

Jeff Utz
Director
jutz@goulstonstorr.com
(202) 721-1132(tel)

Lawrence Ferris
Associate
lferris@goulstonstorr.com
202-721-1135 (tel)

June 11, 2018

D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Suite 200S
Washington, D.C. 20001

Re: **Royal Norwegian Embassy, FMBZA Application No. 19788
2720 34th Street NW / 3401 Massachusetts Avenue NW (Square 1939, Lot
39) – (the “Property”) – Transportation Statement**

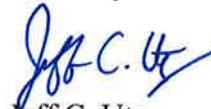
Dear Members of the Board:

On behalf of the Royal Norwegian Embassy (the “**Applicant**”), pursuant to Subtitle Y § 300.14, enclosed are the following documents:

- Exhibit A: Transportation Statement prepared by Gorove/Slade regarding the project at the Property.

In addition, we note that the resume of Daniel VanPelt, the traffic consultant responsible for preparing the Transportation Statement, was submitted with the initial application as Exhibit 13 of the Record. Please feel free to contact the undersigned at (202) 721-1135 if you have any questions regarding the enclosed. We look forward to presenting the project to the Board at the July 25, 2018 public hearing.

Sincerely,


Jeff C. Utz


Lawrence Ferris

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document was delivered by first-class mail or hand delivery to the following addresses on June 11, 2018.

Jennifer Steingasser (3 copies)
Office of Planning
1100 4th Street, S.W., Suite 650E
Washington, D.C. 20024

Anna Chamberlin (2 copies)
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

Cliff C. Seagroves
Office of Foreign Missions, United States Department of State
2201 C Street NW, Room 2236
Washington, DC 20520

ANC 3C
P.O. Box 4966
Washington, DC 20008

Malia Brink – ANC 3C078
3624 Davis Street NW
Washington, DC 20007



Lawrence Ferris

TECHNICAL MEMORANDUM

To: Steve White
Fentress Architects

CC: Jeff Utz
Goulston & Storrs

From: Vinay Varadarajan, E.I.T
Maris Fry, P.E.
Daniel VanPelt, P.E., PTOE

Date: June 8, 2018

Subject: Norwegian Embassy/Chancery FMBZA
Transportation Statement

Introduction

This memorandum presents the findings of a Transportation Statement conducted for the Norwegian Embassy and Chancery in support of its Foreign Missions Board of Zoning Adjustment (FMBZA) application. The Embassy/Chancery site is composed of two buildings: the residence of the Norwegian Ambassador and the Chancery which provides diplomatic services.

The Norwegian Embassy/Chancery is located near the Cathedral Heights and Observatory Circle neighborhoods in the Northwest quadrant of DC, as shown in Figure 1 and Figure 2. The site is generally bounded by existing residential uses to the north and west, 34th Street, NW to the east, and Massachusetts Avenue, NW to the south. The Embassy fronts Massachusetts Avenue, NW and the Chancery fronts 34th Street, NW.

The FMBZA application includes the renovation of the Chancery and construction of an approximately 4,300 square foot addition, including a Garden Room located between and connecting the Residence and the Chancery. The Embassy currently hosts approximately 100 events per year with the majority of events averaging 40 guests. The amount and intensity of such events is not expected to significantly change as a result of the project.

This Transportation Statement includes the following three sections:

- **Existing Transportation Conditions**: This section provides a summary of the vehicular access, public transit, bicycle, and pedestrian facilities in the vicinity of the Norwegian Embassy/Chancery.
- **Project Review**: This section reviews the daily operations of the Embassy/Chancery, the event operations of the Embassy/Chancery, and the transportation components of the Norwegian Embassy/Chancery, including the proposed site plan for the Garden Room and proposed modifications to the Chancery. It includes descriptions of the site's vehicular access, trash collection and deliveries, parking, pedestrian, and bicycle accommodations.
- **Transportation Demand Management**: This section outlines the existing and proposed TDM plan for the Norwegian Embassy/Chancery based on specific needs of the site.

Of note, no vehicular capacity analysis is included as part of this memorandum as there is no significant change to the projected trip generation. The number of employees and day to day operations are not expected to change, nor is the amount or intensity of Embassy/Chancery events.

This Transportation Statement concludes that:

- The proposed renovations and Garden Room addition are not expected to increase the amount and intensity of events scheduled at the Embassy/Chancery.
- Additional parking will be supplied adjacent to the alley to increase the parking supply from 17 spaces to 23 spaces. Five (5) of the spaces in the garage will be equipped with electric vehicle charging stations. This amount of parking is expected to better serve the parking needs of the Embassy/Chancery.
- The location and intensity of trash collections and deliveries is not expected to change as a result of the proposed project.
- The proposed project includes improved bicycle accommodations such as short- and long-term bicycle parking that exceeds ZR16 requirements, electric bike charging stations, lockers, and showers.
- The updated Transportation Management Plan adequately promotes non-auto modes of travel during Embassy/Chancery working hours and special events that are consistent with the specific needs of the site and updated District standards and goals.

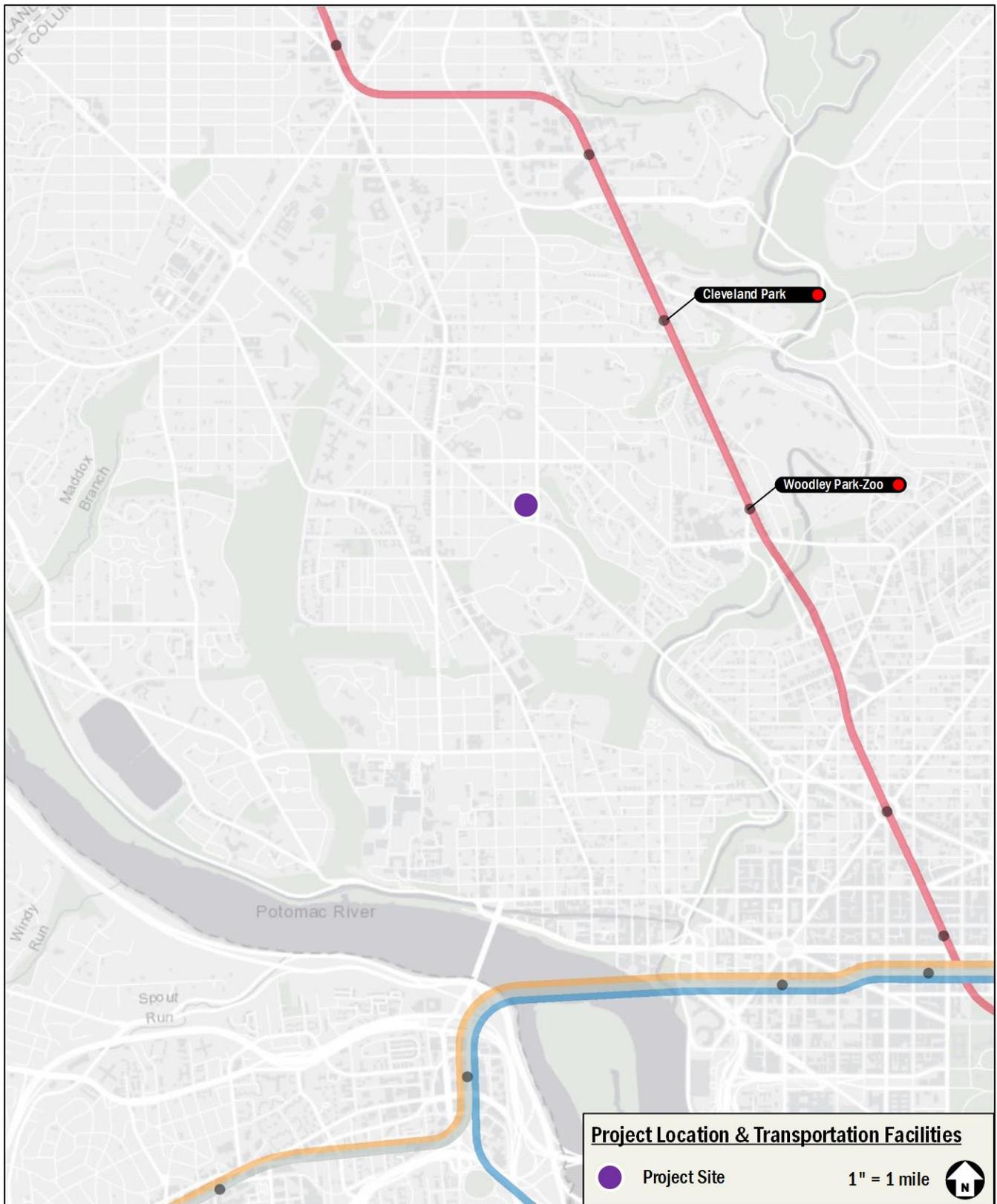


Figure 1: Regional Location



Figure 2: Site Location

Existing Transportation Conditions

This section provides a review of the existing vehicular, transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by Metrobus, and is a 20 minute walk (1 mile) to the Woodley Park-Zoo Metrorail station. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. The site is served by an on-street bicycle network, consisting of bicycle lanes and signed bicycle routes.

Vehicular

The Norwegian Embassy/Chancery is accessible from several principal arterials such as Massachusetts Avenue and Wisconsin Avenue. These roadways create connectivity to the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs, as well as providing connectivity to the District core.

The Norwegian Embassy/Chancery is also served by a local vehicular network that includes several minor arterials such as 34th Street, Cleveland Avenue, and New Mexico Avenue. These minor arterials are supplemented by an existing network of connector and local roadways.

Transit

The site is serviced by Metrobus along the Massachusetts Avenue corridor with multiple bus stops located adjacent to the site. These bus lines connect the site to many areas of northwest Washington, including several Metrorail stations where transfers can be made to reach areas in the District, Virginia, and Maryland. The site study area is currently served by the N2, N4, and N6 Metrobus local routes. All three buses make a stop adjacent to the Embassy, along Massachusetts Avenue between 34th Place and 34th Street. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The closest Metrorail station by foot is the Woodley Park-Zoo station, which is served by the Red Line and located approximately one mile (a 20 minute walk) from the site. Of note, the Red Line can also be reached taking the N2, N4, and N6 lines from the site directly to the Dupont Circle or Tenleytown-AU stations. The Red Line provides direct service to Union Station, where connections to Amtrak, MARC Commuter Rail, and Virginia Railway Express can be made. Connections to the Blue, Orange, and Silver lines may be made at the Metro Center station, and connections to the Green and Yellow lines may be made at the Gallery Place-Chinatown station. The proximity to the Red Line allows much of the DC metropolitan area to be accessible from the Embassy/Chancery site. Existing transit facilities surrounding the site are shown on Figure 3.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
N2, N4	Massachusetts Avenue Line	Weekdays: 5:48 AM-8:37 PM	6-21 min	<0.1 miles, 1 minute
N6	Massachusetts Avenue Line	Weekdays: 8:11 PM-12:24 AM Weekend: 5:51 AM-12:33 AM	22-47 min	<0.1 miles, 1 minute

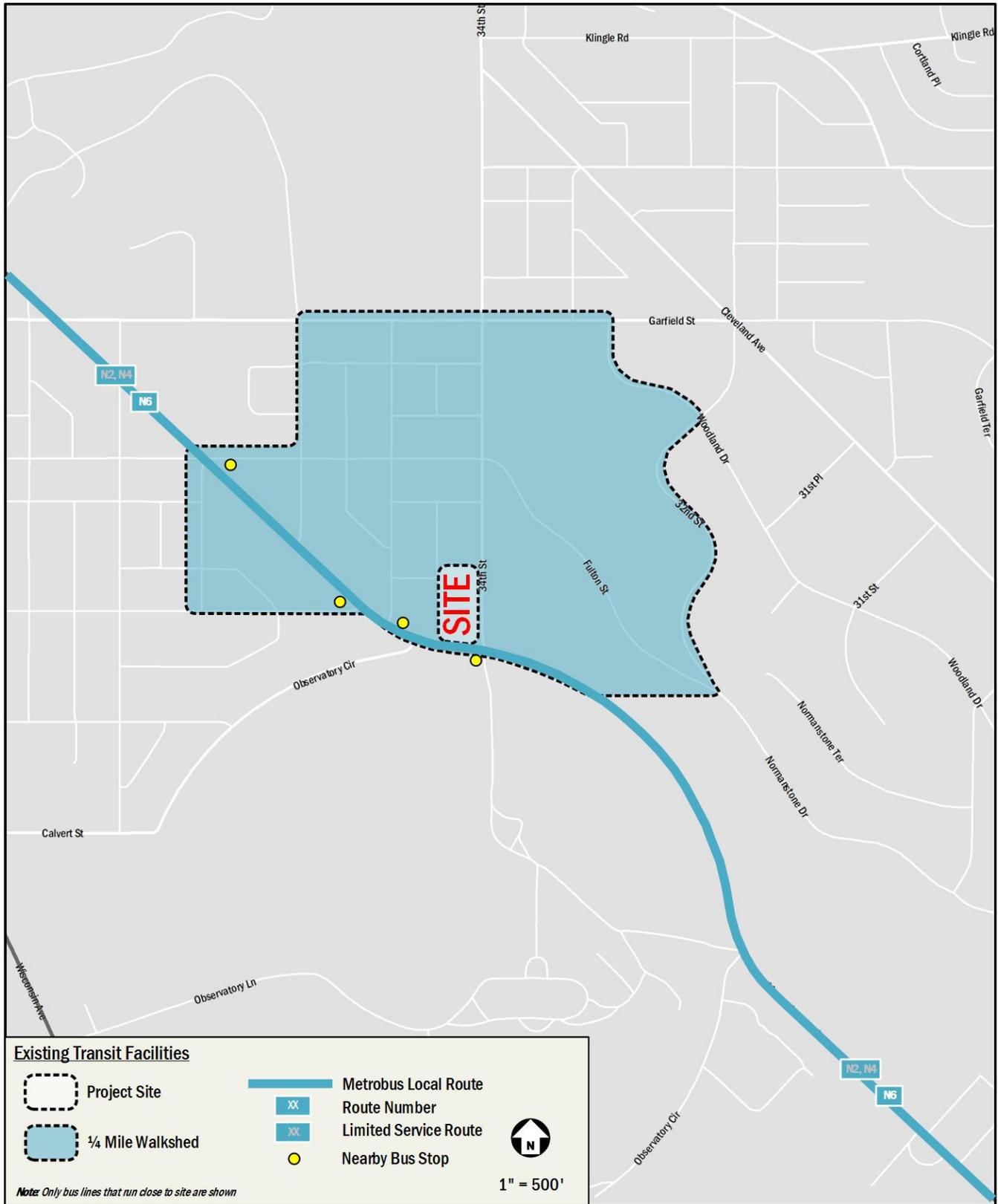


Figure 3: Existing Transit Facilities

Bicycle Facilities

The Embassy/Chancery site is located in an area with low volume streets to the north and Massachusetts Avenue to the south. Two blocks north of the site exists bicycle lanes along Garfield Street, providing east-west connectivity. Westbound travel along Garfield Street provides connections to bicycle lanes on New Mexico Avenue towards American University and signed routes on Tunlaw Road towards Georgetown University. Eastbound travel along Garfield Street provides connections to bicycle facilities on 29th Street and Calvert Street, leading to the Rock Creek Park Trail. The Rock Creek Park Trail provides a continuous path between the Tidal Basin and Montgomery County, Maryland.

Additional north-south connectivity is provided by the signed bicycle route on 34th Street, north of Garfield Street. This signed route provides an alternative to the Rock Creek Park Trail, allowing users to reach neighborhoods such as Tenleytown, Friendship Heights, and Chevy Chase, Maryland. Figure 4 illustrates the existing bicycle facilities in the area.

Using these connections along the local roadways and signed bicycle routes within the study area, bicyclists have access to a number of robust regional bicycle facilities. To accommodate these cyclists, the site is planned to provide extensive on-site bicycle facilities, as discussed in detail in the Project Review section.

Further additions to the bicycle infrastructure are proposed in the vicinity of the site, as outlined in the MoveDC plan. DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development include a 3.6 mile multi-use trail along Massachusetts Avenue from P Street to Westmoreland Circle at the Maryland border, significantly improving conditions for non-auto modes along this high volume corridor. This improvement is currently prioritized as a Tier 1 investment, however the projects remains unfunded. In general, facilities such as a multi-use trail will significantly improve bicycling conditions in the study area and may lead to higher rates of cycling.

The Capital Bikeshare program provides additional cycling options for employees and visitors of the Embassy/Chancery. The Bikeshare program has placed over 500 Bikeshare stations across Washington, DC; Arlington, Alexandria, and Fairfax County, VA; and Montgomery and Prince George's County, MD with over 4,300 bicycles provided. A Capital Bikeshare station with 15 docks is located at 36th and Calvert Streets, approximately 0.3 miles southeast of the site. Figure 4 illustrates the existing Capital Bikeshare facilities in the area.

In addition to Capital Bikeshare, DDOT has engaged in a pilot program with several dockless bikeshare companies, allowing point-to-point dockless bikesharing. Bicycle availability is tracked through mobile phone applications for each company individually.

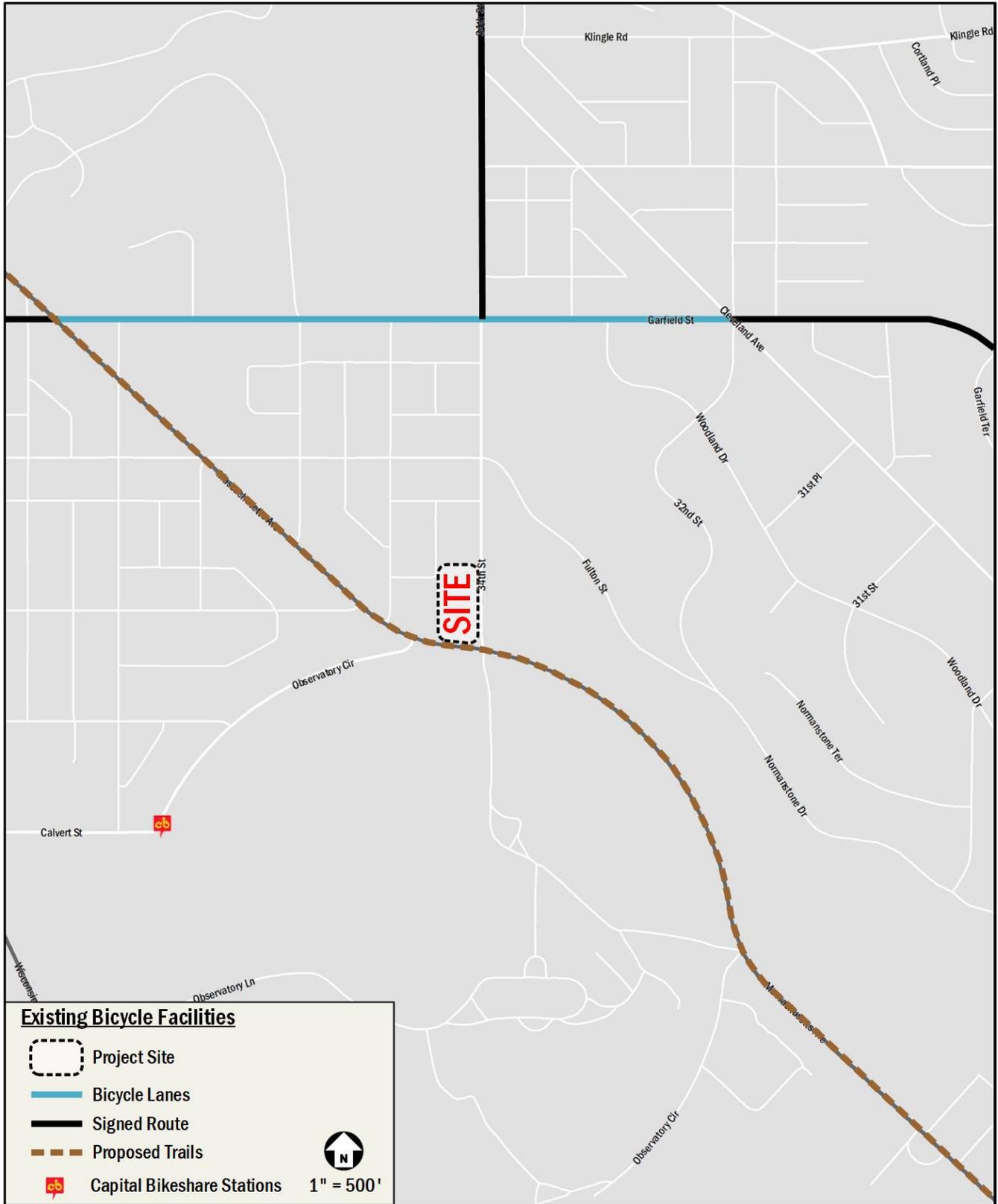


Figure 4: Existing Bicycle Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide excellent connections to major local destinations, including the Naval Observatory and the Washington National Cathedral. A summary of the pedestrian facilities within a 0.25-mile walk of the site is shown in Figure 5, with a summary of sidewalk width and buffer requirements provided in Table 2.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking including narrow or sidewalks along low-volume roads and lengthy crossings along Massachusetts Avenue. Within the study area shown, most roadways outside of Massachusetts Avenue are considered low density residential. The sidewalks that do not meet DDOT standards are typically along routes that do not provide a minimum width of 6 feet, but do maintain the minimum buffer width. A majority of these sidewalks however are not considered major pedestrian routes.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two (2) crosswalks is not desired. As shown in Figure 5, under existing conditions there are some crosswalks and curb ramps near the site that do not meet DDOT and/or ADA standards. Along the major pedestrian route of Massachusetts Avenue, all sidewalks, crosswalks and curb ramps meet DDOT and/or ADA standards, providing employees and guests of the Embassy/Chancery with a quality walking environment from nearby bus stops.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Includes Downtown Central Business District)	10 ft	6 ft

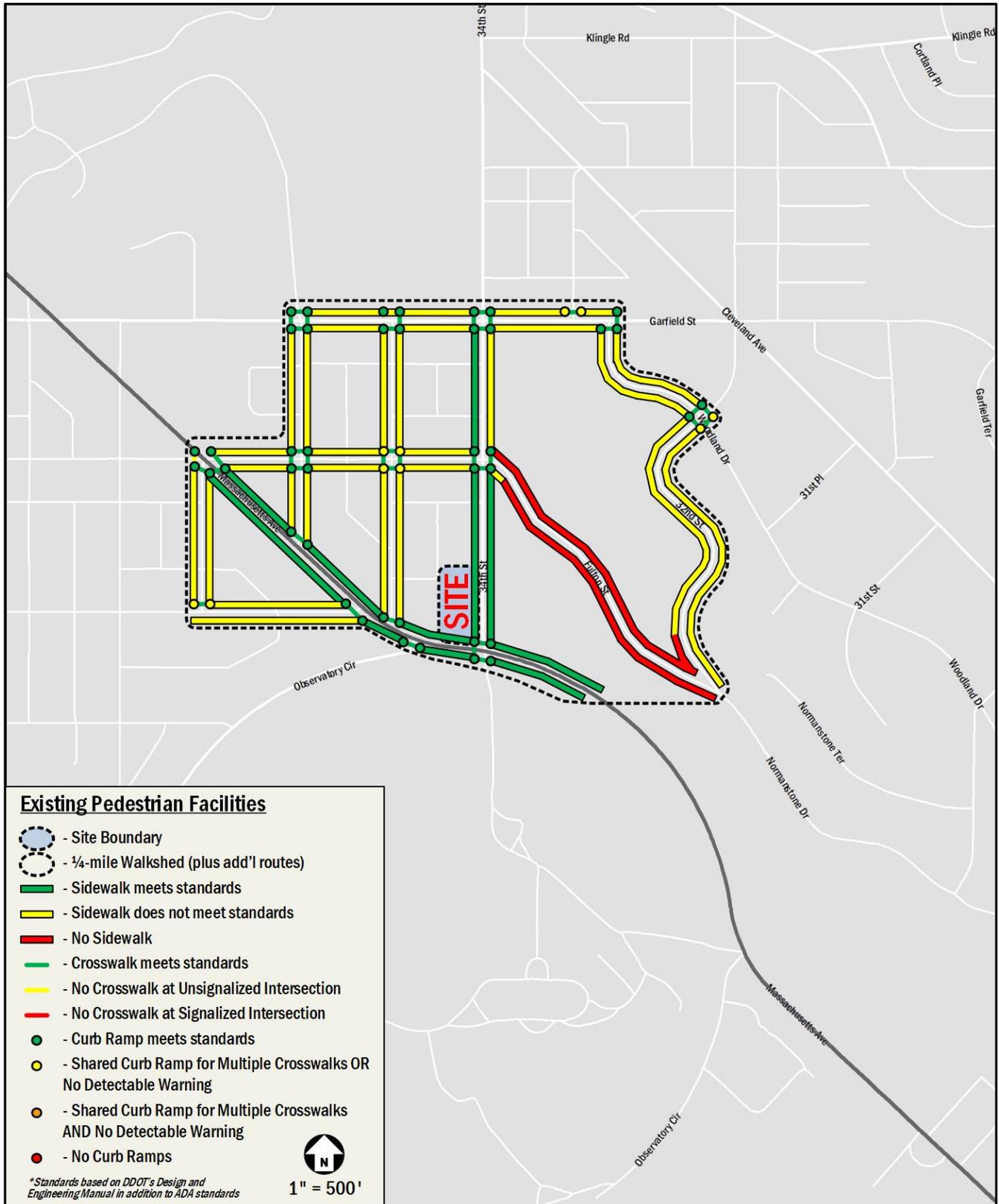


Figure 5: Existing Pedestrian Facilities

Project Review

This section provides an overview of the daily operations at the Embassy/Chancery, the event operations at the Embassy/Chancery, and the on-site transportation features for the proposed project. The current plans include the renovation of the existing Chancery and construction of an approximately 4,300 square foot addition, including a Garden Room located between and connecting the existing Embassy and Chancery. A detailed ground-floor site plan is shown on Figure 6.

Daily Operations

Under existing conditions the Embassy/Chancery has approximately 50 employees. The amount of employees is not expected to increase as a result of the proposed changes. Of these 50 employees, approximately 60% (or 30 employees) are expected to be on-site on a typical weekday. Of the 30 employees, approximately 20% use alternative modes of transportation to travel to and from the Embassy/Chancery, resulting a typical parking demand of 24 vehicles. Additionally many employees travel to meetings off-site throughout the course of the day, with the primary means of transportation being rideshare services, embassy vehicles, electric bikes, or walking. Very few employees travel off-site during the day by means of personal vehicle.

Event Operations

Under existing conditions, the Norwegian Embassy/Chancery hosts approximately 100 events per year. The majority of these events take place in the Embassy with an average attendance of approximately 40 guests. Three to four events per year have an attendance of more than 150 guests. Approximately twice a year, the Embassy/Chancery hosts an event with an attendance of approximately 600 guests. The majority of events will continue to be hosted in the Embassy, with the Garden Room providing increased flexibility as it relates to the programming of events. It is expected that the frequency and intensity of scheduled events will not significantly change as a result of the addition and renovation.

When events take place, guests are encouraged by Embassy/Chancery staff to utilize public transportation, taxis, or ride-sharing services as no on-site, satellite, or valet parking is provided. The Applicant does not currently offer shuttle service for large events; however, information provided by the Embassy/Chancery indicates most guests utilize taxicabs or rideshare companies (Lyft/Uber) to reach the Embassy/Chancery. Guests who arrive via taxicab/Lyft/Uber are directed to be picked up and dropped off along 34th Street. The renovation/addition will formalize the 34th Street entrance and provide ADA accessibility that does not currently exist. Although guests are strongly encourage to not drive to events, those who do drive are instructed to park on Fulton Street in the direction of Rock Creek Park as there are no residential homes lining that street.

Site Access

Pedestrian access to the Embassy/Chancery complex consists of an entrance to the Embassy along Massachusetts Avenue and access to the Chancery on 34th Street. These entrances are to remain following the addition of the Garden Room, with the Chancery entrance along 34th Street to be formalized and improved to meet ADA requirements.

Vehicular access to the Norwegian Embassy/Chancery will utilize the existing curb cut on 34th Street for gated access to the below-ground garage and two existing curb cuts on Massachusetts Avenue for the semi-circular driveway to the Embassy. Six (6) proposed parking spaces on private property will be added along the existing alley which is accessible from 34th Street and 34th Place.

The existing semi-circular drive is currently used as a ceremonial entrance to the Embassy, with limited vehicular activity. The semi-circular driveway operates in a one-way direction, with ingress at the eastern curb cut and egress onto Massachusetts

Avenue from the western curb cut. Under the proposed plans, no additional trips to this drive are proposed. In fact, the improvements to the 34th Street access may reduce the number of vehicles utilizing the drive.

The existing gated driveway on 34th Street will continue to provide access to the underground parking garage, where 17 spaces will remain. The public alley will serve as access to the site's six (6) proposed alley parking spaces. The alley is accessible from curb cuts along 34th Street and 34th Place. The six (6) spaces will be built on private property, as shown on Figure 6.

Parking

Under the proposed plans, the amount of parking within the garage will remain at 17 vehicles, with an additional six (6) parking spaces constructed adjacent to the public alley within private space. The six (6) surface spaces are shown in Figure 6, and the 17 garage spaces are shown in Figure 7. The location and configuration of the additional surface spaces incorporated the input of adjacent neighbors.

As part of the increase in parking supply, the Applicant will also be adding electric vehicle charging stations within the existing garage. Approximately five (5) parking spaces within the garage will be equipped with electric chargers.

Under Zoning Regulations, a Chancery is required to provide one (1) space per 2,000 square feet in excess of 3,000 square feet, resulting in a requirement of 10 spaces. As such, this parking supply will exceed zoning regulations. Based on information provided by the Embassy/Chancery, this increase in parking from 17 to 23 spaces will better serve the needs of the Embassy/Chancery.

Loading

The 2016 Zoning Regulations state that a Chancery less than 30,000 square feet gross floor area is not required to provide a loading berth or delivery space. Further, Subtitle C, Subsection 901.6 of the Zoning Regulations states that an addition to a building expanding that building's gross floor area by less than 25% (which is the case with the project), loading is not required. As such, no loading facilities are required for the Norwegian Embassy/Chancery under existing or future conditions. Under existing conditions, trash collection currently takes place within the public alley and all other loading activity takes place either in the alley or within the ceremonial drive.

Existing trash collection is serviced by trash trucks that enter the public alley from 34th Place. An upgraded trash and recycling area is planned to be stationed adjacent to the alley in private space, allowing convenient trash and recycling pick-up.

Truck routing to and from the alley loading area will be focused on designated truck routes. The nearest designated truck routes to the site are Massachusetts Avenue, Wisconsin Avenue, and Connecticut Avenue, therefore it is assumed that all trucks will access and egress the loading areas from these routes.

The amount of loading expected at the Embassy/Chancery is estimated as follows, based on information provided by the Embassy/Chancery:

- Commercial trash collection occurs twice per week
- Residential trash collection occurs once per week
- Daily deliveries for mail, UPS, and FedEx
- Approximately daily food deliveries

Figure 6 illustrates the layout of the loading area within private space adjacent to the alley. As the daily operations and event operations at the site are not expected to change as a result of the project, the existing loading activity and operations are expected to stay the same.

Bicycle Facilities

The Embassy/Chancery currently supplies some bicycle parking, including five (5) long-term bicycle parking spaces in the garage. There are no existing short-term bicycle parking spaces along the perimeter of the site. The proposed project will include short-term bicycle parking and additional long-term bicycle parking. Utilizing current Zoning Regulations, a Chancery is required to provide one (1) long-term bicycle space per every 5,000 square feet, amounting to five (5) spaces (although the project would not be required to furnish such spaces pursuant to Subtitle I, Subsection 802.5 of the Zoning Regulations due to the limited scale of the building's expansion). The Embassy/Chancery will exceed this requirement by providing a total of 15 secure, long-term spaces within the existing garage. A Chancery is required to supply one (1) short-term parking space for every 40,000 square feet; therefore, the Embassy/Chancery is not required to supply short-term bicycle parking spaces. The Applicant will exceed zoning requirements by supplying six (6) short-term bicycle parking at the front entryway. The short-term spaces for will include inverted U-racks, or similar racks, placed in high-visibility areas.

In addition to short-term and long-term bicycle parking, the Applicant will install four (4) electric bicycle charging stations and a shower/changing facility in the garage near the secure long-term parking area. There are currently two (2) electric bikes located on-site for employees to use throughout the day. Bicycle routes to and from the site are provided in Figure 8.

Pedestrian Facilities

Surrounding the site, streetscape facilities along the perimeter streets will include sidewalk widths that meet or exceed DDOT requirements, with additional landscaping present, including trees and greenery. As a result of the proposed renovations, ADA pedestrian access to the Chancery will be significantly improved. Proposed pedestrian circulation surrounding the site is provided in Figure 8.

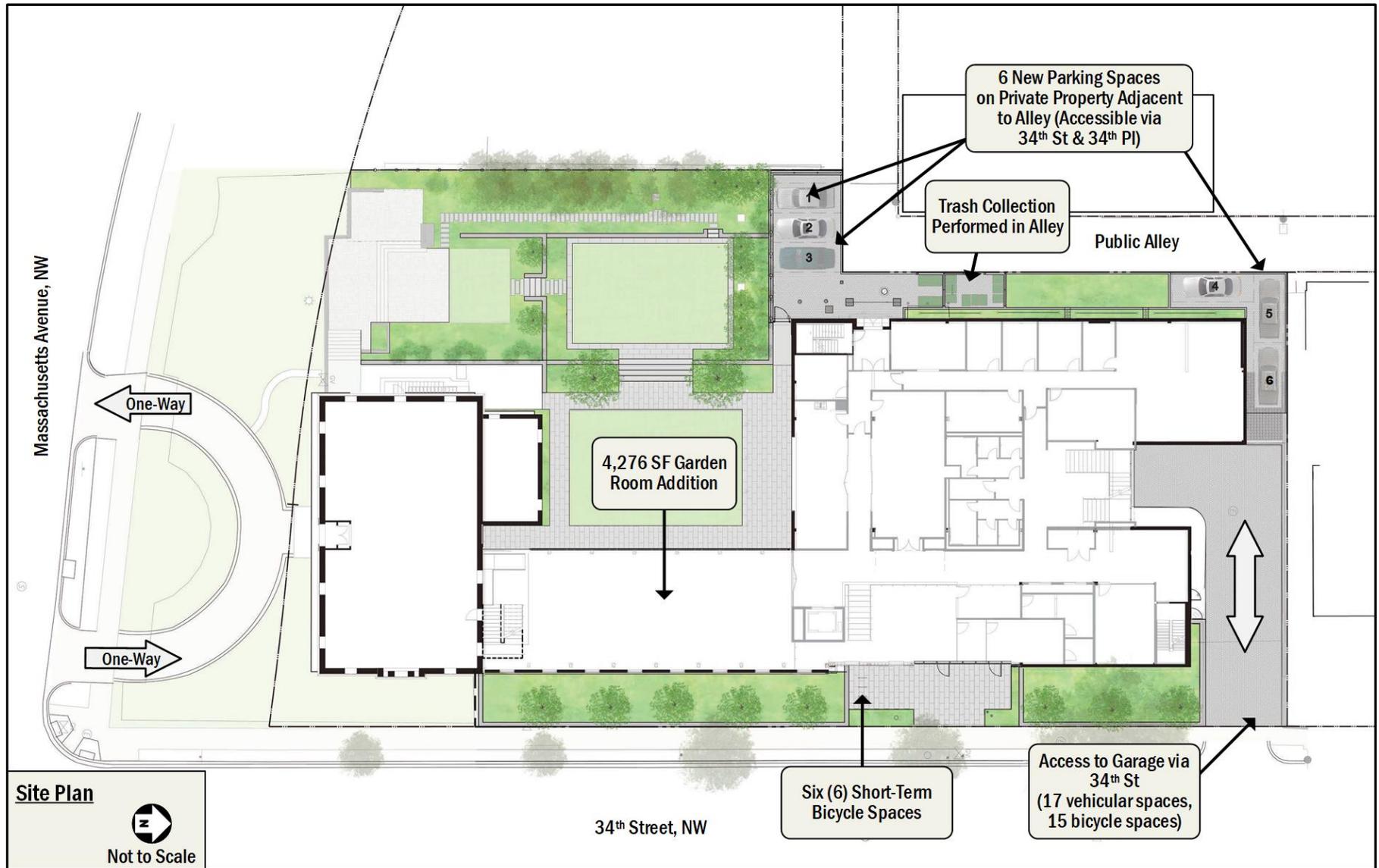


Figure 6: Site Plan

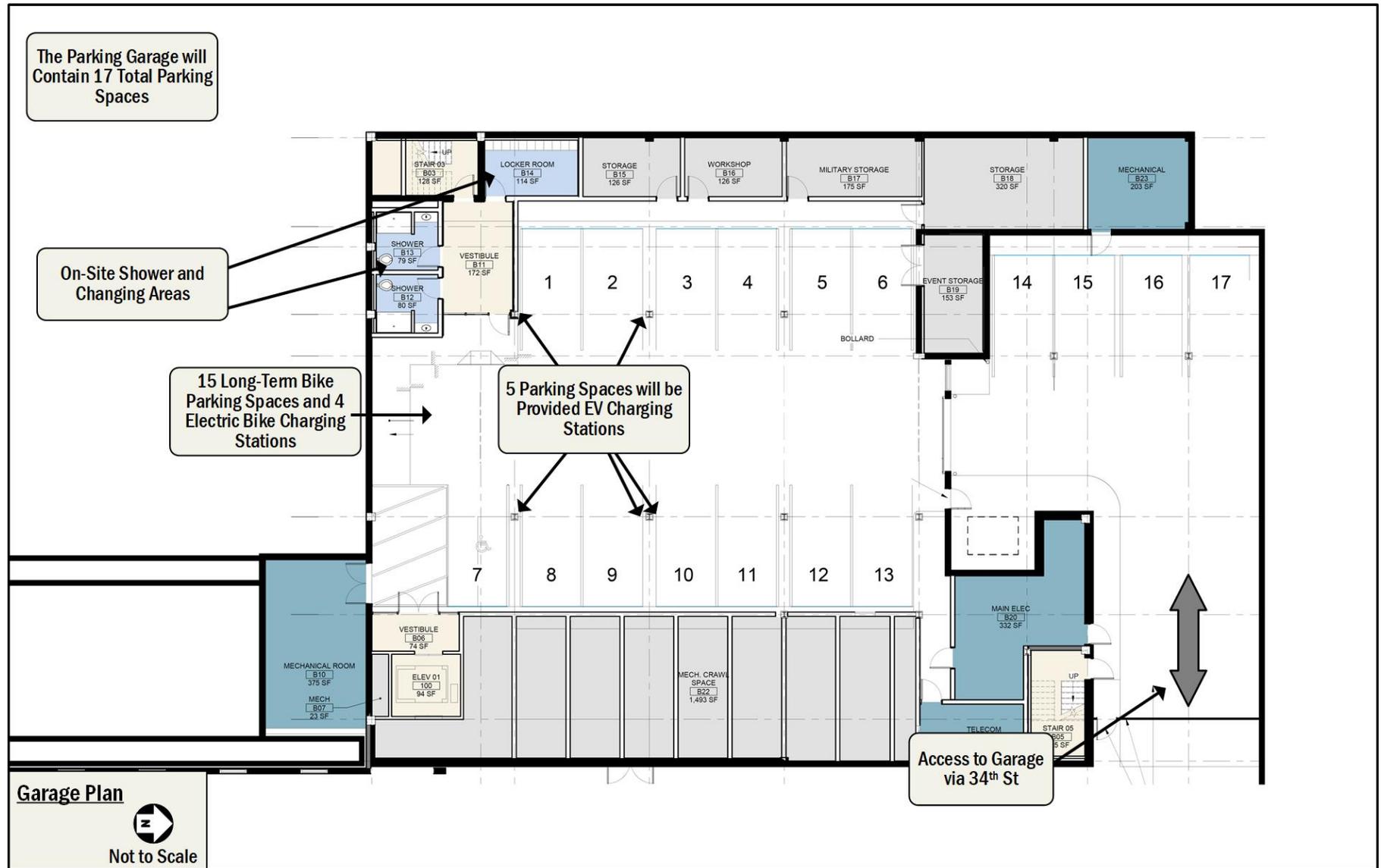


Figure 7: Garage Plan

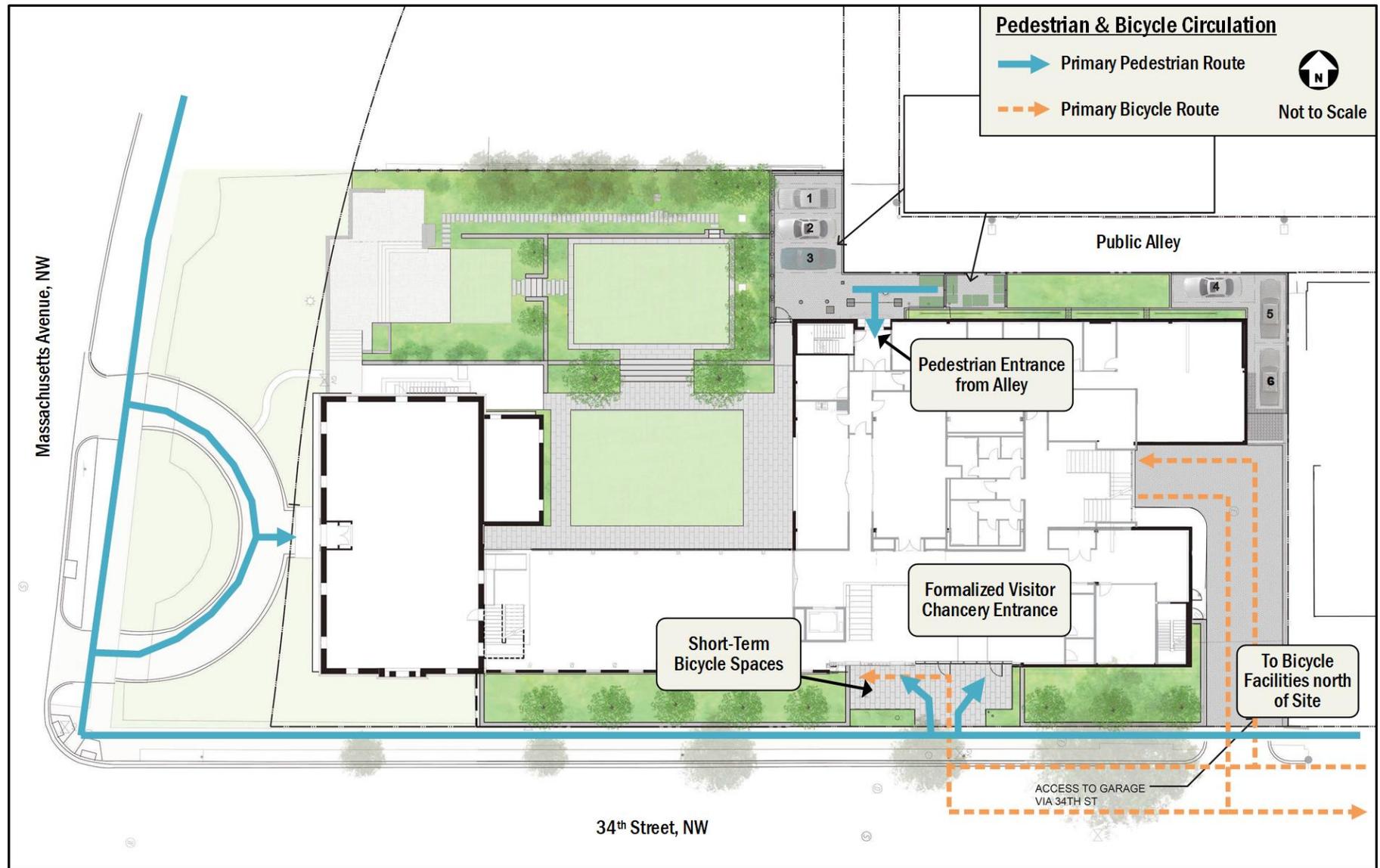


Figure 8: Pedestrian and Bicycle Circulation

Transportation Demand Management (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The Embassy currently employs the following TDM measures as a part of their overall operations:

- Five (5) secure long-term bicycle parking spaces are supplied within the garage.
- Capital Bikeshare memberships are available for employees.
- Two (2) electric bikes are housed on-site for employees to use throughout the day as needed.

In addition to the TDM plan currently employed by the Embassy/Chancery, additional TDM strategies have been established in order to help minimize potential impacts of the project to the surrounding neighborhood. The additional TDM measures are as follows:

- The Applicant will identify a TDM Leader (for planning, construction, and operations). The TDM Leader will work with employees to distribute and market various transportation alternatives and options.
- The building management will provide updated contact information for the TDM Leader and report TDM efforts and amenities to goDCgo staff once per year.
- The Applicant shall provide information and website links to commuterconnections.com, goDCgo.com, and other transportation services on developer and property management websites.
- The Applicant will install a transit information screen (electronic screen) within the Chancery lobby containing real-time information related to local transportation alternatives.
- The Applicant will supply long-term and short-term bicycle parking that exceed zoning requirements, including a minimum of 15 long-term bicycle parking spaces and six (6) short-term bicycle parking spaces.
- The Applicant will provide four (4) electric bicycle charging stations within the garage.
- The Applicant will provide showers and locker rooms within the Chancery space for employees to use.

Summary and Conclusions

The findings of this Transportation Statement conclude that:

- The proposed renovations and Garden Room addition are not expected to increase the amount and intensity of events scheduled at the Embassy/Chancery.
- Additional parking will be supplied adjacent to the alley to increase the parking supply from 17 spaces to 23 spaces. Five (5) of the spaces in the garage will be equipped with electric vehicle charging stations. This amount of parking is expected to better serve the parking needs of the Embassy/Chancery.
- The location and intensity of trash collections and deliveries is not expected to change as a result of the proposed project.
- The proposed project includes improved bicycle accommodations such as short- and long-term bicycle parking that exceeds ZR16 requirements, electric bike charging stations, lockers, and showers.
- The updated Transportation Management Plan adequately promotes non-auto modes of travel during Embassy/Chancery working hours and special events that are consistent with the specific needs of the site and updated District standards and goals.