3. **Biography of George T. Santmyers:** George T. Santmyers, Sr. (1889-1960) practiced architecture in Washington, D.C. for over forty years and was one of the city's most prolific 20th-century architects. Although Santmyers is credited with the design of banks, commercial buildings, public garages and a multitude of private residences, the majority of his work consists of apartment buildings.

   Santmyers was born in Front Royal, Virginia and spent his early years in Baltimore, Maryland. He moved to Washington, D.C., as a teenager, completed high school, and began several years of training through apprenticeship in the offices of some of the city's leading architects. By his early twenties Santmyers had opened his own architectural office. His earliest known commissions in the city date from 1910, for a group of rowhouses located in Square 2604, and presently situated within the Mount Pleasant Historic District. Still designing and running his office in 1960, he completed his last apartment building design at the age of 72 just six months before his death.

   Santmyers designed in a variety of styles, using more traditional, classically inspired architecture in his early buildings; entering a transitional phase based on classical precedents with a panache of twentieth-century modern architecture; and culminating in the majority of his work designed in full-blown expressions of the Art Deco, Art Moderne, and the International styles.

   The sheer number of apartment commissions executed by Santmyers is astounding. As the architect for over 440 apartment buildings in the city, according to the D.C. Apartment Building Survey, he is certainly considered the city's most prolific apartment building architect. Santmyers devoted his enormous skills and energy to produce a notably designed building with an efficient plan.

   Today, Santmyers is most celebrated for his Art Deco, International style and Art Moderne apartment buildings from the 1930s, 1940s and 1950s. During these decades Santmyers predilection for the Art Deco movement was given free reign on the overwhelming number of apartment buildings he was commissioned to design. Santmyers's buff-brick, linear massed buildings were found throughout the city. Of the Art Deco-style buildings designed by Santmyers, some of the better known are the Normandie (6817 Georgia Avenue, N.W.), the Delano (2745 29th Street, N.W.), the Parkcrest Gardens (4100 block of W Street, N.W.), and the Yorkshire (3355 16th Street, N.W.). Located just outside of the Woodley Park Historic District, the Delano Apartment Building was designed in 1941, and is a superb example of the International style, and of Santmyers's mature apartment building design.

Board of Zoning Adjustment
District of Columbia

Part II: Architectural Information

A. General Statement:

1. **Architectural character:** Like the principal building on the site, the Squash Court is Georgian Revival in style. The stylistic compatibility of the Squash Court with the main building, and its location across the garden from the principal, southwest elevation of the main building places the Squash Court within the tradition of the ornamental garden outbuilding. This interpretation is consistent with the early history of the property, when the primary building functioned as a fashionable, high-end residence for the Merrills, a couple with diplomatic ties and prominent within Washington, D.C. society. During the Merrill occupation of the property, contemporary accounts indicate that the gardens were meticulously maintained and suggest that they were considerably more extensive than today. The Squash Court was situated within and overlooking this garden. As indicated in the above-referenced 1946 *Washington Post* article, the Merrills frequently entertained at "their handsome house, with its beautiful gardens and huge swimming pool," described in the article as a "rendezvous for members of society."[27]

2. **Condition of fabric:** As indicated above, the Squash Court has been extensively altered since its construction, particularly in its circa 1965 conversion to a dwelling. These alterations, including the puncture of the original elevations with windows and partitioning of the interior, have substantially compromised the historical integrity of the building. The enclosure of the Greenhouse Addition and conversion to a kitchen and bathroom further departs from the configuration of the building during the Merrill occupation. In addition to these aesthetic considerations, inspection of the building suggests some structural compromise, particularly as manifested in the large sheer crack in the masonry wall above the entry on the northwest elevation.

B. Description of Exterior:

1. **Foundations:** The floor foundation and footings for the structural brick-masonry walls are poured concrete.[28]

2. **Walls:** The exterior walls are structural brick-masonry construction laid in five-course (1:5) American bond, with some irregularities. One interior wall,

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[27] Evelyn Peyton Gordon, "Merrill Home Sale Ends Another Era in Society Here," *Washington Daily News*, 16 January 1946.

[28] Much of the information contained in this section is derived from original drawings for the building prepared by George T. Santmyers. *See* Case #59, Shipstead-Luce Case Files, Records of the Commission of Fine Arts, RG 66, Entry 18, National Archives, Washington, D.C.

designed to support the original gallery, is of brick-masonry construction with a concrete footing.

3. **Structural systems, framing:** The building was originally constructed as one open space with load-bearing, brick-masonry structural walls. The flat roof is supported on horizontal wood rafters reinforced by wood cross bridging.

4. **Porches, stoops:** Two semi-circular steps lead to the single entry on the northwest elevation. These steps are each composed of two courses of brick, with rowlock ends outward.

5. **Chimneys:** One chimney is present on the building. It is located at the southwest end of the building between the original southwest elevation of the Squash Court and the Greenhouse Addition. The chimney is of brick-masonry construction laid in header bond, with a corbeled cap and a square clay chimney pot.

6. **Openings:**

   a. **Doorways and doors:** Three doorways are present on the building: one in the northeast bay of the northwest elevation; one in the northeast bay of the southeast elevation, and one on the southwest elevation of the Greenhouse Addition. The doorway on the northwest elevation is original, but has been altered by the insertion of a new door frame and the infill of the arched tympanum. The round-arch doorway has rowlock voussoirs and a cast keystone and cast-stone springers. The modern wood door, possibly dating to the circa 1965 conversion, has four panels surmounted by four lights in a semi-circular arrangement. The doorway on the southeast elevation is not original and dates to the circa 1965 conversion. It has a brick lintel and no ornamentation. The door is the same as that on the northwest elevation. The doorway on the southwest elevation of the Greenhouse Addition has a projecting concrete threshold and a stretcher-course lintel. The date of this doorway is unknown. The wood door has three horizontal panels surmounted by a four-light window. The style of the door is typical of those produced in the 1930s or 1940s.

   b. **Windows:** Four types of windows are present on the Squash Court, reflecting several different periods of origin. On the northeast elevation are two original openings flanking the center blind arch. These openings each feature flat arches with cast keystones, and a pair of three-light wood casement windows. The second window type found on the building dates to the circa 1965 conversion. The openings are found on the original portion of the building, on the northwest and southeast elevations. The openings have flat lintels and projecting rowlock sills. The sills on the southeast elevation are canted. The windows are six-over-six, double-sash

wood windows with wood frames inserted directly into the structural brick masonry. On the northwest elevation, the windows are set within blind arches with rowlock voussoirs and cast-stone springers and keystone. The third type of window is present only on the northwest elevation and consists of two below-grade openings. The fourth type of opening is present on the Greenhouse Addition. There are two openings flanking the entry on the southwest elevation, and one opening on the southeast elevation. These openings are smaller than the others, and marked by stretcher lintels and canted rowlock sills, suggesting that they are contemporary with the circa 1965 conversion. The openings have six-over-six double-sash wood windows.

7. **Roof:**

   a. **Shape, covering:** The roof of the Squash Court is almost flat, sloping slightly from northwest to southeast. It is sheathed in slag. A brick parapet with copper coping caps the roof. The shed roof of the Greenhouse Addition slopes from northeast to southwest, and features copper flashing where it joins the Squash Court.

   b. **Cornice, eaves:** The Squash Court features a copper cornice at the base of the parapet on all but the southwest elevation, where the Greenhouse Addition is present. The Greenhouse Addition has a simple, unmolded wood cornice with copper coping and no visible eaves.

C. Description of Interior:

1. **Floor Plans:** The Squash Court is divided into three major spaces on each of the two floors. The northeast space is a narrow corridor reflecting the location of the original gallery. A non-original stair is located along the northeast wall of the hall. On the first floor, one of the three rooms is bisected by a temporary partition. The Greenhouse Addition has one floor and contains two rooms: a small bathroom at the southwest end, and a kitchen.

2. **Stairways:** There is a non-original, straight-flight stair in the narrow corridor of the Squash Court. The stair is utilitarian in nature and constructed of wood. It runs along the northeast wall and leads down from the southeast entry, in the opposite direction as the original stair.

3. **Flooring:** The below-grade floor of the Squash Court is a synthetic, possibly linoleum, tile. The first floor is wood plank. The floor of the Greenhouse Addition is sheathed in rolled plastic.

4. **Wall and ceiling finish:** The brick walls in what was formerly the playing court, itself, are finished in stucco. The brick walls in the gallery are unfinished with the

brick left exposed. The partitions on the below-grade floor are vertical wood boards. The ceiling is likewise wood boards. On the first floor, circa 1965 partitions and the ceiling are modern wallboard. As noted above, a temporary plywood partition is present on the first floor.

5. **Openings:**

   a. **Doorways and doors:** Interior doors are hollow plywood. Doorways are standard lintel openings and have no notable features.

   b. **Windows:** Molded wood surrounds and sills are present on the first floor on the circa 1965 openings.

6. **Decorative features and trim:** Unmolded wood surrounds and baseboards are present throughout on the circa 1965 partitions. There are no decorative features or trim extant from the original construction.

7. **Fixtures:** The original casement windows retain the original hardware. No other notable fixtures or hardware are present.

D. Site:

1. **Historic landscape design:** The Squash Court is located just a few feet north of the property wall at Belmont Road, N.W. The building is southwest of the principal building on the site, at what is now the southwest end of the garden. Concrete paths are present along the northeast and northwest elevations. Flagstone paving is present along the southwest elevation. A stone-masonry retaining wall sits back a foot or so from the southeast end of the southeast elevation. The ground rises upward sharply from the southeast elevation to the property wall long Belmont Road. A brick structure is set into the berm on the southeast side of the Squash Court.

Part III: Sources of Information

A. Architectural Drawings: One sheet of original architectural drawing of the Squash Court is located in the records of the Commission of Fine Arts at the National Archives in Washington, D.C.[29]

B. Bibliography:

"Advice to Soldiers; Wives: Get Reliable Newspaper and a Good Map..." *Washington Post*, 10 November 1942.

Application of Lynch Luquer to the D.C. Board of Examiners and Registrars of Architects. D.C. Archives, Washington, D.C.

Barrett, Harry. "2535 Belmont Rd. N.W., Washington, D.C. Chancery Embassy of France," 28 December 1961. Copies of original drawings in the private collection of EHT Traceries, Inc., Washington, D.C.

Case #59, Shipstead-Luce Case Files, Records of the Commission of Fine Arts, RG 66, Entry 18, National Archives, Washington, D.C.

District of Columbia Building Permits.

"French Purchase Merrill House for New Chancery." *Washington Star*, 14 January 1946.

Gordon, Evelyn Peyton. "Merrill Home Sale Ends Another Era in Society Here." *Washington Daily News*, 16 January 1946.

McNair, Marie. "Parties for Canadian Cabinet Officer will Highlight Social Round of Week." *Washington Post*, 11 January 1948.

Naval Historical Center, Sources on U.S. Naval History in the United States, Yale University Libraries. Available from http://wwww.history.navy.mil/sources/ct/eb0.htm.

Negative 3659. Washington Star Photograph Collection. Washingtoniana Division, Martin Luther King Jr. Memorial Library. Washington, D.C.

"New Builders' Home." *Washington Post*, 24 May 1914.

Property files. EHT Traceries, Inc. Washington, D.C.

[29] Case #59, Shipstead-Luce Case Files, Records of the Commission of Fine Arts, RG 66, Entry 18, National Archives, Washington, D.C.

Rowan, Frances. "All Those Frenchmen Couldn't be Wrong." *Washington Post*, 11 July 1958.

Sheridan-Kalorama Historic Resources Inventory, 1987-1989. Private collection of EHT Traceries, Inc. Washington, D.C.

United States Federal Census.

Washington Star, 23 March 1946.

C. Likely Sources Not Yet Investigated: A thorough investigation of the building records in the possession of the Chancery of the Sultanate of Oman was not undertaken. It is also known that architect Davis Buckley, who executed work on the property in the late 1980s, possesses numerous records pertaining to the property. Records in the possession of Davis Buckley have not been examined.

D. Supplemental Material:

Figure 1: Original drawing of the Squash Court produced by George T. Santmyers, 13 November 1931, located in the records of the Commission of Fine Arts at National Archives, Washington, D.C.

Figures 2-6: Photographs of Squash Court (EHT Traceries, 2005).

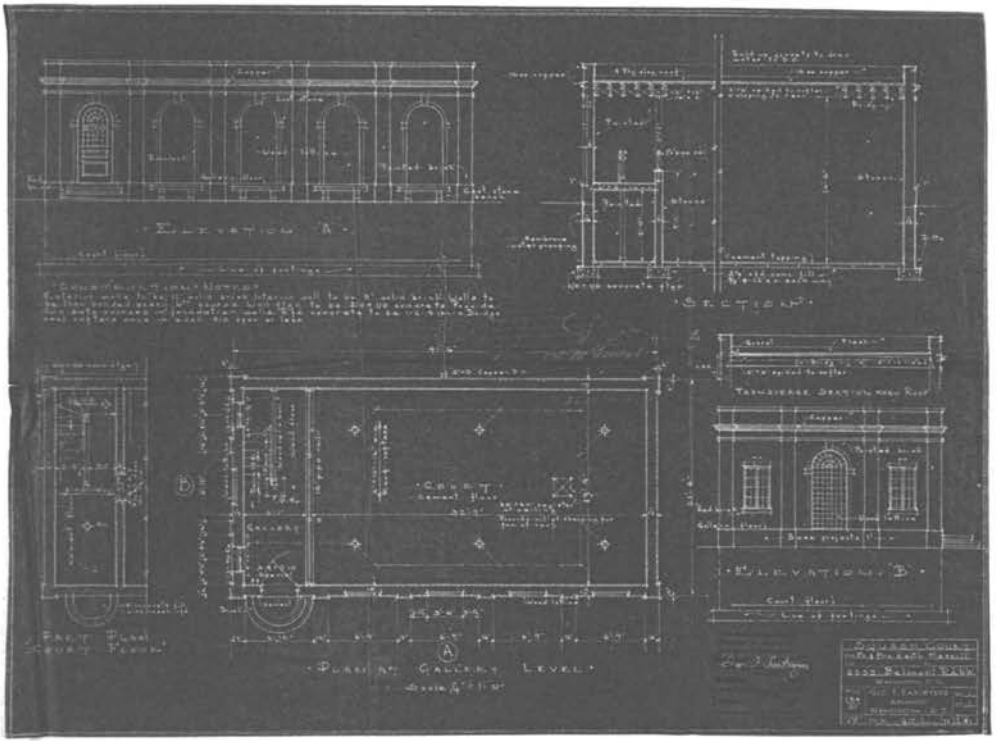


Figure 1: Original drawing of the Squash Court produced by George T. Santmyers, 13 November 1931, located in the records of the Commission of Fine Arts at National Archives, Washington, D.C.



Figure 2: Squash Court, View Southwest (EHT Traceries, 2005)



Figure 3: Squash Court, View South (EHT Traceries, 2005)

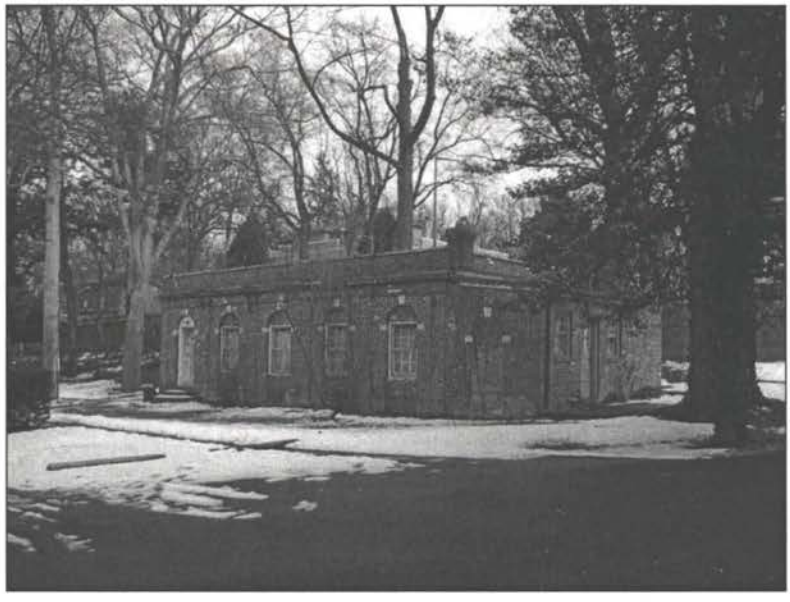


Figure 4: Squash Court, View East (EHT Traceries, 2005)

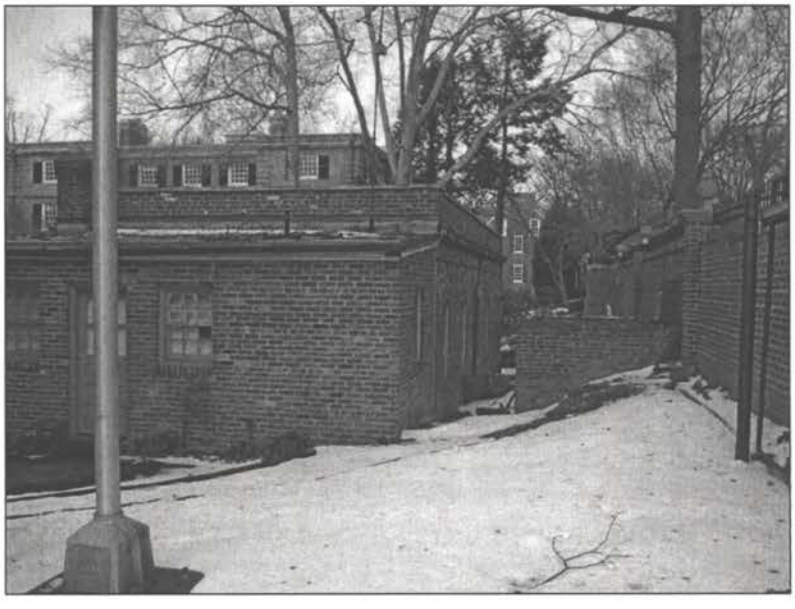


Figure 5: Squash Court, View Northeast (EHT Traceries, 2005)

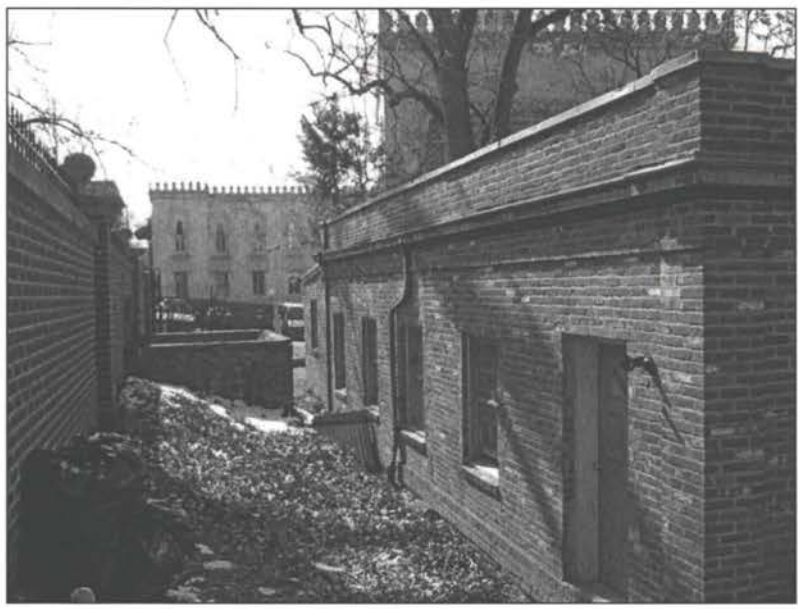


Figure 6: Squash Court, View Southwest (EHT Traceries, 2005)

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OUTLINE OF TESTIMONY
TRAFFIC CONSULTANT
OSBORNE GEORGE
O.R. GEORGE AND ASSOCIATES

I. INTRODUCTION AND PROFESSIONAL QUALIFICATIONS

II. SITE AND LOCATION DESCRIPTION

A. OVERVIEW OF SITE, VICINITY AND LOCAL ROADWAYS

B. EXISTING TRAFFIC CONDITION

III. TRAFFIC AND PARKING CONSIDERATIONS

IV. CONCLUSION

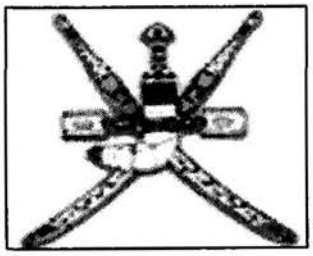
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Technical Memorandum:

SITE ACCESS AND PARKING ASSESSMENT- EMBASSY OF SULTANATE OF OMAN, FOREIGN MISSIONS BOARD OF ZONING ADJUSTMENT APPLICATION, NORTHWEST, WASHINGTON, D.C.

(FM-BZA Case No: 17382.)

Prepared for:
EMBASSY OF THE SULTANATE OF OMAN
2535 Belmont Road, N.W
Washington, D.C. 20011
- His Excellency Mohamed A. Al-Khusaiby, Ambassador



Land Use Counsel:
HOLLAND & KNIGHT, LLP
2099 Pennsylvania Avenue, N.W, Suite 100
Washington, D.C. 20006-6081
- Christopher H. Collins., Esquire

Prepared by:
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September 20, 2005

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

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TECHNICAL MEMORANDUM

DATE: September 20, 2005

TO: His Excellency Mohamed A. Al-Khusaiby, Ambassador
Embassy of the Sultanate of Oman, Washington, D.C.

FROM: Osborne R. George/Iain J. Banks

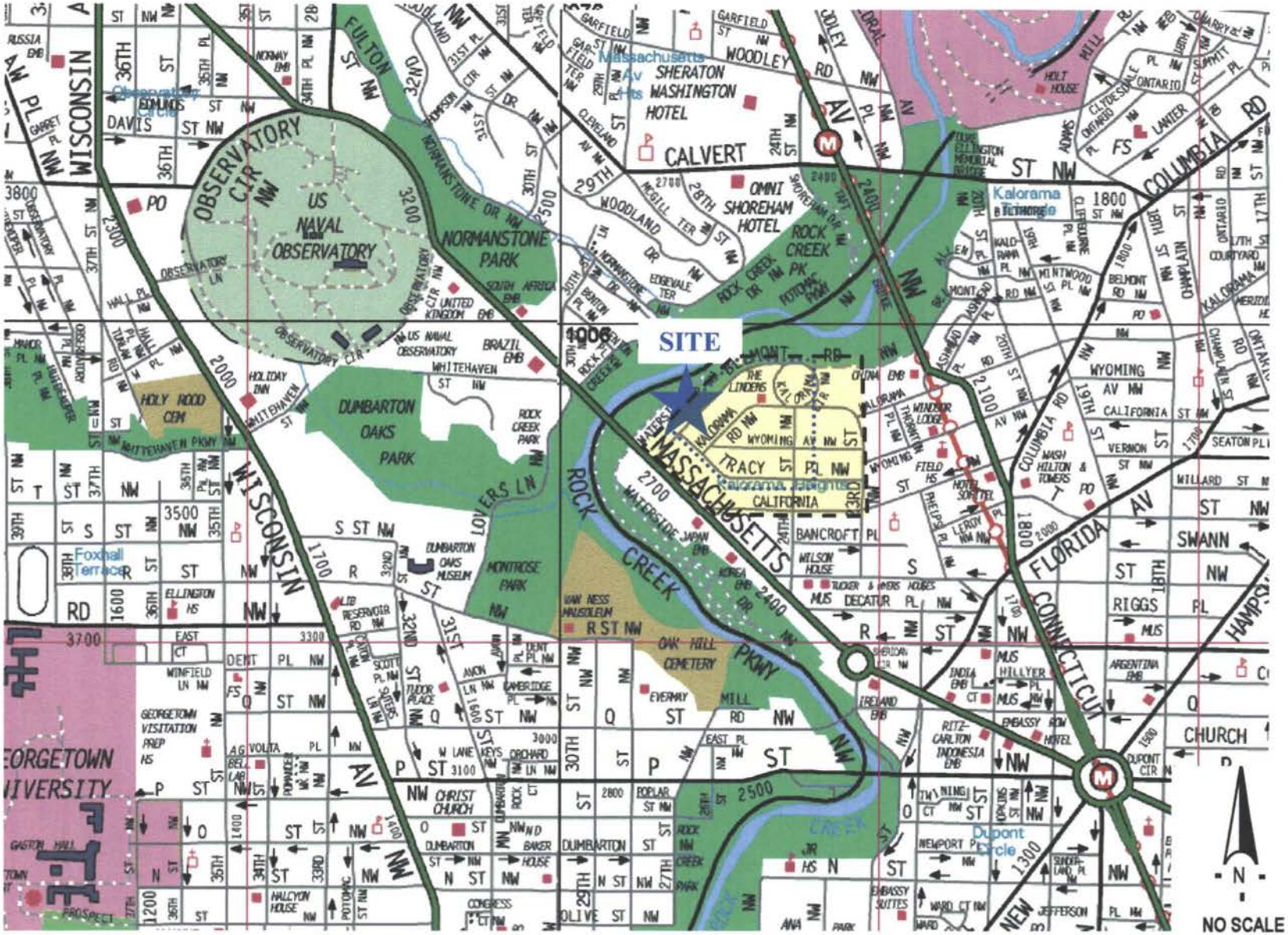
RE: Foreign Missions Board of Zoning Adjustment Application -Proposed Expansion of the Sultanate of Oman Embassy Site, Northwest, Washington, D.C.

1.0 INTRODUCTION AND STUDY PURPOSE

In accordance with your request, we have evaluated your Mission's proposal to expand its Embassy within its existing site at 2535 Belmont Road, 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*. Section 1001.5 of this document requires that the Embassy of Oman (as the current 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 parking inventories and usage surveys, 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 existing and future uses of the site.

The Embassy is located just off Massachusetts Avenue, which is a major commuter corridor served by four (4) public transportation routes, with connection to the WMATA mass transit system via the Dupont Circle Metrorail Station, and the wider metropolitan region. Considering the Applicant's proposal to provide off-street parking, and the availability of public transportation, this evaluation has concluded that 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 Embassy is shown in Exhibit 1. Appendix A presents correspondence with the District of Columbia Department of Transportation Staff regarding the general purpose and study scope of the study as well as requests for data pertaining to the obligations under the regulations.



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

EXHIBIT 1
SITE LOCATION MAP
Embassy of the Sultanate of Oman FM-BZA Application No. 17382

2.0 EXISTING ROADWAY AND ACCESS CONDITIONS

2.1 Zoning and Land Use

For purposes of this study, the area for evaluation was defined as bounded by Massachusetts Avenue between Rock Creek and California Street, Belmont Road, and 23rd Street, between Kalorama Circle and California Street, all within the Northwest area of Washington, D.C.

The subject property is zoned D/R-1-B: Mixed Use Diplomatic/Single Family Detached Residential District. The surrounding areas are similarly classified with the Diplomatic District overlying low and moderate density residential zones. The area is substantially developed with land uses conforming to this zoning. The primary land-uses within the Belmont Road area are large-lot single-family-detached residences and Diplomatic (Embassy and Chancery) buildings. Most of the residential buildings have one or more garages, many served by off-street circular drives or driveways of length capable of accommodating one or more vehicles. The Islamic Center is situated north of Massachusetts Avenue, adjacent to Belmont Road. There are no other institutional uses (i.e., churches or schools etc), which would generate significant parking demand or vehicle trip generation. Within the immediate area there are five (5) Embassies including the Embassy of Oman.

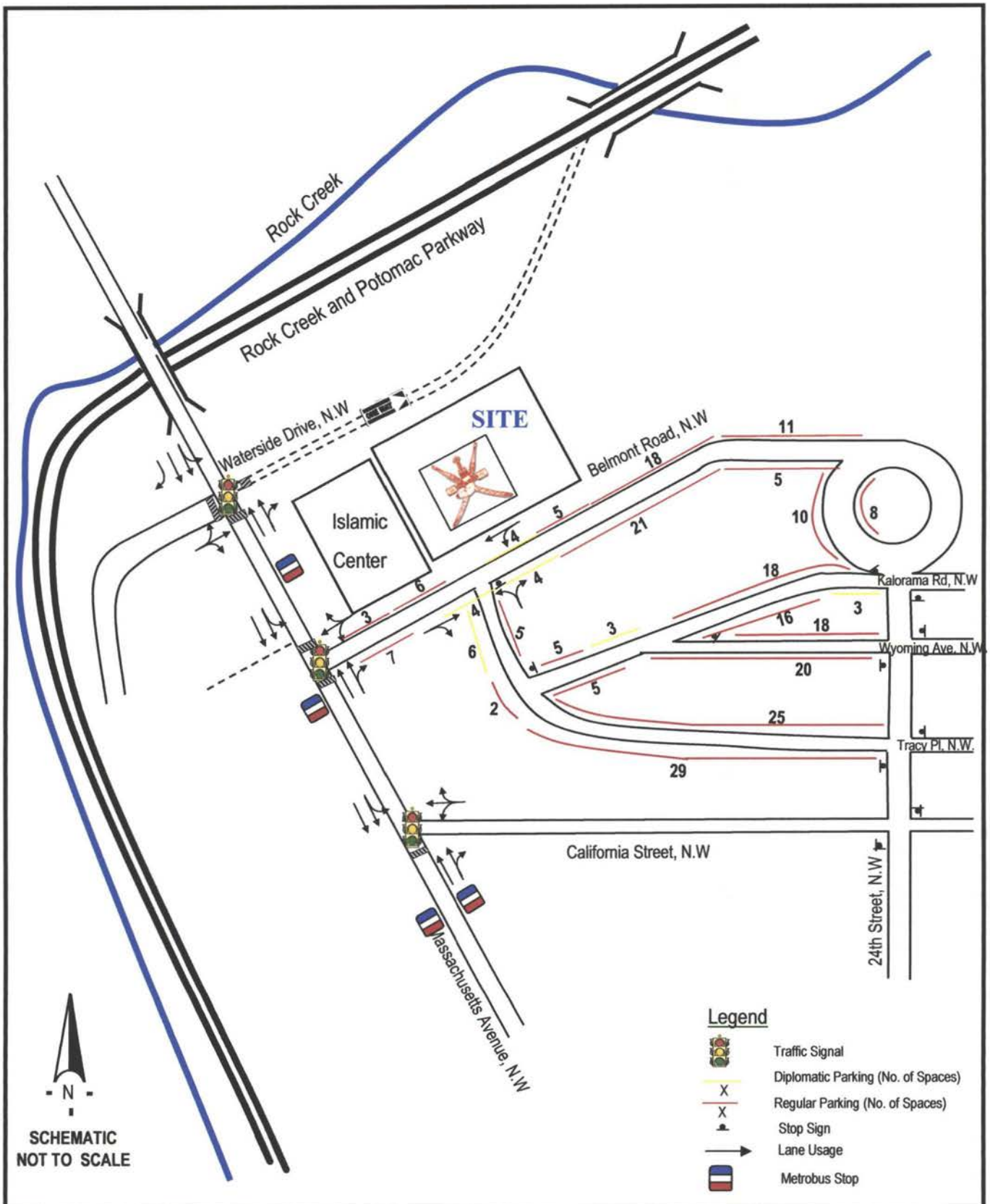
2.2 Existing Access and Parking Situation

As shown in Exhibit 1, access to the site is provided via Massachusetts Avenue, a four (4) lane undivided Principal Arterial on the City's Roadway System. Access to the local area is also provided from Connecticut Avenue principally via Kalorama Road and California Street, both local City roadways. Except for Kalorama Circle the study area roadways are all in the range of 30 feet wide providing for two-way traffic flow and generally allowing for on-street parking.

The Embassy of Oman is currently provided with thirty (30) off-street parking spaces, and is also accessed by a circular driveway, which allows for drop-off during ceremonial and special uses. For purposes of this evaluation the on-street parking spaces were inventoried for the local sections of Belmont Road, Tracy Place, Kalorama Road and Wyoming Avenue, between Massachusetts Avenue and 24th Street. This covers a walking distance of approximately seven (7) minutes. In addition to walking distance/time this is a logical area considering the configuration of the local land-uses and roadways.

There are a total of 261 parking spaces, all of which are covered by the City's Residential Parking Permit (RPP) with the exception of the designated Diplomatic spaces. Exhibit 2 shows the local roadway/access situation and on-street parking within the local area.

In view of the prominence given to parking and public transportation, parking usage surveys were undertaken on average weekdays during October 2004 and November 2004. Considering the hours of the Embassy's Consular Office the surveys were undertaken during the hours of 9:00 AM – 1:00 PM. The results are summarized in Table 1 on page 5.



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

EXHIBIT 2

EXISTING ROADWAY/PARKING/LAND USE SITUATION
Embassy of the Sultanate of Oman FM-BZA Application No. 17382

TABLE 1

PARKING INVENTORY AND USAGE SUMMARY
EMBASSY OF THE SULTANATE OF OMAN, WASHINGTON, D.C.

LOCATION	No. of Spaces	OBSERVED PARKING USAGE			
		9:00 – 10:00 AM	10:00 – 11:00 AM	11:00 – 12:00 PM	12:00 – 1:00 PM
1) Belmont Road	76	25	32	25	30
	12 Dip.	5	3	9	1
2) Tracy Place	61	33	37	35	32
	6 Dip.	2	1	0	0
3) Kalorama Road	44	26	24	31	30
	6 Dip.	1	1	0	0
4) Wyoming Ave	38	12	10	9	11
5) Kalorama Circle	18	4	8	7	9
TOTAL	**261**	**108 (41%)**	**116 (44%)**	**116 (44%)**	**113 (43)**

Dip = Reserved Diplomatic Spaces
Source : O. R. George & Associates.

It is noteworthy that the parking usage along Belmont Road ranged from a low of 28 % to a high of 40 %. Generally, the spaces along Belmont Road south of Tracy Place were heavily utilized. Observations show that this was generated by activities at the Islamic Center and with the residential uses along the west side of Massachusetts Avenue. Overall the spaces designated for Diplomatic uses shows a lower usage. Of the four (4) spaces designated for use by the Embassy of Oman an average of one (1) were used during the Embassy's hours of operation.

2.3 Public Transportation Situation

With regard to public transportation service, it is noted that the Washington Metropolitan Area Transit Authority (WMATA) operates four (4) routes along Massachusetts Avenue. These routes are as follows:

N2 – Massachusetts Avenue Line (Friendship Heights to Farragut via Tenleytown)
N3 - Massachusetts Avenue Line (Friendship Heights to Federal Triangle)
N4 - Massachusetts Avenue Line (Friendship Heights to Farragut)
N6 - Massachusetts Avenue Line (Friendship Heights to Farragut - late night service)

Public transportation bus routes are also provided by four (4) routes along Connecticut Avenue. Overall these routes each provide service with 5 – 15 minute headways during weekday morning and afternoon peak periods, and 15 - 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 thirty percent (30%) 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 Metrorail Stations of Woodley Park-Zoo/Adams Morgan and Dupont Circle are situated north and south of the Embassy, respectively, and are easily accessible (though an approximate 10-15 minute walk), or connection via the adjacent bus routes.

Exhibit 2 (on page 4) shows bus stops at Belmont Road and along Massachusetts Avenue. These stops are approximately a three-minute walk from the Embassy of Oman entrance.

2.4 Existing Traffic Conditions

As noted earlier the focus of the FM-BZA is to address parking and public transportation service. This was addressed in Section 2.2 and 2.3. This section of the report presents a brief and generalized assessment of traffic operations in the study area.

In order to address current traffic operational conditions within the immediate vicinity, weekday morning and afternoon peak period turning movement volume counts were taken at the intersections of Massachusetts Avenue/ Belmont Road and Belmont Road/Tracy Place, on a typical weekday in March, 2005. The counts showed the peak hours occurring generally between 8:00 - 9:00 AM and 5:00 - 6:00 PM. While the intersection of Belmont Road at Tracy Place was evaluated due to its proximity to the Embassy, observations at the other local intersections in the area showed substantially improved average delay times, in view of their relative remote locations from Massachusetts Avenue. Exhibit 3 shows the observed vehicular turning movement volumes. Appendix B presents the turning movement count summaries.

The peak hour traffic volumes were analyzed using the Highway Capacity Manual (HCM) capacity analysis procedures, in accordance with the DDOT procedures. The results show that the study area intersections currently operate at acceptable Levels of Service[1], during the morning and afternoon peak hours. The Level-of-Service results are based on the average control delay computed by the HCM procedures for all vehicles utilizing the intersections during the peak hours. Table 2 presents the summary of the capacity analysis results for the existing traffic situation. Detailed capacity analysis worksheets are presented in Appendix C.

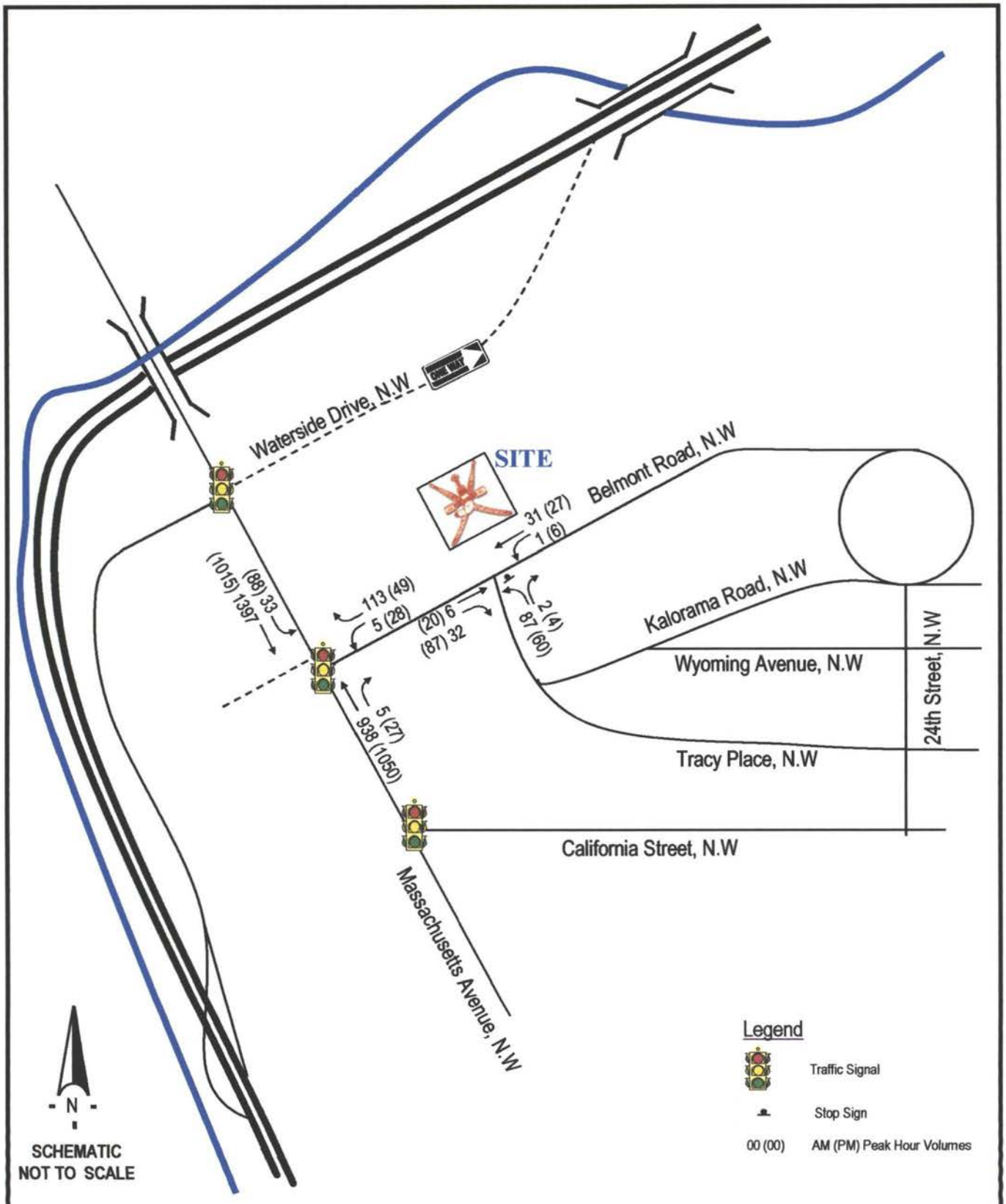
TABLE 2

SUMMARY OF INTERSECTION CAPACITY ANALYSIS RESULTS
STUDY AREA INTERSECTIONS - EMBASSY OF THE SULTANATE OF OMAN

	AM PEAK HOUR		PM PEAK HOUR	
Intersection	**Level of Service**	**Average Delay (Vehicle/sec.)**	**Level of Service**	**Average Delay (Vehicle/sec.)**
• Massachusetts Avenue @ Belmont Road, N.W	C	32.3	D	39.3
• Belmont Road @ Tracy Place, N.W	A	9.3	A	9.7

Source: O. R. George & Associates.

1 Level of Service is a qualitative measure describing operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, and freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F), with "A" representing best operating conditions, and Level of Service "F" representing the worst conditions. Level-of-Service D is generally considered by the District of Columbia as the minimum acceptable conditions for planning and design purposes.



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

EXHIBIT 3

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES
Embassy of the Sultanate of Oman FM-BZA Application No. 17382

3.0 ASSESSMENT OF THE APPLICANT'S DEVELOPMENT PROPOSAL

3.1 Background

As noted in the Applicant's Statement, the subject property has been used as a Foreign Mission since the 1940's, and has housed the Embassy of the Sultanate of Oman since the mid 1980's. The current application requires the Embassy to address relevant issues pertaining to parking and public transportation. In addition to the background information presented in Section 3 of this memorandum, this section examines the Applicant's development proposal and present further data and analysis pertinent to the evaluation process and, more specifically, to address the issue of parking. For ease of reference, the Applicant's site plan showing the existing and proposed site improvements (including on-site parking) and site access are shown on Exhibit 4.

3.2 The Applicant's Development Proposal

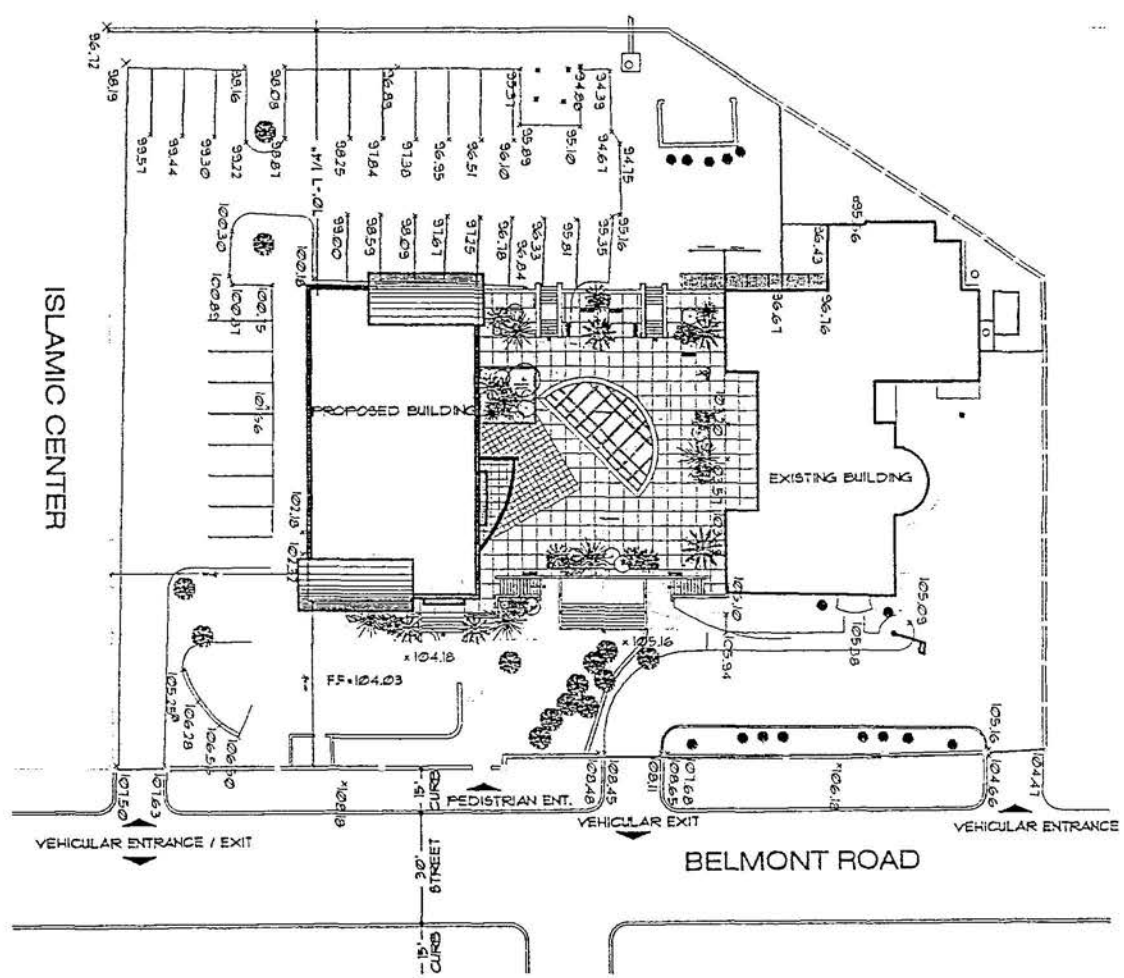
The principal elements of the existing and proposed site improvements that will have a bearing on parking generation and usage patterns are summarized in Table 3 following

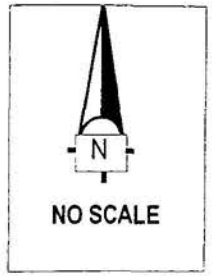
TABLE 3
EMBASSY OF THE SULTANATE OF OMAN – FMBZA APPLICATION
SITE USE AND PROGRAM ELEMENTS

Key Site Elements and Activities	Existing	Proposed
1) Average Daily Employees	23 persons	30 persons
2) Weekday Hours of Operation		
- Consular Offices	9:30 AM – 12:00 PM	No Change
- Embassy/Chancery Offices	9:00 AM – 4:00 PM	No Change
3) On-Site Parking Spaces		
- Available Parking	30 spaces	34 spaces
- With Valet Parking & Courtyard Use	49 spaces	57 spaces
- Reserved Diplomatic Parking	4 spaces	4 spaces
4) Daily Visitors	≤ 5 persons	≤ 5 persons

* ***Source:*** **Embassy of Oman, and O. R. George & Associates**

The Embassy has advised that eighteen (18) of its employees currently drive and park on-site on typical weekdays. Four (4) staff members use Metro and one (1) person walks. While this could not be verified by a formal trip survey, the modal split appears to be quite reasonable and conservative, when compared with typical commuting patterns within downtown Washington, D.C. An informal driveway survey was undertaken, and this confirmed the low trip generation of the Embassy. A summary of this survey is included as Appendix D. Surveys were also undertaken of the site parking, and it showed a typical accumulation of twenty-one (21) vehicles during the mid-morning period. As noted earlier, four (4) spaces along the site frontage are reserved for diplomatic use. Field observations showed very limited use of these spaces(See also Section 2.2, page 5).





SITE PLAN

EMBASSY SULTANATE OF OMAN

FORUM INTERNATIONAL INC.

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

EXHIBIT 4
PROPOSED SITE PLAN
Embassy of the Sultanate of Oman FM-BZA Application No. 17382

The Embassy estimates that upon completion of the site improvements, twenty-two (22) of its staff will drive and park on-site. These numbers have been based upon a survey of Embassy staff both currently at the site and those proposed to relocate to the site after the expansion. Here again, the estimates compare favorably (and is quite conservative) relative to the current usage of the site, and with commuting patterns within the City generally.

The Applicant's statement notes that the primary purpose of the proposed Chancery expansion is to provide for more suitable working space accommodation, and for greater operational efficiency. The proposed site improvements will include a multi-purpose room, which would be available for staff meetings, seminars and press conferences.

As noted in Table 3, the expansion will provide for thirty-four (34) parking spaces on-site. In addition, there is adequate space within the courtyard to accommodate ten (10) parking spaces (See Exhibit 4). Furthermore, four (4) spaces along the site frontage are designated for Diplomatic use by the Embassy. These spaces are generally not fully utilized during office hours, and would be available to supplement the on-site parking, thus providing for a supply of forty-eight (48) spaces during the rare occasions when events would be held within the multi-purpose room simultaneously with office activities.

Based on the above factors, it is quite apparent that the Applicant's proposal would adequately accommodate the parking needs of the Embassy. In addition the following factors should be noted as context to the issue of parking adequacy:

1) The Applicant envisions that visits to the site will continue to be very low, in the range of 2 - 3 per day; and that most business transactions will be by telephone, fax, mail, electronic mail and diplomatic pouch.

2) The Embassy will provide on-site parking for visitors, based upon availability. The estimated length of stay per visitor is between fifteen (15) minutes and an hour.

3) All parking within the defined study area is use-restricted under the provisions of the City's Residential Parking Permit Program. *(This excludes the reserved diplomatic parking, which is detailed on Exhibit 2 and in Table 1.)*

4) Visitation to the premise is not projected to increase with the proposed expansion, and these visits would occur primarily during the Consular hours of 9:30 AM to 12:00 noon only.

As a general background to this documentation, it is noted that the proposed improvements would not result in a significant increase in vehicle trip generation. The additional seven (7) employees would generate approximately five vehicle trips during the peak period of arrival. Due to the hours of operation of the Embassy, a significant number of trips would occur outside of the peak hours.

4.0 SUMMARY AND CONCLUSION

The Applicant's "burden of proof" under the subject application applies specifically to issues pertaining to the adequacy of off-site parking, and the availability of public transportation services that could potentially reduce parking demand. The Embassy has operated at this site since 1986, and the parking and travel patterns have been established. The current proposal for off-street parking supply of thirty-four (34) spaces exceeds the City's requirement of thirty-two (32) spaces. Furthermore, this parking supply can be supplemented by ten (10) spaces through the use of suitable areas on-site, and through valet parking arrangements, should this ever become necessary.

Field surveys have shown no indication of high demand for use of the RPP parking spaces within the local area on weekdays. Usage has been generally in the range of 45%. (See Table 1, page 5.) Observations made by this consultant during various times over the past year do not indicate any appreciable use of on-street parking by employees and visitors to the Embassy.

Information provided by the Embassy shows that there is currently significant use of public transportation, with some walk trips. The site is well served by bus transportation, with easy connection to the METRO Mass Transit System. These services and usage patterns are projected to continue with the proposed site improvements. This assessment therefore concludes that the Applicant satisfies the stipulated requirements related to parking provisions and public transportation usage. However, any situation can be improved, and we would recommend that the Applicant consider the following:

a) Promote the use of transit and ride sharing.

b) Alert visitors of the two-hour RPP parking restrictions within the neighborhood.

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/IJB

Attachments: As Noted.

APPENDIX

A

RELEVANT CORRESPONDENCE WITH THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION

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

October 15, 2004

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District of Columbia Department of Transportation
2000 14th Street, N.W. 7th Floor
Washington, D.C. 20009

Re: Embassy of Oman – 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 expansion of the existing Embassy location at 2535 Belmont Road, N.W.

As background, the subject application is for approval from the Foreign Missions Board of Zoning Adjustment to expand the subject property, which would eliminate a number of the existing on-site parking spaces. The embassy is situated just off Massachusetts Avenue, NW. 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 existing building and proposed expansion.

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 at Belmont Road, N.W;
2) Tracy Place at Belmont Road, N.W; and
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/ijb

This message has been scanned for known viruses.

From: Elekwachi, Ogechi (DDOT)
To: orgassoc@aol.com
Cc: Menberu, Yigzaw (DDOT), Aniagboso, Johnny (DDOT)
Subject: RE: Signal Timing Sheet Request
Date: Fri, 12 Aug 2005 08:18:40 -0400

Iain:

The intersection of Massachusetts Avenue and Belmont Road is located in ward 2. Therefore, I am forwarding your signal timing sheet request to Mr. Yigzaw Menberu of team 1. He is responsible for traffic signal issues in ward 1 and ward 2. He can be reached at 202.671.3414.

If you have any questions, give me a call.

Sincerely,
Ogechi Elekwachi

Ogechi Elekwachi
Traffic Engineer(Signals)-Team 3(Ward 5 & 6)
Traffic Services Administration
District Department of Transportation
Phone: (202) 671- 3413
Fax: (202) 671- 1846
Cell: (202) 369 - 7483
Email:ogechi.elekwachi@dc.gov

From: orgassoc@aol.com [mailto:orgassoc@aol.com]
Sent: Thursday, August 11, 2005 4:01 PM
To: ogechi.elekwachi@dc.gov
Subject: Signal Timing Sheet Request

Good Afternoon Ms. Ogechi,

We are working on a project in the Northwest area of the City in Ward 2 and would like to request a signal timing sheet for Massachusetts Avenue, N.E. at Belmont Road, N.E. If you could send this to me by fax that would be very appreciated.

For future reference who is the relevant staff member who covers signals within Ward 2 for DDOT/TSA. Many thanks.

Regards

Iain Banks

Iain J. Banks
Project Engineer
O. R. GEORGE & ASSOCIATES, INC.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
(301)794-7700 (phone)
(301)794-4400 (fax)

d.
District Department of Transportation
Traffic Services Administration
2000 14th Street N.W. 2nd Floor
Washington DC 20009
tele. 202-671-3414

Fax

To: Jain J. Banks From: Yazmin Meneses

Fax: 301-794-4420 Pages: 6 (including cover sheet)

Phone: 301-794-7720 Date: 8-16-05

Re: Belmont Rd & Mass. Ave. NW CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

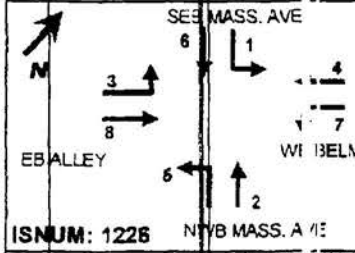
Signal timing Sheet and Sequence of operation for Massachusetts Ave. N.W.

AUG 16 2005 1:16PM HP LASERJET 3200

BELMONT ROAD AND MASSACHUSETTS AVENUE, N.W.

LOCATION

SHEET NO. 5



ISNUM: 1226

DEPARTMENT OF PUBLIC WORKS
WASHINGTON, D.C.
BUREAU OF TRAFFIC SERVICES
TRAFFIC SIGNAL SYSTEM DIVISION

F-<COLOR CODE>-<OVERLAP>

OVERLAP	Green 9	Yellow C	Red D
A			
B			
C			
D			

TS- 1611-A | DRAWING NO. S-2137 | ACISA NO. 6106

F + PHASE + <INTVL>		PHASE 1	2	3	4	5	6	7	8	PREEMPT
INTERVAL										
WALK	0	0	6		6		0		6	RR1 DELAY
FLASH D/W	1	0	4		10		0		10	RR1 CLEAR
MIN GREEN	2	6	6		6		6		6	EVA DELAY
MAX INIT	3	6	6		6		6		6	EVA CLEAR
ADD PER VEH	4									EVB DELAY
VEH EXTEN	5	1	1		4		1		4	EVB CLEAR
MAX GAP	6	1	1		4		1		4	EVC DELAY
MIN GAP	7	1	1		4		1		4	EVC CLEAR
MAXIMUM	8	30	44		21		44		21	EVD DELAY
MAXIMUM 2	9	40	5		50		5		50	EVD CLEAR
(Reserved)	A									RR2 DELAY
RED REVERT	B	0	0		0		0		0	RR2 CLEAR
REDUCE BY	C	0	0		0		0		0	EV CLR TMR
REDUCE EVERY	D	0	0		0		0		0	EV DLY TMR
YELLOW	E	4	4		4		4		4	RR CLR TMR
RED CLEAR	F	1	0		1		1		1	RR DLY TMR

C + PLAN + PHASE		CYCLE	PHASE 1	2	3	4	5	6	7	8	OFFSET A
PLAN		0	1	2	3	4	5	6	7	8	
Off Peak - 80	1	80	16	0		38		0		38	42
AM Peak - 110	2	110	32	0		54		0		54	17
PM Peak - 100	3	100	18	0		43		0		43	10
Off Peak - 100	4	100	16	0		38		0		38	14
AM Peak - 120	5	120	32	0		54		0		54	94
PM Peak - 100	6	100	18	0		43		0		43	68
AM Peak - 120	7	120	32	0		54		0		54	94
PM Peak - 120	8	120	18	0		43		0		43	15

NOTES:

C PLAN+D PERMISSIVE	0
F+C+O ALL RED	4

C + F + FUNCTION		PHASE 1	2	3	4	5	6	7	8
FUNCTION									
LAG	0	X			X		X		X
COR PED RECALL	9		X						
COR MAX RECALL	A						X		
COR LAG RECALL	B								
SYNC PHASES	C		X				X		

E + E + FEATURE		PHASE 1	2	3	4	5	6	7	8
FEATURE									
RES 1 GRN CLR	1								
RES 2 GRN CLR	2								
RES 2 LTD	3								
OVERLAP FL YEL	9								
EXT VEH A	A								
EXT VEH B	B								
EXT VEH C	C								
EXT VEH D	D								
EXTRA	E	X							
DOC SELECT	F		X						

E + F + FEATURE		PHASE 1	2	3	4	5	6	7	8
FEATURE									
PED 2P	5		X						
PED 6P	6								
PED 4P	7				X				
PED 8P	8								X
FLASH YELLOW	9		X				X		
OVERLAP A	A								
OVERLAP B	B								
OVERLAP C	C								
OVERLAP D	D								
SPFUNCT FLASH	E								
SPFUNCT MASK	F								

F + F + FEATURE		PHASE 1	2	3	4	5	6	7	8
FEATURE									
PERMIT	0	X	X		X		X		X
RED LOCK	1								
YELLOW LOCK	2				X				X
VEH RECALL	3								
PED RECALL	4		X						
PEDESTRIAN	5								
REST IN WALK	6		X						
RED REST	7								
DOUBLE ENTRY	8				X				X
MAX RECALL	9	X	X				X		
FLASH WALK	A		X		X				X
RESERVED	B								
CALL ALL	C	X	X		X		X		X
FIRST CALL	D	X	X		X		X		X
START UP	E								
FIRST PHASES	F		X				X		

PREPARED BY: Ba Yuan

WORK/SHOP ORDER NO: SL1-03-13

APPROVED BY: William W. McGuire 11/20/03

DATE INSTALLED: 11/20/03

INSTALLED BY: Navin Jain

20010416

AUG 16 2005 1:16PM HP LASERJET 3200 p.2

APPENDIX

B

TRAFFIC TURNING MOVEMENT COUNT
SUMMARIES - EXISTING TRAFFIC
SITUATION

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : TRA@BEL
Site Code : 27242239
Start Date : 3/8/2005
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

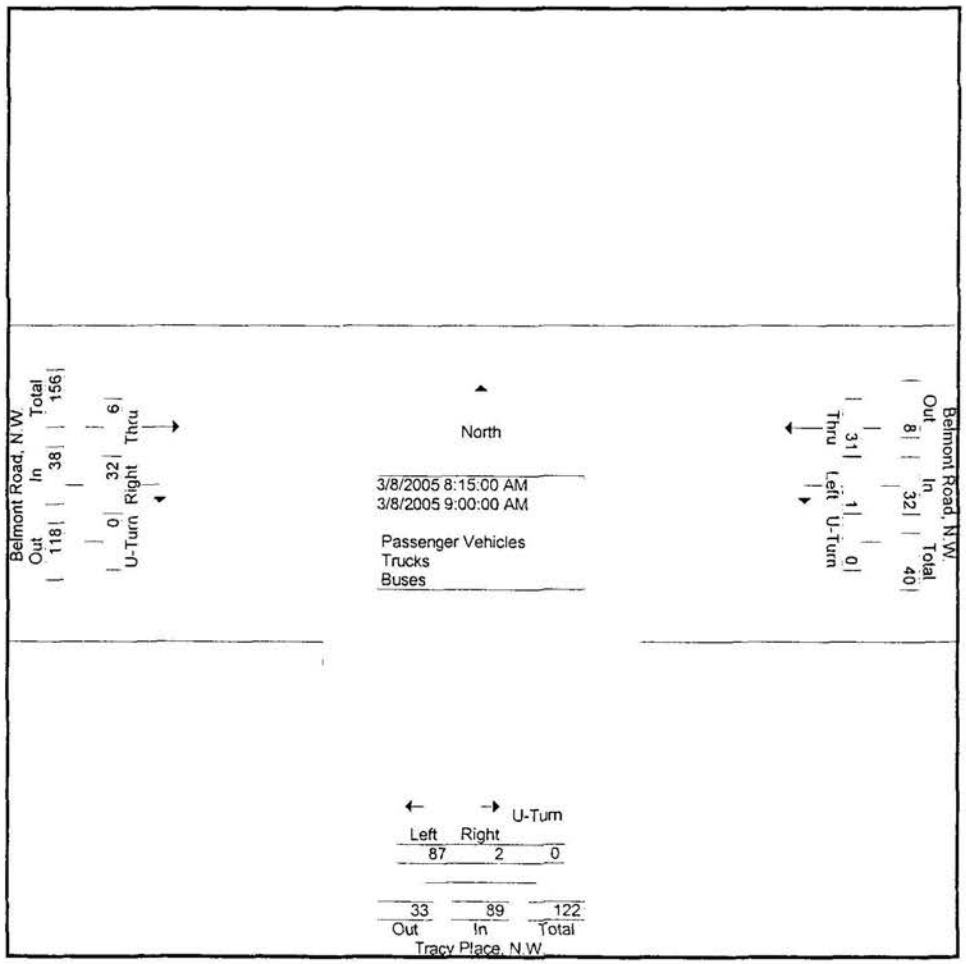
	Tracy Place, N.W. From South				Belmont Road, N.W. From East				Belmont Road, N.W. From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:15 AM	5	0	0	5	0	0	0	0	1	4	0	5	10
07:30 AM	10	1	0	11	0	2	0	2	0	4	0	4	17
07:45 AM	21	0	0	21	1	10	0	11	1	9	0	10	42
08:00 AM	18	0	0	18	1	6	0	7	1	6	0	7	32
Total	54	1	0	55	2	18	0	20	3	23	0	26	101
08:15 AM	10	0	0	10	0	8	0	8	1	7	0	8	26
08:30 AM	28	0	0	28	0	7	0	7	2	7	0	9	44
08:45 AM	22	1	0	23	0	9	0	9	3	10	0	13	45
09:00 AM	27	1	0	28	1	7	0	8	0	8	0	8	44
Total	87	2	0	89	1	31	0	32	6	32	0	38	159
04:15 PM	4	0	0	4	4	6	0	10	2	12	0	14	28
04:30 PM	5	0	0	5	5	11	0	16	3	30	0	33	54
04:45 PM	15	2	0	17	0	4	0	4	3	17	0	20	41
05:00 PM	20	4	0	24	5	11	0	16	6	17	0	23	63
Total	44	6	0	50	14	32	0	46	14	76	0	90	186
05:15 PM	9	0	0	9	0	2	0	2	5	24	0	29	40
05:30 PM	17	0	0	17	0	8	0	8	5	22	0	27	52
05:45 PM	14	0	0	14	1	6	0	7	4	24	0	28	49
06:00 PM	17	1	0	18	0	4	0	4	4	27	0	31	53
Total	57	1	0	58	1	20	0	21	18	97	0	115	194
Grand Total	242	10	0	252	18	101	0	119	41	228	0	269	640
Apprch %	96.0	4.0	0.0		15.1	84.9	0.0		15.2	84.8	0.0		
Total %	37.8	1.6	0.0	39.4	2.8	15.8	0.0	18.6	6.4	35.6	0.0	42.0	

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : TRA@BEL
Site Code : 27242239
Start Date : 3/8/2005

	Tracy Place, N.W. From South				Belmont Road, N.W. From East				Belmont Road, N.W. From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:15 AM												
Volume	87	2	0	89	1	31	0	32	6	32	0	38	159
Percent	97.8	2.2	0.0		3.1	96.9	0.0		15.8	84.2	0.0		
08:45 Volume	22	1	0	23	0	9	0	9	3	10	0	13	45
Peak Factor													0.883
High Int.	08:30 AM				08:45 AM				08:45 AM				
Volume	28	0	0	28	0	9	0	9	3	10	0	13	
Peak Factor				0.795				0.889				0.731	

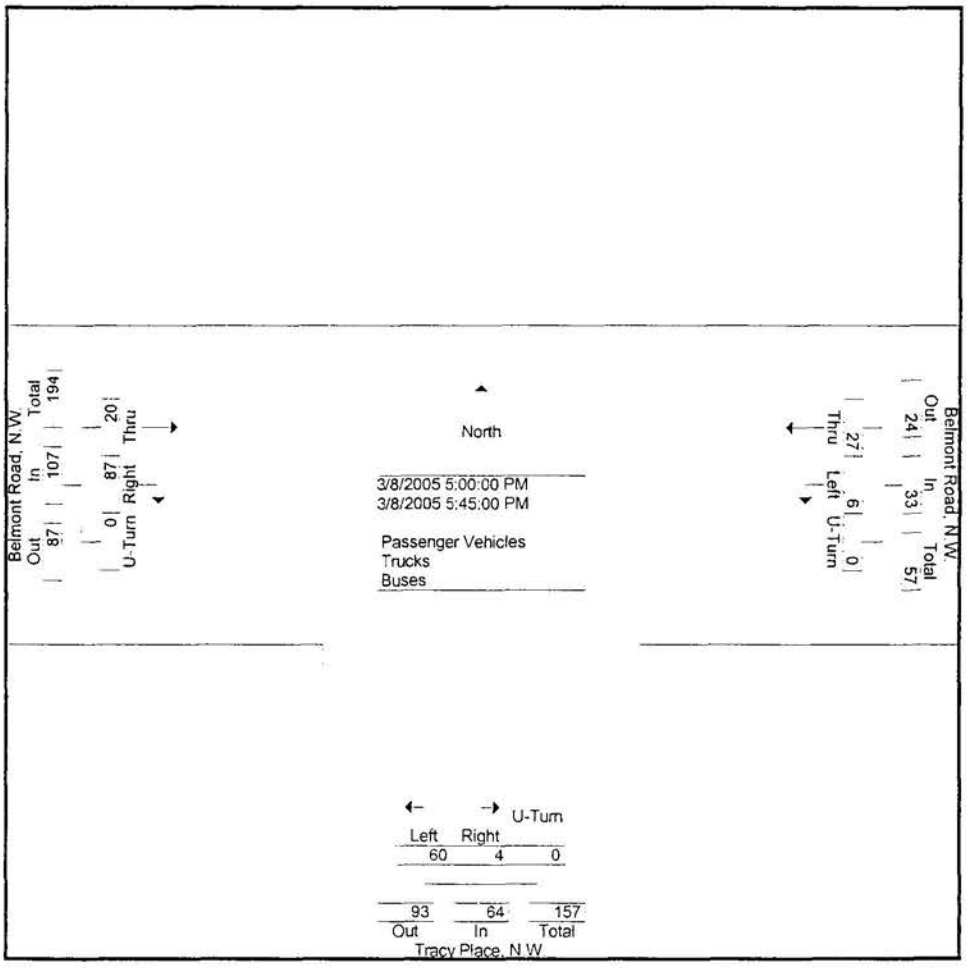


O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : TRA@BEL
Site Code : 27242239
Start Date : 3/8/2005

	Tracy Place, N.W. From South				Belmont Road, N.W. From East				Belmont Road, N.W. From West				
End Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1													
Intersection 05:00 PM													
Volume	60	4	0	64	6	27	0	33	20	87	0	107	204
Percent	93.8	6.3	0.0		18.2	81.8	0.0		18.7	81.3	0.0		
05:00 Volume	20	4	0	24	5	11	0	16	6	17	0	23	63
Peak Factor													0.810
High Int. 05:00 PM					05:00 PM				05:15 PM				
Volume	20	4	0	24	5	11	0	16	5	24	0	29	
Peak Factor				0.667				0.516				0.922	



O. R. George & Associates, Inc.
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Lanham, MD 20706-2218
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Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : MAS@BEL
Site Code : 27242239
Start Date : 03/08/2005

Groups Printed- Passenger Vehicles - Trucks - Buses

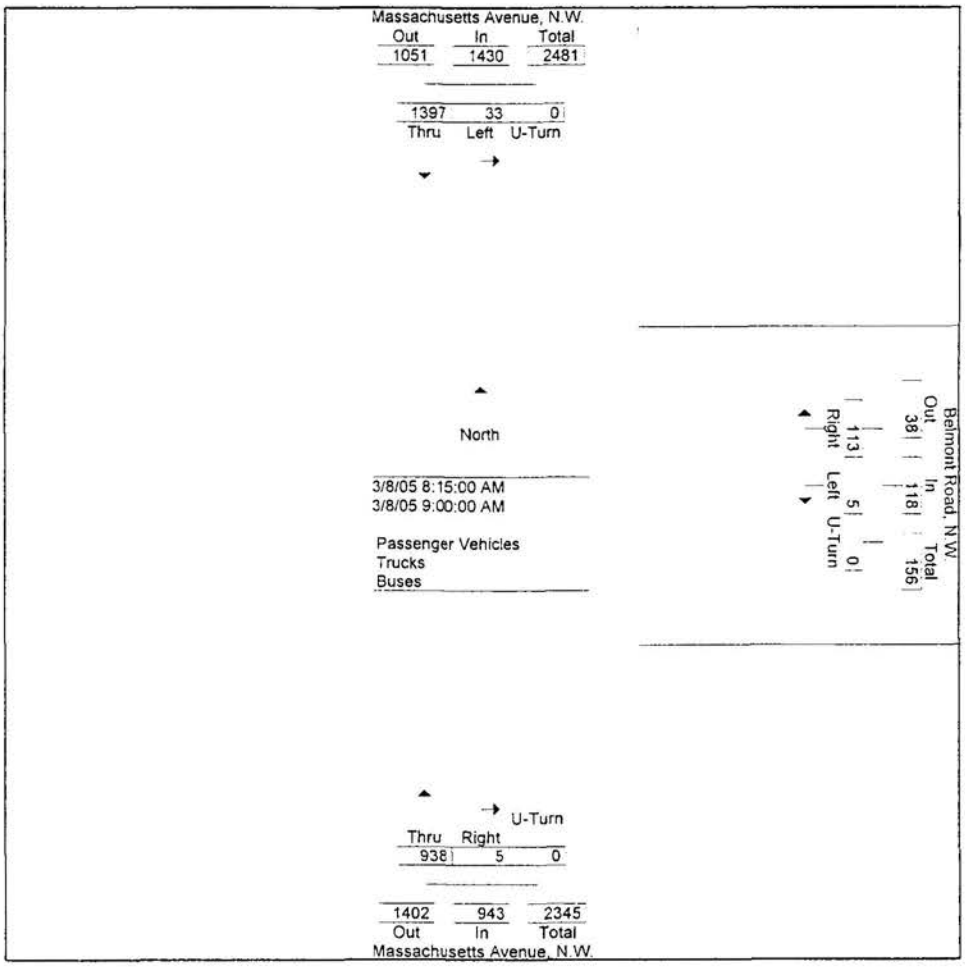
	Massachusetts Avenue, N.W. From North				Massachusetts Avenue, N.W. From South				Belmont Road, N.W. From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:15 AM	4	201	0	205	136	1	0	137	1	5	0	6	348
07:30 AM	4	292	0	296	176	0	0	176	0	13	0	13	485
07:45 AM	8	306	0	314	182	2	0	184	2	29	0	31	529
08:00 AM	6	320	0	326	206	1	0	207	2	22	0	24	557
Total	22	1119	0	1141	700	4	0	704	5	69	0	74	1919
08:15 AM	6	342	0	348	236	2	0	238	0	18	0	18	604
08:30 AM	9	354	0	363	234	0	0	234	1	34	0	35	632
08:45 AM	11	361	0	372	238	2	0	240	2	29	0	31	643
09:00 AM	7	340	0	347	230	1	0	231	2	32	0	34	612
Total	33	1397	0	1430	938	5	0	943	5	113	0	118	2491
04:15 PM	13	161	0	174	105	1	0	106	6	4	0	10	290
04:30 PM	31	242	0	273	161	2	0	163	6	10	0	16	452
04:45 PM	19	225	0	244	184	1	0	185	7	12	0	19	448
05:00 PM	22	209	0	231	200	1	0	201	8	23	0	31	463
Total	85	837	0	922	650	5	0	655	27	49	0	76	1653
05:15 PM	22	199	0	221	212	7	0	219	7	4	0	11	451
05:30 PM	20	281	0	301	287	7	0	294	10	15	0	25	620
05:45 PM	22	267	0	289	273	6	0	279	5	15	0	20	588
06:00 PM	24	268	0	292	278	7	0	285	6	15	0	21	598
Total	88	1015	0	1103	1050	27	0	1077	28	49	0	77	2257
Grand Total	228	4368	0	4596	3338	41	0	3379	65	280	0	345	8320
Apprch %	5.0	95.0	0.0		98.8	1.2	0.0		18.8	81.2	0.0		
Total %	2.7	52.5	0.0	55.2	40.1	0.5	0.0	40.6	0.8	3.4	0.0	4.1	

O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : MAS@BEL
Site Code : 27242239
Start Date : 03/08/2005

	Massachusetts Avenue, N.W. From North				Massachusetts Avenue, N.W. From South				Belmont Road, N.W. From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1													
Intersection	08:15 AM												
Volume	33	1397	0	1430	938	5	0	943	5	113	0	118	2491
Percent	2.3	97.7	0.0		99.5	0.5	0.0		4.2	95.8	0.0		
08:45 Volume	11	361	0	372	238	2	0	240	2	29	0	31	643
Peak Factor													0.969
High Int.	08:45 AM				08:45 AM				08:30 AM				
Volume	11	361	0	372	238	2	0	240	1	34	0	35	
Peak Factor				0.961				0.982				0.843	

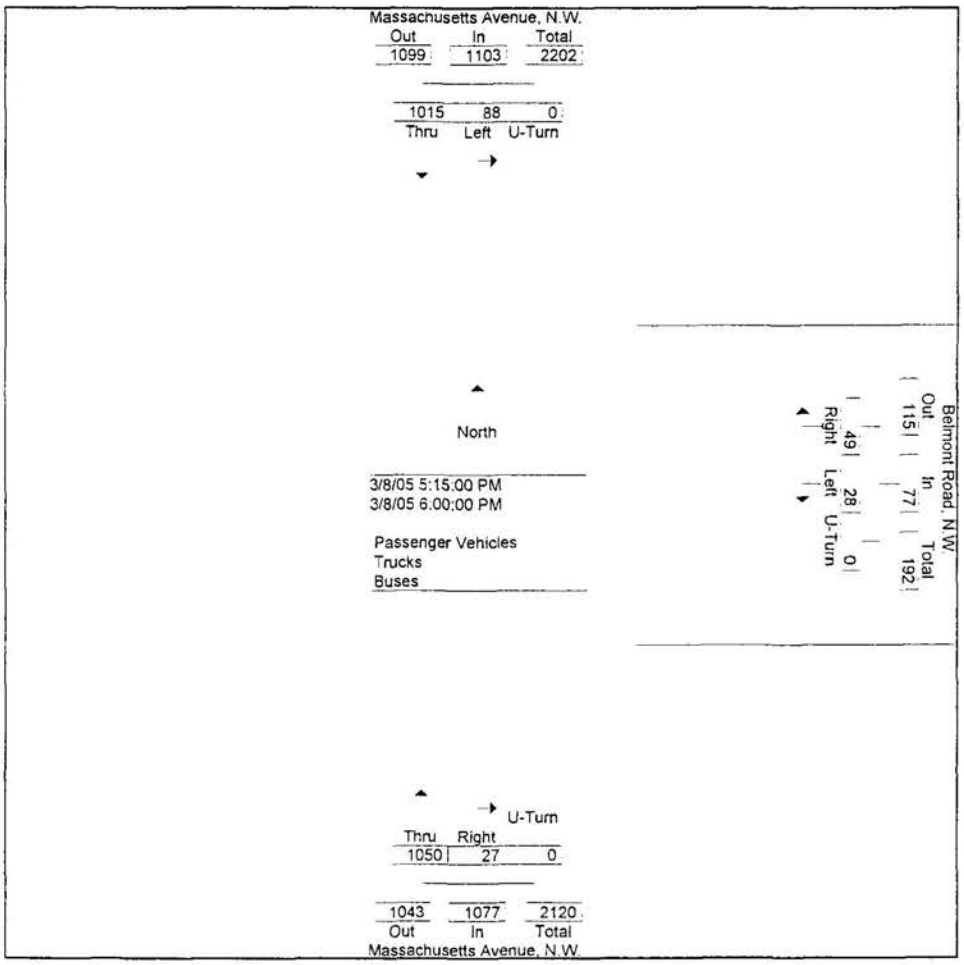


O. R. George & Associates, Inc.
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218
Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:ORGA-MO
Board :D4-2239
City/County:Washington, D.C.
Weather :Cold/Raining/Wet

File Name : MAS@BEL
Site Code : 27242239
Start Date : 03/08/2005

	Massachusetts Avenue, N.W. From North				Massachusetts Avenue, N.W. From South				Belmont Road, N.W. From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1													
Intersection 05:15 PM													
Volume	88	1015	0	1103	1050	27	0	1077	28	49	0	77	2257
Percent	8.0	92.0	0.0		97.5	2.5	0.0		36.4	63.6	0.0		
05:30 Volume	20	281	0	301	287	7	0	294	10	15	0	25	620
Peak Factor													0.910
High Int.	05:30 PM				05:30 PM				05:30 PM				
Volume	20	281	0	301	287	7	0	294	10	15	0	25	
Peak Factor				0.916				0.916				0.770	



APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS -
EXISTING TRAFFIC SITUATION

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Tracey Pl @ Belmont Rd
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	Washington DC
Date Performed	3/16/2005	Analysis Year	2005
Analysis Time Period	AM PEAK 8:00 - 9:00		

Project Description: *Embassy of Oman*

East/West Street: *Belmont Road* | North/South Street: *Tracey Place*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	6	32	1	31	0
Peak-hour factor, PHF	1.00	0.73	0.73	0.89	0.89	1.00
Hourly Flow Rate (veh/h)	0	8	43	1	34	0
Proportion of heavy vehicles, P_{HV}	0	–	–	0	–	–
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	87	0	2	0	0	0
Peak-hour factor, PHF	0.80	1.00	0.80	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	108	0	2	0	0	0
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		1		110				
Capacity, c_m (vph)		1568		945				
v/c ratio		0.00		0.12				
Queue length (95%)		0.00		0.39				
Control Delay (s/veh)		7.3		9.3				
LOS		A		A				
Approach delay (s/veh)	–	–	9.3					
Approach LOS	–	–	A					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Tracey Pl @ Belmont Rd
Agency/Co.	O.R.GEORGE & ASSOCIATES	Jurisdiction	Washington DC
Date Performed	3/16/2005	Analysis Year	2005
Analysis Time Period	PM PEAK 4:45 - 5:45		

Project Description	Embassy of Oman
East/West Street:	Belmont Road
North/South Street:	Tracey Place
Intersection Orientation:	East-West
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	20	87	6	27	0
Peak-hour factor, PHF	1.00	0.92	0.92	0.52	0.52	1.00
Hourly Flow Rate (veh/h)	0	21	94	11	51	0
Proportion of heavy vehicles, P_{HV}	0	–	–	0	–	–
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	60	0	4	0	0	0
Peak-hour factor, PHF	0.67	1.00	0.67	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	89	0	5	0	0	0
Proportion of heavy vehicles, P_{HV}	0	0	0	0	0	0
Percent grade (%)		0			0	
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
Volume, v (vph)		11		94				
Capacity, c_m (vph)		1487		858				
v/c ratio		0.01		0.11				
Queue length (95%)		0.02		0.37				
Control Delay (s/veh)		7.4		9.7				
LOS		A		A				
Approach delay (s/veh)	–	–	9.7					
Approach LOS	–	–	A					

SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Mass Ave @ Belmont Rd, NW
Agency or Co.	O.R.GEORGE & ASSOCIATES	Area Type	CBD or Similar
Date Performed	8/16/2005	Jurisdiction	Washington DC
Time Period	AM PEAK 8:00-9:00	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			TR			LT	
Volume (vph)	0	0	0	5	0	113		938	5	33	1397	
% Heavy veh	0	0	0	0	0	0		0	0	0	0	
PHF	0.90	0.90	0.90	0.84	0.90	0.84		0.98	0.98	0.96	0.96	
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0			
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	WB Only	EB Only	03	04	SB Only	NS Perm	07	08
Timing	G = 21.0	G = 6.0	G =	G =	G = 12.0	G = 46.0	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 0	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	0	141	962	1489
Lane group cap.	103	312	1496	1530
v/c ratio	0.00	0.45	0.64	0.97
Green ratio	0.06	0.21	0.46	0.58
Unif. delay d1	44.2	34.5	20.7	20.3
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.0	4.7	2.1	17.5
PF factor	1.000	1.000	1.000	1.000
Control delay	44.2	39.1	22.8	37.7
Lane group LOS	D	D	C	D
Apprch. delay		39.1	22.8	37.7
Approach LOS		D	C	D
Intersec. delay	32.3	Intersection LOS		C

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SHORT REPORT

General Information		Site Information	
Analyst	ORGA-IJB	Intersection	Mass Ave @ Belmont Rd, NW
Agency or Co.	O.R.GEORGE & ASSOCIATES	Area Type	CBD or Similar
Date Performed	8/16/2005	Jurisdiction	Washington DC
Time Period	PM PEAK 5:00-6:00	Analysis Year	2005

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			TR			LT	–
Volume (vph)	0	0	0	28	0	49		1043	27	88	1015	
% Heavy veh	0	0	0	0	0	0		0	0	0	0	
PHF	0.90	0.90	0.90	0.77	0.90	0.77		0.92	0.92	0.92	0.92	
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0			
Lane Width		12.0			12.0			12.0			12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	

Phasing	WB Only	EB Only	03	04	SB Only	NS Perm	07	08
Timing	G = 21.0	G = 6.0	G =	G =	G = 15.0	G = 43.0	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 0	Y = 5	Y =	Y =

Duration of Analysis (hrs) = 0.25 Cycle Length C = 100.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB	WB	NB	SB
Adj. flow rate	0	100	1163	1199
Lane group cap.	103	322	1395	1197
v/c ratio	0.00	0.31	0.83	1.00
Green ratio	0.06	0.21	0.43	0.58
Unif. delay d1	44.2	33.4	25.3	21.0
Delay factor k	0.50	0.50	0.50	0.50
Increm. delay d2	0.0	2.5	6.0	26.4
PF factor	1.000	1.000	1.000	1.000
Control delay	44.2	35.9	31.3	47.4
Lane group LOS	D	D	C	D
Apprch. delay		35.9	31.3	47.4
Approach LOS		D	C	D
Intersec. delay	39.3	Intersection LOS		D

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APPENDIX

D

EMBASSY OF THE SULTANATE OF OMAN
-VEHICULAR AND PEDESTRIAN DRIVEWAY COUNT

APPENDIX D –

EMBASSY OF THE SULTANATE OF OMAN - SUMMARY OF VEHICULAR AND PEDESTRIAN DRIVEWAY COUNT

VEHICULAR DRIVEWAY – September 20, 2005

TIME PERIOD	ENTER	EXIT
8:00 – 9:00 AM	6	6
9:00 – 10:00 AM	5	1
10:00 – 11:00 AM	5	1
11:00 – 12:00 PM	3	2
12:00 – 1:00 PM	1	0
Total	20	10

PEDESTRIAN GATEWAY – September 20, 2005

TIME PERIOD	ENTER	EXIT
8:00 – 9:00 AM	3	0
9:00 – 10:00 AM	2	0
10:00 – 11:00 AM	1	0
11:00 – 12:00 PM	3	3
12:00 – 1:00 PM	4	2
Total	13	5

M

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Holland & Knight LLP
2099 Pennsylvania Avenue, N.W., Suite 100
Washington, D.C. 20006
www.hklaw.com

BY E-MAIL AND BY HAND

September 13, 2005

Mr. A. Mario Castillo
2472 Belmont Road, N. W.
Washington, D.C. 20008

Re: Embassy of Oman

Dear Mr. Castillo :

Ambassador Al-Khusaiby asked that I write to you with his response to your letter and as a follow-up to the meeting with the neighborhood on August 11, 2005. He apologizes for not responding sooner, but the diplomatic officer at the Embassy who is in charge of overseeing all aspects of the project, First Secretary Abdullah Al-Suleimani, was back in Oman for the majority of the month of August, and just recently returned to the Embassy.

Thank you for your offer to disseminate this response to the neighbors along Belmont Road and Tracy Place who are interested in the Embassy's proposed new Chancery annex to accommodate its staff. The Ambassador wishes to thank you and all the neighbors who attended the meeting on August 11th at the Chancery for taking the time out of your busy schedules to meet with him and with Deputy Chief of Mission Mahmood Al-Hinai and his other colleagues at the Chancery.

This is a very important project for the Embassy of Oman. While everyone at the Embassy is excited about the prospect of having suitable accommodations in order to alleviate the current overcrowding at the Chancery, the Ambassador fully understands that they are in a residential area and that you are their neighbors. The Ambassador notes that during his five years at the Embassy, they have always acted in a manner that is respectful of their neighbors and their surroundings. It is the intention of the Embassy to continue to be respectful of their neighbors with regard to the construction of their new building. The Ambassador has requested their architect, Mr. Tarek Elaroussi, to send directly to you a copy of the plans for the project. If you have not already received them, they will be arriving shortly.

Set forth below are the answers to the questions in your August 5, 2005 letter to the Ambassador, as discussed in the meeting.

1. *How many staff now work in the Chancery building? How many staff will work in the Chancery and the Annex once it is completed?*

At present, there are twenty-three diplomats and staff members working at the Chancery. This includes the staff of the Chancery, and the offices of the Information Attaché and the Military Attaché. The office of the Cultural Attaché includes seven diplomats and staff members. When that office moves to the site from its current location in Virginia, there will be a total of thirty diplomats and staff at the Chancery.

The new building is intended to house the offices of the Cultural Attaché, the Military Attaché and the Information Attaché, as well as the Consular section. There are now twenty-three people squeezed in and scattered throughout the Chancery building. Many are in spaces unsuitable for the efficient conduct of diplomacy. The new building will allow adequate space for the conduct of the Embassy's affairs, and will result in the addition of only seven more diplomats and staff members to the site.

2. *How many guests typically visit the Chancery on a daily or weekly basis? How many guests typically visit your Military and Cultural Attaché offices on a daily or weekly basis?*

The Embassy reports that most of their business is conducted either by mail, telephone, or e-mail. Most diplomatic meetings occur off-site. Visits to the Chancery are primarily made by those visiting the Consular section to obtain visas. The number of individuals varies by the day and the week and the time of year. Currently, on a typical day, there are one or two visitors for visa purposes, between 9:30 and 12:00. The Embassy also receives occasional package deliveries (as do many of their neighbors). Occasionally, but not frequently, they receive visitors to the Embassy for meetings with the Ambassador and diplomatic staff. This averages up to three meetings per week.

The personnel of the Military Attaché interact principally with officials at the Pentagon, and that is where they meet. It is very rare that the Military Attaché officials receive visitors at the Chancery for meetings. The Cultural Attaché primarily deals with Omani students who are attending universities in both the United States and Canada. As the Ambassador mentioned in the meeting, the Cultural Attaché operates more like an Educational Attaché. This interaction with the students occurs primarily by telephone and e-mail, because these students are scattered throughout North America. Similarly, the Information Attaché principally relies upon the telephone, mail and e-mail, as well as off-site meetings, for interaction with the media.

3. *What benefits are gained by unifying the Chancery with the Military and Cultural Attaché offices?*

Both the Military and Cultural Attaché offices were previously located at 1776 Massachusetts Avenue, N. W. That lease recently expired, and the Military Attaché moved into the Chancery on Belmont Road. The Cultural Attaché is currently located in leased office space in Virginia. The Ambassador reports that the consolidation of all of the chancery

operations at one location will provide ease of communication and interaction between the various offices, and will provide a secure environment without the need for renting office space at remote locations throughout the city.

4. *The proposed Annex is to be 11,000 square feet. Presently, how many square feet are in the Chancery?*

The existing chancery building, originally constructed as a residence, measures 13,733 square feet. As you saw from your visit, it was not built as an office building, but rather as a residence. The ground floor has three main rooms, including the conference room that we met in, plus the reception room where the Ambassador first met most of you, and the Ambassador's office. The upper floor and the basement are divided into a number of smaller rooms. The building is not suitable for housing twenty-three diplomats and staff in an efficient working environment.

The proposed chancery annex will measure 11,745 square feet. Setting aside the covered parking area for 7 cars, and the elevators, stairways, toilet facilities and kitchenettes, the total office area in the new Chancery Annex is as follows:

First Floor	2,700 square feet
Second Floor:	3,071 square feet
Third Floor:	2,885 square feet

The multipurpose room in the lower level contains about 3,300 square feet of total space. The walls of the room will be used for display of art work and photographs. The room will be available for small gatherings and discussions. The Ambassador wishes to point out that the multipurpose room is intended to give the Embassy an opportunity to have a press conference, or a staff meeting, or a small business or social function.

5. *What is the proposed floor area ratio (FAR) of the property with the addition to the Chancery?*

The property measures 46,667 square feet of land area. The total square feet of both buildings will be 25,478 square feet. Therefore, the floor area ratio will be 0.55.

6. *How many vehicles can the Chancery parking lot accommodate presently? How many new parking spaces are to be provided with the Annex?*

At present, there are thirty parking spaces on the Chancery property, including twenty-eight in the parking lot and two in the garage. The entrance to the parking lot is on Belmont Road, adjacent to the mosque, and it will remain in that location. The new Chancery Annex will include seven covered parking spaces at the same level as the multipurpose room. However, in order to gain access to those seven spaces, three existing parking spaces in the parking lot will need to be removed. Therefore, the total number of spaces after construction will be thirty-four.

In addition, they have the ability to park approximately ten vehicles in the court yard in front of and adjacent to the existing Chancery building. Further, they have the ability to accommodate many more vehicles in the parking lot by the use of valet parking. Based upon studies, they estimate that they can accommodate approximately fifty-seven vehicles on the property through the use of the valet parking, if that was ever necessary.

7. *Have your consultants considered using Waterside Drive as a means of accessing an underground or in-ground parking garage, similar to the concept used by the Embassy of Japan for their garage off of Waterside Drive?*

The Embassy of Japan has many more diplomats and staff than the Embassy of Oman. The Diplomatic List published by the U.S. Department of State lists over 100 diplomats affiliated with the Japanese Embassy in Washington. Accordingly, they have a much greater need for parking, and much less space on the surface for parking. The Omani Embassy has not considered using Waterside Drive as a means of accessing an underground or in-ground parking garage, because they do not believe that they need that many parking spaces. Their current parking lot is not fully utilized during the day by their staff. Some of their staff do not own cars. When the Cultural Attaché office moves to the site, they expect that up to twenty-two diplomats and staff will drive to the site on a daily basis. At present, eighteen of their diplomats and staff drive to the site on a daily basis, and the Ambassador reports that they have never received any complaints about traffic disruption.

The multipurpose room is not intended to host large gatherings on a regular basis, nor does the Embassy intend to do so. Accordingly, they do not intend to construct an underground garage. They believe that, unlike many of their diplomatic neighbors, they will have the ability to accommodate visitors and guests on-site in the future for events that may be held in the multipurpose room. The Ambassador has been assured that the design of the new Chancery Annex would not preclude the ability to construct in the future an underground parking garage, with access from Waterside Drive, if it ever became necessary to do so.

8. *What landscaping plans are proposed, specifically alongside Belmont Road, and would it be possible for you to provide us with a landscaping plan?*

In the meeting on August 11, 2005, the Ambassador had the opportunity to learn first-hand of the neighbors' concerns about the landscaping on the outside of the Embassy's wall along Belmont Road. The Ambassador thanks you for pointing out this issue to him and to his colleagues in the meeting. The Ambassador is greatly concerned about the image of the Embassy in the community. It is their intention to remedy this situation. They will develop a landscaping plan for the outside of the fence, along Belmont Road, and will provide it to you when it becomes available. They will install the landscaping after completion of the construction.

9. *When does the Embassy intend to begin construction and how long do you anticipate it lasting?*

Under the current schedule, construction would begin next summer at the earliest. The Embassy anticipates that construction would last approximately ten months.

10. *Will Chancery staff members continue to park inside the property during the construction or will some staff parking be diverted to the street?*

The Embassy has been assured that there will be sufficient parking on-site for the staff during the period of construction, utilizing the courtyard in front of the existing building if that becomes necessary.

11. *Where will contractors park during construction? Street parking from the Chancery to the corner of Belmont and Massachusetts Avenue already handles overflow parking from the Co-Op Apartments on Massachusetts Avenue in addition to worshipers at the Islamic Center.*

The new building will be relatively small, and the Ambassador has been told that they can expect approximately ten construction workers on-site at any one time. He has also been assured that, even assuming that all construction workers will drive their own vehicles, there will be sufficient parking space on-site for these workers.

In closing, the Ambassador would like to thank you again for the courtesy you and the neighbors have shown in the past, and your offer of support for the Embassy's new building. The Ambassador also wishes to mention that his posting in Washington will soon come to an end. His colleague, the Deputy Chief of Mission, First Secretary Mahmood Al-Hinai whom you met at the meeting, as well as First Secretary Abdullah Al-Suleimani, who is in charge of administration and finance, and is directly overseeing all aspects of this project, will both continue at the Embassy. At this time, they do not know when the new Ambassador will arrive. As you may be aware, the Deputy Chief of Mission serves as the Acting Ambassador at all times when the Ambassador is away from the office. The Ambassador wishes to point out that Mr. Al-Hinai has been serving in that capacity with distinction for a number of years, and will continue to serve in that capacity with full authority, after the Ambassador's departure, until the new Ambassador arrives. He also wishes to assure you that the new Ambassador will be fully briefed on all of the issues discussed so far, and those that will be discussed in the weeks to come, so that there will be a consistent position by the Embassy of Oman with regard to these matters.

The Ambassador wishes to thank you again for devoting the time and effort to discuss these matters with him, and he thanks you again for your support.

Very truly yours,

Christopher H. Collins

Christopher H. Collins

CHC/skp

cc: His Excellency Mohamed Ali Al-Khusaiby
First Secretary Mahmood Al-Hinai
First Secretary Abdullah Al-Suleimani
Sandra Perlmutter, ANC 2D
Mary Eva Candon, ANC 2D
Kindy French, SKHA

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