

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

D.C. OFFICE OF ZONING
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Memorandum

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

FROM: Kenneth G. Laden
Associate Director

DATE: April 19, 2005

SUBJECT: BZA Application No. 17309 – Special exception to allow 13 detached single-family dwellings on a single subdivided lot, including two 16 feet roadways for Chain Bridge Road residential development

The applicant seeks a special exception to construct 13 single-family detached homes and a modification to the requirement of a 25-foot roadway as permitted in the CUBT/R-1-A District on Chain Bridge Road, NW, Square 1425. Each home will have its own driveway and will provide at least 2 parking spaces.

The subject property fronts on the west side of Chain Bridge Road, abutting the Battery Kemble Park on the east side. The property includes Lot 827 in Square 1425 and Parcels 12/63, 12/293 and 12/294. The property is currently vacant, it is the site of the former Murphy home, which was razed in 2000. The property has a land area of 143,190 square feet with approximately 574 feet of frontage on Chain Bridge Road.

The proposed development will repave two existing driveways off Chain Bridge Road to service 12 homes. The home located at the southern end of the property will have its own driveway off Chain Bridge Road. The roadway located at the northern end of the property would be 16 feet wide and would serve three homes and terminate in a cul-de-sac with a 60-foot diameter. The central roadway bisecting the site would also be 16 feet wide to serve nine homes and terminate in a cul-de-sac with 60 feet diameter.

The Department of Transportation (DDOT) has reviewed the applicant's traffic study with regard to capacity analysis and level of service associated with the proposed development. We note that approximately 20 vehicle trips are generated during the a.m. peak hour and 26 vehicles during the p.m. peak hour. This level of traffic generation

BZA
Case No. 17309
Exhibit No. 55

would not have a significant impact on the street system in the area. However, DDOT is concerned whether the proposed 16-foot roadway could support two-way traffic movement.

We understand that the applicant is trying to save the maximum on site trees, a desirable objective DDOT shares in the area. But the Department would prefer a minimum of 20 feet roadway from the standpoint of safety. We also note that the applicant will provide mitigating measures such as concave mirrors appropriately placed to ensure appropriate sight distance at the entrances to the development.

In summary, the site impact analysis indicates that the proposed development will have a minor impact in terms of capacity and level of service of the adjacent street system. Accordingly, DDOT will not object to the proposed project provided the main driveway providing access to Chain Bridge Road is widened to 20 feet. Any trees removed to accommodate this driveway widening should be replaced with an equivalent caliper inches of new trees.