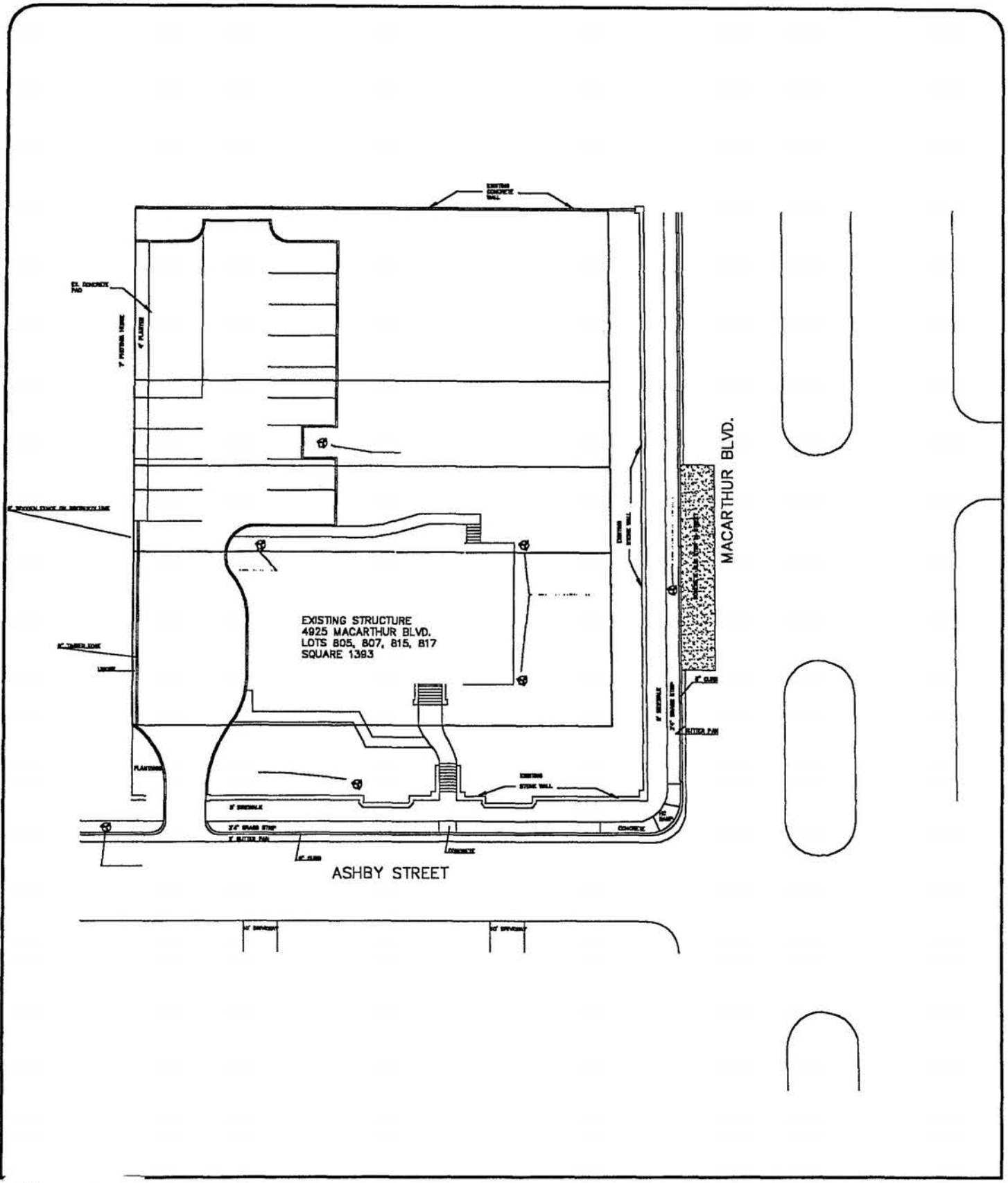


Figure 2

4926 Macarthur Boulevard Building and Site Plan

North Schematic

Public Street System

MacArthur Boulevard at Ashby Street is a four-lane, divided road, with curb parking on both sides. The nearest traffic signals on MacArthur Boulevard are located at V Street to the south and Dana Place to the north. A Metrobus stop is located adjacent to 4925 MacArthur Boulevard. The posted speed limit on MacArthur Boulevard is 25 mph.

Ashby Street is a 25-foot wide, local neighborhood street, bordered on both sides by single-family homes. Curb parking is permitted on both sides of the street. A single travel lane carries two-way traffic when cars are parked on both sides of the street. Ashby Street is controlled by a stop sign at MacArthur Boulevard.

A single 11.75-foot wide driveway on Ashby Street provides all automobile and service vehicle access/egress.

Traffic Counts

Wells & Associates conducted traffic counts at the MacArthur Boulevard/Ashby Street intersection and the site driveway on Ashby Street on Wednesday, December 12, 2001, from 6:00 to 9:00 AM, and from 2:30 to 6:00 PM.

The street peak hours begin at 7:45 AM and 2:30 PM. These peaks coincide with the peak hours of the schools in the area.

MacArthur Boulevard carried 2,104 AM peak hour trips, and 1,533 PM peak hour trips, as shown on Figure 5. More than half of these trips travel southbound towards Georgetown during these peak hours.

Ashby Street carries modest traffic volumes, only 44 trips in both directions during the AM peak hour, and 56 trips in both directions during the PM peak hour.

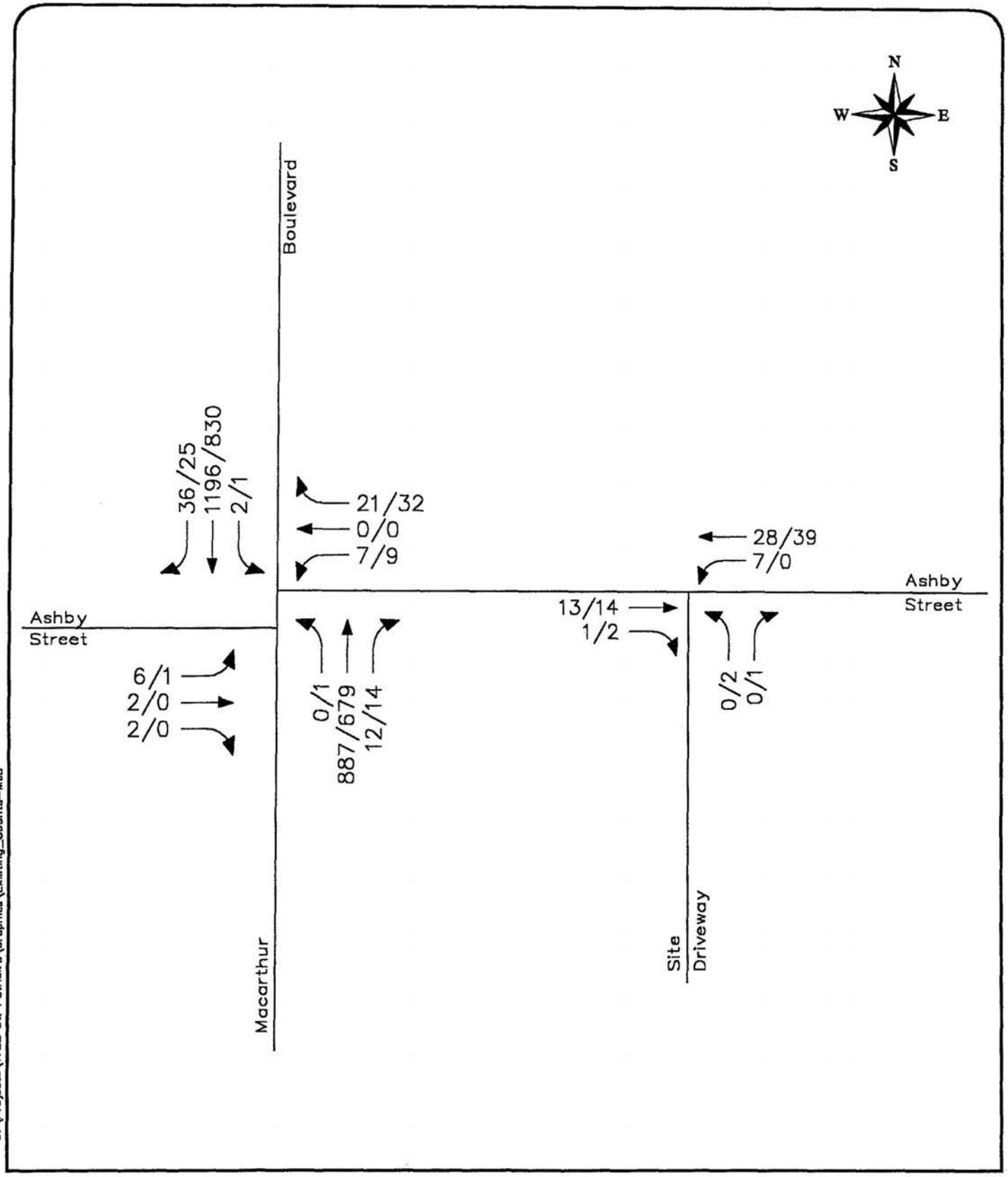


Figure 3

Existing Traffic Counts at Macarthur Boulevard and Ashby Street

North
Schematic

Levels of Service

Through traffic on MacArthur Boulevard flows freely without stopping at Ashby Street. Minor delays are experienced by motorists turning onto and off of MacArthur Boulevard at Ashby Street. Vehicles turning left out of Ashby Street may cross the northbound lanes and wait in the median for an acceptable gap in southbound traffic on MacArthur Boulevard.

Traffic at the MacArthur Boulevard/Ashby Street intersection operates at an acceptable level of service (LOS) "A" during both the school AM and PM peak hours. Motorists turning into and out of 4925 MacArthur Boulevard experience no significant delay at Ashby Street.

Parking

Fifteen spaces are located in the on-site parking lot. Five former parking spaces are occupied by a concrete pad and dumpster. These spaces adequately accommodate typical daytime use of the building by the current owners. This lot is filled to capacity and visitors park along Ashby Street when large meetings and events are held at the building.

Trip Generation

If students are dropped off and picked up by parents/ guardians at the Whitehaven campus and bused between campuses, the Grades 7 and 8 program would generate a maximum total of 17 peak direction AM peak period trips, and 14 peak direction PM peak period trips, at the MacArthur campus, as shown in Table 10.

Table 3
Grades 7 and 8 Vehicle-Trip Generation Analysis

Time	MacArthur Campus										Whitehaven Campus									
	Faculty/Staff Autos Using Lot		Carpools on MacArthur Blvd.		Shuttle Buses on MacArthur Blvd.		Visitors Using Lot		Total		Faculty/Staff Autos		Carpools		Shuttle Buses		Visitors		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Bus Service Between MacArthur and Whitehaven Campuses																				
Morning Drop-Off																				
At or Before 7:30 AM	2	-	1	1	-	-	-	-	3	1	-	-	10	10	-	-	-	-	10	10
7:30 - 8:00 AM	6	-	2	2	3	3	2	-	13	5	-	-	33	33	3	3	-	-	36	36
8:00 - 8:30 AM	-	-	-	-	-	-	1	2	1	2	-	-	-	-	-	-	-	-	-	-
8:30 - 9:00 AM	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	-
Total	8	-	3	3	3	3	3	3	17	9	-	-	43	43	3	3	-	-	46	46
Afternoon Pick-Up																				
At or Before 3:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 - 3:30 PM	-	-	-	-	3	3	2	-	5	3	-	-	-	-	3	3	-	-	3	3
3:30 - 4:00 PM	-	6	-	-	-	-	1	2	1	8	-	-	10	10	-	-	-	-	10	10
After 4:00 PM	-	2	-	-	-	-	-	1	-	3	-	-	36	36	-	-	-	-	36	36
Total	-	8	-	-	3	3	3	3	6	14	-	-	46	46	3	3	-	-	49	49

The Grades 7 and 8 morning traffic peak hour coincides closely with the existing morning traffic peak hour at the Whitehaven campus. The Grades 7 and 8 afternoon traffic peak hour occurs after the Whitehaven campus afternoon peak hour. Thus, the Grades 7 and 8 program would not add to queues on Whitehaven Parkway in the afternoon peak hour.

In the AM peak period, a maximum of eight cars driven by full-time faculty/staff, and three cars driven by visitors, would use the driveway on Ashby Street. Three carpools and three shuttle buses would briefly stop on MacArthur Boulevard to discharge students and then depart. Part-time faculty/staff is anticipated to arrive and depart at off-peak times.

In the PM peak period, a maximum of eight cars driven by faculty/staff, and three cars driven by visitors, would use the driveway on Ashby Street. Three shuttle buses would stop on MacArthur Boulevard, pick up the students, and transport them to the Whitehaven campus or elsewhere for after-school sports activities. Parents/guardians would pick up students at the Whitehaven Campus at or after 4:00 PM; no carpools would pick up students in the PM peak period at the MacArthur campus.

The Grades 7 and 8 program would generate a maximum total of 46 peak direction AM peak period trips, and 49 peak direction PM peak period trips, at the Whitehaven campus. This includes 43 to 46 vehicles driven by parents/ guardians and three shuttle buses.

The Washington Psychoanalytic Society generated eight trips during the morning peak hour and five trips during the afternoon peak hour on Wednesday, December 12, 2001. Thursday evenings and Saturday mornings are peak times for use of the site by the current owners. Visitors have been observed at these times to fill the on-site lot to capacity and to overflow park on Ashby Street.

Alternative Traffic Operations Plans

Four alternative plans were identified for accommodating morning drop-off and afternoon pick-up activity:

1. Pick up and drop off students on the south side of Ashby Street, adjacent to the school site.

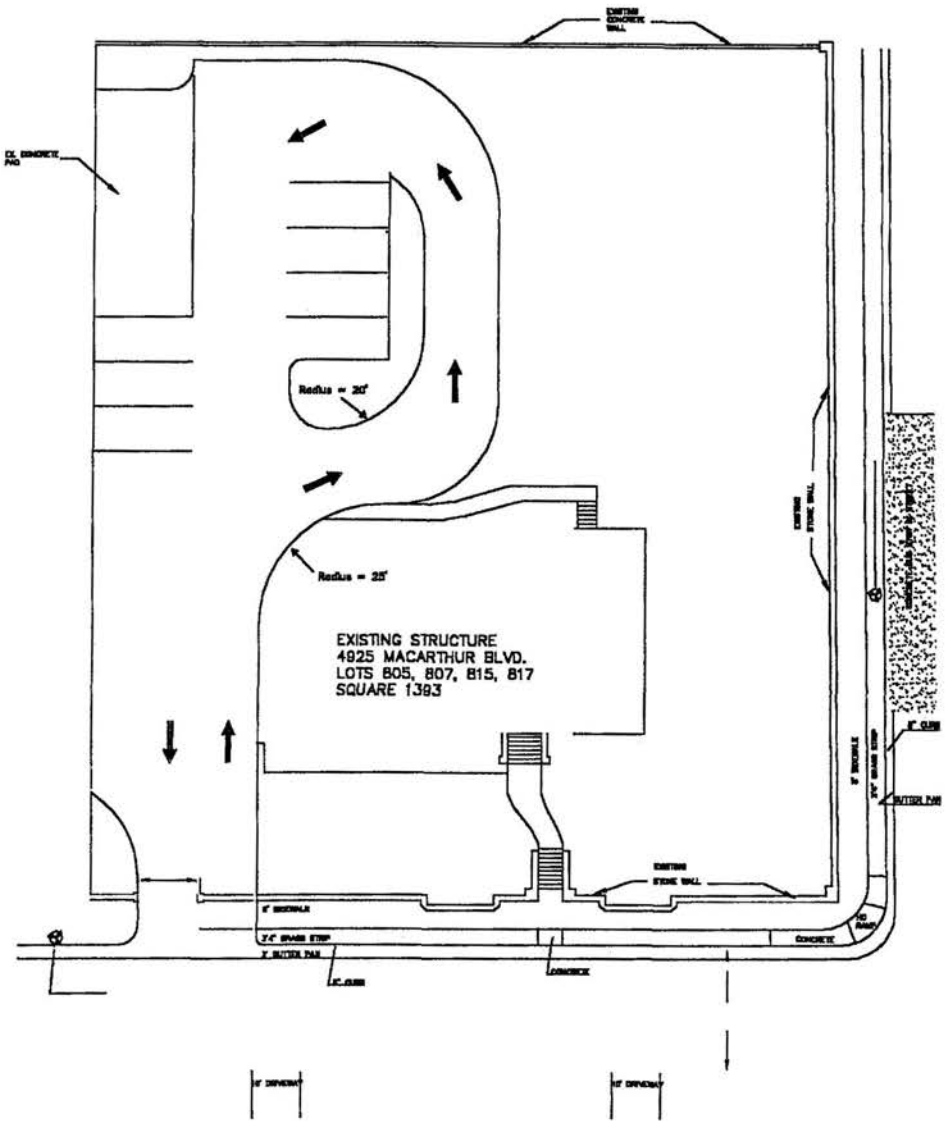
2. Widen the Ashby Street driveway from 11.75 to 24 feet and construct an on-site PU/DO loop that would operate one-way counter-clockwise, as shown on Figure 6.

3. Construct a loop through the property that would operate one-way clockwise, connecting the school to Ashby Street at the existing driveway and MacArthur Boulevard at a new driveway, as shown on Figure 7.

4. Transport students by shuttle bus between the MacArthur campus and the Whitehaven campus, where they would be dropped off and picked up by their parent/guardian. Carpools of three or more students could be permitted to drop off students in the morning on MacArthur Boulevard under this alternative.

   Small buses or vans would shuttle students between campuses. Students would be picked up and dropped off at the MacArthur campus on MacArthur Boulevard. A new stairway could be built in the stonewall along MacArthur Boulevard to directly connect the building and shuttle bus stop.

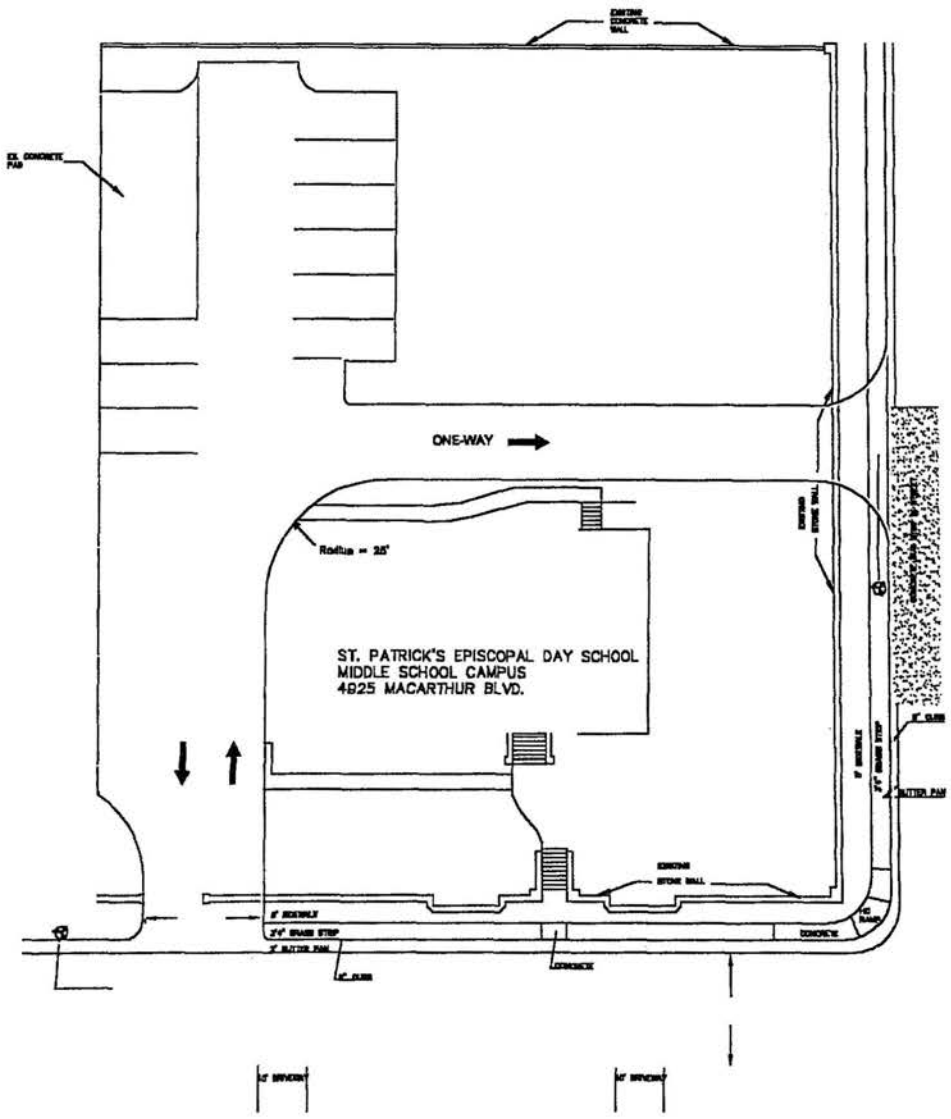
   Students would be picked up and dropped off at the Whitehaven campus at the church or on the north side of Whitehaven Parkway at the new gym. Students could wait for the bus in the lobby of the new gym building in inclement weather. Three round trips are likely to be required to transport 60 students.



O:\Mark\Altenative 2 - MJB

Figure 4
On—Site Loop

North
Schematic



O:\Mark\Alternative 1 —MJB

Figure 5
Loop Through Property

North
Schematic

Under any of these alternatives, large meetings of Grades 7 and 8 students, parents, and/or others could be held on the Whitehaven campus, due to the constraints of the Ashby campus parking lot and potential impacts on Ashby Street residents.

Evaluation of Alternatives

The following are the advantages and disadvantages of these alternative solutions:

1. Ashby Street PU/DO Lane.

   Advantages: No physical site plan changes would be required. Existing open space, landscaping, and stonewalls would be preserved. No on-site parking spaces would be lost.

   Students would be dropped off onto the adjacent sidewalk and would not have to cross the path of moving vehicles.

   Disadvantages: Space is available for only five cars to queue on the south side of Ashby Street, adjacent to the school. Peak queues would occasionally exceed this capacity and back up onto MacArthur Boulevard.

   Cars leaving the queue would travel on local neighborhood streets (e.g., Ashby, 49th, and W Streets), if an on-site turnaround were not provided.

   Curb parking spaces would not be available to local residents during peak hours on school days.

2. Loop Through Property.

Advantages: PU/DO lane would be provided on-site, not on a public street. Students would be dropped off onto a sidewalk that would be built adjacent to the school building, and would not have to cross the path of moving vehicles.

The new driveway, if approved by D-DOT, would be located at a median break on MacArthur Boulevard, opposite the east leg of Ashby Street. Vehicles could turn left or right, into or out of, this new driveway.

Cars leaving the queue would exit onto MacArthur Boulevard, not local neighborhood streets.

Disadvantages: The subject site is elevated above MacArthur Boulevard. The new driveway would have to be cut into the existing grade, which would require retaining walls. This likely would also limit the length of sidewalk and stacking distance that could be provided along the PU/DO lane. The cut would divide the school and open space.

The PU/DO lane would be built within existing open space; existing landscaping would be lost. The 24-inch magnolia tree would be threatened.

Three on-site parking spaces would be displaced.

Existing mature trees and utility poles limit sight distances on MacArthur Boulevard.

A substantial length of the existing stone retaining wall along MacArthur Boulevard would have to be removed to construct the driveway and provide adequate sight distances.

D-DOT is unlikely to approve a new curb cut on MacArthur Boulevard.

A Metrobus stop is located on the east side of MacArthur Boulevard where the new driveway would likely intersect the street.

Carpool traffic would be added on Ashby Street.

3. On-Site Loop Road.

Advantages: PU/DO lane would be provided on-site, not on a public street.

Students would be dropped off onto a sidewalk that would be connected to the school building, and would not have to cross the path of moving vehicles.

Cars leaving the queue would exit onto Ashby Street where they would be required to turn left and exit via MacArthur Boulevard.

Existing stone retaining wall along MacArthur Boulevard would be preserved.

Disadvantages: Loss of on-site open space and landscaping.

The 24-inch magnolia tree would be threatened.

Five on-site parking spaces would be displaced.

Carpool traffic would be added to Ashby Street.

4. Shuttle Buses.

Advantages: Minimum traffic impact. No carpool or shuttle bus traffic added at any time on Ashby Street.

No physical site plan changes would be required. Existing open space, landscaping, and stonewall along MacArthur Boulevard would be preserved. A short length of stonewall potentially would be displaced by a new stairway.

Students would be dropped off onto the adjacent sidewalk on MacArthur Boulevard and would not have to cross the path of moving vehicles to access the building.

Students would be picked up by parents/guardians at off-site location of sports activities, at or after 4:00 PM.

The afternoon Grades 7 and 8 pick-up would occur after the existing peak hour at the Whitehaven campus.

Existing queues on Whitehaven Parkway can be reduced and moved away from Foxhall Road, and additional capacity can be provided in the PU/DO lane to accommodate the additional traffic that would be generated by the Grades 7 and 8 program. (See previous section and the following recommendations).

Least disruptive to adjacent residents.

Disadvantages: Inconvenient for students.

Parents/guardians would be removed from the Grades 7 and 8 site. Less contact between parents/ guardians and teachers/staff.

Shuttle bus capital, operating, and maintenance costs.

Traffic would be added to the Whitehaven campus.

WHITEHAVEN CAMPUS

Overview

This section presents an evaluation of transportation conditions at the existing Whitehaven Campus. It includes discussions of the public street system; pick-up/drop-off procedures; carpooling efforts; existing traffic volumes, dwell times, levels of service, and queues; traffic-related accidents; parking; observed transportation issues; alternative solutions; and evaluation of those solutions.

Public Street System

St. Patrick's is located at 4700 Whitehaven Parkway, on the south side of the street, between MacArthur Boulevard and Foxhall Road. The church is located immediately adjacent to, and east of, the school. The Lab School is located immediately adjacent to, and west of, the school. The Mount Vernon College at The George Washington University is located on the north side of the parkway. W Street, which is a local residential street, is the only east-west street located south of Battery Kemble Park, other than Whitehaven Parkway, that connects MacArthur Boulevard and Foxhall Road.

Whitehaven Parkway is a 31- to 40-foot wide, two-lane, undivided roadway. Pavement markings and signs designate pedestrian crossings of Whitehaven Parkway. The parkway is posted as a school zone with signs that read "School/Speed Limit 15 M.P.H./7:00 AM to 4:30 PM." The parkway is controlled by stop signs at Foxhall Road and MacArthur Boulevard.

The easternmost (or closest) school driveway is located approximately 615 feet west of Foxhall Road. Approximately 25 cars can queue on westbound Whitehaven Parkway between the school driveway and Foxhall Road.

Foxhall Road is a 25-foot wide, two-lane, undivided road north of Whitehaven Parkway, and a 44-foot wide, four-lane, undivided road south of Whitehaven Parkway. Southbound Foxhall Road flares to 44 feet wide just north of Whitehaven Parkway, permitting about four cars to stop, waiting to turn right onto the parkway, without blocking the flow of southbound through traffic on Foxhall Road.

The nearest traffic signals on Foxhall Road are located at Garfield Street (three-quarters mile north of Whitehaven Parkway) and Reservoir Road (one-third mile south of Whitehaven Parkway). The posted speed limit on Foxhall Road is 25 miles per hour (mph).

MacArthur Boulevard is a four-lane, divided road. The nearest traffic signals on MacArthur Boulevard are located at the east leg of Reservoir Road at the Lab School, the west leg of Reservoir Road just north of Whitehaven Parkway, V Street, and Dana Place. The posted speed limit on MacArthur Boulevard is 25 mph.

Pick-Up/Drop-Off Procedures

Pick-Up/Drop-Off Lane. A 250-foot long pick-up/drop-off (PU/DO) lane is located between the north side of the school/church and south side of Whitehaven Parkway. This lane is 12 to 15 feet wide with a five-foot wide stone and brick sidewalk and seven- to nine-foot grass strip between the sidewalk and curb. The lane operates one-way westbound at all times. This lane is served by four driveways, which are numbered 1 through 4, from west to east, for purposes of this study.

Arrivals. All cars approaching the school are only to enter Whitehaven Parkway via Foxhall Road and only exit via MacArthur Boulevard. In the morning, drivers must enter the PU/DO lane by turning left into Driveway 4 and exit the lane by turning left out of Driveway 1. (In practice many parents turn right out of the driveway and return to Foxhall Road.) Driveways 2 and 3 are not used for morning drop off.

Students are dropped off from the right side of the car, onto the sidewalk. Teachers on duty control the flow of traffic in the PU/DO lane, assist students out of cars, and stop cars to allow pedestrians to safely cross the lane from the sidewalk to the school.

Departures. Students wait in the school building, after class dismissal, prior to being picked up in the PU/DP lane. Parents/guardians are issued numbered tags that are displayed on the interior car dashboard.

A teacher on duty in Whitehaven Parkway notes tag numbers while cars are queued in order on the parkway waiting to enter the PU/DO lane. That teacher calls those numbers, in order, into another teacher on duty in the school. That teacher announces the number on the public address system to notify those students to exit the school and wait on the sidewalk to be picked up by their parent/guardian. Parents/ guardians then pick up their student(s) and turn left out of Driveway 1 or 2.

Point Control. Two or three teachers on duty in Whitehaven Parkway control the flow of traffic into and out of the PU/DO lane, and direct drivers stopped on southbound Foxhall Road, waiting to turn right onto Whitehaven Parkway when traffic on the parkway backs up to Foxhall Road, to continue straight on Foxhall Road, re-circulate, and return once queues have dissipated on the parkway.

Several teachers on duty in the PU/DO lane control the flow of vehicular and pedestrian traffic within the lane, help students safely cross the lane, and assist them in getting into and out of their cars.

Carpooling

Parents are requested to form carpools, if at all possible, according to the *Parents Handbook*. Each family in a carpool receives a like number to display in the left front window of their vehicle. Teachers on duty on Whitehaven Parkway look for these numbers and prepare all children in that carpool for departure.

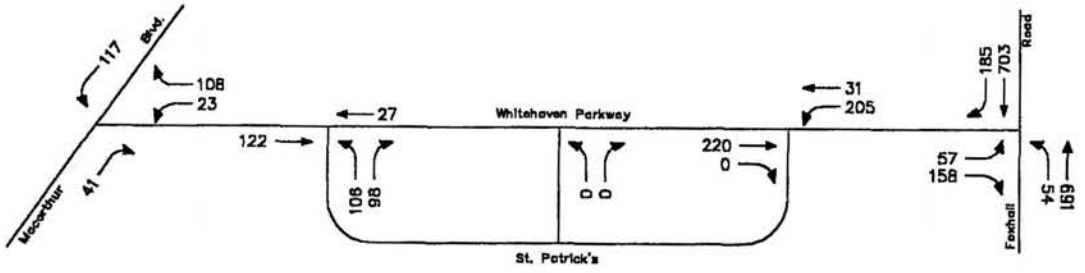
Traffic Counts

Traffic counts were conducted on Whitehaven Parkway at Foxhall Road, the school driveways, and MacArthur Boulevard on Wednesday, December 12, 2001, from 6:00 to 9:00 AM, and from 2:30 to 6:00 PM. These included manual turning movement counts and videotape surveys. These counts are summarized on Figure 2.

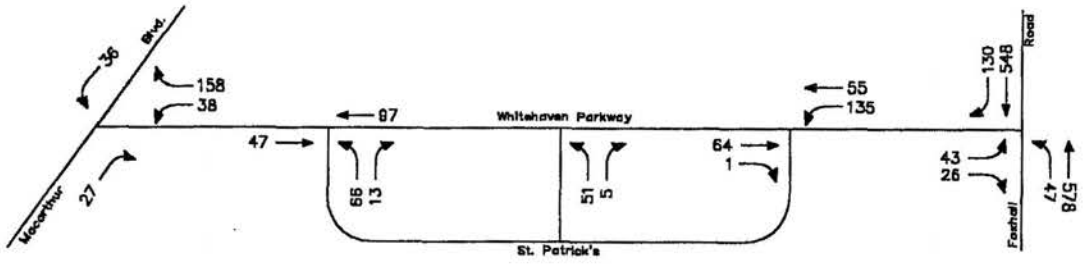
The street peak hours begin at 7:45 AM and 5:00 PM at Foxhall Road and MacArthur Boulevard. Peak hours at the school driveway begin at 7:45 AM and 2:30 PM. Thus, the school morning peak hour coincides with the street peak hour, but the school afternoon peak hour occurs 2:15 hours earlier than the street peak hour.

Peak school traffic is highly concentrated, not evenly distributed throughout the peak hour. Morning drop-off peak traffic is concentrated in the 15-minute period beginning at around 8:00 AM. Afternoon pick-up peak traffic is concentrated in the 15-minute period beginning at around 3:00 PM. (See Tables 3 and 4).

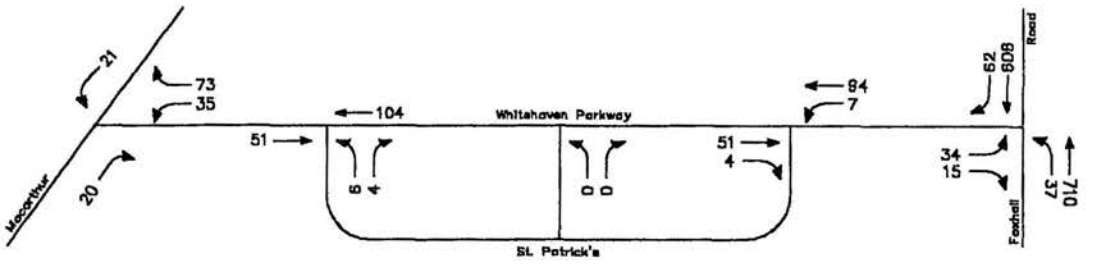
St. Patrick's school traffic dominates Whitehaven Parkway during the school peak hours. During the AM peak hour, 87 percent of all traffic on westbound Whitehaven Parkway, east of the school, was school traffic; 45 percent of all eastbound traffic was school traffic. During the PM peak hour, 71 percent of all traffic on westbound parkway was school traffic.



A. School/Street AM Peak Hour
(7:45 – 8:45 AM)



B. School PM Peak Hour
(2:30 – 3:30 PM)



C. Street PM Peak Hour
(5:00 – 6:00 PM)

Figure 6
Existing Peak Hour Traffic Counts at Whitehaven Campus

North
Schematic
(Not to Scale)

O:/Projects/1722 St. Patricks Day School/Graphics/Graphic_1.dwg - MJB

Table 4
St. Patrick's Episcopal Day School
Trip Generation at School Driveway

Peak Hour	Peak Hour Trips In	Out	Total
AM Street and School Peak Hours			
Driveway Trips	205	204	409
Street PU/DO Trips	15	15	30
Total Trips	220	219	439
Trips Per Student	0.45	0.45	0.90
School PM Peak Hour			
Driveway Trips	136	135	271
Street PU/DO Trips	40	40	80
Total Trips	176	175	351
Trips Per Student	0.30	0.30	0.60
PM Street Peak Hour			
Driveway Trips	11	10	21
Street PU/DO Trips	-	-	-
Total Trips	11	10	21
Trips Per Student	0.02	0.02	0.05

Number of students = K through Grade 6: 439
Grade 7: 16
Total: 455

Table 5
St. Patrick's Episcopal Day School
Peak 15-Minute Trip Generation at School Driveway

Peak 15-Minute Period	Peak Hour Trips In	Out	Total
8:00 - 8:15 AM			
Driveway Trips	115	96	211
Street PU/DO Trips	4	4	8
Total Trips	119	100	219
Trips Per Student	0.25	0.21	0.46
3:00 - 3:15 PM			
Driveway Trips	60	60	120
Street PU/DO Trips	18	18	36
Total Trips	78	78	156
Trips Per Student	0.13	0.13	0.26

Number of students = K through Grade 6: 439
Grade 7: 16
Total: 455

Approximately half of all cars exiting the PU/DO lane in the morning turn right and exit Whitehaven Parkway onto Foxhall Road, as the existing written policy regarding exiting toward MacArthur Boulevard is more strictly enforced in the afternoon. Eighteen (18) parents/guardians (or about a quarter of all parents/guardians) picked their children up at the curb rather than the PU/Do lane during the afternoon peak 15 minutes.

No special events or sports competitions were held on the day of the traffic counts.

Average Vehicle Occupancy

The average number of students dropped off at St. Patrick's on a typical morning is approximately 1.39 students per car. The average number of students picked up on a typical afternoon is 1.34 students per car.

Approximately two-thirds of all cars drop off one student, a quarter drop off two students, and five percent drop off three students. One car dropped off four students and one car dropped off five students.

This closely matches the average number of Elementary School students per family (i.e., 332 families enroll 439 students, or 1.32 students per family). This indicates that few families carpool.

Dwell Times

Dwell time is the elapsed time between the time a vehicle enters and exits the St. Patrick's driveway. It took 25 seconds to one-minute-41-seconds for drivers to enter the driveway, drop off a student or students, and then exit the driveway during the morning drop-off on Wednesday, December 12, 2001. The average dwell time was just under a minute (58 seconds).

Afternoon dwell times were significantly longer. It took just over one minute to nearly five minutes to enter the driveway, pick up one or more students, and then exit the driveway during the afternoon pick-up on Wednesday, December 12, 2001. The average dwell time was two-minutes-thirty-five seconds.

Levels of Service

The St. Patrick's PU/DO lane and its intersections with Whitehaven Parkway operate at capacity for short periods of time during morning drop-off and afternoon pick-up peak periods, as shown in Table 5.

Northbound and southbound Foxhall Road operate at an acceptable level of service (LOS) "A" at all times of day. Eastbound Whitehaven Parkway, which is controlled by a stop sign at Foxhall Road, operates at acceptable LOS "C" at peak times.

Northbound and southbound MacArthur Boulevard at Reservoir Road/Whitehaven Parkway currently operates at an overall acceptable LOS "C" during peak hours. Westbound Whitehaven Parkway, which is controlled by a stop sign at MacArthur Boulevard, operates at or near capacity at peak times.

Vehicle Queues

Long queues of vehicles waiting to turn into the St. Patrick's PU/DO lane form on westbound Whitehaven Parkway for short periods of time during morning drop off and afternoon pick-up times. These queues occasionally extend for 600 feet (or 25 car lengths) or more back to, and onto, the right turn taper on southbound Foxhall Road, as shown in Table 5. The PU/DO lane operates at capacity for short periods of time in the morning and afternoon.

Table 6
Existing Intersection Levels of Service, Delays [1], and Queues

Intersection/ Approach	Existing Conditions AM Peak Hour LOS	AM Peak Hour Delay (Seconds/ Vehicle)	AM Peak Hour 95th Percentile Queue (Feet)	School PM Peak Hour LOS	School PM Peak Hour Delay (Seconds/ Vehicle)	School PM Peak Hour 95th Percentile Queue (Feet)	Street PM Peak Hour LOS	Street PM Peak Hour Delay (Seconds/ Vehicle)	Street PM Peak Hour 95th Percentile Queue (Feet)
MacArthur Boulevard/Whitehaven Parkway									
Westbound Whitehaven	F	233.9	449	F	137.3	334	C	16.7	83
Northbound MacArthur	B	11.5	199	A	7.0	126	C	22.0	317
Southbound MacArthur	A	8.3	140	A	8.3	135	A	5.2	125
Overall	**C**	**23.3**		**C**	**20.9**		**B**	**14.4**	
Whitehaven Parkway/Driveway 1									
Eastbound Whitehaven	A	0.4	14	A	0.3	0	A	0.1	0
Westbound Whitehaven	A	-	0	A	1.1	0	A	-	0
Whitehaven Parkway/Driveway 4									
Eastbound Whitehaven	A	3.3	75	E	46.9	90	A	0.6	0
Westbound Whitehaven	F	219.2	578	F	265.1	592	A	0.3	0
Foxhall Road/Whitehaven Parkway									
Eastbound Whitehaven	C	19.5	112	C	15.3	29	B	10.9	22
Northbound Foxhall	A	7.8	106	A	1.7	44	A	1.8	23
Southbound Foxhall	A	8.1	113	A	7.4	108	A	2.2	0
Overall	**A**	**9.2**		**A**	**5.4**		**A**	**2.3**	

Note: (1) Percentile delay compiled from dynamic anlaysis using Synchro/Sim Traffic version 4.0

Traffic-Related Accidents

The school reports that there is no available history on traffic-related accidents. No accidents are known.

Parking

Supply. St. Patrick's is served by approximately 93 on-street and 92 off-street parking spaces, as shown in Table 6. Approximately 11 spaces (or 12 percent of all on-street spaces) are parallel spaces located on the south side of Whitehaven Parkway, 42 spaces (or 45 percent) are angle spaces located on the south side of the parkway between the school and Foxhall Road, and 40 spaces (or 43 percent) are parallel spaces located on the north side of the parkway.

The angle parking spaces are posted with signs that read "Permit Parking During School Hours/Back-In Parking Only/Parking for St. Patrick's Episcopal Church & Day School Only/ M-F, 7AM - 4PM, Sunday 7AM-1PM/Towing Enforced."

Another 92 spaces are located in off-street parking lots. Thirty spaces (or 33 percent of all off-street spaces) are located in the church lot, 40 spaces (or 44 percent) are located on the upper level of the gym garage, and 22 spaces (or 24 percent) are located on the lower level of the gym lot.

Table 7
St. Patrick's Parking Supply

Location	Number of Spaces	Percent of all Spaces
On-Street Spaces		
South Side Parallel Spaces	11	5.9%
South Side Angle Spaces	42	22.7%
North Side Parallel Spaces	40	21.6%
Subtotal	93	50.3%
Off-Street Spaces		
Church Lot	30	16.2%
Gym Upper Level	40	21.6%
Gym Lower Level	22	11.9%
Subtotal	92	49.7%
Total	185	100.0%

Seven (7) spaces are reserved in the lower level for Development Office volunteers, the church, the Associate Rector, the Rector, and admissions tours. There are two spaces designated for handicapped parking on the lower level. There are no reserved or handicapped spaces on the upper level.

Occupancy. Wells & Associates counted the number of spaces occupied in each of these facilities on Wednesday, December 12, 2001, at 15-minute intervals between 6:00 and 9:00 AM, and 2:00 and 5:00 PM (see Tables 7 and 8, respectively). No special events or sports competitions were held on the day of the parking occupancy counts.

Parking spaces began to fill around 6:30 AM. Peak occupancy occurred at 8:45 when a little more than half of all spaces were occupied (i.e., 106 of 185 spaces, or 57 percent). By observation, almost all of these spaces were occupied by St. Patrick's faculty, staff, parents, and visitors.

Parking spaces began to be vacated at around 3:00 PM. Peak afternoon occupancy occurred at 2:30 PM when 98 spaces (or 53 percent of all spaces) were occupied.

At no time were more than 31 spaces (or half of all spaces) occupied in the gym. At no time were fewer than 31 vacant spaces available (or 24 spaces, not counting the seven reserved spaces on the lower level).

Observed Transportation Issues

Orderly and safe traffic and pedestrian flows were observed on the several occasions when Wells & Associates staff was present in the field. There was little confusion on the part of parents/guardians, teachers, students, and even non-school-related motorists on what was expected from them. Drivers cheerfully complied with most (but not all) of the traffic procedures that were communicated to them by the school.

Table 8
St. Patrick's Morning Parking Occupancy Counts
Wednesday, December 19, 2001

Location	Supply (Spaces)	15-Minute Period Beginning at: 6:00 AM	6:15 AM	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM
On-Street Spaces													
South Side Parallel Spaces	11	-	-	-	-	3	4	5	4	4	4	3	3
South Side Angle Spaces	42	-	-	-	4	4	11	16	28	31	31	29	31
North Side Parallel Spaces	40	2	2	5	7	11	14	15	19	18	18	21	25
Subtotal	93	2	2	5	11	18	29	36	51	53	53	53	59
Off-Street Spaces													
Church Lot	30	2	2	5	6	9	13	16	13	17	17	17	17
Gym Upper Level	40	-	-	-	1	4	8	21	22	24	24	25	25
Gym Lower Level	22	-	-	1	1	1	2	2	2	5	5	5	5
Subtotal	92	2	2	6	8	14	23	39	37	46	46	47	47
Total	185	4	4	11	19	32	52	77	88	99	99	100	106
Percent Occupied Spaces		2%	2%	6%	10%	17%	28%	42%	48%	54%	54%	54%	57%

Table 9
St. Patrick's Afternoon Parking Occupancy Counts
Wednesday, December 19, 2001

Location	Supply (Spaces)	15-Minute Period Beginning at: 2:00 PM	2:15 PM	2:30 PM	2:45 PM	3:00 PM	3:15 PM	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM
On-Street Spaces														
South Side Parallel Spaces	11	3	4	4	5	4	5	4	4	4	3	3	2	5
South Side Angle Spaces	42	20	22	24	24	19	17	12	12	13	7	4	2	2
North Side Parallel Spaces	40	16	15	18	13	10	10	9	10	11	8	8	9	9
Subtotal	93	39	41	46	42	33	32	25	26	28	18	15	13	16
Off-Street Spaces														
Church Lot	30	21	21	22	18	19	19	17	16	16	15	12	8	8
Gym Upper Level	40	28	28	28	25	25	13	19	18	15	16	16	15	14
Gym Lower Level	22	3	3	2	2	2	1	1	2	2	2	2	2	2
Subtotal	92	52	52	52	45	46	33	37	36	33	33	30	25	24
Total	185	91	93	98	87	79	65	62	62	61	51	45	38	40
Percent Occupied Spaces		49%	50%	53%	47%	43%	35%	34%	34%	33%	28%	24%	21%	22%

During almost all times of day, Whitehaven Parkway was congestion free. The school had little or no impact on the parkway, Foxhall Road, MacArthur Road, or other public streets. The school had pronounced, intense impacts on the parkway for short periods during the morning drop off and afternoon pick up times.

Transportation issues observed by Wells & Associates at these times included:

1. Standing queues block the flow of non-school traffic on westbound Whitehaven Parkway.

2. Some non-school-related drivers travel the wrong way (i.e., westbound in the eastbound lane) in order to bypass standing queues on westbound Whitehaven Parkway.

3. Cars turning into Driveway 4 occasionally block eastbound through traffic on Whitehaven Parkway.

4. Queuing on westbound Whitehaven Parkway occasionally backs up onto the right turn taper on southbound Foxhall Road.

5. Queues on eastbound Whitehaven Parkway at Foxhall Road very occasionally back up to the school driveways.

6. Children must cross the flow of vehicular traffic in the PU/DO lane to access the school after they are dropped off in the morning, and after they leave the school to access the sidewalk where they are picked up in the afternoon.

7. Some parents/guardians enter Whitehaven Parkway via Foxhall Road, park on the south side of the parkway adjacent to the school to pick up their children after school. They must cross the eastbound travel lane on Whitehaven Parkway to do this.

8. Late arriving parents/guardians of Nursery School students occasionally congest the PU/DO lane.

9. Whitehaven Parkway is not wide enough to adequately accommodate two-way travel, standing queues, and curb parking on both sides of the street.

10. Private school staff directs traffic on public streets, which, strictly speaking, is not appropriate.

11. It is difficult for motorists traveling on westbound Whitehaven Parkway to back into the angle parking spaces on the south side of the parkway.

Alternative Solutions

The following are alternative (and sub-alternative) means of addressing the existing transportation issues listed above:

1. Re-double efforts to operate existing procedures as safely and efficiently as practicable.

2. Further stagger drop-off and pick-up times.

3. Compel all or some parents/guardians to carpool. Only permit cars with tags to enter the PU/DO lane; only issue tags to carpools.

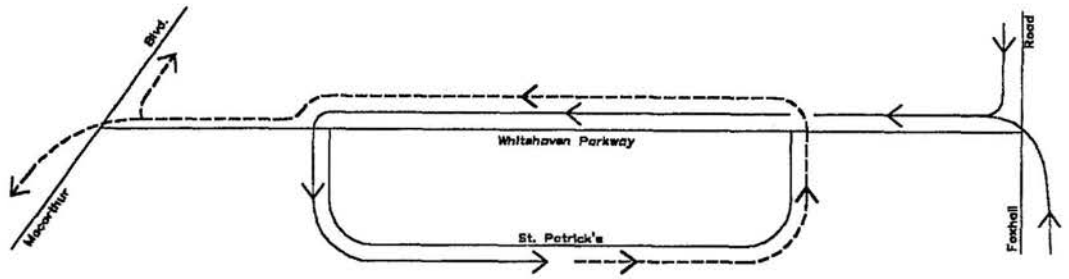
4. Implement a bus program.

    A. Participate with nearby Lab and Field Schools to provide shuttle service for students in Grades 7 and 8 to/from the nearest Metrorail station.
    B. Offer school bus service between one or more remote locations in D.C., Maryland, and/or Virginia and St. Patrick's.

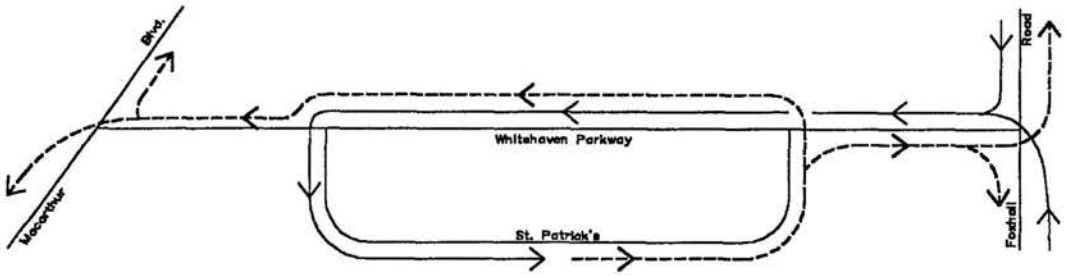
5. Operate the PU/DO lane one-way eastbound (see Figure 3):

   A. ***Only*** enter Whitehaven Parkway via Foxhall Road, and ***only*** exit via MacArthur Boulevard, (i.e., existing written procedure).
   B. ***Only*** enter Whitehaven Parkway via Foxhall Road, and exit via MacArthur Boulevard ***or*** Foxhall Road (i.e., existing AM practice).
   C. ***Only*** enter Whitehaven Parkway via MacArthur Boulevard and ***only*** exit via Foxhall Road.
   D. ***Only*** enter Whitehaven Parkway via MacArthur Boulevard and exit via MacArthur Boulevard ***or*** Foxhall Road.
   E. Enter Whitehaven Parkway via Foxhall Road ***or*** MacArthur Boulevard, and exit via Foxhall Road ***or*** MacArthur Boulevard.

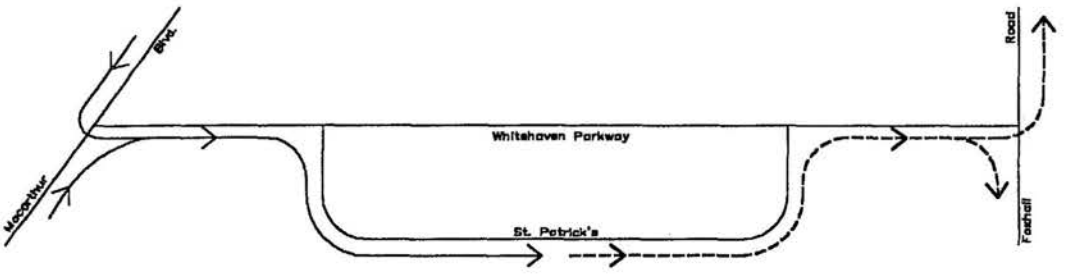
   For each of these sub-alternatives, point control would be provided on Whitehaven Parkway at Driveway 1 where all cars would enter the PU/DO lane, and at Driveways 3 and 4 where all cars would exit the PU/DO lane, to facilitate traffic movement and prevent queues on the parkway from blocking traffic exiting the lane. Point control also would be provided in the PU/DO lane to manage pedestrian and vehicular traffic and to assist students getting into and out of their cars.



A. Only Enter via Foxhall Road,
Only Exit via Macarthur Boulevard.



B. Only Enter via Foxhall Road,
Exit via Macarthur Boulevard
or Foxhall Road.



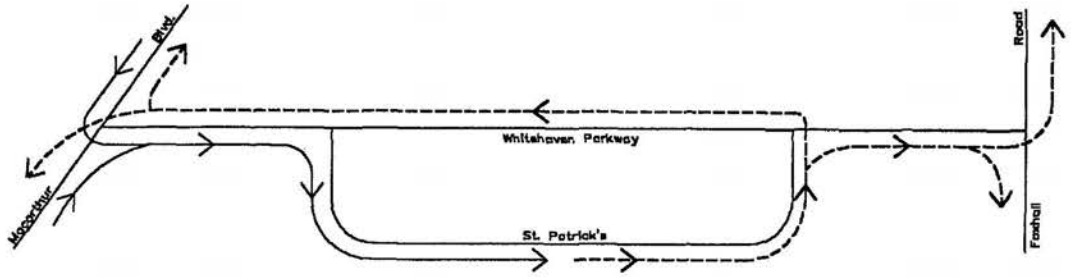
C. Only Enter via Macarthur
Only Exit via Macarthur Boulevard.

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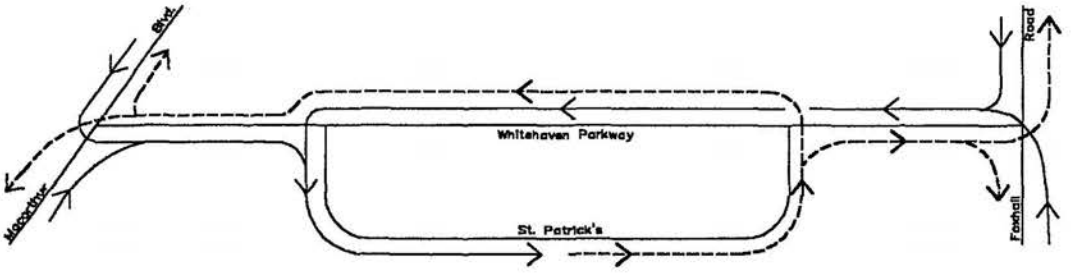
Figure 7
One-Way Eastbound
Pick-Up/Drop-Off Lane Operation

——— Inbound Traffic
- - - - - - - - Outbound Traffic

North
Schematic
(Not to Scale)



D. Only Enter via Macarthur Boulevard, Exit via Macarthur Boulevard or Foxhall Road.



E. Enter via Foxhall Road or Macarthur Boulevard, Exit via Foxhall Foxhall Road or Macarthur Boulevard.

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Figure 7 (Continued)
One-Way Eastbound
Pick-Up/Drop-Off Lane Operation

——— Inbound Traffic
- - - - - - - - - Outbound Traffic

North
Schematic
(Not to Scale)

For each of these sub-alternatives, curb parking on both sides of the parkway could be retained or prohibited at all times of day or only during the morning drop-off and afternoon pick up peak periods. Thirteen to 40 spaces on the north side and four spaces on the south side could be affected by this alternative.

The safety and convenience of motorists turning onto Foxhall Road would be significantly enhanced by the new traffic signal planned at the Foxhall Road/ Whitehaven Parkway intersection.

Evaluation of Alternatives

The following are the advantages and disadvantages of these alternative solutions:

1. Refine existing procedures.

   Advantages: Almost any traffic operation can be refined and improved.

   Existing operations are well understood by most of the St. Patrick's community; no major changes in behavior would be required or requested.

   Requires no capital expenditures.

   Disadvantages: Existing traffic congestion, long queues, and associated problems would persist. Only small improvements to current traffic conditions could be expected.

2. Further stagger drop-off and pick-up times.

Advantages: Traffic volumes, queues, and congestion would be modestly reduced by further staggering drop-off and pick-up times.

Requires no capital expenditures.

Disadvantages: Poses problems for parents with children in more than one "shift".

Traffic congestion, long queues, and associated problems would persist.

3. Carpools.

Advantages: Increasing the number of registered carpools would reduce traffic volumes, queues, and congestion.

Re-doubling efforts to increase carpooling can be implemented in conjunction with other measures.

Requires no capital expenditures.

Disadvantages: Parents are not likely to carpool unless compelled to do so.

Traffic congestion, long queues, and associated problems would persist.

4. Bus Programs.

Advantages: Shifting students from low-occupancy automobiles to high-occupancy buses would reduce traffic volumes, queues, and congestion.

Can be implemented in conjunction with other measures.

Disadvantages: Longer bus dwell times pose their own queuing and traffic congestion concerns that must be addressed.

Bus traffic is more noticeable than automobile traffic.

Requires operating, and possibly capital, expenditures.

5. Reverse Pick-Up/Drop-Off Lane.

Advantages: Traffic operations would be most effectively improved if traffic only entered via Foxhall Road and exited via MacArthur Boulevard or Foxhall Road (i.e., Sub-alternative B).

Prohibition of curb parking would increase the number of travel lanes on the parkway from two to three. The center lane would effectively serve as a left turn lane into the school's PU/DO lane at Driveway 1. Non-school westbound through traffic would no longer travel in the eastbound lane to drive around standing queues, if curb parking is prohibited during peak periods.

Table 10
Existing and Future Intersection Levels of Service, Delays [1], and Queues

Intersection/ Approach	Existing Conditions						Future Reversed Access Scenario						Difference Between Existing and Future			
	AM Peak Hour			School PM Peak Hour			AM Peak Hour			School PM Peak Hour						
	LOS	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)	LOS	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)	LOS	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)	LOS	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)	Delay (Seconds/ Vehicle)	95th Percentile Queue (Feet)
MacArthur Boulevard/Whitehaven Parkway																
Westbound Whitehaven	F	233.9	449	F	137.3	334	F	184.4	535	E	38.5	257	(49.5)	86	(98.8)	(77)
Northbound MacArthur	B	11.5	199	A	7.0	126	C	9.9	184	A	9.1	126	(1.6)	(15)	2.1	0
Southbound MacArthur	A	8.3	140	A	8.3	135	A	7.2	187	A	3.4	91	(1.1)	27	(4.9)	(44)
Overall	**C**	**23.3**		**C**	**20.8**		**C**	**18.5**		**A**	**9.7**		**(4.8)**		**(11.2)**	
Whitehaven Parkway/Driveway 1																
Eastbound Whitehaven	A	0.4	14	A	0.3	0	A	0.4	0	A	0.1	0	-	(14)	(0.2)	0
Westbound Whitehaven	A	-	0	A	1.1	0	B	13.2	187	D	34.8	242	13.2	187	33.7	242
Whitehaven Parkway/Driveway 4																
Eastbound Whitehaven	A	3.3	75	E	46.9	90	A	0.2	0	A	-	0	(3.1)	(75)	(46.9)	(90)
Westbound Whitehaven	F	219.2	578	F	265.1	592	B	1.1	0	A	9.5	73	(218.1)	(578)	(255.6)	(519)
Foxhall Road/Whitehaven Parkway																
Eastbound Whitehaven	C	19.5	112	C	15.3	29	D	27.9	198	A	7.7	27	8.4	86	(7.6)	(2)
Northbound Foxhall	A	7.8	105	A	1.7	44	A	2.2	44	A	1.5	45	(5.6)	(62)	(0.2)	1
Southbound Foxhall	A	8.1	113	A	7.4	109	A	5.3	0	A	4.4	0	(2.8)	(113)	(3.0)	(109)
Overall	**A**	**9.2**		**A**	**5.4**		**A**	**6.8**		**A**	**3.2**		**(2.4)**		**(2.2)**	

Note: (1) Percentile delay compiled from dynamic anlaysis using Synchro/Sim Traffic version 4.0
(2) Existing and Future volumes were based on the peak 15-minute rates and the Future scenario includes additional Grades 7 and 8 traffic.

Queues on westbound Whitehaven Parkway at the school driveways would be significantly reduced, even with additional Grades 7 and 8 traffic (as described in the following section), particularly if curb parking is prohibited during peak periods. Queues would be shifted 250 feet to the west onto Whitehaven Parkway, away from Foxhall Road. Queue lengths would be reduced from approximately 600 feet today to approximately 200 feet in the morning and 325 feet in the afternoon (see Table 10). Queues would no longer back up to, or onto, Foxhall Road.

Students would be dropped off from the right (or passenger) side of the vehicle adjacent to the school building; students would no longer be required to cross the path of vehicular traffic.

Sufficient off-street parking is available on the St. Patrick's and Mount Vernon College campuses to accommodate those currently using in the curb parking spaces that would be eliminated on Whitehaven Parkway.

Disadvantages: Significant construction and labor costs would be incurred.

School grounds would be physically disrupted during construction, which could occur during summer recess.

The most convenient curb parking spaces would be lost, if such parking is prohibited in favor of a third travel lane. Ample off-street parking would be available in the new gym parking garage.

Vigilant traffic control on Whitehaven Parkway and vigorous enforcement of curb parking regulations would be required.

Traffic will likely be disrupted until parents/guardians understand and abide by the new traffic operations plan.

Speeds on Whitehaven Parkway might increase if a third lane is provided. Speeds could be mitigated by a raised crosswalk and speed humps, as preliminarily recommended in the Palisades Traffic Impact Study.

CONCLUSIONS

The conclusions and recommendations of this study of the St. Patrick's proposed Grades 7 and 8 campus on MacArthur Boulevard are as follows:

1. Use the existing on-site parking lot for faculty, staff, and visitors.

2. Direct all faculty, staff, and visitors to use MacArthur Boulevard as they approach and leave the school.

3. Bus students between the Whitehaven and MacArthur campuses under the following service plan:

   A. St. Patrick's would purchase two 22-foot, 30-passenger shuttle buses, or similar vehicles.
   B. In the morning, students would be dropped off by parents/guardians at the Whitehaven campus.
   C. Students would then be bused to the MacArthur campus and discharged on the sidewalk adjacent to the east side of MacArthur Boulevard.
   D. Consider building a new stairway in the stonewall on MacArthur to directly connect the shuttle bus stop to the building.
   E. Two to three bus trips would be required between 7:30 and 8:00 AM.
   F. At 3:00 PM, after classes, students would be bused or would walk from the MacArthur campus to sports activities at the Whitehaven campus or elsewhere.
   G. Two to three bus trips would be required between 3:00 and 3:30 PM.
   H. Thirty students can be dropped off or picked in about one minute, based on the transit industry standard of 2.0 seconds per boarding passenger and 1.7 seconds per alighting passenger.

I. At 4:00 PM, after sports activities, students would be picked up at the Whitehaven campus or other location(s) by parents/guardians.

J. Safety, convenience, ability to turnaround on-site, and neighborhood impacts should be considered in the selection of a shuttle bus route.

K. Buses would be stored at Whitehaven campus.

L. Permit carpools of three of more students to drop-off and pick-up on the east side of MacArthur Boulevard, adjacent to the school. Three or four HOV-3 carpools are anticipated.

The following is recommended to move the queue onto Whitehaven Parkway away from Foxhall Road and to increase the safety and efficiency of the carpool lane at the Whitehaven campus:

1. Retain two-way traffic operation on Whitehaven Parkway.

2. Reverse traffic flow in the pick-up/drop-off lane, from one-way westbound to one-way eastbound.

3. Construct sidewalk on the south side of the pick-up/drop-off lane, adjacent to the school.

4. Prohibit curb parking on the north side of the parkway between the gym and Foxhall Road. Prohibit curb parking on the south side of the parkway adjacent to the school.

5. Hire two off-duty, uniformed police to direct traffic on the parkway at both PU/DO lane driveways during the morning drop-off and afternoon pick-up peak hours.

6. Cooperate with the Lab School and Field School to provide shuttle bus service to/from Metro station(s).

7. Increase carpooling.

8. Endorse the following preliminary recommendations of the Palisades Traffic Impact Study:

   A. Signalize the Foxhall Road/Whitehaven Parkway intersection, including a separate left turn lane on northbound Foxhall Road.
   B. Construct sidewalk on the north side of Whitehaven Parkway, without reducing street width.
   C. Install a raised crosswalk between the school and gym.
   D. Install speed humps between the crosswalk and Foxhall Road, and between the crosswalk and MacArthur Boulevard.

These recommendations should be reviewed with St. Patrick's Episcopal Day School, neighbors, the community, and D-DOT.

Appendix

Table A1
Distribution of Student Home Addresses, by Postal Zip Code

Jurisdiction/ Postal Zip Code	Families with "x" Students 4	3	2	1	Total Families	Total Students
District of Columbia						
20001	-	-	-	1	1	1
20002	-	1	-	1	2	4
20003	-	-	-	1	1	1
20007	-	3	22	32	57	85
20008	-	1	3	18	22	27
20009	-	-	-	5	5	5
20010	-	-	1	1	2	3
20011	-	-	1	3	4	5
20012	-	-	-	1	1	1
20015	-	-	5	8	13	18
20016	1	2	30	48	81	118
20017	-	-	-	2	2	2
20019	-	-	2	2	4	6
20020	-	-	-	1	1	1
20032	-	-	-	2	2	2
20036	-	-	1	-	1	2
20037	-	-	-	1	1	1
Subtotal	1	7	65	127	200	282
Maryland						
20616	-	-	-	1	1	1
20706	-	-	1	1	2	3
20707	-	-	-	1	1	1
20721	-	-	-	2	2	2
20735	-	-	1	-	1	2
20744	-	-	-	2	2	2
20748	-	-	1	1	2	3
20744	-	-	-	2	2	2
20785	-	-	-	2	2	2
20814	-	-	5	3	8	13
20815	-	-	8	16	24	32
20816	-	1	4	17	22	28
20817	-	-	4	5	9	13
20818	-	-	1	1	2	3
20837	-	-	-	1	1	1
20854	-	-	2	4	6	8

20876	-	-	-	1	1	1
20886	-	-	-	1	1	1
20895	-	-	-	1	1	1
20896	-	-	-	2	2	2
20902	-	-	-	1	1	1
20906	-	-	2	-	2	4
20910	-	-	-	1	1	1
Subtotal	-	1	29	66	96	127
Virginia						
22003	-	-	-	1	1	1
22027	-	-	-	1	1	1
22031	-	-	1	-	1	2
22041	-	-	-	1	1	1
22042	-	-	1	1	2	3
22101	-	-	2	5	7	9
22102	-	-	-	1	1	1
22150	-	-	-	1	1	1
22182	-	-	-	1	1	1
22193	-	-	-	1	1	1
22201	-	-	1	3	4	5
22202	-	-	-	1	1	1
22204	-	-	-	2	2	2
22207	-	-	1	9	10	11
22304	-	-	1	-	1	2
22306	-	-	-	2	2	2
22311	-	-	-	1	1	1
Subtotal	-	-	7	31	38	45
Total	1	8	101	224	334	454

Summary:

District of Columbia	1	7	65	127	200	282
	0.5%	3.5%	32.5%	63.5%	59.9%	62.1%
Maryland	-	1	29	66	96	127
	0.0%	1.0%	30.2%	68.8%	28.7%	28.0%
Virginia	-	-	7	31	38	45
	0.0%	0.0%	18.4%	81.6%	11.4%	9.9%
Total	1	8	101	224	334	454
	0.3%	2.4%	30.2%	67.1%	100.0%	100.0%

ShawPittman LLP

A Limited Liability Partnership Including Professional Corporations

MARTIN SULLIVAN
202-663-9062
Martin.Sullivan@ShawPittman.com

March 13, 2002

Mr. David Erion
WMATA
600 Fifth Street, NW
Room 7B
Washington, DC 20001

Re: School Bus Drop-Off and Pick-Up at WMATA Bus Stop - 4925 MacArthur Blvd. – St. Patrick's School

Dear Mr. Erion:

The purpose of this letter is to summarize our telephone conversation on Thursday, March 7, regarding the above-referenced bus stop. St. Patrick's proposes to use the area of the current WMATA bus stop for two to three drop-off trips in the morning and two simultaneous pick-up trips in the mid-afternoon. Only two buses will service the St. Patrick's children. This bus will have a capacity of 20-30 children and will rotate between the morning pick-up location at St. Patrick's site on Whitehaven Parkway to the MacArthur bus stop. Each trip will deliver approximately 20 children, therefore, boarding and disembarking time should be safely under one minute for each trip. In addition, up to three carpooling parents may use the bus stop for morning drop-offs. (Minimum carpool requirement will be three children per car.)

I understand, based on my conversation with you, that WMATA cannot offer formal permission for St. Patrick's to use the bus stop, since the property involved belongs to the city and is subject to District regulations. However, you noted that WMATA has no objection to this activity, as proposed above, provided that these school bus trips and carpool drop-offs do not interfere with WMATA's scheduled bus service to this stop. To that end, St. Patrick's will endeavor to limit the pick-up and drop-off times below one minute and will endeavor to avoid the scheduled bus service times. Specifically, in the afternoon, the school bus will not wait at the bus stop, but will only arrive after the children are ready to board.

We appreciate you working with St. Patrick's on this matter. We understand that, although WMATA does not have the authority to issue full-scale permission or approval for this use, WMATA does not foresee any issues or problems with this proposed use. Please call me if you have any questions or comments.

Thank you very much.

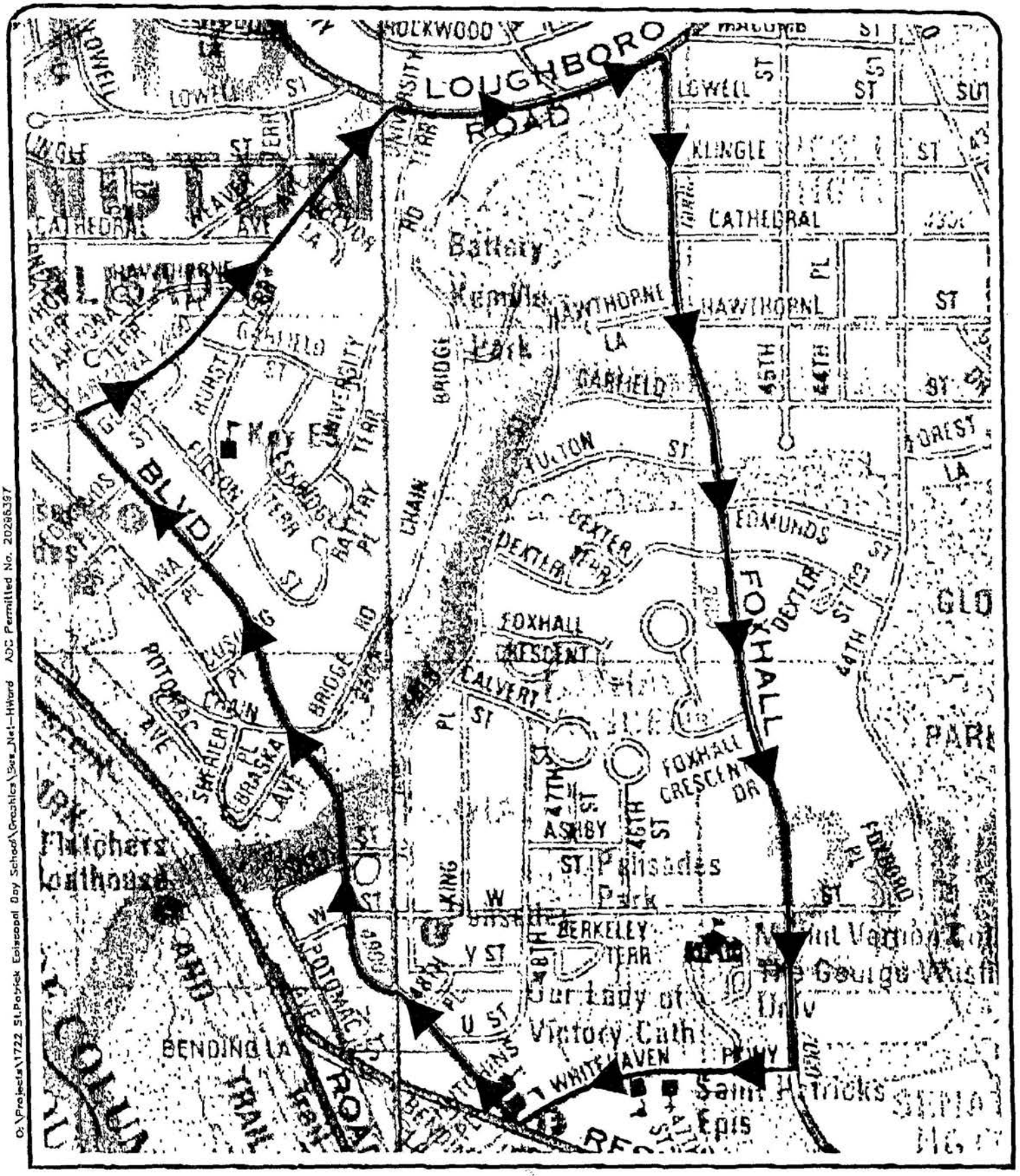
Sincerely,

Martin Sullivan/SBK

Martin Sullivan

cc: Mr. Peter Barrett
Mr. Ken Laden

Document #: 1221090 v.1



St. Patrick's Episcopal Day School
Daily Shuttle Route

North
Schematic

WELLS & ASSOCIATES, LLC.

St. Patrick's Episcopal Day School

Chart of School Hours

St. Patrick's School

Nursery 4700 Whitehaven Parkway	9:00 a.m. peak drop-off 8:50-9:00	12:00 p.m.
K - 3 4700 Whitehaven Parkway	8:15 a.m. peak drop-off 8:05-8:15	3:00 p.m.
4 - 6 4700 Whitehaven Parkway	8:05 a.m. peak drop-off 7:55-8:05	3:00 p.m.
Middle School 4925 MacArthur Boulevard	8:00 a.m. peak drop-off 7:40-7:50 to allow shuttle time	4:00 p.m.

Note: All peak drop-offs are at the Whitehaven campus.

DECLARATION OF COVENANTS

THIS DECLARATION, made this _____ day of _____, 2002, by ST. PATRICK'S EPISCOPAL CHURCH AND DAY SCHOOL (the "**Declarant**"), which Declaration shall constitute a covenant to run with the land, as provided by law, and shall be binding on all parties and persons claiming under it, for the benefit of the following property owners and their successors and assigns (collectively, the "**Beneficiaries**"): **[names and addresses]**

WITNESSETH:

WHEREAS, Declarant is the record owner of certain real property known as Lot 823 in Square 1393 of the District of Columbia, having a street address of 4925 MacArthur Boulevard, N.W., Washington, D.C., legally and more particularly described on **Exhibit "A"** attached hereto and incorporated herein by this reference (the "Property");

WHEREAS, Declarant has pending before the District of Columbia Board of Zoning Adjustment an application for a special exception to allow the operation a school on the Property which is known as Application No. 16852; and

NOW THEREFORE, IN CONSIDERATION of the mutual interest of the parties in restricting the enrollment on the site to sixty (60) students, and other good and valuable consideration, the receipt of which are hereby acknowledged, Declarant does hereby declare that the Property is and shall be subject to the covenants hereinafter set forth, to wit:

1. That for so long as St. Patrick's shall operate a school on the Property, enrollment in the school shall be limited to not more than sixty (60) students.

2. That the covenants contained herein are and shall be construed as real covenants and shall run with the land and shall bind the parties hereto, their successors, heirs, executors, administrators or assigns. Such covenants are not binding upon any party who no longer has a property interest in the Property.

3. That this Declaration may be modified in the future by the written agreement of Declarant and the Beneficiaries.

4. That this Declaration shall become effective and shall be recorded among the Land Records of the District of Columbia within thirty (30) days after, and only after and if a special exception is granted by the District of Columbia Board of Zoning Adjustment to Declarant for operation of a school on the Property.

IN WITNESS WHEREOF, on the day and year hereinabove first written, Declarant has caused these presents to be executed by Peter Barrett, as Declarant's true and lawful attorney-in-fact, and hereby appoints Peter Barrett, as Declarant's attorney-in-fact to execute, acknowledge and deliver these presents on its behalf.

ST. PATRICK'S EPISCOPAL CHURCH
AND DAY SCHOOL

By: _____
Peter Barrett

DISTRICT OF COLUMBIA, ss:

I, _____, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that Peter Barrett, who is personally known (or satisfactorily proven to me) to be the person named as attorney-in-fact for ST. PATRICK'S EPISCOPAL CHURCH AND DAY SCHOOL, a party to the foregoing and annexed instrument being dated as of the _____ day of _____, 2002, personally appeared before me in the aforesaid jurisdiction and by me being duly sworn did acknowledge said instrument to be the act and deed of said party and delivered the same as such.

GIVEN under my hand and seal this _____ day of _____, 2002.

_____
Notary Public

My commission expires: _____

BENEFICIARY SIGNATURE BLOCKS

IN WITNESS WHEREOF, on the day and year hereinabove first written, has caused these presents to be signed by _____, its [_____], attested by _____, its [_____], and its seal to be hereunto affixed, and hereby appoints _____ as its true and lawful attorney-in-fact to execute, acknowledge and deliver these presents on its behalf.

WITNESS / ATTEST

_____
Name:_____

HOMEOWNERS

By: _____
Name:_____
Address:_____

(CORPORATE SEAL)

DISTRICT OF COLUMBIA, ss:

I, _____, a Notary Public in and for the aforesaid jurisdiction, do hereby certify that _____, who is personally known (or satisfactorily proven to me) to be the person named as attorney-in-fact for Homeowner, a party to the foregoing and annexed instrument being dated as of the _____ day of _____, 2002, personally appeared before me in the aforesaid jurisdiction and by me being duly sworn did acknowledge said instrument to be the act and deed of said party and delivered the same as such

GIVEN under my hand and seal this _____ day of _____, 2002.

_____
Notary Public

My commission expires: _____

LIST OF COMMUNITY MEETINGS

November 27, 2001	Made first offer on property
December 3, 2001	Hand-delivered letters explaining offer to 33 neighbors in proximity to site
December 4, 2001	Presented to PCA General Meeting
January 4, 2002	Signed contract is complete
January 9, 2002	Appeared before PCA Board
January 24-25, 2002	Hand-delivered 130 packets of information -- including a 15-page Q&A about the project – throughout the surrounding neighborhood
February 5, 2002	Presented to PCA General Meeting
February 6, 2002	Appeared before ANC 3D
February 9, 2002	Open Neighborhood Traffic Meeting
February 11, 2002	Open Neighborhood Traffic Meeting
February 28, 2002	Appeared before PCA Zoning Committee
March 5, 2002	Answered brief questions before PCA General Meeting
March 6, 2002	Appeared before ANC 3D
Week of March 4, 2002	Telephone Calls and Letters offering individual meetings to surrounding neighbors across a range of dates and times the week of March 11
March 13, 2002	Answered Question before PCA Board Vote
March 15, 2002	Hand-delivered letters to 33 surrounding neighbors inviting them to two meetings to discuss covenant offer and architecture
March 19, 2002	Open Community Meeting to Discuss Covenant Offer, Architecture Plans
March 20, 2002	Open Community Meeting to Discuss Covenant Offer, Architecture Plans
April 2, 2002	PCA Vote
April 3, 2002	ANC 3D Vote

A Proposal to Locate
St. Patrick's Episcopal Day School's
Program for Grades 7 and 8
At Ashby Street and MacArthur Boulevard

December 2001



St. Patrick's "Pioneer" Grade 7 Class, Fall 2001

Our First Order of Business: Consultation with the Neighborhood

In November 2001, a small group of St. Patrick's Episcopal Day School's Trustees toured 4925 MacArthur Boulevard, located at the corner of Ashby Street and MacArthur Boulevard. After the tour, the Trustees assembled in the building's upstairs library to discuss the property's suitability as a permanent site for our emerging Grades 7 and 8. Without exception—and to our surprise—we loved it. The Trustees saw the beautiful Victorian building as an ideal site for our new program. The intimate size of the rooms, the green space surrounding the building, its proximity to our main campus—all these elements came together to create the possibility of a real "home" for our Grades 7 and 8.

Following that meeting, our first concern was to begin consultations with the community and with all those residents for whom this neighborhood is already "home." As we work through contract discussions with the property's owner, the Washington Psychoanalytic Society, we have already initiated concurrent discussions with the community, as it is our goal to develop a plan that enhances the character of the neighborhood. We intend to craft a plan for St. Patrick's Grades 7 and 8 at 4925 MacArthur that will be positive, constructive, and respectful in all our dealings with the area residents. In that spirit, we offer the following information and preliminary thoughts as to our potential use of the property.

Some History: The Evolution of St. Patrick's Plans for Grades 7 and 8

In 1998, St. Patrick's Board voted *not* to expand through Grade 8. This decision followed an extensive strategic planning process, surveys of the parent body, and an assessment of real estate options. We proceeded, instead, with an ambitious plan to complete our current campus with an academic addition (featuring a new library and classroom spaces) and a full-sized gymnasium/parking complex. That construction was completed across the summer and fall of 2001.

The original decision with respect to Grades 7 and 8 carried a caveat, however. We realized that the landscape of independent schools was changing in Washington. Increasingly, the independent schools in Washington, DC could not accommodate all of the applicants seeking either independent or church-based middle and high school options. Across the fall of 2000, St. Patrick's Board faced this evident need for more middle school options—for our own population of students as well as more broadly throughout the city and close-in suburbs—and decided to move quickly to open a small program for Grade 7 by the following fall, September 2001, and for Grade 8 in September 2002.



Sixteen Grade 7 students began school in September 2001 in fully renovated space leased from the River School and formerly occupied by the Wendt Center for Grief and Loss. The program offers a challenging academic curriculum taught in small sections of eight students for core classes of language arts and humanities, mathematics, and science. Art, music, religion, and other community-building time complete the curriculum. Athletics takes place at the end of the day (generally from 3:00 to 4:00 PM).

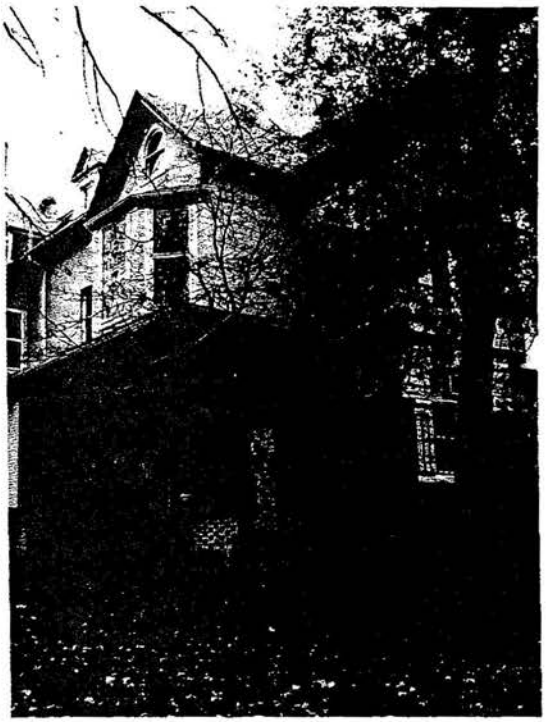
Current Configuration and Growth Plans

St. Patrick's lease from the River School runs for two years (through June 2003), with a possible option for renewal thereafter. A full class of 20-25 Grade 7 students, entering in September 2002, will be tight—perhaps too tight even for a program that strives for intimate educational settings. Projected growth is most speculative in the early years of a new program, as the program's reputation becomes established and families become more familiar with the setting. Even with that uncertainty, we can begin to predict the growth of the program for Grades 7 and 8 across the next few years.

Student Population, September 2001:	16 students	(*Faculty/Staff: 2 FT, 6 PT*)
Estimated Student Population, September 2002:	30-45 students	(*Faculty/Staff: 5 FT, 5 PT*)
Estimated Student Population, September 2003:	45-60 students	(*Faculty/Staff: 6 FT, 4 PT*)
Maximum Ashby Population:	60 students	(*Faculty/Staff: 8 FT, 4 PT*)

The Ashby property would not support more than 60 students. St. Patrick's Board *is* currently discussing the need for another high school option in the District of Columbia, or more specifically, whether we should consider creating the only coeducational, Episcopal high school in the District. We have looked at several sites: The former Italian Embassy property on Sixteenth Street and the Rosedale Estate in Cleveland Park are two examples. No matter how we resolve the issue of high school, however, the Ashby property would not be considered part of a permanent high school campus, nor do we regard it as likely that any such institution would be located in the Palisades area. The requirements for high school space—specialized laboratory space, playing fields, and multiple course offerings—make it impossible to consider a permanent high school at the Ashby site.

A Vision for 4925 MacArthur Boulevard



4925 MacArthur is an attractive site for St. Patrick's Grades 7 and 8 precisely because of the attributes the property already possesses—light-filled interior space; open, green surroundings; plenty of parking for faculty and visiting parents. We do not intend to change the basic configuration of the property.

We have asked an architecture firm, GTM Architects in Kensington, Maryland, to complete a feasibility study of the property. From that study we will begin to formulate cost estimates for renovation work that will need to be accomplished in order to bring the building to code compliance for accessibility and school use. In addition, we will ask that any necessary changes or adjustments to the building's footprint—even minor ones that might not be easily visible from the street—be isolated early in this process so that the community can comment and advise us on those changes. Again, we would expect such changes to be minor, should they happen at all.

Our thoughts for the Ashby property are still in infancy. At this early stage, however, our thinking is to make the Ashby property the "humanities center" for Grades 7 and 8, and to keep the brand-new science lab (just completed summer 2001) at the current MacArthur Boulevard site. The Ashby property lends itself to the humanities side of the educational program. Library space is already there and fitted-out with bookshelves, and the classroom sizes are perfect for the 'seminar style" format that characterizes our Grade 7 curriculum now and will persist into Grade 8.

Good Scholarship, Good Citizenship, Good Neighbors

As an Episcopal school, St. Patrick's teaches its students that education should never be an end in itself. Rather, education, and all knowledge, is to be used for good and worthy purposes. We believe that the development of our character as individuals should proceed alongside the growth of our minds and abilities. To that end, community service and good citizenship are themes we stress all through the educational process, beginning in our Nursery School and continuing with our newest Grade 7 students.



How does that translate for the Ashby property? We would intend to become a respectful and helpful presence at the site and in the surrounding neighborhood. At our River School site on MacArthur Boulevard, our students were the self-appointed "leaf blowing brigade" for the stretch of MacArthur between the apartment buildings on either side of 4880 and 4880A. Students have also picked up trash in that area and plan, as winter snows arrive, to be responsible for snow clearance, as well, in this shared space.

Similarly, 4925 MacArthur affords another opportunity to establish how we can be good neighbors to the community. We would intend to work with the neighbors to establish a positive role for our students, making sure that their presence contributes to the well-being of the neighborhood. We intend to be good citizens inside, and outside, of the building.

The Logistics of Locating a School at 4925 MacArthur Boulevard

As much as schools might attempt to minimize traffic, there is one unavoidable reality: children do need to be transported to and from school every day. Certainly the most pressing neighborhood issue will be our ability to manage traffic effectively at the open and close of school. The bus stop at the corner of MacArthur and Ashby and the site's proximity—within walking distance—to the homes of several current Middle School families both will reduce some of the expected automobile traffic the school would create. Realistically, however, most children will be driven—in carpools or individually by their parents—to school every day.

Parking Restrictions

It is our understanding—not yet confirmed by the DC Government—that the space immediately alongside the property, on Ashby Street, would, by law, have to become a "no-parking" zone, always free of traffic during school hours in the event that emergency vehicles were summoned to the site. We wish it were not so. We realize this will reduce available street parking for the residents of Ashby Street. It is the only issue at stake, here, that truly seems to be "zero sum."

Managing Traffic Flow and Parking

We take traffic, and all it implies for us and for our neighbors, very seriously. By the time of this meeting, we will hope to have engaged a professional traffic consultant—one who will bring a fresh eye to the needs in this area—to assess the flow of traffic for morning drop-off (7:30 to 8:00 AM) and for afternoon pick-up (4:00 to 4:30 PM). We expect to work in full cooperation with the neighborhood and the Palisades Citizens Association as we formulate a traffic plan for the site. With the exception of a handful of special gatherings each year, there is ample off-street parking to handle all of the everyday flow of teachers and parents who would frequent the site. Only in extremely rare instances would school parking spill onto Ashby Street.

Drop-off and pick-up are more difficult, as queuing could occasionally occur. However, we are confident that we can devise a process that will meet the school's needs as well as neighbors' needs. For instance, afternoon pick-up might well occur after off-site sports concludes at 4:00 PM and with all students assembled at the main campus site. We will continue to explore whether the site, itself, could accommodate drop-off and pick-up; a cursory review indicates, however, that creating accommodations for on-site drop-off and pick-up would severely curtail the green space on the site.

A Final Commitment

Our appearance before the Palisades Citizens Association this evening represents a continuation, rather than just the beginning, of our discussions with members of the community concerning our proposal to locate our Grades 7 and 8 at 4925 MacArthur Boulevard. As we move forward, we pledge to continue to do so in an open, respectful, and inclusive fashion. We are grateful to the Palisades Citizens Association for allowing us to present this proposal at its meeting and look forward to constructive discussion of its merits.

Defining Our Program
for Grades 7 and 8
at 4925 MacArthur Boulevard

Questions and Answers

January 22, 2002

St. Patrick's Episcopal Day School
Washington, DC

I. An Overview of St. Patrick's Grades 7 and 8 Plan

- St. Patrick's is seeking a zoning special exception in order to locate its emerging Grades 7 and 8 program at 4925 MacArthur Boulevard
- Maximum enrollment: 60 students
- Faculty Estimate: 8 full-time, 4 part-time
- All staff park in paved lot on property
- Use of property consistent with prior non-profit use; prior owner's evening use largely—if not completely—eliminated
- Maximum preservation of trees, green space, and Victorian building
- Traffic management plan will present four options for neighborhood review
- No athletics at the site

II. St. Patrick's Grades 7 and 8 Program

When did St. Patrick's decide to open a Grades 7 and 8 program?

The Board of Trustees of St. Patrick's Episcopal Day School voted in December 2000 to establish a small program for Grade 7 in September 2001 and for Grade 8 in September 2002 and, further, to study the possibility that St. Patrick's would create a high school. (The topic of high school is treated in depth in Section IX of this document.)

Our Grades 7 and 8 decision was influenced by rapid change that we observed in the landscape of independent schools in Washington. (In fact, our strategic planning process of several years earlier had studied intake patterns at independent schools and concluded, in 1998, that St. Patrick's *should not* expand. Two years later, however, the situation had changed.) Increasingly, existing schools could not accommodate all the applicants seeking either independent or church-based middle school options. We faced the evident need for more middle school options—for our own students as well as more broadly throughout the city and close-in suburbs—and we moved quickly to open our own program.

Where is that program located now?

St. Patrick's Grade 7 is located in rented space at 4880A MacArthur Boulevard. St. Patrick's renovated unused River School space during the summer of 2001 and is very happy as a tenant of the River School. That space will be too small, however, as our Grades 7 and 8 program grows to its maximum of 60 projected students.

How many students and teachers comprise the program now?

St. Patrick's opened Grade 7 in September 2001 with 16 students, two full-time faculty (humanities and science/math), and six part-time faculty (foreign language instruction, art, music, religion, health, learning specialist).

What is the geographic distribution of St. Patrick's families?

St. Patrick's elementary school, three-year-old Nursery through Grade 6, operates with an enrollment cap of 440 students. (Admissions are managed carefully to respect that cap. We currently have 437 students in elementary school.) In the elementary school, 62% of the students are from Washington, DC, 28% from Maryland, and 10% from Virginia. Of our 16 Grade 7 students, 56% live in Washington, 25% live in Maryland, and 19% live Virginia. Two of our Grade 7 students live within an easy walk of 4925 MacArthur Boulevard.

III. The Shape of the School Day

How many students would attend school at the 4925 MacArthur Campus?

4925 MacArthur does not have—nor will it ever have—athletic facilities. Used as purely academic space, we plan on a maximum enrollment of 60 students at 4925 MacArthur. The building should easily accommodate five seminar-style classrooms for 12 students. We do not expect to reach this enrollment until September 2003 or September 2004.

How many teachers will work at the MacArthur Campus?

Once Grades 7 and 8 reach a census of 60 students, we expect to have eight full-time faculty and four part-time faculty. This staffing plan would allow all faculty and staff to park within the property's parking lot, which contains a minimum of 15 spaces.

What time would students arrive at school?

Our current Grade 7 program begins at 8:00 a.m., with student arrival beginning at 7:30 a.m. and spread across a 30-minute period. We expect that hours of operation at 4925 MacArthur would be close, if not identical, to our current schedule—an 8:00 a.m. start time and a 3:00 p.m. end to academic classes. (We have reviewed academic literature, however, that argues for a later start time for adolescents. Right now, we are not inclined to make a change in that direction, but we will continue to consider it.)

What would the students' schedule be like during the day?

The Grades 7 and 8 program is a seminar-based academic program, meeting in small classes (currently in sections of eight students) with students gathered around tables, not at desks facing a blackboard. (Optimal classroom size for this method of teaching is smaller than the traditional

desk and blackboard format.) The students' core curriculum consists of humanities, math, and science. The humanities curriculum is a two-year study of American history, government, and literature, covering the years from the Colonial Era through the Civil War in Grade 7, and through to the present time in Grade 8. The humanities structure of this work allows interdisciplinary study of history and literature, interwoven with grammar and vocabulary, research skills, and writing.

Math follows the University of Wisconsin's *Math in Context* curriculum. (Dr. Beth Cole, who teaches Grade 6 math at St. Patrick's, was on the team that wrote the curriculum). The Grades 7 and 8 science curriculum includes a mix of earth science, physical science, and life science. This core curriculum is supplemented with religion, art, music, health, and foreign language (currently only Spanish).

The students will likely break for lunch in two shifts, on either side of the noon hour. (Grade 7 lunch currently begins at 11:15 a.m.) Academic classes will likely end at 3:00 p.m.

While the program continues to use leased space at 4880A MacArthur, how will the students get back and forth between the two sites?

St. Patrick's completed a full renovation of 4880A MacArthur during the summer of 2001. That renovation included beautiful new science space, which we will continue to use for as long as we can lease the space. (One classroom at 4925 MacArthur will be slated for later conversion to a science lab.) In the meantime, we likely will use 4925 MacArthur as the humanities building for our program, and our students will walk—under the supervision of an adult—to 4880A MacArthur (two-tenths of a mile) for math and science. It is likely that if St. Patrick's plan for Grades 7 and 8 includes shuttle service of some kind, then those same shuttle buses would be used between 4880A and 4925 MacArthur during inclement weather. In general, however, we expect the students will walk—supervised by an adult—between buildings.

Note: Our lease at 4880A MacArthur lasts two years (through summer 2003), with a mutual option between the school and the landlord to extend for another year.

What will the students do at lunchtime?

St. Patrick's students currently bring packed lunches from home. (Although we have studied the idea of pre-made, catered food service, an option used by many schools, we have no current plans to change our lunch procedures.) In Grade 7, the students bring lunches from home with rare exceptions when a teacher prepares a special lunch.

We expect this routine to remain in place for Grades 7 and 8 at 4925 MacArthur Boulevard. We have instructed our architects (who will present their space and renovation plan at the beginning of February) to plan a common room at 4925 MacArthur that could accommodate three tables of ten students, or half the maximum student population at one sitting. (Our common room at 4880A MacArthur is a popular spot for students to gather during breaks, study periods, and lunch.) We expect that when the weather is good, the students will have the option of eating lunch outside on the terrace of 4925 MacArthur Boulevard. Or, they might sit in small groups on the lawn.

Neighbors may have concerns about children's voices outside during lunch period. While we will flag that issue for our noise consultant, we expect that a standard of civil—not unruly—

behavior will govern all of our students' conduct, such that the sound of voices during lunch will not be objectionable.

How often will the students use the outdoors space?

Lunchtime and occasional study breaks are the obvious times that students may choose to relax on the terrace or lawn of 4925 MacArthur. Also, as they prepare to head off to afternoon sports, students might assemble there. (Warming up before fall cross-country running practice is an example.) While there will be no—and that is an absolute "no"—organized sports on the property, we would expect that students might stretch, or occasionally throw a frisbee or toss a ball.

Will there be a basketball hoop?

A basketball hoop could be problematic. While shooting baskets is the perfect way for young teens to take a quick break, a bouncing basketball does create noise. Our bottom line: We will work with the neighbors whose properties directly abut the hardscape on the property (where a basketball hoop could be located) and ask them to specify use conditions for trial basketball play.

Where will they have athletics? How will they get there?

Our current plan for Grades 7 and 8 schedules athletics from 3:00 p.m. to 4:00 p.m. every day except Thursdays, when an after-school drama and music elective occurs. We expect to continue this schedule—or to follow one with minor changes. Fall and winter 2001-2002 sports offerings included cross country running along the canal or at Battery-Kemble Park, recreational sports at Georgetown University's Yates Field House, soccer at St. Patrick's Whitehaven Parkway field, and basketball at the St. Patrick's gym, all following the 2:45 p.m. dismissal of the elementary school. We will continue to look for and contract with sports facilities around the city. (Other city-based schools rent space from DC Parks and Recreation at Carter-Barron and at other DC recreation sites. We will vigorously pursue all similar options.)

Many of these options are within walking distance of the MacArthur Boulevard site. In inclement weather, or in the case of field space at a site such as Carter-Barron, shuttle buses will be used for sports. Buses are also used to transport students to and from athletic competitions at other schools. Buses would pick up students from 4925 MacArthur if—and only if—the approved traffic plan can accommodate bus traffic.

What time is pick-up?

The school day formally ends at 4:00 p.m. Generally, students will be picked up from wherever their athletic training is taking place, which will change, season to season. In the event of an away game, buses would return students to school after the game—sometimes as late as 6:00 p.m. Afternoon pick-up—on regular days and after sports events—could take place at the Whitehaven Campus, should the neighbors on Ashby Street prefer that traffic option.

What happens in the building after school hours?

After school hours, teachers generally remain to grade papers and prepare for the next school day. At the Whitehaven Campus, a contract janitorial service cleans the building across the evening hours. Such services at 4880A are currently shared with the River School. We would either add services at 4925 MacArthur to the existing contract or enter into a separate contract, with cleaning to be done across evening hours.

Any school-based meetings—aside from Back-to-School Nights early in the school year—would be conducted at the Whitehaven Campus. St. Patrick's Episcopal Church hosts a variety of evening community meetings. Although the school supports this use of the main building, we do not foresee 4925 MacArthur as the site for any church-based auxiliary functions. There is more than enough space at the Whitehaven site. Should neighborhood groups express a desire to use 4925 MacArthur for evening functions, we have no objection to that use, but we would seek guidance from the neighborhood association as to the desirability of such use. In all circumstances, the neighbors will be notified of evening activity.

Will there be provisions made to protect against fire, theft, or vandalism?

Fire code compliance means we need easy *egress* during the day, but we will keep the building locked to the outside—or limit access to a monitored entrance—while classes are in session. At night, the janitorial service will carefully secure the building and activate a remote-call fire and burglar alarm system. Unattended buildings with noisy alarms are often a nuisance to neighbors, so it is unlikely that we will have a ringing alarm. Instead, we plan to install a silent alarm that is wired directly to a central monitoring station, which can notify the police and our Facilities Director of any problems at the site. All St. Patrick's insurance policies (carried by the church and school as one entity) will be updated to include first the purchase, and later the school's occupancy, of the building.

IV. The Length of Year, Summer Plans

What months is school in session?

School is in session from right after Labor Day until approximately the first week in June. Faculty and staff prepare the building for school use in the weeks before Labor Day and close out the school year in the days following graduation, which falls on June 5, 2002 this school year.

There is a two-week break at the end of December and a ten-day break in March. In addition, there are several long weekends during the year—Columbus Day, Martin Luther King Day, Presidents Day, and Memorial Day.

What are your plans for summer programs?

St. Patrick's has a vibrant summer program located at the Whitehaven Campus for children three to eleven years old, which generally begins in the middle of June and runs until about August 1. (This summer the dates are June 17 to July 26, 2002.) Interested Grades 7 and 8 students will

participate as "Counselors in Training" for their younger counterparts. As part of the new *Summer at St. Patrick's*, which is returning this year after a summer's hiatus for construction activity on the main campus, four courses in the senior program (for ages nine through eleven) will be conducted at 4880A MacArthur—poetry workshop, math, journalism, and science. Two of those courses will meet in the morning, beginning at 8:30 a.m., and two in the afternoon, concluding at 2:15 p.m. We anticipate a maximum of 30 students in the morning and 30 students in the afternoon.

It is possible that we would use 4925 MacArthur at some future point for academic summer school classes or other program sessions like those planned for 4880A this summer for our older children. No matter what summer plans evolve, however, the maximum enrollment cap of 60 students at 4925 MacArthur would govern the program. Again, at this point, summer use of 4925 MacArthur is merely speculative.

V. Good Citizens, Good Neighbors

How could St. Patrick's become a "good neighbor" at 4925 MacArthur Boulevard?

Preservation of the Site and Building

We will preserve the Victorian structure at 4925 MacArthur and renovate the building to a high standard of construction beauty. (We hope our architect can return the beautiful staircase to its original condition before the HVAC duct was placed down the center of the staircase.) We will preserve the trees on the property and as much green space as is possible given the requirements of whichever traffic plan is ultimately favored by the neighborhood. We will maintain the property, the lawns, and the surrounding plantings to the highest possible standard.

No Street Parking

St. Patrick's use of 4925 MacArthur will generate virtually no street parking on Ashby Street (unlike the current use which, we understand, does include evening parking requirements on Ashby). The parking lot would meet the needs of all our day-to-day parking. We expect very rare evening use of the building with little (or no) need for cars to park outside the lot at 4925 MacArthur. One parent Back-to-School Night per year—or at most two, if we do Grades 7 and 8 sessions on separate nights—would be the expected evening use.

Willing Workers on Ashby Street

We expect our students to be good citizens wherever they are in school. Currently, at 4925 MacArthur, they are the self-appointed leaf-blowing brigade for the stretch of MacArthur between the apartment buildings on either side of 4880 and 4880A. Students have also picked up trash in that area and plan, as winter snows arrive, to be responsible for snow clearance, as well, in this shared space. We will expect that they will fill a similar role in a new neighborhood, where, with willing hearts and strong, young constitutions, they will be available to assist neighbors with general maintenance (leaves, snow, etc.) of Ashby Street.

In the last 25 years, what has been St. Patrick's contribution to the community?

Across more than 25 years, St. Patrick's has graduated approximately 1000 children, instilling in them standards of character, human understanding, and academic excellence, in itself a

significant contribution to the community. Furthermore, every one of our classes—from our three-year-old Nursery through to our newest Grade 7 students—engages in service to the community. Our Nursery students chop vegetables monthly to make soup for homeless individuals who are served by the Salvation Army's Grate Patrol program. Our Grade 2 students prepare sandwiches. Older children participate, with their families, in the actual Grate Patrol service every month. As a faith-based school, we involve our children all year long in collection efforts—book drives, blanket deliveries, and holiday gifts for children at Martha's Table, Bright Beginnings, and a partner school in Haiti—which remind our children of the various communities of which St. Patrick's is a part. Hundreds of families in the St. Patrick's community—made up of various faith traditions—participate in each of these efforts.

What kind of community service would the school offer to the Palisades area?

St. Patrick's has a tradition of community service. Grades 7 and 8 will have a dedicated program in service learning—to be designed in early 2002. In addition to that work, Grade 7 parent Mary Ann Reed will schedule a meeting with the librarian of the Palisades Branch Public Library to investigate cooperative projects (such as after-school tutoring and reading, book donations, or book repair) that St. Patrick's as a community could sponsor. As the Grades 7 and 8 program develops, we will seek other such opportunities, now that we have older students who can become increasingly involved in that service.

How would St. Patrick's care for their unique property – built in 1905 as one of the original homes in the Palisades?

In addition to daily janitorial service, St. Patrick's Whitehaven Campus has a four-person maintenance staff. This staff, to which we may add, will make sure that upkeep and repairs at 4925 MacArthur are always performed in a timely, thorough manner, with respect for and in keeping with the architectural integrity of the building. In July 2002, we plan to add a full-time Director of Facilities who will supervise all issues related to property and transportation—on Whitehaven Parkway and at 4925 MacArthur. Hiring a Director of Facilities—who would become the Ashby Street neighbors' primary contact at St. Patrick's for all use and maintenance questions—will ensure that property issues receive the time and attention of a single high-level staff member.

Further, once we have completed an architectural study of the building, we plan to investigate whether historical designation makes sense for the property. As we intend to preserve its beauty and current character, historical designation is a possible option.

How would St. Patrick's attend to the environmental issues associated with 4925 MacArthur Boulevard?

We intend to be good stewards of the green space and trees on the property. Once St. Patrick's completed a contract for the purchase of the property, we scheduled a Phase I environmental study, an analysis of stormwater run-off, and a full asbestos/hazardous materials survey. When those studies are completed, we would be happy to share them with the citizens' association.

How could the school encourage practices to reduce carpool traffic?

We have engaged traffic consultant Marty Wells of Wells & Associates in McLean, Virginia, to help us consider transportation issues and procedures toward that end. In order to reduce carpool traffic, we can create incentives for joint carpools, encourage "walkers," encourage use of public transportation, and investigate possible collaboration with the Lab and Field schools in shuttle service between the school and area Metro stops. All these options are possible—and appropriate—for middle school students.

Will the building be available for community use in the evenings?

We would like to offer an "open door" policy for neighbors and members of the community to use the building for meetings and other uses, but we recognize that this may be a sensitive issue to those in the immediate vicinity. If there were a positive response to this idea, we would ask groups wanting to use the building to complete their business by 10:00 p.m. Further, we would have no objection if immediate neighbors used 4925 MacArthur's parking lot in the evenings or on weekends.

Will the students ever be out walking in the neighborhood?

Yes. Some children who live in the neighborhood will walk to and from school. The students will walk back and forth between 4880A and 4925 MacArthur, under the supervision of a faculty member. On occasion, the students may walk to the public library or to the park at the corner of 48th and W Streets.

VI. The Zoning Process

What is St. Patrick's requesting from the Board of Zoning Adjustment (BZA)?

St. Patrick's is requesting a special exception in order to operate an independent school in a residential zone.

What is the zoning status for the building's use right now?

The Washington Psychoanalytic Society currently conducts business and hosts evening seminars at 4925 MacArthur. Although the area is zoned residential, the building has had non-residential use at least since 1961, when the BZA approved a special exception for use of the property as the German School. One year later, the BZA approved the current use of the site. The current special exception was issued without a time limit.

When will you appear before the BZA?

We expect to appear before the BZA in April 2002.

What is the timetable for meetings with the community prior to the BZA hearing?

February 5: Palisades Citizens Association (PCA) General Meeting

February 6: Advisory Neighborhood Commission (ANC) 3D Meeting

February 7, 9, and 11: Open community meetings to request comments on preliminary traffic options

February 13: PCA Board Meeting: Full Reports from Traffic Engineer, Architect

Late February: PCA Zoning Committee Meeting

Late February: Neighborhood meeting (if possible, at 4925 MacArthur) to present architectural plans for the building.

March 5: PCA General Meeting

March 6: ANC 3D Meeting

March 13: PCA Board Meeting

April 2: PCA General Meeting

April 3: ANC 3D Meeting

April 9: Possible BZA Hearing

With whom has the school already had discussions?

Within one week of our initial decision to make an offer on the property, St. Patrick's notified Erik Gaull and Penny Pagano, current and former PCA presidents. We requested an opportunity to appear before the PCA General Meeting to present our plan. We made our first offer on November 27, 2001 and the following Monday notified all neighbors—through a hand-delivered letter—that we would appear the next day, Tuesday, December 4, at the PCA General Meeting. Head of School Peter Barrett and Board Chair Katherine Bradley attended that meeting and discussed St. Patrick's offer with approximately 60 PCA members. Bradley and Barrett distributed a four-page document outlining the school's offer to purchase 4925 MacArthur and St. Patrick's plans for the site.

On December 19 our offer was verbally accepted, and we learned that our contract was final on Friday, January 4, 2002. Immediately thereafter, we notified Erik Gaull and, at his request, appeared at the January 8, 2002 PCA Board meeting.

How can the neighborhood be assured that conditions of the BZA order will be respected across time?

Our BZA filing requests a permanent special exception approval. We anticipate, however, that our use of the building will be constrained by several detailed conditions. In the event that we fail to comply with any of those conditions, we would jeopardize our entire certificate of occupancy and, accordingly, our continued right to operate on the premises.

VII. Preparing the Building for School Use

What do you mean when you say you want to "preserve the basic configuration of the property"?

We mean that when our renovation is complete, we would like the building to look as much as possible like it does right now. We are not planning multiple rounds of renovation, with the exception of a later interior upgrade for a science lab or other accessibility requirements that need to be fulfilled. Building configuration decisions will not be influenced by ongoing cost increases or other normal school expenses. We want the building preserved, we are planning for 60 students, and we will remain at that cap.

How much renovation does the building need?

We will know more when our architects, GTM Architects in Kensington, Maryland, present preliminary results of a feasibility study on or about February 1. We expect that there are changes that will be made in egress patterns (for fire safety), sprinklers (again, for fire safety), window repairs, HVAC replacement, minor floor plan changes, and any handicap requirements. As stated above, we hope to restore the beautiful, open stairway.

How long will that work take?

We can only estimate right now, but probably a minimum of four months.

How disruptive would it be to the immediate neighbors?

All construction projects cause disruption. In order to minimize disruption from our work, we will set hours of operation for construction work at the site, we will monitor construction traffic in order to keep worker parking in the building's lot, and we will specify a traffic pattern for construction deliveries.

Will fencing be changed or added between 4925 MacArthur and contiguous properties, or around the perimeter of the building?

Again, we do not yet have any recommendations from our architect. We have no desire to fence the property, however, and we would only replace existing fencing if it was in disrepair or if a neighbor requested a change for safety or security.

Will there need to be special lighting for the property now that it is a school?

We want the building and site to retain their residential character. We will not have commercial lighting at the site, and no lighting would be directed at neighbors' homes. Our architect will prepare a lighting plan that meets all code requirements. We will share that plan with neighbors as part of the architect's final site and renovation plan. We expect that any lighting we use will light the property all year round in order to maintain maximum safety and visibility on the property.

Will there be a sign on the property?

Yes. The sign will most likely read "St. Patrick's Episcopal Day School – Grades 7 and 8." The sign will be tasteful and unobtrusive, visible only from MacArthur Boulevard. A professional architect will design and recommend placement for the sign. We will ask for design approval from the appropriate entity before we approve installation.

Will the school explore historic landmark designation for the property?

Yes. It's an interesting idea, and we look forward to learning what designation would entail.

VIII. Managing Traffic and Noise

How are you working on traffic issues?

Our work with traffic consultant Marty Wells of Wells & Associates includes a comprehensive traffic management assessment of our Whitehaven Parkway campus and of the proposed site on Ashby Street. The consultant has many good ideas for carpools on Whitehaven Parkway. We have asked him to address both sites with the dual goals of maximizing safety and minimizing traffic.

The consultant will have traffic options—for 4925 MacArthur Boulevard as well as for improving Whitehaven Parkway—to present to the community for comment and discussion in early February. These options will be available for general review at the February 5 PCA meeting. We will invite interested neighbors to respond to these options at one of three smaller meetings we will hold at St. Patrick's Episcopal Day School's Whitehaven Campus on February 7 at 7:00 p.m., February 9 at 9:00 a.m., and February 11 at 7:00 p.m.