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OF COUNSEL
MARK J. ZWEIFLER

ADMITTED IN NEW YORK
AND NEW JERSEY ONLY

July 31, 2003

BY MESSENGER

Mr. Geoffrey H. Griffis
Chairman
Board of Zoning Adjustment
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

Re: Application of Sheridan School; BZA No. 16977; Submission of Revised Application and Amended and Restated Statement

Dear Mr. Griffis and Members of the Board:

This firm represents the Applicant, The Sheridan School. This letter serves to transmit for the record a revised Application and an Amended and Restated Statement for the Board's consideration at the public hearing on September 30, 2003. These revised documents are the result of numerous discussions with neighbors and the ANC.

Please find enclosed the following documents:

1. A Revised Application.

2. An Amended and Restated Statement which includes (i) a Revised Parking Plan, (ii) letter to the Zoning Administrator, (iii) letters to and from Mr. Robert W. Kelly regarding the CASA program and (iv) a Landscaping Plan.

3. A Transportation Study prepared by Wells & Associates, LLC, dated July 30, 2003.

BZA
Case No. 16977
Exhibit No. 42

Board of Zoning Adjustment
District of Columbia
CASE NO. 16977
EXHIBIT NO. 42

Thank you for your consideration of these additional documents.

Sincerely,

GREENSTEIN DELORME & LUCHS, P.C.

By: _____
Jacques B. DePuy

By: _____
Lyle M. Blanchard

Enclosures

211252

cc: Ms. Cathy Wiss, Chairperson, ANC 3F
Mr. Carl Kessler, Commissioner, ANC 3F-01
Office of Planning (Attn: Mr. Stephen Mordfin)
DDOT (Attn: Mr. Ken Laden)
All persons who filed a motion to request party status
Mr. Rick Nero
Mr. C. Randall Plummer
Mr. Brian Barlia

Form 120 – Exhibit 1
(Revised 04/29/02)

Case No. _____

BEFORE THE BOARD OF ZONING ADJUSTMENT OF THE DISTRICT OF COLUMBIA

APPLICATION *[REVISED (AS OF JULY 31, 2003)]*

Notice: See other side of application form for instructions

Pursuant to Sections § 3103.2 – Use Variance, § 3103.2 – Area Variance and/or § 3104.1 – Special Exception of Title 11 DCMR – Zoning Regulations an application is hereby made, the details of which are as follows:

Address(es)	Square	Lot No(s).	Zoning Districts	Relief Being Sought Area Variance – Use Variance Special Exception	Section No(s).
4400 36th Street, N.W.	1968	10	R-2	Special Exception	206
				Area Variance	2117.4
				Area Variance	2115.1
				Area Variance	2101.1

Present use(s) of Property:	Private School		
Proposed use(s) of Property:	Private School		
Owner of Property:	Sheridan School	**Telephone No.:**	(202) 362-7900
Address of Owner:	4400 36th Street, N.W., Washington, D.C. 20008		

Written paragraph specifically stating the "who, what, and where of the proposed action(s)". This will serve as the Public Hearing Notice

SEE ATTACHED STATEMENT

Estimated construction cost	$ 1,200,000	**Advisory Neighborhood Commission Single-Member District(s)**	3F/06
Date:	July 31, 2003	**Signature:**	Jacques B. DePuy, Applicant* Lyle M. Blanchard

* *The Owner of the Property for which the application is made or his/her authorized agent. In the event an authorized agent files an application on the behalf of the Owner, a letter signed by the Owner authorizing the agent to act on his/her behalf shall accompany the notice of application.*

To be notified of hearing and decision:
(Owner or Authorized Agent*)

Name:	Jacques B. DePuy, Esquire and Lyle M. Blanchard, Esquire				
Address:	Greenstein DeLorme & Luchs, P.C., 1620 L Street, N.W., Suite 900, Washington, D.C. 20036				
Phone No.:	(202) 452-1400	**Fax No.:**	(202) 452-1410	**E-Mail:**	jbd@gdllaw.com or lmb@gdllaw.com

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

211193

Hearing Notice:	Application of Sheridan School (Square 1968, Lot 10) for special exception relief under section 206 to (i) add 1,200 square feet of gross floor area to an existing building, (ii) reconfigure the parking area in front of the school along 36th Street in order to add four (4) additional parking spaces, (iii) increase the maximum number of students enrolled in the School from 215 to 226, and (iv) authorize the number of students who may be enrolled in the CASA summer program in excess of one hundred (100) students, and for variance relief under subsection 2117.4 from the requirement that each required parking space shall be accessible at all times directly from improved streets or alleys, under subsection 2115.1 from the requirement that each required parking space be a minimum of nine (9) feet in width by nineteen (19) feet in length and under subsection 2101.1 from the requirement that an elementary or junior high school provide two (2) parking spaces for each three (3) teachers and other employees.

AMENDED AND RESTATED STATEMENT OF EXISTING AND INTENDED USE AND STATEMENT OF SATISFACTION OF APPLICANT'S BURDEN OF PROOF FOR SPECIAL EXCEPTION AND VARIANCE RELIEF

Submitted in Conjunction with, and in Support of, the ***Revised*** Application of The Sheridan School (revised as of July 31, 2003)

July 31, 2003

This ***Amended and Restated*** Statement of Use and Satisfaction of Burden of Proof ("Statement") is to explain the existing and intended use of the building and the manner in which the Revised Application of The Sheridan School submitted on July 31, 2003 ("Revised BZA Application") meets the specific tests and burden of proof identified in the Zoning Regulations for a special exception and three (3) area variances. This Statement is submitted on behalf of The Sheridan School by its attorneys, Greenstein DeLorme & Luchs, P.C. by Jacques B. DePuy, Esquire and Lyle M. Blanchard, Esquire.

Summary of Initial BZA Application Filed on December 3, 2002. The initial BZA Application filed on December 3, 2002 ("Initial BZA Application") sought a special exception pursuant to Sections 3104.1 and 206 of the Zoning Regulations to allow an existing private school to do the following:

(i) add one thousand two hundred (1,200) square feet of gross floor area ("GFA") to an existing building,

(ii) modify the site plan to create a student "drop off/pick up" lane and reconfigure the parking area in front of the School along 36th Street, N.W. in order to add two (2) additional parking spaces, and

(iii) increase the maximum number of students enrolled in the School from 215 to 226.

No variances were sought in conjunction with the Initial BZA Application.

Summary of Revised BZA Application Filed on July 31, 2003. The Revised BZA Application seeks the same special exception relief sought by the Initial BZA Application with two exceptions, one of which is an addition and one of which is a deletion. Specifically, the Revised BZA Application seeks a special exception pursuant to

Sections 3104.1 and 206 of the Zoning Regulations to allow an existing private school to do the following:

(i) add one thousand two hundred (1,200) square feet of gross floor area ("GFA") to an existing building,

(ii) reconfigure the parking area in front of the School along 36th Street in order to add four (4) additional parking spaces,

(iii) increase the maximum number of students enrolled in the School from 215 to 226, and

(iv) increase the number of students who may be enrolled in the School's CASA summer educational program in excess of one hundred (100) students (to a maximum of 226 students).

The Revised BZA Application no longer seeks approval of a modification of the site plan to create a lay-by lane in the right-of-way of 36th Street, N.W.

The Revised BZA Application also seeks approval of the following three (3) area variances pursuant to Section 3103:

(i) a variance from the requirement that each required parking space shall be accessible at all times directly from improved streets or alleys pursuant to Section 2117.4,

(ii) a variance from the requirement that each required parking space shall be a minimum of nine feet in width and nineteen feet in length pursuant to Section 2115.1 and

(iii) a variance from the requirement that an elementary or junior high school provide two (2) parking spaces for each three (3) teachers and other employees pursuant to Section 2101.1.

As is discussed in more detail below, Sheridan School seeks variances from the requirements of Section 2117.4 and 2115.1 in order to maximize the number of parking spaces provided on site and to minimize or eliminate the need for off-site (i.e., street) parking. See revised parking plan, labeled "Proposed Parking Revisions prepared by Hickok Warner Cole Architects, attached hereto as Exhibit "A." The applicant also seeks a variance from the parking requirement for the limited purpose of permitting a modest growth in the maximum number of faculty and staff from fifty-five (55) faculty and staff to sixty (60) faculty and staff over the next ten (10) years (i.e., through 2013). No variance

from the parking requirement is necessary to accommodate the School's current number of faculty and staff.

Existing Zoning Authority. The Sheridan School has been operating at 4400 36th Street, N.W. (Square 1968, Lot 10) ("Property") for almost forty (40) years. Its use of the Property was first authorized by the Board of Zoning Adjustment ("BZA" or "Board") in Appeal No. 7282 dated May 21, 1962. This order allowed a maximum number of 200 students. In Application Number 13089, dated February 27, 1980, the BZA allowed the Sheridan School to construct an addition consisting of two staff offices (first floor) and a science laboratory (second floor). In 1992, the Board approved an increase in student enrollment from 200 to 215 and the construction of an addition containing classrooms, a library, a gymnasium and support facilities. (See Application No. 15656 dated December 23, 1992). [Copies of the aforementioned BZA orders were attached to the Initial BZA Application.]

On March 6, 2003, the School submitted a report to the Zoning Administrator setting forth in detail its compliance during calendar year 2002 with all applicable zoning orders. [See Exhibit "B" attached.]

Existing and Intended Use. The Sheridan School currently uses the existing building on the Property as a private school for kindergarten through eighth grades (i.e., lower school, middle school and junior high school). The School is a small independent school with approximately 205 students of diverse backgrounds. Approximately sixty (60%) of the School's students live in the District of Columbia.

The Revised BZA Application seeks Board approval for the following:

(a) the construction of several small bay additions to existing classrooms -- in order to increase the size and versatility of these classrooms,

(b) a reconfiguration of a small parking area in front of the School in order to accommodate eight (8) vehicles and a reconfiguration of a parking lot on Alton Place in order to accommodate twenty-nine (29) vehicles -- to accommodate the School's parking requirement on site,

(c) an increase in the maximum number of students authorized at the School from 215 students to 226 students -- in order to assist the School in the stabilization of its annual finances,

(d) approval of the number of students who may be enrolled in the School's CASA summer educational program in excess of one hundred (100) students (to a maximum of 226 students) -- to expressly authorize a program that has been operating at the School for eight (8) years, and

(e) variances from the requirements that each required parking space must be nine feet in width and nineteen feet in length and directly accessible to a street or alley -- so that the School can provide tandem, compact and subcompact car spaces in parking lots on Alton Place and 36th Street, thereby relieving or eliminating parking pressures on neighborhood streets.

Statement of Satisfaction of Burden of Proof for Zoning Relief Sought. The Applicant submits that, based upon (i) its Application and the materials submitted in conjunction therewith, (ii) the evidence to be presented at the public hearing and (iii) other evidence to be submitted subsequent hereto, it will satisfy and comply with the applicable legal standards and burden of proof for a special exception and the three area variances.

A. Special Exception. The Application submitted by Sheridan School will satisfy the requirements of Section 3104.1 of the Zoning Regulations that require the special exception to "be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps...." In addition, the Application will comply with the requirements of Section 206 of the Zoning Regulations. This section requires that the School "shall be so 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" and that "ample parking space, but not less than that required in chapter 21 of this title [of the Zoning Regulations], shall be provided to accommodate the students, teachers, and visitors likely to come to the site by automobile."

The proposed additions, in the form of bays which will add only one hundred fifty (150) square feet to each of eight (8) classrooms, are very modest in size. The increase in the gross floor area of the School building as a result of the construction of these new bays is only four (4%) percent. In addition, three of the new bays face the large playground on the south side of the School building and are separated from the closest dwellings, which are located across Yuma Street, N.W., by approximately two hundred

and forty (240) feet. The three new bays that face Alton Place, N.W. are separated from the closest dwellings by Alton Place and approximately one hundred (100) feet. Furthermore, it is not anticipated that the normal day-to-day activities that will occur in the enlarged classrooms -- which are currently used for kindergarten, first, second and third grades -- will cause any noise that will be heard by the residents of nearby houses. In fact, the new construction will result in better soundproofing because of the use of thicker glazing on classroom windows. As a result, such additions will not "become objectionable to adjoining and nearby property because of noise, traffic, number of students, or otherwise objectionable conditions" and "will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps...."

The modification of the site plan in order to reconfigure the School's main parking lot on Alton Place, N.W. and a small parking area in front of the School on 36th Street, N.W. is for the purpose of satisfying parking requirements on site and eliminating or minimizing parking pressures on nearby streets. The reconfiguration of these two parking areas will increase the number of parking spaces on School property from 26 to 37 spaces, a 42% increase in the number of spaces provided on site. This site plan modification will thus be "in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps."

The increase in the maximum number of students allowed to be enrolled (i.e., from 215 to 226) will not cause objectionable conditions or adversely affect neighboring or nearby property. First, the number of additional students requested is small, both in absolute and percentage terms. On a percentage basis, the increase is a modest 5.1% and on an absolute basis the increase is only eleven (11) students. In addition, because it is anticipated that the increase in the maximum number of students will not necessarily result in 226 students being enrolled during each and every year, this number will act as a "cap". Fewer students may actually be enrolled from year to year. Such an increase does, however, provide flexibility to the School in its admissions process.

The Revised BZA Application also seeks special exception approval of, and establishment of a "cap" on, the number of students who may be enrolled in the School's CASA summer education program in excess of one hundred (100) students. The new "cap" would limit the summer program to a maximum of 226 students. The CASA summer program has been operating at Sheridan for the past eight (8) years without any limitation on the maximum number of

students. At present, the CASA program offers educational services in two (2) three and one half week sessions from late June through early August. During the 2002 summer session, approximately 192 students attended each session.[1] Summer educational activities include arts, cooking, computers, creative writing, dance, music, painting, photography and sports. The CASA program requires fewer teachers and staff than are provided from September through June. As a result, the parking lots are generally not fully utilized. In addition, the same drop-off and pick-up system used during the September through June months are utilized during the summer months of the CASA program.

B. Variance Relief.

Under D.C. Code § 5-424(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

> (1) the property is unique because, *inter alia*, of its size, shape or topography; (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zoning plan. *French v. District of Columbia Board of Zoning Adjustment*, 658 A.2d 1023, 1035 (D.C. 1995), *quoting Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980). *See, also, Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534, A.2d 939 (D.C. 1987).

The Applicant meets the tests for the requested area variances for the following reasons:

Unique Property Conditions. The subject property is unique because of the steep slope and dramatic change of grade that exists along the south side of the property. This slope and change of

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[1]By letter dated December 30, 2002, the former Zoning Administrator, Mr. Robert W. Kelly, advised the School that "BZA approval would be required" if Sheridan offers "daily activities for over 100 students" as a part of the CASA program. (Emphasis added. (A copy of a December 26, 2002 letter from Sheridan's attorneys to Mr. Kelly regarding the CASA summer program and Mr. Kelly's reply are enclosed as Exhibit "C".) As a result of Mr. Kelly's letter, Sheridan has amended its application to seek the relief directed by Mr. Kelly.

grade result in a hillside along Yuma Street that is unusable for any purpose. Specifically, with respect to the three (3) variances sought with respect to parking, this area along Yuma Street cannot be used for any parking spaces or as a driveway leading to any parking spaces. The area which constitutes the unusable hillside along Yuma Street comprises approximately fifteen percent (15%) of the area of the Sheridan site.

Practical Difficulties Encountered by the Owner. As a result of the unique lot conditions described above, the Applicant is not able to provide any additional parking areas on the site other than the parking lots currently provided along Alton Place and 36th Street, N.W. The area between the steep hillside along Yuma Street and the School's building is occupied by a portion of the school building and by outdoor play areas. These outdoor play areas are used by Sheridan students during school hours and by neighborhood families after school hours and on weekends. The remainder of the site is occupied by the School building, the small parking lot in front of the School on 36th Street, the main parking lot along Alton Place and by landscaped areas. Thus, there is no additional land on which to locate full sized parking spaces or non-tandem spaces.

As a result of such practical difficulties, the School seeks the following variance relief:

(i) a variance from the requirement that each required parking space shall be accessible at all times directly from improved streets or alleys pursuant to Section 2117.4,

(ii) a variance from the requirement that each required parking space shall be a minimum of nine feet in width and nineteen feet in length pursuant to Section 2115.1 and

(iii) a variance from the requirement that an elementary or junior high school provide two (2) parking spaces for each three (3) teachers and other employees pursuant to Section 2101.1.

The first variance is sought so that the School can provide tandem spaces in its main parking lot on Alton Place and the second variance is sought in order to allow the School to provide compact car parking spaces. This approach will maximize the total number of parking spaces that the School can provide on site, in both instances to relieve or eliminate pressures to park on neighborhood streets. The third variance is sought for the limited purpose of permitting a modest growth in the maximum number of faculty and staff from fifty-five (55) faculty and staff, the current level, to

sixty (60) faculty and staff over the next ten (10) years (i.e., through 2013). No variance from the parking requirement is necessary to accommodate the School's current number of faculty and staff.

No Substantial Detriment or Impairment. None of the area variances will cause substantial detriment to the public good or substantially impair the intent, purpose and integrity of the zoning plan.

With respect to the request to allow tandem parking in the main parking lot on Alton Place, the School has been employing a "stacked" arrangement, in which cars are parked in the drive aisle, for many years without adverse impact on the surrounding neighborhood and with few complaints. The tandem arrangement will allow the drive aisle to be unobstructed. The parking lot is currently striped to accommodate twenty-two (22) parking spaces, including one handicapped space. The tandem arrangement, in conjunction with the use of compact car spaces (discussed below), allows seven (7) additional cars to park in this parking lot. Thus, when fully utilized, the parking lot on Alton Place will accommodate 29 vehicles. With the addition of the eight (8) parking spaces provided in the small lot on 36th Street, the School will be able to provide a total of thirty-seven (37) parking spaces on site. The School believes that, by maximizing available parking on site, it will relieve overflow parking pressure on nearby streets and eliminate or minimize the need for curbside parking by School faculty and staff.

Based on the requirement of two spaces for every three employees, the School is in full compliance with the parking requirement based on its current level of faculty and staff. Specifically, the School currently has fifty-five (55) full time and part time staff (including six (6) outside contractors who are technically not "employees"). Thus, thirty-seven (37) spaces are required and 37 spaces are provided. (See the revised parking plan attached as Exhibit "A".) However, to accommodate any growth in faculty and staff, even modest growth, would require a parking variance - solely for the purpose of authorizing such future growth. Thus, it would be necessary to provide forty (40) parking spaces on site to accommodate sixty (60) faculty and other employees -- the maximum number anticipated by Sheridan through 2013. However, the two parking lots on Alton Place and 36th Street cannot accommodate such three (3) additional parking spaces. Therefore, a variance of three (3) spaces is requested.

It should be pointed out that the record in the 1992 BZA Application Number 15656 indicates that twenty-six (26) parking spaces were provided[2] for the "equivalent" of thirty-nine (39) fulltime teachers and staff. This satisfied the required ratio of two parking spaces for every three employees. However, the School has adopted a more conservative methodology for determining its current parking requirement, by counting tutors and kitchen personnel who are not "employees" as its staff, and has thus determined its parking requirement to be based on fifty-five (55) faculty and staff. To provide the required thirty-seven (37) parking spaces on site based on the current number of employees and to provide the required forty (40) parking spaces necessary to accommodate a modest growth in faculty and staff through 2013 to sixty (60) employees, the School must currently provide tandem, compact and subcompact spaces in its lots on Alton Place and 36th Street and seek a variance of three parking spaces to accommodate its faculty and staff growth through 2013.

Furthermore, in support of the statement above that no substantial detriment to the public good will result if the variances are granted, as indicated in the Transportation Study prepared by Wells & Associates, LLC dated July 30, 2003,

(a) 36th Street at Yuma Street and Alton Place currently operates at acceptable levels of service, at less than a third of capacity;

(b) the Sheridan School and street peak hours do not coincide;

(c) the proposed increase in enrollment to 226 students would have no significant adverse traffic impacts and would not be objectionable;

(d) safe and efficient traffic and pedestrian flows were generally observed in the vicinity of the School on school days, and

(e) with specific respect to the variances regarding tandem and compact spaces and from the parking requirement to accommodate a modest future growth in faculty and staff, the potential spillover onto adjacent public streets would be modest and

---

[2]Twenty-two (22) spaces were provided in the main lot on Alton Place and four (4) parking spaces were provided in the small lot on 36th Street immediately in front of the entrance to the School.

inconsequential (i.e., only three or four cars) and there is ample, vacant on-street parking available at all times of day.

Finally, the Applicant has agreed to screen and landscape the parking lot on Alton Place so as to make the parking lot less visible to neighbors. (See the landscaping plan attached hereto as Exhibit "D"). The landscaping plan also clearly shows that the School has also agreed to increase the screening of its property generally and to maximize the landscaping provided on the site so as to make its use unobjectionable to neighboring and other surrounding properties.

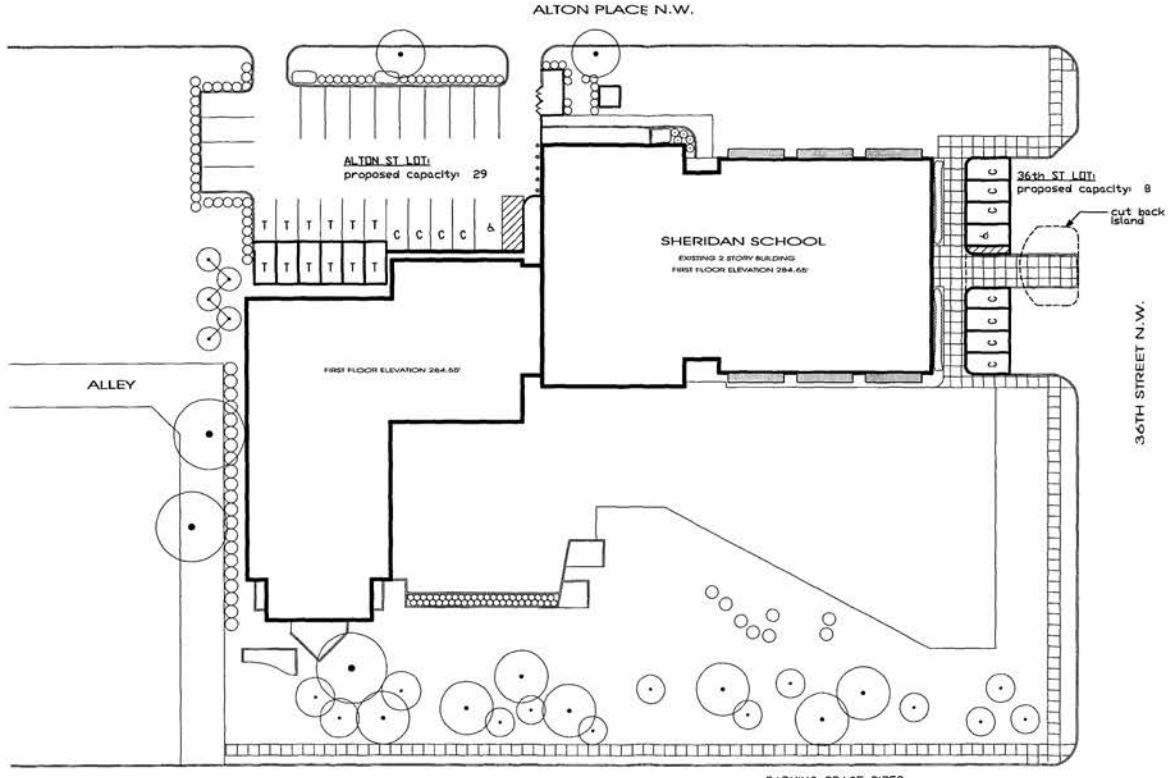
Conclusion. For the reasons set forth above, the Sheridan School, by and through counsel, submits that its Application has satisfied (and will satisfy) all applicable zoning requirements and the burden of proof for a special exception and the requested parking variances and, therefore, that the Application should be granted.

201043v3

A

Exhibit "A"

Revised Parking Plan



1 SITE PLAN
SCALE: 1"=20'-0"

PARKING SPACE SIZES

C COMPACT: 8'-0" x 16'-0"
T TANDEM: 8'-0" x 15'-6"

ALL SPACES NOT LABELED ARE STANDARD: 9'-0" x 19'-0"

HICKOK WARNER FOX

ARCHITECTS

1003 31st Street NW
Washington, DC 20007
Phone 202.667.5716
Fax 202.667.2260

SHERIDAN SCHOOL

PROPOSED PARKING REVISIONS

REVISIONS

SITE PLAN

SCALE: 1:20
DRAWN BY: RKD
DATE: 7/29/03
PROJECT NUMBER: 02036.00

P1

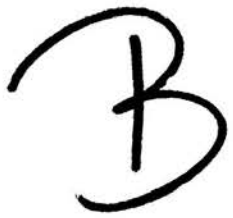


Exhibit "B"

Letter to Zoning Administrator dated March 6, 2003

LAW OFFICES

GREENSTEIN DELORME & LUCHS, P.C.

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#ADMITTED IN TX ONLY

OF COUNSEL
MARK J. ZWEIFLER

ADMITTED IN NEW YORK
AND NEW JERSEY ONLY

March 6, 2003

Mr. Robert W. Kelly
Zoning Administrator
Government of the District of Columbia
941 N. Capitol Street, N.E.
2nd Floor
Washington, D.C. 20002

Re: Annual Report of the Sheridan School for calendar year 2002 pursuant to BZA Order No. 15656 dated December 23, 1992 ("BZA Order")

Dear Mr. Kelly:

This firm represents the Sheridan School with respect to this matter.

This letter constitutes Sheridan School's annual report to you as required by Condition No. 11 of the BZA Order (a copy of which is enclosed for your convenience). This letter specifically sets forth the status of the School's efforts during calendar year 2002 to remain in compliance with the Order.

Introduction. As set forth below in detail, Sheridan School believes it is in compliance with the terms of the Order. In addition, with respect to several specific items discussed below, it has initiated appropriate action to address any potential issues and ensure continued compliance.

A. General Discussion of Compliance with Terms of BZA Order. Sheridan School believes it is in compliance with all conditions set forth in the BZA Order.

B. Discussion of Compliance with Specific Terms of BZA Order.

Condition No. 2. This condition states that the "parking layout shall be as shown on the plat marked as Exhibit No. 107A (Scheme A) of the record." The layout of the main parking lot, which accommodates twenty-two (22) parking spaces and is located on Alton Place, is as depicted on Exhibit No. 107A. Thus, there is full compliance with Condition No. 2 with respect to the principal parking lot on the site. The layout of the small lot located in front of the main entrance to the School on 36th Street is depicted as being stripped differently on Exhibit No. 107A than the manner in which Sheridan actually uses this parking area. Sheridan staff and visitors currently use this small lot by parking perpendicular to 36th Street, N.W., whereas Exhibit No. 107A depicts parallel parking spaces. Sheridan's BZA Application No. 16977, which is currently pending, proposes to resolve this inconsistency.

Condition No. 3. This condition states as follows: "Landscaping shall be provided as shown on Exhibit No. 24 of the record. Additional landscaping shall be provided in the 15-foot strip of land directly abutting the gymnasium addition between the addition and the parking area along Alton Place, N.W.....There shall be flexibility in the final placement and types of trees to permit the applicant to address any specific concerns raised by the neighbors." (Emphasis added.) Sheridan has reviewed Exhibit No. 24 of the record and the current landscaping provided on the site and determined that the School is in substantial compliance with Exhibit No. 24. In addition, Sheridan intends to work closely with all nearby neighbors in an attempt to resolve any issues associated with landscaping in conjunction with BZA Application No. 16977 (currently pending).

Condition No. 8. This condition states that "(n)o deliveries or trash collection shall occur before 7:00am daily." During neighborhood meetings held during calendar year 2002, neighbors notified the School that certain vendors have occasionally made deliveries prior to 7:00am. Upon such notification, the School has notified vendors and demanded that they refrain from any delivery of goods or services prior to 7:00am. The School believes that the situation has improved during 2002 and that, as a result, it is in substantial compliance with this condition.

For the reasons set forth above, Sheridan respectfully submits that it is in compliance with the conditions of BZA Order No.15656. Nevertheless, the School is committed to continuing to address concerns raised by its neighbors through quarterly and other meetings and through BZA Application No. 16977 (pending).

If you have any questions regarding matters discussed above, please contact me.

Sincerely,

GREENSTEIN DELORME & LUCHS, P.C.

By: _____
Jacques B. DePuy

JBD:mvl201558
Enclosure

Ms. Cathy Wiss, Chairman ANC 3F
Mr. Carl Kessler, Commissioner ANC 3F-01
All owners of property within 200 feet of School property
Office of Planning
Lyle M. Blanchard, Esquire
(All copies w/o encls.)



Exhibit "C"

Letter dated December 26, 2002 to Mr. Robert W. Kelly from Greenstein DeLorme & Luchs regarding CASA program and letter dated December 30, 2002 from Mr. Kelly

LAW OFFICES

GREENSTEIN DELORME & LUCHS, P.C.

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ABRAHAM J. GREENSTEIN
GILBERT E. DeLORME
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MONIC Y. HALSEY#
DONALD F. HOLMES, JR.
M. RYAN JENNESS*
MIRIAM HELLEN JONES
ISABEL P. RUIZ DE GAMBOA*
JAMES D. SADOWSKI

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1620 L STREET, N.W., SUITE 900

WASHINGTON, D.C. 20036-5605

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OF COUNSEL
MARK J. ZWEIFLER

ADMITTED IN NEW YORK
AND NEW JERSEY ONLY

December 16, 2002

By Messenger

Mr. Robert F. Kelly
Zoning Administrator
Suite 2000
941 North Capital Street, N.E.
Washington, D.C. 2002

Re: Sheridan School, 4400 36th Street, N.W.
(Lot 10, Square 1968) ("Property")

Dear Mr. Kelly:

This firm represents the Sheridan School with regard to the matters addressed below.

The Sheridan School has operated at the Property for over 40 years. Its activities, as well as several additions to its building, have been approved by the Board of Zoning Adjustment ("BZA") in Applications No. 13089, 15656 and Appeal No. 7282. (Copies of BZA orders in these applications are enclosed.)

The School conducts educational activities at the Property twelve (12) months a year. During the fall and spring, it offers educational services to approximately 210-215 students in kindergarten and grades 1 through 8 (primary and middle school). Such educational services include traditional classroom activities and extracurricular activities such as sports, clubs, instrumental and other music instruction and programs, community service, and performing and fine arts. During the summer months, the School

provides educational services in two (2) three and a half week sessions (late June through early August) to approximately 192 students aged 3 through 16 per session. Summer educational activities include arts, cooking, computers, creative writing, dance, music, painting, photography and sports. Such summer activities have been conducted during the past eight (8) years. [The activities conducted during the summer emphasize more recreational activities than occur during the fall and spring terms and include more field trips, swimming lessons and arts related activities than typically occur during the fall and spring terms. This phenomenon is, of course, an integral part of the American educational culture and experience and occurs, in part, because students, teachers and parents expect a less rigorous academic program during the summer. This does not, however, change the basic purpose, function or purpose of education conducted during the summer months.]

Recently, a neighbor of the School has raised a question as to whether the School's summer activities are permissible pursuant to the Zoning Regulations.

We believe that the School has the legal authority to operate summer educational activities and request that you concur with this opinion by signing below. Our opinion is based on the following:

1. The activities conducted by the School during the summer are either (a) an integral part of the School's mission, function and purpose and, therefore, qualify as part of the "principal use" of the Property or (b), in the alternative, are "customarily incidental and subordinate to the principal use and located on the same lot with the principal use" and, therefore, qualify as a permitted "accessory use."

2. Summer activities conducted by the Sheridan School are similar to the activities conducted by many other private schools throughout the District of Columbia and are therefore typical and customary activities of private schools.

3. The BZA orders applicable to the Property do not limit summer activities and certainly do not prohibit the Sheridan School from conducting summer educational activities. [Such activities must, or course, be carried out in accordance with all applicable conditions set forth in such BZA orders and the Zoning Regulations.]

If you agree with our opinion in this matter, I request that you so state by counter-signing a copy of this letter and returning it to me. Thank you.

Sincerely,

Jacques B. DePuy

AGREED:

_____
Robert F. Kelly
Zoning Administrator
December ___,2002

JBD:mvl192268
Enclosures

cc: Mr. Brian Barlia
Mr. Richard S. Gersten
Mr. C. Randall Plummer
(All copies by mail w/o encls.)

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

Building and Land Regulation Administration
Office of the Zoning Administrator

December 30, 2002

Greenstein DeLorme and Luchs P.C.
1620 L Street N.W. Suite 900
Washington D.C. 20036-5605
Attn: Jacques B. DePuy, Esq.

Re: Sheridan School
4400 - 36th Street, NW
Lot 10, Square 1968 - Washington, DC
(the "Property")

Dear Mr. DePuy:

I have reviewed your letter of December 26, 2002 and agree with most of your statements, however, I have some differing opinions of how Board of Zoning Adjustment (BZA) orders could be interpreted.

Stated in the Board's 1979 conclusions there was a great deal of discussion regarding neighborhood impact, noise, and traffic at the Property. Since this was of great concern to the neighbors then, I would conclude that extending the school year and activities now would create the same concerns. Additionally, in the Board's 1992 order, the school was limited to 12 activities for 100 or more participants and the facility would no longer be available for activities such as jazzercise classes.

In your letter you state your belief that the school has the legal authority to operate summer educational activities. You also describe functions that fit the school's "mission" and that in your opinion, qualify the use as part of the principal use. I would agree with some of the educational services you list in you letter, but I do not agree with all you conclude.

It is clear in the BZA decision that 12 such activities are acceptable. If it is you client's intent to have daily activities for over 100 students, it is my opinion that BZA approval

12/30/02 19:01 FAX 2024424871 002

would be required. Of course, all decisions of the Zoning Administrator are appealable to the Board of Zoning Adjustment. You may contact the BZA at 727-6[illegible]11.

Sincerely,

Robert W. Kelly
Zoning Administrator

Cc: Theresa Lewis, DD
Denzil L. Noble, AA/BLRA



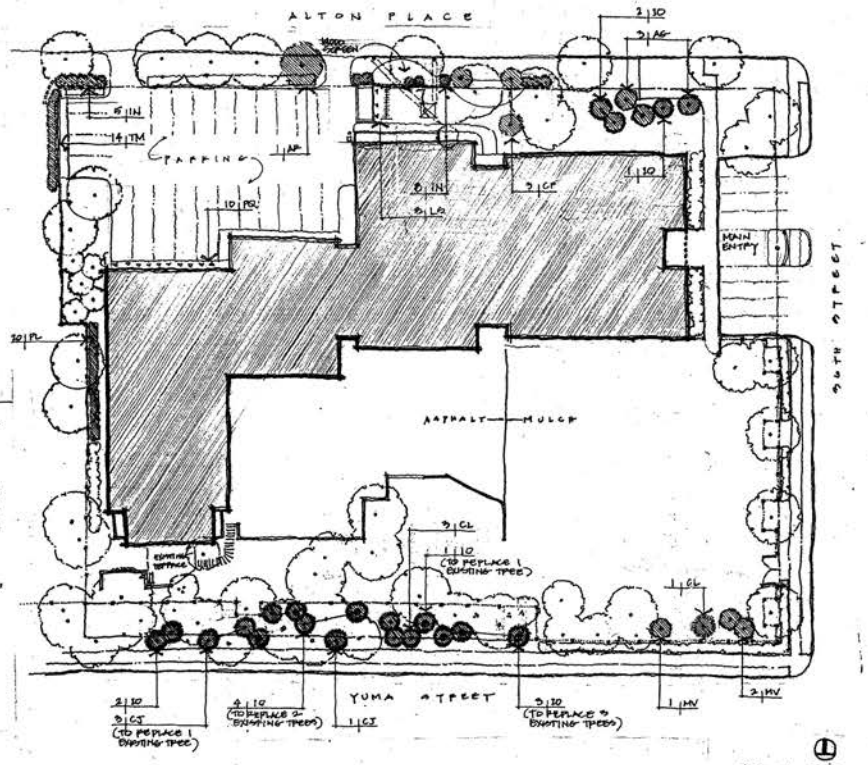
Exhibit "D"

Landscaping Plan

(Attached)

Legend

- Indicates Existing Tree
- Indicates New Deciduous Tree
- Indicates New Evergreen Tree
- Indicates New Evergreen Tree to Replace an Existing Deciduous Tree
- Indicates Transplanted/Relocated Tree
- Indicates Existing Shrubs
- Indicates New Hedge



List of Plant Materials

Key	Qty	Botanical Name	Common Name	Size	Root	Remarks	Installation Status
TREES							
AR	1	Acer rubrum 'Autumn Flame'	Red Maple	3" cal.	B&B	Full; limbed to 6' ht.	*One planted: 4.30.03*
AO	3	Amelanchier x grandiflora	Serviceberry	8-10' ht.	B&B	Multi-stem; 3 trunk min.	
CF	3	Cornus florida	Flowering Dogwood	8-10' ht.	B&B	Full; single trunk.	*One planted: 4.9.03*
CI	3	Cryptomeria japonica	Japanese Cedar	6-8' ht.	B&B	Full to ground.	*One planted: 4.16.03*
CL	7	Cupressocyparis leylandii	Leyland Cypress	6-8' ht.	B&B	Full to ground.	*Five planted: 4.16.03*
IO	13	Ilex opaca	American Holly	5-6' ht.	B&B	Full to ground.	*Five planted: 4.16.03*
MV	3	Magnolia virginiana	Sweetbay Magnolia	10-12' ht.	B&B	Multi-stem; 3 trunk min.	
SHRUBS							
IN	13	Ilex x 'Nellie R. Stevens'	Nellie Stevens Holly	48" ht.	B&B	Full to ground.	*Eight planted: 4.30.03*
PL	20	Prunus laurocerasus 'Schipkaensis'	Skip Laurel	36" ht.	B&B	Full to ground.	
TM	14	Taxus x media 'Hicksii'	Hicks Yew	30" ht.	B&B	Full to ground.	
VINES							
LS	3	Lonicera sempervirens	Trumpet Honeysuckle	48" ht.	Cont.	5-Stem min.	
PQ	10	Parthenocissus quinquefolia	Virginia Creeper	48" ht.	Cont.	5-Stem min.	

HICKOK WARNER COLE Architects

SHERIDAN SCHOOL

SITE PLAN
PERIMETER LANDSCAPE PLAN

PROJECT NO. 02036.00
DRAWN BY:
SCALE: AS NOTED
DATE: JULY 16, 2003
DWG. NO.

THE SHERIDAN SCHOOL TRANSPORTATION STUDY

WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION and PARKING CONSULTANTS

MEETING THE NEEDS OF A MOBILE SOCIETY

THE SHERIDAN SCHOOL TRANSPORTATION STUDY

10:21 AM 12:01

Prepared for:
The Sheridan School

Prepared by:
Wells & Associates, LLC

July 30, 2003

TABLE OF CONTENTS

Introduction 1

Background Data 3

- Zoning History 3
- School Profile 3
- Transportation Management Plan 4
- Public Road Network 4
- Traffic Counts 5
- Speed/Volume Studies 8
- Vehicle Trip Generation 8
- Student Drop-Off/Pick-Up Locations 9
- Average Vehicle Occupancy 9
- Parking Occupancy Counts 9

Analysis 13

- Levels of Service 13
- Trip Generation 13
- Traffic Operations 13
- Parking 15

Conclusions and Recommendations 17

LIST OF FIGURES

Figure	Title	Page
1-1	Site Location	2
2-1	Existing Traffic Counts Street Peak Hours	6
2-2	Existing Traffic Counts School Peak Hours	7
3-1	Proposed Parking Revisions	16

LIST OF TABLES

Table	Title	Page
2-1	Peak Hour Traffic Volumes	8
2-2	Daily Traffic Volumes and Speeds	8
2-3	Sheridan School Vehicle-Trip Generation	8
2-4	Student Drop-Off and Pick Up Locations	9
2-5	Student Drop-Off/Pickup Traffic Counts, by Vehicle Occupancy and Location	10
2-6	Student Drop-Off/Pickup Traffic Counts, by Vehicle Occupancy and Location	11
2-7	Parking Occupancy Counts	12
3-1	Existing Levels of Service	13

Section I
INTRODUCTION



Sheridan School (4400 36th Street, N.W.)



Afternoon Pick-Up on 36th Street

The Sheridan School is located at 4400 36th Street (Lot 10, Square 1968) in the northwest section of Washington, D.C. (See Figure 1).

The Sheridan School is a small independent school with approximately 205 students of diverse backgrounds enrolled in kindergarten through eighth grade (i.e., lower school, middle school, and junior high school). Approximately 60 percent of the school's students live in the District of Columbia.

The school seeks a special exception to (1) add 1,200 square feet (S.F.) of gross floor area (GFA) to the existing school building, (2) modify the existing site plan to reconfigure the parking area in front of the school along 36th Street to provide eight parking spaces, (3) increase the maximum number of students permitted to be enrolled at the school from 215 to 226 students, and (4) increase the number of students who may be enrolled in the school's CASA summer educational program in excess of 100 students to a maximum of 226 students.

The school also seeks approval of three parking variances from the requirements that: (1) each required parking space shall be accessible at all times directly from improved streets or alleys, (2) each required parking space shall be a minimum of nine feet in width and 19 feet in length, and (3) an elementary of junior high school provide two parking spaces for each three teachers and other employees.

The existing school building would be increased in size by only 4.0 percent; enrollment would be increased by only 5.1 percent. These changes would not result in objectionable traffic or parking impacts, for the reasons presented in this traffic and parking study.

The District Department of Transportation (DDOT), with consultant assistance from DMJM + HARRIS, Inc., recently prepared a final draft Connecticut Avenue Transportation Study. The Sheridan School is included in the study area.



Figure 1–1
Site Location

Section 2
BACKGROUND DATA

Zoning History

The Sheridan School, which was founded as an early 20th century pre-school moved to its present location in 1964. By 1966 it had expanded to encompass a lower school, middle school, and junior high school.

The use of the current site was authorized by the Board of Zoning Adjustment (BZA) on May 21, 1962 in Appeal No. 7282. That order allowed a maximum of 200 students.

The BZA allowed The Sheridan School to add two staff offices and a science laboratory in Application No. 13089 dated February 27, 1980.

Finally, the BZA approved a requested increase in enrollment from 200 to 215 students in Application No. 15656 dated December 23, 1992.

School Profile

Enrollment. Two hundred five (205) students are currently enrolled at The Sheridan School in grades K through 8. The current enrollment cap is 215 students.

Faculty and Staff. The school currently employs 49 full- and part-time faculty and staff. The school contracts with four outside kitchen staff and two outside tutors. Thus, a maximum of 55 persons are present at peak times.

Hours. Kindergarten classes begin at 8:25 AM and end at 2:30 PM. Grades 1 through 8 begin at 8:25 AM and end at 3:30 PM, except on Wednesdays when classes end at 2:30 PM.

AM Extended Day hours are 7:45 to 8:15 AM; PM Extended Day hours are 2:30 to 6:00 PM.

Sports. The Sheridan School is a participating and competitive member of the Capital Athletic Club, which includes ten other local, independent schools, including Norwood, Green Acres, Langley, Woods Academy, National Presbyterian School, St. Patrick's, Immanuel Christian School, Westminster, and Congressional School. All sports are divided into Varsity (Grades 7 and 8) and Junior Varsity (Grades 5 and 6), except for track and field and softball.

Parking. Off-street parking is provided on school property off of Alton Place and 36th Street.

Twenty-two (22) marked spaces (including one handicapped space) are provided in an off-street lot on Alton Place, north of the school building. All spaces in this lot are occupied on typical school days. Up to four (4) cars can park in the drive aisle. Drivers leave their car key in the kitchen so others can move their car, if required, to let those parked in marked spaces to exit.



School Parking Lot

The school proposes to reconfigure this lot to provide a total of 29 spaces: 12 standard spaces (9'-0" by 19'-0"), 12 tandem spaces (8'-0" by 15'-6"), four compact spaces (8'-0" by 16'-0"), and one handicapped space.

This lot is served by two driveways. Off-street loading also takes place in the Alton Place lot.

The "lot" located at the main school entrance on 36th Street was designed as a loop driveway within which four cars can parallel park. This "lot" is used, in fact, to perpendicular, tandem park up to 12 cars. This lot would be reconfigured with seven compact spaces (8'-0" by 16'-0") and one handicapped space.

The Sheridan School owns one school bus that is parked off-site at a private lot located at Brandywine Street and Wisconsin Avenue.

Transportation Management Plan

The Sheridan School has developed a transportation management plan (TMP) in consideration of student safety and neighbor convenience, as shown in Appendix A. The plan consists of the following elements:

AM Drop Off

- No parking on the west (or school) side of 36th Street. Standing to drop off a student without leaving the car is allowed.
- Park only briefly on the east side of 36th Street and walk students to the crosswalk at Alton Place.
- Parking permitted on 36th Street north of Alton Place, 36th Street south of Alton Place, Alton Place, or Yuma Street, as posted parking regulations allow.



Afternoon Pick-Up on Alton Place

- No mid-block crossing of 36th Street.
- Crossing guard stationed on 36th Street.
- No U-turns on 36th Street.

PM Pick-Up

- Standing permitted on the west and east sides of 36th Street
- No parking permitted by Sheridan School parents/guardians on either side of 36th Street.
- Do not block neighbor's driveways.

Public Road Network

The Sheridan School is located within a grid network of public streets. The school site is bounded on the east by 36th Street, on the north by Alton Place, and on the south by Yuma Street. Each of these streets is 30 feet wide with two travel lanes and curb parking permitted on both sides. These streets are classified by DDOT as "local" streets.

Three-hour (7 AM – 6:30 PM, Monday - Friday) parking meters are installed on the east side of 36th Street, south of Yuma Street. Other curb parking is two-hour, Zone 3, residential parking permit spaces.

Reno Road, a minor arterial, is located half a block to the west. Albemarle Street, a collector, is located one block to the north. These streets are 36 feet wide.

The intersections of 36th Street with Yuma Street, Alton Place, and Albemarle Street are controlled by stop signs on all four approaches. Yuma Street and Alton Place are controlled by stop signs at Reno Road.

Sidewalks are provided on the west side of 36th Street between Warren and Albemarle Streets, on the north side of Yuma Street between Reno Road and 35th Street, on the north side of Alton Place between Reno Road and 36th Street, and on the south side of Alton Place between 36th and 35th Streets. Marked crosswalks are provided at all intersections in the immediate vicinity of The Sheridan School.

Rumble strips are provided at mid-block on 36th Street between Yuma Street and Alton Place, adjacent to the school. Rumble strips are provided on Alton Place east of Reno Road, and on Alton Place between 35th and 36th Streets. These strips are intended to control vehicle speeds.



Rumble strips on Alton Place, east of Reno Road



School warning and 15 mile per hour (mph) speed limit sign

School warning and 15 mile per hour (mph) speed limit signs have been installed on most streets in the school vicinity.

Traffic Counts

Intersection Traffic. Manual turning movement counts were conducted by Wells & Associates on Thursday, January 16, 2003, from 6:30 to 9:30 AM and from 2:00 to 6:30 PM, at the intersections of 36th Street with Yuma Street and Alton Place. These counts are presented in Appendix B.

The peak hours of all traffic using the public street system occurred at 8:00 to 9:00 AM and 5:00 to 6:00 PM. Sheridan School traffic peak hours occurred at 7:45 to 8:45 AM and from 3:30 to 4:30 PM, as presented in detail later in this report. Thus, the Sheridan School peak hours did not coincide with street peak hours. The Sheridan School peak hour occurred 15 minutes earlier than the street peak hour in the morning, and 1:30 hours earlier than the street peak hour in the afternoon.

Nearly half (44.5 percent) of all morning trips occurred during the 15 minutes beginning at 8:15 AM. This is not surprising since school starts at 8:25 AM.

Afternoon traffic patterns were typically more dispersed. Only about a third (33.1 percent) of all trips occurred during the 15 minutes beginning at 3:30 PM. School ends at 3:30 for grades 1 through 8.

AM and PM ***street peak hour*** traffic counts are summarized on Figure 2-1. AM and PM ***Sheridan School peak hour*** traffic counts are summarized on Figure 2-2.

Two-way traffic counts during the street and Sheridan School peak hours on selected links are presented below:

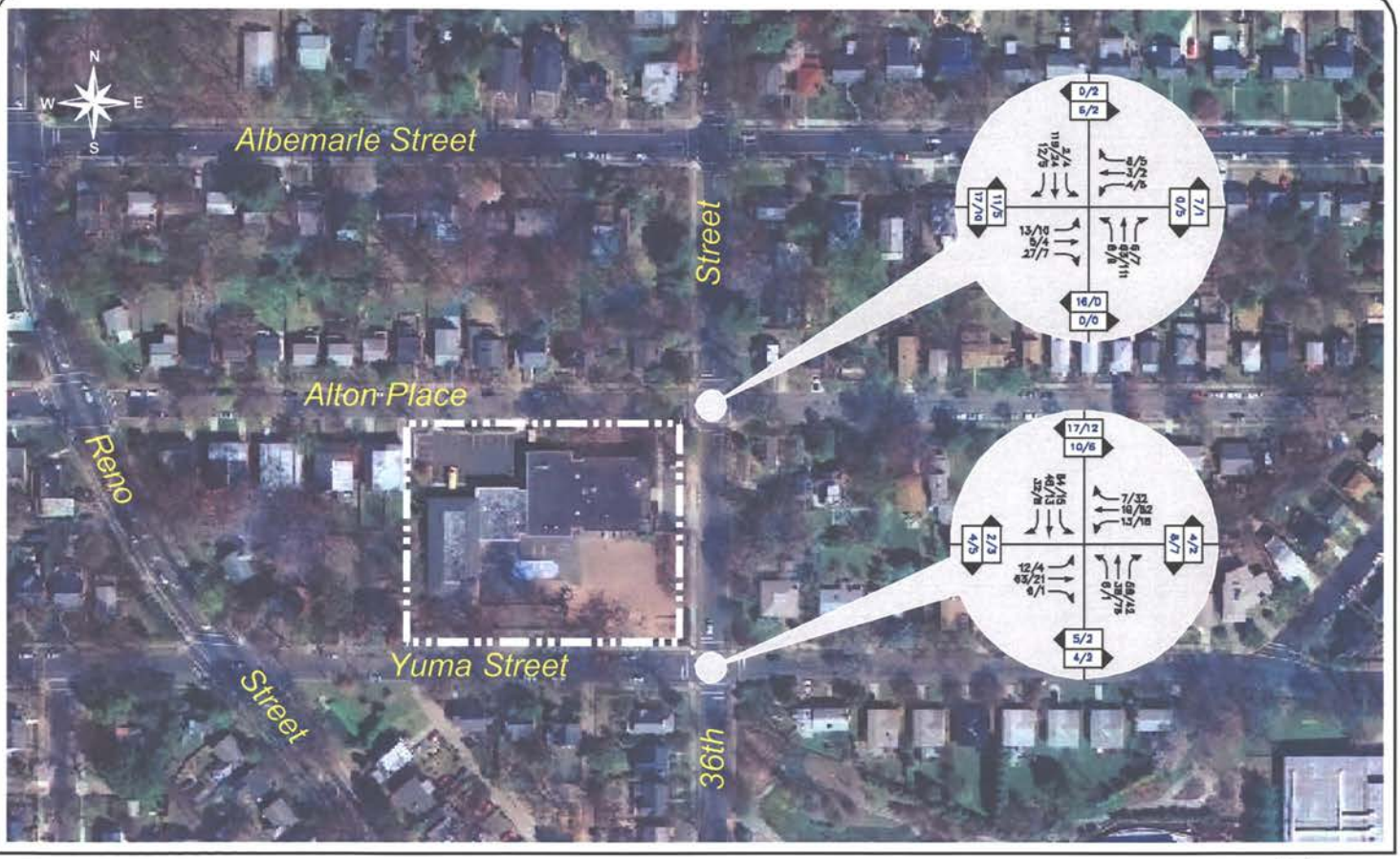


Figure 2–1
Existing Traffic Counts Street Peak Hours
(8:00–9:00 AM/5:00–6:00 PM)

Sheridan School Special Exception
Washington, D.C.

WELLS & ASSOCIATES, LLC.

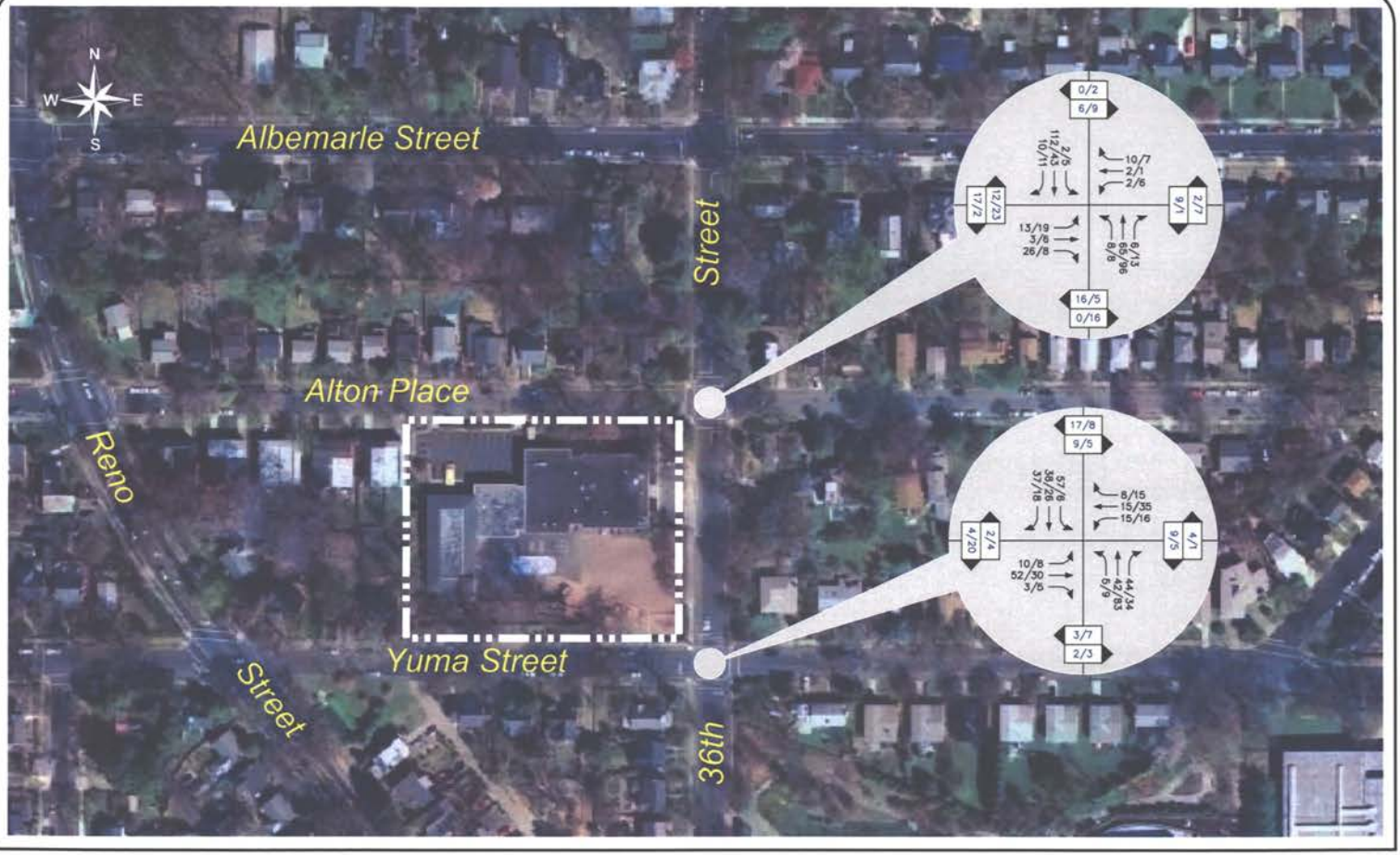


Figure 2–2
Existing Traffic Counts School Peak Hours
(7:45–8:45 AM/3:30–4:30 PM)

XX/XX
XX/XX
Ped Counts
And Movements

AM PEAK HOUR
PM PEAK HOUR
000/000

Sheridan School Special Exception
Washington, D.C.

WELLS & ASSOCIATES, LLC.
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

D:\Projects\1981 Sheridan School\Graphics\1981 rpt graph.dwg\DAO

Table 2-1
Peak Hour Traffic Volumes

Street	School AM	Street AM	School PM	Street PM
36th Street, Alton to Yuma	132	144	50	36
Alton Place, West of 36th St.	42	45	33	21
Yuma Street, West of 36th St.	65	81	43	26

Pedestrian Traffic. Manual counts of the number of pedestrians crossing each leg of these intersections were also conducted by Wells & Associates. The pedestrian counts are presented in Appendix B and summarized on Figures 2-1 and 2-2 for the street and EBS peak hours, respectively.

Speed/Volume Studies

Speed and volume measures were made by Wells & Associates on Thursday, January 16, 2003, using Nu-Metrics HI-STAR solid state devices.

Daily, 24-hour, two-way traffic counts were low, ranging from only 311 vehicles on Alton Place, to 1,013 vehicles on Yuma Street, to 1,453 vehicles on 36th Street. Speeds also were generally low, as shown in Table 2-2.

Vehicle Trip Generation

The Sheridan School generates a total of 335 inbound and outbound vehicle-trips during the school morning peak hour of 7:45 to 8:45 AM, and 325 vehicle-trips during the school afternoon peak hour of 3:30 to 4:30 PM, as shown in Table 2-3. Parents/guardians dropping off students in the morning account for approximately 93 percent of all school-generated traffic. Parents/guardians picking up students in the afternoon account for 95 percent of all school-generated traffic.

Table 2-2
Daily Traffic Volumes and Speeds

Measure	Daily Traffic	Avg. Speed	% Above 25 mph	85th Percentile mph)
36th Street, Northbound	1,000	18	2%	19.97
36th Street, Southbound	453	22	9%	26.09
Yuma Street, Eastbound	461	25	15%	30.15
Yuma Street, Westbound	552	27	27%	34.17
Alton Place, Eastbound	160	22	8%	27.29
Alton Place, Westbound	151	21	9%	27.08

Table 2-3
Sheridan School Vehicle-Trip Generation

Group	AM Peak Hour	PM Peak Hour
Parents/Guardians		
In	155	154
Out	155	154
Subtotal	310	308
Faculty/Staff		
In	25	0
Out	0	17
Subtotal	25	17
Total		
In	180	154
Out	155	171
Total	335	325

Student Drop-Off/Pick-Up Locations

Parents and guardians drop off and pick up Sheridan School students within a one-block radius of the school, as follows:

Table 2-4
Student Drop-Off and Pick Up Locations

Street	AM Drop-Off		PM Pick-Up	
	No.	%	No.	%
36th Street, Yuma – Alton	113	73%	71	46%
36th Street, North of Alton	8	5%	11	7%
36th Street, South of Yuma	12	8%	25	16%
Yuma Street, West of 36th	7	4%	12	8%
Alton Place, West of 36th	11	7%	31	20%
Alton Place, East of 36th	4	3%	4	3%
Total	155	100%	154	100%

Morning drop-offs were concentrated on 36th Street in front of the school. Afternoon pick-ups were more evenly distributed between 36th Street and Alton Place.

Nearly three-quarters (73 percent) of all drop-offs, but less than half (46 percent) of all pick-ups, took place on 36th Street in front of the school. Ninety percent of all morning drop-offs on 36th Street were on the west (or school) side of 36th Street. Ten percent were on the east (or far) side of 36th Street.

Sixty three percent of all afternoon pick-ups on 36th Street were on the east side of 36th Street; 37 percent were on the west side.

36th Street south of Yuma and Alton Place west of 36th Street accounted for 15 percent of all morning drop-offs, but 36 percent of all afternoon pick-ups.

Average Vehicle Occupancy

Sheridan School parents and guardians generated 155 vehicle-trips, and transported 205 students, during the AM drop-off period (7:00 to 9:30 AM), as shown in Table 2-5. Average vehicle occupancy was measured at a typical 1.32 students per vehicle.

Parents and guardians generated 154 vehicle-trips, and transported 218 school-age children, during the PM pick-up period (2:00 to 6:30 PM), as shown in Table 2-6. Average vehicle occupancy was atypically higher than the AM drop-off peak, at 1.42 students per vehicle.

Parking Occupancy Counts

The number of parking spaces occupied on school property and adjacent public streets between 6:30 and 9:30 AM, and between 2:00 and 6:30 PM, is shown in Table 2-7.

Up to 26 vehicles were parked in the school's parking lot on Alton Place. This includes 22 vehicles parked in marked parking spaces and four vehicles stacked in the drive aisle. As many as nine vehicles were parked in the driveway on 36th Street.

Many vacant parking curb spaces were available at all times of day on adjacent public streets.

Table 2-5
The Sheridan School
Student Drop-Off/Pick Up Traffic Counts, by Vehicle Occupancy and Location
AM Peak Period
Thursday, January 16, 2003

Time Interval	Number of Students Per Vehicle, by Block: 36th Street Alton - Albemarle 1	2	3	4	36th Street Alton - Yuma 1	2	3	4	36th Street Yuma - Warren 1	2	3	4	Alton Place 36th - 35th 1	2	3	4	Alton Place Reno - 36th 1	2	3	4	Yuma Street Reno - 36th 1	2	3	4	Total 1	2	3	4	Total Vehicles	Total Passengers	Average Vehicle Occupancy	Percent Vehicles	Percent Passengers
AM Peak Period																																
15-Minute Interval																																
7:00-7:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%
7:15-7:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	1	2	0.6%	1.0%
7:30-7:45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%
7:45-8:00	-	-	-	-	12	1	-	-	-	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-	12	3	1	-	16	21	10.3%	10.2%
8:00-8:15	2	2	-	-	17	2	-	-	2	1	-	-	1	-	-	-	1	1	-	-	2	2	-	-	25	8	-	-	33	41	21.3%	20.0%
8:15-8:30	1	1	-	-	38	12	1	-	5	2	-	-	1	-	1	-	4	1	-	-	1	1	-	-	50	17	2	-	69	90	44.5%	43.9%
8:30-8:45	2	-	-	-	16	13	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	18	15	-	-	33	48	21.3%	23.4%
8:45-9:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	2	-	-	-	2	2	1.3%	1.0%
9:00-9:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%
9:15-9:30	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1	0.6%	0.5%
Total	5	3	-	-	84	28	1	-	7	5	-	-	2	-	2	-	6	5	-	-	4	3	-	-	108	44	3	-	155	205	1.32	100.0%	100.0%
Percent Total				5.2%				72.9%				7.7%				2.6%				7.1%				4.5%	69.7%	28.4%	1.9%	0.0%					
One-Hour Totals																																
7:00-8:00	-	-	-	-	12	1	-	-	-	2	-	-	-	-	1	-	-	1	-	-	-	-	-	-	12	4	1	-	17	22	1.29		
7:15-8:15	2	2	-	-	29	3	-	-	2	3	-	-	1	-	1	-	1	2	-	-	2	2	-	-	37	12	1	-	50	63	1.26		
7:30-8:30	3	3	-	-	67	15	1	-	7	5	-	-	2	-	2	-	5	2	-	-	3	3	-	-	87	28	3	-	118	149	1.26		
7:45-8:45	5	3	-	-	83	28	1	-	7	5	-	-	2	-	2	-	5	4	-	-	3	3	-	-	105	43	3	-	151	197	1.30		
8:00-9:00	5	3	-	-	71	27	1	-	7	3	-	-	2	-	1	-	6	4	-	-	4	3	-	-	95	40	2	-	137	179	1.31		
8:15-9:15	3	1	-	-	54	25	1	-	5	2	-	-	1	-	1	-	5	3	-	-	2	1	-	-	70	32	2	-	104	138	1.33		
8:30-9:30	2	-	-	-	17	13	-	-	-	-	-	-	-	-	-	-	1	2	-	-	1	-	-	-	21	15	-	-	36	51	1.42		

Table 2-6
The Sheridan School
Student Drop-Off/Pick Up Traffic Counts, by Vehicle Occupancy and Location
AM Peak Period
Thursday, January 16, 2003

Time Interval	Number of Students Per Vehicle, by Block																										Total Vehicles	Total Passengers	Average Vehicle Occupancy	Percent Vehicles	Percent Passengers
	36th Street Alton - Albemarle				36th Street Alton - Yuma				36th Street Yuma - Warren				Alton Place 36th - 35th				Alton Place Reno - 36th				Yuma Street Reno - 36th				Total								
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4					
PM Peak Period																																	
15-Minute Interval																																	
2:00-2:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%	
2:15-2:30	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1	0.6%	0.5%	
2:30-2:45	1	1	-	-	-	-	-	-	1	1	-	-	-	-	-	-	3	2	-	-	1	-	-	-	6	4	-	-	10	14	6.5%	6.4%	
2:45-3:00	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	2	0.6%	0.9%	
3:00-3:15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%	
3:15-3:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	-	-	-	-	-	-	2	1	-	-	3	4	1.9%	1.8%	
3:30-3:45	3	3	1	-	16	3	-	-	3	8	-	-	2	-	-	-	7	2	-	-	-	-	1	2	31	16	2	2	51	77	33.1%	35.3%	
3:45-4:00	-	-	-	-	6	2	1	-	6	6	-	-	1	1	-	-	5	1	-	-	2	2	1	-	20	12	2	-	34	50	22.1%	22.9%	
4:00-4:15	-	-	-	-	5	1	1	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	7	1	1	-	9	12	5.8%	5.5%	
4:15-4:30	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	1	1	-	-	5	2	-	-	7	9	4.5%	4.1%	
4:30-4:45	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	5	-	-	-	5	5	3.2%	2.3%	
4:45-5:00	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	2	1.3%	0.9%	
5:00-5:15	-	1	-	-	3	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	5	1	-	-	6	7	3.9%	3.2%	
5:15-5:30	-	-	-	-	4	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	-	-	6	8	3.9%	3.7%	
5:30-5:45	-	-	-	-	6	2	1	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	8	2	1	-	11	15	7.1%	6.9%	
5:45-6:00	-	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	-	-	3	4	1.9%	1.8%	
6:00-6:15	-	-	-	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	-	-	5	8	3.2%	3.7%	
6:15-6:30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%	0.0%	
Total	4	6	1	-	54	14	3	-	10	15	-	-	3	1	-	-	24	7	-	-	5	3	2	2	100	46	6	2	154	218	1.42	100.0%	100.0%
Percent Total				7.1%				46.1%				16.2%				2.6%				20.1%				7.8%	64.9%	29.9%	3.9%	1.3%					
One-Hour Totals																																	
2:00-3:00	1	2	-	-	1	-	-	-	1	1	-	-	-	-	-	-	3	2	-	-	1	-	-	-	7	5	-	-	12	17	1.42		
2:15-3:15	1	2	-	-	1	-	-	-	1	1	-	-	-	-	-	-	3	2	-	-	1	-	-	-	7	5	-	-	12	17	1.42		
2:30-3:30	1	2	-	-	-	-	-	-	1	1	-	-	-	-	-	-	5	3	-	-	1	-	-	-	8	6	-	-	14	20	1.43		
2:45-3:45	3	4	1	-	16	3	-	-	3	8	-	-	2	-	-	-	9	3	-	-	-	-	1	2	33	18	2	2	55	83	1.51		
3:00-4:00	3	3	1	-	22	5	1	-	9	14	-	-	3	1	-	-	14	4	-	-	2	2	2	2	53	29	4	2	88	131	1.49		
3:15-4:15	3	3	1	-	27	6	2	-	9	14	-	-	3	1	-	-	15	4	-	-	3	2	2	2	60	30	5	2	97	143	1.47		
3:30-4:30	3	3	1	-	30	6	2	-	9	14	-	-	3	1	-	-	14	4	-	-	4	3	2	2	63	31	5	2	101	148	1.47		
3:45-4:45	-	-	-	-	18	3	2	-	6	6	-	-	1	1	-	-	8	2	-	-	4	3	1	-	37	15	3	-	55	76	1.38		
4:00-5:00	-	-	-	-	14	1	1	-	-	-	-	-	-	-	-	-	3	1	-	-	2	1	-	-	19	3	1	-	23	28	1.22		
4:15-5:15	-	1	-	-	12	-	-	-	-	-	-	-	-	-	-	-	4	1	-	-	1	1	-	-	17	3	-	-	20	23	1.15		
4:30-5:30	-	1	-	-	13	2	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	16	3	-	-	19	22	1.16		
4:45-5:45	-	1	-	-	15	4	1	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	19	5	1	-	25	32	1.28		
5:00-6:00	-	1	-	-	15	5	1	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	19	6	1	-	26	34	1.31		
5:15-6:15	-	-	-	-	14	8	1	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	16	8	1	-	25	35	1.40		
5:30-6:30	-	-	-	-	10	6	1	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	12	6	1	-	19	27	1.42		

Table 2-7
The Sheridan School
Parking Occupancy Counts
Thursday, January 16, 2003

Time	Off Street Parking		36th Street			Yuma Street		Alton Place	
	Alton St. Lot	36th Street	Alton to Albemarle	Yuma to Alton	Warren to Yuma	Reno to 36th St.	East of 36th St.	Reno to 36th St.	36th to 35th St.
Capacity (Spaces)	22	12							
6:30 AM	-	-	6	1	7	18	9	32	45
6:45 AM	-	-	6	1	7	18	9	31	44
7:00 AM	1	-	6	-	7	17	9	31	44
7:15 AM	6	-	4	-	7	7	9	31	42
7:30 AM	10	1	7	-	11	6	9	21	33
7:45 AM	16	2	6	1	10	7	7	22	34
8:00 AM	18	4	8	2	13	8	7	25	31
8:15 AM	20	4	8	5	12	11	11	21	31
8:30 AM	20	5	9	4	11	16	13	20	31
8:45 AM	20	5	8	1	10	16	13	18	31
9:00 AM	20	6	8	1	10	11	13	16	31
9:15 AM	20	7	7	1	16	13	15	20	30
9:30 AM	23	8	7	1	22	13	21	18	36
Maximum	23	8	9	5	22	18	21	32	45
% Occupancy	105%	67%							
PM									
2:00 PM	26	9	4	1	19	14	20	18	27
2:15 PM	25	9	4	1	19	14	18	17	28
2:30 PM	23	9	4	2	19	13	16	16	28
2:45 PM	23	9	3	4	19	13	14	16	29
3:00 PM	21	9	3	5	18	15	15	16	26
3:15 PM	20	9	4	8	18	12	17	20	32
3:30 PM	23	10	8	14	21	19	16	26	30
3:45 PM	18	8	10	10	21	17	18	21	32
4:00 PM	13	7	4	5	16	12	18	16	34
4:15 PM	10	8	4	3	6	12	18	17	33
4:30 PM	10	7	3	3	6	9	22	17	36
4:45 PM	8	5	6	6	6	9	20	14	34
5:00 PM	5	5	6	8	7	9	17	14	35
5:15 PM	3	5	6	6	7	11	26	18	37
5:30 PM	3	6	8	6	8	13	34	17	38
5:45 PM	2	5	8	5	11	13	34	15	40
6:00 PM	2	3	6	2	11	11	29	17	40
6:15 PM	2	2	7	2	13	12	30	17	41
6:30 PM	2	2	7	4	16	14	33	21	41
Maximum	26	10	10	14	21	19	34	26	41
% Occupancy	118%	83%							

Section 3
ANALYSIS

Levels of Service

Existing levels of service and delays (in seconds per vehicle) at the 36th Street/Yuma Street and 36th Street/Alton Place intersections are presented in Appendix C and summarized in Table 3-1.

Table 3-1
Existing Levels of Service

Intersection	School AM	Street AM	School PM	Street PM
36th Street/, Yuma Street	A (7.8) [31%]	A (7.8) [31%]	A (7.7) [24%]	A (7.9) [27%]
36th Street/ Alton Place.	A (7.7) [26%]	A (7.7) [26%]	A (7.4) [24%]	A (7.6) [21%]

(Note: Numbers in parentheses represent delays in seconds per vehicle. Numbers in brackets represent intersection capacity utilization).

Both of these intersections operate at an acceptable level of service (LOS) "A" at all times of day, with average vehicle delays of less than eight seconds per vehicle. These intersections currently operate at less than a third of capacity.

Trip Generation

The Sheridan School currently generates 335 vehicle-trips during the school AM peak hour, and 325 vehicle-trips during the school PM peak hours, based on actual, current enrollment of 205 students.

The proposed 226-student enrollment cap represents a 21-student (or 10.2 percent) increase over actual 2003 enrollment.

Two hundred twenty six (226) students, and a commensurate increase in faculty/staff, would add only 34 school AM peak hour vehicle-trips, and 33 school PM peak hour vehicle-trips.

These increases are inconsequential. These additional would not significantly affect existing peak hour levels of service. The 36th Street/Yuma Street and 36th Street/Alton Place intersections would continue to operate at LOS "A" at all times of day.

Traffic Operations

General Observations. Safe and efficient traffic and pedestrian flows were observed by Wells & Associates on the survey day and at other times. No significant congestion was observed. Through traffic on 36th and other neighborhood streets moved at appropriately slow speeds, unimpeded by Sheridan School traffic.

Some parents and students were observed crossing 36th Street at mid-block, which is undesirable.

Drop-Off/Pick-Up Lane. 36th Street, in front of The Sheridan School, is approximately 30 feet wide, measured curb to curb. Approximately 16 to 17 feet of clear width is available for travel when cars park or stand across from each other on both sides of the street. Two cars can pass each other with care in this section. Typically, one vehicle will yield to the other by pausing in a section with one or no parked or standing vehicles.

The American Association of State Highway and Transportation Officials (AASHTO), in *Geometric Design of Highways and Streets*, notes that a 26-foot wide local street "provides for a 3.6 m [12-ft] center travel lane and two 2.2-m [7-ft] parking lanes. Opposing conflicting traffic will yield and pause on the parking lane area until there is sufficient width to pass."

The Institute of Transportation Engineers (ITE), in *Residential Streets*, states, "on most local streets, a 24- to 26-foot-wide pavement is the most appropriate width. This provides either two parking lanes and a traffic lane (yield-flow operation) or one parking lane and two moving lanes (slow-flow operation)."

ITE goes on to state "providing for the free flow of traffic in two 11- or 12-foot lanes that are never occupied by parking can encourage traffic to speed." "Encouraging slower speeds through narrower streets can improve the safety of streets for residents."

The 30-foot section in front of The Sheridan School safely and efficiently accommodates school pick-up and drop-off activity and two-way traffic (yield-flow operation). The speed study at this location indicates that speeds are low.

A separate drop-off/pick-up lane is not required and, in fact, is undesirable since it would eliminate the much-needed parking in front of the school. The drop-off/pick-up lane is not, therefore, recommended.

Connecticut Avenue Transportation Study.
DDOT's Connecticut Avenue Transportation Study preliminary suggestions in the vicinity of The Sheridan School include the following:

36th Street and Reno Road:

Issue: Speeding and cut-through traffic on northbound Reno Road and 36th Street.

A. Close 36th Street between Reno Road and Warren Street.
B. Construct two traffic chokers on the east side of the 4300 block of 36th Street.
C. Replace the rumble strips on 36th Street in front of The Sheridan School with one speed hump.

Issue: Parking enforcement.

A. Increase residential parking enforcement on 36th Street between Reno Road and Yuma Street.

35th Street and Yuma Street:

Issue: Pedestrian Safety

A. Construct curb cuts at the crosswalk on the east side of 35th Street.

Issue: Signage.

A. Replace missing stop sign on 35th Street.

36th Street and Yuma Street:

Issue: Pedestrian safety.

A. Construct curb cuts at the crosswalk on the south side of Yuma Street.
B. Reconstruct curb cuts on the north side of Yuma Street.

Wells & Associates recommends removing the rumble strips on 36th Street in front of The Sheridan School in response to citizen complaints about noise. A speed hump is not recommended at his location, however, since both ends of this short block are controlled by all-way stop signs and current speeds are low.

Wells & Associates also recommends removal of the little-used, three-hour, parking meters on the east side of 36th Street, south of Yuma Street. Consider unrestricted parking on this block face.

Wells & Associates endorses DDOT's other preliminary suggestions in the vicinity of The Sheridan School.

Parking

The Sheridan School seeks parking variances in order to maximize the number of parking spaces provided on site, minimize or eliminate the need for off-site (or on-street) parking, and permit a modest growth in the maximum number of faculty and staff, from 55 to 60, over the next 10 years.

The school presently employs 55 full- and part-time faculty and staff, including six outside contractors (i.e., tutors and kitchen staff) who are not technically school "employees". A total of 37 parking spaces are required for this number of employees, at the ratio of two parking spaces for every three faculty and staff.

Thirty-seven parking spaces are, in fact, proposed to be provided in the Alton Place lot and on school property on 36th Street, if the tandem and compact variance requests are granted. (See Figure 3-1).

Forty parking spaces would be required for 60 employees. This number of spaces cannot be provided on The Sheridan School site, hence, the need for the third variance.

Potential spillover onto adjacent public streets would be modest and inconsequential (i.e., only three or four cars). There is ample, vacant on-street parking available at all times of day. Moreover, many of the faculty and staff that drive to the school are Ward 3 residents with valid Ward 3 residential parking permits that allow them to legally park on adjacent residential streets.

Granting the proposed parking variances would have no substantial detrimental effect to the public good.

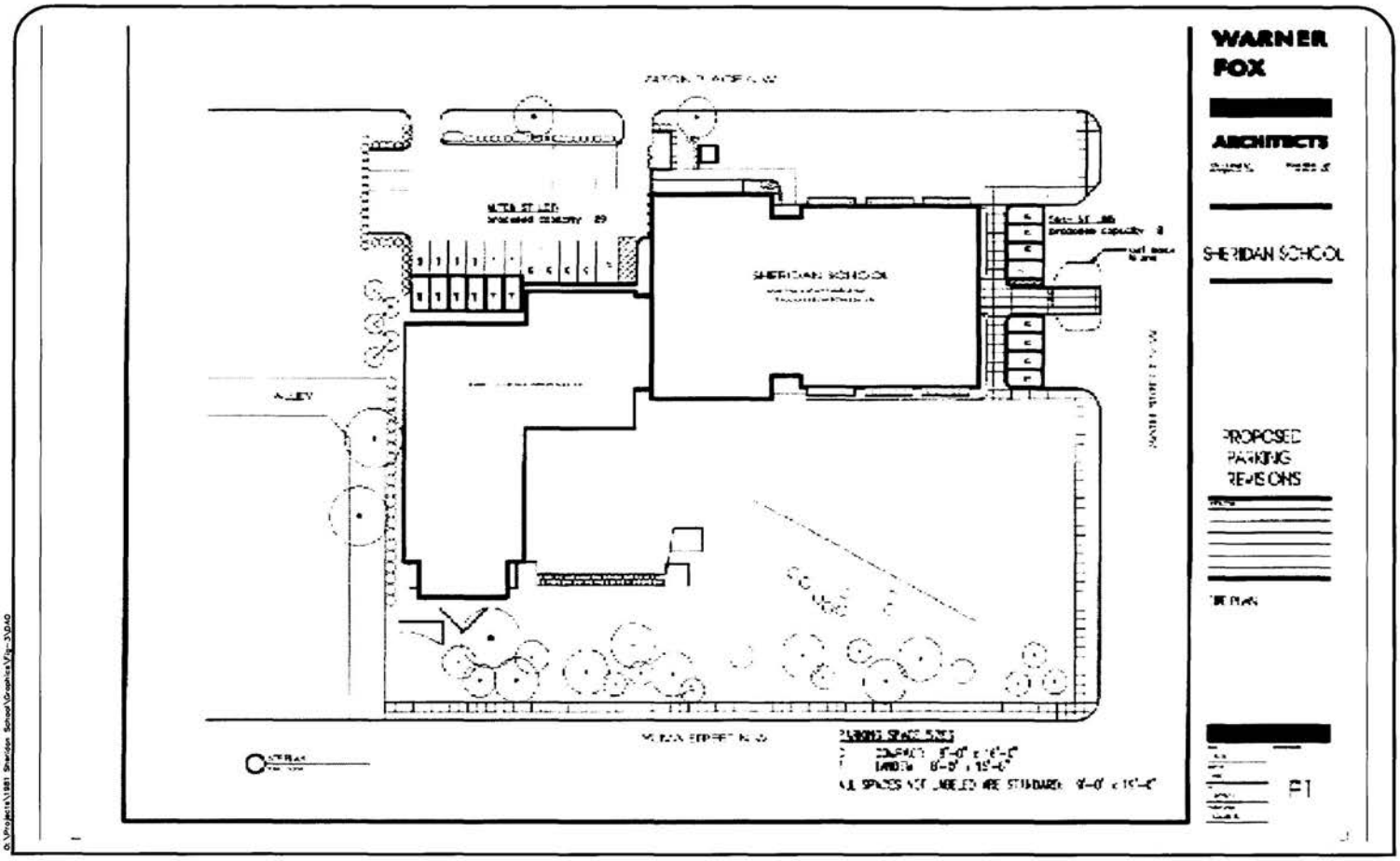


Figure 3–1
Proposed Parking Revisions

Section 4
CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendation of this study are as follows:

1. 36th Street at Yuma Street and Alton Place currently operates at acceptable levels of service, at less than a third of capacity.

2. The Sheridan School and street peak hours do not coincide. School peak occur 15 minutes earlier than the street peak hour in the morning and 1:30 hours earlier than the street peak in the afternoon.

3. The Sheridan School presently generates approximately 325 to 335 vehicle-trips during school peak hours.

4. The proposed increase in enrollment to 226 students would generate up to 34 additional school peak hour vehicle-trips.

5. These additional trips would have no significant adverse traffic impacts and would not be objectionable.

6. Safe and efficient traffic and pedestrian flows were generally observed in the vicinity of The Sheridan School on school days. Through traffic on 36th and other neighborhood streets moved at appropriately slow speeds, unimpeded by Sheridan School traffic.

7. The following is recommended:

   A. Re-enforce the current traffic management plan in quarterly letters or flyers to parents/guardians, faculty/staff, vendors, and the community. Remind all parties to observe traffic and parking laws and regulations.
   B. Prevent parents/guardians and students from crossing 36th Street at mid-block between Yuma Street and Alton Place.
   C. Request that the District of Columbia increase enforcement of posted speed limits, stop sign, and other traffic regulations in order to enhance safety, reduce speeds, and reduce cut-through traffic between Reno Road and Connecticut Avenue.
   D. Request the District of Columbia government to maintain signs and pavement markings (including 15 mph and other speed limit signs, stop signs, parking regulation signs, stop bars, and crosswalks) in good condition.
   E. Reconfigure the on-site parking lot to provide 29 spaces, including 12 standard spaces, 12 tandem spaces, four compact spaces, and one handicapped space.
   F. Reconfigure the 36th Street driveway to provide eight parking spaces. A total of 37 on-site parking spaces would thus be provided on the school site.
   G. Continue to prohibit service and delivery before 7:00 AM.
   H. Request service and delivery vehicle drivers to exhibit safe and courteous behavior on school property and in the neighborhood.
   I. Remove the existing rumble strips on 36th Street in front of The Sheridan School.
   J. Encourage faculty/staff to share rides, take transit, or walk to work.
   K. Encourage students to walk to school or carpool.
   L. Remove the three-hour parking meters on the east side of 36th Street, south of Yuma Street. Provide unrestricted parking on this block face.

8. A new drop-off/pick-up lane on the west (or school) side of 36th Street is not recommended since it would not accommodate all parents/guardians would stand on 36th Street, the wider street would encourage speeding, and it would eliminate much-needed off-street parking in front of the school.

Appendix A

The Sheridan School
Transportation Management Plan

SHERIDAN SCHOOL

September 30, 2002 HEAD OF SCHOOL'S OFFICE

Dear Sheridan Parents,

We need your help. Safety for our students and your children has to be our primary concern. In addition, we have been working closely with our neighbors to foster good relations and a spirit of cooperation. We need their support when we go to the zoning commission with any plans we have for future renovations to Sheridan's campus. It is in the spirit of safety and neighborliness that I write this entreaty for your support.

The traffic situation near and around the school must be improved. At present, it is dangerous and causes a great deal of inconvenience for our neighbors. After much consultation, the following measures will cause the least amount of disruption and will make a positive difference.

Drop-off/Arrival in the Morning:

- **Please do not park your car on the school-side of 36th** street and walk your child into the school or leave the car unattended for any reason.
- **You may park BRIEFLY across from the school to walk your child to the crosswalk** at the corner of Alton and 36th Streets, where we will have a crossing guard to help the children across. **Please do not let your child cross in the middle of 36th Street.**
- Please park on 36th Street **on the other side of Alton or Yuma**, or park on Alton or Yuma Streets if you are going to leave your car and come into the school.
- **Please, no U-turns on 36th Street in front of the school or parking in front of driveways.**

Dismissal/Pick-up in the Afternoon:

- **Please do not park on either side of 36th Street in front of the school** if you are leaving your car and coming into the school to meet your child at one of the playground gates.
- **You may park on the school-side of 36th Street in front of the school and remain in your car if you have arranged for your child (or carpool) to come out from the dismissal gate to the curb on the school side of 36th Street.**
- Please **do not park in front of driveways or on the lawns of any neighbor's homes.**

We will have school personnel out in front of the school to help facilitate arrival and dismissal. These measures allow us to remain faithful to the community culture of Sheridan, where parents and children can greet each other in friendship, particularly at the end of the day, while moving traffic and children in a safe and expedient way.

Thank you in advance for your help!

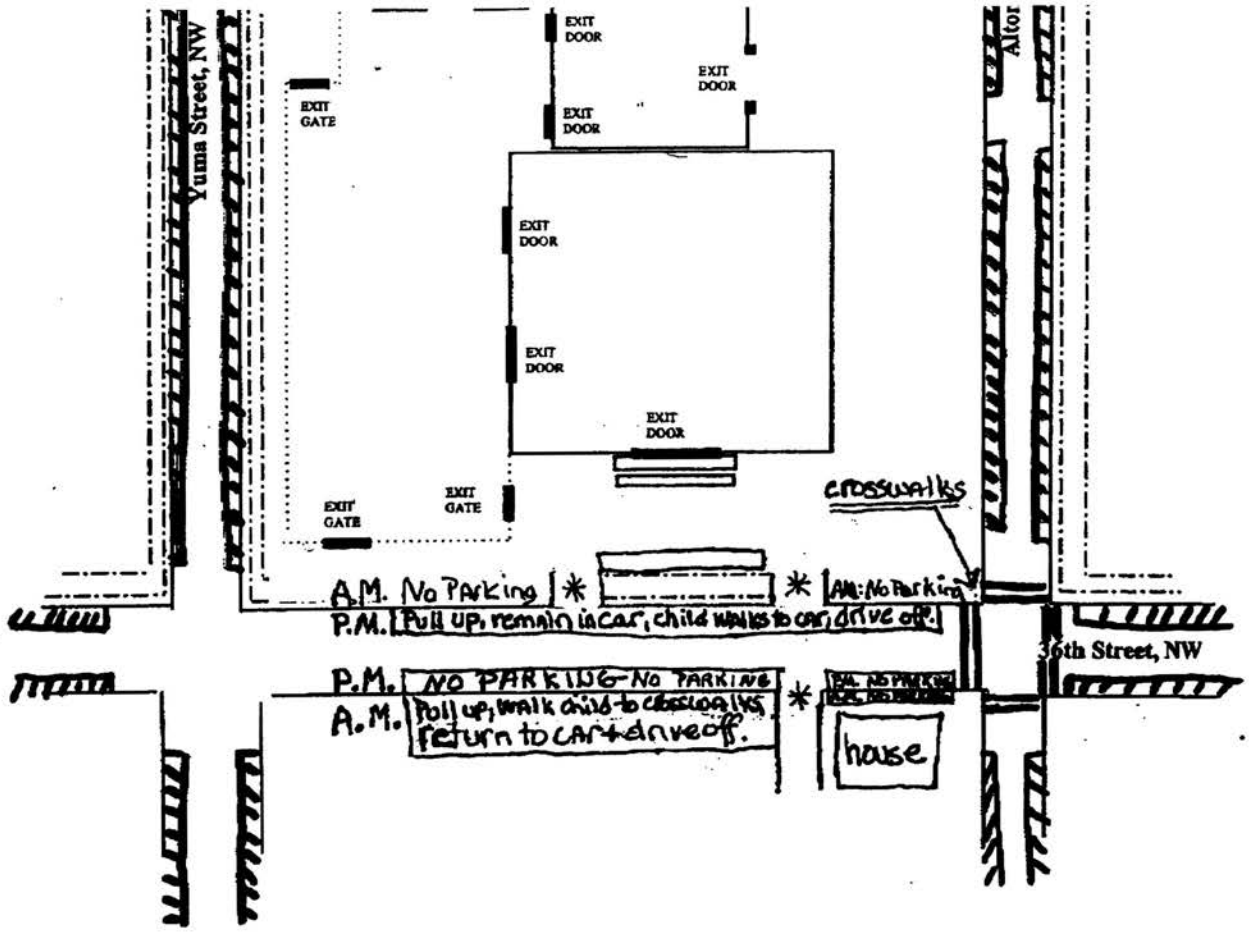
Randy

Randy Plummer

SEE MAP ON REVERSE

SHERIDAN SCHOOL EST. 1922

4400 Thirty-sixth Street, N.W., Washington, D.C. 20008 • 202/362-7900 • Fax: 202/244-9696



Parking (leave car unattended) permitted according to posted parking signs.

* Do NOT Block Driveways.

Appendix B

Existing Vehicle and Pedestrian Counts

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Sheridan School
W & A JOB NC 1981
INTERSECTIO 36th St. and Alton St.
LOCATION: Washington, D.C.

DATE: 01/16/2003
DAY: Thursday
WEATHEF Weather
COUNTEI Muharem
INPUTED Liz

SOUTHBOUND ROA 36th Street
NORTHBOUND ROA 36th Street
WESTBOUND ROAD Alton Street
EASTBOUND ROAD: Alton Street

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound 36th Street				Westbound Alton Street				Northbound 36th Street				Eastbound Alton Street				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
6:30-6:45	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		6:30-6:45
6:45-7:00	1	2	0	3	0	0	0	0	1	6	1	8	0	0	0	0	11	0	11		6:45-7:00
7:00-7:15	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	6	1	7		7:00-7:15
7:15-7:30	2	4	1	7	0	0	0	0	0	8	2	10	0	2	0	2	17	2	19		7:15-7:30
7:30-7:45	2	8	1	11	0	0	1	1	1	5	2	8	1	0	0	1	19	2	21		7:30-7:45
7:45-8:00	2	20	1	23	3	0	0	3	0	14	3	17	0	0	1	1	40	4	44		7:45-8:00
8:00-8:15	4	25	1	30	2	2	1	5	0	18	2	20	2	0	1	3	50	8	58		8:00-8:15
8:15-8:30	3	43	0	46	3	0	1	4	4	18	2	24	18	1	9	28	70	32	102		8:15-8:30
8:30-8:45	1	24	0	25	2	0	0	2	2	15	1	18	6	2	2	10	43	12	55		8:30-8:45
8:45-9:00	4	27	1	32	1	1	2	4	0	12	3	15	1	2	1	4	47	8	55		8:45-9:00
9:00-9:15	3	10	0	13	1	0	1	2	2	11	2	15	1	1	0	2	28	4	32		9:00-9:15
9:15-9:30	0	12	1	13	2	0	4	6	2	9	2	13	0	0	1	1	26	7	33		9:15-9:30
2:00-2:15	1	4	2	7	3	1	0	4	0	13	0	13	0	2	0	2	20	6	26		2:00-2:15
2:15-2:30	3	4	1	8	0	1	0	1	2	6	0	8	0	0	0	0	16	1	17		2:15-2:30
2:30-2:45	1	5	0	6	1	0	1	2	1	7	1	9	1	1	3	5	15	7	22		2:30-2:45
2:45-3:00	0	3	0	3	0	0	1	1	2	15	0	17	2	2	0	4	20	5	25		2:45-3:00
3:00-3:15	0	5	1	6	3	0	0	3	2	16	2	20	1	1	2	4	26	7	33		3:00-3:15
3:15-3:30	0	10	2	12	0	1	0	1	2	13	1	16	6	1	1	8	28	9	37		3:15-3:30
3:30-3:45	5	15	1	21	3	1	0	4	4	28	2	34	5	1	12	18	55	22	77		3:30-3:45
3:45-4:00	3	7	1	11	1	0	1	2	3	29	2	34	1	1	5	7	45	9	54		3:45-4:00
4:00-4:15	0	7	3	10	2	0	3	5	3	18	2	23	1	2	0	3	33	8	41		4:00-4:15
4:15-4:30	3	14	0	17	1	0	2	3	3	21	2	26	1	2	2	5	43	8	51		4:15-4:30
4:30-4:45	1	10	1	12	1	0	0	1	2	22	0	24	1	4	4	9	36	10	46		4:30-4:45
4:45-5:00	2	12	2	16	3	1	0	4	2	14	1	17	2	1	2	5	33	9	42		4:45-5:00
5:00-5:15	1	4	1	6	1	0	0	1	1	30	4	35	3	0	3	6	41	7	48		5:00-5:15
5:15-5:30	4	8	2	14	1	1	1	3	3	23	4	30	0	2	2	4	44	7	51		5:15-5:30
5:30-5:45	0	6	0	6	2	0	5	7	2	31	1	34	2	0	4	6	40	13	53		5:30-5:45
5:45-6:00	0	6	1	7	1	1	0	2	1	27	0	28	2	2	1	5	35	7	42		5:45-6:00
6:00-6:15	0	4	0	4	0	0	0	0	0	21	0	21	0	1	2	3	25	3	28		6:00-6:15
6:15-6:30	2	9	2	13	3	1	2	6	0	17	0	17	0	1	1	2	30	8	38		6:15-6:30
16 Hour Totals	**49**	**311**	**26**	**386**	**41**	**11**	**26**	**78**	**45**	**471**	**42**	**558**	**57**	**32**	**59**	**148**	**944**	**226**	**1,170**		
1 Hour Totals																					
6:30-7:30	4	9	1	14	1	0	0	1	1	18	3	22	0	2	0	2	36	3	39	0.51	6:30-7:30
6:45-7:45	5	16	2	23	1	0	1	2	2	23	5	30	1	2	0	3	53	5	58	0.69	6:45-7:45
7:00-8:00	6	34	3	43	4	0	1	5	1	31	7	39	1	2	1	4	82	9	91	0.52	7:00-8:00
7:15-8:15	10	57	4	71	5	2	2	9	1	45	9	55	3	2	2	7	126	16	142	0.61	7:15-8:15
7:30-8:30	11	96	3	110	8	2	3	13	5	55	9	69	21	1	11	33	179	46	225	0.55	7:30-8:30
7:45-8:45	10	112	2	124	10	2	2	14	6	65	8	79	26	3	13	42	203	56	259	0.63	7:45-8:45
8:00-9:00	12	119	2	133	8	3	4	15	6	63	8	77	27	5	13	45	210	60	270	0.66	8:00-9:00
8:15-9:15	11	104	1	116	7	1	4	12	8	56	8	72	26	6	12	44	188	56	244	0.60	8:15-9:15
8:30-9:30	8	73	2	83	6	1	7	14	6	47	8	61	8	5	4	17	144	31	175	0.80	8:30-9:30
2:00-3:00	5	16	3	24	4	2	2	8	5	41	1	47	3	5	3	11	71	19	90	0.87	2:00-3:00
2:15-3:15	4	17	2	23	4	1	2	7	7	44	3	54	4	4	5	13	77	20	97	0.73	2:15-3:15
2:30-3:30	1	23	3	27	4	1	2	7	7	51	4	62	10	5	6	21	89	28	117	0.79	2:30-3:30
2:45-3:45	5	33	4	42	6	2	1	9	10	72	5	87	14	5	15	34	129	43	172	0.56	2:45-3:45
3:00-4:00	8	37	5	50	7	2	1	10	11	86	7	104	13	4	20	37	154	47	201	0.65	3:00-4:00
3:15-4:15	8	39	7	54	6	2	4	12	12	88	7	107	13	5	18	36	161	48	209	0.68	3:15-4:15
3:30-4:30	11	43	5	59	7	1	6	14	13	96	8	117	8	6	19	33	176	47	223	0.72	3:30-4:30
3:45-4:45	7	38	5	50	5	0	6	11	11	90	6	107	4	9	11	24	157	35	192	0.89	3:45-4:45
4:00-5:00	6	43	6	55	7	1	5	13	10	75	5	90	5	9	8	22	145	35	180	0.88	4:00-5:00
4:15-5:15	7	40	4	51	6	1	2	9	8	87	7	102	7	7	11	25	153	34	187	0.92	4:15-5:15
4:30-5:30	8	34	6	48	6	2	1	9	8	89	9	106	6	7	11	24	154	33	187	0.92	4:30-5:30
4:45-5:45	7	30	5	42	7	2	6	15	8	98	10	116	7	3	11	21	158	36	194	0.92	4:45-5:45
5:00-6:00	5	24	4	33	5	2	6	13	7	111	9	127	7	4	10	21	160	34	194	0.92	5:00-6:00
5:15-6:15	4	24	3	31	4	2	6	12	6	102	5	113	4	5	9	18	144	30	174	0.82	5:15-6:15
5:30-6:30	2	25	3	30	6	2	7	15	3	96	1	100	4	4	8	16	130	31	161	0.76	5:30-6:30
AM Peak 8:00-9:00	**12**	**119**	**2**	**133**	**8**	**3**	**4**	**15**	**6**	**63**	**8**	**77**	**27**	**5**	**13**	**45**	**210**	**60**	**270**	**0.66**	**AM Peak 8:00-9:00**
Mid-Day Peak 3:00-4:00	**8**	**37**	**5**	**50**	**7**	**2**	**1**	**10**	**11**	**86**	**7**	**104**	**13**	**4**	**20**	**37**	**154**	**47**	**201**	**0.65**	**Mid-Day Peak 3:00-4:00**
PM Peak 4:45-5:45	**7**	**30**	**5**	**42**	**7**	**2**	**6**	**15**	**8**	**98**	**10**	**116**	**7**	**3**	**11**	**21**	**158**	**36**	**194**	**0.92**	**PM Peak 4:45-5:45**

Wells & Associates, LLC

McLean, Virginia

Existing Traffic Count

PROJECT: Sheridan School
W & A JOB NC 1981
INTERSECTIO 36th. St. and Yuma St.
LOCATION: Washington, D.C.

DATE: 01/16/2003
DAY: Thursday
WEATHEF Weather
COUNTEI Lazo
INPUTED Liz

SOUTHBOUND ROA 36th Street
NORTHBOUND ROA 36th Street
WESTBOUND ROAD Yuma Street
EASTBOUND ROAD: Yuma Street

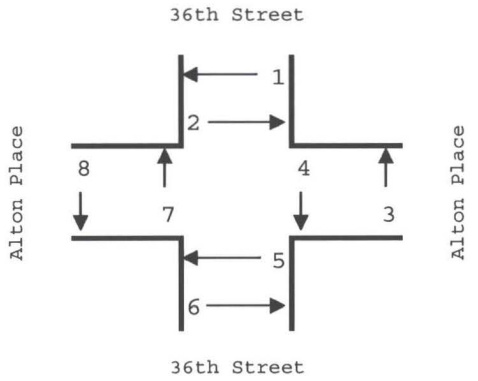
Time Period	Turning Movements: Southbound 36th Street 1 Right	2 Thru	3 Left	Total	Westbound Yuma Street 4 Right	5 Thru	6 Left	Total	Northbound 36th Street 7 Right	8 Thru	9 Left	Total	Eastbound Yuma Street 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
6:30-6:45	0	3	0	3	1	5	0	6	2	1	4	7	5	0	1	6	10	12	22		6:30-6:45
6:45-7:00	0	2	0	2	2	1	3	6	2	4	0	6	0	4	0	4	8	10	18		6:45-7:00
7:00-7:15	0	2	0	2	0	2	1	3	5	4	0	9	0	3	1	4	11	7	18		7:00-7:15
7:15-7:30	0	1	4	5	3	5	2	10	3	5	0	8	1	5	1	7	13	17	30		7:15-7:30
7:30-7:45	0	6	4	10	1	1	2	4	4	5	0	9	0	7	2	9	19	13	32		7:30-7:45
7:45-8:00	6	8	4	18	3	1	5	9	7	13	0	20	0	9	2	11	38	20	58		7:45-8:00
8:00-8:15	7	6	16	29	3	4	2	9	11	15	1	27	1	13	4	18	56	27	83		8:00-8:15
8:15-8:30	20	15	27	62	1	6	5	12	14	2	4	20	2	17	3	22	82	34	116		8:15-8:30
8:30-8:45	4	9	10	23	1	4	3	8	12	12	0	24	0	13	1	14	47	22	69		8:30-8:45
8:45-9:00	1	18	11	30	2	5	3	10	21	9	1	31	3	20	4	27	61	37	98		8:45-9:00
9:00-9:15	3	4	5	12	2	5	1	8	19	11	1	31	2	15	3	20	43	28	71		9:00-9:15
9:15-9:30	6	5	5	16	3	3	1	7	13	11	1	25	1	14	1	16	41	23	64		9:15-9:30
2:00-2:15	1	2	1	4	3	5	3	11	12	11	0	23	0	5	0	5	27	16	43		2:00-2:15
2:15-2:30	1	3	2	6	3	13	8	24	6	6	1	13	0	9	2	11	19	35	54		2:15-2:30
2:30-2:45	0	3	4	7	1	11	8	20	8	6	1	15	0	2	0	2	22	22	44		2:30-2:45
2:45-3:00	1	5	1	7	0	8	4	12	8	16	0	24	0	5	1	6	31	18	49		2:45-3:00
3:00-3:15	0	1	0	1	3	12	3	18	4	15	0	19	0	4	0	4	20	22	42		3:00-3:15
3:15-3:30	4	5	0	9	2	15	2	19	12	13	1	26	1	5	0	6	35	25	60		3:15-3:30
3:30-3:45	11	6	0	17	3	10	2	15	11	26	6	43	1	12	4	17	60	32	92		3:30-3:45
3:45-4:00	1	7	1	9	1	10	2	13	6	22	1	29	2	5	2	9	38	22	60		3:45-4:00
4:00-4:15	5	7	1	13	4	5	9	18	7	21	2	30	2	7	2	11	43	29	72		4:00-4:15
4:15-4:30	1	6	4	11	7	10	3	20	10	14	0	24	0	6	0	6	35	26	61		4:15-4:30
4:30-4:45	4	7	1	12	4	9	5	18	10	17	0	27	1	5	1	7	39	25	64		4:30-4:45
4:45-5:00	1	7	1	9	4	15	6	25	13	12	0	25	0	2	1	3	34	28	62		4:45-5:00
5:00-5:15	4	3	4	11	8	18	3	29	14	22	0	36	0	4	1	5	47	34	81		5:00-5:15
5:15-5:30	2	6	2	10	11	15	9	35	9	20	1	30	0	6	2	8	40	43	83		5:15-5:30
5:30-5:45	1	2	6	9	9	13	3	25	6	20	0	26	0	8	0	8	35	33	68		5:30-5:45
5:45-6:00	1	2	3	6	4	16	3	23	13	16	0	29	1	3	1	5	35	28	63		5:45-6:00
6:00-6:15	1	4	1	6	3	13	8	24	13	21	0	34	0	5	0	5	40	29	69		6:00-6:15
6:15-6:30	1	8	1	10	0	8	3	11	8	15	0	23	0	1	2	3	33	14	47		6:15-6:30
16 Hour Totals	**87**	**163**	**119**	**369**	**92**	**248**	**112**	**452**	**283**	**385**	**25**	**693**	**23**	**214**	**42**	**279**	**###**	**731**	**1,793**		
1 Hour Totals																					
6:30-7:30	0	8	4	12	6	13	6	25	12	14	4	30	6	12	3	21	42	46	88	0.73	6:30-7:30
6:45-7:45	0	11	8	19	6	9	8	23	14	18	0	32	1	19	4	24	51	47	98	0.77	6:45-7:45
7:00-8:00	6	17	12	35	7	9	10	26	19	27	0	46	1	24	6	31	81	57	138	0.59	7:00-8:00
7:15-8:15	13	21	28	62	10	11	11	32	25	38	1	64	2	34	9	45	126	77	203	0.61	7:15-8:15
7:30-8:30	33	35	51	119	8	12	14	34	36	35	5	76	3	46	11	60	195	94	289	0.62	7:30-8:30
7:45-8:45	37	38	57	132	8	15	15	38	44	42	5	91	3	52	10	65	223	103	326	0.70	7:45-8:45
8:00-9:00	32	48	64	144	7	19	13	39	58	38	6	102	6	63	12	81	246	120	366	0.79	8:00-9:00
8:15-9:15	28	46	53	127	6	20	12	38	66	34	6	106	7	65	11	83	233	121	354	0.76	8:15-9:15
8:30-9:30	14	36	31	81	8	17	8	33	65	43	3	111	6	62	9	77	192	110	302	0.77	8:30-9:30
2:00-3:00	3	13	8	24	7	37	23	67	34	39	2	75	0	21	3	24	99	91	190	0.88	2:00-3:00
2:15-3:15	2	12	7	21	7	44	23	74	26	43	2	71	0	20	3	23	92	97	189	0.88	2:15-3:15
2:30-3:30	5	14	5	24	6	46	17	69	32	50	2	84	1	16	1	18	108	87	195	0.81	2:30-3:30
2:45-3:45	16	17	1	34	8	45	11	64	35	70	7	112	2	26	5	33	146	97	243	0.66	2:45-3:45
3:00-4:00	16	19	1	36	9	47	9	65	33	76	8	117	4	26	6	36	153	101	254	0.69	3:00-4:00
3:15-4:15	21	25	2	48	10	40	15	65	36	82	10	128	6	29	8	43	176	108	284	0.77	3:15-4:15
3:30-4:30	18	26	6	50	15	35	16	66	34	83	9	126	5	30	8	43	176	109	285	0.77	3:30-4:30
3:45-4:45	11	27	7	45	16	34	19	69	33	74	3	110	5	23	5	33	155	102	257	0.89	3:45-4:45
4:00-5:00	11	27	7	45	19	39	23	81	40	64	2	106	3	20	4	27	151	108	259	0.90	4:00-5:00
4:15-5:15	10	23	10	43	23	52	17	92	47	65	0	112	1	17	3	21	155	113	268	0.83	4:15-5:15
4:30-5:30	11	23	8	42	27	57	23	107	46	71	1	118	1	17	5	23	160	130	290	0.87	4:30-5:30
4:45-5:45	8	18	13	39	32	61	21	114	42	74	1	117	0	20	4	24	156	138	294	0.89	4:45-5:45
5:00-6:00	8	13	15	36	32	62	18	112	42	78	1	121	1	21	4	26	157	138	295	0.89	5:00-6:00
5:15-6:15	5	14	12	31	27	57	23	107	41	77	1	119	1	22	3	26	150	133	283	0.85	5:15-6:15
5:30-6:30	4	16	11	31	16	50	17	83	40	72	0	112	1	17	3	21	143	104	247	0.89	5:30-6:30
AM Peak 8:00-9:00	**32**	**48**	**64**	**144**	**7**	**19**	**13**	**39**	**58**	**38**	**6**	**102**	**6**	**63**	**12**	**81**	**246**	**120**	**366**	**0.79**	**AM Peak 8:00-9:00**
Mid-Day Peak 3:00-4:00	**16**	**19**	**1**	**36**	**9**	**47**	**9**	**65**	**33**	**76**	**8**	**117**	**4**	**26**	**6**	**36**	**153**	**101**	**254**	**0.69**	**Mid-Day Peak 3:00-4:00**
PM Peak 5:00-6:00	**8**	**13**	**15**	**36**	**32**	**62**	**18**	**112**	**42**	**78**	**1**	**121**	**1**	**21**	**4**	**26**	**157**	**138**	**295**	**0.89**	**PM Peak 5:00-6:00**

Wells & Associates, LLC
McLean, Virginia

North

Pedestrian Volume Survey

Project Name:	Sheridan School
Project Number:	1981
Location:	Washington D.C.
Intersection:	36th St. and Alton Place
Weather:	Cold
Date:	01/16/2003



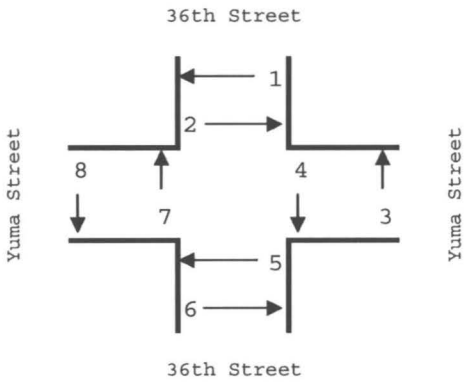
TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45	0	0	0	0	0	0	3	0
6:45-7:00	0	0	0	0	0	0	0	0
7:00-7:19	0	0	0	0	0	1	2	0
7:15-7:30	0	0	0	1	0	0	2	0
7:30-7:45	0	0	2	0	0	0	0	1
7:45-8:00	0	3	2	2	0	0	1	1
8:00-8:15	0	1	0	0	3	0	0	4
8:15-8:30	0	2	0	3	12	0	8	12
8:30-8:45	0	3	0	4	1	0	3	0
8:45-9:00	0	0	0	0	0	0	0	1
9:00-9:15	0	0	0	0	0	0	0	0
9:15-9:30	0	0	0	4	0	0	0	4
PM								
2:00-2:15	0	0	0	0	0	0	0	2
2:15-2:30	0	0	0	0	0	0	0	0
2:30-2:45	0	0	0	0	0	2	4	3
2:45-3:00	0	0	0	0	0	0	0	0
3:00-3:15	0	0	0	0	0	0	0	2
3:15-3:30	1	0	0	0	0	1	2	9
3:30-3:45	1	0	3	1	2	10	11	2
3:45-4:00	0	6	2	0	3	6	9	0
4:00-4:15	1	0	2	0	0	0	3	0
4:15-4:30	0	0	0	0	0	0	0	0
4:30-4:45	0	2	0	1	1	0	2	0
4:45-5:00	0	0	0	0	0	3	0	3
5:00-5:15	0	0	2	0	0	0	0	8
5:15-5:30	0	1	3	0	0	0	4	2
5:30-5:45	1	1	0	1	0	0	1	0
5:45-6:00	1	0	0	0	0	0	0	0
6:00-6:15	0	0	0	0	0	0	2	0
6:15-6:30	0	0	0	0	0	0	0	2

Wells & Associates, LLC
McLean, Virginia

North

Pedestrian Volume Survey

Project Name:	Sheridan School
Project Number:	1981
Location:	Washington D.C.
Intersection:	36th St. and Yuma St.
Weather:	Cold
Date:	01/16/2003
Name:	Lazo



TIME	Movement							
	1	2	3	4	5	6	7	8
AM								
6:30-6:45	0	0	0	0	0	0	0	0
6:45-7:00	1	0	1	1	1	0	0	0
7:00-7:19	0	1	0	0	0	1	0	2
7:15-7:30	0	0	2	3	0	1	0	0
7:30-7:45	1	5	2	0	0	1	1	0
7:45-8:00	1	1	2	1	0	0	0	1
8:00-8:15	8	1	1	2	0	0	2	1
8:15-8:30	7	4	3	0	0	0	0	0
8:30-8:45	1	3	3	1	3	2	0	2
8:45-9:00	0	2	1	1	2	2	0	1
9:00-9:15	0	2	1	3	0	2	1	1
9:15-9:30	0	0	0	1	0	2	0	0
PM								
2:00-2:15	1	0	0	0	0	0	0	2
2:15-2:30	1	0	0	0	0	0	1	0
2:30-2:45	0	1	0	0	0	0	0	3
2:45-3:00	0	0	0	0	0	0	0	0
3:00-3:15	2	0	1	1	0	0	0	0
3:15-3:30	3	1	1	0	1	1	3	1
3:30-3:45	6	5	0	0	5	3	1	13
3:45-4:00	0	0	0	0	2	0	2	7
4:00-4:15	0	0	3	1	0	0	1	0
4:15-4:30	2	0	2	0	0	0	0	0
4:30-4:45	1	0	0	0	0	0	0	2
4:45-5:00	2	0	0	0	0	2	1	4
5:00-5:15	3	0	1	0	0	0	0	3
5:15-5:30	7	5	5	1	1	2	2	1
5:30-5:45	1	1	0	1	1	0	1	0
5:45-6:00	1	0	1	0	0	0	0	1
6:00-6:15	0	3	0	1	0	0	3	0
6:15-6:30	2	2	0	0	0	0	0	0

Appendix C

Intersection Capacity Analyses



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	10	52	3	15	15	8	5	42	44	57	38	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	11	58	3	17	17	9	6	47	49	63	42	41

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	72	42	101	147
Volume Left (vph)	11	17	6	63
Volume Right (vph)	3	9	49	41
Hadj (s)	0.0	0.0	-0.2	0.0
Departure Headway (s)	4.5	4.3	4.1	4.2
Degree Utilization, x	0.09	0.05	0.11	0.17
Capacity (veh/h)	761	601	854	839
Control Delay (s)	7.9	7.5	7.6	8.1
Approach Delay (s)	7.9	7.5	7.6	8.1
Approach LOS	A	A	A	A

Intersection Summary			
Delay		7.8	
HCM Level of Service		A	
Intersection Capacity Utilization	30.9%	ICU Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	10	52	3	15	15	8	5	42	44	57	38	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	11	58	3	17	17	9	6	47	49	63	42	41

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	72	42	101	147
Volume Left (vph)	11	17	6	63
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Departure Headway (s)	4.5	4.3	4.1	4.2
Degree Utilization, x	0.09	0.05	0.11	0.17
Capacity (veh/h)	761	601	854	839
Control Delay (s)	7.9	7.5	7.6	8.1
Approach Delay (s)	7.9	7.5	7.6	8.1
Approach LOS	A	A	A	A

Intersection Summary			
Delay		7.8	
HCM Level of Service		A	
Intersection Capacity Utilization	30.9%	ICU Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	8	30	5	16	35	15	9	83	34	6	26	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	9	33	6	18	39	17	10	92	38	7	29	20

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	73	140	56
Volume Left (vph)	9	18	10	7
Volume Right (vph)	6	17	38	20
Hadj (s)	0.0	-0.1	-0.1	-0.2
Departure Headway (s)	4.4	4.3	4.1	4.1
Degree Utilization, x	0.06	0.09	0.16	0.06
Capacity (veh/h)	784	603	847	851
Control Delay (s)	7.7	7.8	7.9	7.4
Approach Delay (s)	7.7	7.8	7.9	7.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.7		
HCM Level of Service	A		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	4	21	1	18	62	32	1	78	42	15	13	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	4	23	1	20	69	36	1	87	47	17	14	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	29	124	134	40
Volume Left (vph)	4	20	1	17
Volume Right (vph)	1	36	47	9
Hadj (s)	0.0	-0.1	-0.2	0.0
Departure Headway (s)	4.4	4.4	4.1	4.4
Degree Utilization, x	0.04	0.15	0.15	0.05
Capacity (veh/h)	774	615	843	813
Control Delay (s)	7.6	8.1	7.9	7.6
Approach Delay (s)	7.6	8.1	7.9	7.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay			7.9	
HCM Level of Service			A	
Intersection Capacity Utilization		27.0%	ICU Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	13	3	36	2	2	10	8	65	6	2	112	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	14	3	40	2	2	11	9	72	7	2	124	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	58	16	88	138
Volume Left (vph)	14	2	9	2
Volume Right (vph)	40	11	7	11
Hadj (s)	-0.3	-0.4	0.0	0.0
Departure Headway (s)	4.1	3.8	4.2	4.1
Degree Utilization, x	0.07	0.02	0.10	0.16
Capacity (veh/h)	844	646	833	857
Control Delay (s)	7.3	6.9	7.7	7.9
Approach Delay (s)	7.3	6.9	7.7	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay			7.7	
HCM Level of Service			A	
Intersection Capacity Utilization			26.1%	ICU Level of Service
				A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	13	3	36	2	2	10	8	65	6	2	112	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	14	3	40	2	2	11	9	72	7	2	124	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	58	16	88	138
Volume Left (vph)	14	2	9	2
Volume Right (vph)	40	11	7	11
Hadj (s)	-0.3	-0.4	0.0	0.0
Departure Headway (s)	4.1	3.8	4.2	4.1
Degree Utilization, x	0.07	0.02	0.10	0.16
Capacity (veh/h)	844	646	833	857
Control Delay (s)	7.3	6.9	7.7	7.9
Approach Delay (s)	7.3	6.9	7.7	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay		7.7		
HCM Level of Service		A		
Intersection Capacity Utilization		26.1%	ICU Level of Service	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	19	6	8	6	1	7	8	65	6	5	43	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	21	7	9	7	1	8	9	72	7	6	48	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	37	16	88	66
Volume Left (vph)	21	7	9	6
Volume Right (vph)	9	8	7	12
Hadj (s)	0.0	-0.2	0.0	-0.1
Departure Headway (s)	4.2	4.0	4.1	4.0
Degree Utilization, x	0.04	0.02	0.10	0.07
Capacity (veh/h)	820	629	860	879
Control Delay (s)	7.4	7.0	7.5	7.3
Approach Delay (s)	7.4	7.0	7.5	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.4		
HCM Level of Service	A		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Sign Control		Stop			Stop			Stop			Stop	
Volume (veh/h)	10	4	7	6	2	5	9	111	7	4	24	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (veh/h)	11	4	8	7	2	6	10	123	8	4	27	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	23	14	141	37
Volume Left (vph)	11	7	10	4
Volume Right (vph)	8	6	8	6
Hadj (s)	-0.1	-0.1	0.0	0.0
Departure Headway (s)	4.2	4.1	4.0	4.1
Degree Utilization, x	0.03	0.02	0.16	0.04
Capacity (veh/h)	820	613	875	869
Control Delay (s)	7.3	7.2	7.8	7.2
Approach Delay (s)	7.3	7.2	7.8	7.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay			7.6	
HCM Level of Service			A	
Intersection Capacity Utilization		20.5%	ICU Level of Service	A

EXHIBIT 42

CASE NO. 16977

HAS AN OVERSIZED EXHIBIT

PLEASE SEE AT OFFICE