GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

Transportation Policy and Planning Administration

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Memorandum

TO: Jerrily R. Kress, FAIA
Director, Office of Zoning

FROM: Kenneth G. Laden
Associate Director

DATE: January 31, 2005

SUBJECT: BZA Application No. 17276 – 2101 Foxhall Road, NW – Request for Special Exception

The District of Columbia Department of Transportation (DDOT) has reviewed the above project, which entails the construction of 35 single-family homes on a theoretical lot. The proposed project will also include 12 matter-of-right, single-family homes.

The project is located on the southeast corner of the intersection of W Street and Foxhall Road, NW. The Department has reviewed the traffic study conducted by the applicant, which indicates that the proposed development would generate approximately 34 vehicle trips during the a.m. peak hour and 47 vehicle trips during the p.m. peak hour. We note that trip generation rates used for the proposed development (ITE Trip Generation Manual) are higher than normally used for similar development in the District. Therefore, future traffic conditions could be better than projected in this study.

DDOT concurs with the applicant's capacity analysis and the level of service (LOS) computations that show acceptable levels of service except for the stop sign controlled east and westbound approaches of W Street to Foxhall Road in the a.m. peak hour. To mitigate this undesirable condition at the intersection of W Street and Foxhall Road, the applicant is providing a new full access driveway from Foxhall Road to be located approximately 400 feet south of the intersection of W Street and Foxhall Road.

The driveway will include a southbound left turn lane and a separate left turn lane exiting the proposed development. We note that this proposed access point on Foxhall Road would operate at an acceptable level of service. DDOT supports this new driveway and conditions it support of the project to the full implementation of the access driveway. All

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design and construction within the public space shall be reviewed and approved by the Department. In addition, the project will construct a series of internal private roadway, which will provide internal circulation and access to each dwelling unit.

The addition of this project will not substantially affect the existing level of service of the surrounding street system. From a transportation standpoint, the project will not have an adverse impact on the area road network. Accordingly, DDOT supports the project.