As part of this analysis, several assumptions were made to determine the anticipated traffic and parking demand. These assumptions include the following:

- Based on the surveys, the need for a shuttle to the Metrorail and bus system was identified. Surveys indicate that 90% of the respondents would consider utilizing the shuttle bus service, but for this analysis, a conservative estimate of 36% was assumed to utilize shuttle bus service. This percentage was used because it represents the existing utilization of public transportation at the existing school site. It is assumed that shuttle bus service will be provided for students to the Tenleytown station, with the addition of a second location if the demand warrants it.
- It was assumed that all of the employees will drive and all will arrive and leave during the school peak hours, although arrival and dismissal times are currently staggered for part-time personnel.

TABLE 2

Projected Trip Generation at Maximum Enrollment of 320 Students and 74 Employees

	Students/ Employees	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
		Enter	Exit	**Total**	Enter	Exit	**Total**
Students Who Drive	76*	38	0	38	0	21	21
Students Who Are Driven	129	101	101	202	9^	9^	18^
Students Who Take Shuttle	115	3**	3**	6**	3**	3**	6**
Employees	74	74	0	74	0	74	74
Total	394	216	104	320	12	107	119

Note: ^ - represents a majority of the student population staying afterschool to participate in athletics and extracurricular activities
* - represents the requirement for student drivers to drive at least one other student to school
** - represents a shuttle bus arriving and departing every 20 minutes

Directional Distribution

Using student zip code information, and student surveys, the directional distribution of the projected vehicular trips was determined to be 65% of the site generated traffic originating from north of the site and 35 % from south of the site. Figure 4 presents the directional distribution of the site generated trips to the proposed school site.

Future Traffic Volumes

Using existing traffic volumes as a baseline level of traffic activity, future volumes were determined by adding the proposed vehicular trip generation to the existing traffic volumes and by applying the directional distribution percentages to account for the origins and destinations of the school-related traffic. Figure 5 presents the site generated traffic volumes for the Field School. Figure 6 presents the future traffic volumes with the projected future GW/MVC development and with the relocation of the Field School to Foxhall Road.

BZA
Case No. 16559
Exhibit No. 425

Board of Zoning Adjustment
District of Columbia
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