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DISTRICT OF COLUMBIA
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## MEMORANDUM

**DATE:** October 23, 2000

**TO:** His Excellency the Ambassador to
the United States of America
Embassy of the Republic of Azerbaijan

**FROM:** Osborne R. George

**RE:** Board of Zoning Adjustment Application No. 16620

### INTRODUCTION

In accordance with your request, we have reviewed the "Statement of the Applicant" prepared in connection with the referenced matter. We also undertook field inventories and surveys of parking usage in the vicinity of the property, which is the subject of the current application. As agreed, the focus of the effort is to facilitate our testimony before the District of Columbia Board of Zoning Adjustment (BZA) during the public hearing scheduled for Tuesday, October 24, 2000. This memorandum presents supporting information which will be available for submission into the record of the subject case.

As background to the data, analysis and discussions, which follow, it is noted that the property, which is the subject of the current BZA application, is situated at 2741 34th Street, in the Northwest section of the District of Columbia. The Republic of Azerbaijan proposes to establish a chancery at the site in accordance with the provisions of the Foreign Missions Act, and the relevant sections of the City's Zoning Regulations. Based upon earlier proceedings in the case, there is the need for parking data that would support the Board's inquiries. This memorandum presents such data. In order to facilitate the presentation which follows, the site location and area setting are presented in Attachment 1 - Site Location Map.

### SITE LOCATION AND ACCESS SITUATION

The subject property is situated in the southeast quadrant of the 34th Street/Fulton Street intersection. The site is thus approximately one block north of Massachusetts Avenue, a major arterial on the City's roadway system, which also provides the area with Metrobus transit service via a number of bus routes. Thirty-Fourth Street is a north-south roadway designated a collector, and connecting the area of the subject property with a number of east-west roadways, such as Garfield Street, which link the area with the Connecticut and Wisconsin Avenue corridors.

Immediate access to the subject property is via 34th Street and off Fulton Street along its northeast frontage. Thirty Fourth Street and its Reno Road extension to the north were recently "treated" with a number of traffic calming measures, with the intent of reducing the volume of through/commuter traffic along this roadway. Even with this favorable roadway access situation, it is noted that the operational characteristics of the proposed chancery, (particularly its hours of operation and modes of transportation as detailed in the Statement of the Applicant)

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strongly indicate that traffic generation during the morning and afternoon peak periods would not present an issue. For the avoidance of doubt, the following key aspects of the future Chancery operations are noted below.

(a) ***"The Chancery would operate between 8:00 AM and 6:00 PM.*** This means that little or no traffic would be generated by the Chancery employee staff during the peak hours (7:00 - 9:00 AM and 4:00 - 6:00 PM).

(b) ***"The Chancery is expected to have very few visitors during the day."*** The Applicant's statement notes that visa and passport transactions will be made primarily by fax, mail and delivery services; and that no more than two (2) to three (3) vehicle trips for business purposes will be made on a typical weekday. Deliveries are expected to entail brief stops adjacent to the subject building.

(c) ***"The Chancery will be used after-hours and on weekend only on a very occasional basis."*** There are currently no significant capacity constraints within the roadway network during the off-peak period on weekdays, or weekends.

Some of the above aspects of the future Chancery operations also have a bearing on parking demands that are projected for the Chancery, as well as potential impacts on the neighborhood. These matters are dealt with in the section following. The local area setting of the subject site is shown in Attachment 2.

## PARKING DEMANDS AND IMPACTS

Based upon our discussions with the Applicant's attorneys and our review of the Applicant's Statement, the potential impact on the area's parking situation appears to be the greatest concern to both the BZA and the area residents. Accordingly, an "impact area" was defined to take into consideration the location of the property, the configuration of the local roadway network, as well as key land uses and typical walking distances for business and social trip purposes. Based on these considerations, a study area was defined by the following boundaries.

- Massachusetts to the south;
- The north side of Garfield Road to the north; and
- Generally the east side of 34th Street between Massachusetts Avenue and Garfield Street, and 33rd Street at Garfield Street.

Attachment 3 - Residential Landuse and Parking Inventory was prepared to draw focus to the defined study area. For purposes of the survey and data tabulation, the study area was further subdivided into three (3) designated sub areas (or zones), considering their relative proximity to the subject site. The zones are defined as follows:

- ***Zone 1:*** The 2700 and 2800 blocks of 34th Street, and the adjacent block of Fulton Street, to the west;
- ***Zone 2:*** The remainder of the adjacent street system between the north side of Massachusetts Avenue, the east side of 34th Place and the south side of Garfield Street; and
- ***Zone 3***: The north and south sides of Garfield Street between Massachusetts Avenue and 33rd Place.

A block-by-block inventory of the on-street parking spaces was made within the defined study area. This information is being displayed on an exhibit. The existing parking supply for the three zones are summarized in the following table. The entire study area is covered under the City's Residential Parking Permit program, which restricts parking by non-permit holders to two-hour periods, generally between 7:00 AM and 6:30 PM.

**Table 1**
**SUMMARY OF BUILDING LOCATIONS**
**BY THE DEFINED STUDY AREA ZONE**

| Sub Area | Number of Houses/Buildings | On-Street Parking Spaces |
|---|---|---|
| Zone 1* | 15 | 79 |
| Zone 2** | 35 | 173 |
| Zone 3*** | 23 | 120 |
| **TOTAL** | **73** | **372** |

* *Excludes the Belgian and Norwegian Embassies, and the Apostolic Nunciature (Vatican Embassy), which have significant off-street parking.*

** *Excludes Cape Verde and Liberian Embassies and the Greek Orthodox Church.*

*** *Excludes the Belgian Embassy.*

Testimony will be provided regarding how the number of parking spaces for each block face was determined. Surveys were performed of the entire study area (as defined above) during the period 12:00 Noon to 7:00 PM on Thursday and Friday (October 19th and 20th), and between 6:00 to 9:00 PM on Saturday, October 21st, 2000. The detailed results of the survey are presented in graphs and charts prepared for the public hearings. The following table presents a summary of the observed parking usage for the three zones over the three-day period of the survey.

**TABLE 2**
**SUMMARY OF OBSERVED PEAK PARKING DEMAND**
**PROPOSED AZERBAIJAN STUDY AREA (OCTOBER 19 - 21, 2000)**

| Area | Capacity | Maximum Parking Usage | | Date of Observation | Time of Day |
|---|---|---|---|---|---|
| Zone 1 | 79 | 35 | (44%) | Thu. (10/19/00) | 3:00PM |
| | | 44 | (56%) | Fri. (10/20/00) | 2:00 PM |
| | | 22 | (28%) | Sat. (10/21/00) | 9:00 PM |
| Zone 2 | 173 | 43 | (25%) | Thu. (10/19/00) | 1:00 PM |
| | | 63 | (36%) | Fri (10/20/00) | 2:00 PM |
| | | 32 | (18%) | Sat (10/21/00) | 8:00 PM |
| Zone 3 | 120 | 87 | (72%) | Thu (10/19/00) | 3:00 PM |
| | | 95 | (79%) | Fri (10/20/00) | 2:00 PM |
| | | 55 | (46%) | Sat (10/21/00) | 7:00 PM |

The data presented in Table 2 shows that the minimum parking utilization within Zone 1 (that would be most impacted by the proposed chancery) averaged 43%, with a maximum of 56 % observed. Further details are provided in Attachment 4.

It is understood that one of the issues of concern to BZA, and to the area residents, has to do with potential parking demand during large social functions at the proposed chancery. In this regard, we note the Applicant proposes an average of four (4) functions per year, at which fifteen (15) to fifty (50) persons are expected to be in attendance. We understand that the Embassy of Azerbaijan has made arrangements with the Embassy of Belgium to utilize their off-street parking lot on such occasions. To this end, we inventoried the Belgian Embassy parking lot, and ascertained that it contains 27 parking spaces. This lot is located one block away, a distance of approximately 350 - 400 ft. This is certainly an acceptable walking distance for this trip purpose type. However, it is understood that the Applicant is also investigating providing arrangements for valet service during major social events.

The parking supply of 27 spaces should be quite adequate for the Applicant's needs. This is demonstrated by the following computations.

a) Projected maximum function attendance---------- = 50 persons

b) Average persons per vehicle
(typical for social type events)---------- = 3 persons/vehicle

c) Projected maximum parking demand
(a ÷ 3)---------- = 17 parking spaces

d) Spaces provided at Chancery ---------- = 7 parking spaces

**Critical off-site parking need**
**(Item c - d)---------- = 10 parking spaces**

The above summation assumes that no parking will be allowed (or desired) along the adjacent blocks of 34th Street. As shown above, this need will be adequately met by the arrangements with the Belgian Embassy.

## SUMMARY AND CONCLUSION

The foregoing data, analysis and discussion have demonstrated that the proposed use of the property situated at 2741 34th Street NW as the Chancery of the Republic of Azerbaijan should not create adverse traffic and parking conditions. Most of the daily vehicle trips would be generated outside of the weekday morning and afternoon peak periods. The parking usage surveys taken during these periods also demonstrate that current on-street parking within the adjacent street blocks is generally in range of 50% of the total parking supply. The Applicant's proffer to arrange for use of the parking lot of the Belgian Embassy during major functions will further ensure that the impacts are insignificant.

In addition to the above factors, the Applicant's Statement proposes to take steps to further accommodate the concerns of the residents. These include the following:

(a) Not pursuing reservation of diplomatic parking along the frontage of the subject property; and

(b) Supporting the potential efforts of the residents to extend the hours governed by the City's Residential Parking Permit program to beyond 6:30 PM (perhaps to 8:30 PM as on some of the adjacent streets, or beyond that time.)

A third factor can be cited here. The subject property is noted as being improved with a residence approximately 5,200 GSF in building area. The demographic factors, which the ownership of such a property suggests, include a high automobile ownership, use of support staff, home office, frequent visitation and likely large social functions which would typically fall outside of the jurisdiction of the City's administrative bodies. It is perhaps likely that such a use would generate even greater traffic generation and parking demands than the proposed chancery.

As noted in the introduction of this memorandum, this memorandum does not represent a fully documented report. It is intended to serve as the basis for testimony by the preparer before the scheduled BZA hearing. However, it is noted that the process conforms to standards of current practice for traffic and parking impact assessments.

We trust that you will find the above information useful. We look forward to assisting the Embassy of Azerbaijan further as the application process moves forward. *Thank you.*

ORG/pcp



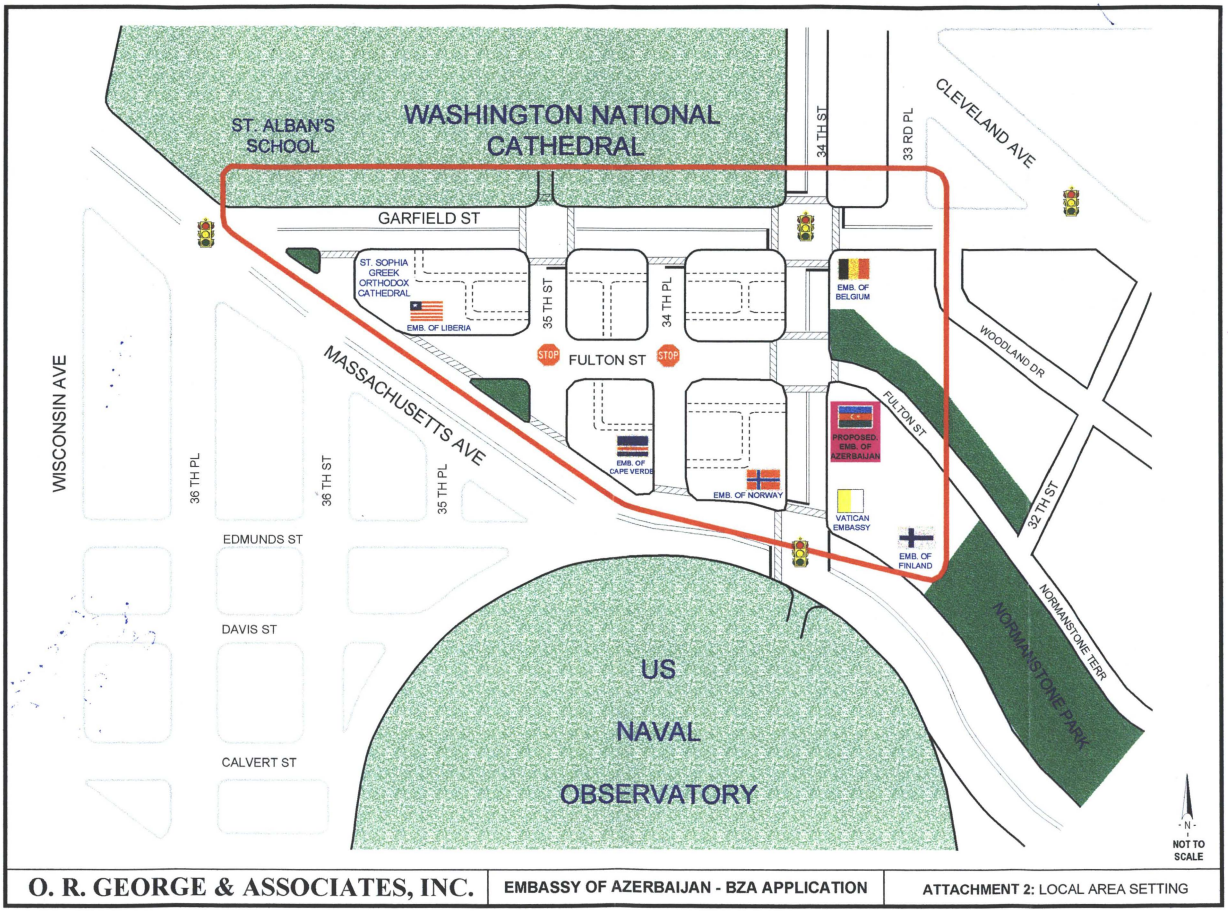

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**ATTACHMENT 1: Site Location Map**

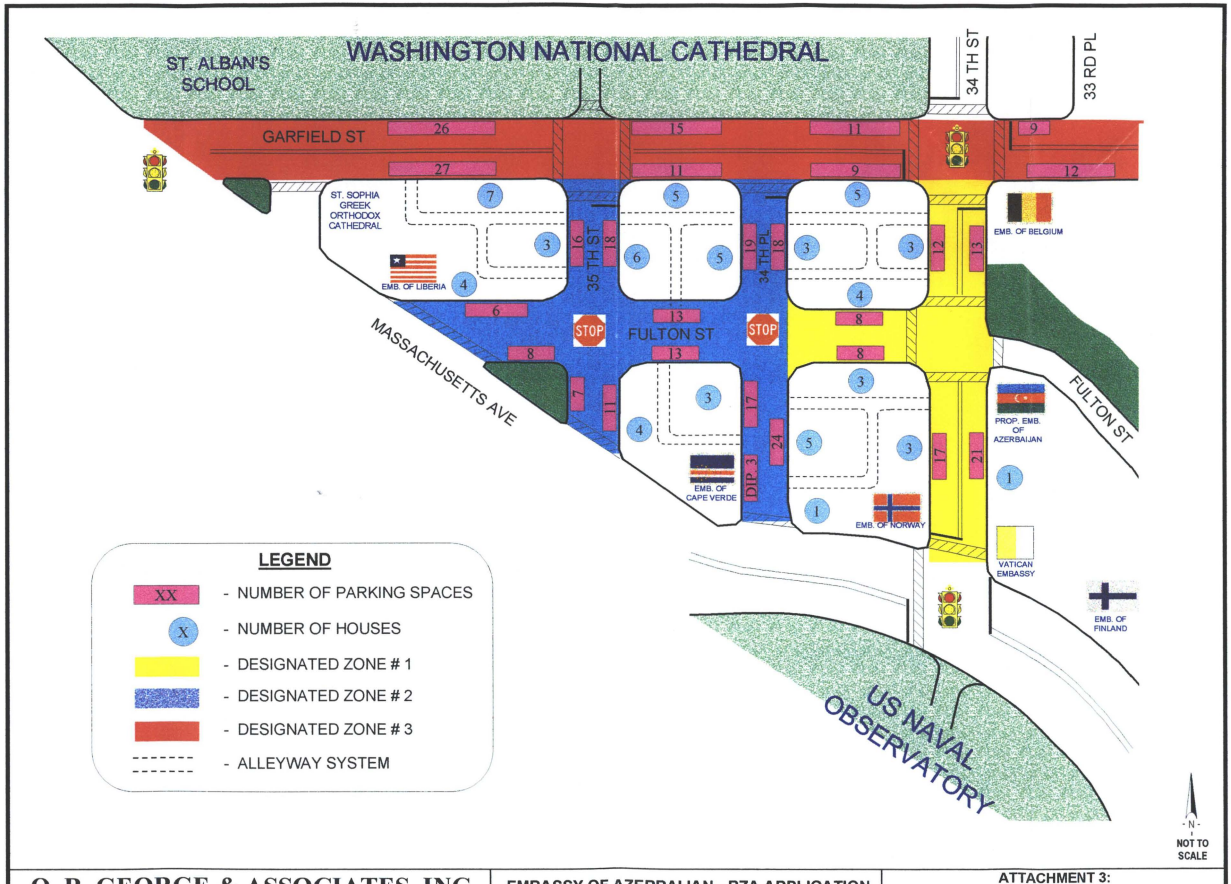
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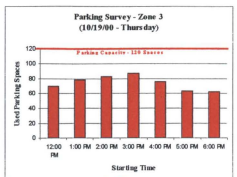


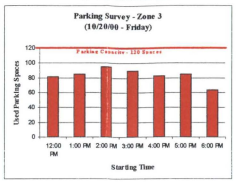

| O. R. GEORGE & ASSOCIATES, INC. | EMBASSY OF AZERBAIJAN - BZA APPLICATION | ATTACHMENT 2: LOCAL AREA SETTING |
|---|---|---|

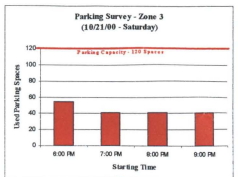



| O. R. GEORGE & ASSOCIATES, INC. | EMBASSY OF AZERBAIJAN - BZA APPLICATION | ATTACHMENT 3: RESIDENTIAL LAND USE & PARKING INVENTORY |
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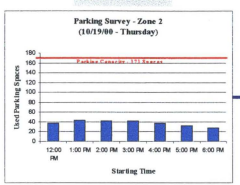
## ZONE 3

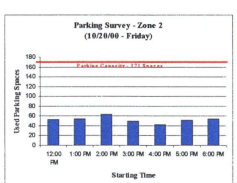


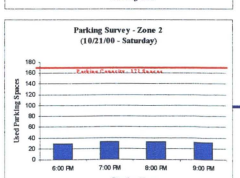



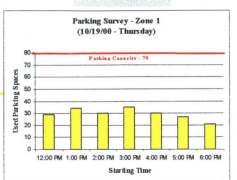

## ZONE 2

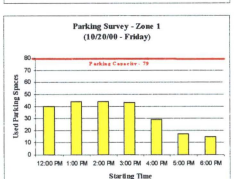


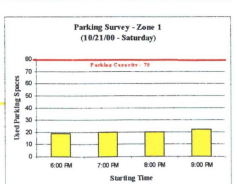



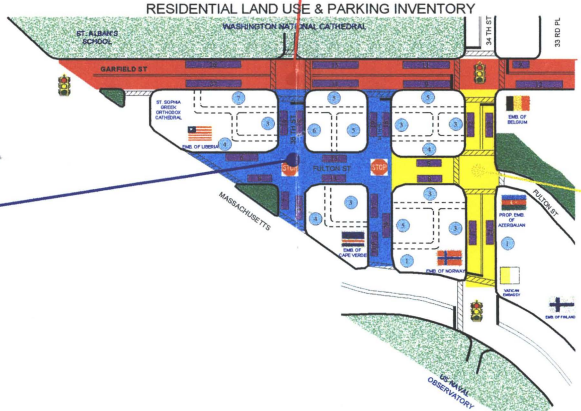

## ZONE 1




## RESIDENTIAL LAND USE & PARKING INVENTORY




PARKING SURVEY SUMMARY

NOT TO SCALE

| O. R. GEORGE & ASSOCIATES, INC. | EMBASSY OF AZERBAIJAN - BZA APPLICATION | ATTACHMENT 4: PARKING SURVEY SUMMARY |
|---|---|---|