



WELLS + ASSOCIATES

MEMORANDUM

TO: Jamie Henson, District Department of Transportation
Bryon White, District Department of Transportation

COPY: Brook Katzen, JBG
Christy Shiker, Holland & Knight

FROM: Jami L. Milanovich, P.E.
Kyle L. Brown

RE: Hyatt Place Hotel, 33 New York Avenue, NE – BZA Case No. 18344
Transportation Assessment

DATE: March 23, 2012

INTRODUCTION

JBG/New York Avenue Hotel, LLC, the Applicant, proposes to redevelop property located at 33 New York Avenue, NE with a 200-room Hyatt Place hotel. The subject site currently is occupied by a vacant night club and is located on the south side of New York Avenue, approximately midblock between North Capitol Street and 1st Street, NE, as shown on Figure 1. The site currently is zoned C-3-C and is located within the North Capitol TDR Receiving Zone. Hotels are permitted as a matter-of-right in the C-3-C zone; however, the Applicant is seeking two areas of relief: (1) a variance related to the number of required parking spaces and (2) a special exception related to the roof structure, including walls of unequal height and setbacks. The Applicant is scheduled to appear before the Board of Zoning Adjustment (BZA) on May 8, 2012. This memorandum has been prepared in support of the requested parking variance and to address your request for additional information regarding various transportation elements of the site.

As shown on Figure 2, the Applicant proposes to raze the existing site and construct a new hotel with approximately 200 rooms. The hotel will be a select service hotel; that is, the proposed on-site facilities, such as meeting rooms and the restaurant, will be for the express purpose of serving the guests staying at the hotel. As such, the meeting space will be minimal, approximately 1,300 SF, and the restaurant located in the hotel will not be a destination restaurant.

Based on the unique size and configuration of the lot (the width of the property on its western edge is only 67 feet), providing parking on the site is not practical given the constraints discussed herein. Originally, below-grade parking was proposed for the hotel, with a right-in/right-out driveway on New York Avenue. Under this original plan, very few of the parking spaces were zoning compliant, based on size, location and accessibility. The plan showed 20 parking spaces within private property and 19 spaces located within vault spaces in the two proposed below-grade levels. Based on written feedback,

the District Department of Transportation (DDOT) stated its objection to the proposed curb cut on New York Avenue to provide access to the below-grade parking levels. DDOT also expressed concern regarding the parking within the vault space along New York Avenue. Therefore, access on N Street was explored. However, access on N Street will not work and is not appropriate for the project for the following reasons:

1. The frontage on N Street is approximately 112 feet. Both the curb cut providing access to the loading area and the main pedestrian entrance are located on N Street. Due to the minimal width of the frontage on N Street, sufficient space does not exist to also provide access to the below grade garage.
2. N Street is envisioned to be a pedestrian oriented roadway. Guests and employees of the hotel will use N Street to walk to and from the New York Avenue – Florida Avenue - Gallaudet University Metro Station.
3. Due to the narrow width of the site, the ramping and circulation for the garage would encompass the majority of the area leaving room for just six or seven spaces per level, making parking on-site infeasible.

Based on the above, no parking currently is proposed in conjunction with the redevelopment. However, the Applicant proposes a lay-by lane on N Street to facilitate arriving and departing guests to and from the hotel.

Loading for the proposed hotel is proposed via a new curb cut on N Street, as shown on Figure 2.

This memo specifically summarizes: (1) an inventory of alternative transportation options in the site vicinity, (2) the anticipated trip generation for the proposed redevelopment, (3) a parking assessment for the proposed hotel, (4) an evaluation of the proposed lay-by lane, and (5) a summary of the proposed loading facilities for the site.

ALTERNATIVE MODES OF TRANSPORTATION

Metrorail Service/Facilities

The New York Avenue – Florida Avenue – Gallaudet University Metro Station is located at 200 Florida Avenue, NE. Access to the Metro station is provided on the east side of 2nd Street at its intersection with N Street and M Street just west of its intersection with Delaware Avenue. The Metro access at the 2nd Street/N Street intersection is within 1/4 mile of the hotel (approximately 1,320 feet).

New York Avenue – Florida Avenue – Gallaudet University Metro Station provides service to Metro's Red Line and provides direct service to Union Station, Metro center, and stations in Montgomery County. Red Line passengers can transfer to the Green and Yellow Lines at Gallery Place – Chinatown and to the Blue and Orange Lines at Metro Center. Metrorail would provide hotel guests easy access to many of the sites in the District that generate hotel demand, such as the Central Business District office market and the numerous museums and monuments.

The nearby Metro station is shown on the Site Location Map (Figure 1).

Bus Service/Facilities

Washington Metropolitan Area Transit Authority (WMATA) and the Maryland Transit Authority (MTA) bus service currently provide public bus service near 33 New York Avenue, NE. As shown in Table 1, the site is well served by numerous bus routes and nine bus stops within an approximately one block radius.

Table 1
 Public Bus Service

Bus Routes	Bus Stop Location								
	New York Avenue / North Capitol Street	North Capitol Street/ N Street	New York Avenue/ 1 st Street	Florida Avenue/ Eckington Place	North Capitol Street/ P Street	1 st Street/N Street	1 st Street/ Patterson Street	North Capitol Street/ M Street (NW Corner)	North Capitol Street/ M Street (SE Corner)
WMATA North Capitol Street Line (Route 80)	✓	✓			✓			✓	✓
WMATA Anacostia-Eckington Line (Route P6)	✓	✓			✓				
WMATA U Street-Garfield Line (Routes 90, 92 & 93)			✓	✓	✓				
WMATA Benning Road Line (Route X3)			✓	✓	✓				
WMATA East Capitol Street-Cordozo Line (Route 96)								✓	
MTA Commuter Bus – Kent Island/Annapolis to Washington DC (Route 950)						✓	✓		

The bus service, coupled with the proximity of Metrorail, would provide convenient alternative modes of transportation for hotel employees.

Zipcar Facilities

Zipcar, an automated car rental or car sharing system in the Washington, DC area, will be available for guests and employees of the proposed hotel at 33 New York Avenue, NE. Currently, two Zipcars are located in close proximity of the site at the intersection of 1st Street and M Street. Several additional Zipcars are located within an approximately four block radius of the site, as shown on Figure 3.

Capital Bikeshare

Capital Bikeshare, an automated bicycle rental or bicycle sharing system in the Washington, DC area, also is available near the 33 New York Avenue, NE site. The nearest Bikeshare station is located on the northeast corner of the 1st Street/M Street intersection, as shown on Figure 4. This station has 15 bicycle docks.

SITE TRIP GENERATION

To estimate the number of vehicle trips the proposed hotel would generate, data from three similar hotel sites in the District were used. The following list describes the three hotels:

- The St. Gregory hotel is located at 2033 M Street, NW. The hotel provides 157 hotel rooms, a small restaurant, and 63 parking spaces. The parking garage is exclusively for the hotel's use and is parked by valet only. The nearest Metro Station is within approximately 0.47 miles (2,500 feet) walking distance.
- The Hilton Garden Inn - Capitol is located at 1225 1st Street, NE. The hotel provides 204 hotel rooms, a small restaurant, and 78 parking spaces. The parking garage is attached to the hotel and is shared with a condominium complex; there are 78 spaces designated for hotel patrons only. The parking garage is valet only. The nearest Metro Station is within approximately 0.23 miles (1,200 feet) walking distance.
- The Hilton Garden Inn - Downtown is located at 815 14th Street, NW. The hotel provides 300 hotel rooms, a small restaurant, and 63 parking spaces. The parking garage is exclusively for the hotel's use and is parked by valet only. The nearest Metro Station is within approximately 0.06 miles (300 feet) walking distance.

At each of these locations, the lay-by lane or curbside guest loading/unloading areas were counted to determine the number of vehicles that access the site. Since each of the hotels provided valet parking only (i.e. no self-park), all trips were accounted for in the counts of the lay-by lane or curbside guest loading/unloading areas. Specifically, from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM on Tuesday, August 23, 2011, all vehicles entering the guest loading/unloading areas were recorded. Counted vehicles were classified into six categories, namely: personal cars, taxis, chartered tour buses, shuttle buses (hotel, airport, etc.), chauffeured cars/limousines, and delivery trucks. Based on these traffic counts, the maximum hourly volume of inbound and outbound vehicles was calculated for each hotel. Table 2 summarizes the peak hour traffic volumes counted for each location along with the

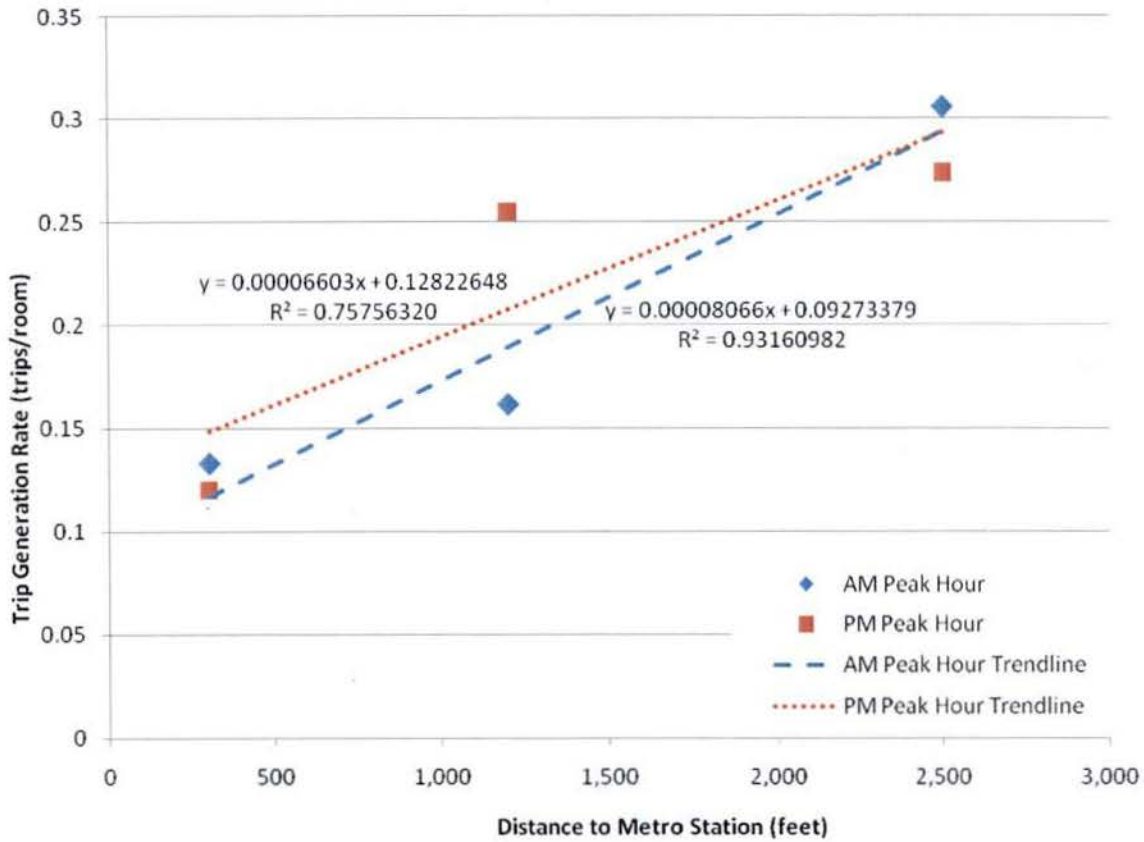
calculated trip generation rate based on the number of rooms in each hotel and the peak hour traffic counts. Note that the hotel occupancies also were recorded for the day of the counts for two of the three hotels. The Hilton Garden Inn – Capitol had an occupancy of 70 percent, while the Hilton Garden Inn – Downtown had an occupancy of 100 percent. The occupancy of the St. Gregory was not available. Therefore, the average occupancy based on two Hilton Garden Inn hotels was 85 percent. According to the Institute of Transportation Engineers' Trip Generation, the average hotel occupancy for the hotels in the ITE database is 83 percent. Therefore, no adjustment was made to account for hotel occupancy.

Table 2
 Hotel Trip Generation Data

HOTEL	NUMBER OF ROOMS	AM PEAK HOUR		PM PEAK HOUR	
		Number of Trips Counted	Trip Generation Rate (trips/room)	Number of Trips Counted	Trip Generation Rate (trips/room)
St. Gregory	157	48	0.306	43	0.274
Hilton Garden Inn - Capitol	204	33	0.162	52	0.255
Hilton Garden Inn - Downtown	300	40	0.133	36	0.120

To determine the correlation between the calculated trip generation rates and the distance to the nearest Metro station, these two variables were plotted graphically and a linear trendline was calculated based on the three data points.

As shown on the graph, the coefficient of determination (i.e., the R^2 value), which is the proportion of variability in the data set accounted for by the linear trendline, is greater than the statistically acceptable 0.75 typically used when considering trip generation data.



The New York Avenue – Florida Avenue – Gallaudet University Metro Station is located approximately 1/4 mile (1,320 feet) walking distance from the hotel. Therefore, using the above equations for each peak hour and a walking distance of 1,320 feet, a trip generation rate of 0.199 trips per room was calculated for the AM peak hour and a trip generation rate of 0.215 trips per room was calculated for the PM peak hour (based on a walking distance to Metro of 1,320 feet). Table 3 summarizes the trip generation for the proposed 200-room hotel based on these trip generation rates.

Table 3 also displays the calculated trip generation based on Institute of Transportation Engineers (ITE) Trip Generation (8th Edition), Land Use Code 310 (Hotels). As shown on Table 3, the trip generation determined via the field counts is significantly lower than the trip generation calculated using ITE. Since the sites utilized in ITE are suburban, sites with little or no transit services and limited walkability, the difference in trip generation can be attributed to the portion of trips that would be made via non-auto modes of transportation.

Table 3
 Trip Generation Summary

TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation based on Field Calibrated Rates ¹	20	20	40	22	21	43
Trip Generation based on ITE Equations/Rates ²	59	38	97	63	55	118
Non-auto Mode Split (trips)	39	18	57	41	34	75
Non-auto Mode Split (%)	66%	47%	59%	65%	62%	64%
¹ Inbound and outbound distributions for the AM and PM peak hour determined to be average of inbound and outbound distributions for the three similar hotel sites.						
² Inbound and outbound distributions for the AM and PM peak hours from ITE <i>Trip Generation</i> , 8 th Edition.						

In urban environments, the percentage of site-generated trips that would utilize non-auto modes of transportation is dependent on the proximity of the site to rail and bus stops and other alternative transportation options, such as Zipcar stations, BikeShare stations, pedestrian amenities, and bicycle amenities.

The Hyatt Place Hotel site is considered to be "very walkable" with "excellent transit" according to the Walk Score website (www.walkscore.com). In fact, the site scores an 85 out of a possible 100 on the walk score scale and an 82 out of a possible 100 transit score scale. The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks, are to the site. The transit score considers how close rail and bus services are to the site. It should be noted that these scores are likely to improve as the area continues to redevelopment and additional amenities come on-line. The scales utilized by Walk Score are shown in Table 4.

Considering the field measured data and the availability of non-auto modes of transportation (especially public transportation) near the site, the non-auto mode splits of 59 percent for the AM peak hour and 64 percent for the PM peak hour are reasonable. Therefore, as shown in Table 3, the proposed 200-room hotel is predicted to generate 40 AM peak hour trips and 43 PM peak hour trips based on the data collected at similar sites. Additionally, based on the vehicle classification data gathered during the counts at each hotel, approximately 50 percent of the AM peak hour trips (or 20 trips) and 40 percent of the PM peak hour trips (or 17 trips) would not be from guests utilizing personal vehicles (i.e., they would arrive via taxi, limo, bus or other non-personal vehicle). Accordingly, only the remaining 20 trips in the AM peak hour and 26 trips in the PM peak hour would be made by guests and employees utilizing personal vehicles. As discussed in the following section, the excess parking capacity in the vicinity of the hotel would be more than sufficient to accommodate this limited number of vehicle trips.

Table 4
Walk and Transit Score Scales

WALK SCORE	DESCRIPTION
90–100	Walker's Paradise — Daily errands do not require a car.
70–89	Very Walkable — Most errands can be accomplished on foot.
50–69	Somewhat Walkable — Some amenities within walking distance.
25–49	Car-Dependent — A few amenities within walking distance.
0–24	Car-Dependent — Almost all errands require a car.

TRANSIT SCORE	DESCRIPTION
90–100	Rider's Paradise — World-class public transportation.
70–89	Excellent Transit — Transit is convenient for most trips.
50–69	Good Transit — Many nearby public transportation options.
25–49	Some Transit — A few nearby public transportation options.
0–24	Minimal Transit — It is possible to get on a bus.

PARKING ASSESSMENT

Off-street Parking Requirements

According to the District of Columbia Municipal Regulations (DCMR), in the C-3-C district, one parking space is required for every four rooms usable for sleeping plus one parking space for every 300 square feet of space for other functions. Therefore, the proposed 200-room hotel with approximately 1,300 SF of meeting space would require 54 parking spaces on the site.

Parking Demand for Similar Hotels in Washington, DC

To evaluate the parking demand for the proposed hotel, parking occupancy data at four similar hotels in the District were reviewed. Specifically, Wells + Associates reviewed data for the following hotels:

- The Hilton Garden Inn – Capital is located at 1225 1st Street, NE. The hotel provides 204 hotel rooms, a small restaurant, and 78 parking spaces. The parking garage is attached to the hotel and is shared with a condominium complex; there are 78 spaces designated for hotel patrons only. The parking garage is valet only.

- The Hilton Garden Inn – Downtown is located at 815 14th Street, NE. The hotel provides 300 hotel rooms, a small restaurant, and 63 parking spaces. The parking garage is for the hotel only and is only parked by valet.
- The Washington Marriott is located at 1221 22nd Street, NW. The hotel provides 470 hotel rooms, a small restaurant, and 147 parking spaces. The parking garage is open to public and provides hourly, daily, and overnight parking.
- The Marriott Renaissance – Dupont Circle is located at 1143 New Hampshire Avenue, NW. The hotel provides 355 rooms, a small restaurant, and 116 parking spaces. The parking garage is open to the public and provides hourly, daily, and overnight parking. The overnight parking is valet only.

Parking occupancy counts were conducted by Wells + Associates at 10:00 PM, 12:00 AM (midnight), and 2:00 AM on the night of Tuesday, August 23, 2011 and the morning of Wednesday, August 24, 2011. The counts were conducted overnight to capture the highest hotel parking occupancy. According to the Urban Land Institute (ULI) Shared Parking, Second Edition, hotels have the highest parking occupancy during the overnight period. The nighttime period also minimized the likelihood of non-hotel parkers in the public parking garages.

The parking supply and demand for each of the hotels is summarized in Table 5. The parking supply ratio was calculated by dividing the number of hotel parking spaces provided by the number of hotel rooms. The parking demand ratio was calculated by dividing the maximum number of occupied parking spaces (observed during the counts) by the number of hotel rooms.

Table 5
 Parking Summary – Comparable Sites

Hotel Name	Distance to Metro*	# Rooms	# Spaces	Parking Supply Ratio	Number of Occupied Spaces†	Parking Demand Ratio
Hilton Garden Inn – Capital	850	204	78	0.38	43°	0.21
Marriott Renaissance Dupont Circle	1,680	355	116	0.33	49	0.14
Washington Marriott	1,870	470	147	0.31	67	0.14
Hilton Garden Inn – Downtown	240	300	63	0.21	53	0.18
Average	1,160	332	101	0.31	53	0.17

* The distance to metro is measured in feet and is approximated by a straight line distance from the front door of the hotel to the nearest metro station. The front door of the proposed hotel will be approximately 1,320 feet from the nearest Metro Station.

† The number of occupied spaces is the maximum number of occupied spaces observed during the three observation periods.

° There were 46 parked cars counted; however, the parking operator confirmed that there were three monthly parking permits that used the hotel parking the night of the counts. Therefore, those three parked cars were removed from the parking demand.

As shown in Table 5, the parking supply for the four sites ranges from 0.21 spaces per room (or one space per 4.76 rooms) to 0.38 spaces per room (or one space per 2.62 rooms), with an average of 0.31 spaces per room (or one space per 3.23 rooms). Note that the two hotels with the highest parking supply have garages that are open to the public making it profitable for the hotels to provide a higher parking ratio than the proposed hotel.

The results of the parking occupancy counts indicate that the peak parking demand ratios ranged from 0.14 spaces per room (or one space per 7.14 rooms) to 0.21 spaces per room (or one space per 4.76 rooms), with an average of 0.17 spaces per room (or one space per 5.88 rooms). Based on this information, the proposed 200-room hotel would have an average of just 34 vehicles to park during the peak time of day (i.e., overnight).

At the time the parking occupancy counts were conducted, the hotel occupancy rates were recorded in order to determine the parking demand ratio based on the number of **occupied rooms** rather than the total number of rooms. Table 6 summarizes the hotel occupancy for each location and the resulting parking demand ratio, which is calculated by dividing the maximum number of occupied parking spaces by the number of occupied hotel rooms. As shown in Table 6, the peak parking demand ratios at the four sites ranged from 0.15 spaces per **occupied room** (or one space per 6.67 occupied rooms) to 0.32 spaces per **occupied room** (or one space per 3.13 occupied rooms), with an average of 0.20 spaces per **occupied room** (or one space per 5.00 occupied rooms). Based on this information, the proposed 200-room hotel would have an average of 40 vehicles to park during the peak time of day (i.e., overnight) when the hotel is fully occupied.

Table 6
 Parking Summary – Based on Occupied Rooms

Hotel Name	Hotel Occupancy	Number of Occupied Rooms	Number of Occupied Spaces [†]	Parking Demand Ratio [‡]
Hilton Garden Inn – Capital	70%	143	46	0.32
Marriott Renaissance Dupont Circle	90%	320	49	0.15
Washington Marriott	89%	418	67	0.16
Hilton Garden Inn – Downtown	100%	300	53	0.17
Average	87%[¥]	295	64	0.20

[†] The number of occupied spaces is the maximum number of occupied spaces observed during the three observation periods.

[‡] The parking demand ratio was calculated based on the number of occupied rooms.

[¥] On Tuesdays in August 2011, the competitive data set averaged 86.8% occupancy; the average occupancy for the entire year (2011) was 77.9%. Therefore, the average occupancy of the hotels the data was collected was above the average for the year.

The proposed hotel site does not include any on-site parking for visitors or employees. Consequently, the Applicant is requesting a parking variance for the 54 parking spaces required per the DCMR.

To accommodate hotel guests that drive to the proposed hotel, the Applicant will provide valet service to those patrons utilizing personal vehicles. As plans progress for the proposed hotel, a valet operator will be chosen for the hotel and an arrangement will be made to park the cars in a nearby commercial garage or lot. There are approximately 20 public parking garages/surface lots located within a four block radius of the site, as described below and as shown on Figure 5:

- 1325 2nd Street: At Florida Avenue Courtyard Marriot,
- 17 N Street: South side of N Street, NE between North Capitol Street and 1st Street, NE,
- 17 N Street: South side of N Street, NE between North Capitol Street and 1st Street, NE,
- 105 N Street: South side of N Street, NE between 1st Street, NE and 2nd Street, NE,
- 33 Patterson Street, NE: South side of Patterson Street between North Capitol Street and 1st Street, NE,
- 79 Patterson Street, NE: South side of Patterson Street between North Capitol Street and 1st Street, NE,
- 4 L Street, NE: North side of L Street, NE between North Capitol Street and 1st Street, NE,
- 140 L Street, NE: North side of L Street, NE between 1st Street, NE and 2nd Street, NE,
- 1000 1st Street, NE: West side of 1st Street, NE between K Street, NE and L Street, NE,
- 1079 1st Street, NE: East side of 1st Street, NE between K Street, NE and L Street, NE,
- 15 K Street, NE: South side of K Street, NE between North Capitol Street and 1st Street, NE,
- 940 1st Street, NE: West side of 1st Street, NE between I Street, NE and K Street, NE,
- 825 North Capitol Street: East side of North Capitol Street between H Street, NE and I Street, NE,
- 810 1st Street, NE: West side of 1st Street, NE between H Street, NE and I Street, NE,
- 15 H Street, NE: North side of H Street, NE between New Jersey Avenue, NE and North Capitol Street, NE,
- 750 1st Street, NE: West side of 1st Street, NE between G Place, NE and H Street, NE,
- 700 2nd Street, NE: West side of 2nd Street, NE between G Street, NE and H Street, NE,
- 239 M Street, NE: South side of M Street, NE between Delaware Avenue and 3rd Street, NE,
- 26 K Street, NE: North side of K Street between North Capitol Street and 1st Street, NE, and
- 10 K Street, NE: North side of K Street between 1st Street, NE and North Capitol Street.

In addition, it should be noted that the proposed hotel site is located in the area north of Massachusetts Avenue known as NoMA. This is an area experiencing major redevelopment efforts and has been thoroughly studied by DDOT in recent years to determine the most efficient use of space. These studies include the investigation of parking needs and requirements in which it was explained that *"There are currently more than 7,400 parking spaces in NoMA, a number expected to more than double with proposed*

development.”¹ Therefore, it is expected that off-site parking options should remain adequate even after any future redevelopment in the vicinity of the proposed site.

The number of employees of the proposed hotel would be minimal. During the day shift, when the hotel is fully occupied, approximately 20 employees will be on site. Overnight, there would be very few employees on site. Employees who drive will park in one of the nearby public parking garages. In order to reduce the number of employees that would drive to work, employees will be offered a SmarTrip card or a one year membership to Capital Bikeshare.

Bicycle Parking

A bicycle storage room will be provided on the ground floor of the hotel. The room will be used to store both employees' and guests' bicycles. The room can accommodate approximately 10 bicycles and is accessed from the exterior of the building.

LAY-BY-LANE ASSESSMENT

The width of N Street in the vicinity of the site is approximately 33 feet. The centerline is not marked and no parking restrictions are posted on either side of N Street. However, much of the north side of N Street is devoid of curb and many of the existing uses have perpendicular parking along N Street on private property. As proposed, the lay-by lane for the hotel would be approximately seven feet wide, which would allow for a sidewalk area 16 feet wide and a clear pedestrian way of eight feet. A lay-by lane would be more appropriate than establishing a curbside drop-off/pick-up zone for of the following reasons:

1. If parking is retained on the south side of N Street, only 25 feet of width would remain. If a curbside drop-off/pick-up zone was established in front of the hotel, the travel way would be approximately 17 feet wide and not wide enough for two cars to pass simultaneously.
2. If parking is restricted on the south side of N Street, two, approximately 12 foot travel lanes could be striped on N Street with parking on the north side of N Street. By establishing a curbside drop-off/pick-up zone under this scenario, guests would be boarding and alighting immediately adjacent to the travel lane. Under this scenario, the proposed lay-by lane would be preferable since it would create a buffer between the lay-by lane and the adjacent travel lane.
3. From an operations perspective, the lay-by lane is preferable since infractions against the no parking signs are less likely to occur in the lay-by lane than at a curbside zone.

Once the hotel is operating, valet staff will be employed (including additional valet staff during the peak hours) to ensure that the vehicle demand in the lay-by lane is adequately served.

LOADING OPERATIONS

1 DDOT, NoMA - Neighborhood Access Study and Transportation Management Plan, March 31, 2010.

Jamie Henson
Bryon White
March 23, 2011
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According to the District of Columbia Municipal Regulations (DCMR), in the C-3-C district, a hotel (between 30 and 200 rooms usable for sleeping) must provide the following for loading operations:

- A minimum of one loading berth measuring at least thirty feet in depth,
- A minimum of one loading platform measuring at least one hundred square feet, and
- A minimum of one service/delivery loading space measuring at least twenty feet in depth.

The current proposed site plan shows a loading area that provides a 30-foot loading berth with a 135 SF platform and a 20-foot delivery space. The proposed loading facilities meet the required minimums set in the DCMR. Additionally, given the limited services provided by the hotel, the proposed loading facilities would be sufficient to meet the demands of the proposed site.

Trucks would access the loading berth and delivery space by backing in from N Street. Trucks would then leave front first onto N Street.

CONCLUSION

In summary, the 33 New York Avenue, NE site is well served by alternate modes of transportation (especially public transportation). A limited number of personal vehicles are anticipated to access the site due to the prevalence of public transportation and the walkability of the surrounding area. Valet parking will be provided for guests of the proposed hotel who do utilize personal vehicles to access the site. Since parking is not proposed on the site, the selected valet operator will coordinate with one of the many nearby parking garages so that parking locations for guests' personal vehicles are secured.

Considering all of the transportation related elements discussed herein, the requested parking variance for the proposed hotel at 33 New York Avenue, NE will not have an adverse impact on the traffic operations on the surrounding roadway network. We hope that this memorandum provides you with adequate information regarding the transportation issues related to the proposed development. Please feel free to contact us at 724-933-9010, jlmilanovich@mjwells.com, or klbrown@mjwells.com with any questions you may have regarding these matters.



Figure 1
Site Location Map

M New York Avenue Metro Station



Hyatt Place Hotel
Washington, DC





Source: Cooper Carry

Figure 2
Site Plan



Hyatt Place Hotel
Washington, DC

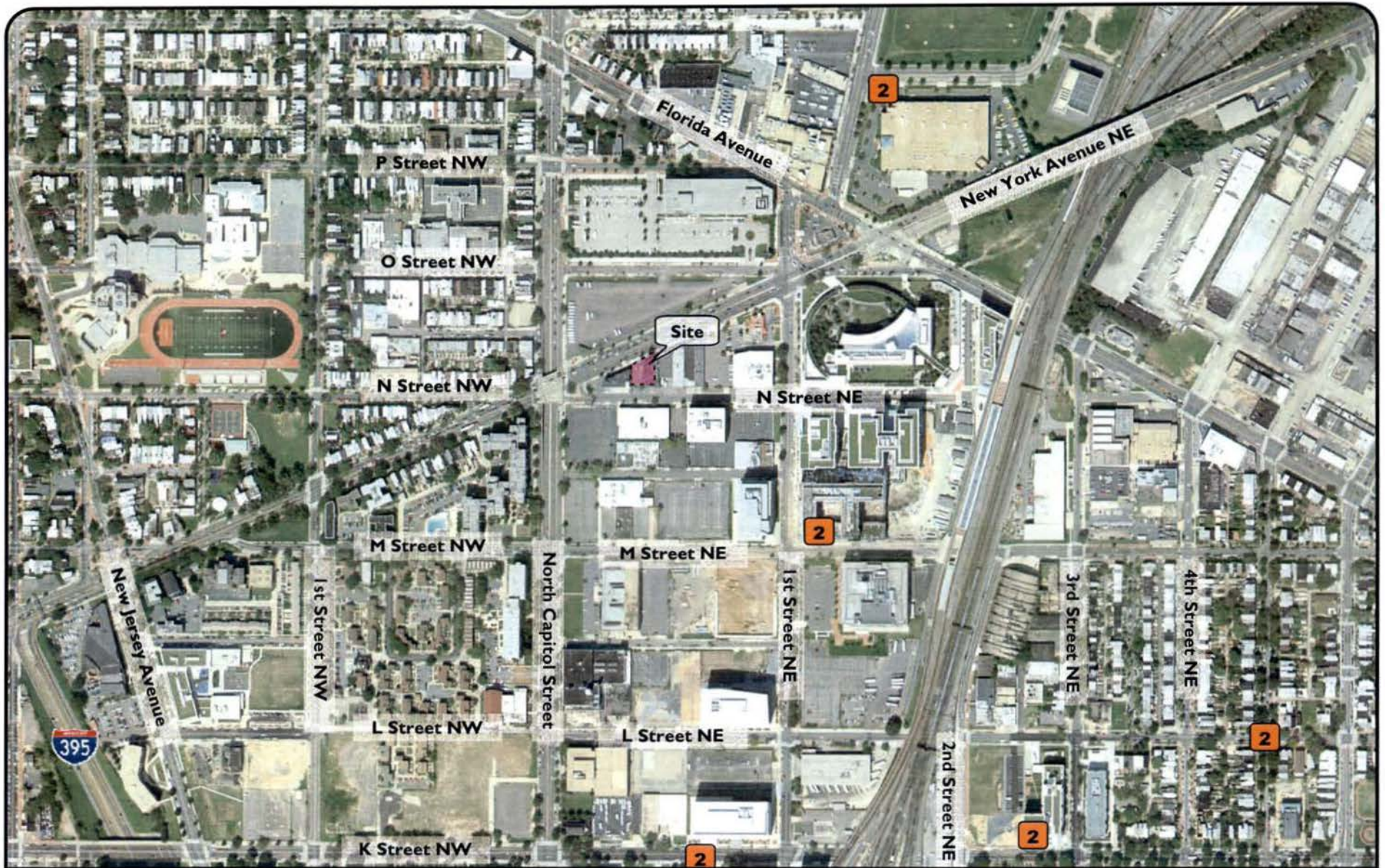


Figure 3
Zip Car Locations

Zipcar Locations (Number of Zipcars)



Hyatt Place Hotel
Washington, DC

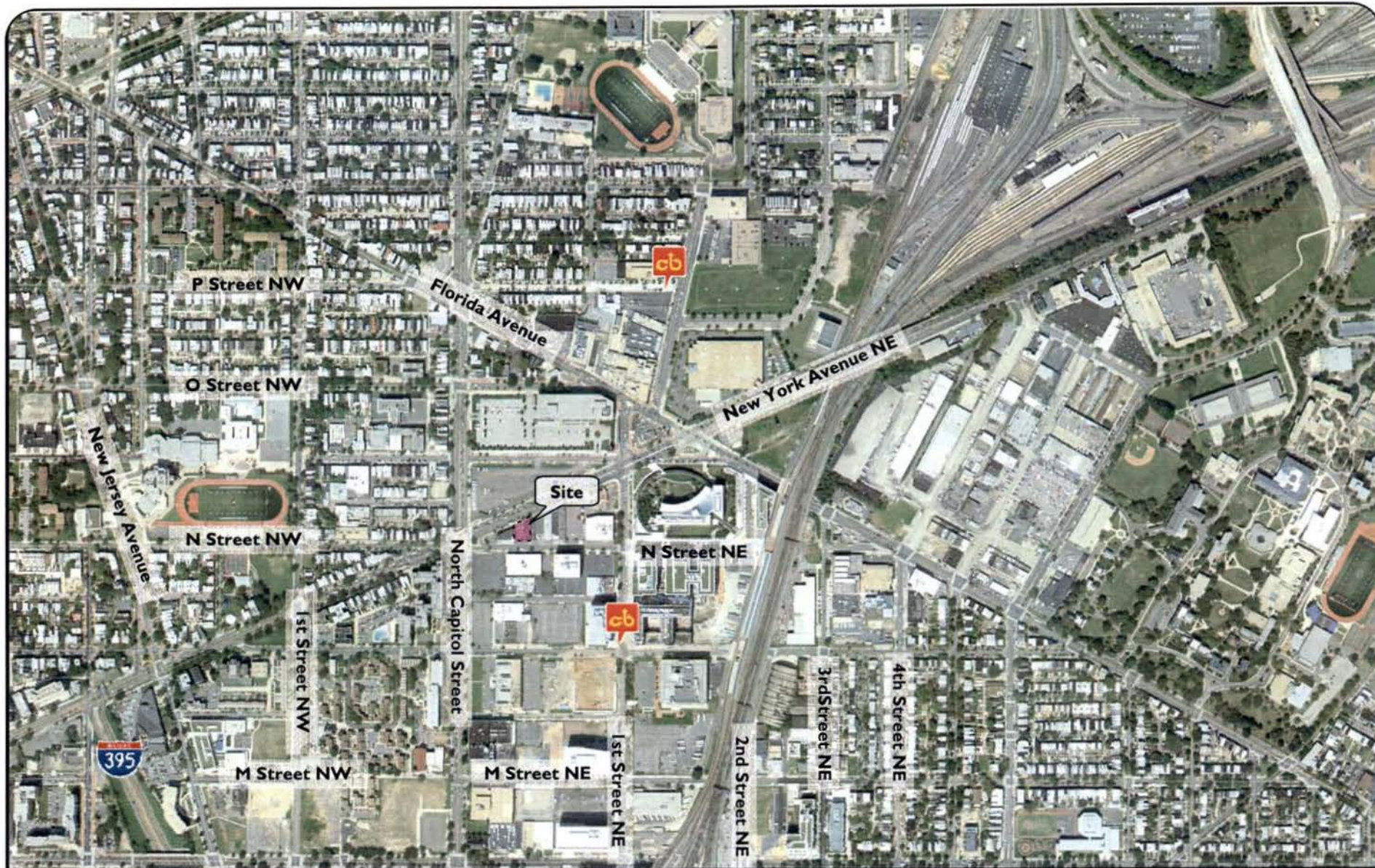


Figure 4
Capital Bikeshare Locations



Current Capital Bikeshare Locations



Hyatt Place Hotel
Washington, DC



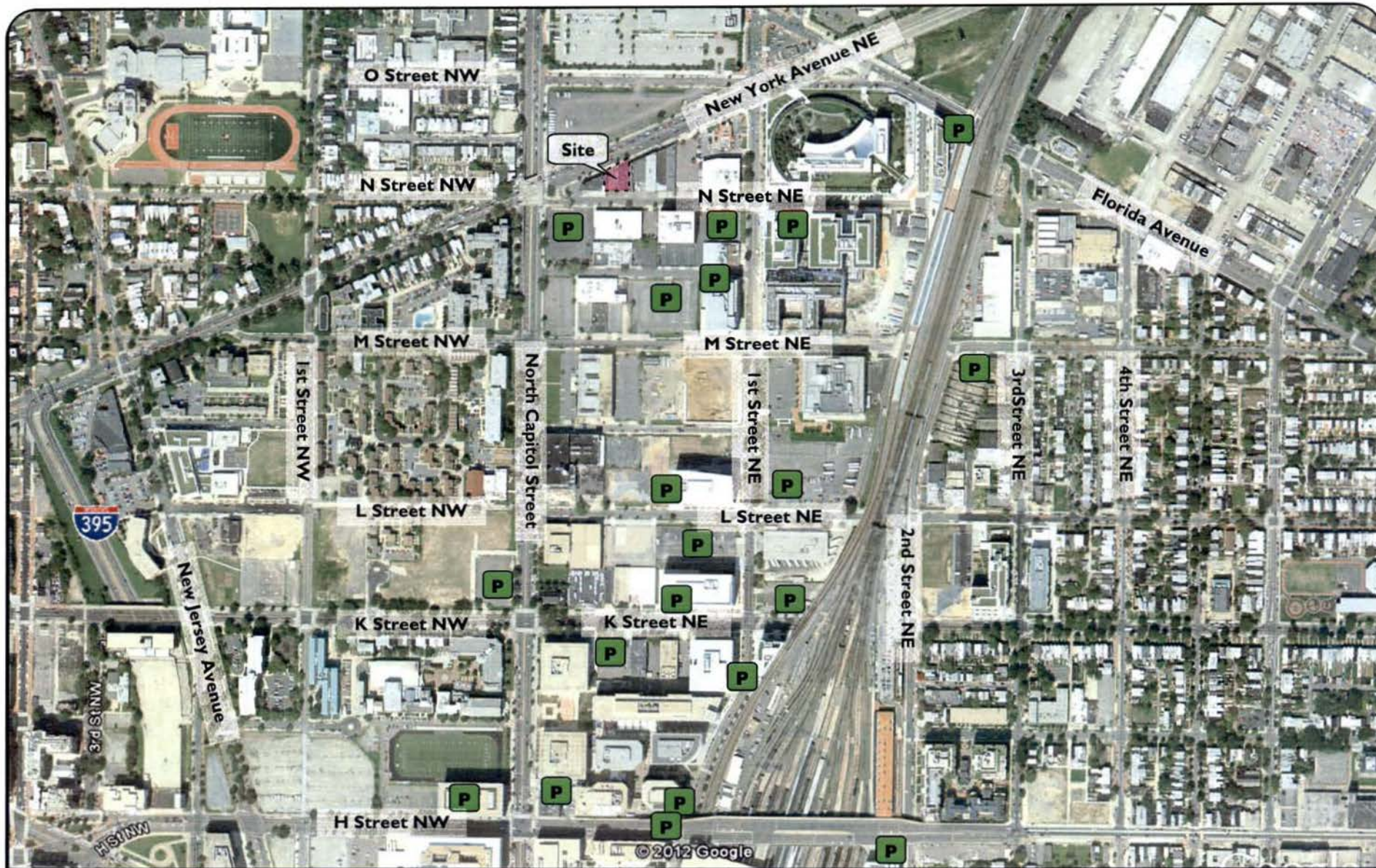


Figure 5
Off-Site Public Parking

 Public Parking



Hyatt Place Hotel
Washington, DC

