

The District Department of Transportation has addressed the impact of the proposal in the following areas:

- Trip generation and level of service
- Project access, parking and loading facilities
- Pedestrian and bicycle access, and
- Transportation management plan

DDOT has reviewed the applicant's transportation report with regard to trip generation and level of service calculations on the critical intersections leading to and from the proposed project.

To properly analyze the area impact of the proposal on the local street system it is necessary that vehicular trips generated by known future developments in the area be included in the analysis. The applicant has done so by including in the report the impact of the WMATA Northwest Bus Garage Redevelopment, the Wisconsin Place, the Geico site and the Chevy Chase Center, all located in the Friendship Height CBD. We note that the proposed development will replace the existing Washington Clinic Facility. The trips associated with the existing development were estimated and subtracted from the trips generated by the proposed PUD.

The result of the applicant's calculation indicates that the net trip generated by the PUD will be **one trip** during the am peak hour and **six trips** during the pm peak hour. If this scenario happens, this proposal will have a negligible impact on the surrounding street in terms of capacity and level of service. However, the applicant trip generation rates used for this development is based on 65 percent trip reduction to reflect the available ample public transportation supply in the area. Trip rates used by the applicant are lower than DDOT normally uses for similar residential development.

For this reason, DDOT applied rates derived from the DC trip generation study performed by the Council of Governments in the Friendship Heights Area. Applying .25 trips per dwelling unit and a 50 percent transit use, approx. 18 vehicles will be generated by the PUD during the morning peak hour and 13 trips during the evening peak hours. The additional traffic generated by this project will have **no significant impact** with regard to capacity and level of service at the critical intersections of Western Avenue and Wisconsin Avenue and Military Road at Western Avenue.

The initially proposed combined loading and parking garage entrance did not meet DDOT design standards. The applicant has since provided DDOT with an acceptable plan for parking and loading access by creating one entranceway for residents, and a separate entranceway for delivery trucks. Deliveries will be scheduled at non rush hour times so as not to interfere with the flow of visitors to the parking lot and parents dropping off children at the day care center.

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Exhibit 191

DDOT considers the proposed level of parking supply adequate to service the project and minimize parking spillover into the neighboring residential area.

Transportation Management plan

The applicant has developed a Transportation Management Plan the essence of which consists of on-site transit and a ridesharing information program, car sharing services and bicycle racks. DDOT welcomes car sharing and the provision of bicycle parking spaces as a means to encourage residents to leave their cars at home and commute by bike. In addition, the applicant undertook an extensive traffic mitigation study to address existing identified traffic operation and safety issues within the Friendship Heights area. DDOT will carefully analyze the findings and determine the applicable traffic calming measures with input from the neighboring citizens, according to our Traffic Calming Guidelines.

Lay by

The lay-by on Military Road caused initial concern with DDOT, however, under the condition that the management of the Day Care Center sends letters to all parents of the Center informing them that use of the lay-by as drop off/pick up is forbidden, and under the condition that the developer place signs at the lay-by restricting its use to residents use for a short (5 minute) pick up, DDOT accepts the use of the lay-by in the plan.