GOROVE / SLADE

1140 Connecticut Avenue NW
Suite 600
Washington, DC 20036
202.296.8625

TECHNICAL MEMORANDUM

To: Donahue Peebles — The Peebles Corporation

From: Jim Watson, PTP
Erwin Andres, P.E.

Date: October 14 , 2015

Subject: 5th & I Streets Hotel and Residential Parking and Loading Statement

INTRODUCTION

This memorandum reviews the parking and loading aspects of the proposed residential and hotel development located in the northeast quadrant of the 5th Street/I "Eye" Street/Massachusetts Avenue intersection in Northwest Washington, D.C. Figure 1 identifies the regional site location within the District. The site is currently occupied by an existing surface parking lot, and will be redeveloped into a mixed-use development comprising 48 residential units, 175 hotel rooms, and a 6,450 S.F. restaurant intended to primarily serve hotel guests. The site plans include 91 below grade parking spaces accessed via two parking lifts accessible from the alley adjoining the site. It should be noted that the 91 spaces noted above is a conservative estimate and could increase as the structural details of the proposed building are further developed. Parking for all uses will be performed by valet service from I "Eye" Street. Given that Zoning Regulations would require 137 parking spaces accessible via ramp, and 91 are planned to be provided accessible via parking lift, zoning relief is being sought from the BZA for parking. All loading and trash pick-up will take place on the north side of the site via an alley accessed from I "Eye" Street. The project will meet all requirements for loading with regard to loading berths, delivery spaces, and loading platforms.

The site is located approximately a quarter mile 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. The Mount Vernon Square-7th Street-Convention Center and Judiciary Square Stations are also located in close proximity. The presence of numerous transit and bike facilities near the site coupled with an aggressive Transportation Demand Management (TDM) plan will increase the use of non-vehicular travel modes to and from the site.

The following conclusions were made regarding the 5th & I Street Hotel and Residential development:

- The site is surrounded by an extensive network of transit, bicycle, and pedestrian facilities that results 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, and an aggressive TDM plan, the proposed parking will adequately serve the needs of the development;
- 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 5th & I "Eye" Street 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 entrance located approximately a quarter mile from the proposed development at the corner of 7th and H Streets. Additional entrances are located at the intersections of 7th and F Streets and 9th 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. Other nearby Metrorail stations include the Mount Vernon Square-7th Street-Convention Center Station, and the Judiciary Square Station, which are both located approximately 0.3 miles from the project site. 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 5th, 6th, 7th, K, and H Streets as well as Massachusetts Avenue within walking distance of the site. The nearest MetroBus and stop is located immediately adjacent the site along 5th Street north of I "Eye" Street and the nearest Circulator stop is located just south of the site at 5th Street and Massachusetts Avenue. 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, 7th, and 9th 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
70	Georgia Ave-7th 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
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

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, 4th Street, K 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 E Street (south of the site) and 7th Street (west 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 8th and H Street, 5th Street and Pennsylvania Avenue, 7th and F Streets, and 5th and F Streets, with five (5) other stations located within walking distance (0.4 miles) of the site (nine (9) in total nearby).

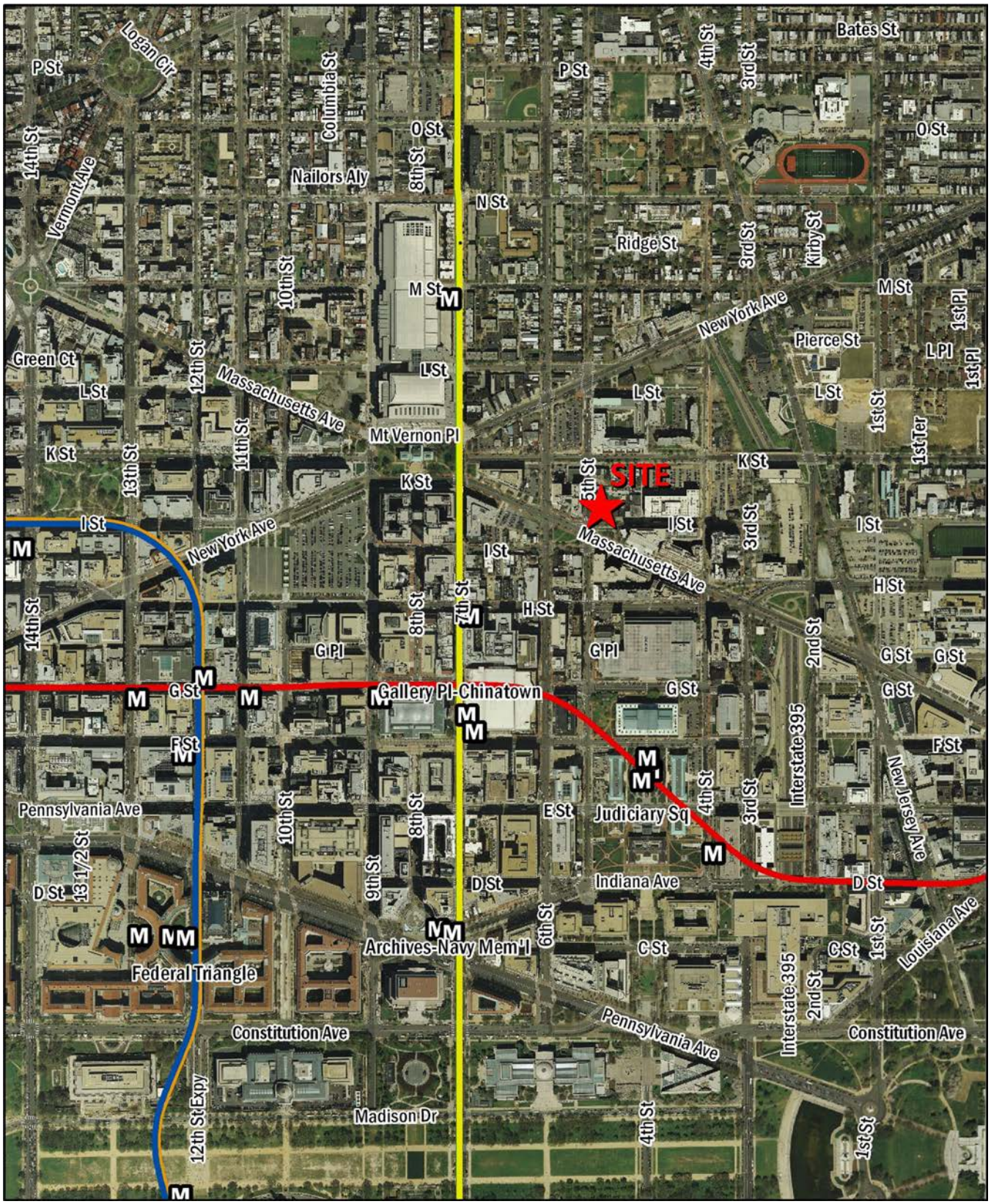

Figure 1: Site Location

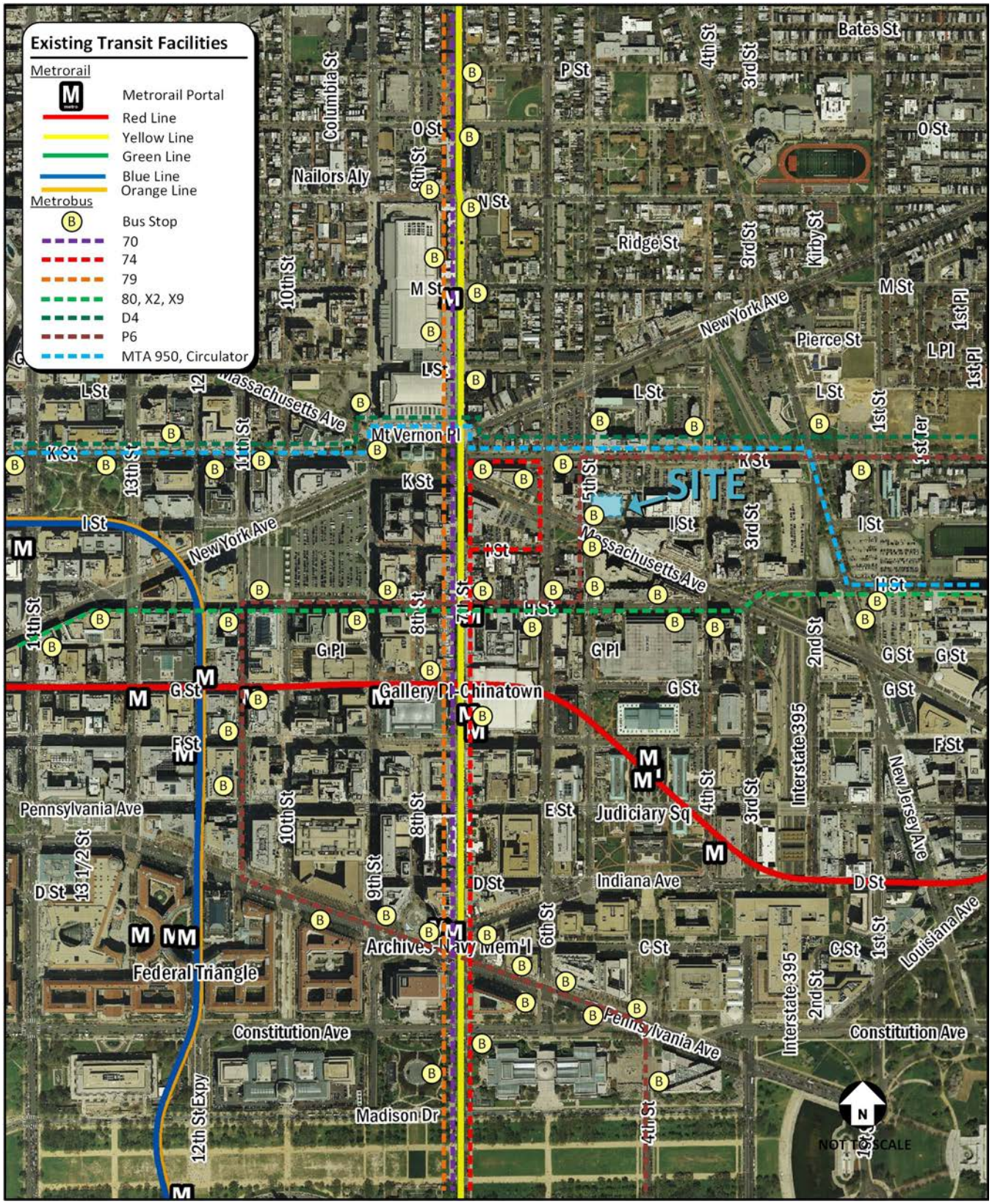

Figure 2: Existing Transit Service

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 signalized intersection of I "Eye" Street and 5th 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.

A review of pedestrian facilities near the site shows that nearly all facilities meet DDOT standards, and provide a quality walking environment. Only a few sidewalks do not meet the District's width requirements, primarily located along New York Avenue and the south side of L Street north of the site. Figure 5 shows a detailed inventory of the existing pedestrian infrastructure in the vicinity of the development site and along primary walking routes. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's *Public Realm Design Manual* in addition to ADA standards. Sidewalk width and buffer requirements for the District are shown below in Table 2. Within the area shown, Massachusetts Avenue, New York Avenue, K Street, and H Street are considered commercial streets with the remaining roadways considered residential with a moderate to high density. These roadways generally comply with the commercial requirements as do most of the residential side streets. ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks is not desired. As shown in the figure, under existing conditions the majority of study area intersections are adequate.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Non-downtown)	10 ft	4 ft
Downtown	16 ft	6 ft

Car Sharing

Three car-sharing companies serve the District: Zipcar, Enterprise CarShare, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Zipcar and Enterprise CarShare have locations near the project site. Table 3 lists the car-sharing locations in the vicinity of the project and shows that 26 carsharing vehicles are available within a short (1/4 mile) walk of the site with many others slightly farther within a half mile.

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 and mobile app, which provides an additional option for car-sharing patrons.

Table 3: Car Share Locations and Vehicles

Carshare Location	Number of Vehicles
Zipcar	
8th & H Streets	2 Vehicles
870 9th Street NW (CityCenter DC Garage)	5 Vehicles
Gallery Place Parking Garage (Colonial Parking)	4 Vehicles
466 L Street (City Vista Parking Garage)	3 Vehicles
Meridian at Gallery Place	2 Vehicles
770 5th Street (Gallery Place Metro)	1 Vehicle
425 Massachusetts Avenue	3 Vehicles
Enterprise CarShare	
5th & F Streets	2 Vehicles
300 Massachusetts Avenue	4 Vehicles
Total Number of Car Share Vehicles in Study Area	**26 Vehicles**

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of 48 condominiums and a 175-room hotel with 6,450 square feet of ground floor accessory commercial space which is anticipated to be a restaurant primarily serving hotel guests. The site plans includes 91 below grade parking spaces accessed via two parking lifts accessible from the alley adjoining the site. Parking for all uses will be performed by valet service from I "Eye" Street. All loading and trash pick-up will take place on the north side of the site via an alley accessible from I "Eye" Street and K Street. Given the presence of numerous transit and other non-auto amenities surrounding the site, the proposed number of parking spaces will be adequate to serve the needs of the development's tenants and guests. Figure 4 shows the proposed site plan.

Trip Generation

Vehicle trips were calculated for the site to determine whether the site would generate enough trips to warrant a full review of the traffic impacts of the development based on DDOT's CTR guidelines. As shown in Table 4 below, the site is anticipated to generate very few vehicular trips. Trips were calculated based on ITE Trip Generation rates for Apartment (LU 220), Hotel (LU 310), and Restaurant (LU 931). It should be noted that Restaurant trips were generated separately from the Hotel at the request of DDOT in order to provide a more conservative basis of trip generation. The ITE definition for hotels includes "restaurants" and "cocktail lounges." *As such, the trip generation calculations noted within this report should be considered conservative in comparison to what may be expected at the hotel.*

A review of census data suggests that 74 percent of residents in the surrounding neighborhoods use non-auto modes for commuting, with 26 percent using auto modes. Based on discussions with DDOT, a conservative 30 percent auto mode split was applied. In addition, given the upscale nature of the development DDOT requested that a 10 percent mode share for Uber, Taxis, and other ridesharing services be included in addition to a 25 percent transit, 10 percent bicycle, and 25 percent walk mode split for residential trips. As a result, a conservative 40 percent overall vehicular mode split was

assumed based on DDOT's request and the overall nature of the development. This is higher than the 26 percent noted in census data for the surrounding neighborhood.

For hotel trips, the hotel planned for this site was deemed to be most similar to the Embassy Suites Chevy Chase Pavilion hotel examined in the WMATA Development Related Ridership Survey (DRRS). It should be noted that given the suburban nature of this hotel and the lack of a comparable downtown hotel in the WMATA DRRS, this hotel should be considered a conservative comparable to the operations expected at the 5th & I development. The WMATA DRRS noted a 25 percent auto mode share for the Chevy Chase Embassy Suites hotel. For purposes of this study and based on discussions with DDOT, a 25 percent auto modal split was applied to the 5th & I hotel trip generation. As with the residential development and given the upscale nature of the development, DDOT requested that a 10 percent mode share for Uber, Taxis, and other ridesharing services be included in addition to a 40 percent transit, 10 percent bicycle, and 15 percent walk mode split for residential trips. As a result, a conservative 35 percent overall vehicular mode split was assumed based on DDOT's request and the overall nature of the development. This is higher than the 25 percent noted at a more suburban comparable hotel in the WMATA DRRS.

For restaurant trips, the hotel-serving restaurant planned for this site was deemed to be most similar to the retail examined along the U Street corridor in the WMATA Development Related Ridership Survey (DRRS). The WMATA DRRS noted a 19 percent auto mode share for retail along the U Street corridor. For purposes of this study and based on discussions with DDOT, a 20 percent auto modal split was applied to the 5th & I restaurant trip generation. As with the residential and hotel components and given the nature of the development, DDOT requested that a 10 percent mode share for Uber, Taxis, and other ridesharing services be included in addition to a 45 percent transit, 5 percent bicycle, and 20 percent walk mode split for residential trips. As a result, a conservative 30 percent overall vehicular mode split was assumed based on DDOT's request and the overall nature of the development. This is higher than the 19 percent noted at retail locations along the U Street corridor in the WMATA DRRS.

The resulting trip generation projections are given in Table 4 below and show that the development is conservatively anticipated to generate 34 AM peak hour vehicular trips (18 inbound and 16 outbound) and 51 PM peak hour vehicular trips (30 inbound and 21 outbound). While this conservative trip generation estimate exceeds the 25 or more peak hour trips in the peak direction that would typically require additional vehicular study per CTR guidelines, it is anticipated that far fewer trips will be realized since the restaurant is primarily designed to serve hotel patrons. Thus, no additional vehicular study was conducted for this report nor was it required by DDOT. Restaurant trips were generated separately from hotel trips for informational purposes at DDOT's request.

Table 4 Trip Generation and Mode Split

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	18 veh/hr	16 veh/hr	34 veh/hr	30 veh/hr	21 veh/hr	51 veh/hr
Carpool/Uber	8 veh/hr	6 veh/hr	14 veh/hr	13 veh/hr	7 veh/hr	21 veh/hr
Transit	55 ppl/hr	42 ppl/hr	97 ppl/hr	90 ppl/hr	67 ppl/hr	157 ppl/hr
Bike	15 ppl/hr	11 ppl/hr	26 ppl/hr	21 ppl/hr	15 ppl/hr	36 ppl/hr
Walk	23 ppl/hr	20 ppl/hr	43 ppl/hr	43 ppl/hr	28 ppl/hr	71 ppl/hr

Site Access and Internal Circulation

Site Access

There will be six pedestrian access locations for the site, three along 5th Street and the remaining three along I "Eye" Street. While separate entrances along both streets are planned for the hotel, residential, and restaurant spaces, internal access between the residential, hotel, and restaurant space will also be provided. Due to the abundance of non-auto transportation modes surrounding the site, 91 below grade parking spaces are proposed, which is 46 fewer than required by zoning. An aggressive TDM plan, as outlined further in this document, will be implemented to provide and encourage alternative modes of transportation for guests, employees, residents, and visitors. Access to the parking garage will be via valet service which will stage in front of the site along I "Eye" Street and move vehicles to the underground parking garage located along the existing alley behind the site.

Parking

As mentioned previously, the project proposed to provide 91 on-site parking spaces. 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 137 parking spaces. Therefore, the applicant is seeking a parking variance from Section 2101.1 of the Zoning Regulations. Access to the underground parking garage will be via lift from the existing alley located on the north side of the site, and will be accessed only by valets as described in more detail in the following section. As noted above, the 91 spaces noted above is a conservative estimate and could increase as the structural details of the proposed building are further developed.

In the event that additional parking spaces are needed, parking will be available in nearby parking garages. An assessment of nearby parking facilities revealed ample off-street parking availability within five to six blocks of the site that could absorb any valet or self-parking needs of residents, guests, and visitors. These are depicted on Figure 6.

The development 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, and others, within walking distance of the site.
- Served by nine bus routes within a quarter-mile walking distance including Metrobus, Metro Express and DC Circulator routes.
- Capital Bikeshare has two existing bike share locations very near the site, both less than 1,000 feet from the site. Additionally, there are six 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 developments throughout the District. A total of 28 indoor bicycle parking spaces are proposed in the underground parking garage on-site.
- There are ample nearby off-street parking garages and surface parking lots within five to six blocks of the site 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 expected that the proposed amount of off-street parking will adequately serve the vehicular needs of the development based on the proposed use of the site.

Valet Operations

As mentioned previously, parking for the development will be valet only. A valet stand is planned along I "Eye" Street, just east of 5th Street. It is expected the hotel guests, residents, event attendees, and visitors will arrive from the east on I "Eye" Street to turn their vehicle over to a valet who will then take the vehicle to the garage accessed from the alley. The valet will drive the vehicle from the valet on I "Eye" Street, north onto 5th Street, and east onto K Street, entering the alley midblock from the south side of K Street between 5th Street and 4th Street. From there, the valet will navigate the vehicle to one of the two parking lifts to be parked in the below grade garage.

Parking lifts have been noted to be able to accommodate 40 vehicles per hour (20 entering and 20 exiting). Given that two lifts will be incorporated, the capacity of the lift operations is expected to be 80 vehicles per hour (40 entering and 40 exiting). Since peak trip generation rates indicate that up to 51 vehicles could be expected during the PM peak hour (or approximately 64 percent of the overall capacity of the lifts), minimal queuing is expected. Even so, queuing space for six to eight vehicles is available onsite outside of the parking lift. In addition, the parking lifts will be manned by the valets with separate valets at the top and bottom of the lift to further ensure efficiency in the use of the lift.

When hotel guests, residents, event attendees, and visitors wish to leave, they will be instructed to contact the valet 10-15 minutes in advance of leaving. Vehicles will be retrieved from the garage, taken up the lift, and will exit the alley via its I "Eye" Street exit approximately 150 feet east of the site. From there, vehicles will be transferred to their owners at the valet stand along I "Eye" Street with minimal queuing. It should be noted that the arrival of vehicles in significant numbers is not expected for any uses on site. However, the event space may dictate that a significant number of vehicles depart within a short period of time. Should this occur, the valet operation will be managed so as not to overwhelm the valet area as well as to not block the alley or through lanes along I "Eye" Street. Figure 7 depicts the valet operations expected for the site.

Bicycle Facilities

As mentioned previously, at least 28 long-term bicycle parking spaces are proposed on-site in the underground parking garage. Short term outdoor bicycle parking along the perimeter of the development site will be provided in coordination with DDOT, exceeding required minimums.

Off-Street Parking

An evaluation of the off-street parking availability was also included in the survey of parking near the site. Given the site's excellent access to numerous modes of transportation, minimal, if any, vehicular parking is anticipated to be necessary in addition to that being provided on-site. However, in the event that additional parking should be needed for residents, hotel guests, or employees, parking will be available in nearby parking garages. An assessment of nearby parking facilities revealed available off-street parking near the site in parking garages within five to six blocks that could absorb any additional parking needs of the development. These are shown in Figure 6.

On-Street Parking

This section presents the findings of an on-street parking study, including full inventory of available parking spaces and a parking occupancy count within walking distance of the 5th & I Streets development site. The on-street parking study was conducted across an area considered to be within walking distance of the development site, roughly a two-block radius in all directions. An inventory of available on-street parking facilities was conducted that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. The number of parking spaces inventoried within the study area totaled 616 parking spaces. The majority of the study area included metered parking spaces centered around commercial uses adjacent to the site.

Parking occupancy data was collected on Tuesday, September 15, 2015 from 5:00 PM to 11:00 PM to gather information on the parking occupancies of weekday evening conditions when residents, patrons, and visitors would most likely park on nearby streets. Table 5 gives a summary of the hourly utilization percentages for the weekday study period and Table 6 gives a summary of the hourly utilization percentages broken down by parking restrictions. It was determined that the weekday PM parking peak occurs from 8:00 to 9:00 PM with a parking utilization of 73 percent (or 452 vehicles occupying the 616 available spaces).

Table 5: Weekday Peak Parking Occupancy

	5PM	6PM	7PM	8PM	9PM	10PM
Occupancy	274	313	399	452	434	404
Total Spaces	616	616	616	616	616	616
Available	342	303	217	164	182	212
Utilization	44%	51%	65%	73%	70%	66%

Table 6: Peak Hour Inventory and Occupancy Summary

Space Type	Spaces Available	PM Peak Period (8-9 PM)		
		Occupancy	Available	Utilization
RPP	102	70	32	69%
Metered	458	351	107	77%
Unrestricted	38	21	17	55%
Other	18	2	16	11%
All On-Street Spac	**616**	**444**	**172**	**72%**

The weekday evening peak parking restrictions by block are shown on Figure 8 and the peak hour occupancy by block is shown on Figure 9. During the PM Peak hour, occupancies by block varied greatly, but generally the most densely occupied street parking facilities were located along L Street, K Street, H Street, 4th Street, 6th Street, and New York Avenue. Most block faces along these streets realized a peak hour occupancy of 71 percent or higher, with many having an occupancy of 90 percent or higher. I "Eye" Street and 3rd Street had the lowest occupancies, and the block faces of I "Eye" Street and 5th Street immediately adjacent the site each had less than 50 percent occupancy during the weekday PM peak hour. The metered parking spaces had the highest peak hour occupancy at 77 percent while the unrestricted spaces realized a peak hour occupancy of only 55 percent.

Figure 4: Site Plan

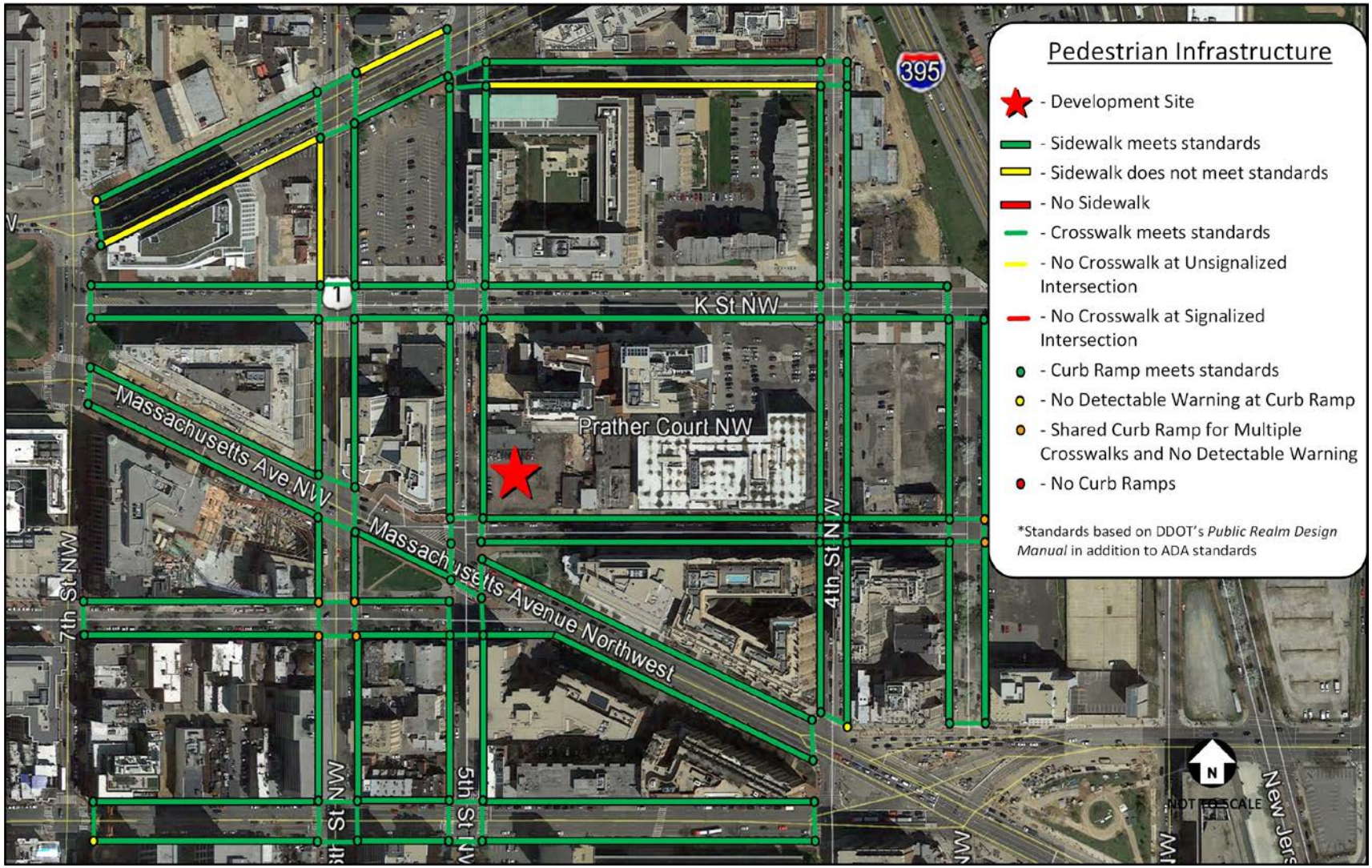

Figure 5: Pedestrian Infrastructure

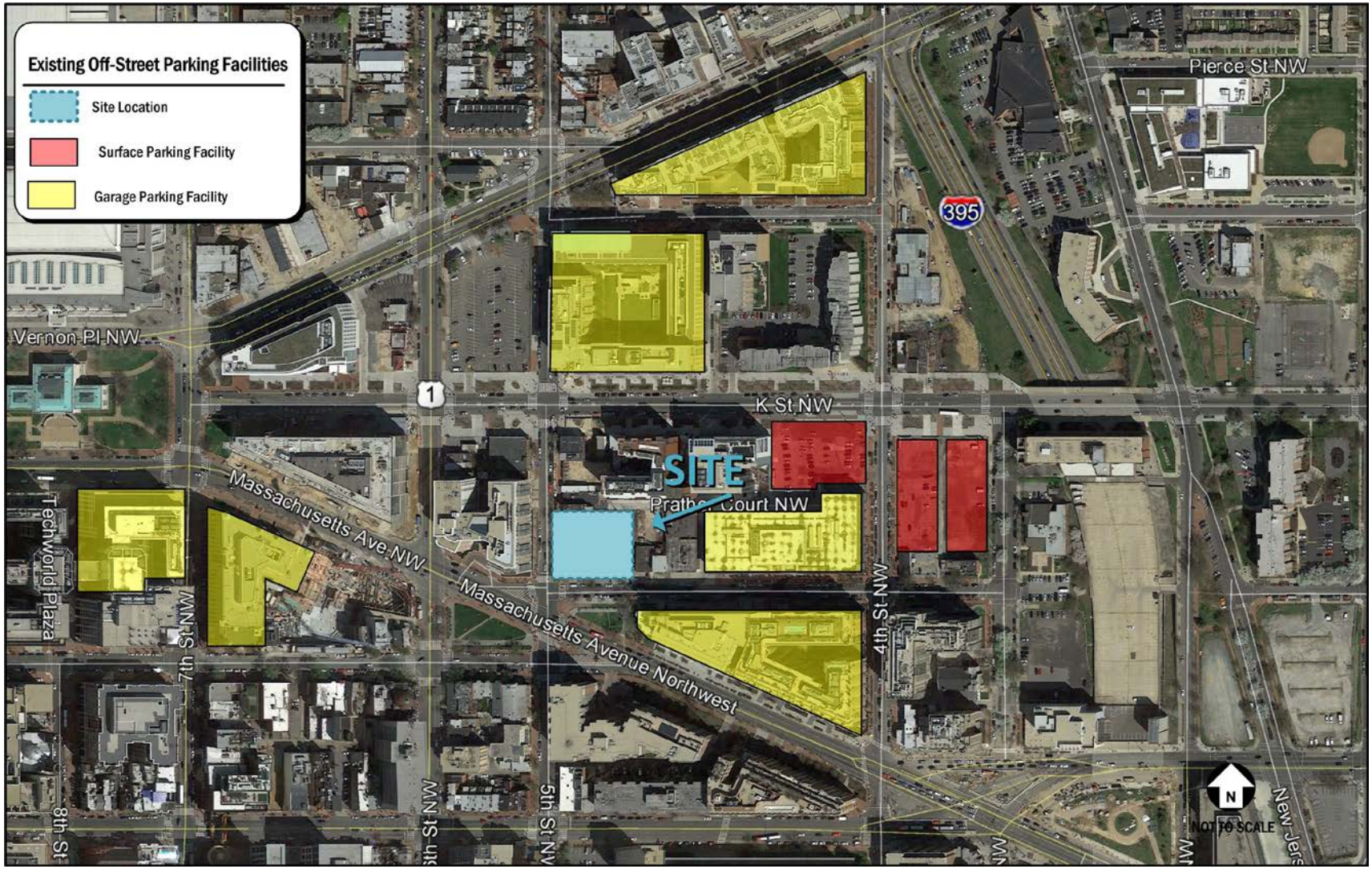

Figure 6: Nearby Off-Street Parking Facilities

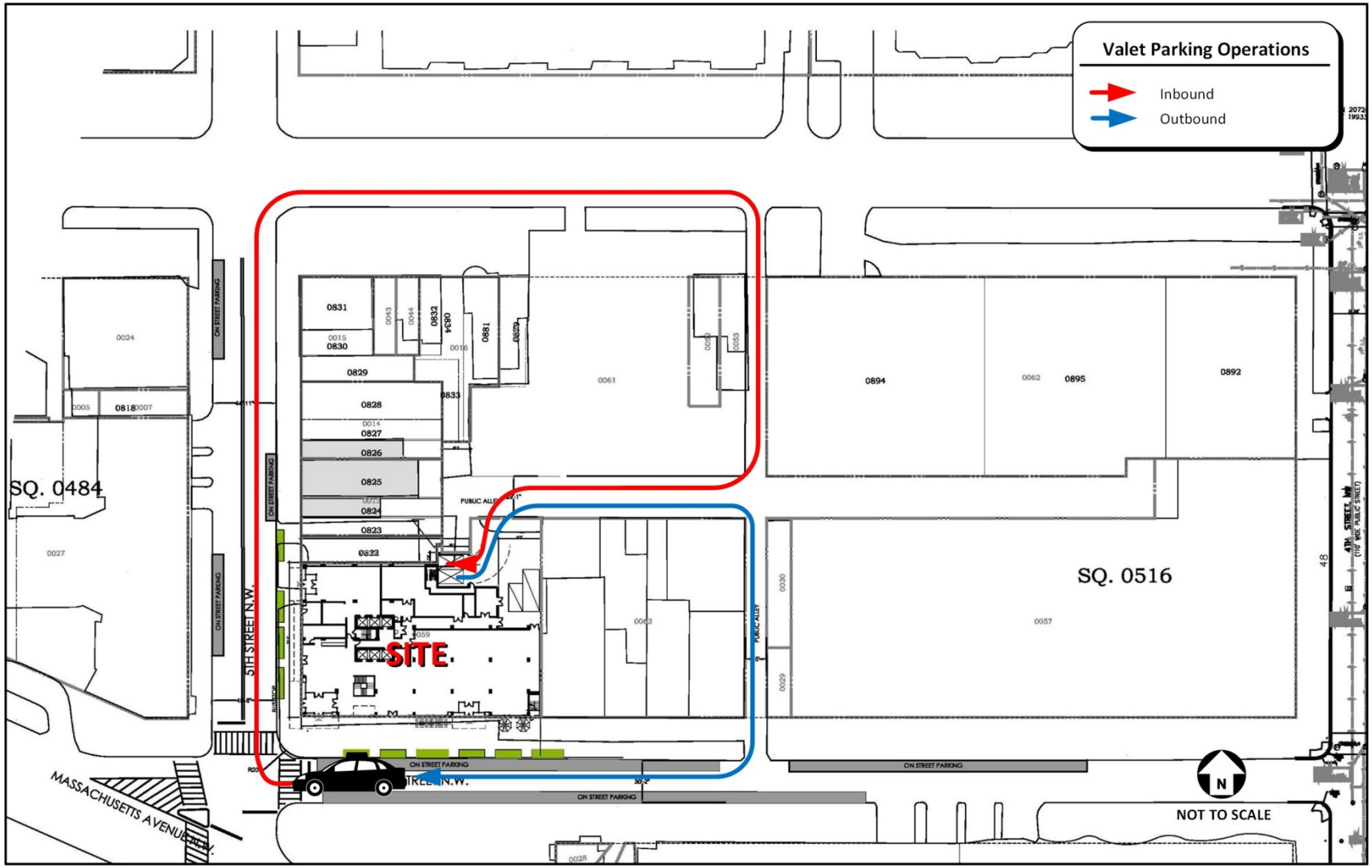

Figure 7: Valet Operations

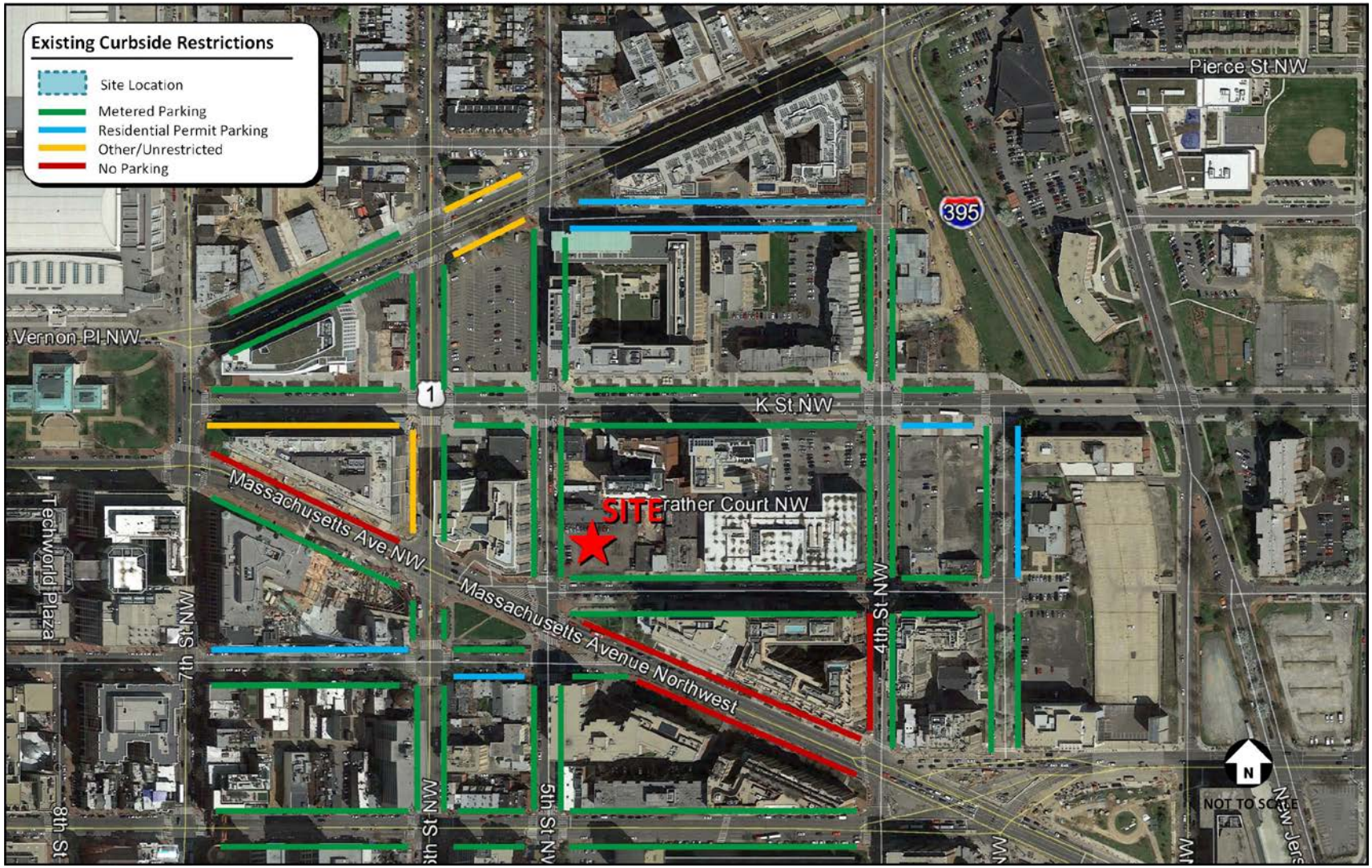

Figure 8: Parking Restrictions by Block Face

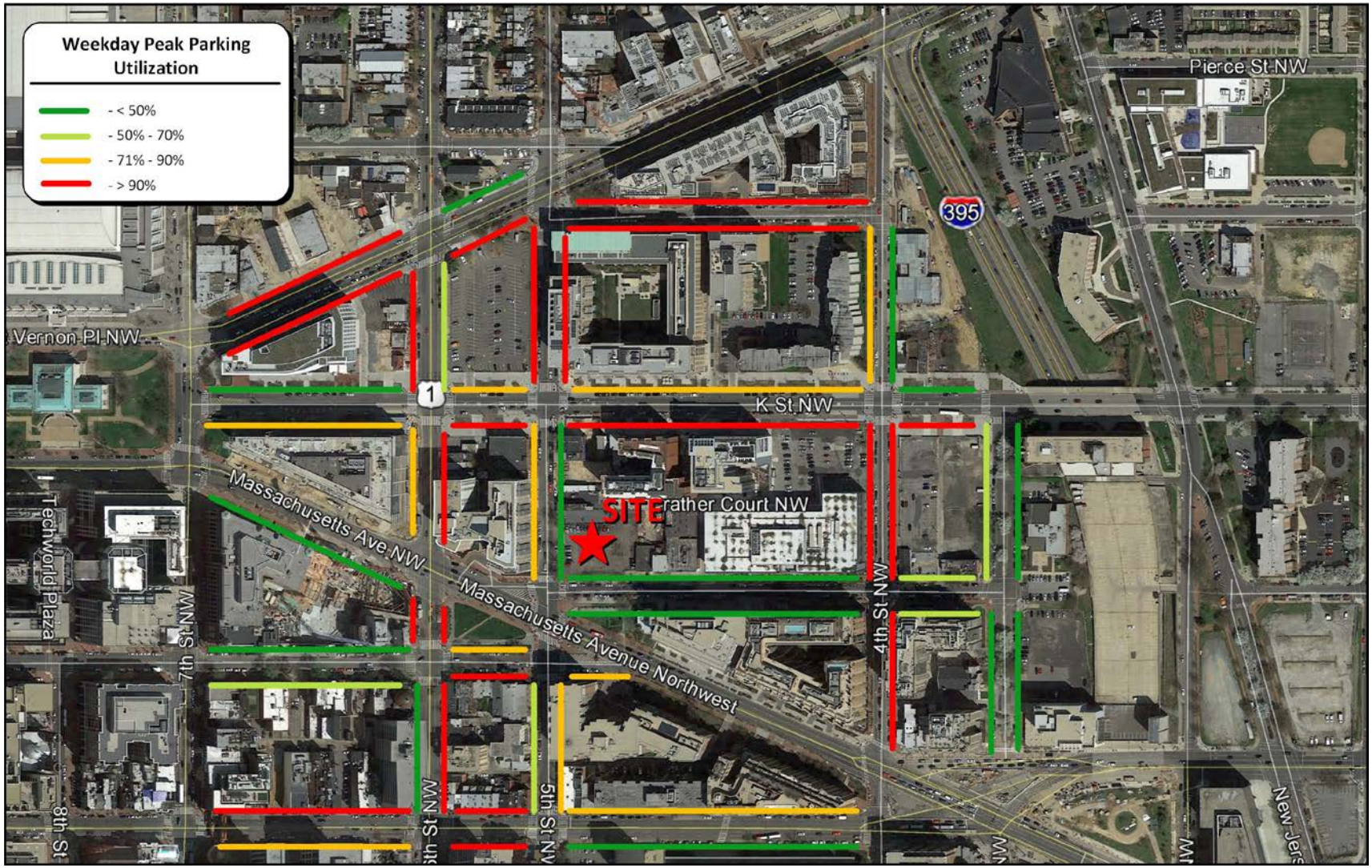

Figure 9: Weekday PM Peak Hour Street Parking Occupancy

Loading

The site is planned to provide a single 30 foot loading berth, a 20 foot service space, and a 100 sf loading platform, in conformance with Zoning Requirements. Thirty foot long and smaller trucks will be able to adequately navigate the alley system to access the loading facilities inbound and outbound, as shown on Figures 10 and 11, respectively. 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 eight to nine (8-9) truck trips per day. These are likely to be primarily delivery trucks such as USPS, FedEx, UPS and other smaller delivery vehicles six to seven (6-7) times per day. However, two to three (2-3) larger trucks (up to 30 feet) could be expected per day for residential move-ins and hotel and/or restaurant deliveries.

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 5th & I Street development.

- *Transportation Management Coordinator (TMC)*
  Effective Transportation Management Programs (TMPs) require a coordinator to implement and manage TDM strategies. The TDM plan is designed to encourage alternate modes of transportation vs. a private vehicle to and from the property. As such, the TDM plan will be implemented and managed by a selected coordinator at the development. A member of the property management group will serve as primary point of contact and will be responsible for coordinating, implementing and monitoring the TDM strategies between all uses on site, as identified below. This responsibility includes the development and distribution of information and promotional brochures to residents, hotel guests, visitors, and employees regarding transit facilities and services, pedestrian and bicycle facilities and linkages, ridesharing (carpool and vanpool), and car sharing. This person will also be responsible for ensuring the plan's effectiveness, and improving upon it over time, if necessary.

- *On-Site Services*
  A TransitScreen will be installed in the hotel and residential lobbies to provide residents, hotel guests, visitors, and employees available transportation choices and provide real-time transportation updates. While all residents and guests will enjoy the information on the TransitScreen, it is envisioned that the ease of transportation alternatives at this location, including the real-time transportation information in the hotel and residential lobbies, will be one of the factors in residents' and guests' decisions to buy or stay at this location. The TransitScreen is just one tool for residents, guests, and employees to utilize, in order to aid them in opting for transit-related modes of transportation vs. driving a private vehicle. In addition, the TMC will make printed materials related to local transportation alternatives available to residents, guests, and employees upon request. These printed materials

may include, but are not limited to, Metrorail and Metrobus maps and schedules, Capital Bikeshare maps, DC Circulator maps, and other non-auto services.

- *Marketing Program*

  The TMC will establish a TDM marketing program that provides detailed transportation information and promotes walking, cycling, and transit. This program will consist of a multi-modal access guide that provides comprehensive transportation information compiled in a brochure for distribution and/or provided on hotel, residential, and restaurant websites. The marketing program will also provide website links to CommuterConnections.com and goDCgo.com, which provide transportation information and options for getting around the District. Additionally, this marketing program will promote useful smartphone apps to direct residents, guests, and employees to useful commuting options such as Uber, RideScout, CapitolHop, Embark DC Metro, MyNextBus, and WMATA.com.

  With respect to hotel guests, the TDM marketing program will include a multi-level approach, as follows:

  First – Prospective guests will be informed about parking and alternate modes of transportation at every step of the pre-reservation and reservation process, through check-in. The importance of effectively communicating what guests should expect with regards to parking and transportation should not be taken lightly. To that end, potential guests will be thoroughly informed regarding transportation alternatives and parking information so that guests know what to expect when booking a reservation. Detailed transportation and parking information will be prominently displayed on:

  - The hotel and restaurant websites
  - Online Travel Agency (OTA) websites
  - Other on-line booking and informational website the hotel or restaurant partners with (including rating review websites)
  - Email booking confirmations
  - Email booking reminders
  - Verbally via reservationists
  - Printed brochure available for distribution
  - Hotel valet station

  All information will emphasize and encourage alternate modes given the hotel's convenient location near several Metrorail stations. These alternate modes will include regional travel options that include Union Station and the nearby airports and their connections to the hotel via commuter rail, Metrorail, intercity bus, taxi, Uber, and carshare. The website link will also provide off-site locations where hotel guests can find parking, in the event that they decide to drive.

  Second – As noted above, hotel confirmations will contain notice to guests that limited parking is available on-site and that the hotel encourages and emphasizes alternative modes. The reservation email will provide the alternative transportation options and the locations of off-site parking facilities, in the event guests decide to drive and will assist guest in planning ahead to use alternative methods of transportation.

- *Curbside Coordination*

  The TMC will designate a staff member to greet incoming residents and guests curbside at the valet stand. This staff member will act as a curbside manager who will be on-site to direct any vehicles, ensuring that no illegal parking occurs in front of the building to impact traffic. The TMC will coordinate with a valet operator to ensure that parking for residents and guests who decide to drive would be available.

  It should be noted that a curbside manager at a select-service hotel and residential development, like the one proposed, is typically not necessary for this type of development. However, it is another added service the operator will supply to its guests. The curbside manager will act as a coordinator for guests who may choose to drive their vehicles to the property. They will be located curbside, greeting residents and guests as they arrive. The curbside manager will be able to offer valet-parking (which will be provided) and aid in the loading and unloading of residents and guests and their luggage. This person will also be present to help relieve any traffic concerns in front of the hotel.

  In order to maintain an efficient and effective valet parking system without causing any unnecessary impacts to the surrounding neighborhood, the parking management team has developed a valet plan that fits to the specific needs of the site and the particular needs of the development. This plan will be continually adapted in order to streamline the process based on continued experience at the site. The typical procedures include the following:

  - At the front of the valet station there will be signage stating that the development offers valet parking only. If guests choose to drive, the curbside manager will be stationed at the hotel entrance to greet guests and a valet will be available to transport the vehicle between the valet stand and the parking garage. The number of valets may be adjusted in order to achieve the most efficient and cost effective valet parking system.
  - Residents and guests will be provided with valet tickets that will instruct them on how to retrieve their vehicle. This may include contacting the valet stand directly, contacting the hotel or residential front desk, and/or the ability to request the vehicle via text and/or smartphone app. When residents and guests are ready to access their vehicle, they will be able to contact the valet via these communications in order to accelerate the delivery of their vehicle to the valet staging area on their departure.

- *Hotel Guest Transportation Incentives*

  To help encourage non-auto transportation uses, the hotel operator will offer, and the TMC will coordinate, discounted daily Capital Bikeshare passes to hotel guests as a part of Capital Bikeshare's Bulk Membership program for hotels. These daily passes will be available upon request for hotel guests for the life of the hotel project. The Capital Bikeshare pass incentive to guests will be prominently displayed on the various booking sources for the hotel. While it is not expected that hotel guests will arrive for their stay via Capital Bikeshare, the passes will be offered to guests as a convenient mode of transportation, thereby lessening the need for a personal vehicle during their stay.

- *Resident Transportation Incentives*

  To help encourage non-auto transportation uses among residents, the Applicant will offer the first occupant of each residential unit with a one-time, one-year carsharing membership and application fee, a $100 Smartrip card, or a one-time, one-year Capital Bikeshare membership to help alleviate the reliance on personal vehicles. These

incentives will be offered in a move-in transportation package that includes brochures for transit facilities as well as bicycle and car sharing services for the first occupant of each residential unit.

- *Bicycle Amenities*
  The operator will encourage all alternative transportation modes including bicycling. Bicycling will be promoted for employees, hotel guests, and residents with the provision of secure on-site bicycle parking spaces as well as exterior temporary bicycle parking. These spaces will be provided at a rate that exceeds current requirements and will be provided consistent with the rates proposed in the Zoning Regulations Review (ZRR) currently under consideration. The TDM marketing program will include brochures and links to websites on bicycling in the District and for Capital Bikeshare.
- *Ride-matching/Ridesharing Program*
  Employees who wish to carpool will be provided detailed carpooling information as part of the TDM marketing program and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG), as described above.

Conclusions

This memorandum presents the findings of a parking and loading statement for the 5th & I "Eye" Streets development. The proposed development consists of 48 Condominiums and a 175-room hotel with commercial use anticipated to be a restaurant designed to primarily serve hotel guests. 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, and an aggressive TDM plan, the proposed parking will adequately serve the needs of the development;
- 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.

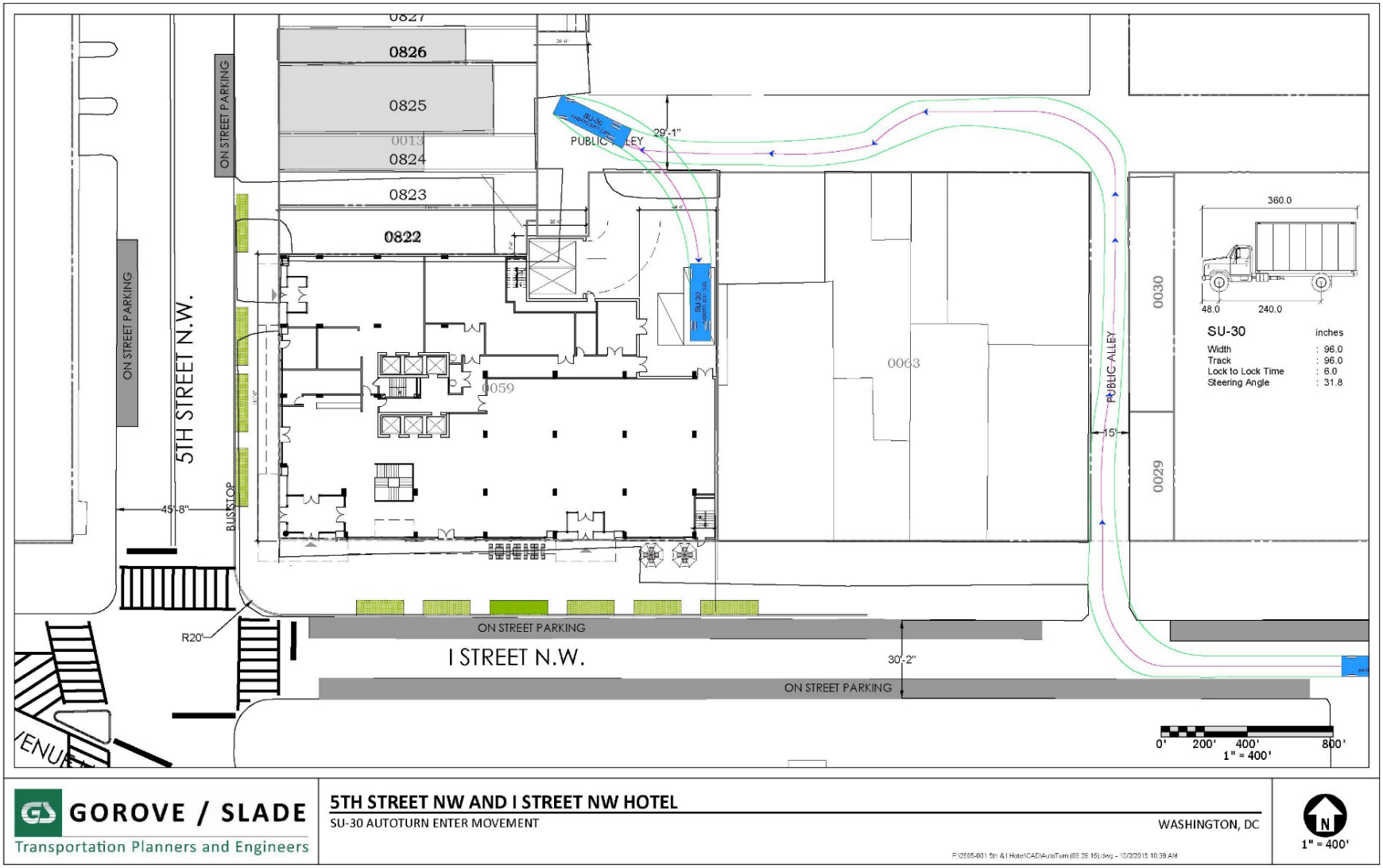

Figure 10: 30-foot Truck Loading Maneuvers (Inbound)

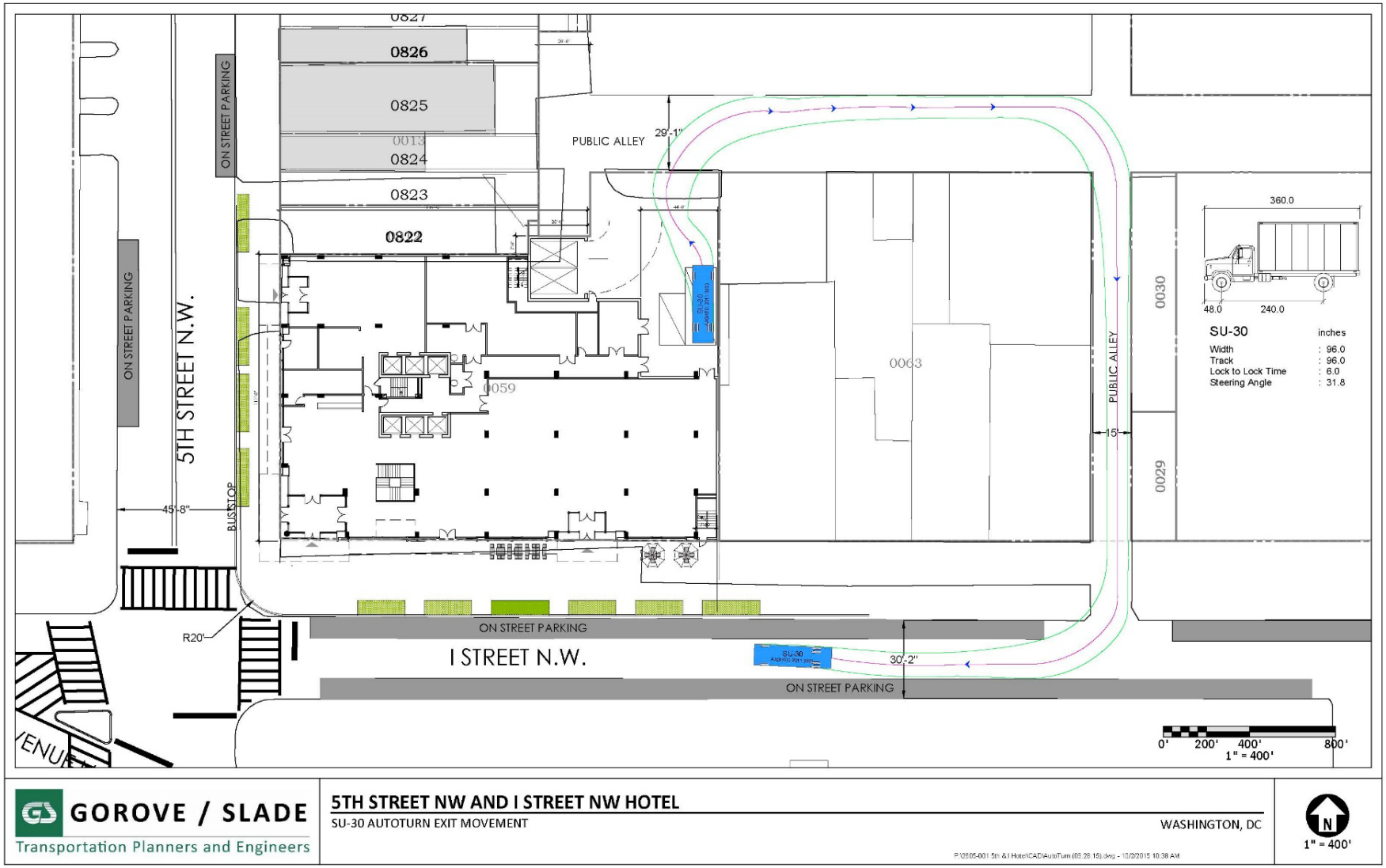

Figure 11: 30-foot Truck Loading Maneuvers (Outbound)