

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning, and Sustainability Administration

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Samuel Zimbabwe *[Signature]*
District Department of Transportation (DDOT)

DATE: May 21, 2013

SUBJECT: BZA Case 18564 – Embassy of The Democratic Socialist Republic of Sri Lanka- 3025 Whitehaven Street, N W (Square 2147, Lot 46)

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18564

EXHIBIT NO. 28

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APPLICATION

Pursuant to 11 DCMR § 1002, the Applicant, Embassy of The Democratic Socialist Republic of Sri Lanka seeks permission to locate an embassy and chancery in the D/R-1-A District at premises 3025 Whitehaven Street, N W (Square 2147, Lot 46).

BACKGROUND AND DEVELOPMENT PROGRAM

The Embassy of Sri Lanka proposes to relocate from its current operating location at 2148 Wyoming Avenue, N W to 3025 Whitehaven Street, N W The Property is located on the north side of Whitehaven Street, NW, which is a dead-end street only accessible from a signalized intersection at Massachusetts Avenue, NW The Property has a total lot area of 13,203 square feet and is zoned D/R-1A The chancery is programmed to occupy 5,879 sq feet of the principle building on the Property which is a three story brick residential structure The Site also maintains a detached one-story conservatory and detached two-story garage

The Applicant proposes to utilize the primary building on the Property for both the Embassy and Chancery. The Embassy employs a staff of eighteen (18) however only (8) employees will report for duty at the subject property The documented operating hours of the chancery will be Monday through Friday between the hours of 9 00 AM – 5 00 PM and visitors are accepted between the hours of 9:00am and 3.00pm The building would also be used to host official business meetings and handle the processing of US Visas According to the Applicant, special events, receptions, and major functions drawing large audiences will take place off-site at the Ambassador's residence. Based on visitor logs at the current Sri Lanka Embassy, the Applicant anticipates an average of 3 to 5 daily visitors to the Site

RECOMMENDATIONS IN BRIEF

Based on a thorough review of the application materials and transportation analysis provided by the Applicant, DDOT has determined that proposed use of the subject property as an Embassy and Chancery will not have a significant or adverse impact on the travel conditions of the District's transportation network. DDOT does not object to the approval of the requested relief, however, DDOT is not likely to support automobile parking within the public parking area of the site, but will work with the Applicant to determine alternate parking arrangements that do not infringe on public space. Additionally, any other portion of the project having elements in public space may require public space permit through DDOT's permitting process. Guidance on the treatment of public space can be found in DDOT's Public Realm Manual.

TRANSPORTATION ANALYSIS

DDOT is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, constructing safer streets and providing outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure alternative modes are adequate to accommodate new travel demand while discouraging single occupancy vehicle trips. To facilitate this vision, DDOT requests applicants complete a comprehensive Transportation Review and Impact Study. The study provides the pertinent information to determine what effects the proposed project will have on the overall transportation network. The following analysis evaluates the Applicant's traffic and parking assessment its accuracy and consistency with the City's vision for a safe and efficient multimodal transportation network.

Methodology

As part of the transportation impact assessment, DDOT typically requests that the Applicant evaluate impacts to the pedestrian, transit, and roadway system. However, since the requested zoning relief in this case is not expected to have an adverse effect on the transportation network, the Applicant documents existing conditions related to parking, trip generation, and mode choice.

Trip Generation

The Applicant anticipates that the Embassy and Chancery will have a total of 32 daily trips with six trips during AM Peak trips and six trips during the PM Peak period. This is based on documented trips to and from the existing Sri Lanka Embassy at 2148 Wyoming Avenue, N W. The Applicant anticipates that the trips at the proposed new location will be consistent with these figures. The source of this information is provided through visitor logs and on-site surveys supplied by the Applicant. The charts to the right indicate that the trip generation at the existing Embassy location is relatively low and this anticipated level of traffic volume would not cause any significant impacts along Whitehaven Street, NW or at the intersection of Whitehaven Street, NW and Massachusetts Avenue, NW.

Vehicle Trip Generation Estimates for Wyoming Avenue Embassy Location

Time Period	In	Out	Total
Daily	16	16	32
AM Peak Hour	4	2	6
PM Peak Hour	2	4	6

Source: O.R. George and Associates

Mode Choice Assumptions

The Applicant has provided written documentation indicating the transportation demand requirements placed on the staff of the Embassy of Sri Lanka. All employees of the Embassy with the exception of the Ambassador are required to use public transportation, carpool, or be dropped off by taxis when reporting to work. The Mission also provides employees with a \$50 SmartTrip card reloadable each

month to assist with commuting costs. Below is a chart that illustrates the current mode of travel for Embassy staff at the current location which is expected to remain consistent when relocated to the new proposed location on Whitehaven Street, NW. DDOT supports the Embassy's TDM program and estimated mode choice split. The proposed mode split for the Site is 25% automobile, 50% transit, and 25% drop-off or taxi. This modal split is based upon documented travel patterns at the existing Embassy on Wyoming Avenue and similar trip generation and mode splits are anticipated at the proposed new location.

Sri Lanka Embassy Staff Travel Characteristics (Existing facility)

- Using Public Transportation 4 Employees
- Carpooling 2 Employees
- Taxis or drop-off 2 Employees
- Total Employees (on-site) 8 Employees

Mode Share	AM Inbound	AM Outbound	PM Inbound	PM Outbound
1 Vehicle	25.0 %	0	0	25.0 %
2 Bike	0	0	0	0
3 Transit	50.0 %	0	0	50.0 %
4 Drop-off/Taxi	25.0 %	100.0 %	100.0 %	25.0 %

Source: O.R. George & Associates

Parking

The Site currently maintains a two-car garage and a driveway that can accommodate up to four cars, totaling potentially six on-site spaces. Two of the on-site parking spaces are located in public space between the building restriction line and the sidewalk; must be approved by the Public Space Committee. The table below illustrates the off-street parking inventory along Whitehaven Street, NW in the vicinity of the subject property. Based on the Applicant's survey, there is one existing reserved curbside space for diplomatic use at the Site while majority of the remaining on-street spaces are unrestricted, reserved for other diplomatic uses or require a residential parking permit. Below is a table illustrating the parking inventory along Whitehaven Street, NW.

Whitehaven St., NW	Diplomatic	Residential Parking Permit	Time Restricted (15-minute)	Unrestricted	Totals
1. North Side	7	11	2	12	32
2. South Side	16	0	0	35	51
Total	23	11	2	47	83

Source: O.R. George & Associates

The Applicant's parking assessment notes that during a typically weekday the existing reserved diplomatic spaces along Whitehaven Street are significantly underutilized with up to 57% of the spaces not being used. However, according to the Applicant's parking usage survey there are limited unrestricted spaces available during the peak demand periods. The results of the Applicant's survey indicates that on average 5 to 15 unrestricted parking spaces are available during AM Peak periods on a typical weekday. Because of this, the Applicant has documented their desire have to three curbside spaces reserved directly in front of the Site DDOT is reviewing the request and will make a determination if the request can be accommodated during the permitting process

Parking Type (Spaces)	6:30 - 7:00 AM	7:00 - 7:30 AM	7:30 - 8:00 AM	8:00 - 8:30 AM	8:30 - 9:00 AM	9:00 - 9:30 AM	10:00 - 10:30 AM	7:00 - 7:30 PM	Highest Usage Observed
1 Diplomatic (23)	1	2	3	7	6	8	13	4	13 (57%)
2 Residential Permit (11)	0	0	2	4	4	6	9	0	9 (82%)
3 15-Minute (2)	0	0	2	2	2	2	2	0	2 (100%)
4 Unrestricted (47)	6	12	25	37	38	43	43	11	43 (91%)
Total (83)	7 (8%)	14 (17%)	32 (39%)	50 (60%)	50 (60%)	59 (71%)	67 (81%)	15 (18%)	67 (81 %)

Source O R George & Associates

The site plan for the project illustrates six (6) stacked parking spaces two of which appear to be within public space Pursuant to 24 DCMR § 101 automobile parking between the building restriction line and the sidewalk is not allowed without a permit DDOT is not likely to support automobile parking within the public parking area of the site but will work with the Applicant to determine alternate onsite parking arrangements that do not infringe on public space. The image on the following page illustrates the driveway area where automobile parking is proposed in public space

Streetscape

In line with District policy and practice related to public space, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines This includes curb & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site

The Applicant is expected to work closely with DDOT and OP to ensure that the design of the public realm meets all current standards. The *DDOT Public Realm Design Manual* will serve as the main public realm references for the Applicant. DDOT staff will be available to provide additional guidance during the Public Space permitting process

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