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MEMORANDUM



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TO: Kelsey Bridges, District Department of Transportation

FROM: Chris Kabatt, P.E.

COPY: Zoltán Patai, Embassy of Hungary
Andrew Krausz, Embassy of Hungary
Chris Collins, Esq., Holland & Knight
Jessica Bloomfield, Esq., Holland & Knight

RE: Transportation Assessment – FMBZA Case No. 19798
Hungarian Embassy
1500 Rhode Island Avenue, NW
Washington, D.C.

DATE: July 27, 2018

INTRODUCTION

This memorandum provides a transportation assessment of the proposed improvements to the existing Hungarian chancery annex building, the “Site”, located at 1500 Rhode Island Avenue, NW is in Ward 2 on Square 195S and Lot 800 as shown on Figure 1.

The subject property is bordered by Rhode Island Avenue to the north, 15th Street, NW to the east, N Street, NW to the south, and Corregidor Street, NW to the west. The site currently is zoned MU – 15. Three curb cuts currently provide vehicular access to the site; one each on Rhode Island Avenue, 15th Street, and Corregidor Street. The building does not have a designated loading facility. Trash service is provided along N Street.

The Applicant, the State of Hungary, Ministry of Foreign Affairs and Trade, is requesting approval to make structural and mechanical improvements to the existing historic building, install a security fence in public space, relocate the driveway on Rhode Island Avenue, reduce the width on the 15th Street curb cut, remove the majority of the existing paving on site and replace with new permeable pavement to accommodate eight (8) parking spaces, and to establish commercial loading zones on Rhode Island Avenue and N Street. The eight (8) vehicle parking spaces exceed zoning requirements by three (3) spaces. Loading berths and bicycle parking spaces are not required on-site. A reduction of the concept plan is included as Figure 2.

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A meeting was held with the Office of Planning and the District Department of Transportation (DDOT) where it was confirmed a formal scoping process and Comprehensive Transportation Review was not necessary for the Foreign Missions Board of Zoning Adjustment application. The Site will include only eight on-site parking spaces plus three existing diplomat parking spaces on N Street, thus resulting in a low vehicle trip generator. This transportation assessment focuses on the bicycle, pedestrian and transit network surrounding the site, vehicular and pedestrian access to the site, and loading and parking.

BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

The Site is well served by pedestrian and bicycle amenities, Metrorail and Metrobus, Capital Bikeshare, and car-share and taxi options.

Sidewalks are provided on both sides of each street in the Site's vicinity, with marked crosswalks and handicapped-accessible ramps at intersections proximate to the Site. A two-way cycle track is provided on 15th Street, NW, directly to the east of the Site. Westbound and eastbound bike lanes are provided on M and L Streets south of the Site. Capital Bikeshare is available in the area, with four separate docking stations located within 0.2 miles of the Site. The Site is classified by www.walkscore.com as a "Walker's Paradise", which designates the Site as having a walkscore of 98, a transit score of 100, and a bikescore of 91.

In addition, eight Metrobus lines provide service with stops within 0.2 miles of the Site, and Maryland Transit Administration bus stops are located on 16th Street, south of M Street, and on 15th Street, south of Massachusetts Avenue. The Site is located approximately 0.4 miles from the Farragut North Metrorail station and approximately 0.5 miles from the Dupont Circle and McPherson Square Metrorail stations, which collectively serve the Red, Blue, Orange, and Silver lines.

Designated car-share parking spaces are also located in close proximity to the Site. Seven individual Zipcar spaces are located within 0.2 miles of the Site. Taxis also frequently pass the Site in both directions along Rhode Island Avenue and 15th Street, and ride-sharing services are widely available.

SITE ACCESS

The Hungarian Embassy proposes to modify the existing pedestrian and vehicular access to the Site. The vehicular access points to the Site were designed with consideration of DDOT standards, to maximize efficiency and to minimize potential impacts to the public right of way. The number of curb cuts would remain at three, as under existing conditions. The driveways,

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parking spaces, and pedestrian access are shown on Figure 2. The curb cut widths and curb usage are shown on Figure 3.

A perimeter decorative security fence will be constructed around the entire Site on public space and will have vehicular gates at the three points of access to the Site. The fence will be made of stainless steel pickets mounted into a concrete curb. A vehicular ceremonial entrance will be from Corregidor Street, as described below. The daily-use entrance for vehicles and pedestrians will be from Rhode Island Avenue, NW. A curb cut on 15th Street, which exists today, will serve two parking spaces for the Ambassador's vehicles. Diplomats and employees who have vehicular access to the Site will be given a key fob to activate the gate securing the driveway.

The existing curb cut on Corregidor Street, NW is approximately 11 feet wide and the existing driveway from this entrance into the building's porte-cochere will remain but will be used for ceremonial purposes only, approximately once per week, and will be controlled with a new sliding metal gate. The driveway on Corregidor Street is important for the Embassy to provide a secure and covered access to the building for dignitaries and high-level guests. A vehicle with one of these high-level guests may stay on-site for a period of time during the visit. With the narrow driveway extending from Corregidor Street there is not the opportunity for another vehicle to pass a parked car. Therefore, a one-way circular drive from Corregidor Street to Rhode Island Avenue is not feasible. Diplomats and Embassy employees will not be given access to open the Corregidor Street gate on a daily basis.

The existing 11-foot Rhode Island Avenue curb cut will be replaced by a new 18-foot wide curb cut located 60 feet from the projected curb lines of 15th Street and Rhode Island Avenue, as shown on Figure 2. This entrance will consist of a sliding 18-foot wide vehicle gate for the daily parking entry, and a 3-foot wide swing man-gate for pedestrian access. The Rhode Island Avenue driveway will accommodate both in and out traffic for parking access. The employees designated to park in the six parking spaces accessed from Rhode Island Avenue will have a key fob to open the gate. With the Embassy's address being 1500 Rhode Island Avenue, the Rhode Island Avenue driveway will serve as access for emergency vehicles.

The existing curb cut on 15th Street will be reduced from 33 feet to 18 feet, and a new sliding gate will be installed in this location for security purposes. The 15th Street curb cut will serve two parking spaces that will be used exclusively by the Ambassador's vehicles. Reducing the curb cut width provides an additional 15 feet for the on-street parking spaces on 15th Street and may provide space for a 5th parking space (see the Curbside Management Plan, Figure 3 of the transportation assessment)

Figures 4 through 9 show vehicle maneuvers at each of the three curb cuts. The design passenger vehicle, 19 feet long and seven feet wide, was used for each location for a conservative evaluation. The design vehicle is able to enter each of the three driveways and

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exit the Rhode Island Avenue and 15th Street driveways efficiently. As shown on Figures 8 and 9, the 18-foot curb cut on 15th Street provides space for a vehicle to enter head first, turn around on-site and pull out head first.

The Site's primary pedestrian access will be from Rhode Island Avenue via a new entrance gate set inward from the perimeter fence line. Inward of the gate will be new stairs with hand railings aligned with the existing porte-cochere and the building's main entrance doors. A second pedestrian gate will be provided adjacent to the Rhode Island Avenue driveway. All gates will be of the same stainless, steel picket appearance and height as the security fence. An accessibility entrance will be located at the north face, eastern wing of the building with a new wheelchair lift, stair, and landing.

PARKING

The number of parking spaces provided on the Site was determined based on the District of Columbia Municipal Regulations (DCMR), the size of the Site, and the Embassy's needs.

The existing chancery building has an overall gross floor area of 23,775 square feet and the Site presently contains three single car and 26 tandem surface parking spaces accessed from 15th Street, Corregidor Street, and Rhode Island Avenue (29 total parking spaces). Three additional diplomatic parking spaces are located directly to the south of the Site on N Street.

The Applicant proposes to repave and restripe the surface parking area and reduce the total number of on-site parking spaces to eight. The DCMR require 0.5 parking space per 1,000 SF in excess of 3,000 SF for a chancery use. Since the site is located within 0.5 miles of a Metro station and within 0.25 miles of several 16th Street Metrobus Routes, a Priority Corridor Network, the parking requirement can be reduced by 50 percent. Therefore, the chancery is required to provide six parking spaces $((23,775 - 3,000) / 1,000 \times 0.5) \times 50\% = 5$.

The proposed number of parking spaces will adequately serve the needs of the chancery use, which has 29 diplomatic and administrative staff and nine local employees. Nine vehicles with diplomatic license plates will use the on-site parking spaces and the diplomatic parking spaces on N Street. All other staff coming to the Site on a daily basis will use an off-site garage or public transportation.

LOADING

Loading facilities for the Site were evaluated based on the DCMR and Embassy needs, including security. On-site Loading facilities are not required for the chancery use of the Site, per the DCMR.

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Since the Site will be a secure facility, trucks and delivery vehicles will not be permitted on-site. Only authorized Embassy personnel and their registered guests, and associated vehicles will be permitted to enter the grounds. Delivery and service trucks, as well as other non-authorized vehicles would have to be screened in order to enter the Embassy. A vehicle screening area is not provided due to the size and constraints of the site.

Loading activity, including typical office supplies, kitchen deliveries and trash service will be relocated from the open area of the Site adjacent to 15th Street (current condition) to an on-site loading zone on N Street. Trash containers will be located in the enlarged areaway on the south side of the building and collected from N Street. Daily deliveries such as US mail, FedEx, UPS and other parcel delivery services will use a proposed loading zone on Rhode Island Avenue. Delivery personnel will either gain pedestrian access through the Rhode Island Avenue gate or hand over the parcel to an Embassy employee.

Thus, two on-street loading zones are requested; one on Rhode Island Avenue and one on N Street, as shown on Figure 3, the Curbside Management Plan. Currently, there are four, metered, on-street parking spaces on Rhode Island Avenue. Two of the parking spaces closest to the driveway are proposed for a loading zone. Providing the dedicated loading zone will minimize the potential for delivery vehicles double parking or impeding traffic flow along Rhode Island Avenue. On N Street, there are two, metered parking spaces near Corregidor Street that would be converted to a loading zone to accommodate typical office supplies and kitchen deliveries. Trash pick-up would also be accommodated in the N Street loading zone as trash receptacles will be located on the N Street side of the Embassy. The N Street loading zone would provide an area for large trucks to pull alongside the curb and not impede traffic flow on N Street.

SUMMARY

The Hungarian chancery annex building is proximate to several transportation options including bicycle and pedestrian facilities, Metrobus and Metrorail, taxi service, and car-sharing. Embassy personnel and their guests

The Site will continue to include three curb cuts, though the daily activity will occur at the Rhode Island Avenue curb cut. The curb cut and driveway through the porte-cochere will be accessed and will be use infrequently for ceremonial purposes. The curb cut on 15th Street will be narrowed and will serve two parking spaces to be used by the Ambassador.

The primary pedestrian access to the Site will be provided at two locations on Rhode Island Avenue, one aligned with the existing porte-cochere and the building's main entrance doors

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and the other adjacent to the vehicular curb cut. The entire property will be secure by a perimeter security fence.

An adequate number of parking spaces will be provided on-site (eight) plus three existing diplomat, on-street parking spaces on N Street, NW. The eight on-site parking spaces exceed the DCMR requirement by three spaces, and the majority of the Embassy personnel will either arrive via public transportation or use off-site garages. Only the nine Embassy personnel will be given vehicle access.

Two loading zones are requested, one on Rhode Island Avenue and one on N Street. Curb space currently used for on-street parking would be converted to commercial loading zones to provide an area for parcel delivery, trash and trucks to park opposed to potentially double parking and impeding traffic flow.

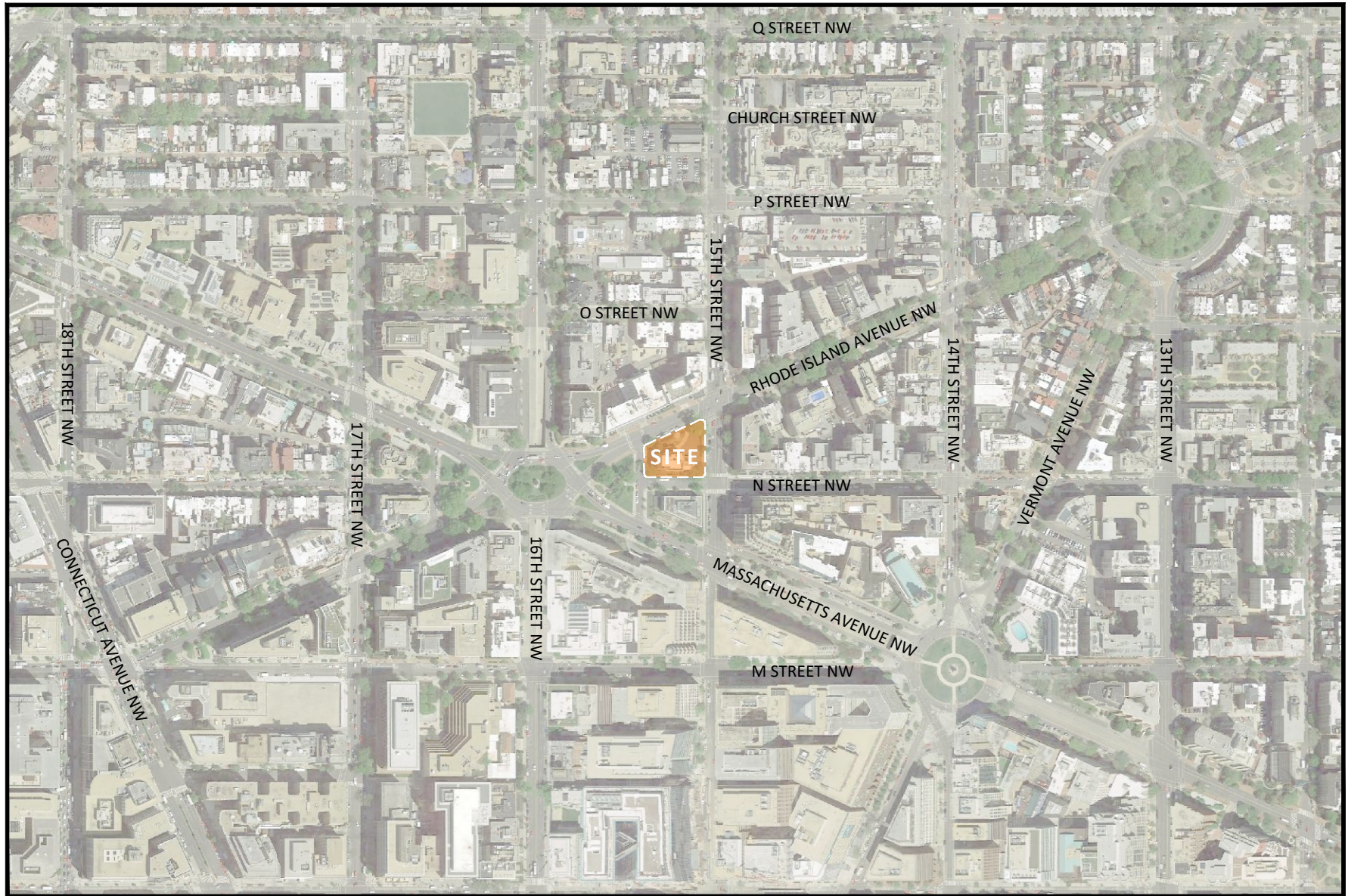


Figure 1
Site Location Map



NORTH

Hungarian Embassy
Washington, DC

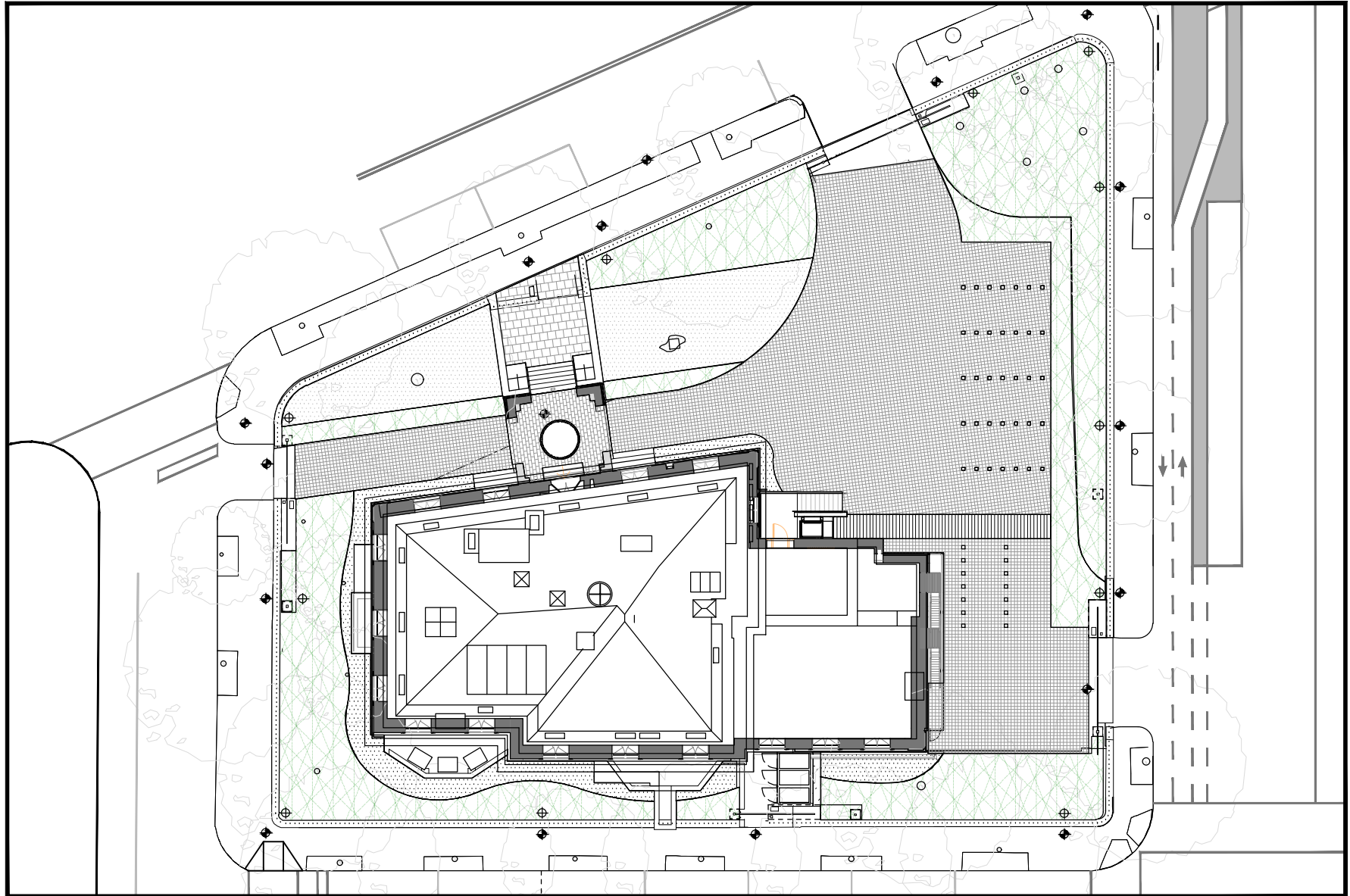


Figure 2
Site Plan



NORTH

Hungarian Embassy
Washington, DC

NOTES:

- * HEIGHT OF PORTE COCHERE IS 13'-4"
DRIVEWAY WIDTH THROUGH PORTE COCHERE IS 9'-4"

LEGEND

- EXISTING METERED PARKING
 - EXISTING EMBASSY PARKING (DIPLOMATIC VEHICLES)
 - EXISTING ADA RAMP
 - PROPOSED LOADING ZONE
- A 2 HOUR PARKING
MON - FRI, 7 AM - 4 PM
SAT, 7 AM - 6:30 PM
3 HOUR PARKING
6:30 PM - 10:00 PM
- B EMBASSY OF HUNGARY
DIPLOMATIC VEHICLES ONLY
MON - FRI, 7 AM - 6:30 PM
- C EMBASSY OF THE REPUBLIC OF TUNISIA
DIPLOMATIC VEHICLES ONLY
MON - FRI, 7 AM - 6:30 PM

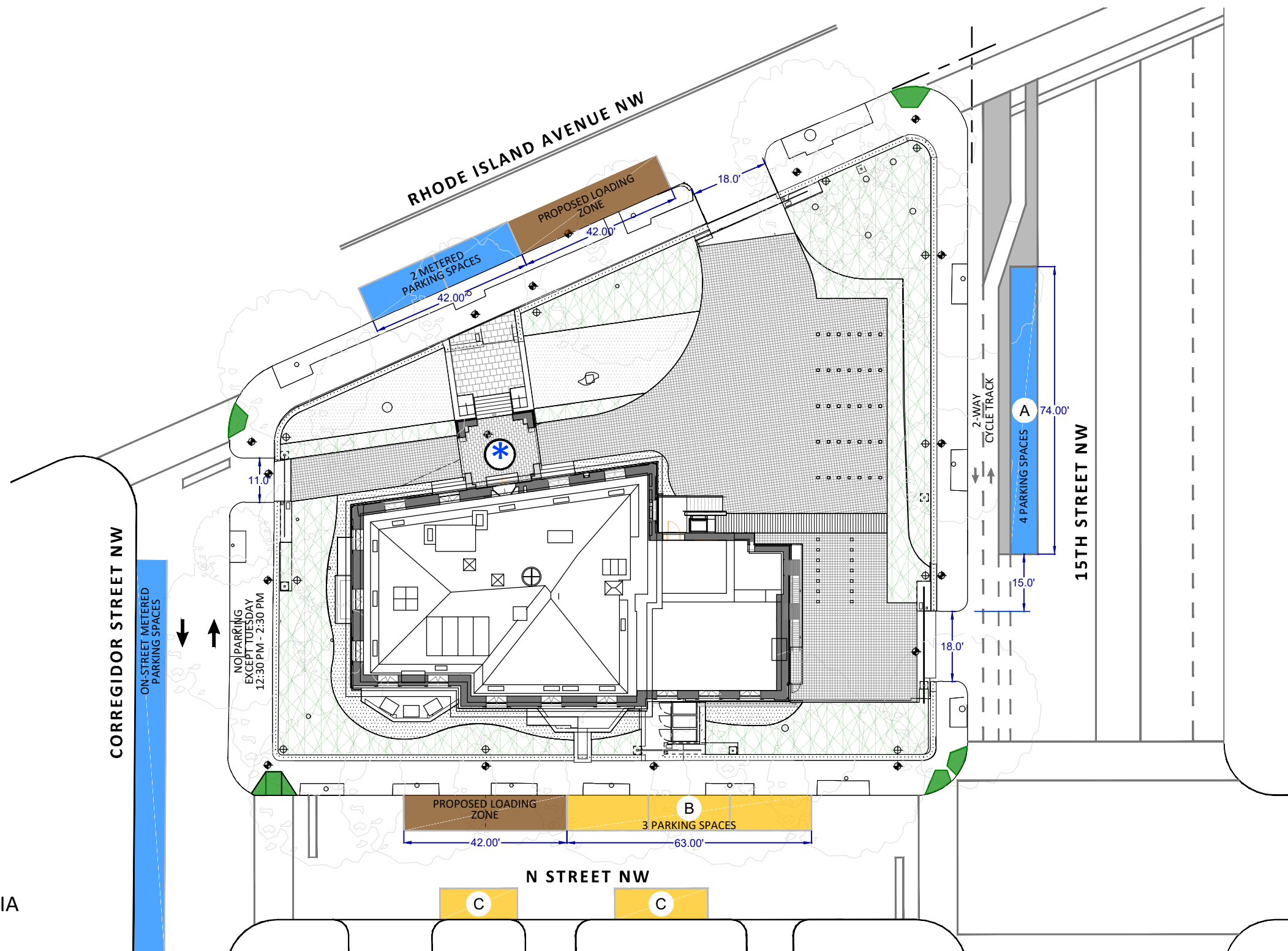


Figure 3
Curbside Management Plan



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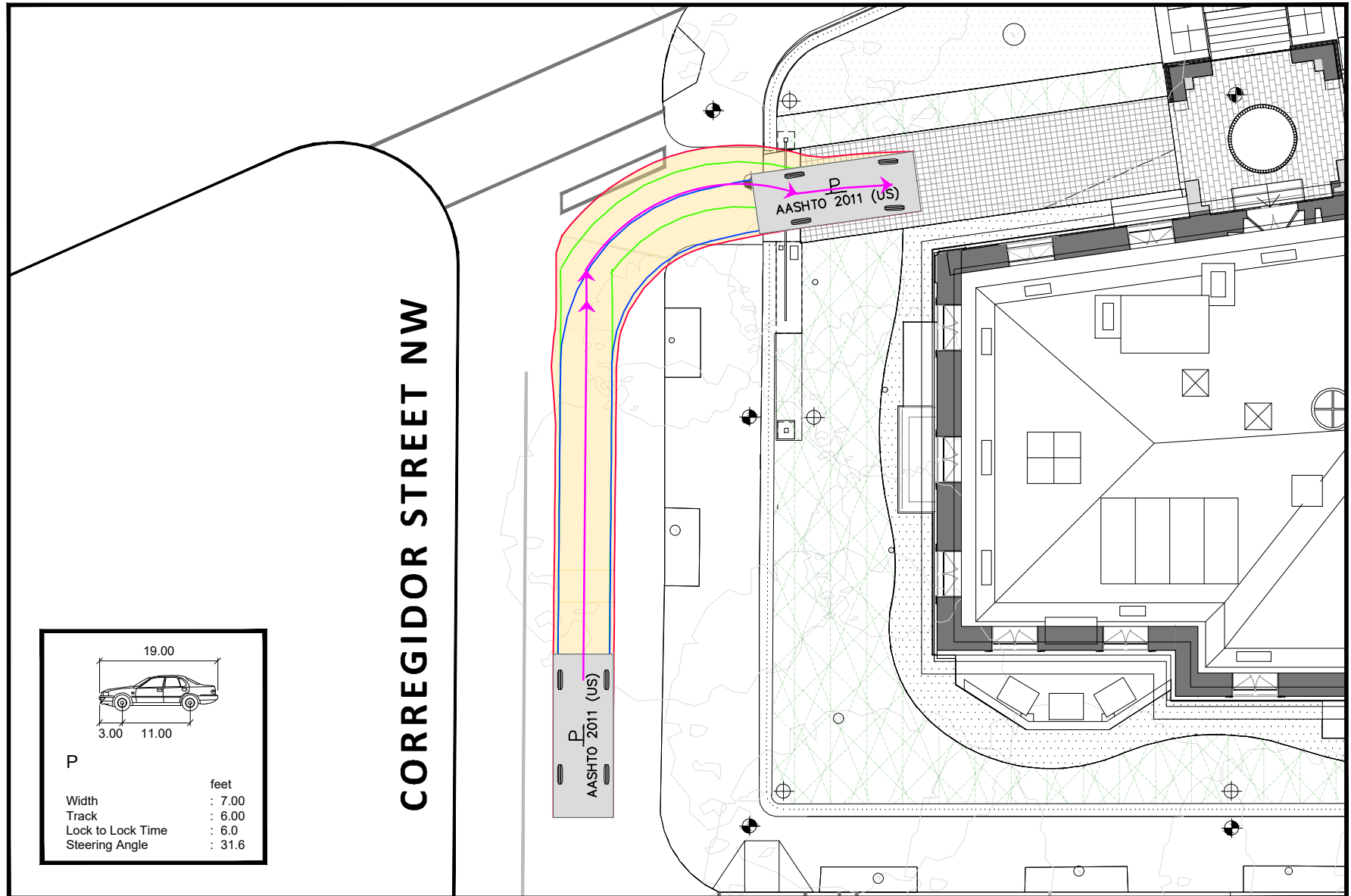


Figure 4
Swept Area Diagram - Design Car
Corregidor Street NW



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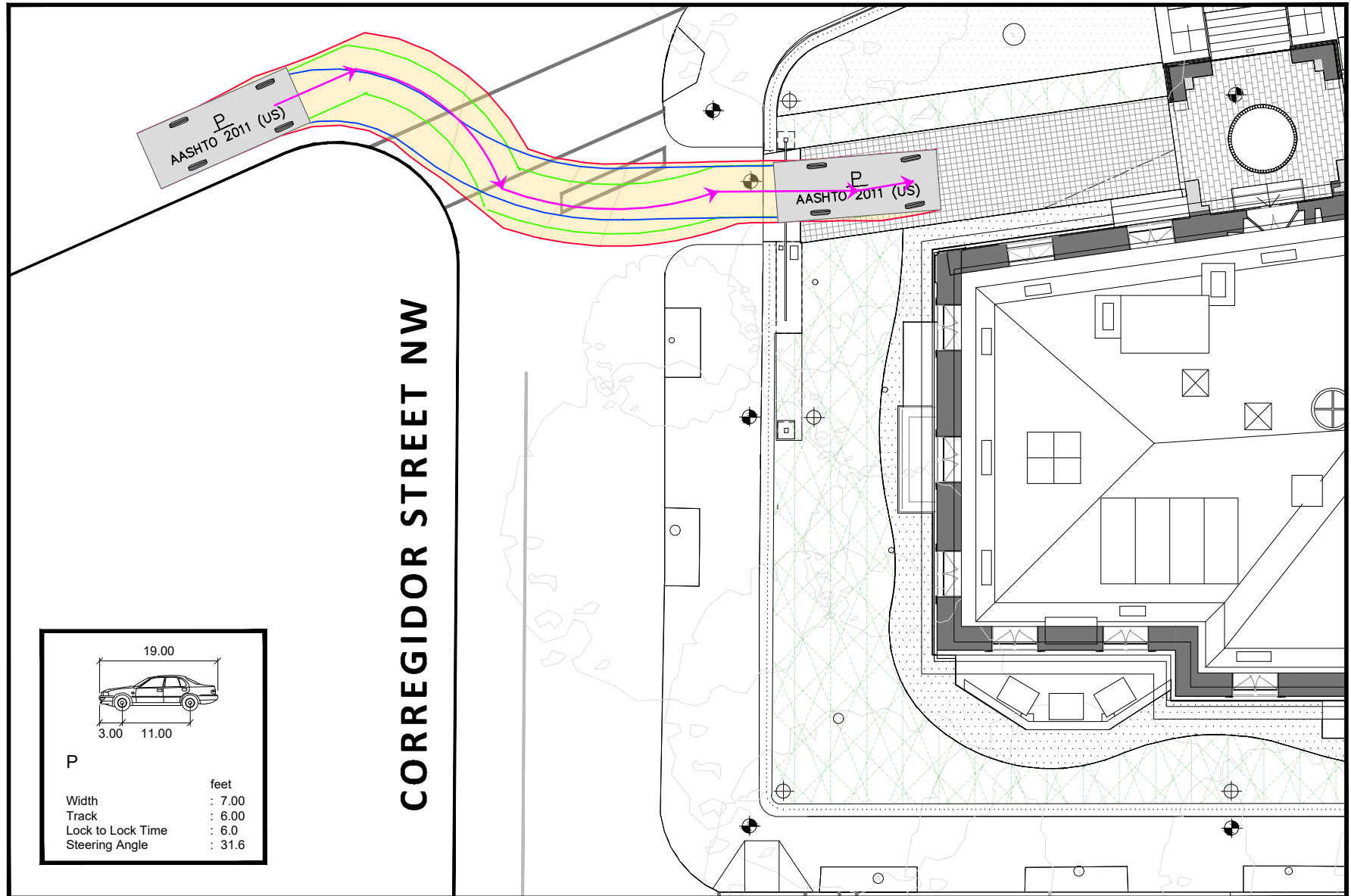


Figure 5
Swept Area Diagram - Design Car
Corregidor Street NW



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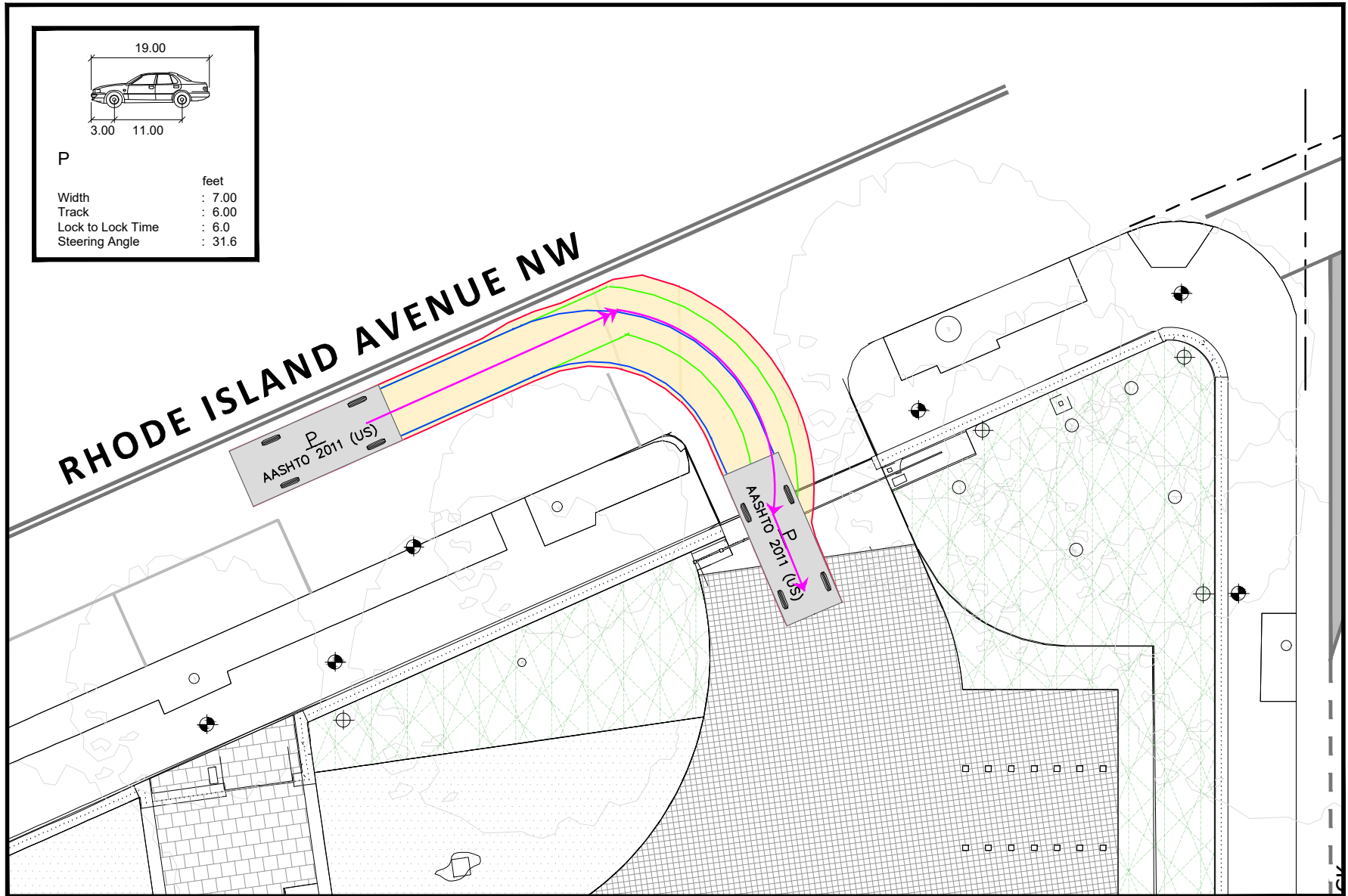


Figure 6
Swept Area Diagram - Design Car
Rhode Island Avenue NW



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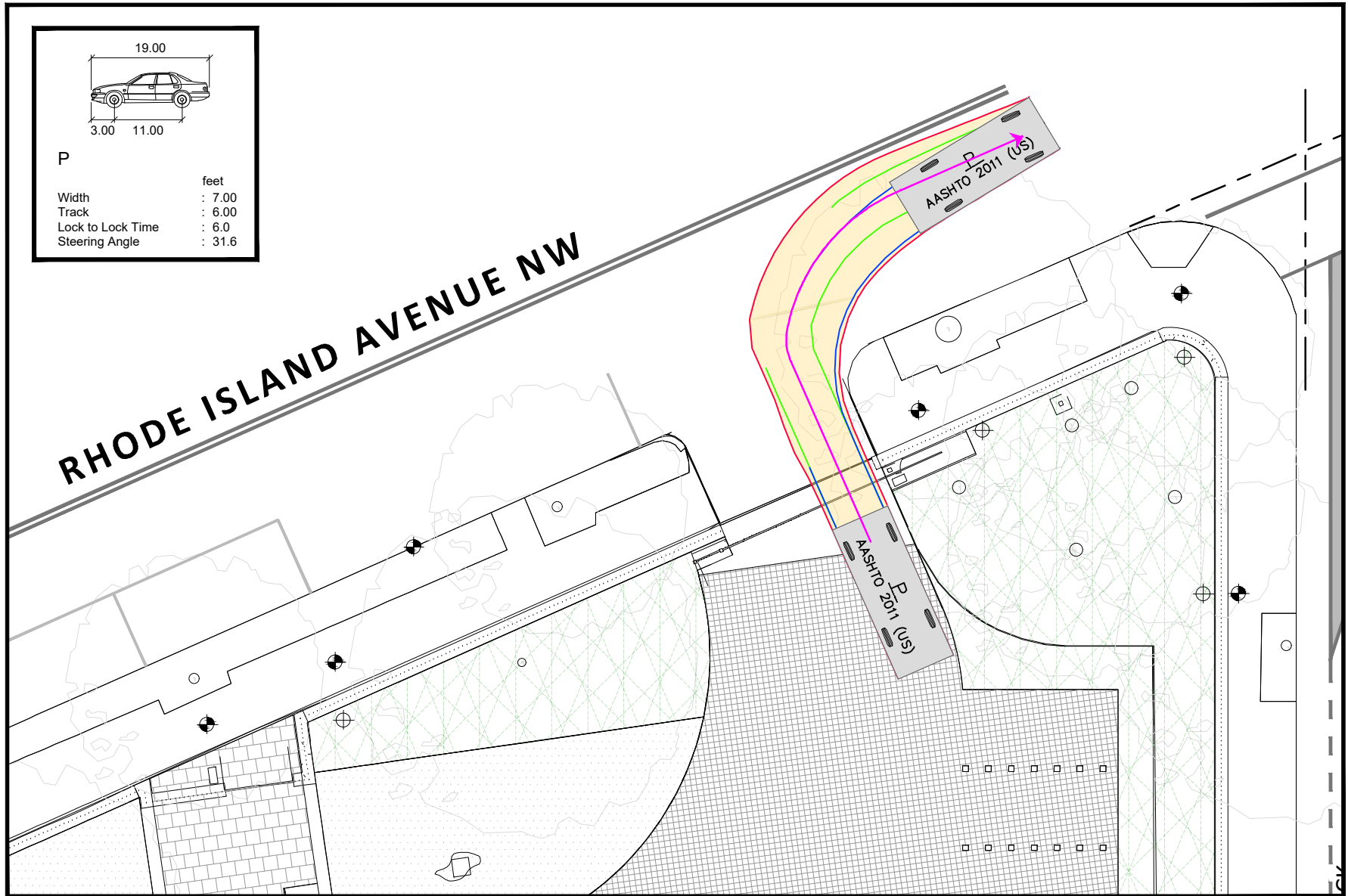


Figure 7
Swept Area Diagram - Design Car
Rhode Island Avenue NW



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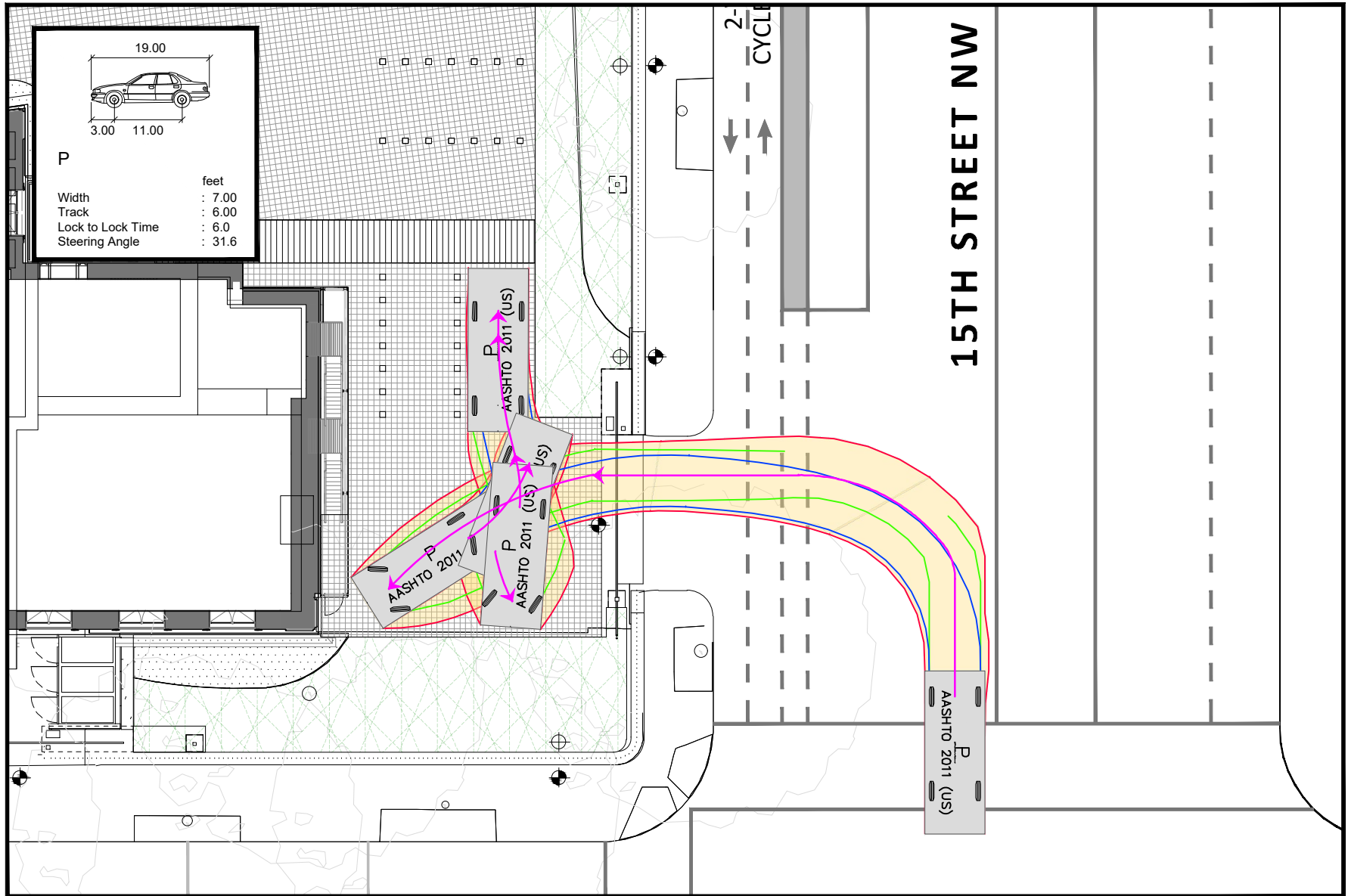


Figure 8
Swept Area Diagram - Design Car
15th Street NW



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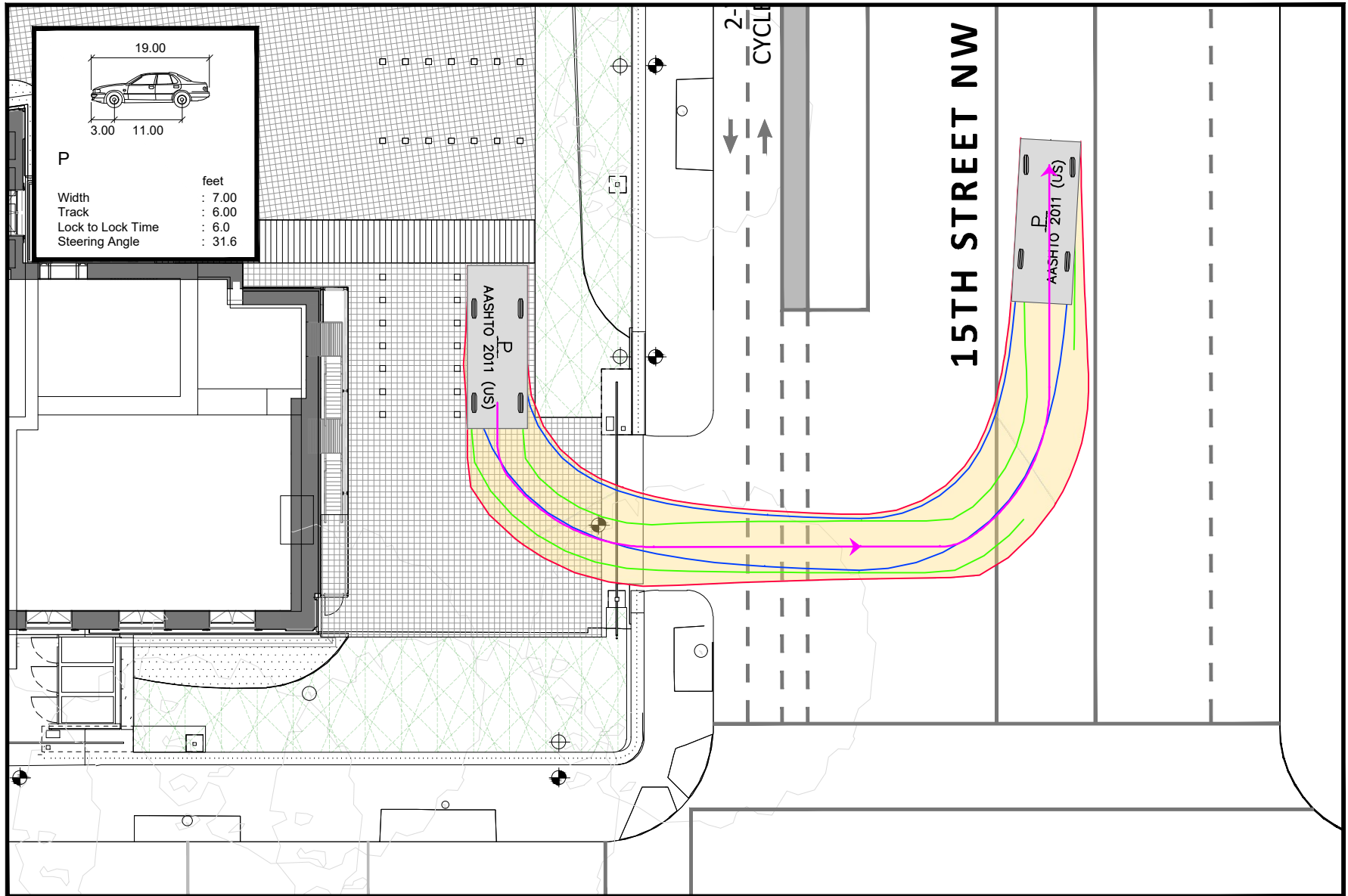


Figure 9
Swept Area Diagram - Design Car
15th Street NW

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