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June 18, 2002

BY HAND
Mr. Geoffrey Griffis
Chairperson
Board of Zoning Adjustment
441 4th Street, NW, Room 210
Washington, DC 20001

Re: BZA Application No. 16890 of the Washington International School
Our File No. 091790.0000

Dear Mr. Griffis:

Enclosed for consideration by the Board of Zoning Adjustment you will find an original and twenty (20) copies of the prehearing statement of the applicant in the above-referenced matter. With a copy of this letter, we are sending a copy of the prehearing statement to the Office of Planning and ANC 2E.

Thank you for your attention to this matter.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler
Jeannine Rustad Zigner

Enclosures (as stated)
cc: Mr. Dick Hall (by hand; w/encl.)
Mr. Tom Alexander (by hand; w/encl.)
ANC 2E (w/encl.)
Steve Mordfin, Office of Planning (by hand; w/encl.)

45630525.1

BZA
Case No. 16890
Exhibit No. 23

Board of Zoning Adjustment
District of Columbia
CASE NO.16890
EXHIBIT NO.23

WASHINGTON INTERNATIONAL SCHOOL

Colegio Internacional de Washington • Ecole Internationale de Washington



Board of Zoning Adjustment

Application No. 16890

Application for a Special Exception

Prehearing Statement

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

APPLICATION OF
WASHINGTON INTERNATIONAL SCHOOL

BZA APPLICATION NO. 16890
HEARING DATE: JULY 2, 2002

STATEMENT OF THE APPLICANT

I.

Introduction

This is a self certified application of the Washington International School (WIS) pursuant to 11 D.C.M.R. §§ 206. (*See* Exhibit A.) By this application, WIS seeks a to modify the order in BZA Application No. 16177, which granted WIS a special exception for a private school in a R-3 zone district at 1690 36th Street, N.W., Square 1304, Lot 14 (the "Property"), to increase the allowable staff from forty-five (45) to sixty-four (64). As set forth below, it has always been WIS's intent to operate with a staff of sixty four (64). The restriction of a maximum staff of forty-five (45) set forth in the second condition of the order in BZA Application No. 16177 results from WIS's inadvertent omittance from its staff calculations its librarian, part-time teacher assistants, after-school program personnel and custodial personnel. For the following reasons, WIS submits that it meets the criteria for a special exception.

II.

Jurisdiction of the Board

The Board has jurisdiction to grant the relief requested pursuant to 11 D.C.M.R. 3104.1.

III.

The Washington International School.

WIS was founded in 1966 by Dorothy Goodman as a nonprofit institution to meet the educational needs of the city's large international community, as well as the needs of American

families seeking an academically rigorous independent education in a challenging and enriching international environment. From 1969 through 1998, WIS occupied the Wendell Phillips School building on Olive Street in Georgetown, which it purchased from the District of Columbia. The Olive Street campus was initially used as a space for the whole of the school and, in subsequent years, as its Lower School site. In 1996, WIS applied for and obtained a special exception to locate its lower grades to a newly-built facility at the Property. This location enabled Pre-Kindergarten through Grade 5 to be in the same Primary School Campus. Besides the Primary School classrooms and offices, this campus has offices for Auxiliary Programs, the Head, and the Director of Admissions and Financial Aid.

WIS's Middle School (grades 6 through 8) and Upper School (grades 9 through 12) are located at the Tregaron Campus, at 3100 Macomb St N.W., acquired in 1980.

The mission of WIS is to provide a demanding international education that will challenge students to become responsible and effective world citizens. The curriculum at WIS is designed to introduce students to the world's cultural heritage. The curriculum is international in its approach to people, knowledge, values, and skills. Intensive language learning is fundamental to WIS's program, with students graduating proficient in at least two languages and many graduating functionally or fully bilingual.

The academic program at WIS draws on elements of many systems of education and serves both international and American students at every level. The scope of the history, geography, language, and literature programs enable students to recognize the relationships among events, movements, and thought from different areas and ages. The integrated math program and extensive science requirements provide the foundation essential to understanding the technical and scientific advances and challenges of a rapidly changing world. The curriculum has been developed by the International Schools Association and international school teachers and is now administered under the aegis of the International Baccalaureate Organization. All students in Grades 11 and 12 follow the International Baccalaureate Diploma program, which is an internationally recognized two-year course of studies leading to oral and

written examinations prepared and externally graded under the supervision of the International Baccalaureate Organization in Geneva. This program is essential for students planning to pursue higher education outside North America and is an exceptional preparation for college-level study in the United States.

The faculty at WIS represents thirty (30) countries while the faculty, staff, and student body and their parents represent over ninety (90) countries.

IV.

The Property and Surrounding Neighborhood

The Property. The Property occupies the entirety of Square 1304, which is bounded by Reservoir Road on the south, 37th Street on the west, R Street, N.W. on the north and 36th Street, N.W. on the east. The site is comprised of 112,105.5 square feet of land area.

Zoning of the Property. The Property is in the R-3 zone district. The R-3 zone district permits matter-of-right uses including detached, semi-detached and row dwellings. Pursuant to Section 206 of the Zoning Regulations, a private school is permitted in an R-3 zone district if approved by the Board of Zoning Adjustment in accordance with the conditions specified in Section 3104 of the Zoning Regulations. 11 D.C.M.R. § 206. A special exception pursuant to Section 206 must meet the following criteria:

> 206.2 The private school shall be located so that it is not likely to become objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions.
>
> 206.3 Ample parking space, but not less than that required in chapter 21 of this title, shall be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile.

While these conditions specifically mention R-1 zones, Section 320 of the Zoning Regulations permits the same uses in R-3 districts as in R-1.

The Surrounding Neighborhood. The area surrounding the Property is residential in character (i.e., row and semi-detached dwellings) and is densely populated. Across Reservoir

Road, stretching from 35th to 37th Streets, is the Cloisters townhouse development. South and west of the Cloisters is the main campus of Georgetown University, and the Georgetown University Medical Complex. Immediately south is the campus of Georgetown Visitation Preparatory School, an independent high school for girls. Immediately east of the Property is Duke Ellington High School, while north and west of the Property is the Burleith neighborhood, which is composed almost entirely of rowhouse dwellings, a substantial number of which have been converted from single-family dwellings into group rentals.

The Property is not located within the confines of the Georgetown Historic District.

History of the Use of the Property as a School. The District began using the Property for school purposes in the 1970s. The Levine School of Music began to occupy the Property as the prime tenant in 1985 and obtained a special exception to use the Property as a music school in 1987. (Exhibit B.) Thus, the Property has been used for school purposes for over thirty (30) years.

In 1996 WIS obtained a special exception to locate its primary school (grades pre-kindergarten through five) at the Property (Exhibit C). By BZA Application No. 16177, WIS sought to demolish the two structures on the site, neither of which were historic, and replace them with new construction. The approval of the special exception in BZA Application No. 16177 was conditioned upon: (1) operations of the school from 7:30 a.m. to 6:00 p.m. Monday through Friday; (2) a total amount of staff members not to exceed 45; (3) a maximum of 475 students at the Property; (4) maintenance of the school grounds in a neat and orderly appearance at all times; (5) landscaping in accordance with the site plan and landscaping to be maintained in a healthy growing condition and in a neat and orderly appearance; (6) establishment of a liaison committee with Advisory Neighborhood Commission (ANC) 2E to be open to participation by any member of the community, to meet quarterly and to maintain reports of such meetings; (7) adherence to the traffic circulation plan and all traffic mitigation measures; and (8) construction of the wrought iron fence (or its visual equivalent) the same height and in the same location as proposed for the chain link fence on the site plan. (*See* Exhibit C.) With regard to the number

of students, WIS agreed to a series of enrollment caps limiting the number of students to no more than 375 in 1997, 400 students in 1998 and 475 students by the year 2000. (Exhibit C.) With the exception of the limitation on the number of staff, WIS has abided by these conditions.

The new school building occupies only approximately one-third of the site, with an extensive green buffer extending around the entire perimeter of the site, except for the entrance on 36th Street, which faces the rear of the Duke Ellington School. The new building is lower than the roof of the previous main building on the Property by approximately twelve feet (12'). Additionally, the new building was designed to be as unobtrusive as possible, constructed of a natural light grey-toned, limestone-like material at the base, and natural-colored stucco upper floors, with green-tinted, non-reflective glass windows. The building consists of 44,406 gross square feet, which includes 31 classrooms and 33 other rooms, including a library, music, art and computer and science rooms, administrative space and multipurpose area. There are 54 parking spaces on the Property.

Requested Relief. WIS recently realized that it inadvertently understated the number of staff at the Property in BZA Application No. 16177. In BZA Application 16177, WIS reported a staff of forty-five (45). However, this number reflected only full-time teaching staff and administrative personnel but omitted its librarian, part-time teacher assistants, after-school program personnel and custodial staff. Immediately upon discovering this error, WIS filed the instant application to modify the order in BZA Application No. 16177 so as to reflect its current staffing level of 64.

The site plan submitted in BZA Application No. 16177 makes it clear that WIS anticipated operating at its current level, rather than at a level of forty-five (45) staff members. Specifically, the site plan indicates a staff level of sixty-three (63). (Exhibits D.)

Operations of the School. As stated above, WIS has complied with all other conditions set forth the order granting the special exception in BZA Application 16177. As illustrated below, enrollment at the Property for the current school year is less than the approved number of 475:

	Actual	Approved	Difference
PreK – K	119	142	(23)
Grades 1 – 5	282	333	(51)
Total Enrollment	401	475	(74)

Current full time equivalent staffing levels are as follows:

Faculty	51
Administration	10
Total	61

Of the fifty-four (54) parking spaces on the Property, forty-five (45) spaces are assigned to staff, two (2) are designated for handicapped parking and seven (7) are unassigned, short-term spaces. The seven (7) short-term spaces are located directly in front of the school and parking in these spaces is restricted during the morning and afternoon drop-off and pick-up times.

V.

The Project Meets the Criteria for a Special Exception

As for the criteria for a special exception, 11 D.C.M.R. § 3104.1 permits the Board to grant special exceptions, pursuant to the following:

> Pursuant to authority contained in the Zoning Act of June 20, 1938 (52 Stat. 797), as amended, the Board is authorized to grant special exceptions, as provided in this title where, in the judgement of the Board, those special exceptions will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps, subject in each case to the special conditions specified in this title...

In short, the Board is empowered to grant a special exception where it finds

(1) The proposed use is in harmony with the Zone Plan and Zone Maps;

(2) The proposed use is not likely to adversely affect the use of neighboring property.

The Board's discretion in reviewing an application for a special exception is limited to a determination of whether the Applicant has complied with requirements of the section. If the Applicant meets this burden, the Board ordinarily must grant the application. *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 432 A.2d 695, 698 (D.C. 1981); *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973).

Generally, WIS has the burden of demonstrating that its proposal addresses the issues reflected in §§ 206, 3104.1 and that "the use, height, bulk, and design are in harmony with existing uses and structures on neighboring property," ample parking space is provided and that "the use will not create dangerous or other objectionable traffic conditions." Based on the attached information, and the testimony and evidence which will be presented at the public hearing, WIS has met its burden.

VI.

The Special Exception Will Be in Harmony with the General Purpose and Intent of the Zone Plan and Maps

Section 320.1 of the Zoning Regulations describes R-3 zones as:

> The R-3 district is designed essentially for row dwellings, but there shall be included in an R-3 district areas within which row dwellings are mingled with one-family detached dwellings, one-family semi-detached dwellings, and groups of three (3) or more row dwellings. To maintain a family-life environment, permitted related uses are the same in R-3 districts as in R-1 districts.

11 D.C.M.R. § 320.1.

In terms of the "family-life environment", WIS received considerable support in locating its facilities to the Property due to the neighbors' belief that the presence of a high quality, well-regarded pre-kindergarten/elementary school will contribute to the desirability of the neighborhood as a location for families with young children. The School was perceived as a desirable potential amenity which could improve property values and help to anchor the re-establishment of a "family-life environment" in the neighborhood.

In addition, it is significant to note that the Zoning Regulations consider a school to be compatible with the Zone Plan for residential areas. Not only are private schools permitted in R-3 zone districts by special exception, but public schools are permitted in R-1 zone districts -- the most restrictive district -- as a matter of right.

With regard to the use of the Property for school purposes, the Property has been used for school purposes for over thirty (30) years. WIS has occupied and used the Property for its pre-k through fifth grade program since 1998.

VII.

The Requested Relief Will Not Adversely Affect the Neighborhood

With regard to adverse impacts, the School does not present an adverse impact. As indicated on the site plan (Exhibit D), WIS clearly contemplated a staff of at least sixty-three (63). For the past four years, WIS has operated with a staff of close to sixty-four (64) without adversely affecting the neighborhood. Thus, modifying the second condition of the order in BZA Application No. 16177 to allow for a maximum staff of sixty-four (64) will not have an adverse impact on the neighborhood.

In analyzing potential adverse impacts of schools, the Court of Appeals has recognized that the Zoning Regulations do not require that the Board treat a school's needs as irrelevant. As the Court stated in a somewhat different context, a school -- even an elementary "school -- is not to be presumed, for purposes of the Zoning Regulations, to be the land use equivalent of the

bubonic plague." *Glenbrook Road Association v. Board of Zoning Adjustment*, 605 A.2d 22, 32 (D.C. 1992). In general, uses of land for educational purposes are "highly favored," ROBERT M. ANDERSON, AMERICAN LAW OF ZONING, § 12.09, at 508 (1986), and it has long been recognized that schools, like universities, serve the public welfare and morals in important ways. *Cornell University v. Bagnardi*, 68 N.Y.2d 583, 593, 503 N.E.2d 509, 514, 510 N.Y.S.2d 861, 866 (1986); *see also* 2 ANDERSON, *supra*, § 12.15 at 526.

In the instant matter we are dealing with special exceptions contemplated by the Zoning Regulations. S*ee Stewart, supra*, 305 A.2d at 518. In such matters the Board's function on these facts is simply to determine whether a reasonable accommodation has been made between WIS and the neighbors, which does not interfere with the legitimate interests of the latter. *Glenbrook, supra*, 605 A.2d at 32 *citing Cornell University, supra*, 68 N.Y.2d at 589, 503 N.E.2d at 511, 510 N.Y.S.2d at 861. The Zoning Regulations require only that WIS demonstrate that it is not *likely* that the proposed site will become objectionable to neighboring properties. *See* 11 DCMR § 206.2 (1991).

The Board may grant a special exception for private school uses in residential and special purpose districts "where in the judgment of the Board, those special exceptions will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property * * * ." *Levy v. Board of Zoning Adjustment*, 570 A.2d 739, 742 (D.C. 1990) (quoting 11 D.C.M.R. § 3108.1). *See Rose Lees Hardy Home and School Association v. District of Columbia Board of Zoning Adjustment,* 324 A.2d 701, 706 (D.C. 1974). "[T]he applicant is not charged with considering every option that any party in opposition might conceptualize." *Don't Tear it Down, Inc. V. District of Columbia Dep't of Hous. And Community Dev.*, 428 A.2d 369, 379 (D.C. 1981).

In BZA Application No. 16177, WIS accommodated the reasonable concerns of the residents. Since then, WIS has continued to work with the community to ensure that its operations do not adversely impact the quality of life in the surrounding neighborhoods.

In *Draude v. District of Columbia Bd. Of Zoning Adjustment*, 527 A.2d 1242, 1253 (D.C.

1987) (*Draude I*), the Court also reviewed the standard utilized by the Board for determining whether the proposed development is likely to have objectionable consequences for the community. In some cases, the Board has made a comparison between the effects on neighboring residential areas of the school's proposed construction and the consequences of the kind of use of the property which would be authorized without a special exception. However, such a standard is not mandated. *See also Draude v. District of Columbia Bd. Of Zoning Adjustment*, 582 A.2d 949, 959-60 (D.C. 1990) (*Draude II*). The Board is also free to use the other test articulated in *Draude I*, namely whether the proposed use would significantly increase objectionable qualities over their current levels in the area. *Id.* This standard is consistent with the Zoning Regulations. *See generally* 3 R. ANDERSON, *supra*, § 21.09, at 652-54 (3d ed. 1986) (discussing the adequacy of various standards). Again, WIS's operations for the past __ years has not resulted in any objectionable qualities to the surrounding neighborhood.

One of the main areas of concern of the surrounding community in BZA Application No. 16177 was traffic operations of and parking at WIS. Accordingly, approval of the special exception in that application was conditioned upon WIS's adherence to its traffic circulation plan and traffic mitigation measures. (Exhibit E.) Despite WIS's proven track record in the neighborhood, as part of its continuing efforts to ensure that its operations do not negatively impact the neighborhood, WIS, through its traffic consultant, recently undertook a study of its drop-off and pick-up operations, as well as a study on its parking availability and occupancy. (Exhibits F & G.) WIS intends to implement the recommendations in the drop-off/pick up study to improve the efficiency of these operations. With regard to parking, the study found WIS's on-site parking to adequately meet its needs.

Finally, at its June 4, 2002 meeting, ANC 2E voted to approve the requested relief.

VIII.

Exhibits In Support of The Application

Exhibit A	Self Certification Form
Exhibit B	BZA Order 14556
Exhibit C	BZA Order 16177
Exhibit D	Site Plan
Exhibit E	Traffic Circulation Plan
Exhibit F	Gorove/Slade Drop-off/Pick-up Operations Study
Exhibit G	Gorove/Slade Parking Study

IX.

Witnesses

A. Richard Hall, Head, Washington International School

B. Thomas Alexander, Director of Finance and Facilities, Washington International School

C. Erwin Andres, Gorove / Slade Associates, traffic consultant

X.

Conclusion

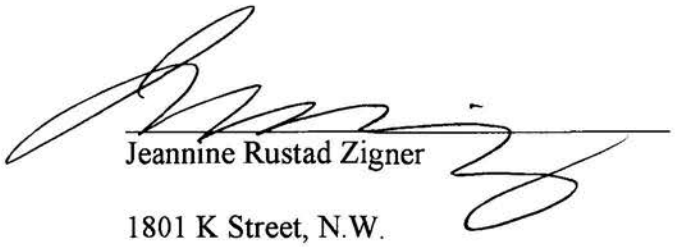
For the above reasons, the Washington International School respectfully requests that the Board grant the relief sought.

Respectfully submitted,

ROBINS, KAPLAN, MILLER & CIRESI



Richard B. Nettler



Jeannine Rustad Zigner

1801 K Street, N.W.
Suite 1200
Washington, D.C. 20006
(202) 775-0725

QUALIFICATION OF EXPERT WITNESSES

AND OUTLINE OF TESTIMONY

Testimony of Traffic Consultant

1. Review of Circulation Plan Proposed in BZA Application No. 16177

2. Recent study of drop-off/pick-up operations
   a. Findings
   b. Recommendations

3. Recent parking study

4. Lack of Adverse Impact on Neighborhood

STATEMENT OF QUALIFICATIONS

MR. LOUIS J. SLADE, P.E.
Vice President and Principal Associate
Gorove-Slade Associates

EDUCATION

Master of Science, Civil Engineering
Northwestern University
Bachelor of Science, Civil Engineering
Northwestern University

PROFESSIONAL ASSOCIATIONS

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

PROFESSIONAL REGISTRATION AND CERTIFICATION

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

BACKGROUND AND EXPERIENCE SUMMARY

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

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

Mr. Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has devised and analyzed alternative public transportation modal options. He has developed multi-modal transportation plans incorporating people mover systems. He is familiar with road rating and sufficiency evaluation systems for primary and secondary roads. He has performed analytical assessments of air quality and noise levels of transportation

facilities and systems. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes.

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

REPRESENTATIVE PROJECTS

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

Rail Station Planning and Design - Mr. Slade has extensive experience with the planning and design of the vehicular and pedestrian components of commuter rail stations and bus terminals. This includes roadway access, circulation, and parking planning for several metrorail stations on the Washington, D.C. system for the Transit Authority, the planning of major commuter heavy and light rail stations at the Meadowlands Sports Complex and the Carlstadt New Town Center in Bergen County, N.J., the planning of the station modifications associated with the new MCI Center sports arena at the Gallery Place Station in Washington, D.C., and planning studies for joint public/private developments at several metrorail stations in the Washington Metropolitan area.

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

Transit Impact Studies and Transit Alternatives Analyses - Intermodal Transportation Center in Washington, D.C.; York County, Pennsylvania; Crystal City, Arlington, Virginia; Albany, New York.

Central Business District Circulation Studies - Washington, D.C.; Alexandria, Virginia; Herndon, Virginia; Leesburg, Virginia; Baltimore, Maryland; Atlantic City, New Jersey; Indianapolis, Indiana; Albany, New York; Quincy, Massachusetts.

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

Traffic Analysis and Campus Planning - The George Washington University, Georgetown University, The Lowell School, The Georgetown Day School, The Maret School, Washington, D.C.; The Malvern Preparatory School, Malvern, Pennsylvania.

Major Residential Office, Shopping Center, Industrial, and Mixed-Use Projects/Site Planning - Washington, D.C.; New York City; East Windsor and West Windsor, New Jersey; Baltimore County, Howard County, and Baltimore City, Maryland; Suffolk, Norfolk, and Williamsburg, Virginia; Atlanta, Georgia; Baton Rouge, Louisiana.

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

TRANSPORTATION MANAGEMENT EXPERIENCE

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

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

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

Institutions: Mr. Slade developed an area-wide demand management plan for the Anacostia Waterfront in Washington, D.C., as part of a master planning study for the City Planning Department. This plan will be implemented by a transportation management association to be established by the city.

Southeast Federal Center: The United States Government General Services Administration is developing the Southeast Federal Center in the Anacostia Waterfront sector of Washington, D.C.

Mr. Slade is responsible for the development of transportation management plans for each of the federal agencies which will be headquartered in this 75-acre enclave.

PUBLICATIONS

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

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

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

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

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

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

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

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

"A Market-Based Transportation Management Program for Developers," (co-authored with Geok Koon Kuah, Ph.D.), the ITE 58th Annual Meeting Compendium of Technical Papers, Washington, D.C., 1988.
"The Corridor Connection," NVBIA's Action magazine, September/October 1990 issue; subtitle: "Commuters May Get The Chance To Zip To Metro Or Work On New Bus Routes."



Form 1 – BZA Certification – Side 1 (Revised 03/07/00)

ZONING SELF-CERTIFICATION FORM

Date	Project Address(es)
March 18, 2002	1690 36th Street, N.W.

Square	Lot(s)	Zone District(s)	ANC(s) Single Member District	Case No.
1304	14	R-3	2E03	

CERTIFICATION

The undersigned agent hereby certifies that the following zoning relief is required from the Board of Zoning Adjustment in this matter pursuant to:

ρ	Use Variance DCMR 11 §3103	ρ	Area Variance DCMR 11 §3103	■	Special Exception DCMR 11 §3104

which is provided for by DCMR Title 11 Section No(s):

Pursuant to 11 DCMR §3113.2, the undersigned agent certifies that:

(1) the agent is duly licensed to practice law or architecture in the District of Columbia;
(2) the agent is currently in good standing and otherwise entitled to practice law or architecture in the District of Columbia;
(3) the applicant is entitled to apply for the variance or special exception sought for the reasons stated in the application.

The undersigned agent and owner acknowledge that they are assuming the risk that the owner may require additional or different zoning relief from that which is self-certified in order to obtain, for the above-referenced project, any building permit, certificate of occupancy, or other administrative determination based upon the Zoning Regulations and Map. Any approval of the application by the Board of Zoning Adjustment does not constitute a Board finding that the relief sought is the relief required to obtain such permit, certification, or determination.

The undersigned agent and owner further acknowledge that any person aggrieved by the issuance of any permit, certificate or determination for which the requested zoning relief as a prerequisite may appeal that permit, certificate or determination on the grounds that additional or different zoning relief is required.

The undersigned agent and owner hereby hold the District of Columbia Office of Zoning and Department of Consumer and Regulatory affairs harmless from any liability for failure of the undersigned to seek complete and proper zoning relief from the Board of Zoning Adjustment.

The undersigned owner hereby authorizes the undersigned agent to act on the owner's behalf in this matter.

Owner's Signature	*Owner's Name (Please Print)*
	The Washington International School By: Richard P. HALL
Agent's Signature	*Agent's Name (Please Print)*
	Richard B. Nettler and Jeannine Rustad Zigner

DC Bar No.	929471/451110	or	Architect Registration No.	

Office of Zoning Determination
(DCMR Title 11 §3113.2)

Based upon review of the application and self-certification, this application is

ρ	Accepted for filing
ρ	Referred to Office of Zoning Administrator, Department of Consumer and Regulator Affairs, for determination of proper zoning relief required.
ρ	Rejected for failure to comply with the provisions of ρ DCMR Title 11 3113.2; or ρ DCMR Title 11 Zoning Regulations. Explanation:

Signature		Date	

Jerry R. Kess, Sr., AIA, Director, Office of Zoning

441 4th Street, N.W. Ste. 210-S, Washington, DC 20001
(202) 727-6311 * www.dcoz.dcgov.org

Side 2

INSTRUCTIONS

Any request for self-certification that is not completed in accordance with the following instructions shall not be accepted.

1. All self-certification applications shall be made on BZA Certification Form 1. All certification forms must be completely filled out (front **and** back) and be typewritten or legibly printed. All information shall be furnished by the applicant. If additional space is necessary, use separate sheets of paper to complete this form.

2. Complete one self-certification form per each application filed. Present this form with the BZA Form 2 application to the Office of Zoning, 441 4th Street, N.W., Suite 210, Washington, D.C. 20001.

ITEM	EXISTING	REQUIRED	ALLOWED	PROVIDED	VARIANCE Deviation/Percent
Lot Area	112,105.5 s.f.	4,000 s.f.	n/a	112,105.5 s.f.	None
Lot Width	281.8'	40'	n/a	281.8'	None
Lot Occupancy	14%	n/a	40%	14%	None
Floor Area Ratio (FAR)	n/a	n/p	n/p	n/a	None
Parking Spaces	48	42	n/a	48	None
Loading Berths	1@30' 1@100'	1@30' 1@100'	n/a	1@30' 1@100'	None
Front Yard	60'+	n/p	n/a	60'+	None
Rear Yard	244.3'	20'	n/a	244.3'	None
Side Yard	55' and 0'	8' and 0'	n/a	55' and 0'	None
Court, Open	n/a	n/a	n/a	n/a	None
Court, Closed	n/a	n/a	n/a	n/a	None



GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 14556, of the Sisters of the Good Shepherd, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3101.42 to permit the Selma M. Levine School of Music, Inc., to use the premises as a music school in an R-3 District at premises 1690 36th Street, N.W., (Square 1304, Lot 14).

HEARING DATE: February 18, 1987
DECISION DATE: March 4, 1987

FINDINGS OF FACT:

1. The site, known as premises 1690 - 36th Street, N.W., is rectangular in shape and contains approximately 112,104 square feet. The site has a frontage of 4000 feet along R Street to the north, and Reservoir Road to the south. It has a frontage of 281.80 feet along 37th Street to the west and 36th Street to the east.

2. The site is located in an R-3 Zone District which extends in all directions from the site.

3. The site is developed with a four-story red brick building occupied by The Levine School of Music (sometimes referred to as the "School" or the "Levine School"), the primary tenant at the site. The site is also improved with a convent, owned and occupied by the Sisters of the Good Shepherd. The site includes two parking lots adjacent to the building occupied by the School. There is additional parking for the convent.

4. Historically, the site was used as a residence for the Sisters of the Good Shepherd. Later, it was used as a home for wayward girls. The District government began using the site for school purposes in the 1970s. The site has been used for educational purposes for almost 20 years.

5. The site is located in the Burleith community. The site area contains a mix of institutional and educational buildings, two-and three-story row houses and apartment complexes. The Georgetown Medical Center is situated one block from the site. Georgetown Visitation Preparatory School is two blocks away, located at 1524 35th Street, N.W. The Duke Ellington School of the Arts, a public high school, is located at 35th and R Streets, N.W., in the former Western High School across the street from the site. The

Fillmore Arts Center is situated at the corner of 35th and S Streets, N.W. The Gordon Adult Education Center, formerly the Gordon Junior High School, is approximately four blocks away.

6. Pursuant to Sub-section 8207.2 of the Zoning Regulations the applicant in seeking a special exception under Paragraph 3101.42 to permit the Levine School of Music to use the premises as a music school.

7. The Levine School is a non-profit private music school founded in 1976, in memory of Selma M. Levine.

8. Before becoming the primary tenant at the site in 1985, the School was located at various makeshift locations, including churches throughout the District of Columbia. The School occupied the site and has been operating without obtaining a valid certificate of occupancy.

9. The School offers individual and classroom music instruction for students of all ages. Classes are designed for all levels of skill, from beginner to advanced performance instruction. The purpose of the School is to provide high-quality music education and to foster an atmosphere that encourages the love of music and the satisfaction of accomplishment through commitment and hard work.

10. Community activities that the School participates in include: The Levine School in the Community program (LINC), an education and performance outreach program for the metropolitan area; recitals in conjunction with the District's public and private schools; and concerts in local hospitals and other community facilities.

11. Classes at the school are given in orchestral instruments, recorder, piano and voice. The Levine School has 20 teaching studios which are used for individual and group instruction. Eighteen of these classrooms are specially equipped for music lessons and are approximately 100 square feet. There are two studios that are 500 square feet. In addition, there are eight administrative offices, a music store, a faculty lounge, a library, and storage rooms at the site. These facilities are only available for the Levine School students and staff as well as the subtenants at the site.

12. The Levine School has 55 professionally trained musicians who teach at the school on a part time basis. Staff include members of the National Symphony Orchestra and other internationally celebrated artists.

13. The subtenants occupying the site include The Duke Ellington School for the Arts, and the handicapped parking

following nonprofit musical or music related organizations: The Washington Bach Consort, Hesperus (a baroque ensemble), Contemporary Music Forum, Gay Men's Chorus, Millennium (an organization representing 1000 years of music), Music Information Specialists, the American Women Composers, and the Theater Chamber Players of Kennedy Center. Under the terms of each sublease, the primary functions of subtenants must be related to the purpose of music education or to the purposes of the School.

14. The School has performance space located on the second floor, which can accommodate approximately 100 persons. The performance space is used primarily for workshops, ensembles, rehearsals, and recitals. Typically, these are scheduled for Saturday and Sunday afternoons.

15. Midweek recitals start by 8:00 P.M. All activities at the site conclude by 11:00 P.M., at the latest. In 1986, there were three evening recitals. For 1987, five evening recitals are planned. The number of evening recitals will not exceed 20 per year.

16. The general hours of music instruction at the site are from 10:00 A.M. to 9:00 P.M. In response to neighborhood concerns, and consistent with Office of Planning recommendations, the applicant will generally limit the hours of instruction to these times with the understanding that certain flexibility is needed to accommodate classes that may be winding down after 9:00 P.M.

17. There are usually no more than 50 Levine School students at the site at any given time. The majority of instruction is carried out on a one-to-one basis, with a few occasions for group instruction. Given the nature of the classes and the staggered scheduling, there will be no more than 90 students (including students of The Duke Ellington School of Music, who walk to their classes) at the site for music lessons at any given time between 9:00 A.M. and 5:00 P.M. and no more than 75 students at the site for music lessons at any given time between 5:00 P.M. and 9:00 P.M. There are usually only 20 staff members at the site at any time. To permit maximum flexibility while protecting neighborhood interests, there will be no more than 35 staff members, including teachers and administrators, at the site at any given time. The peak period of operation at the School is between 5:00 P.M. and 8:00 P.M. on Tuesday evenings.

18. There are 33 off-street parking spaces in two parking lots adjacent to the school building on site. In addition, the applicant/owner has agreed to allow the Levine School staff members to park at another parking lot on the site for special events so that more parking spaces are available for visitors. The School will designate

handicapped parking spaces and will provide valet parking for special events at the School, if needed.

19. The facility is well served by public transportation. The School catalog lists public Metrobus and Metrorail information for students and other visitors to the School. The School will post a ride-sharing board at the site for students and staff.

20. By letter dated February 2, 1987, Advisory Neighborhood Commission (ANC) 3B expressed its unanimous support for the special exception application. The Board recognizes the support of the ANC and affords "great weight" to its testimony.

21. The Burleith Citizen's Association (BCA) submitted a letter to the Board, dated February 11, 1987, which incorporates the understandings between BCA and the School.

22. The Office of Planning (OP), by memorandum dated February 11, 1987, recommended that this special exception application be approved subject to two conditions: that the weekday hours of the school be limited generally to 9:00 P.M. and that a transportation management plan be implemented at the site. The Board concurs with the recommendation of the OP.

23. A number of other letters were submitted in support of the application.

24. There was no opposition to the application at the public hearing or of record.

CONCLUSIONS OF LAW AND OPINION:

Based upon the foregoing findings of fact and the evidence of record in this proceeding, the Board concludes that the applicant is seeking a special exception. In order to grant the requested special exception, the applicant must demonstrate that it has complied with the requirements of Paragraph 3101.42 and Sub-section 8207.2 of the Regulations. Section 3101.42 of the Regulations provides that a private school is permitted if the Board determines that:

3101.421 It is so located that it is not likely to become objectionable to adjoining and nearby property because of noise, traffic, number of students, or other objectionable conditions;

3101.422 Ample parking space, but not less than that required in Article 72 of these Regulations, is provided to accommodate the students, teachers,

and visitors likely to come to the site by automobile.

The Board concludes that the applicant has met the burden of proof. The operation of a private school at the site will not become objectionable to adjoining and nearby property because of traffic, noise, operation or number of students or otherwise objectionable conditions. The use will not adversely affect or substantially alter the character of the neighborhood. The presence of the Levine School has greatly enhanced the immediate neighborhood and the surrounding community. The continued operation of the School will contribute to the supportive environment that has developed with the neighbors. There will be adequate off-street parking facilities in two parking lots at the site for faculty members, students, and visitors likely to visit the premises by automobile. In addition, the owner of the site will provide additional parking for the School staff in the event that it is needed during special events. No significant demand for additional parking will be created with the proposed use. The site is well served by public transportation. There will be no dangerous or other objectionable traffic conditions with the continued use of the property.

The Board further concludes that the special exception can be granted in harmony with the general purpose and intent of the Zoning Regulations and Maps, and will not tend to adversely affect the use of neighboring property in accordance with said regulations and maps. Approval of this application will allow the continued lawful operation of a private school at the site without an adverse impact on the neighborhood or the District. The Board concludes that it has accorded the "great weight" to the ANC to which it is entitled. Accordingly, it is ORDERED, that the application is GRANTED SUBJECT to the following CONDITIONS:

1. Approval shall be limited to operation by the Selma M. Levine School of Music, Inc.

2. The hours of operation of the facility shall not exceed from 9:00 A.M. to 9:30 P.M.

3. The Levine School of Music will host no more than twenty evening recitals at the site per year. The recitals shall end no later than 11:00 P.M. Valet parking will be provided for these events on an as needed basis.

4. The number of faculty and staff present at the facility at any one time shall not exceed thirty-five.

5. The number of students at the site at any given time shall not exceed seventy-five except during the hours of 9:00 A.M. to 5:00 P.M., the maximum may be increased to ninety provided that no less than fifteen of those students come from the Duke Ellington School of the Arts located at 3500 R Street, N.W.

6. The applicant shall erect a chain barrier along the sides of the driveway to prevent parking on the lawn.

7. Landscaping shall be maintained in a healthy growing condition. The site shall be kept free of refuse and debris.

VOTE: 5-0 (Lindsley Williams, Paula L. Jewell, Charles R. Norris, William F. McIntosh and Carrie L. Thornhill to grant).

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

ATTESTED BY: _____
EDWARD L. CURRY
Acting Executive Director

FINAL DATE OF ORDER: MAY 8 1987

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

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

14556order/LJP19

C

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

3/29/97

Application No. 16177 of the Sisters of the Good Shepherd pursuant to 11 DCMR 3108.1, for a special exception under Section 206 for the location of a private elementary school in an R-3 District at premises 1690 36th Street, N.W. (Square 1304, Lot 14).

HEARING DATE: December 4, 1996

DECISION DATES: January 8, 1997 and February 5, 1997

ORDER

SUMMARY OF EVIDENCE:

1. The subject site occupies the entirety of square 1304 which is bounded by Reservoir Road on the south, 37th Street on the west, R Street on the north, and 36th Street N.W. on the east. It contains 112,105.5 square feet of land area and is currently improved with the Levine School of Music and Sisters of the Good Shepherd School and Convent.

2. The area surrounding the site is residential in character (i.e. row and semi-detached dwellings) and is densely populated. The Duke Ellington School is located directly east of the site across 36th Street N.W. The site is not located within the confines of the Georgetown Historic District.

3. The site is located in an R-3 zone district. The R-3 District permits matter of right development of single-family residential uses including detached, semi-detached, and row dwellings with a minimum lot area of 2,000 square feet, a minimum width of 20 feet, a maximum lot occupancy of 60 percent, and a maximum height of 3 stories/40 feet. A private school is permitted in an R-3 District if approved by the Board of Zoning Authority in accordance with the conditions specified in Section 3108 of 11 DCMR, subject to the provisions of Section 206.

4. The Washington International School (WIS) is the contract purchaser of the subject property. WIS proposes to relocate its Lower School campus from its current location (Oliver Street in Georgetown) to the subject site. As well, the WIS fourth and fifth grade classes would be moved from the Macomb Street campus to the site. The existing structures on the property would be demolished and replaced with a three-story building containing 44,406 gross square feet of floor space. The new building would contain 31 classrooms and 33 additional rooms. Parking for 54 vehicles would

be provided on the eastern portion of the site adjacent to the proposed school. The school would accommodate up to 475 students and 45 staff members, and would operate from 7:30 a.m. to 6:00 p.m., Monday through Friday.

5. WIS has voluntarily agreed to a series of enrollment caps. In 1997, WIS proposes no more than 375 students, increasing to 400 the next year, and 475 by the year 2000. This is to permit neighbors an opportunity to insure that the traffic mitigation measures and circulation plan are feasible, and allow WIS and the community the opportunity to resolve any other issues before the full number of students is accommodated. WIS further drew up a "Development Agreement" between itself, the Burleith Citizens Association and the Cloisters West Homeowners Association which establishes, inter alia, a Liaison Committee between the aforementioned organizations.

6. WIS provided testimony to the effect that the proposed improvements would not adversely affect neighboring properties, and that they would be in harmony with the Zone Plan and Regulations. WIS also offered expert testimony and a traffic circulation plan projecting that the total amount of traffic generated by the school on a daily basis would be less than or equal to that which would be generated by the matter of right uses. Therefore, the school is not likely to produce an adverse impact on either the overall amount of traffic in the neighborhood, the timing of traffic, or on the need for parking in the neighborhood.

7. The D.C. Office of Planning (OP) offered evidence to support its written recommendation that the special exception be granted with certain conditions, as it found that the proposed school would neither adversely affect the neighboring properties, nor be detrimental to the neighborhood.

8. The ANC 2E voted to approve the application provided that certain conditions be met by the applicant. Additional letters of support were received stating, inter alia, that the proposed school would be an asset to the community.

9. The Board also received several letters in opposition to the application, and heard independent testimony from residents in the vicinity of the subject site. The letters and testimony identified a number of anticipated problems related to the proposal which included (but was not limited to) the following: gridlock, noise, environmental impact, parking, too many institutions, and adverse effect on the quality of life for residents.

FINDINGS OF FACT:

Based on the evidence of record, the Board finds as follows:

1. The proposed lower school is, in height, design and use compatible with and sensitive to the surrounding neighborhood.

2. The proposed use by WIS is not likely to have an objectionable impact on neighboring property because of either noise, traffic, the intensity of the use or aesthetic considerations, so long as WIS complies with the conditions set out by the Board.

CONCLUSIONS OF LAW AND OPINION:

Based on the foregoing findings of fact and evidence of record, the Board concludes that the applicant, Sisters of the Good Shepherd, pursuant to 11 DCMR 3108.1, is seeking a special exception under Section 206 to establish a new private school of pre-kindergarten through fifth grade in a three-story school building in an R-3 District at premises 1690 36th Street, N.W. (Square 1304, Lot 14).

The granting of such special exception requires a showing through substantial evidence that the application can be granted as being in harmony with the general purpose and intent of the Zoning Regulations and Map and that the application will not adversely affect the use of neighboring property in accordance with the Zoning Regulations and Map. The applicant must also meet the requirements of Section 206 of the Zoning Regulations.

The Board concludes that the applicant has met the burden of proof.

The Board concludes that the applicant will provide adequate, and appropriately located parking.

The Board concludes that subject to compliance with conditions listed below, the facility will not have an adverse impact on the neighborhood because of traffic, or noise.

The Board concludes that the application has been referred to and approved of by the Office of Planning and other relevant District of Columbia departments and agencies.

The Board concludes that granting the application is in harmony with the general purpose and intent of the Zoning Regulations and Map, and that it will not tend to adversely affect

The Board concludes that it has accorded the views of the ANC 2E the "great weight" to which they are entitled.

Based on the foregoing, the Board ORDERS that the application is hereby GRANTED, SUBJECT to the following CONDITIONS:

1. The school shall operate from 7:30 a.m. to 6:00 p.m., Monday through Friday.

2. The maximum number of students shall not exceed 475, and the total amount of staff members shall not exceed 45. A series of enrollment caps shall be instituted: no more than 375 students in 1997, 400 students in 1998, and 475 students by the year 2000.

3. The grounds of the school shall be maintained in a neat and orderly appearance at all times.

4. Landscaping shall be provided as indicated on the applicant's site plan.

The site shall be kept free of refuse and debris and shall be landscaped. Landscaping shall be maintained in a healthy growing condition and in a neat and orderly appearance.

5. The applicant shall establish a liaison committee with Advisory Neighborhood Commission (ANC) 2E which will be open to participation by any member of the community. The committee shall meet quarterly and reports of the meeting shall be maintained.

6. The school shall adhere to its traffic circulation plan and all traffic mitigation measures.

VOTE: 4-0 January 8, 1997 (Susan Morgan Hinton, Laura M. Richards, and Howard R. Croft to grant; Sheila Cross Reid to grant by absentee vote; Angel F. Clarens not voting, not having heard the case).

After further consideration of the record on February 5, 1997, the Board concluded the matter regarding the fencing of the property by adding the following condition to those listed above:

7. The school shall construct a wrought iron fence (or its visual equivalent) the same height and in the same location as proposed for the chain link fence.

Susan Morgan Hinton, Laura M. Richards and Sheila Cross Reid adopted Condition No.7 by consensus vote.

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

ATTESTED BY Madeliene H. Dobbins
MADELIENE H. DOBBINS
Director

FINAL DATE OF ORDER MAR 19 1997

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

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

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

ord16177/AZ

GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

As the Director of the Board of Zoning Adjustment, I certify and attest that on MAR 19 1997 a copy of the order entered on that date in this matter was mailed first class postage prepaid to each party who appeared and participated in the public hearing concerning this matter, and who is listed below:

Stephen N. Gell, Esq.
1000 Thomas Jefferson Street, N.W.
Washington, D.C. 20007

Anne-Marie Pierce
3100 Macomb Street, NW
Washington, D.C. 20008

Barbara Zartman
1642 35th Street, NW
Washington, D.C. 20007

Charles L. Perry
3623 R. Street, NW
Washington, DC 20007

Mary A. Coughlin
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Washington, D.C. 20007

Jonathan Fitch
1010 Wisconsin Ave, NW
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Washington, D.C. 20007

Stephen Dare
4421 Fessenden Street, NW
Washington, DC 20007

Beverly Jost
Chairperson
ANC 2E
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Washington, D.C. 20007

Peter Pulsifer
3803 T Street, NW
Washington, D.C. 20007

Katherine Acuff
Cloisters West
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Kenneth P. Aultice
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Toni K. Allen
5640 Bent Braude Road
Bethesda, Maryland 20816

Stuart Billings, AIA
1481 Chain Bridge Road
McLean, Virginia 22101

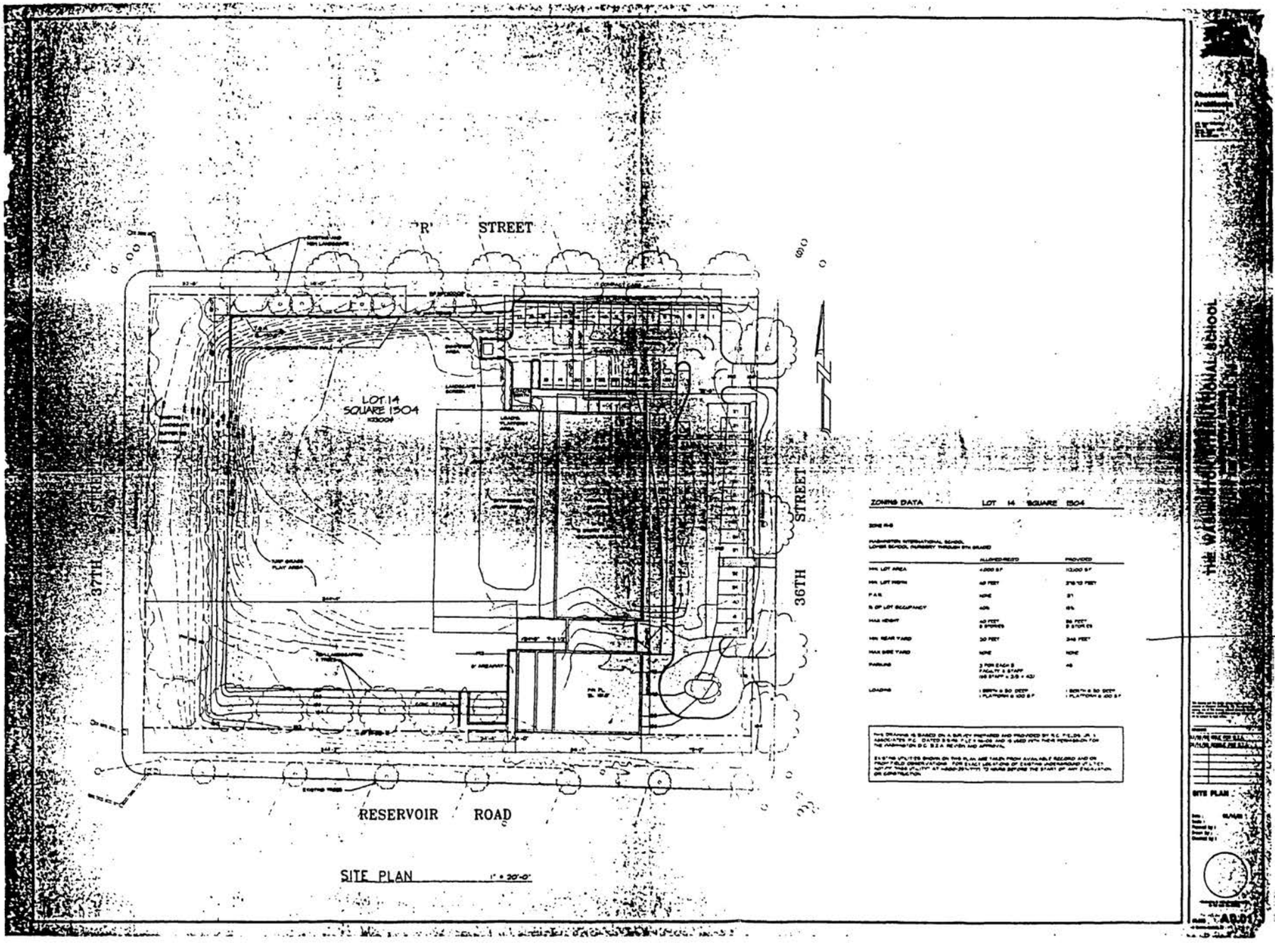
Richard B. Nettler, Esq.
Robins, Caplan, Miller
& Ciresi
Suite 1200
1801 K Street, NW
Washington, D.C. 20006

Madeliene H. Dobbins

MADELIENE H. DOBBINS
Director

Date: MAR 19 1997





See enlargement

WASHINGTON INTERNATIONAL SCHOOL
LOWER SCHOOL (NURSERY THROUGH 5TH GRADE)

	ALLOWED/REQ'D.	PROVIDED
MIN. LOT AREA	4,000 S.F.	112,100 S.F.
MIN. LOT WIDTH	40 FEET	278.72 FEET
F.A.R.	NONE	.37
% OF LOT OCCUPANCY	40%	13%
MAX HEIGHT	40 FEET 3 STORIES	36 FEET 3 STORIES
MIN. REAR YARD	20 FEET	246 FEET
MAX SIDE YARD	NONE	NONE
PARKING	2 FOR EACH 3 FACULTY & STAFF (63 STAFF x 2/3 = 42)	48
LOADING	1 BERTH @ 30' DEEP 1 PLATFORM @ 100 S.F.	1 BERTH @ 30' DEEP 1 PLATFORM @ 100 S.F.

THIS DRAWING IS BASED ON A SURVEY PREPARED AND PROVIDED BY R.C. FIELDS, JR. & ASSOCIATES, P.C. DATED 3/5/96, FILE # 96-08, AND IS USED WITH THEIR PERMISSION FOR THE WASHINGTON D.C. B.Z.A. REVIEW AND APPROVAL.

EXISTING UTILITIES SHOWN ON THIS PLAN ARE TAKEN FROM AVAILABLE RECORD AND/OR FROM FIELD OBSERVATIONS. FOR EXACT LOCATIONS OF EXISTING UNDERGROUND UTILITIES, NOTIFY "MISS UTILITY" AT 1-800-257-7777, 72 HOURS BEFORE THE START OF ANY EXCAVATION OR CONSTRUCTION.



TRAFFIC PLAN FOR THE WASHINGTON INTERNATIONAL SCHOOL (WIS)

A. Traffic Circulation Plan

- Figure 1 presents the traffic routing plan to and from the school.

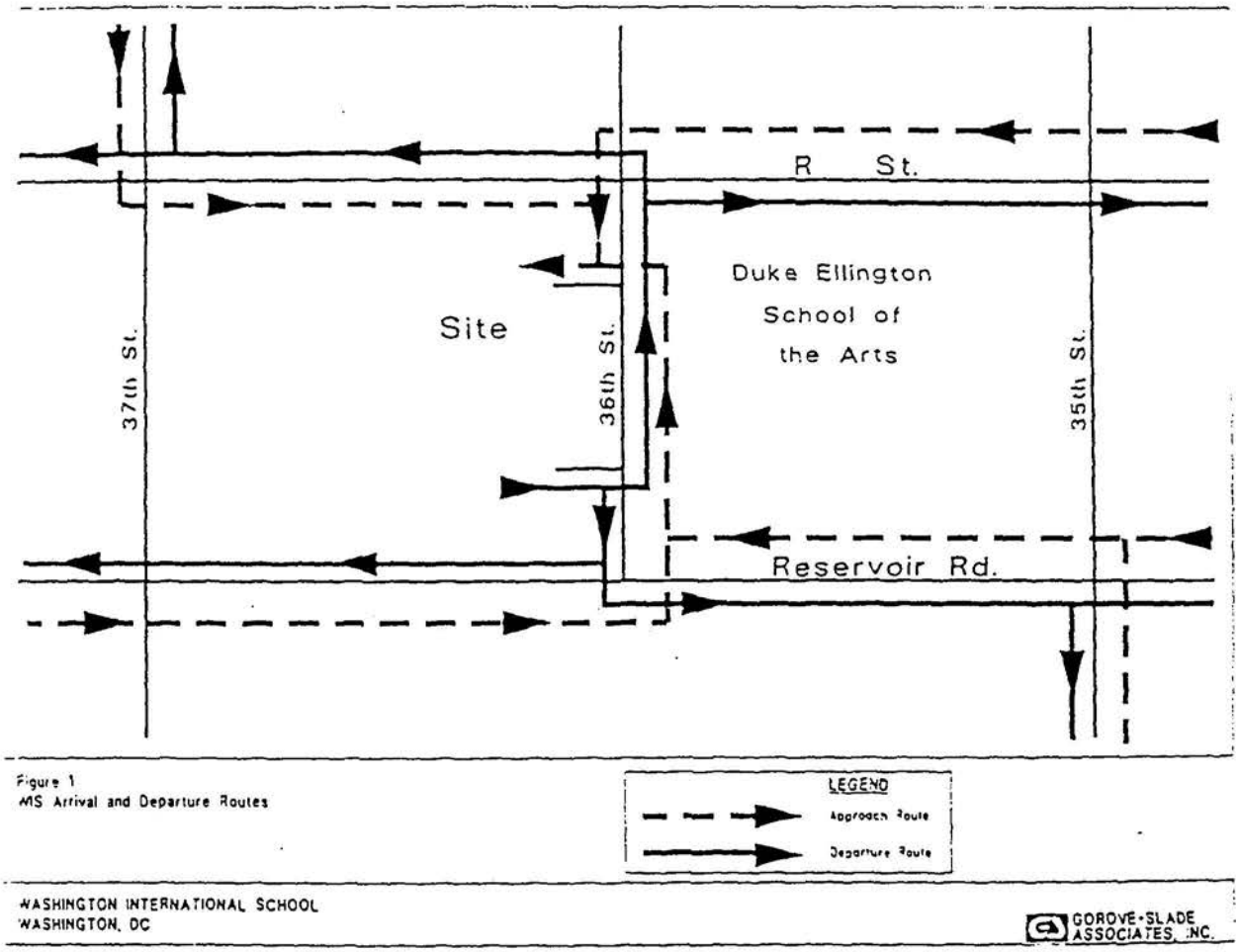


Figure 1
WIS Arrival and Departure Routes

- Access to the school
  - Traffic approaching WIS westbound on Reservoir Road (including traffic approaching northbound on 35th Street) will turn right on 36th Street from Reservoir Road and turn left into the school.
  - Traffic approaching WIS eastbound on Reservoir Road will turn left on 36th Street from Reservoir Road and turn left into the school.
  - Traffic approaching WIS southbound on 37th Street will turn left on R Street, turn right on 36th Street, and turn right into the school.
- Exit from the school
  - Traffic departing WIS will turn left to head northbound on 36th Street or turn right to head southbound towards Reservoir Road.

- Traffic departing WIS heading southbound towards Reservoir Road will turn left or right from 36th Street onto Reservoir Road with the assistance of a traffic director.

B. Traffic Mitigation Measures

- Stagger the arrival and departure times of the students to disperse the amount of school-related traffic that arrive and leave at the same time.
- Subsidize bus program to encourage increased bus utilization.
- Expand the number of bus pick-up points to encourage increased bus utilization.
- Provide carpooling directories and maps for parents to encourage increased carpooling use.
- Implement extended day care program to include early morning drop-off for students.
- Implement afterschool classes and extended day care program to disperse afternoon traffic to and from the school.
- Provide parents with detailed traffic policies including routing patterns to the school.
- Implement traffic policies through contracts which parents must sign and adhere to.
- Enforce traffic policies by administering sanctions against traffic policy violators.
- Maximize the driveway configuration to provide necessary on-site stacking area to eliminate back-up on 36th Street and R Street.
- Employ multiple traffic monitors to open doors and to help children into and out of the vehicles.
- For pick-ups, employ multiple traffic monitors with hand-held radios to match children with carpools.

C. Recommendations to District of Columbia Department of Public Works (DCDPW)

- Restrict parking on the north side of Reservoir Road across from the Georgetown University Medical Center (GUMC) during the AM peak hours. This will allow westbound Reservoir Road vehicles to maneuver around vehicles waiting to turn left into the GUMC during the AM peak hours.
- Restrict parking on the west side of 36th Street from Reservoir Road to R Street during school operating hours. This will allow WIS to park its school bus and vans when dropping off and picking up students.
- Reprogram the signal timing at the intersection of 39th Street and Reservoir Road to provide sufficient offset between the 39th Street/Reservoir Road and the 37th Street Reservoir Road traffic signals. This will create enough clearance for Hillandale residents to turn left onto Reservoir Road from 39th Street during the AM peak hours.

D. Expected Results

The willingness of the parents to use the bus or carpool, indicated in their responses to the survey, and the commitment of the School administration to actively promote these alternatives, combined with the staggered hours and early and late extended day care programs, leads to the conclusion that the number of new vehicles to the site during the morning peak hour would be 110 (with 375 students) and up to 139 (for 475 students) (see Table 1). The impact of these cars on nearby intersections is indicated in Table 2.

Table 1
Additional Vehicles on the Roadway Network
Resulting from WIS Relocation Based on Student Population

Student Population (School Year)	AM Peak Hour (8:00 - 9:00 AM)	PM Peak Hour (3:00 - 4:00 PM)
375 Students (1997 - 1998)	110	44
425 Students (1998 - 1999)	124	50
475 Students (2000 - 2001)	139	56

Table 2
Increase in Delay due to the WIS Relocation

Intersection	Increase in Delay
Reservoir Road & 35th Street	1.5 seconds
Reservoir Road & 36th Street^	20.0 seconds^
Reservoir Road & 37th Street	9.1 seconds
R Street & 35th Street	1.71 seconds
R Street & 36th Street	1.75 seconds
R Street & 37th Street*	3 vehicles*

Notes: ^ - This number does not reflect the presence of the traffic director/police officer proposed for the site, which should reduce the delay.

* - This intersection was analyzed by using simulation. This delay represents the increase in queue.

No community desires an increase in traffic, no matter how small. However, the sharpest peak of WIS traffic occurs over a very brief period in the morning, from approximately 8:15 AM to 8:30 AM. The Washington International School will have essentially **NO** evening and weekend use, as compared to either the Levine School or to what could be built as a matter of right, all of which generate trips every evening and weekend. **The total weekly traffic generated by the Washington International School is the same or less than the alternatives, but creates much less disruption to the daily lives of the residents,** because of when it occurs. In addition, **the Washington International School can accommodate all of its parking needs on-site,** in direct contrast to both the Levine School, townhouses or other likely users.

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MEMORANDUM

TO:	Mr. Dick Hall	Washington International School
	Mr. Thomas Alexander	Washington International School
CC:	Mr. Richard Nettler	Robins, Kaplan, Miller & Ciresi
	Ms. Jeannine Rustad Zigner	Robins, Kaplan, Miller & Ciresi
FROM:	Michael W. Weil, AICP	
	Erwin Andres	
	Louis J. Slade, PE, PTOE	
DATE:	May 31, 2002	

SUBJECT: The Washington International School (WIS) Student Drop-off/Pick-Up Operations

INTRODUCTION

This memorandum summarizes our findings regarding observations performed at the existing lower school campus of the Washington International School, and identifies recommendations to helping improve efficiency and order during AM and PM carpool operations. It is important to note that the impacts of the school's carpool operations has its greatest impact only during a 15-minute duration during the morning carpool opertions and a 15-minute duration during the afternoon carpool operations.

EXISTING CONDITIONS

The Washington International School's student drop-off and pick-up operations at the lower school campus were observed on Tuesday, May 21st and Wednesday, May 22nd, 2002. The school-related traffic operation strategy for parents who wish to drop their kids off at the primary school during the morning is as follows:

- Morning Student Drop-off Operation: Vehicles traveling to the primary school are supposed to travel east along R Street from 37th Street, turn right onto 36th Street (southbound), and turn right into the first school driveway (inbound only) to enter onto the school campus. After entering onto the primary school campus, vehicles that are dropping off students must immediately turn left and pull along side the front of the school to drop-off the student(s). After dropping off the student(s), departing traffic must leave the campus by using the other, exit-only driveway and are supposed to turn right (southbound) onto 36th Street, to reach Reservoir Road, where vehicles are then permitted to turn right (westbound) or left (eastbound) at the signalized

intersection. The vehicles stack in a single queue on campus while the student(s) exit the vehicles.

There is a police officer stationed at the unsignalized, four-way stop controlled intersection of 36th Street/R Street from 8:00-9:00 AM on school days, who directs traffic through the intersection. In addition, there are several faculty/staff members who direct traffic along the school building's frontage (drop-off area) and assist the student(s) who are exiting from the vehicles in the drop-off area.

- Afternoon Student Pick-up Operation: Vehicles traveling to the primary school campus are supposed to travel to the campus using the same fixed route as in the morning. The only difference between the morning and afternoon procedures is that there is no left-turn restriction for vehicles exiting out of the campus driveway which forces them to turn right, in the direction of Reservoir Road. As a result, vehicles exiting out of the campus driveway may turn either right (southbound) or left (northbound) onto 36th Street. The vehicles stack in parallel queues while waiting for the students to exit the school building.

There is a police officer stationed at the unsignalized, four-way stop controlled intersection of 36th Street/R Street from 3:00-4:00 PM on Monday, Tuesday, Thursday, and Friday, school days, and from 1:30-2:30 PM on Wednesday school days, when the primary school ends at 2:00 PM. There are several faculty/staff members who direct traffic along the school building's frontage (pick-up area) and assist the student(s) who are getting into the vehicles in the pick-up area.

The following table summarizes existing peak period inbound and outbound traffic volumes (15-minute intervals) for the Washington International School's primary school during the morning and afternoon of Tuesday, May 21st, 2002, which was assumed to be a typical day for the school's on-site traffic operations.

Existing Peak Period Washington International School Trip Generation

Time Interval	Inbound Vehicles	Outbound Vehicles	Total
7:45-8:00 AM	16	7	23
8:00-8:15 AM	62	42	104
8:15-8:30 AM	100	77	177
8:30-8:45 AM	45	43	88
TOTAL	**223**	**169**	**392**
2:45-3:00 PM	11	1	12
3:00-3:15 PM	16	14	30
3:15-3:30 PM	13	4	17
3:30-3:45 PM	31	41	72
TOTAL	**71**	**60**	**131**

It is important to note that the existing volumes are actually 51 AM peak hour trips and 116 PM peak hour trips **fewer than** the future school volumes projected in 1996.

The maximum observed afternoon queue was seventeen (17) vehicles in length and extended onto 36th Street and wrapped around the corner onto R Street, extending approximately half way between 36th Street and 37th Street. The maximum afternoon queue was observed at 3:37 PM and the queue dissipated within minutes.

Based on our observations, it was observed that the existing traffic on R Street consisted of several users besides the Washington International School parents. The users on R Street north of the school property included WIS parents and faculty/staff destined for the school, Duke Ellington School faculty/staff, and commuters heading southbound on 37th Street looking to avoid the signalized intersection of 37th Street and Reservoir Road.

RECOMMENDATIONS

The following recommendations would likely improve the morning student drop-off and afternoon student pick-up traffic operations:

- Fixed Route Enforcement: School-related traffic is supposed to drive from 37th Street, eastbound along R Street, turn right (southbound) onto 36th Street, and turn right into the first campus driveway to enter onto campus. Cones were observed on 36th Street during the afternoon pick-up period, which created a right-turn only lane and prevented vehicles from turning left into the entrance-only driveway from northbound 36th Street. However, the cones were not in place during the morning drop-off period, and some vehicles were observed turning left into the school driveway from 36th Street which is in violation of the lower school's fixed route strategy. **Recommendation:** The cones should be used on 36th Street during the morning

drop-off period to allow school traffic to enter into the school driveway from the southbound direction along 36th Street only (similar to the afternoon pick-up period), which is consistent with the school's fixed route strategy.

- Fixed Route Enforcement: School-related traffic is supposed to exit from the school's exit-only driveway and turn right, onto 36th Street (southbound), in the direction of Reservoir Road during the morning drop-off period. However, some vehicles were observed turning left out of the school driveway (away from Reservoir Road) which is in violation of the primary school's fixed route strategy. **Recommendation:** Cones should be used on 36th Street during the morning drop-off period to force exiting traffic to turn right (southbound) onto 36th Street, which is consistent with the school's fixed route strategy.

- Fixed Route Enforcement: A significant number of vehicles were observed violating the fixed approach/egress routes to the primary school during the peak drop-off/pick-up periods. **Recommendation:** Greater proactive enforcement of the fixed route could be undertaken possibly by the following methods: 1) establishing and enforcing penalties for deviating from the fixed routes, 2) mandatory use of WIS student drop-off/pick-up vehicle identification stickers on vehicles with which, local residents could call the school if they observe a WIS student vehicle deviating from the fixed route, 3) mandatory written contracts from the parents to follow the fixed route, and 4) educating the parents.

- Increase in the Number of Faculty/Staff Positioned at the Drop-off/Pick-up Area: Currently, one or two persons help students into and out of their vehicles during the peak drop-off/pick-up periods. **Recommendation:** To increase efficiency and ensure safety, it would be beneficial if the number of persons helping students into and out of their vehicles is increased during the drop-off/pick-up periods.

- Increase the Utilization of Buses: A bus currently shuttles students to the site from the high school campus. **Recommendation:** Increasing the use of these buses could decrease the number of vehicles arriving and departing at the primary school site. The school should promote the benefits for the parents and the school community of using the bus.

- Increase the Number of Carpools: The number of student carpools is relatively low at the primary school campus. **Recommendation:** Encouraging carpooling can be accomplished through the following methods: 1) creating maps locating student residences to illustrate which students are conveniently located to one another, 2) preferential pick-up and drop-off for car-poolers, 3) car-poolers are allowed to arrive at the school at more convenient times and do not have to wait in the vehicle queue, 4) assigning a current staff member or creating a part-time position to coordinate the school's carpool program.



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MEMORANDUM

TO:	Mr. Dick Hall	Washington International School
	Mr. Thomas Alexander	Washington International School
CC:	Mr. Richard Nettler	Robins, Kaplan, Miller & Ciresi
	Ms. Jeannine Rustad Zigner	Robins, Kaplan, Miller & Ciresi
FROM:	Michael W. Weil, AICP	
	Erwin Andres	
	Louis J. Slade, PE, PTOE	
DATE:	May 31, 2002	

SUBJECT: The Washington International School, (WIS) Primary School's Existing Parking Inventory and Occupancy

EXISTING PARKING INVENTORY

The Washington International School, (WIS) primary school currently has a total parking inventory of 54 off-street parking spaces located on the school campus. There are 45 numbered spaces which are reserved spaces for faculty and staff, and 2 handicapped spaces, and 7 short-term spaces which can be used by faculty, staff, or visitors.

EXISTING PARKING OCCUPANCY

A parking occupancy survey was conducted on Tuesday, May 21st at the Washington International School's primary school campus. The campus's on-site spaces were surveyed at 10:00 AM and at 2:00 PM. Table 1 shows the results of the on-site campus parking occupancy survey.

TABLE 1
ON-SITE PARKING OCCUPANCY

On-Site Parking	Number of Occupied Spaces	Number of Spaces	Percent Occupied
10:00 AM			
Reserved Spaces (numbered)	43	45	95%
Handicapped Spaces	2	2	100%
Short-term Spaces	3	7	43%
Total On-Site Parking	**48**	**54**	**88%**
2:00 PM			
Reserved Spaces (numbered)	44	45	97%
Handicapped Spaces	2	2	100%
Short-term Spaces	4	7	57%
Total On-Site Parking	**50**	**54**	**93%**

Both of the survey times showed an overall on-site parking utilization rate of less than 100%, with the peak parking utilization occurring on campus at 2:00 PM, with 6 available spaces in the morning and 4 in the afternoon. The spaces reserved for faculty and staff were not filled to capacity during either survey time, which demonstrates that the primary school campus lot does provide enough parking for the school faculty and staff when school is in session. The parked vehicles in the short-term spaces were vehicles driven by school visitors and were not present during the AM or PM carpool operations.

A school survey indicated that of the 64 faculty/staff employed at the lower school, 47 employees are assigned spaces, with one employee parking off-site. The remaining faculty/staff population uses alternate modes to work that include taking Metrobus, walking to school, or are dropped off at the school.

CONCLUSIONS

Based on the parking survey information gathered at the site and parking assignment information from the school, the lower school campus has adequate parking to serve its faculty/staff population and sufficient short-term parking spaces to serve visitors and vendors that arrive during the off-peak school hours.