

## TECHNICAL MEMORANDUM

To: Aaron Katz Modus Hotels

From: Jim Watson, PTP  
Erwin Andres, P.E.  
Maris Fry, E.I.T.

Date: April 25, 2014

Subject: H Street Hotel Parking and Loading Statement

## INTRODUCTION

This memorandum reviews the parking and loading aspects of the H Street Hotel development located at 627-631 H Street in the northwest quadrant of Washington, D.C. Figure 1 identifies the regional site location within the District. The site is currently unoccupied and will be redeveloped into a hotel comprising of approximately 245 hotel rooms and 4,600 square foot of ground floor retail space which is anticipated to be a restaurant primarily serving hotel guests. No parking will be supplied on-site. All loading will take place on the north side of the site via an alley accessed from I “Eye” Street.

The hotel proposed for this site will be unique for the Washington D.C. metro area. Similar to other hotels that have been constructed in cities like New York, London, Amsterdam, and Tokyo, the H Street hotel will feature micro hotel rooms which will provide approximately 150 sf in space in each room. In comparison, the average hotel room ranges from 300 to 400 sf. The hotel will be designed and marketed toward millennials with lower budgets that typically arrive in the Washington D.C. area via intercity bus, rail, or air. The site is located directly across H Street from the Gallery Place-Chinatown Metro Station which offers direct access to Union Station and Reagan National Airport and connections to Dulles International Airport and Baltimore Washington International Airport.

A parking and loading management plan has been developed to best serve the constrained nature of the site. This included an evaluation of nearby parking garages where parking may be available if needed for guests and an aggressive Transportation Demand Management (TDM) plan to increase the use of non-vehicular travel modes to and from the site.

The following conclusions were made regarding the H Street Hotel development:

- The site is surrounded by an extensive existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services, the surrounding mixed-use walkable location, the anticipated hotel guests, and an aggressive TDM plan, no on-site parking will be necessary to supply the site;
- Based on an estimation of loading activity for the development, it was determined that the amount of loading activity expected to take place at the site will be adequately served by the off-street loading area provided in the building; and
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.

## EXISTING CONDITIONS

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by several public transportation sources, including Metrorail, Metrobus, and the DC Circulator bus system. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bike lanes, cycle tracks, and signed bicycle routes.

### ***Transit***

Local transit services that provide access to the H Street Hotel development site include Metrorail, Metrobus, and the DC Circulator. These services are operated by the Washington Metropolitan Area Transit Authority (WMATA) and DDOT. WMATA operates Metrorail, the nation's second largest heavy rail transit system, as well as Metrobus, the nation's fifth largest bus network. DDOT and WMATA collaborate to operate the DC Circulator, a system of five (5) bus lines that provide frequent service and low fares throughout the city.

The nearest Metrorail station is Gallery Place-Chinatown, with its northern portal located directly across H Street (approximately 150 feet away) from the proposed development at the corner of 7<sup>th</sup> and H Streets. Additional portals are located at the intersections of 7<sup>th</sup> and F Streets and 9<sup>th</sup> and G Streets. The Gallery Place-Chinatown station is a multimodal transportation hub on Metrorail's Green, Yellow, and Red Lines. The Green and Yellow Lines connect the study area from the city of Greenbelt, MD to the north, extending downtown through L'Enfant Plaza, before ending in Alexandria, VA (Huntington) via Reagan National Airport and Suitland, MD (Branch Avenue) via Navy Yard to the south. The Red Line connects the study area from the city of Gaithersburg, MD (Shady Grove) to the northwest, extending through Dupont Circle and Union Station, before ending in Glenmont, MD to the north. Trains run frequently during the weekday morning and afternoon peak hours between 5:00 AM to 9:30 AM and 3:00 PM to 7:00 PM. Green, Yellow, and Red Line trains run approximately every 12 minutes during the weekday midday hours from 9:30 AM to 3:00 PM and every 12 to 20 minutes during the weekday off-peak periods and on weekends. Metrorail generally closes at approximately midnight on weekdays and 3:00 AM on weekends. The access provided from Gallery Place-Chinatown offers direct service from the site to Reagan National Airport and Union Station. Connecting access is also available to Dulles International Airport (via the soon to be completed Silver Line from nearby Metro Center to Wheile Avenue) and Baltimore Washington International Airport (via rail connections at Union Station or bus from Greenbelt).

Numerous Metrobus and MetroExpress routes operate along 7<sup>th</sup>, 9<sup>th</sup>, and H Streets as well as Massachusetts Avenue within walking distance of the site. The nearest MetroBus and DC Circulator stop is located approximately 50 feet west of the site at the northeast corner of the intersection of 7<sup>th</sup> Street and H Street. Table 1 shows a summary of the bus route information for the lines that serve the study area, including service hours and the headways. Figure 2 illustrates the existing rail and bus service.

Due to growth of population, jobs, and retail in several neighborhoods in the District and the potential for growth in other neighborhoods, the District's transportation infrastructure is proposed to be augmented by the reestablishment of streetcar service in the District and the implementation of limited-stop bus service along major corridors in the vicinity of the proposed development, including H, K, 7<sup>th</sup>, and 9<sup>th</sup> Streets as is outlined in the *DC's Transit Future System Plan* report published by DDOT in April 2010.

**Table 1: Bus Route Information**

Route Number	Route Name	Service Hours	Headway
42	Mount Pleasant Line	Mon - Sat: 4:30 am – 3:30 am Sunday: 4:30 am – 2:00 am	10 – 30 min
70	Georgia Ave-7 <sup>th</sup> St Line	Monday - Saturday: 4:00 am – 3:30 am Sunday: 4:10 am – 3:00 am	12 – 30 min
74	Convention Center-Southwest Waterfront Line	Monday – Saturday: 6:00 am – 7:00 pm	10 to 12 min
79	Georgia Avenue Limited Line	Monday – Saturday: 6:00 am – 7:50 pm	6-15 minutes
80	North Capitol Street Line	Weekdays: 4:30 am – 2:00 am Weekends: 5:00 am – 1:00 am	10 - 30 min
D4	Ivy City-Franklin Square Line	Weekdays: 4:15 am – 1:05 am Saturdays: 4:45 am – 1:05 am Sundays: 5:15 am – 1:05 am	15 – 30 min
G8	Rhode Island Avenue Line	Weekdays: 5:00 am – 1:30 am Weekends: 5:30 am – 1:00 am	15 – 30 min
P6	Anacostia-Eckington Line	Weekdays: 5:00 am – 2:00 am Saturdays: 5:30 am – 2:00 am Sundays: 6:30 am – 12:30 am	15-30 min
X2	Benning Road-H Street Line	Mon – Sat: 4:15 am – 3:00 am Sunday: 4:15 am – 2:30 am	15 – 30 min
X9	Benning Road-H Street Limited	Weekdays: 6:15 am – 9:00 am 3:30 pm – 6:30 pm	15 minutes
DC Circulator	Union Station-Georgetown Line	Sunday – Thursday: 7:00 am - 12:00 am Friday and Saturday: 7:00 am - 3:30 am	10 minutes
MTA 950	Kent Island and Annapolis to Washington, DC Line	Weekdays WB: 4:50 am – 9:30 am Weekdays EB: 3:00 pm – 8:15 pm	10 – 20 min

## ***Bicycle Facilities***

Based on DDOT's May 2011 Bicycle Map, the bicycling conditions around the proposed development are primarily good on the nearby streets as shown in Figure 3. All of the streets in the vicinity of the site, except H Street and Massachusetts Avenue, provide either on-street bike lanes or feature good or fair cycling conditions. Cycle tracks closest to the site are located on Pennsylvania Avenue (south of the site) and L Street (northwest of the site).

In addition, the Capital Bikeshare program has placed over 200 bike share stations across Washington, DC, Arlington, VA, Alexandria, VA, and Montgomery County, MD with more than 1,800 bicycles provided. Capitol Bikeshare has plans to expand the system and potential new station locations have been identified throughout the study area. Figure 3 identifies existing station locations in the study area. Capitol Bikeshare currently has four existing bike share locations within close proximity to the site at the intersections of 8<sup>th</sup> and H Street, 5<sup>th</sup> Street and Pennsylvania Avenue, 7<sup>th</sup> and F Streets, and 5<sup>th</sup> and F Streets, with five (5) other stations located within walking distance (0.4 miles) of the site (nine (9) in total nearby).



April 25, 2014

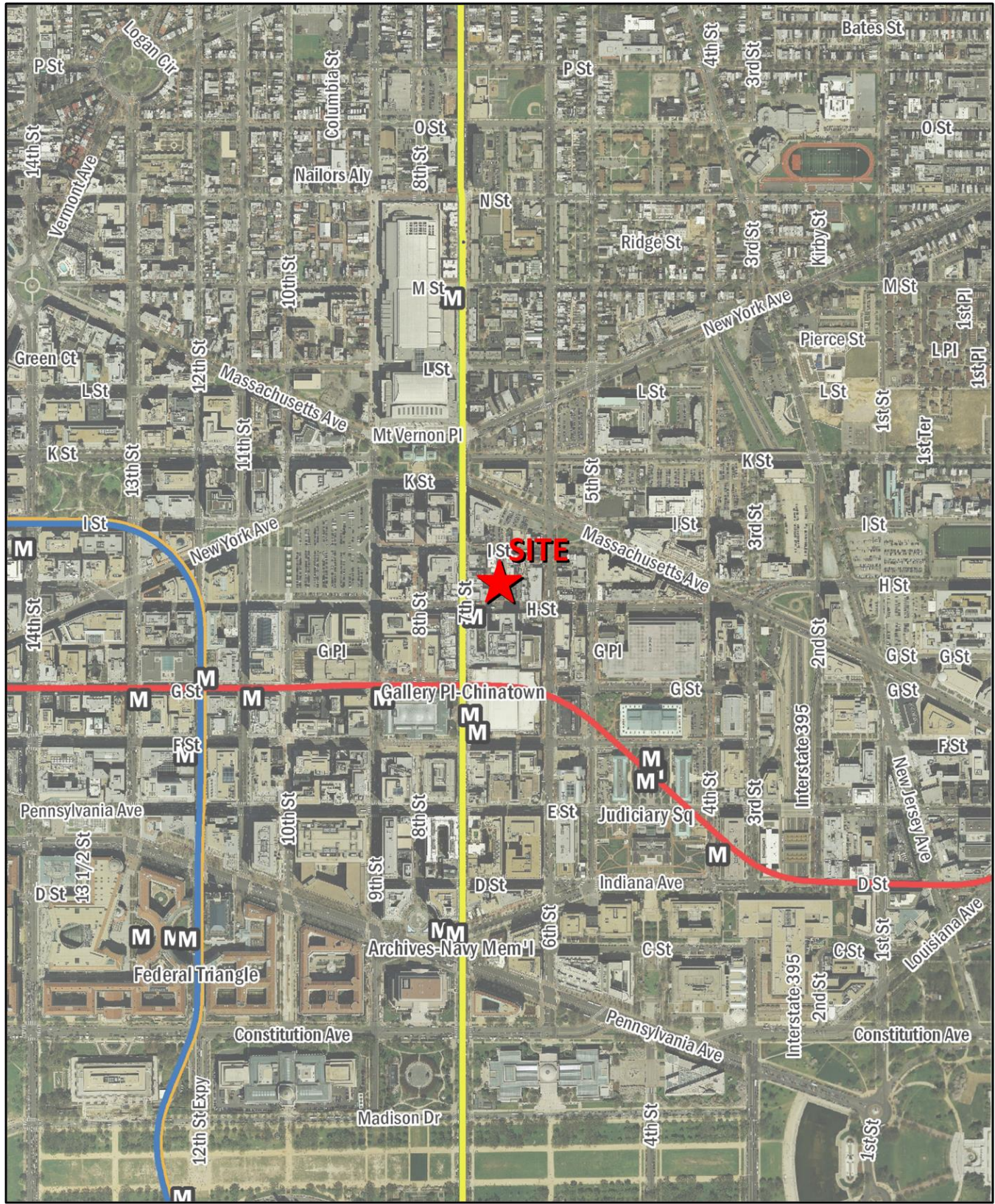


Figure 1: Site Location



April 25, 2014

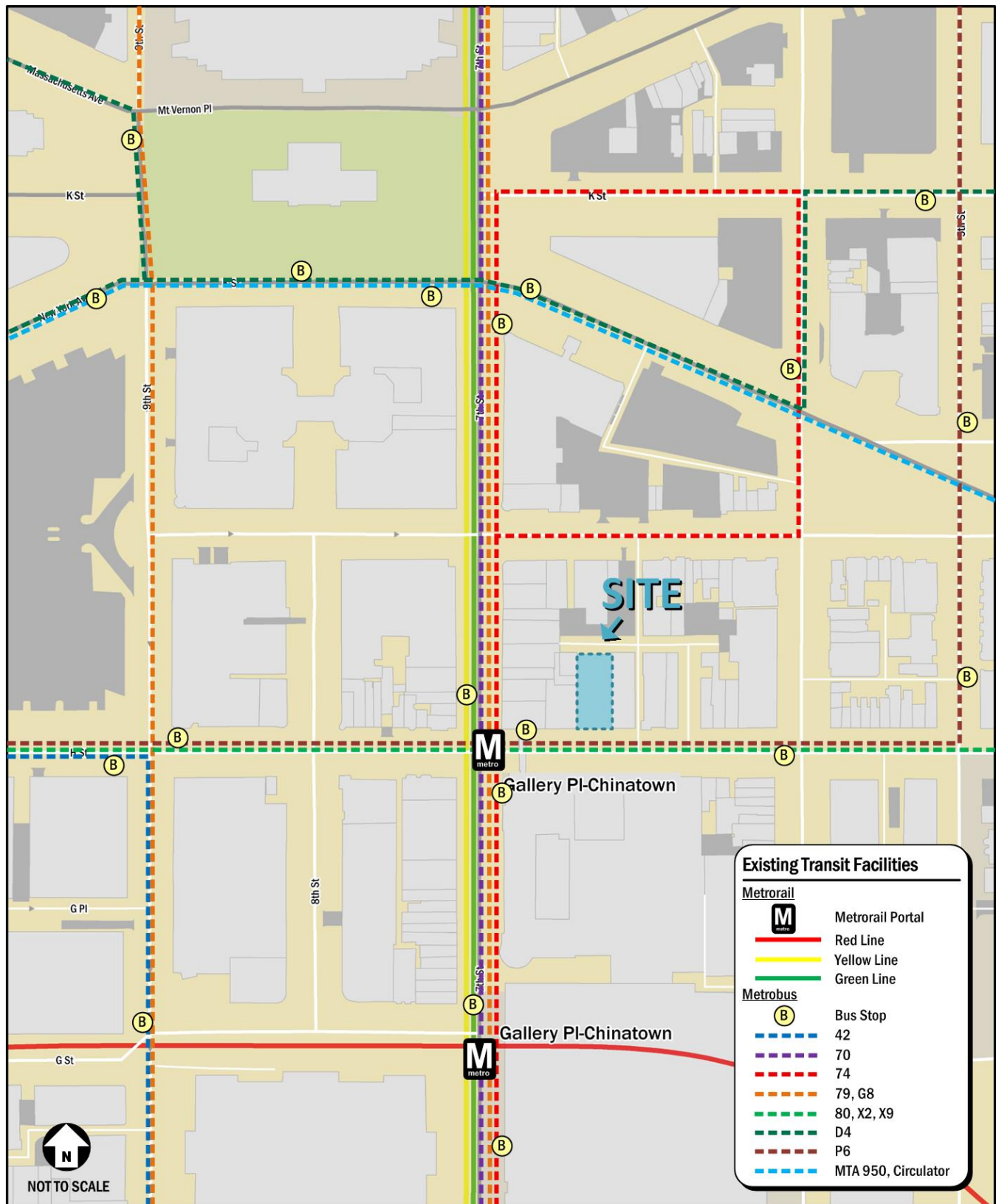


Figure 2: Existing Transit Service



Figure 3: Existing Bicycle Facilities

## ***Pedestrian Facilities***

The roadways in the immediate vicinity of the proposed development provide satisfactory pedestrian facilities and connectivity throughout the area. Wide, continuous sidewalks line all of the study area's roadways with crosswalks linking segments at intersections within the study area. Moreover, the presence of on-street parking along the streets within the study area acts as a barrier between the sidewalk and the traveled way.

Adequate crosswalks with ladder striping and pedestrian countdown signals are present near the site at the two signalized intersections of H Street and 7<sup>th</sup> Street and 6<sup>th</sup> Street for all crossing movements. The site has a walkscore of 98 out of 100 (a "walker's paradise") based on its location in a mixed-use area within close proximity of the Convention Center, the Verizon Center, numerous restaurants and bars, and shopping destinations.

## ***Car Sharing***

Four car-sharing companies serve the District: Zipcar, Hertz 24/7, Enterprise CarShare, and Car2Go. All four services are private companies that provide registered users access to a variety of automobiles. Zipcar, Hertz 24/7, and Enterprise CarShare have locations near the project site. Table 2 lists the car-sharing locations in the vicinity of the project and shows that 17 carsharing vehicles are available within a short (1/4 mile) walk of the site with many others slightly farther within a half mile.

**Table 2: Car Share Locations and Vehicles**

<b>Carshare Location</b>	<b>Number of Vehicles</b>
<b>Zipcar</b>	
8 <sup>th</sup> & H Streets	3 Vehicles
6 <sup>th</sup> Street & Massachusetts Avenue	3 Vehicles
Meridian at Gallery Place	2 Vehicles
770 5 <sup>th</sup> Street	1 Vehicle
425 Massachusetts Avenue	3 Vehicles
<b>Hertz 24/7</b>	
471 H Street	3 Vehicles
<b>Enterprise CarShare</b>	
5 <sup>th</sup> & F Streets	2 Vehicles
<b>Total Number of Car Share Vehicles in Study Area</b>	<b>17 Vehicles</b>

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar, Hertz 24/7, and Enterprise CarShare, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted Metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area". Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however availability is tracked through their website, which provides an additional option for car-sharing patrons.

## **DESIGN REVIEW**

This section provides an overview of the transportation features of the proposed H Street development. The development program consists of 245-room hotel with 4,600 square feet of ground floor retail space which is anticipated to be a restaurant primarily serving hotel guests. As mentioned previously, the hotel proposed for this site will be unique for the Washington D.C. metro area. Similar to other hotels that have been constructed in cities like New York, London, Amsterdam, and Tokyo, the H Street hotel will feature micro hotel rooms which will provide approximately 150 sf in space



in each room. In comparison, the average hotel room ranges from 300 to 400 sf. The hotel will be designed and marketed toward millennials with lower budgets that typically arrive in the Washington D.C. area via intercity bus, rail, or air. Due to this and the limited space on the site, parking will not be provided on-site. Loading will take place in the rear of the building via an alley connecting to I “Eye” Street. Figure 4 displays the access strategies for the site including parking access, pedestrian access, and loading areas.

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

### ***Site Access***

There will be two pedestrian access locations for the site, both along H Street. While separate entrances along H Street are planned for the hotel and the retail/restaurant space, internal access between the hotel and retail/restaurant space will also be provided, since the retail space is envisioned as a restaurant primarily serving hotel guests. Due to the physical constraints of the site and the anticipated guest methods of travel to the site, no on-site parking is planned or is needed for this project. An aggressive TDM plan, as outlined further in this document, will be in place in order to provide and encourage alternative modes of transportation for guests, employees, and visitors. Thus, access to the site will be via the non-vehicular transportation modes near the site or via private vehicles that can take advantage of existing off-street parking in the area.

### ***Parking***

As mentioned previously, the project will not provide any on-site parking. According to the zoning regulations set forth by the District, and based upon the existing zoning of the site location, the development is required to provide 64 parking spaces, including 61 for hotel uses and 3 for restaurant/retail uses. It should be noted that the parking calculations did not take into account the reduction permitted by Section 2104, which provides that the number of parking spaces required for a nonresidential building or structure shall be 75% of the amount otherwise required under Section 2101.1 if the building is located within a radius of 800 feet of a Metro station entrance and not located within 800 feet of certain districts. With this provision, the parking requirement would actually reduce to 48 spaces.

The site for the hotel is very small, having a width of approximately 60 feet and a length of 130 feet. Due to the constraints of the lot, space is not available to provide for both adequate ramping and parking in a below grade garage to serve the hotel. Were a below grade garage proposed for this hotel, it is likely that a minimal number of parking spaces (five or less) could be provided per level. The low number of parking spaces that could be provided below grade and the space that would be necessary to accommodate ramping to reach those spaces would not be feasible to build on such a small site. Therefore, the applicant is seeking a parking variance from Section 2101.1 of the Zoning Regulations since the site cannot support on-site off-street parking, given the physical constraints and practical difficulties of the site and that the target market for the hotel is not anticipated to drive to the site.

In the event that guests were to arrive via auto, parking will be available in nearby parking garages or through valet parking offered by the hotel curbside along H Street. An assessment of nearby parking facilities revealed ample off-street parking availability near the site in 13 parking garages and surface lots that could absorb any valet or self parking needs of hotel guests. These are depicted on Figure 5.

The hotel is projected to adequately serve the demands of the site due to the following various considerations:



- Well-situated to be served by the Gallery Place-Chinatown Metrorail station within walking distance of the site.
- Served by 12 bus routes within a quarter-mile walking distance including Metrobus, Metro Express and DC Circulator routes.
- Capital Bikeshare has four existing bike share locations very near the site. One is approximately 500 feet to the west of the site at the intersection of 8<sup>th</sup> and H Streets, another is approximately 600 feet northeast of the site at the intersection of 5<sup>th</sup> Street and Pennsylvania Avenue, another is approximately 1,000 feet south of the site at the intersection of 7<sup>th</sup> and F Streets, and another is approximately 1,100 feet southeast of the site at the intersection of 5<sup>th</sup> and F Streets. Additionally, there are five other Capital Bikeshare stations within 0.4 miles of the site.
- The applicant has worked with DDOT to incorporate bicycle parking within the site. The design of these spaces will reflect similar dimensions as currently incorporated in other development throughout the District. Although no bicycle parking is required by the Zoning Regulations, bicycle parking will be made available to serve employees and guests of the development.
- The hotel will be designed and marketed toward millennials with lower budgets that typically arrive in the Washington D.C. area via intercity bus, rail, or air and, as such, will not arrive with vehicles to park on-site.
- There are 13 nearby off-street parking garages and surface parking lots that could accommodate valet operations or personal vehicle parking off-site.
- The site area has a walkability score of 98 as calculated by WalkScore.com, which is referred to as a “Walker’s Paradise”.

Given the urban nature of the site and its proximity to many non-auto modes of transportation, it is anticipated that the design of the site with no off-street parking will adequately serve the vehicular needs of the development based on the proposed use of the site.

### *Bicycle Facilities*

Although technically, no bicycle parking is required for this development, long-term bike parking for employees will be provided, which will include five (5) secure bike storage spaces. Short term outdoor bicycle parking along the perimeter of the development site will be provided in coordination with DDOT.

### *Curbside Management*

In order to facilitate curbside drop-off/pick-up, guest loading, and valet operations for the hotel use along H Street, a curbside management plan has been developed and is shown on Figure 6. The site is approximately 60 feet in width along H Street. The existing curbside along H Street in front of the site is restricted as a bus loading zone which extends from east of the site to the intersection with 7<sup>th</sup> Street. The curbside is not currently metered. With the development of the hotel, it is proposed that the 60 feet of curbside in front of the site be designated as a drop-off/pick-up passenger loading zone 24-hours per day, seven days per week. This will accommodate approximately two to three vehicles for drop-off/pick-up, passenger loading, and valet operations. By converting the area directly in front of the hotel to a passenger loading zone, adequate space should remain for bus operations in the remaining 120 feet west of the site to the 7<sup>th</sup> Street intersection. In order to provide continuity along the block, the area immediately east of the site is proposed to revert to a no standing/no parking condition consistent with the adjacent area.



Figure 4: Site Plan

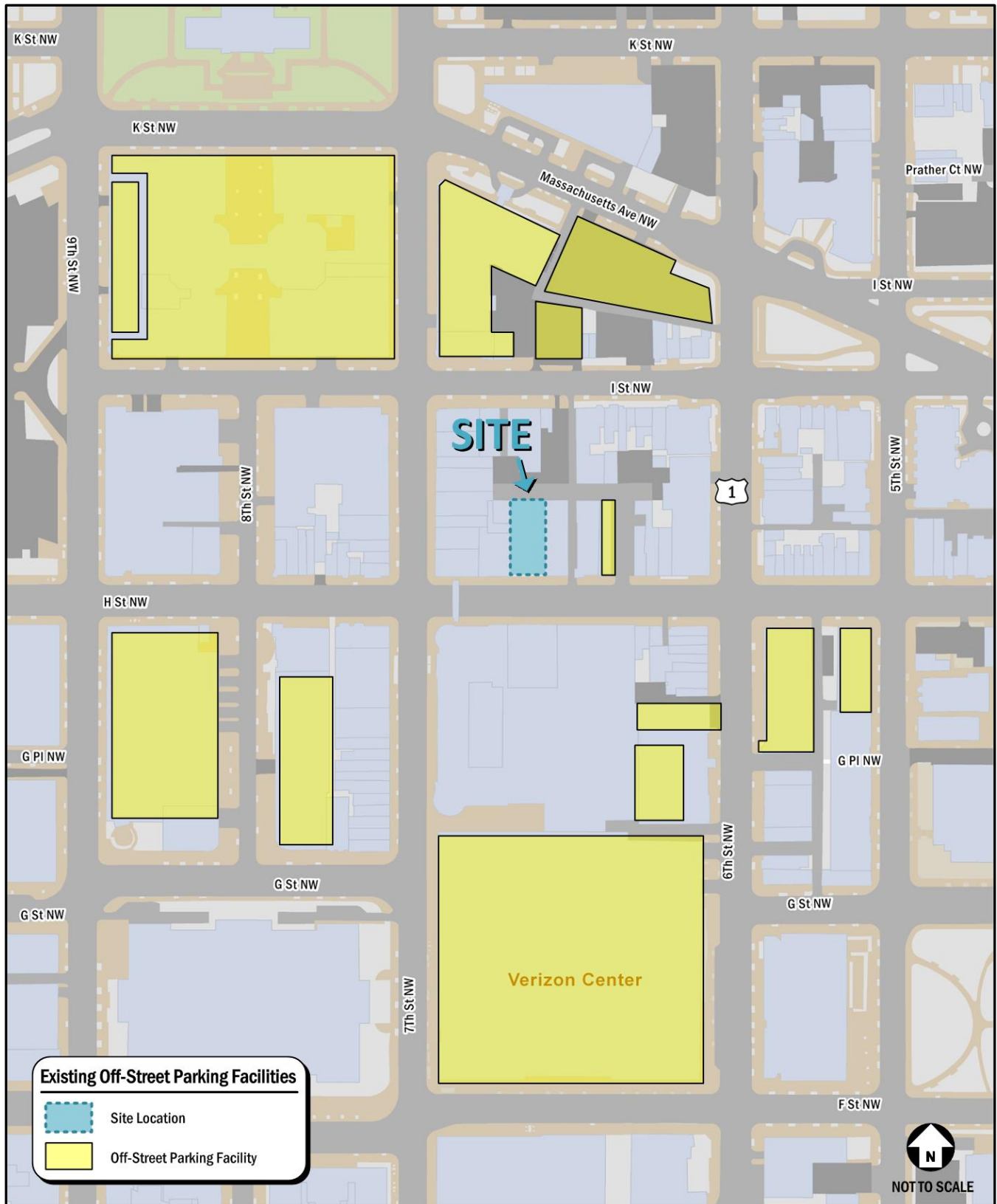


Figure 5: Nearby Off-Street Parking Facilities



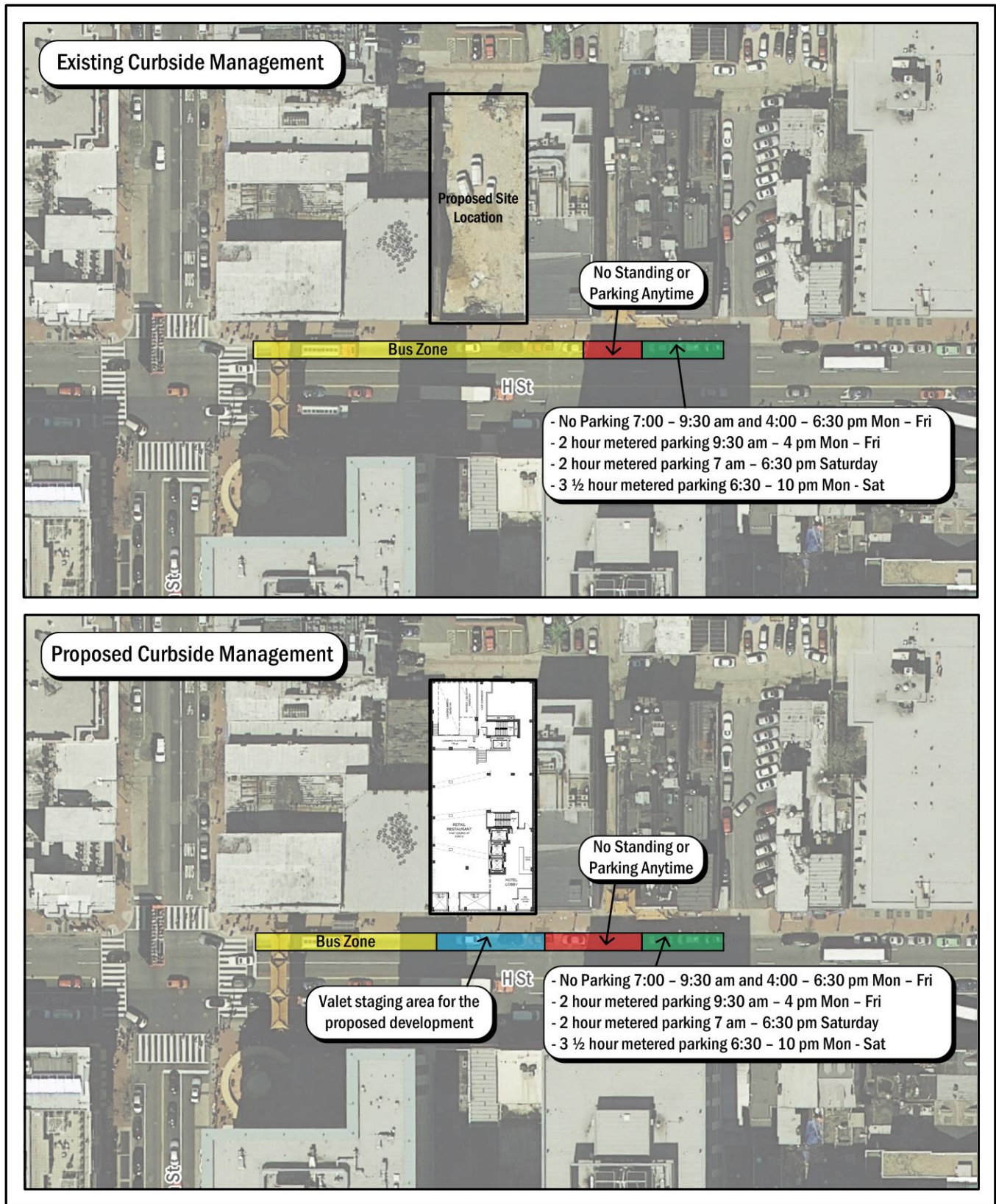


Figure 6: Curbside Management

### *Loading*

A loading variance is necessary since the Zoning Regulations require a 55 foot loading berth, a 30 foot loading berth, a 20 foot service space, and 200 sf and 100 sf loading platforms. The site is planned to provide a single 30 foot loading berth, a 20 foot service space, and a 100 sf loading platform. Although flexibility from the loading requirements is being requested, it is expected that the vast majority of trucks will be 30 feet or shorter due to the nature of the uses in the development. A 55 foot long truck would not be able to adequately navigate the alley system from I “Eye” Street to the rear of the site to access the loading facilities, as shown on Figure 7. Conversely, 30 foot long and smaller trucks will be able to adequately navigate the alley system to access the loading facilities, as shown on Figure 8. The number of truck trips generated by a project of this scale is relatively low. Based on previous studies, it is expected that the new project would not generate more than four to five (4-5) truck trips per day. These are likely to be primarily delivery trucks such as FedEx and UPS, with some additional deliveries for the retail/restaurant use. The hotel does not plan to provide function space such as banquet facilities, so no larger truck loading will be necessary for activities typically associated with those types of uses.

### ***Transportation Demand Management***

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically focuses on reducing the demand of single-occupancy private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. TDM’s importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

### *Proposed TDM Plan*

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the H Street Hotel development.

- *Transportation Management Coordinator (TMC)*  
Effective Transportation Management Programs (TMPs) require a coordinator to implement and manage TDM strategies. A member of the property management group would be a point of contact and would be responsible for coordinating, implementing and monitoring the TMP strategies. This would include the development and distribution of information and promotional brochures to hotel guests, visitors, patrons and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool) and car sharing. The contact information for the TMC would be provided to DDOT/Zoning Enforcement with annual contact updates.
- *On-Site Services*  
A TransitScreen will be installed in the lobby to keep hotel guests, visitors, and employees informed on all available transportation choices and provide real-time transportation updates. In addition, the TMC will make printed materials related to local transportation alternatives available to residents and employees upon request and at move-in for new tenants.

- *Marketing Program*

The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. An effective marketing strategy should consist of a multi-modal access guide that provides comprehensive transportation information. This information can be compiled in a brochure for distribution and/or provided on hotel websites. The marketing program should also utilize and provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District.

- *Transportation Incentives*

To help encourage non-auto transportation uses, the Applicant will provide initial hotel and retail employees with up to \$100 for a car sharing membership, a \$75 Capitol Bikeshare membership, or a \$100 SmartTrip card to help alleviate the reliance on personal vehicles. These incentives will be included in a transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for employees.

- *Bicycle Amenities*

The developer will encourage all alternative transportation modes including bicycling. Bicycling will be promoted for employees with the provision of on-site bicycle parking spaces as described above. The marketing program will include brochures and links to websites on bicycling in the District and for Capital Bikeshare. In addition, five (5) secure bicycle spaces will be made available for employees on-site.

- *Ride-matching/Ridesharing Program*

Employees who wish to carpool will be provided detailed carpooling information as part of the marketing effort, and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments.

## ***Conclusions***

This memorandum presents the findings of a parking and loading statement for the H Street Hotel development. The proposed development consists of a 245-room hotel with retail use anticipated to be a restaurant designed to serve hotel guests. The development will be a unique hotel for the Washington D.C. metro area consisting of micro hotel rooms of approximately 150 square feet in size targeted toward a younger market. The following conclusions were made regarding the H Street Hotel development:

- The site is surrounded by an extensive existing network of transit, bicycle, and pedestrian facilities that result in an adequate environment for safe and effective non-auto transportation;
- Based on the site location near ample transit services in addition to the target market of the hotel, and coupled with an aggressive TDM plan, no on-site parking will be necessary to supply the site;
- Based on an estimation of loading activity for the development, it was determined that the amount of loading activity expected to take place at the site will be adequately served by the proposed off-street loading area; and
- A TDM plan for the development will include the implementation of a TDM coordinator, on-site services, a marketing program, transportation incentives, bicycle amenities, and ride-matching/ridesharing programs.



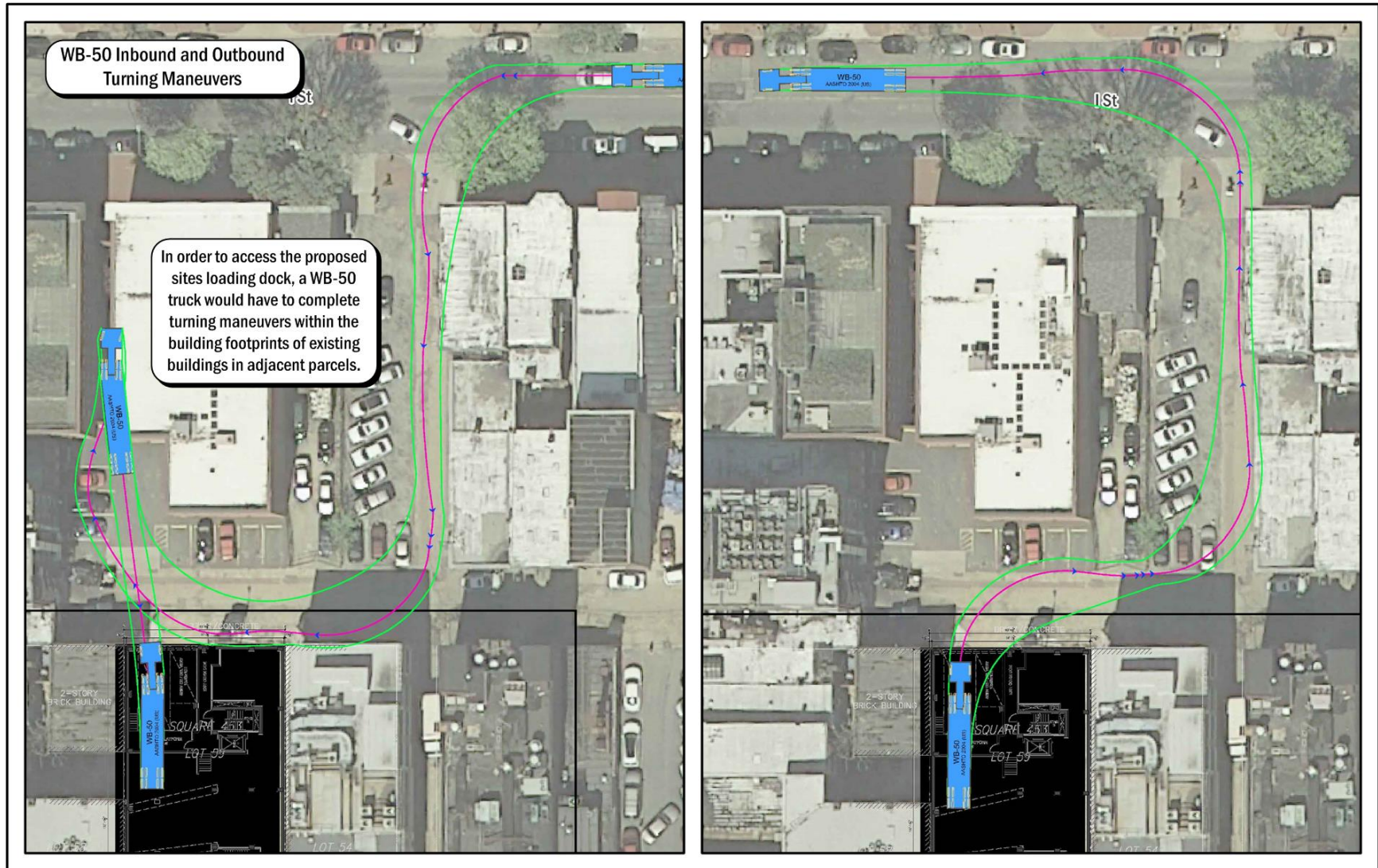


Figure 7: 55-foot Truck Loading Maneuvers





Figure 8: 30-foot Truck Loading Maneuvers