

## TECHNICAL MEMORANDUM

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Date: March 27, 2023  
Subject: Embassy of the Kingdom of the Netherlands (4200 Linnean Avenue NW) Parking Garage Reconstruction – Transportation Statement

DDOT – PSD  
Ministry of Foreign Affairs of the Netherlands  
Goulston & Storrs

### Introduction

This memorandum presents the findings of a Transportation Statement for the proposed parking garage reconstruction for the Dutch Embassy located at 4200 Linnean Avenue NW in the Forest Hills neighborhood of Washington, DC. The project site is currently improved with one (1) three-story building and one (1) two-story building which are used as the chancery and deputy ambassador's residence of the Government of the Kingdom of the Netherlands, respectively. The project site is bounded by Soapstone Valley Park to the north, the Levine Music DC Campus: NW to the south, Linnean Avenue NW and Upton Street NW to the east, and the Howard University School of Law to the west. Figure 1 displays the regional site location within the District of Columbia, and Figure 2 displays the location of the site in relation to the local neighborhood. Figure 3 provides an aerial view of the site.

The project proposes to replace the existing three-level parking structure with a new three-level parking garage. The proposed parking garage will contain 78 parking spaces, three (3) fewer than the existing 81 spaces. The existing three-story chancery building will remain in continual use.

The purpose of this Transportation Statement is to:

- Review the existing site conditions and details of the proposed project;
- Review the project's on-site transportation components including site access, circulation, loading, and parking;
- Review the temporary public space improvements; and
- Determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this Statement conclude that the proposed project will:

- Provide sufficient loading facilities;
- Provide sufficient vehicular parking while reducing the site's overall vehicle parking supply by three (3) spaces; and
- Have minimal impacts on public space and a manageable impact on the surrounding transportation network.

Board of Zoning Adjustment  
District of Columbia  
CASE NO.20887  
EXHIBIT NO.21A

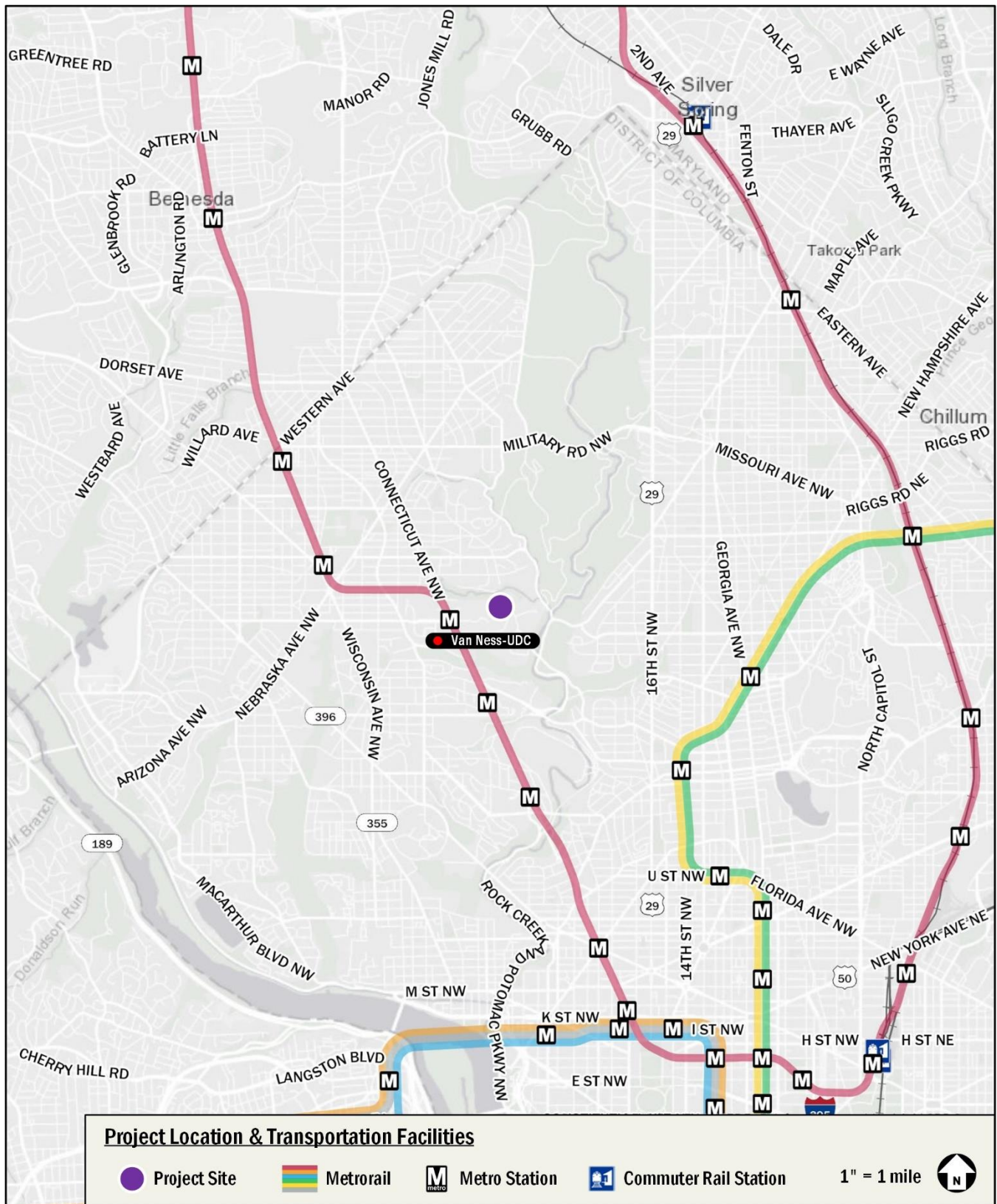


Figure 1: Project Location & Transportation Facilities



Figure 2: Site Location





Figure 3: Site Aerial



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## Project Design

This section provides an overview of the on-site transportation components of the project, including descriptions of the site access, circulation, loading, and parking.

### ***Project Overview***

The project is located at 4200 Linnean Avenue NW in Washington, DC. The project site is currently improved with one (1) three-story building and one (1) two-story building which are used as the chancery and deputy ambassador's residence of the Government of the Kingdom of the Netherlands, respectively. The project site is bounded by Soapstone Valley Park to the north, the Levine Music DC Campus: NW to the south, Linnean Avenue NW and Upton Street NW to the east, and the Howard University School of Law to the west.

The project proposes to replace the existing three-level parking structure with a new three-level parking garage. The proposed parking garage will contain 78 parking spaces, three (3) fewer than the existing 81 spaces. The other existing buildings on site will remain in continual use.

### ***Temporary Public Space Improvements***

The project proposes to occupy a portion of the curbside lane along Linnean Avenue NW and Upton Street NW for temporary material storage and staging areas during construction, which can be seen in Figure 4 and is shown in more detail in the conceptual Temporary Traffic Control Plan (TTCP) provided as an attachment to this document. Two-way traffic will be maintained alongside this temporary storage area during all stages of construction as shown in the turning exhibit also included as an attachment to this document.

### ***Site Access and Circulation***

As there is no change in use, the project proposes to retain the three (3) curb cuts, including:

- The northernmost driveway on Linnean Avenue NW used primarily for visitor/contractor parking and loading access;
- The middle driveway on Linnean Avenue NW used as the main pedestrian entrance and alternative loading access; and
- The southernmost driveway on Upton Street NW used as the main staff entrance as well as primary access to the Deputy Ambassador's residence.

Pedestrians will continue to primarily access the project site via the middle driveway on Linnean Avenue NW.

Vehicles will continue to primarily access the project site via the two (2) designated entrances. Visitor/contractor parking spaces are provided in the surface parking lot on the northern portion of the site and can be accessed via the northernmost driveway on Linnean Avenue NW. The staff parking garage is located on the southwestern portion of the site and can be accessed via the southernmost driveway on Upton Street NW.

Loading and deliveries will continue to occur via the northern and middle driveways with head-in and head-out maneuvers to and from Linnean Avenue. Anticipated site circulation is presented in Figure 4.

### ***Loading***

The existing chancery building was constructed in the early 1960s pursuant to BZA approval. As constructed, the building provides a loading area along the western side of the building that is accessed via the northernmost driveway on Linnean Avenue NW, which meets the practical loading needs of the existing site. Additionally, the middle driveway facilitates alternative loading access as needed. As the project does not propose any changes to loading nor will it induce additional loading demand, the existing loading area will remain unchanged.

## Parking

### Vehicle Parking

The existing three-level parking structure contains 81 spaces, and the visitor/contractor parking lot contains 14 spaces, totaling 95 spaces across the project site. As shown in Table 1, the Applicant proposes to reduce the existing supply by three (3) spaces in the parking garage with the visitor/contractor parking lot remaining unchanged as part of the proposed project. DDOT-preferred parking rates and the minimum vehicle parking requirements from the District's Zoning Regulations of 2016 (ZR16) are also shown Table 1.

**Table 1: Vehicle Parking**

Land Use	Proposed		Vehicle Parking Spaces		
			DDOT-Preferred Rate <sup>2</sup>	ZR16-Required	
	Size	Supply <sup>1</sup>		Supply <sup>3</sup>	Ratio <sup>1</sup>
Chancery (sf)	70,000	92	1.20	34	0.5/ksf in excess of 3 ksf

<sup>1</sup> Supply is measured in *spaces*, while ratio is measured in *spaces/du* or *spaces/ksf*.

<sup>2</sup> Rates are proximate to Metrorail and Priority Transit with the development being approximately 0.7 miles from the Van Ness-UDC Metrorail station.

<sup>3</sup> The ZR16 minimum vehicle parking supply is calculated based on the table in Subtitle C § 701.5.

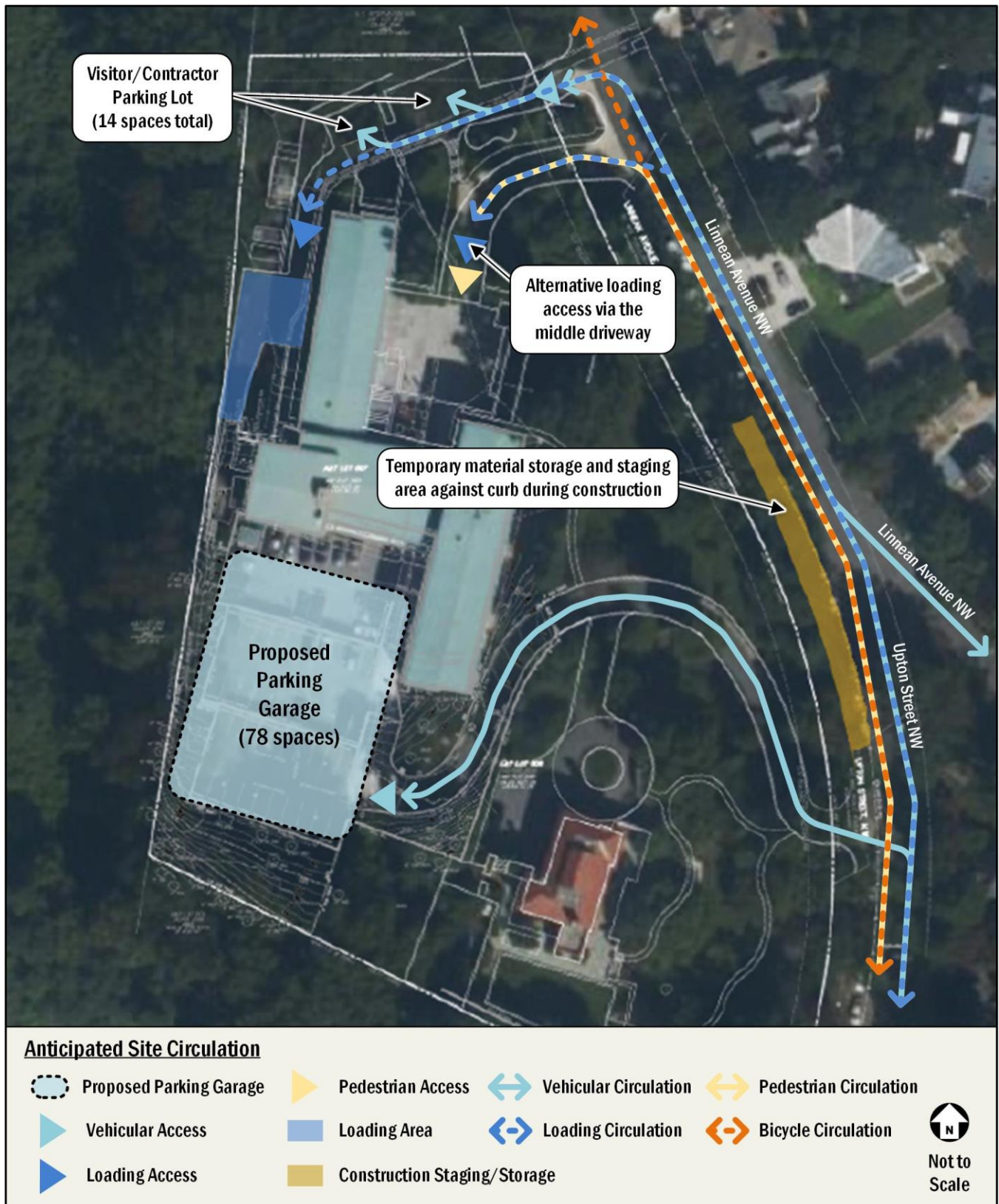


Figure 4: Anticipated Site Circulation

## Summary and Conclusions

The findings of this Statement conclude that the proposed project will:

- Provide sufficient loading facilities;
- Provide sufficient vehicular parking while reducing the site's overall vehicle parking supply by three (3) spaces; and
- Have minimal impact on public space and a manageable impact on the surrounding transportation network.