

Saturday, Jan 10, 2004

Zoning & Traffic Issues related to the former Brady Estate A report prepared for the "Colony Hill Neighborhood Association"

This report includes two pages of diagrams and photos which are referred to throughout:

- color photo from DC Surveyor's office showing the estate's lots and adjacent streets
- web-page showing a "paper" 45th St by DC Surveyor's office, plus aerial photography

Current Tax Valuation of Lots

I went to DC Surveyor's office, viewed the plat books, and talked to the counter staff. Casey Mansion Foundation had them put together a "computation tax lot" of all those parcels they own all in Square 1346, but they never did a necessary "subdivision" (a phrase used even if merging lots, not just splitting them). It means all these separate lots still exist. Two of them are "record" lots, presumably done when Colony Hill was first subdivided as the two are those lots on the curve of Hoban Rd just above the "T" street stub: all the rest are "tax" lots.

As of 12/17/2003, DC's "Real Property Assessment Database" for Square 1346 shows the following lots that the Casey Mansion Foundation own (listed in order, going east along Hoban Rd, from Foxhall Rd to "T" street stub):

- Tax Lot 802: Area 8,004 sq. ft, proposed 2004 valuation \$293,350
- Tax Lot 801: Area 26,200 sq. ft, proposed 2004 valuation \$468,980
- Record Lot 4: Area 9,643 sq. ft, proposed 2004 valuation \$270,290
- Record Lot 3: Area 16,654 sq. ft, proposed 2004 valuation \$438,170
- The large property at 1801 Foxhall Rd appears to be two tax lots:
Lot 823 Area 318,283 sq. ft, proposed 2004 valuation \$5,649,520
Lot 824 Area 380,663 sq. ft, proposed 2004 valuation \$6,756,770

Tax records show a total of \$16,475,000 was paid for all properties by Casey Mansion Foundation on 1/13/2001

Applicable Zoning Regulations

The entire Brady estate, as well as Colony Hill, is zoned R-1B.

Per the DC Office of Zoning website <http://dcoz.dc.gov/info/districts.shtml> here is the definition of R-1B Zoning

"Permits matter-of-right development of single-family residential uses for detached dwellings with a minimum lot width of 50 feet, a minimum lot area of 5,000 square feet, a maximum lot occupancy of 60% for a church or public school use and 40% for all other structures; and a maximum height of three (3) stories/forty (40) feet."

If were to be developed with houses, it could theoretically have >150 homes built, as DC Council Chairman Cropp's staff pointed out to her when we testified. To quote Scott Polk "Casey Estate (comprised of several lots and squares) is 759,447 square feet. As a purely mathematical exercise (divide by 5000 sq. ft) it would be 151.9 lots"

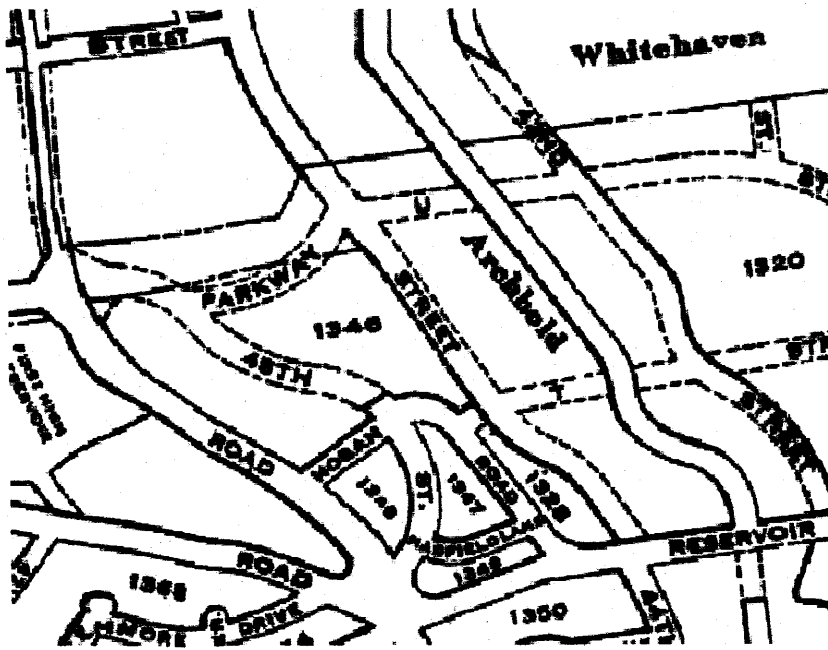
Note churches and schools are also permitted in Zone R-1B, but they must abide by certain conditions, controlled through a Board of Zoning (BZA) variance, as specified in DC Municipal Regulations Chapter 11 §205 and §206. In summary, this means there are eight conditions that must be dealt with for any school: **noise, traffic, number of students, visual conditions, off-street parking, safe dropoff /pickup & sufficient safe outdoor play space**

The regulation for "theoretical lot development" is Title 11 DCMR 2516 EXCEPTIONS TO BUILDING LOT CONTROL (Residence Districts). See www.foxhall.org/lotdev.htm for the full text of this entire regulation.

The regulations controlling a Planned Unit Development, like Hillandale, are in chapter 24 of the Zoning Regs, which are on the DC Office of Zoning website, <http://dcoz.dc.gov>

Traffic Issues

The estate currently has a single point of access, the driveway at 1801 Foxhall Road which has poor sight-lines and a tragic safety record: apparently Mrs. Brady's own son was killed coming out of that driveway.



The 1968 DC Surveyor's map shown here has a "paper" 45th Street, which does reflect the planning of the time: assuming the area became fully developed, as it is zoned for, a public street would be needed to access lots that would be developed within the estate.

The new street would have gone from the intersection of Whitehaven & Foxhall to the intersection of 45th St & Hoban. Note in the 1968 map, Whitehaven Parkway was to have continued across Glover-Archbold park. That idea was canned by what's now the National Capital Planning Commission and to now connect to Whitehaven Parkway at Foxhall will require a small footprint (less than 0.1 acre) across what's now NPS land.

At this point in time (January 2004) it isn't even known if any ultimate owner that the Salvation Army sell this property to would seek "matter of right": R-1B development,

so the exact alignment of this street, or need for any public street, still awaits a specific development proposal.

Recommendation: Pursue Funded DDOT Improvements Along Foxhall Road

For District of Columbia, from "FY 2002 TCSP Grant Awards" at <http://www.fhwa.dot.gov/tcsp/02awards.html>
Washington: Improve the transportation efficiency along Foxhall Road by providing easy access to schools and other services located adjacent to the road. (\$1,982,615)

Quoting Dan Tangherlini from a "Georgetown Current" story (see <http://www.foxhall.org/news/6Feb2002.htm>):
Tangherlini said he hopes that the \$2 million line item will leave enough money to take additional safety measures elsewhere on Foxhall Road. "There might be money left for safety improvements up and down Foxhall," he said.

(This was the money that paid for widening Foxhall Rd to add a left-turn lane and traffic light for the Field School).

I specifically recommend the following:

1. Develop safer access onto the former Brady estate from the traffic light at Whitehaven and Foxhall
2. Provide a deceleration lane / potential bus stop between Hoban Road and 1801 Foxhall driveway (see <http://www.foxhall.org/traffic/Foxhall-Hoban.htm> for detailed intersection map & photographs)
3. Traffic calming (e.g. raised brick crosswalk ramp) at Hoban Rd and Foxhall, to indicate residential
4. Build retaining wall at corner of Foxhall & Reservoir: see www.foxhall.org/traffic/FailedCorner.htm
5. Traffic calming (replacement of jersey barrier with a proper island) at one-way 44th St intersection with Foxhall and MacArthur (see <http://www.foxhall.org/traffic/FoxMac.htm> for a detailed aerial photograph)

Who I've Worked With:

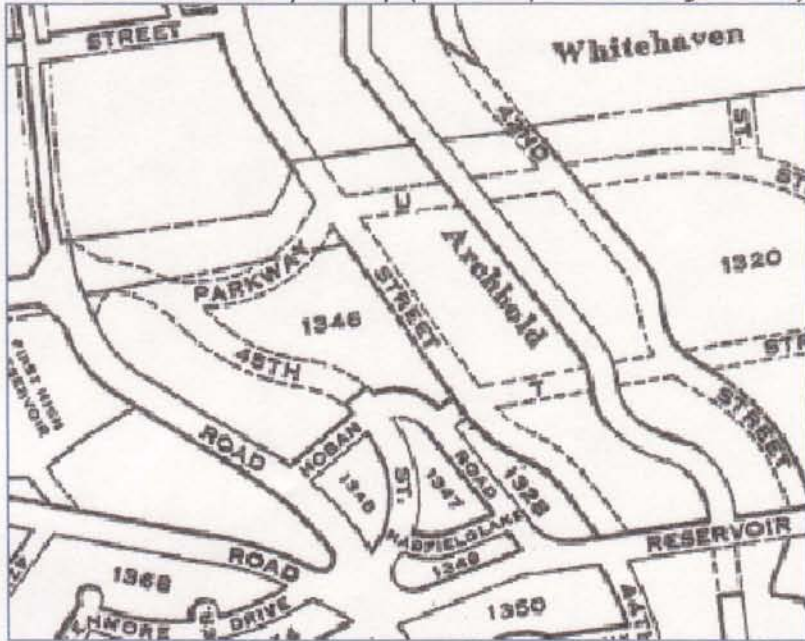
Office of Planning: Ellen McCarthy, Deputy Director for Development Review and Coordination of Planning
Dept. of Transportation: Colleen Smith Hawkinson, Ward 3 Planner: our speaker at the FCCA Jan 21st meeting.
National Park Service: Sally Blumenthal (John Parson's deputy: see <http://www.foxhall.org/News/2002Sep.pdf>)



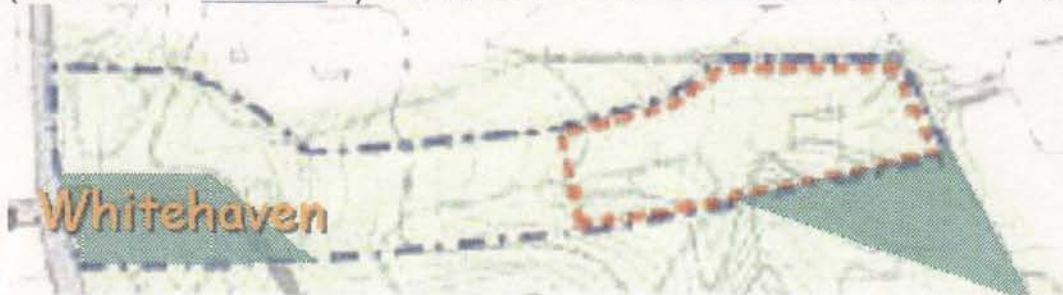


"Paper" 45th St into former Brady Estate

Connects Foxhall Rd at Whitehaven Parkway with Hoban Rd.
Note Whitehaven Parkway strip is under jurisdiction of NPS.
From 1968 DC Surveyor map ([click map to see larger area](#)).



Proposed land swap to enable site access at Foxhall & Whitehaven, for equal area of estate land.
(From written [comment](#) by Bob Andrew on NPS Environment Assessment, submitted Jan 1, 2003)



Close-up aerial photo of Foxhall at Whitehaven (flown Winter of 1999) [click to see full-size](#)

