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September 12, 2001

MARY CAROLYN BROWN
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SEP 12 PM 2:13
BOARD OF ZONING ADJUSTMENT
DISTRICT OF COLUMBIA

VIA HAND DELIVERY

Board of Zoning Adjustment for the
District of Columbia
441 4th Street, N.W., Suite 210S
Washington, D.C. 20002

Re: BZA Application No. 16739
2306 Massachusetts Avenue, N.W. (Square 2507, Lots 4 and 5)

Dear Members of the Board:

Enclosed please find an original and ten copies of the Statement of the Applicant filed on behalf of The Embassy of the Republic of Latvia for relief requested pursuant to Section 4306 of the Foreign Missions Act and Chapter 10 of the Zoning Regulations.

Thank you for your consideration of these materials.

Respectfully submitted,

Carolyn Brown

Enclosures

cc: Office of Planning
ANC 1D

WAS1 #986298 v1

BZA
Case No. 16739
Exhibit No. 32

Board of Zoning Adjustment
District of Columbia
CASE NO.16739
EXHIBIT NO.32A1

BEFORE THE FOREIGN MISSIONS BOARD OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA

APPLICATION OF SCOTT STINSON
ON BEHALF OF THE EMBASSY OF THE
REPUBLIC OF LATVIA

BZA APPLICATION NO. 16739
HEARING DATE: SEPTEMBER 25, 2001
ANC 1D

STATEMENT OF THE APPLICANT

D.C. OFFICE OF ZONING
RECEIVED
2001 SEP 12 PM 2:17

I.
NATURE OF RELIEF SOUGHT

This statement is submitted on behalf of Scott R. Stinson and the Embassy of the Republic of Latvia in support of the application to the Foreign Missions Board of Zoning Adjustment ("FMBZA"), pursuant to 11 DCMR § 1002.1, to permit the location of a chancery under subsection 1001.1 in the D/R-3 District at premises 2306 Massachusetts Avenue, N.W. (Square 2507, Lots 4 and 5).

II.
JURISDICTION OF THE BOARD

The Board of Zoning Adjustment ("BZA" or "Board") has jurisdiction to grant the relief requested pursuant to section 4306 of the Foreign Missions Act and Chapter 10 of the Zoning Regulations. *See* 22 U.S.C.A. § 4306 (1990); D.C. Official Code §6-1306 (2001).

III.
BACKGROUND

A. Description of the Subject Property.

1. Location.

The proposed chancery site for the Latvian Embassy is located on Sheridan Circle at premise address 2306 Massachusetts Avenue, N.W., consisting of Lots 4 and 5 in

Square 2507. Lot 4 is improved with the Alice Pike Barney Studio House, a four-story Mission style building designed in 1902 by the noted Washington architect, Waddy Wood, as an artist studio-salon and house for Alice Pike Barney. In 1921, a separate garage building designed in the same Mission style was constructed on the adjacent Lot 5. The entire site, which consists of approximately 8,864 square feet in land area, has been designated an historic landmark and is listed in the D.C. Inventory of Historic Sites and the National Register of Historic Places. The first and second floors of the main building's interior are also listed in the local historic inventory, including the foyer, salon, dining room, library, stairs and studios. A copy of the landmark designation decision is attached as Exhibit D. The historic character of the property is further emphasized by its location within the Massachusetts Avenue and Sheridan-Kalorama historic districts.

2. Zoning.

The Zoning Map for the District of Columbia designates the site in the D/R-3 District, a medium density residential zone specifically intended for diplomatic uses. A copy of the Zoning Map is attached as Exhibit B. Pursuant to Order No. 237, the Zoning Commission created the Diplomatic Overlay along this portion of Massachusetts Avenue, N.W., known as "Embassy Row" in 1978 to implement the Foreign Missions and International Agency Element of the Comprehensive Plan. The Diplomatic Overlay extends west along Massachusetts Avenue from 22nd Street to 38th Street, just past the Vice President's residence at the Naval Observatory. The Commission recognized at the time of the adoption of the overlay that this section of Massachusetts Avenue has "been

enhanced by a substantial degree of diplomatic and institutional development which has historically marked or presently marks the character of this area. 'Embassy Row' stamps Massachusetts Avenue, N.W., from Dupont Circle to Observatory Circle...." *See* Zoning Order No. 237.

Foreign missions from around the world surround the proposed chancery site. Immediately to the west on Sheridan Circle is the chancery of the Embassy of the Republic of Korea (2320 Massachusetts Ave., N.W.). Other chanceries within one block from the proposed site include those for Burkina Faso (2340 Massachusetts Ave., N.W.), the Paraguay (2400 Massachusetts Ave., N.W.), Libya (2344 Massachusetts Ave., N.W.), Madagascar (2374 Massachusetts Ave., N.W.), Romania (1601-1607 23rd St., N.W.), the Egyptian chancery annex (2232 Massachusetts Ave., N.W.), the Sudan (2210 Massachusetts Ave., N.W.), Togo (2208 Massachusetts Ave., N.W.), the annex for the Republic of Turkey (2202 Massachusetts Ave., N.W.), Luxembourg (2200 Massachusetts Ave., N.W.), Ireland (2234 Massachusetts Ave., N.W.), the Bahamas (2220 Massachusetts Ave., N.W.), Turkmenistan (2207 Massachusetts Ave., N.W.), the United Arab Emirates annex (2209 Massachusetts Ave., N.W.), Greece and its annexes (2211 and 2221 Massachusetts Ave., N.W.), Guatamala (2220 R St., N.W.), Niger (2204 R St., N.W.), the Central African Republic (1618 22nd St., N.W.), Haiti (2311 Massachusetts Ave., N.W.), Pakistan and its annexes (2201 R St., N.W. and 2315 Massachusetts Ave., N.W.), Armenia (2225 R St., N.W.), Kenya (2249 R St., N.W.), Cyprus (2211 R St., N.W.), and an organization known as the American Society of International Law (2223 Massachusetts Ave., N.W.). A map showing the location of foreign governments and

international organizations in the immediate vicinity of the proposed Latvian Embassy is attached as Exhibit E.

B. Proposed Use by the Embassy of Latvia.

1. Nature of Uses Within the Building.

The Embassy of Latvia is the contract purchaser of the subject property and intends to use it for chancery purposes. A chancery is a permitted use in the D/R-3 District subject to FMBZA disapproval after review based upon the six criteria enumerated in section 4306(d) of the Foreign Missions Act and section 1001 of the Zoning Regulations. The four-story building contains approximately 10,340 square feet of gross floor area. The first two floors of the building, which are individually designated historic spaces, will be used for ceremonial and receiving rooms. All original finishes will be maintained and the historic integrity of the spaces will be preserved. The upper two floors of the building are set back at the rear of the house to create a rooftop terrace at the third floor level. As a result, the top two floors are smaller in floor area than the first two floors. These upper two floors will house the offices for the chancery use. The consular office will be located at the basement level with separate access from the street.

The proposed chancery will be one of two properties maintained by the Embassy of Latvia in the city. The Defense Attache, Archives and Technical Facilities will remain at the Embassy's current location at 4325 17th Street N.W., in upper Northwest Washington. Only seven diplomats and three non-diplomatic staff will be located at the new site, resulting in a relatively low-intensity use of the property. The Ambassador of

Latvia to the United States has also been appointed as the Ambassador to Mexico and will travel frequently to that country, as well as Europe, which will also result in a reduced level of activity at the proposed Sheridan Circle site.

The Embassy of Latvia will convert the garage building on the adjacent Lot 5 to a residence for a couple to live and work as caretakers. The caretakers will be responsible for maintaining the property and one of them will also serve as the driver for the Ambassador. They will also create a full-time residential presence at the property and for the Sheridan-Kalorama neighborhood in general.

2. Parking at the Site.

The adjacent Lot 5 will function as the parking area for the chancery, consistent with its historical use. Seven spaces for self-parked cars and an additional four stacked spaces can be accommodated in this area, which is well-screened from the surrounding historic neighborhood by the existing historic perimeter wall. The layout of the parking plan is shown in the Traffic Report prepared by O.R. George & Associates, Inc., attached as Exhibit F. Approximately five diplomatic and two non-diplomatic vehicles will be driven to the new chancery on a daily basis. Based upon existing conditions, an estimated two visitors will travel to the site each day by public transportation for visas. The chancery would anticipate receiving another two visitors each month for other purposes. The site is well-served by numerous bus lines along Massachusetts Avenue and is within walking distance of the Dupont Circle Metrorail Station. Should visitors choose to travel by personal vehicle, however, their cars can be accommodated on site in the stacked parking arrangement, which would be monitored by the caretaker.

3. Historic Features of the Property.

The Embassy of Latvia has a deep appreciation for the historic character of the property. The Mission style design and prominent arched gable are, in fact, reminiscent of historic buildings in the Latvian capital of Riga and prompted the Embassy to select this site. (See photographs of Riga buildings attached at Exhibit I.) The Embassy is committed to maintaining the important historic qualities of the property, both on the exterior as well as the interior, and will use appropriate lighting, window treatments and other features that are consistent with the design of the building. The interior spaces listed in the D.C. Inventory of Historic Sites will be used to display works of Latvian and European art. In response to desires express in the community, the Embassy proposes to open these levels to the public for viewing on a monthly or other periodic basis, in consultation with members of the community, so that these historic spaces can be appreciated by the general public.

4. Signage.

The Embassy also intends to install a plaque on the exterior of the building, adjacent to the large entrance archway, identifying the chancery. A smaller sign will be placed next to the secondary entrance door of the front façade, identifying the consular section. The existing plaque identifying the building as the Alice Pike Barney Studio House will be retained and relocated to an appropriate position on the front of the building. The Commission of Fine Arts and the Historic Preservation Review Board approved the two new plaques on July 19 and 26, 2001, respectively. Copies of the recommended approval are attached as Exhibit H.

5. Hours of Operation.

The typical hours of operation of the Embassy are 9:00 a.m. to 5:00 p.m., Monday through Friday. Based upon existing experience, the Embassy anticipates an average of approximately two visitors daily at the consular and visa office, and approximately two visitors a week at the chancery offices. These numbers are not expected to increase at the new site. Most business with the public is conducted by mail, telephone, telecopy, or messenger.

The Embassy proposes to host two events per year of up to 150 people at the new location. A general reception will be held in the Spring and the National Day Celebration will be held in the Fall. Valet parking will be used for these events.

IV.
CHANCERY USE OF THE SUBJECT SITE IS CONSISTENT WITH THE FOREIGN MISSIONS ACT AND CHAPTER 10 OF THE ZONING REGULATIONS

Pursuant to section 1001.1 of the Zoning Regulations, a chancery is a permitted use in the Diplomatic Overlay District, subject to disapproval by the Board of Zoning Adjustment pursuant to the criteria established in section 4306(d) of the Foreign Missions Act, and incorporated into Chapter 10 of the Zoning Regulations. Because the Embassy of Latvia meets the criteria for determining the appropriateness of a chancery location, as set forth in those sections, its proposed chancery use at 2306 Massachusetts Avenue, N.W., should be approved.

A. The International Obligation of the United States.

The United States has an international obligation to facilitate the provision of adequate and secure facilities for foreign missions in the Nation's Capital. 22 U.S.C.A. § 4306(d)(1); 11 DCMR § 1001.2. By letter dated August 14, 2001, the U.S. Department of State determined that favorable action by the FMBZA on this application would fulfill the international obligation of the United States to facilitate the acquisition of adequate and secure premises by the Government of Latvia for its diplomatic mission in Washington. A copy of the State Department letter is attached as Exhibit J.

B. Historic Preservation.

The FMBZA must ensure the compatibility of the proposed chancery use with local historic landmarks and districts, and substantial compliance with District of Columbia and federal regulations governing historic preservation. 22 U.S.C.A. § 4306(d)(2); 11 DCMR § 1001.3 and 1001.4. As noted above, the building is an historic landmark, including the first two floors of the interior, and is located within two historic districts. The Embassy of Latvia is committed to preserving the historic integrity of the property, which is consistent with its long tradition of preserving and protecting the historic qualities of its other embassies located in other countries, as well as its own government offices in Riga.

The Embassy of Latvia does not intend to undertake any new construction or demolition at the proposed site. The limited alterations contemplated at this time, which include the installation and relocation of plaques at the front of the building,

have been reviewed and approved in accordance with local and federal preservation laws. (See Exhibit H.)

The Embassy has made further commitments to the community to retain and maintain the current features and appearance of the property in a manner consistent with the character of the neighborhood and the historic status of the buildings. These commitments include the treatment of windows, interior lighting visible from Massachusetts Avenue, exterior lighting, landscaping and maintenance of the property in general. The Latvian government recognizes that the property is a designated historic landmark, and that certain interior spaces on the first two floors of the Barney Studio House are also protected as part of the landmark under the D.C. Historic Landmark and Historic District Protection Act. The Latvian government will comply with the provisions of that law. The written commitments offered to the community are set forth in detail at Exhibit K.

C. Adequacy of Off-Street Parking.

The FMBZA must consider the adequacy of off-street or other parking and the extent to which the area is served by public transportation to reduce parking requirements. The determination of adequate parking is subject to any special security requirements that the Secretary of State may find necessary, after consultation with the federal agencies authorized to perform protective services. 22 U.S.C.A. § 4306(d)(3); 11 DCMR § 1001.5. By letter dated August 14, 2001, attached as Exhibit J, the State Department has determined that no special security requirements related to parking exist at the proposed site.

Because the proposed chancery site is an individual landmark, no additional parking is required pursuant to section 2100.5 of the Zoning Regulations. Nevertheless, the site will provide ample parking for the chancery staff, the two anticipated daily visitors to the visa office and the two monthly visitors to the chancery for other purposes. As noted above, seven "self-parked" spaces and four "stacked" spaces can be accommodated on Lot 5, which has historically been used as a driveway and parking area. Additionally, the site is extremely well-served by public transportation. There are numerous bus lines traveling in both directions on Massachusetts Avenue, a major transportation route into and out of the city. Taxicabs are routinely found along this route. A traffic and transportation study prepared by O.R. George & Associates, Inc., concludes that there will be little or no adverse impact on the parking or public transportation facilities within the area and that the proposal complies with all applicable requirements. A copy of the report is attached as Exhibit F. The District's Division of Transportation also concludes in its report dated September 6, 2001, that there is ample parking on site and in the vicinity of the proposed chancery, and that the area is well served by public transportation. Accordingly, the Division of Transportation supports the application, as indicated in its report attached as Exhibit G.

D. Security Issues.

The U.S. Department of State, in consultation with the federal agencies responsible for protective services, has an obligation to ensure that the proposed chancery can be adequately protected. 22 U.S.C.A. § 4306(d)(4); 11 DCMR § 1001.6. By

letter dated August 14, 2001, attached at Exhibit J, the State Department has determined that the proposed chancery can be adequately protected.

E. The Municipal Interest.

The FMBZA must consider the municipal interest of the city, as determined by the Mayor, in deciding whether to approve an application for a chancery use. 22 U.S.C.A. § 4306(d)(5); 11 DCMR § 1001.6. The proposed chancery is consistent with the municipal interest because it will be located within the Diplomatic Overlay District on the Zoning Map, which specifically identifies this area as an appropriate location for a foreign mission. *See* portion of the Zoning Map attached as Exhibit B. The location of the Latvian chancery at this site is also consistent with the international and historical character of this section of "Embassy Row." As discussed above, the proposed site is surrounded by numerous other foreign governments and international organizations, which constitute the overwhelming majority of uses along Massachusetts Avenue, N.W. between 22nd and 38th Streets, N.W.

Significantly, the proposed site is separate and distinct from the sections of the Sheridan-Kalorama neighborhood that are principally residential in character. The building was originally intended as an artist studio and center for performing arts, and is not configured as a typical residence. The front room on the second story, for example, has a stage for plays and other dramatic readings and presentations. A ballroom, complete with a balcony for musicians, is also located on the second floor. For most of its life, the building has been used primarily for non-dwelling purposes. The building has housed a variety of uses, including the Peruvian Embassy, the

Colombian Legation, the National Capital Film Laboratories, Inc., the American Association of Museums, and the Smithsonian Institution. Consequently, use of the property as the Latvian chancery will have little, if any, impact on the residences in the area. It will be consistent with the diplomatic presence in the area and the prior uses of the building. A map depicting the diplomatic and institutional uses in the Sheridan-Kalorama neighborhood is attached as Exhibit E.

Latvia recognizes the historical importance and special character of the building. To demonstrate its commitment to these qualities, the embassy has offered certain agreements to the community to help ensure that its use of the building will have no adverse impacts. Latvia will meet with the Advisory Neighborhood Commission on September 18, 2001. As of the date of this pre-hearing statement, Latvia has not yet received a response regarding its commitments to the community.

Based on the foregoing, the proposed chancery use meets the municipal interest criteria of the Foreign Missions Act and the Zoning Regulations and Map.

F. The Federal Interest.

Finally, the FMBZA must consider the federal interest of the city, as determined by the Secretary of State, in determining whether to approve an application for a chancery use. 22 U.S.C.A. § 4306(d)(6); 11 DCMR § 1001.7. The Foreign Missions Act specifically identifies areas zoned for diplomatic use as an appropriate location for chanceries. 22 U.S.C.A. § 4306(b)(2)(B).

Moreover, the goals and objectives of the federal Foreign Missions and International Organization Element of the Comprehensive Plan states that it is the goal of the city, through the planning process:

> [t]o facilitate the efficient exercise and satisfactory performance of diplomatic and international functions in harmony with the planned development of the National Capital.

"Comprehensive Plan for the National Capital: Federal Elements," National Capital Planning Commission (1989) ("Federal Elements"), at 129. A copy of the goals and objectives is attached as Exhibit M. The map accompanying the Foreign Missions Element of the Comprehensive Plan indicates the subject site as appropriate for chancery use under section 4306(b)(2)(B) of the Foreign Missions Act.

The criteria for chancery facilities listed in the Foreign Missions and International Organizations Element states that chanceries should locate in areas of the District described in section 4306(b) of the Foreign Missions Act, which includes the "D" District. Further, among locations which meet those criteria, foreign missions should give preference to location on special streets or places, historic districts, or in historic landmarks. *See* Federal Elements at 131. Consistent with this criterion, the Latvian chancery will be located in an historic landmark and within two historic districts, and on Massachusetts Avenue, which is designated a special street in the federal element.

The Implementation Proposals for Foreign Missions, as set forth in the Federal Element, state *inter alia*, that:

> The criteria and policies for Foreign Mission facilities in the District of Columbia will be implemented through the Zoning Regulations of the District of Columbia and the zoning maps forming a part thereof.

Federal Elements at 141.

Consistent with this implementation proposal, the Zoning Map indicates that the subject site is located in the Diplomatic Overlay Zone, and Chapter 10 of the Zoning Regulations sets forth procedures for review of foreign missions applications in that zone.

The Goals and Objectives of the Comprehensive Plan state that foreign missions should be encouraged to locate in structures that reflect the prestige and dignity of their functions. The Plan also states that new, expanded or relocated chanceries and combined chanceries/embassies should be located or relocated where there is adequate public transit to reduce parking requirements, where there are adequate facilities, and in areas capable of being adequately protected. *See* Federal Element at 129.

Consistent with these goals and objectives, the proposed chancery building appropriately reflects the prestige and dignity of the Embassy of Latvia, and is evocative of its own architectural heritage. Moreover, the building is located in an area where there is adequate public transit and facilities, and adequate protection. Thus, it is consistent with the federal interests.

The Department of State is in accord on this assessment. In its August 14, 2001, letter, the State Department "determined that a favorable decision by the FMBZA on this application would serve the federal interest." It noted that "[w]hile the United States Embassy in Riga does not own any property in Latvia, the United States is free to acquire property should it determine to do so. Further, the United States Embassy has

enjoyed the support and cooperation of the Government of Latvia over the years in the management of its leased real estate interests." Accordingly, the federal interest is served by the approval of this application.

V.
POINTS IN SUPPORT OF APPLICATION

Exhibit A: Portion of Sanborn and Baist Maps showing the subject site outlined in red.

Exhibit B: Portion of Zoning Map showing the subject site outlined in red.

Exhibit C: Photographs of the subject site.

Exhibit D: Historic Landmark Decision for the Alice Pike Barney House, December 14, 1994.

Exhibit E: Map depicting foreign government and institutional uses in the vicinity of the proposed Latvian Chancery.

Exhibit F: Transportation and Traffic Report prepared by O.R. George & Associates, Inc.

Exhibit G: District's Division of Transportation Report in support of the application.

Exhibit H: Commission of Fine Arts Report and Historic Preservation Review Board Staff Report, dated July 16 and July 26, 2001, respectively.

Exhibit I: Photographs of Riga, Latvia buildings.

Exhibit J: Letter dated August 14, 2001, from the U.S. Department of State.

Exhibit K: Commitments of the Embassy of Latvia to the community.

Exhibit L: Foreign Missions and International Organization Element of the Comprehensive Plan.

Exhibit M: Outline of testimony of Ambassador Aivis Ronis, Embassy of Latvia.

VI.
WITNESSES

A. Ambassador Aivis Ronis

B. Osborne George, O.R. George & Associates, Inc., Traffic Consultation

VII.
CONCLUSION

For the above stated reasons, the Applicants respectfully request approval of the proposed chancery use at 2306 Massachusetts Avenue, N.W., Washington, D.C.

Respectfully submitted,

HOLLAND & KNIGHT LLP

By: _____
Christopher H. Collins

By: _____
Mary Carolyn Brown

September 11, 2001

WAS1 #1002854 v1

A

EXHIBIT A

315
313
SHERIDAN CIR.
ST N.W.
2512
MASSACHUSETTS AV. N.W. (SHERIDAN CIR.)
MASSACHUSETTS AV. N.W.
2507
(8)
WATER SIDE DR. N.W.
23RD. ST. N.W.
2511
ST. N.W.
ROCK CREEK
301
22ND ST. N.W.
23RD
POTOMAC

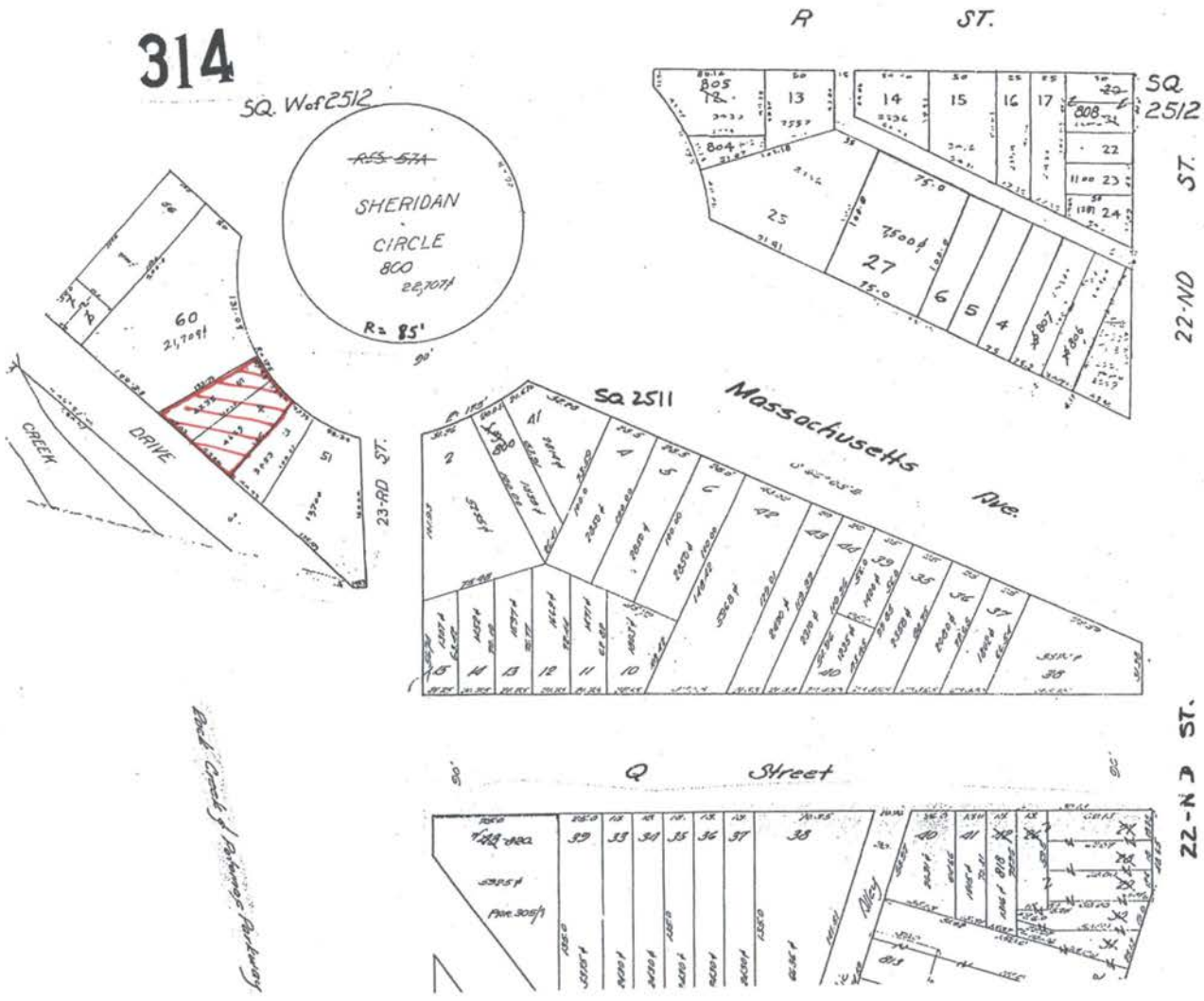
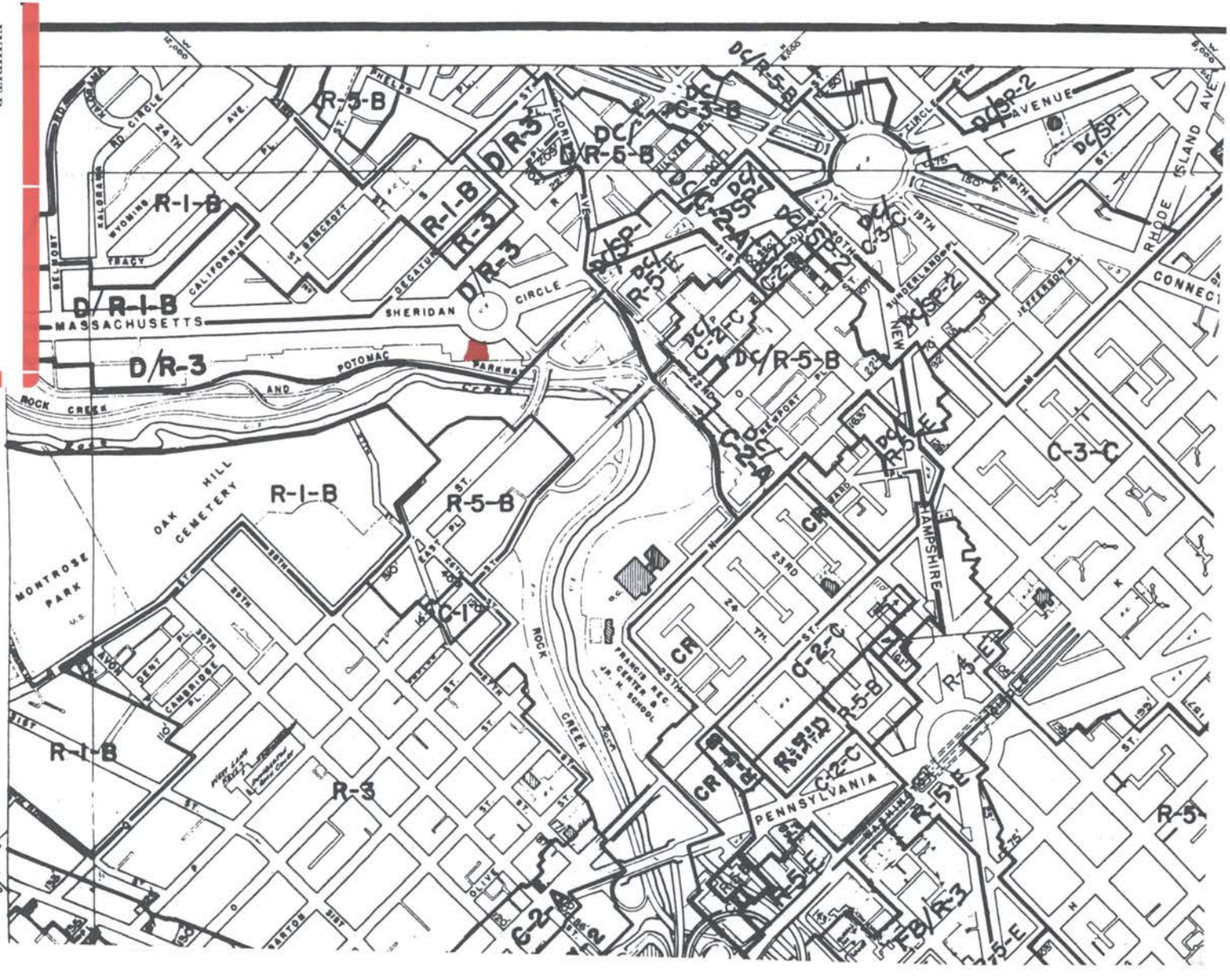
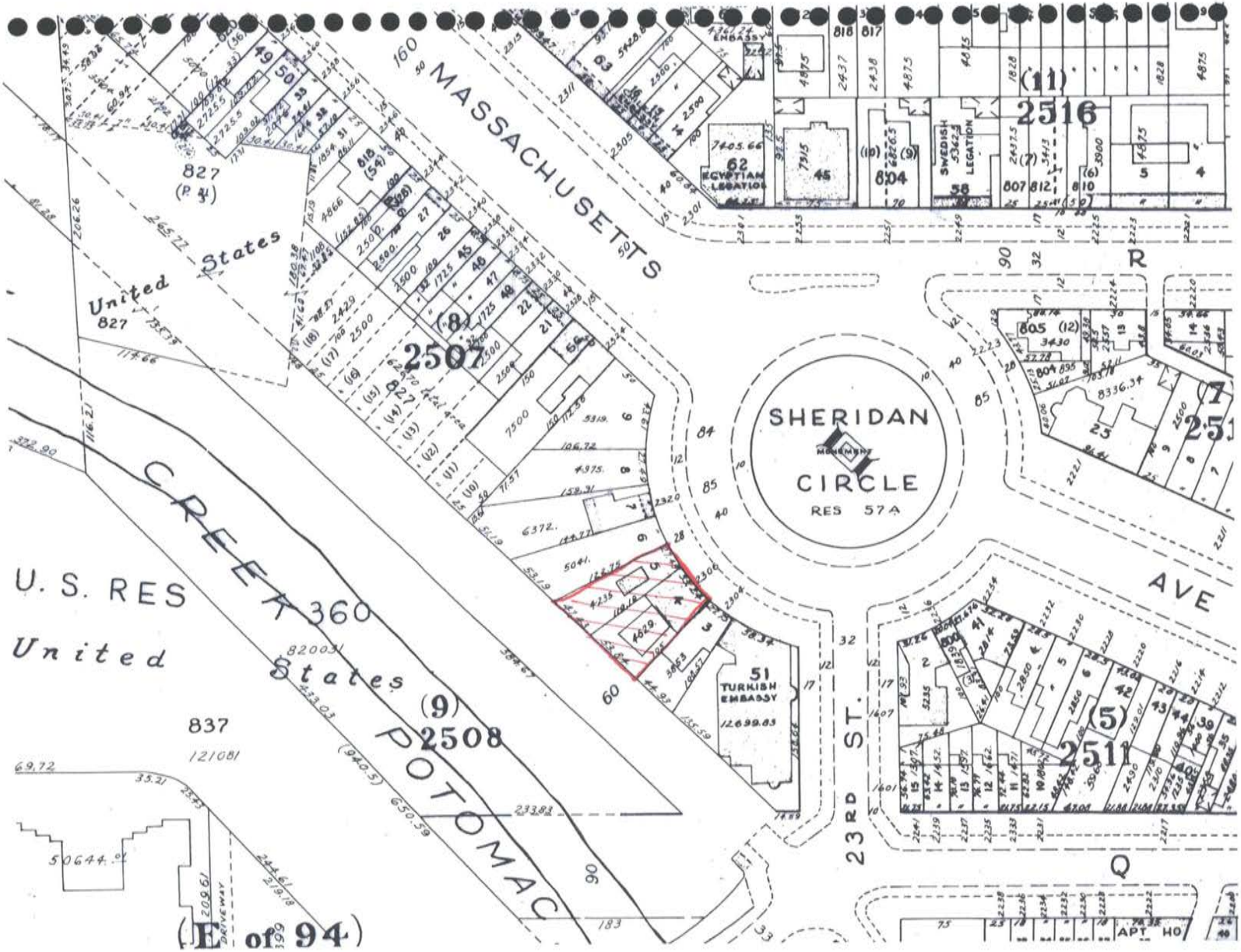

314
SQ. W of 2512
R ST.
SQ 2512
22-ND ST.
SHERIDAN CIRCLE
800
22,707 ft
R = 85'
RES 57A
60
21,709 ft
DRIVE
CREEK
23-RD ST.
SQ 2511
Massachusetts Ave.
Q Street
22-ND ST.
Rock Creek & Potomac Parkway



EXHIBIT B


D/R-1-B
MASSACHUSETTS
SHERIDAN
CIRCLE
D/R-3
POTOMAC
PARKWAY
AND
ROCK CREEK
R-1-B
R-5-B
R-3
C-1
C-2
C-3-C
DC/R-5-B
DC/SP-1
DC/SP-2
DC/SP-3
C-2-C
C-2-A
R-5-E
R-5-D
C-2-B
C-3-B
C-2-C
C-2-C
C-2-C


MASSACHUSETTS
SHERIDAN
CIRCLE
RES 57A
CREEK
POTOMAC
U. S. RES
United States
2507
2508
2516
2511
23RD ST.
AVE
R
Q
62
EGYPTIAN LEGATION
58
SWEDISH LEGATION
51
TURKISH EMBASSY
827
837
804
805
807
812
810
APT HO

(E of 94)

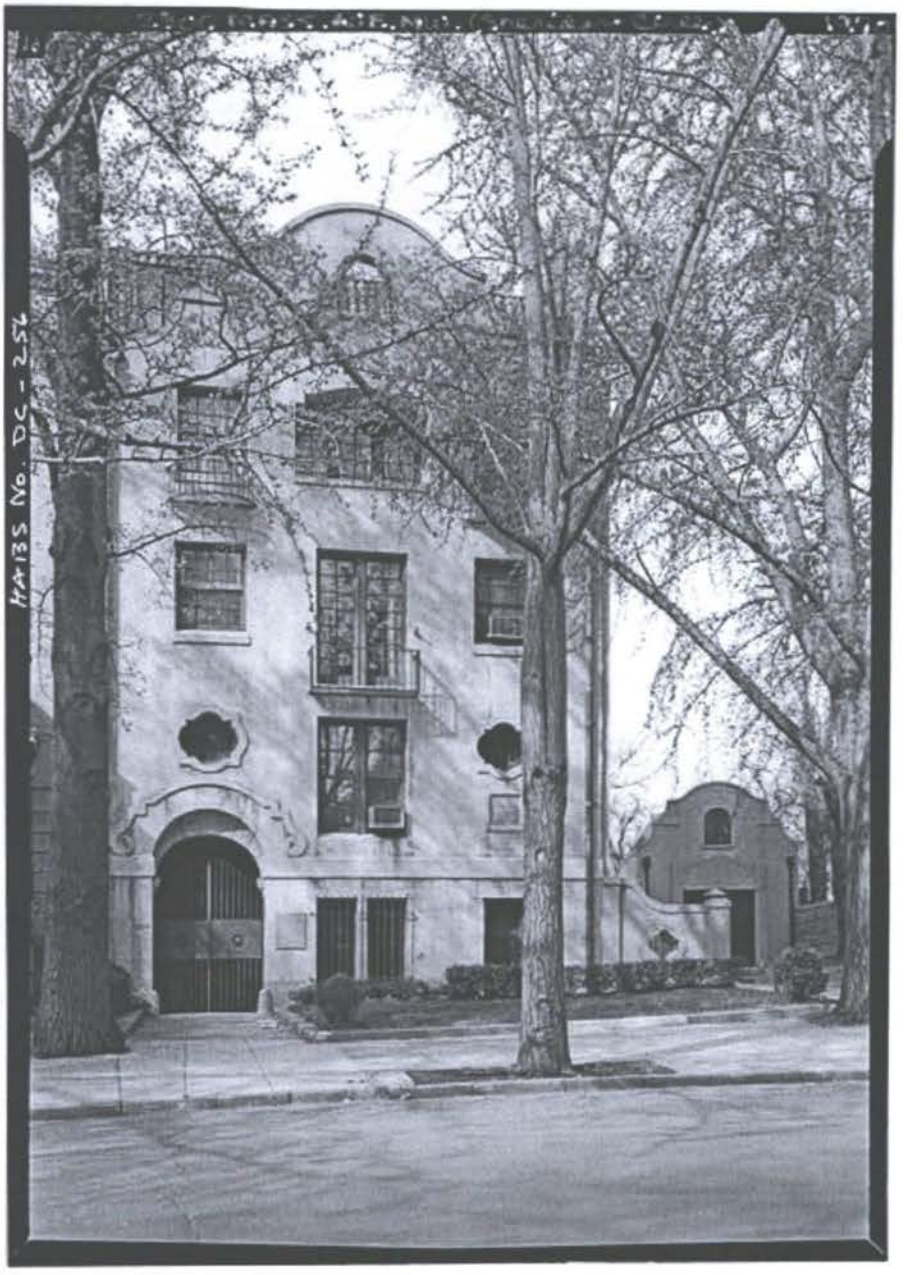






EXHIBIT C

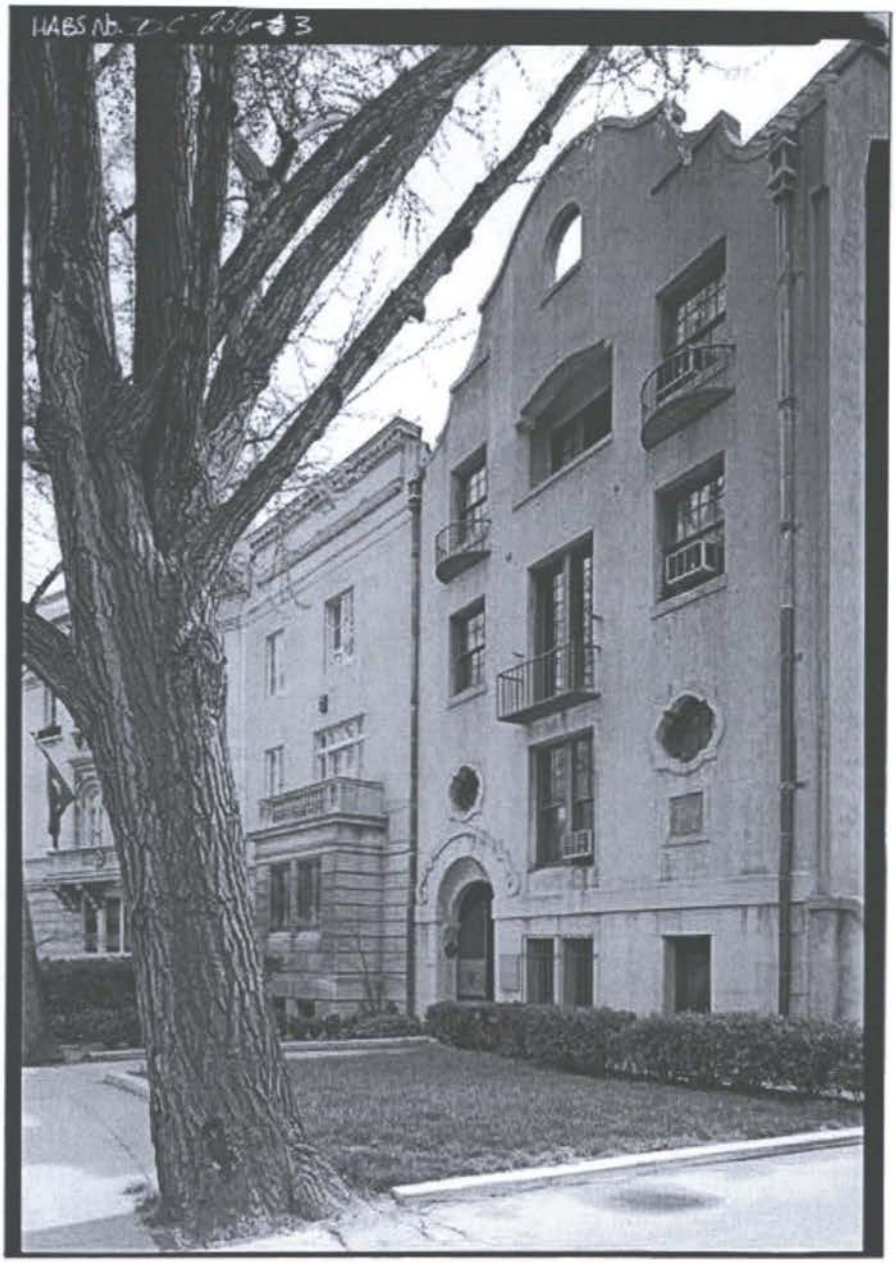
HABS,DC,WASH,199-1



Larger reference image (JPEG - 193K bytes)
Highest resolution image (TIFF - 17673K bytes)

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3. EAST FRONT LOOKING SOUTHWEST
HABS,DC,WASH,199-3



Larger reference image (JPEG - 155K bytes)
Highest resolution image (TIFF - 17478K bytes)



DISTRICT OF COLUMBIA
HISTORIC PRESERVATION REVIEW BOARD
DECISION

CASE NO. 94-03
BARNEY STUDIO HOUSE
2306 MASSACHUSETTS AVENUE, NW
SQUARE 2507, LOTS 4, 5

The District of Columbia Historic Preservation Review Board, having held a hearing on December 15, 1994, hereby designates the Barney Studio House and significant interior spaces as specified in the application as a D.C. Landmark, with inclusion in the D.C. Inventory of Historic Sites, and recommends its nomination to the National Register of Historic Places.

Background and General Characteristics

The Barney Studio House at 2306 Massachusetts Avenue,NW faces the center of Sheridan Circle on the south side of Massachusetts Avenue. Designed by Waddy Wood in the Spanish Mission style, it is four stories high with a stucco veneer that wraps around the right side of the building. Ruddy terracotta tiles overlap across the face of the roof in alternating rows of raised and recessed ridges. A high, curving gable rises above the top story. Punctuated by a bell shaped aperture this extension alters the profile of the roof line, while permitting a view beyond to the tiles, underscoring the thinness of the wall plane. Other details include simple rectilinear window frames divided into sixteen rectangular panes. Balconies with thin, cast-iron railings add texture and rhythm to the flat exterior and accent the bases of two windows on the fourth floor and another on the third. Two quatre-foil shaped windows on the second floor with simplified moldings and vertical mullions continue the symmetry established on the upper levels. The ground floor of the studio is articulated with rectangular ashlar stonework, adding texture and weight to the base of the stone. A recessed portal overarched by heavy voussoirs shelters the main entrance to the building. Barred by steel gates, this alcove mediates the passage into the interior of the building through a blending of interior and exterior details.

Washington architect, Waddy B Wood, one of the senior members of the firm Wood, Donn and Demming, Architects, designed Barney Studio House. The firm did the majority of their work, which included many private residences and a few pubic buildings, in

the District around the turn of the century. Largely self-taught through the study of texts at the Library of Congress, Waddy B. Wood first came to the District from employment in Virginia on a railroad survey. Dissatisfied with the slow pace of his advancement at his first job with a larger Washington architectural firm, Waddy Wood left after a few weeks to begin his own professional practice. The exterior of the Studio House, built in 1904, is reminiscent of an earlier design by Wood, Donn and Demming, the addition to the Providence Hospital which was also executed in the Spanish Mission style.

While the exterior of Barney Studio House contributes to the diverse and distinguished character of the Massachusetts Avenue and the Sheridan Kalorama Historic Districts, this property also needs to be recognized for the unique character of its interior. The interior spaces on the first and second floors,(with the exception of the kitchen, are a mixture of the Aesthetic and Arts and Craft styles, and constitute an almost unique American interpretation of a building type prevalent in Europe during the latter half of the 19th century: the artist's studio.

All the rooms on the first and second floors are proposed for nomination. (See attached floorplans)

First floor

The details of construction in the anteroom at the main entrance begin to set the tone for the shift in style occurring in the interior. The wood doors are dark stained heavy oak, a material repeated throughout the interior and characteristic of the Arts and Crafts movement.

Passing through the entrance into the foyer provides a synthesis of the Arts and Crafts and the Aesthetic movements. The Maltese cross motif which appears on the exterior steel gates adorns many of the walls in the landing, thus establishing a visual connection between the interior and the exterior. Decorative iron light fixtures support shades of irregularly molded green opaque antique glass. Light stencil patterns decorate the heavy rectilinear oak pilasters and columns as well as door frames with abstract shapes, segmented in the manner of inlay work. There is tile work throughout the interior. The use of tile also extends to the ornamentation of the wall surfaces.

The foyer opens into a salon with a flat ceiling supported with sturdy beams. The stone hearth adds texture and color. In the fireplace is a period metal backing of cast iron. Two unusual

niches, once containing small sculptures or decorative arts objects, appear in the back wall of the room. The most remarkable feature of this room, however, is the built-in bench and elevated platform at the opposite end of the space. This platform could become a stage for poetry readings and small-scale productions.

The dining room introduces more specific references to the period theme, that of the Late Gothic of the 15th to 16th century. Intersecting plaster beams form a simple coffered ceiling [illegible] the space. Stenciled crests encircle the room above the door and window frames. Black oak panels with abstract designs and narrative scenes are mounted against the side walls, modeled after hand-carved, English woodwork. The clear glass of the windows in the dining room is textured for privacy, while admitting as much light as possible into the interior. Quatre-foil apertures cut into the center of the panes frame views into the surrounding landscape. Against the far wall, small square mirrors set into rectilinear mullions fill the space defined by two wooden pilasters supporting a narrow shelf. This reflective composition centers on a sculptural figurine engaged in the wall plane. The addition of antique and reproduction chairs and a high plate rail, used to display objects from various times and cultures, completed the backdrop.

[illegible]acent to the dining room. The original fabric of the room is obscured by temporary wall panels used to support an exhibition of paintings. The library has leaded casement windows with colored glass medallions similar to those on the stairs.

Second Floor

Broad, appropriately simple and planar moldings, reflective of the unadorned Arts and Crafts aesthetic, enclose the staircase leading to the second floor. A look to the right reveals a small window with a colored glass medallion, set into the thick masonry wall.

The second floor presents an almost entirely open interior space suited to entertaining and public display. Sliding wooden doors permit the partitioning of the east end of the hall. The smaller front room, set apart by a broad door frame, has a more intimate atmosphere. The addition of an enormous mirror, covering much of the north wall, was used to amplify the light shining through the eastern windows, as in the foyer and dining room below. This interior, like the corresponding chamber downstairs, has an atypical division of space demarcated by a broad, dark molding. In Alice Pike Barney's time, this opening was framed by twisted columns similar to those in the west studio, the ceiling of broad crossed beams rises to a height of fifteen to twenty feet. On

the entrance side, the secondary ceiling beams turn down onto the wall, terminating in images of robed, kneeling monks with heads bowed. These engaged figurines resemble the misericords, common in medieval church architecture. A Moorish planter hangs from the ceiling on a trifurcate iron chain. Two antique chandeliers descend from the ceiling, fixed to the rafters by a thin, straight metal shaft. The molded, earth-tones tiles of the lower landing cover the entire floor at this level, some more intricate tiles break up the regular pattern. An Italian over-mantle has elaborate Renaissance vegetal patterns and a depiction of Christ as the Lamb of god. This panel is supposedly from an old church altar piece.

The overhanging balcony on the broad-side of the chamber, elevated above the massive fireplace, serves as the focal point for the room. Elaborate, twisted wooden columns support the mass of the balcony, its pressing weight implied by their swelling center knots. Carved leafy vines, interspersed with playful Cupids, wrap the taut outline of the curvilinear surface of the pillar.

Conceived of both as a place for entertainment, in the tradition of the purpose-built studios of Parisian society artists, and as a studio executed in the eclectic style of late 19th century Aesthetic Reform, Barney Studio House retains the public spaces which give the interior its historical and cultural significance.

The historic public spaces of the Barney Studio House embody a tradition of architecture and design dating to the last half of the 19th century inspired by the Aesthetic reform. At that time, many artists, craftsmen, and aesthetic theoreticians decried the deterioration of contemporary design. This concern for the artistic quality of household objects and residential interiors formed the foundation of the late nineteenth century Aesthetic movement. The Arts and Crafts movement picked up on many of these same aesthetic issues, further emphasizing the importance of natural materials, hand-crafted workmanship and indigenous architectural traditions. The Barney Studio House interiors merit consideration as an exceptional evocation of the spirit of the Aesthetic style combined with the elements of the Arts and Crafts movement.

Alice Pike Barney, 1857-1931, played a role in creating a cultural life for the newly emerging capital city, especially in the visual arts and in the theater. The Studio House, which gives expressive witness to the character and interests of Alice Pike Barney, is of value for the significant contributions She made to the District of Columbia as an artist, a community activist, a theatrical producer, and as creator of the Sylvan Theater located on the grounds of the Washington monument. She brought together artists as well as those people closely Barney

connected with the theater together in Barney House which became one of the centers of Washington's artistic life. Alice Barney also used this home as a fund raising venue for community service programs such as Neighborhood House.

REASONS FOR DESIGNATION

The Barney Studio House meets the criteria, or possesses the quality of significance present in other properties included the DC Inventory of Historic Sites, for the following reasons:

1. It was the home of Alice Pike Barney, an artist, community activist, theatrical producer, and creator of the Sylvan Theater. Alice Barney not only contributed to the artistic life of Washington, DC, but was instrumental in creating community service programs such as Neighborhood House as well. (Criterion 1)

2. It is an exceptional and rare example found in Washington, DC, of the studio salon which typified successful European and US artists in the last quarter of the 19th century. Designed in the Spanish Mission style, it was the work of the notable Washington architect, Waddy B. Wood. (Criteria 3 and 4)

3. The interior spaces represent important aspects of two important international design movements, the Aesthetic movement and the Arts and Crafts movement, both popular in Europe and the US around the turn of the century. (Criterion 1)

Further, it possesses significant integrity to convey, represent, and contain the values and qualities for which it is judged significant, and sufficient time has passed since it was constructed to permit professional evaluation of its historical context.

In addition the Board believes that the property is eligible for inclusion in the National Register of Historic Places for the following reasons:

1. It was the home of Alice Pike Barney, an artist, community activist, theatrical producer and creator of Sylvan Theater. Alice Barney made a significant contribution to the artistic and community life of the Nation's Capital. (Criterion B)

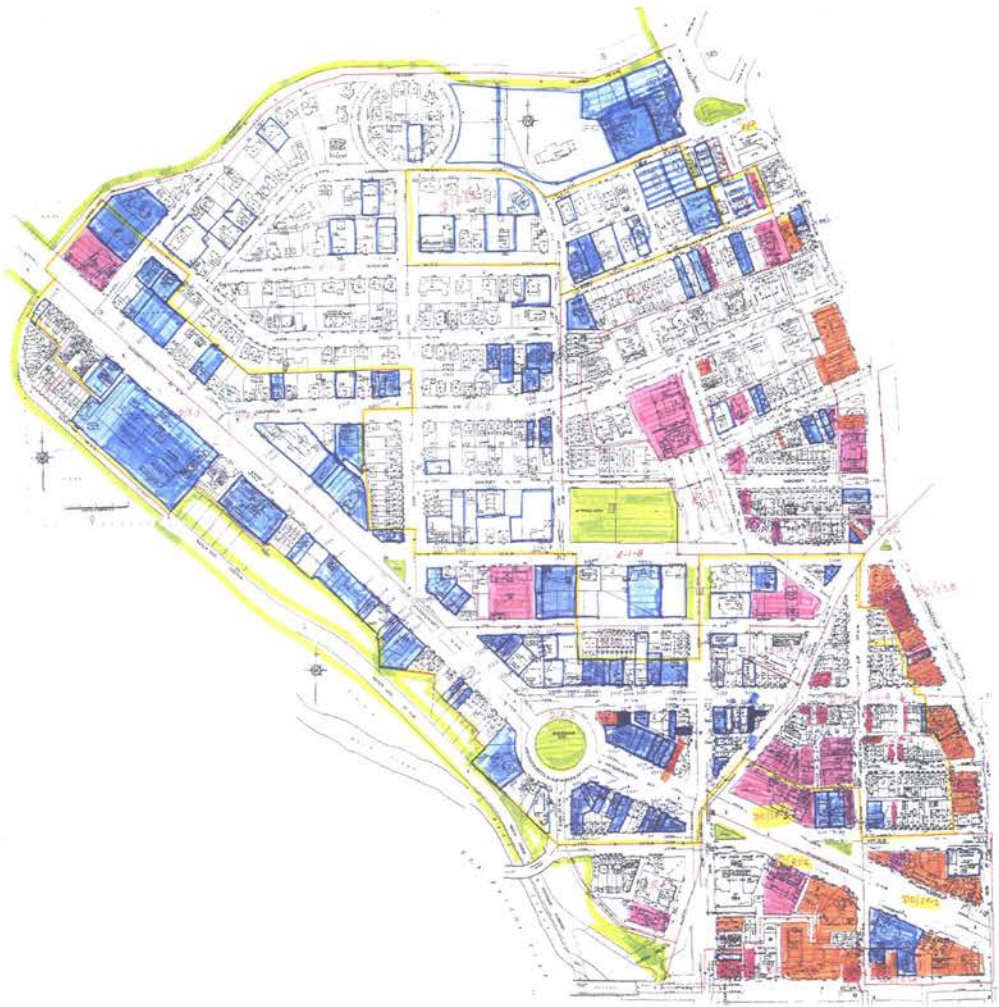
2. It is also an exceptional and rare DC example of the studio-salon which typified successful European and US artists in the last quarter of the 19th century,

Designed in the Spanish Mission style, it was the work of prominent Washington architect, Waddy B. Wood. The interior spaces represent important aspects of two important design movements, the Aesthetic movement and the Arts and Crafts movement, both popular in Europe and the US around the turn of the century. (Criterion C)

Charles I. Cassell
Chairperson, Historic Preservation Review Board

DEC 15 1994





DRAFT

EMBASSY OF LATVIA
BZA CASE NO. 16739

EMBASSIES, CHANCERIES AND THEIR ANNEXES – AND ZONING CLASSIFICATIONS MAPPED: KALORAMA TRIANGLE AND DUPONT CIRCLE AREA (WEST OF CONNECTICUT AVENUE OR TWENTIETH STREET AND NORTH OF P STREET, NW).

HOLLAND & KNIGHT LLP – WASHINGTON, DC – SEPTEMBER 2001 – ©

LAND USES:

- CHANCERIES AND ANNEXES
- EMBASSIES NOT IN CHANCERIES
- INSTITUTIONS AND CLUBS
- HOTELS AND OFFICES
- RETAIL
- PARKS AND RECREATION
- RESIDENTIAL USES

F

Technical Memorandum:

TRAFFIC AND PARKING IMPACT ASSESSMENT FOREIGN MISSIONS BOARD OF ZONING ADJUSTMENT APPLICATION FOR CHANCERY OF LATVIA, N. W. WASHINGTON, D. C.

(Case No. 16739)

Prepared for:

CHANCERY OF LATVIA
4325 17th Street, N.W.
Washington, D.C. 20011
His Excellency Aivis Rovis, Ambassador

Correspondents:

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Prepared by:

O. R. GEORGE & ASSOCIATES, INC.
10210 Greenbelt Road, Suite 310
Greenbelt, MD 20706

August 15, 2001

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TECHNICAL MEMORANDUM

DATE: August 15, 2001

TO: His Excellency Aivis Rovis, Ambassador
Embassy of Latvia, Washington, D.C.

FROM: Osborne R. George

RE: Foreign Missions Board of Zoning Adjustment Application No. 16739: Proposed Republic of Latvia Chancery Site, Sheridan Circle, Northwest, Washington, D.C.

1.0 INTRODUCTION AND STUDY PURPOSE

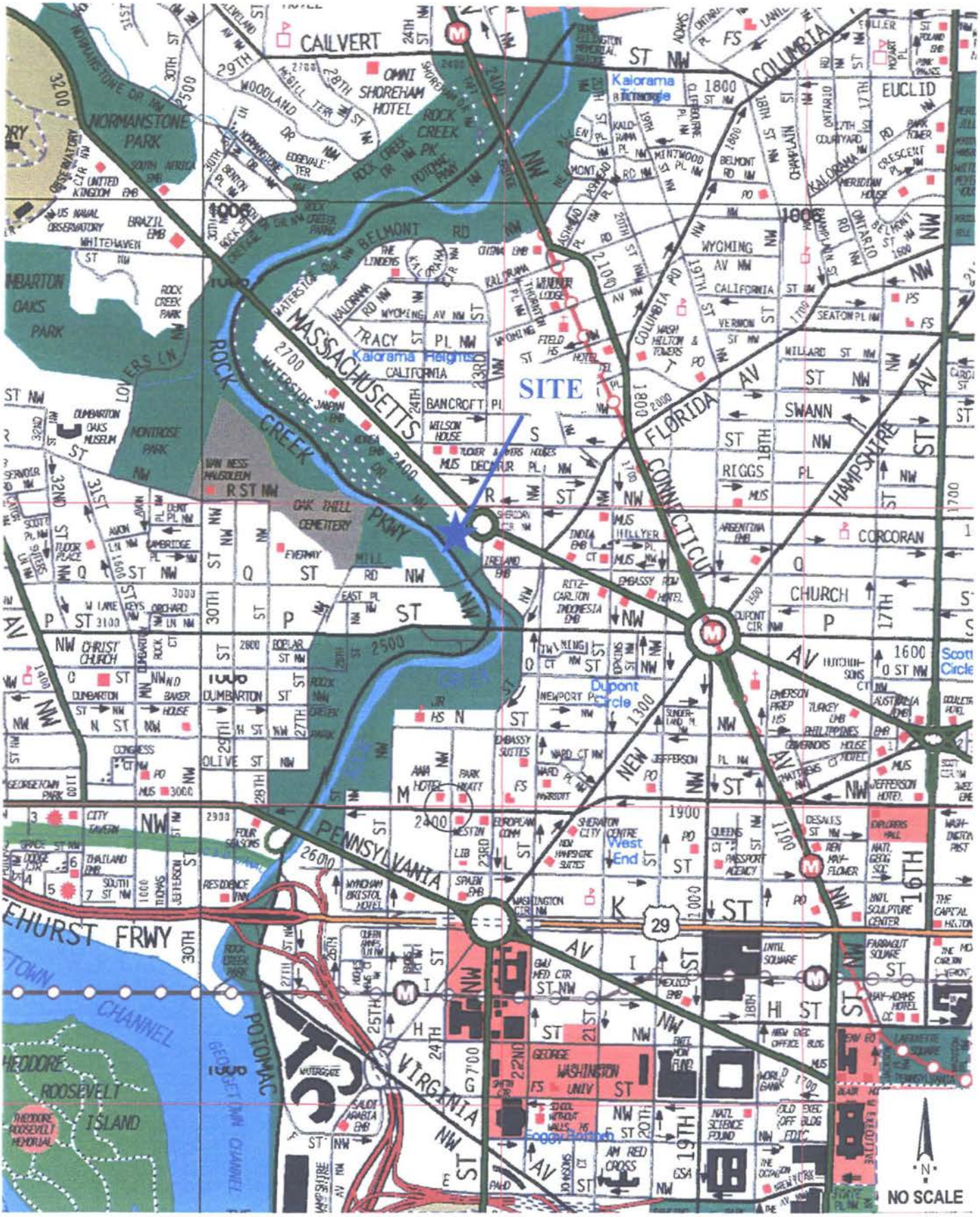
In accordance with your request, we have evaluated your Mission's proposal to establish its chancery within the property and improvements situated at 2306 Massachusetts Avenue, in the Northwest Section of the District of Columbia. This evaluation was performed primarily to address the requirements of Section 10 of the District of Columbia Municipal Regulations (DCMR), Title 11: *Zoning*. These documents require that the Embassy of Latvia (as Applicant) address matters pertaining to *"the adequacy of off-street or other parking, and the extent to which the area will be served by public transportation to reduce parking requirements."* In order to address the issues cited, this study undertook field surveys involving parking inventories and usage, as well as transit facilities and services within the area of the subject property. The evaluation also included a generalized assessment of roadway and traffic conditions, as further background to the principal issues of parking and public transportation. The analysis also relies on the Applicant's Statement, which provides considerable detail regarding the proposed use of the site.

This evaluation has concluded that, due to the adequacy of off-street parking and the availability of public transportation, the Applicant's proposal will not adversely impact the use of the neighboring properties. The remainder of this memorandum presents data, analyses and discussion to support this conclusion. For ease of reference, the location and local setting of the subject property is shown in Exhibit 1. Appendix A presents correspondence with the District of Columbia Department of Public Works (DPW), regarding the general purpose and study scope. In view of the submission requirements, some elements of the study and analysis had to be based upon traffic data collected during early August, 2001. This study will therefore be supplemented by further analysis based upon data collection after the forthcoming Labor Day holiday.

2.0 LOCAL SETTINGS AND ACCESS SITUATION

2.1 Zoning and Land Use

In keeping with the general guidelines followed by DPW in assessing the impacts of land use development proposals, this section discusses land use and roadway conditions within the local setting of the subject property. As noted earlier, the site has the property address of 2306 Massachusetts Avenue, N.W., and is situated within the southwest quadrant of the Sheridan Circle, approximately 120 feet west of its intersection with 23rd Street.


SITE
CALVERT
OMNI SHOREHAM HOTEL
ROCK CREEK
NORMANSTONE PARK
BELMONT RD
MASSACHUSETTS
FLORIDA AV
CONNECTICUT
HAMPSHIRE
COLUMBIA
EUCLID
WYOMING AV
CALIFORNIA ST
SWANN ST
RIGGS PL
CORCORAN
CHURCH
Dupont Circle
Scott Circle
West End
PENNSYLVANIA
NEW HAMPSHIRE
JEFFERSON
K ST
I ST
H ST
HI ST
16TH
17TH
19TH
22ND
23RD
24TH
25TH
26TH
27TH
28TH
29TH
30TH
31ST
32ND
TRACY PL NW
BANCROFT PL
WILSON HOUSE
OAK HILL CEMETERY
ROCK CREEK PKWY
LOVERS LN
WATERSIDE
WOODLAND DR
MILL RD
EVERMAY
EAST PL
OLIVE ST
POTOMAC
VIRGINIA
CHANNEL
ROOSEVELT ISLAND
THEODORE ROOSEVELT MEMORIAL
WATERGATE
GEORGE WASHINGTON UNIV
NATL SCIENCE FOUND
OLD EXEC OFF BLDG
EEOB
WORLD BANK
AM RED CROSS
FOGGY BOTTOM
LAFAYETTE SQUARE
FARRAGUT SQUARE
MAY-ADAMS HOTEL
THE CAPITAL HILTON
NATL SCULPTURE CENTER
MAYFLOWER
DESALES ST NW
QUEENS CT
PRESSPORT AGENCY
SHERATON CITY CENTRE
EMBASSY SUITES
AAA
PARK HYATT
FOUR SEASONS
RESIDENCE INN
WYNDHAM BRISTOL HOTEL
CITY TAVERN
THAILAND EMB
SOUTH AFRICA EMB
UNITED KINGDOM EMB
US NAVAL OBSERVATORY
BRAZIL EMB
WHITEHAVEN ST NW
DUMBARTON OAKS PARK
DUMBARTON OAKS MUSEUM
MONTROSE PARK
VAN NESS MAUSOLEUM
R ST NW
CHRIST CHURCH
DUMBARTON HOUSE
CONGRESS CT
GEORGETOWN PARK
THE LINDENS
WINDSOR LODGE
TUDOR & TUDOR PLACE HOUSES
DECATUR PL NW
WATERSIDE JAPAN EMB
KALORAMA CIR NW
KALORAMA RD NW
KALORAMA HEIGHTS
CALIFORNIA
WASH HILTON & TOWERS
SEATON PL NW
WILLARD ST NW
ARGENTINA EMB
INDIA EMB
IRELAND EMB
RITZ-CARLTON INDONESIA EMB
HILLYER PL NW
EMBASSY ROW HOTEL
TWIN CT NW
DOKKUM ST NW
NEWPORT PL NW
SUNDERLAND PL NW
EMERSON PREP HS
TURKEY EMB
PHILIPPINES EMB
EMBASSY SUITES
HOTEL
HOTEL
HOTEL

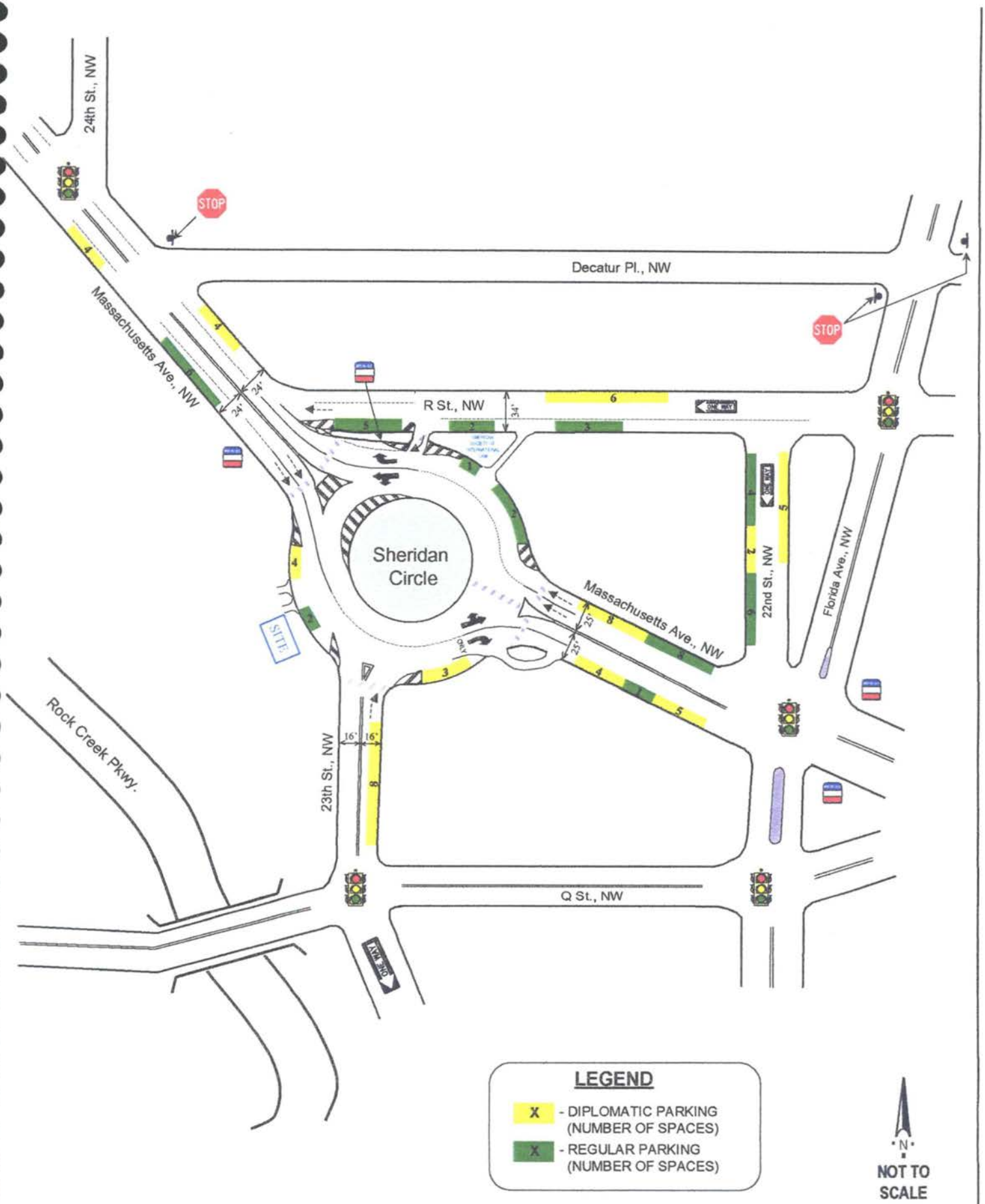
For purposes of this study, the local impact area was defined as Massachusetts Avenue between 22nd and 24th Streets, Sheridan Circle, 23rd Street between Q Street and Sheridan Circle, and R Street between Kalorama Square and Massachusetts Avenue.

The subject property is zoned D/R-3: Mixed Use Diplomatic/Row-Dwelling Residential District. This is substantially the zoning classification of the other properties within the local impact area defined above; and the area is fully developed with land uses conforming to this zoning. Principal uses within the Sheridan Circle area include the chanceries of Korea, Ireland, Greece, and Romania, as well as the American Society of International Law. Approximately twenty-five (25) chanceries are situated along the 2200 and 2300 blocks of Massachusetts Avenue, as well as the 2300 blocks of Q and R Streets, and the 1600 block of 23rd Street. Exhibit 2 shows the configuration of the local impact area road network, noting roadway lane usage, parking and public transportation facilities, as well as some of the principal land uses noted earlier. Pedestrian facilities are also shown on this exhibit.

2.2 Existing Parking and Public Transportation Conditions

As noted earlier, both the Foreign Missions Act and the District of Columbia Municipal Regulations require the Applicant to demonstrate adequacy of parking and transit. This section addresses these two issues based on the public provisions. On-site access and parking proposals of the Applicant are discussed in Section 3.4.

Exhibit 2 (referred to above) shows the on-street parking provisions within the local impact area. In summary, there are a total of 92 parking spaces within a 5-minute walking distance of the proposed Latvian Chancery. Field surveys also show that several of the uses within the local impact area have on-site parking. These include a number of the foreign missions cited. For security reasons, inventories of these facilities could not be undertaken. The surveys also showed that there are an estimated 15 residences within the defined impact area. In order to assess the current levels of usage of the existing on-street parking, this study undertook surveys during the period 9:00 AM – 5:00 PM on a typical weekday during August, 2001. The inventory and usage levels are summarized in Table 1 on page 5. As noted in the introduction to this report (on page 1) the data collection will be repeated in early September. The relevant analysis will be performed and the results will be presented as an addendum to this submission.



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EXHIBIT 2:

Existing Roadway/Parking/Land Use Situation

Chancery of Latvia - FMBZA Application

TABLE 1

PARKING INVENTORY AND USAGE SUMMARY
LATVIAN CHANCERY SITE, WASHINGTON, D.C.

	LOCATION/ SECTION	No. of Spaces	9 AM – 10 AM	10 AM- 11 AM	11 AM- 12 PM	1 PM 2 PM	2 PM 3 PM	3 PM- 4 PM-	4 PM 5 PM	AVG
1	Sheridan Circle-South Side (Mass. Ave. (w) – 23rd St.)	6	5	5	5	4	3	5	6	4.9
2	Sheridan Circle-South Side 23rd St. – Mass., Ave.	3	2	3	2	3	0	1	0	1.8
3	Sheridan Circle-North Side	3	2	3	2	3	2	2	3	2.5
4	23rd Street-(Q Street to Sheridan Circle) - East Side	8	8	7	7	7	5	6	6	6.8
5	Massachusetts Ave. (Sheridan Circle to 22nd St.)									
	- North Side	16	12	13	12	12	14	15	14	13.5
	- South Side	10	5	5	6	6	9	8	7	7.0
6	Massachusetts Ave. (Sheridan Circle to R. St.) - South Side	5	4	5	5	5	5	5	4	4.8
	TOTAL	**51**	**38 (75%)**	**41 (80%)**	**39 (76%)**	**40 (78%)**	**38 (75%)**	**42 (82%)**	**40 (78%)**	**39.7 (78%)**

Source : O. R. George & Associates.

Of the 51 spaces listed in Table 1, 32 are designated for diplomatic use serving adjacent mission facilities. The survey and supporting field observations also showed no significant parking violations or excessive traffic circulation within the area by persons in search of parking. There was also no parking enforcement activity by the responsible City agency. To ensure that the parking situation represented in the FMBZA's record reflects typical conditions, the study will be repeated in early September; and the results will be submitted as part of an addendum to this report. The issue of off-street parking provision for the proposed Latvian Chancery is addressed in Section 3, which deals with the *Applicant's Land Use/Development Proposal.*

With regard to public transportation service, it is noted that the Washington Metropolitan Area Transit Authority (WMATA) operates four (4) routes along Massachusetts Avenue, as well as routes along Q Street. These routes each provide service with 4 - 20-minute headways during weekday morning and afternoon peak periods, and 20 - 30-minute headways during the off-peak periods. Informal surveys of buses plying the Massachusetts Avenue routes show passenger occupancies in the range of seventy-five percent (75%) percent during the peak periods, and fifty percent (50%) during the off-peak periods on weekdays. Based upon discussions with the WMATA Planning Department staff, it was confirmed that there are currently no capacity deficiencies on the bus routes cited. In addition, the Dupont Circle Metrorail Station is situated at 20th and Q Streets, three (3) blocks to the east, easily accessible (through an approximate 10-minute walk), or connection via the adjacent bus routes. Exhibit 2 (on page 4) shows bus stops at R Street and within the Sheridan Circle. These stops are approximately three-minute walk from the proposed Latvian Chancery entrance.

2.3 Existing Traffic Conditions

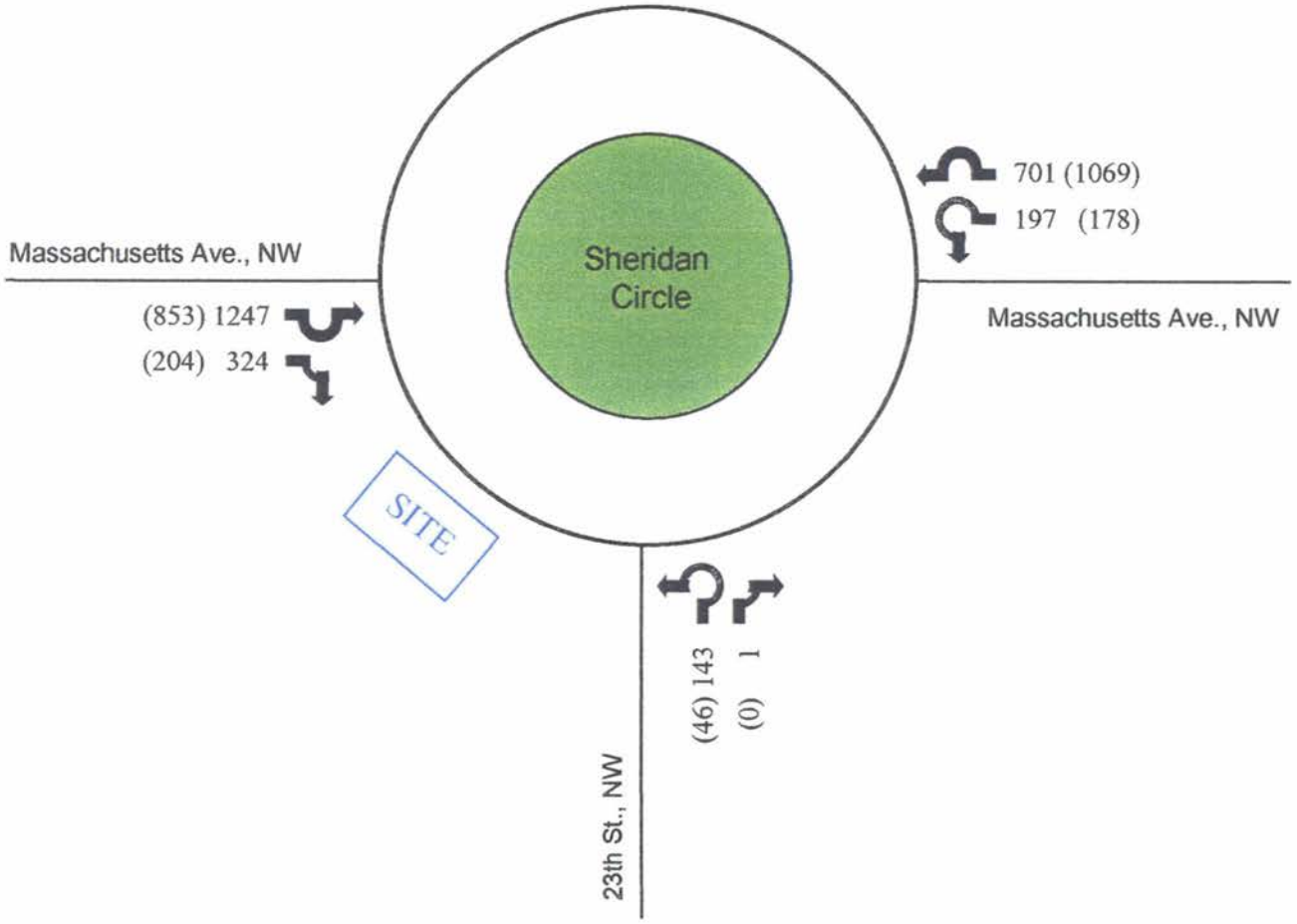
This section of the report presents a generalized assessment of traffic operations within the defined local impact area, in view of the operational relationships, which exist between parking, public transportation, and traffic flow.

In considering vehicular access to the proposed Latvian Chancery site, Massachusetts Avenue is the primary roadway facility. This roadway provides three (3) lanes of travel in each direction, and is designated as a Primary Arterial on the City's Functional Roadway Classification Map. In order to address current traffic operational conditions within the immediate vicinity, weekday morning and afternoon peak period turning movement volume counts were taken within Sheridan Circle at its approach roadways, on a typical weekday in early August, 2001. The counts showed the peak hours occurring between 7:30 to 8:30 AM and 4:30 to 5:30 PM. Exhibit 3 shows the observed vehicular turning movement volumes. Appendix B presents the turning movement count summaries.

The City's Department of Public Works specifies the *Highway Capacity Manual* procedures for evaluating traffic flow conditions as part of traffic impact studies. The procedures utilize existing physical and operational conditions to compute average delays experienced by vehicles using the particular roadway segment (link) or intersection (node); and relate these delay values to various delay ranges as the principal variable in determining prevailing levels of service.

The Highway Capacity Manual defines Level of Service as a "*qualitative measure describing operational conditions within a traffic stream or at an intersection, and their perception by motorists and/or passengers.*" The definition generally describes these conditions in terms of factors such as speed and travel time, freedom to maneuver, interruptions, as well as comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service, which are given letter designations A through F. Level of Service "A" represents best operations, and Level of Service "F" represents worst conditions. The District of Columbia generally considers Level of Service D/E as the minimum acceptable standard for planning and design purposes.

The observed turning movement volumes were analyzed using the procedures specified by the Highway Capacity Manual, and also using the SIDRA software package. (This package is widely accepted and utilized as one of the most effective analytical tools for evaluating operations within roundabouts or traffic circles. A copy of the Federal Highway Administration Informational Guide on Roundabouts is included in Appendix B, for ease of reference.) The results of the SIDRA analysis are summarized in Table 2 following on page 8. The results confirm the field observations made during the study. These showed that queuing within the circle directly relates to the signal timing and phasing at the intersections of Massachusetts Avenue at 22nd Street to the east, and 23rd Street at Q Street to the south. Discussions with the staff of the Traffic Signals Division confirm that the City is re-programming the traffic signals within the general area. Beyond this issue, the analysis and observations confirm that traffic operations within the immediate vicinity of the proposed Latvian Chancery site, and the Sheridan Circle in general, are quite efficient and safe.



XXX - AM Peak Hour Volumes
(XXX) - PM Peak Hour Volumes

N

NOT TO SCALE

O. R. GEORGE &ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT 3:
Turning Movement Volumes
Chancery of Latvia - FMBZA Application

TABLE 2

SUMMARY OF INTERSECTION CAPACITY ANALYSIS RESULTS FOR SHERIDAN CIRCLE – CHANCERY OF LATVIA FMBZA APPLICATION

	AM PEAK HOUR		PM PEAK HOUR	
Roundabout Access Point	**Level of Service**	**Average Delay (Vehicle/sec.)**	**Level of Service**	**Average Delay (Vehicle/sec.)**
• Massachusetts Ave. (East End) @ Sheridan Circle, NW	A	5.1	A	4.6
• Massachusetts Ave. (West End) @ Sheridan Circle, NW	B	10.6	A	6.9
• 23rd St @ Sheridan Circle, NW	A	4.1	A	3.7

Source: O. R. George & Associates.

3.0 ASSESSMENT OF THE APPLICANT'S LAND USE/DEVELOPMENT PROPOSAL

3.1 Introduction and Background

As cited earlier, the legislation and governmental regulations governing the subject application require that the Applicant address relevant issues pertaining to parking and public transportation. In view of concerns raised during the public hearing process of a recent Board of Zoning Adjustment Application *(Case No. 16554)* regarding the subject property, this report also considered projected traffic generation and parking demands within the context of prevailing traffic conditions. This section examines the Applicant's land use proposal for the purpose of presenting further background to the evaluation process, and more specifically, to address the issue of parking.

3.2 The Applicant's Land Use/Development Proposal

The Applicant currently maintains its embassy and chancery facility at 4325 Seventeenth Street, N.W. The mission plans to retain these facilities, which will continue to accommodate some of its consular activities. Based upon information provided by the Applicant, (and confirmed by the Applicant's Statement), the principal usage/operational characteristics of the Latvian Chancery which will have an impact on parking demands, use of public transportation, and potential impacts on traffic operations within the immediate vicinity of the subject property are as follows:

1) The hours of operation of the chancery will be 9:00 AM to 5:00 PM, Monday through Friday.

2) There will be ten (10) diplomats and two (2) non-diplomatic staff based within the premises, two (2) of which will be resident on-site. There will be no increase in these numbers for the foreseeable future.

3) Seven (7) employee vehicles will access the site on a regular basis, five (5) of which will have diplomatic license plates.

4) The Applicant envisions that visits to the site will be low; and that most business transactions will be by telephone, fax, mail, electronic mail and diplomatic pouch.

5) The chancery will not provide parking on-site for visitors except under prior or specific arrangements.

3.3 Trip Generation Considerations

Based on the above factors, it is evident that the proposed chancery will generate up to seven (7) vehicle trips entering the site during the morning peak period, and leaving the site during the afternoon peak period. Based upon typical directional distribution patterns for work trips, and allowing for other trip purposes, this study estimates that the typical vehicle trip generation during the morning and afternoon peak hours will be as follows:

AM PEAK HOUR			PM PEAK HOUR		
IN	OUT	TOTAL	IN	OUT	TOTAL
8	2	10	3	6	9

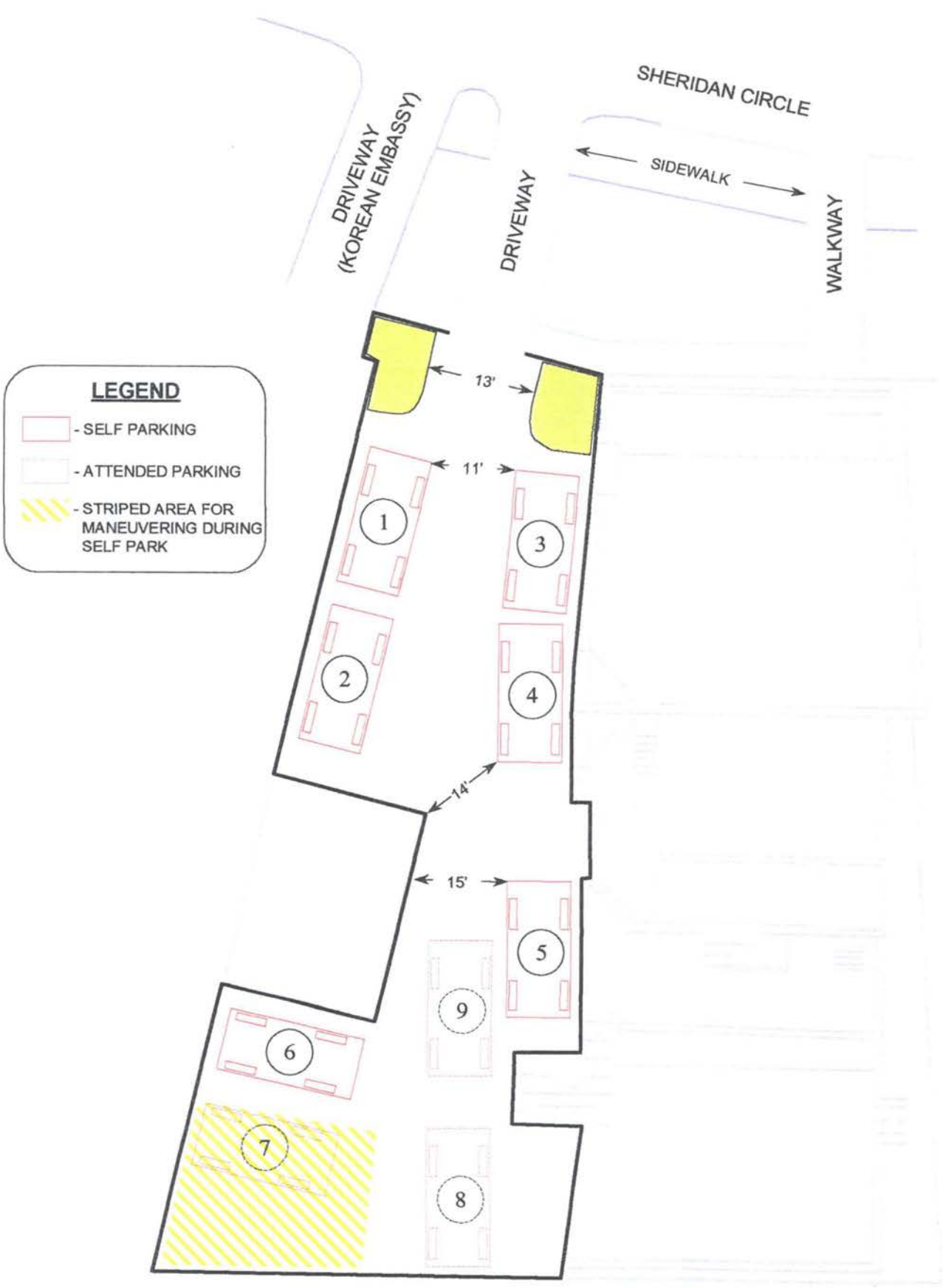
The level of trip generation noted on the previous page is quite insignificant, and is well within the typical daily fluctuation of traffic along a major commuter route such as the adjacent Massachusetts Avenue corridor. The data cited in Section 2.2 of this report noted that parking demand is quite high. It is therefore apparent that the parking provisions for the site are the principal issue for consideration, relative to the legislative requirements and regulations governing the subject application. This issue is addressed in Section 3.4 following.

3.4 Parking Demand and Site Provisions

As noted earlier, the Applicant plans to provide on-site parking for its employees. Therefore, it is estimated that up to seven (7) vehicles could be parked on the premises at any time. However, considering the activities and functions typically associated with diplomatic missions, it can be expected that more in the range of five (5) vehicles would require parking at any one time. Allowing for periodic visits from the mission's embassy and consular office, it is estimated seven (7) parking spaces should be adequate to meet the chancery's typical parking demand, while also allowing for periodic peak usage.

Most of the parking within the site would be of relatively long duration, i.e., with moderate to low turnover in use of the spaces. In addition, the chancery will typically have a driver based on the site. This allows for flexibility in providing some level of attendant or valet parking. In accordance with the Applicant's request, this study developed a parking layout that would allow for the typical self-park or valet service situation, with on-site circulation and maneuvering space that would obviate the need for vehicles to back out into the public roadway.

Exhibit 4 illustrates the proposed parking layout. The plan shows that six (6) spaces would be provided on a self-park basis, and nine (9) spaces with attendant service. The layout will be supported by signage restrictions to ensure that maneuvering space will be maintained, and that vehicles would refrain from backing into the public roadway. The dimensions and provisions for turning maneuvers comply with Section 21 of DCMR Title 11: *Off-Street Parking Requirements.*



NOTE: Dimensions shown are approximate.

O. R. GEORGE &ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT 4:
Parking Layout
Chancery of Latvia - FMBZA Application

4.0 SUMMARY AND CONCLUSION

This study presented an evaluation of the Applicant's proposal to establish a chancery in the Mixed Use Diplomatic/Row-Dwelling Residential District. The evaluation addressed the requirements of the governing legislation and regulations, which pertain to parking and public transportation. Based on the data, analysis and discussion presented, this study concludes that the Applicant's proposal complies with the requirements cited. With the assumption that the on-site parking will be provided in general accordance with the plan presented in Exhibit 4, the site should have no adverse impacts on neighboring properties and land uses. Existing public transportation is quite adequate to meet any demands, which may be generated by the proposed use. However, data collection, analyses, and trip generation estimates show that the site will also not have an adverse impact on the area.

We trust that the above meets your requirement. Please let us know if we can be of further assistance in this matter. *Thank you!*

ORG/ls

Attachments: As noted.

ATTACHMENT

A

CORRESPONDENCE WITH DC-DPW
OFFICE OF INTERMODAL PLANNING
CHANCERY OF LATVIA FMBZA APPLICATION

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Greenbelt, MD 20706
Tel: (301) 794-7700 • Fax: (301) 794-4400

July 20, 2001

Mr. Abdoulaye Bah, Senior Planner
Office of Intermodal Planning
Department of Public Works
District of Columbia Government
2000 14th Street, N.W.
Washington, D.C. 20009

Re: Embassy of Latvia – Foreign Missions Board of Zoning Adjustment Application

Dear Mr. Bah:

Please be advised that we have been retained to provide consulting services to the applicant in connection with the referenced matter. The project involves the relocation of the Embassy's chancery from its current location at 4325 17th Street, NW to 2306 Massachusetts Avenue, NW.

As background, the subject application is for approval from Foreign Missions Board of Zoning Adjustment to use the subject property as chancery. The subject property is situated just to the off Sheridan Circle, NW and is presently vacant. The Foreign Mission Act and the City's Zoning Regulations require the applicant demonstrate adequacy of parking and public transportation services within the area of the proposed chancery.

In order to address the requirements of the Zoning Regulations in this matter, we propose to evaluate traffic and parking conditions within the roadway network defined by the following intersections:

1) Massachusetts Avenue between 22nd and 24th Streets, NW;
2) Sheridan Circle, including its access roadways;
3) Parking inventory and usage within the general area encompassed by a reasonable walking distance from the subject site.

Should your department have any particular issues, concerns, or information that may be pertinent to this matter, please let us know. Thanks for your usual cooperation and assistance in this matter.

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.

Osborne George
President

ORG/mfo

ATTACHMENT

B

TURNING MOVEMENT COUNT SUMMARIES
& INFORMATION GUIDE ON ROUNDABOUTS
CHANCERY OF LATVIA FMBZA APPLICATION

Note: Turning Movement Count Summaries to be provided in final report.

ROUNDABOUTS: AN INFORMATIONAL GUIDE

Although roundabouts have been in widespread use in other countries for a number of years, it is only during the past few years that their application in the United States has received increased attention by both the public and transportation professionals. A lack of sufficient information on roundabout operation and design under local U.S. conditions is one of the reasons why these roundabout intersections have seen only sporadic implementation. This national guide bridges this gap by providing a comprehensive source of information on modern roundabouts, from small mini-roundabouts to large freeway interchange roundabouts.

To make the information widely accessible, the guide has been structured and written to address the needs of a wide range of readers, including the general public, policy makers, transportation planners, operations and safety analysts, and conceptual and detailed designers. Not only does the guide provide general information and planning-level analysis techniques, but it also includes evaluation procedures for assessing operational and safety performance, as well as design guidelines. Input from transportation practitioners and researchers from around the world was used in developing the guide. This book covers the needs of all travel modes and provides design guidance for incorporating these needs into final plans.

THE DEFINITIVE SOURCE OF INFORMATION RELATED TO THE PLANNING, OPERATION, DESIGN, AND CONFIGURATION OF MODERN ROUNDABOUTS IN THE UNITED STATES. COMPREHENSIVE COVERAGE IS PROVIDED FOR ALL TRAVEL MODES THAT NEED TO BE CONSIDERED IN ROADWAY DESIGN. THE INFORMATION CONTAINED IN THIS GUIDE IS THE CULMINATION OF EXTENSIVE RESEARCH INTO BEST PRACTICES FROM AROUND THE WORLD, INTERPRETED IN THE LIGHT OF ACCEPTED U.S. DESIGN STANDARDS SUCH AS AASHTO'S GREEN BOOK AND THE MUTCD.

SAFETY AND OPERATIONAL BENEFITS

Many international studies have found that one of the most significant benefits of a roundabout installation is the improvement in overall safety performance. Specifically, in the United States, it has been found that single-lane roundabouts operate more safely than two-

U.S. Department of Transportation
Federal Highway Administration

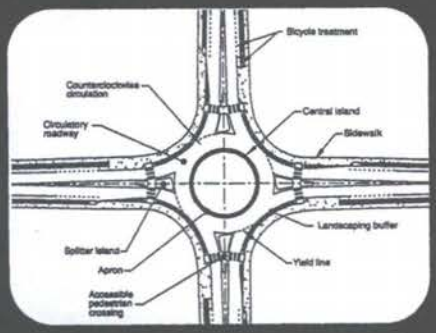
Average annual crash frequencies at 11 U.S. intersections converted to roundabouts.

Type of Roundabout	Sites	Percent Change Total	Injury	PDO
Single-Lane	8	-51%	-73%	-32%
Multi-Lane	3	-29%	-31%	-10%
Total	11	-37%	-51	-29%

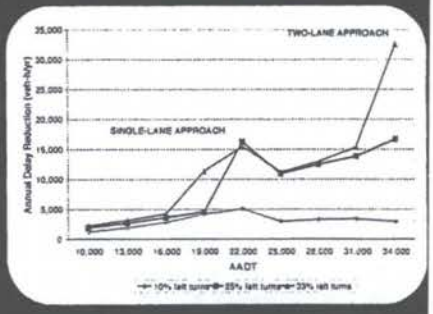
Source: Jacquemart, G. *Synthesis of Highway Practice 264:* Modern Roundabout Practice in the United States. National Cooperative Highway Research Program. Washington, D.C.: National Academy Press, 1998.

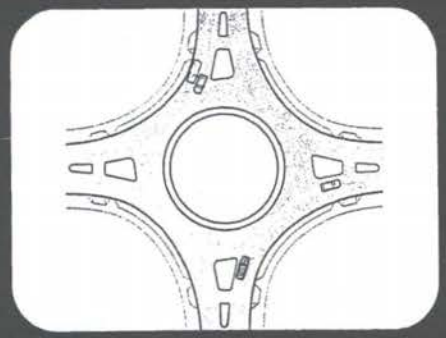
way stop-controlled intersections. The frequency of crashes might not always be lower at roundabouts, but the injury rates are reduced. Pedestrians and bicyclists require specific design treatments to improve their safety.

On a planning level, it can be assumed that roundabouts will provide higher capacity and lower delays than all-way stop control, but less than two-way stop control if the minor movements are not experiencing operational problems. A single-lane roundabout may be assumed to operate within its capacity at any intersection that does not exceed the peak-hour volume warranted for signals. A roundabout that operates within its capacity will generally produce lower delays than a signalized intersection operating with the same traffic volumes and right-of-way limitations.

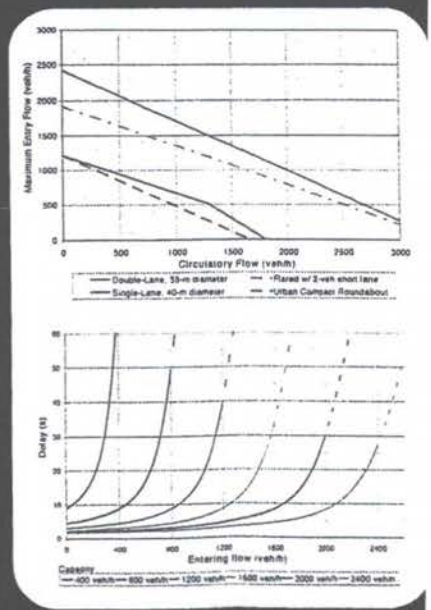


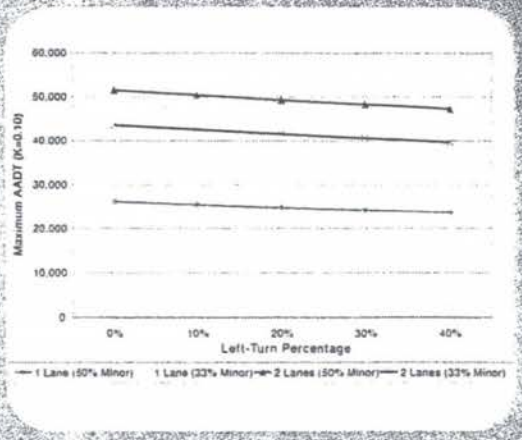
Chapter 1, Introduction.
Defines the key features and dimensions of a roundabout and describes the various types of roundabouts. It clearly highlights the differences between roundabouts and other forms of traffic circles with the generous use of photographs to depict a variety of situations.





Chapter 2, Policy Considerations.
Provides a broad overview of roundabout performance characteristics, including safety, delay, environmental factors, traffic calming, aesthetics, and multimodal considerations, as well as the policy considerations that pertain to their use. Costs associated with roundabouts relative to other intersection forms, legal issues, and education and public involvement techniques are also discussed.



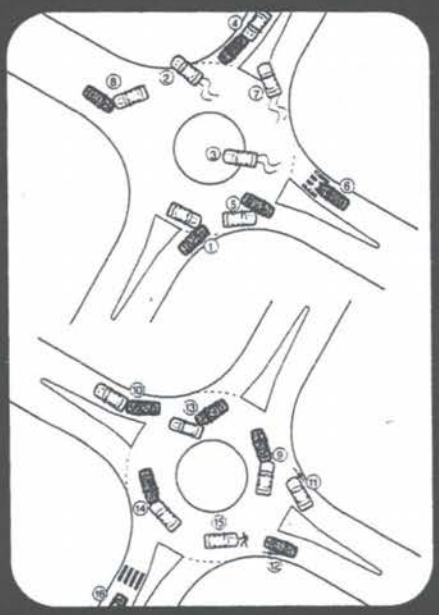


WHEN TO RECOMMEND ROUNDABOUTS: PLANNING ANALYSIS

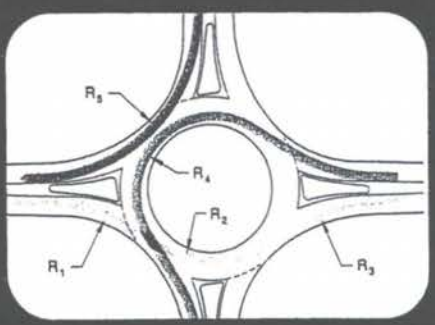
Roundabouts can be considered for a variety of reasons. The roundabout guide describes categories for selection that range from community enhancement and traffic calming, to safety improvements and operational benefits. The maximum daily service volume of a single-lane roundabout varies between 20,000 and 26,000 vehicles per day, depending on the left-turn percentages and the distribution of traffic between the major and minor roads. A double-lane roundabout may service 40,000 to 50,000 vehicles per day.

Chapter 3, Planning.
Presents planning-level guidelines for identifying appropriate intersection control options. This chapter presents daily traffic volume-based procedures for evaluating roundabout feasibility at a given location.

Chapter 4, Operational Analysis.
Details methods for analyzing the operational performance (capacity, delay, and queuing) of each type of roundabout. This chapter describes traffic operations at roundabouts, lists the data required for evaluating roundabouts, shows how to estimate capacity, describes measures of effectiveness, and provides a brief overview of available software tools.



Chapter 5, Safety.
Discusses the improvements in safety performance that roundabouts typically provide at intersections. Roundabout safety related to vehicles, bicycles, and pedestrians is discussed, and international roundabout safety experience is presented for comparison. In addition, crash prediction models are given for evaluating crashes at roundabouts.



Chapter 6, Geometric Design.
The chapter presents the basic design philosophy of speed reduction and speed consistency to maximize the safety of a roundabout. This chapter presents specific roundabout geometric design principles, and then discusses each design element in detail, along with appropriate parameters to use for each type of roundabout.

ROUNDABOUTS: AN INFORMATIONAL GUIDE

Table of Contents

Additionally, the guide contains over 150 charts, diagrams, plans and photographs which illustrate the various features of roundabouts.

Chapter 1— Introduction
1.1 Scope of Guide
1.2 Organization of Guide
1.3 Defining Physical Features
1.4 Key Dimensions
1.5 Distinguishing Roundabouts From Other Circular Intersections
1.6 Roundabout Categories

Chapter 2— Policy Considerations
2.1 Characteristics
2.2 Multimodal Considerations
2.3 Costs Associated With Roundabouts
2.4 Legal Considerations
2.5 Public Involvement
2.6 Education

Chapter 3— Planning
3.1 Planning Steps
3.2 Considerations of Context
3.3 Number of Entry Lanes
3.4 Selection Categories
3.5 Comparing Operational Performance of Alternative Intersection Types
3.6 Space Requirements
3.7 Economic Evaluation

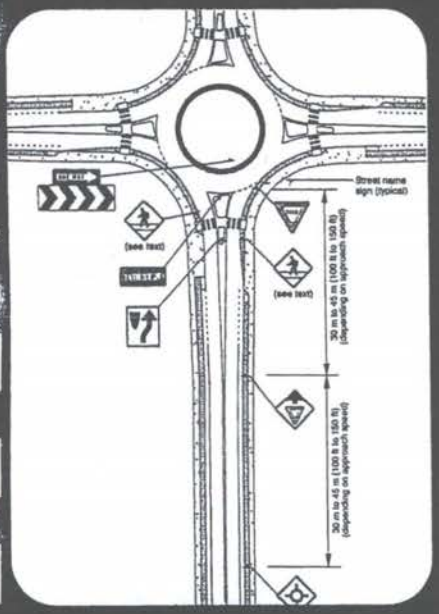
Chapter 4— Operation
4.1 Traffic Operation at Roundabouts
4.2 Data Requirements
4.3 Capacity
4.4 Performance Analysis
4.5 Computer Software for Roundabouts

Chapter 5— Safety
5.1 Introduction
5.2 Conflicts
5.3 Crash Statistics
5.4 Crash Prediction Models

Chapter 6— Geometric Design
6.1 Introduction
6.2 General Design Principles
6.3 Geometric Elements
6.4 Double-Lane Roundabouts
6.5 Rural Roundabouts
6.6 Mini-Roundabouts

Chapter 7— Traffic Design and Landscaping
7.1 Signing
7.2 Pavement Markings
7.3 Illumination
7.4 Work-Zone Traffic Control
7.5 Landscaping

Chapter 8— System Considerations
8.1 Traffic Signals at Roundabouts
8.2 At-Grade Rail Crossings
8.3 Closely Spaced Roundabouts
8.4 Roundabout Interchanges
8.5 Roundabouts in an Arterial Network
8.6 Microscopic Simulation





Chapter 7, Traffic Design and Landscaping. Discusses a number of traffic design aspects that should be considered once the basic geometric design has been established. These details include signs, pavement markings, illumination, and landscaping. Chapter 7 also discusses issues regarding work-zone traffic control at roundabouts.

Chapter 8, System Considerations. Identifies specific issues and treatments that may arise within a systems context. The chapter discusses signal control at roundabouts and the issue of rail crossings through or near a roundabout. Roundabouts in series with other roundabouts are also discussed, including those at freeway interchanges and those in signalized arterial networks. Finally, Chapter 8 presents simulation models as supplementary operational tools capable of evaluating roundabout performance within an overall roadway system.

Roundabout or Traffic Circle?

Since the distinctions between modern roundabouts and other kinds of circular intersections may not always be obvious, the negative aspects of older rotaries or traffic circles may be mistaken by the public with a roundabout. Therefore, the ability to carefully distinguish roundabouts from traffic circles is important in terms of public understanding.

Traffic Control



Yield control is used on all entries. The circulatory roadway has no control.



Some traffic circles use stop control, or no control, on one or more entries.

Priority to Circulating Vehicles



Circulating vehicles have the right of way.



Some traffic circles require circulating traffic to yield to entering traffic.

Pedestrian Access



Pedestrian access is allowed only across the legs of the roundabout, behind the yield line.



Some traffic circles allow pedestrian access to the central island.

Direction of Circulation



All vehicles circulate counter-clockwise and pass to the right of the central island.



Some neighborhood traffic circles allow left-turning vehicles to pass to the left of the central island.