

COMPREHENSIVE TRANSPORTATION REVIEW

**HALCYON HOUSE
SPECIAL EXCEPTION RENEWAL**

WASHINGTON, DC

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EXECUTIVE SUMMARY

The following report is a Comprehensive Transportation Review (CTR) for the Halcyon House Special Exception Renewal. This report reviews the transportation aspects of the project's Special Exception Renewal application #19805.

The purpose of this study is to evaluate whether the project will generate a detrimental impact to the surrounding transportation network. To determine the site's impact to the surrounding area, existing parking conditions and the proposed event operations were evaluated in the vicinity of the site.

This report concludes that **the project will continue to not have a detrimental impact** to the surrounding transportation network.

Project Seeking Renewal

The applicant, Halcyon Georgetown, LLC, seeks to renew its Special Exception for non-profit offices and associated operations at the property. For the initial application the S&R Foundation carried out the programs permitted by the Order. Those programs included non-profit offices, S&R Foundation events, an Incubator and the International Institute for Global Resilience Program ("IIGR"). During the past five years the IIGR program was relocated, the Incubator developed into a platform with a significant local and international presence, and Halcyon House, a 501(c)(3) non-profit organization ("Halcyon"), evolved from S&R Foundation and as the successor organization, occupies the Property with responsibility for carrying out the non-profit programs pursuant to SE #18604.

Halcyon is a nonprofit organization founded in 2017 that believes in the power of creativity and compassion to empower humanity. Relevant to this application, Halcyon provides space, community and access to social entrepreneurs working to use their vision and talents to address the world's greatest challenges. Among the operations at Halcyon House are a residential incubator, seminars, training, pitch sessions, and limited fund-raising events.

The previous special exception anticipated 75 events on an annual basis. This special exception reduces the number of annual events to 54. The Halcyon House is generally bounded by Prospect Street NW to the north, 34th Street to the east, and

existing residential and commercial buildings to the west and south.

Multi-Modal Impacts and Recommendations

Transit

The site is served by some regional and local transit services such as Metrobus, and the DC Circulator. The site is approximately one mile from the nearest Rosslyn and Foggy Bottom Metrorail stations. Multiple Metrobus stops are located near the site along M Street NW, Prospect Street NW, and 35th Street NW. The DC Circulator runs along M Street NW near the site.

Halcyon House will be generating minimal new transit trips on the network and the existing facilities have enough capacity to handle the new trips. The Rosslyn and Foggy Bottom Metrorail stations and all nearby Metrobus lines do not have existing capacity concerns and are not expected to as a result of the Halcyon House.

Pedestrian

The site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius provide sidewalks and acceptable crosswalks and curb ramps, particularly along the primary walking routes. There are some pedestrian barriers surrounding the site such as limited connectivity due to the Potomac River to the south.

Bicycle

The site is located on the corner of 34th Street and Prospect Street NW which provides a primary south bicycle lane through Northwest DC to Wisconsin Avenue. The site is also located near additional trails, bike lanes, and signed bike routes such as the C & O Canal Towpath Trail to the south connecting the Georgetown area to Virginia via the Francis Scott Key Bridge. The site is served by nearby a Capital Bikeshare station, which provides an additional cycling option for those traveling to and from Halcyon House.

Vehicular

Halcyon House is well-connected to regional roadways such as I-66 and primary and minor arterials such as Whitehurst Freeway, M Street, and Wisconsin Avenue, and an existing network of collector and local roadways.

Due to the constrained nature of the location of the site, Halcyon House will continue to implement an aggressive parking management plan to include valet, limited on-site



parking, off-site parking, ride-sharing, encouragement of taking vehicle for hire services, and shuttle or van operations. This study did not perform a capacity analysis in the vicinity of the site, however, a parking occupancy study was performed to determine parking capacity during future events that will be hosted at Halcyon House. It was found that the constrained parking conditions in Georgetown, the valet services provided for large events, and the on-site parking and nearby parking garages for smaller events, Halcyon House will not generate on-street parking demand that would result in detrimental impacts to the community.

Transportation Demand Management

The Halcyon House will continue to include a TDM plan to help minimize its potential traffic impact to the surrounding neighborhood. The Applicant proposes the continued implementation of the following TDM measures:

- All guests will be encouraged to use taxis, rideshare, and similar driving services;
- For any event with more than 100 guests, the guests will be directed to use taxis and/or complimentary valet parking with unloading and loading on Prospect Street;
- For events with more than 200 guests, the valet company will provide shuttle van service from the off-site lot to Halcyon House;
- Halcyon House will submit an application to establish a valet parking zone in front of Halcyon House along Prospect Street for event days, as needed;
- Passenger vans used in connection with an event will be no longer than approximately 20 feet;
- Halcyon House maintains an adequate supply of furnishings for events, such as tables and chairs to reduce loading activity associated with events;
- Halcyon House has implemented a turn-around in the rear parking area to allow vehicles to enter and exit the on-site parking area head-in/head-out; and
- A monitoring and oversight program of the valet operations will continue to be implemented, including information regarding the number of guests, valet queues, capacity and usage of parking facilities utilized for the event, the total number of valet staff operating the valet stand, and the number of cars parked by the valet. A report shall be submitted annually to the DDOT Policy and Planning Staff to review parking and traffic issues, and the Applicant shall take the appropriate corrective measures, as necessary.



INTRODUCTION

This report reviews the transportation elements of the Halcyon House Special Exception Renewal application. The site is located in the Northwest quadrant of Washington DC in the Georgetown neighborhood.

PURPOSE OF STUDY

This report reviews the transportation aspects of the project's Special Exception Renewal application. The purpose of this report is to:

1. Review the transportation elements of the site and demonstrate that the site conforms to DDOT's general policies of promoting non-automobile modes of travel and sustainability.
2. Provide information to the District Department of Transportation (DDOT) and other agencies on how the site will influence the local transportation network.
3. Determine if the development has an adverse impact on the local transportation network. This report accomplishes this by determining parking inventory and occupancy within an approximate two (2) block radius of the site. The parking occupancy study assisted in determining the parking capacity of the neighborhood in the context of Halcyon House hosting larger events throughout the year. The report discusses alternatives to street parking for guests of Halcyon House.

Project Seeking Renewal

The applicant, Halcyon Georgetown, LLC, seeks to renew its Special Exception for non-profit offices and associated operations at the property. For the initial application the S&R Foundation carried out the programs permitted by the Order. Those programs included non-profit offices, S&R Foundation events, an Incubator and the International Institute for Global Resilience Program ("IIGR"). During the past five years the IIGR program was relocated, the Incubator developed into a platform with a significant local and international presence, and Halcyon House, a 501(c)(3) non-profit organization ("Halcyon"), evolved from S&R Foundation and as the successor organization, occupies the Property with responsibility for carrying out the non-profit programs pursuant to SE #18604.

Halcyon is a nonprofit organization founded in 2017 that believes in the power of creativity and compassion to empower humanity. Relevant to this application, Halcyon provides space, community and access to social entrepreneurs working to use their vision and talents to address the world's greatest challenges. Among the operations at Halcyon House are a residential incubator, seminars, training, pitch sessions, and limited fund-raising events.

Events associated with these programs occurred at Halcyon House. The previous special exception anticipated 75 events on an annual basis. This special exception reduces the number of annual events to 54. The Halcyon House is generally bounded by Prospect Street NW to the north, 34th Street to the east, and existing residential and commercial buildings to the west and south. The site location is shown on Figure 1.

CONTENTS OF STUDY

This report contains nine sections as follows:

- *Study Area Overview*
This section reviews the area near and adjacent to the site and includes an overview of the site location.
- *Event Programming*
This section outlines the travel demand of the site. It summarizes the events held at Halcyon House.
- *On-Site Facilities*
This section reviews the transportation components of the site, including parking and loading. This chapter also contains the proposed Transportation Demand Management (TDM) plan for the site.
- *Valet Parking Service*
This section details the valet operations provided for events at the Halcyon house.
- *On-Street Parking*
This section provides a summary of an analysis of the existing parking occupancy in the study area.
- *Transit*
This section summarizes the existing and future transit service adjacent to the site, reviews how the project's transit demand will be accommodated, outlines impacts, and presents recommendations as needed.



- *Pedestrian Facilities*

This section summarizes existing and future pedestrian access to the site, reviews walking routes to and from the project site, outlines impacts, and presents recommendations as needed.

- *Bicycle Facilities*

This section summarizes existing and future bicycle access to the site, reviews the quality of cycling routes to and from the site, outlines impacts, and presents recommendations as needed.

- *Summary and Conclusions*

This section presents a summary of the overall report findings and conclusions.



Figure 1: Site Location

STUDY AREA OVERVIEW

This section reviews the study area and includes an overview of the site location, including a summary of the major transportation characteristics of the area.

The following conclusions are reached within this chapter:

- The site is surrounded by regional and local transportation systems that will accommodate those traveling to and from the Halcyon House.
- The site is served by public transportation with access to the Metrorail Blue, Orange, and Silver Lines (via bus), several local and regional Metrobus lines, and the DC Circulator.
- There is some existing bicycle infrastructure including the C&O Canal Trail and several bike lanes and signed routes in the vicinity of the site.
- Pedestrian conditions are generally good, particularly along anticipated major walking routes.

MAJOR TRANSPORTATION FEATURES

Overview of Regional Access

The Halcyon House has ample access to regional vehicular- and transit-based transportation options, as shown in Figure 3, that connect the site to destinations within the District, Virginia, and Maryland.

The site is accessible from I-66. This interstate creates connectivity to the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs. I-66 brings vehicular traffic within approximately two miles of the site, at which point arterials and local roads can be used to access the site directly.

The Halcyon House has access to the Blue, Orange, and Silver Lines via the Rosslyn or Foggy Bottom Metrorail Stations which provides connections to areas in the District, Virginia, and Maryland. The Orange and Silver Lines travel east from Vienna, VA and Wiehle-Reston, VA, respectively, through downtown DC, and then continue eastwards to New Carrollton, MD and Largo Town Center, MD. The Blue line travels north from Franconia-Springfield, VA through Arlington Cemetery and meets with the Orange and Silver Lines at Rosslyn. The Blue Line travels the same route as the Silver Line through downtown DC to Largo Town Center, MD. In addition, the Blue,

Orange, and Silver Lines provide connections to all additional Metrorail lines allowing for access to much of the DC Metropolitan area.

Overall, the site has access to several regional roadways and transit options, making it convenient to travel between the site and destinations in the District, Virginia, and Maryland.

Overview of Local Access

There are several local transportation options near the site that serve vehicular, transit, walking, and cycling trips, as shown on Figure 4.

The site is served by a local vehicular network that includes several primary and minor arterials such as the Whitehurst Freeway, the Francis Scott Key Bridge, M Street, and Wisconsin Avenue. In addition, there is an existing network of connector and local roadways that provide access to the site.

The Metrobus and DC Circulator systems provide local transit service in the vicinity of the site. As shown in Figure 4, there are four (4) bus routes that service the site. In the vicinity of the site the majority of routes travel along the Francis Scott Key Bridge and M Street. These bus lines connect the site to many areas of the District, Maryland, and Virginia, including several Metrorail stations serving four (4) of the six (6) lines.

There are existing bicycle facilities that connect the site to areas within the District, most notably the C & O Canal Trail, 34th Street bike lanes, and 33rd Street bike lanes which provide connections to Downtown DC and other bicycle facilities. South of the site, the C & O Canal Trail is primarily off-street.

In the vicinity of the site, most roadways provide sidewalks with crosswalks present at most intersections. Anticipated pedestrian routes, such as those to public transportation stops, provide acceptable pedestrian facilities; however, there are some pedestrian barriers in the area that limit the overall connectivity to and from the site, such as the Potomac River to the south. A detailed review of existing and proposed pedestrian access and infrastructure is provided in a later section of this report.

Overall the Halcyon House is surrounded by an extensive local transportation network that allows for efficient transportation options via transit, bicycle, walking, or vehicular modes.



Car-sharing

Three car-sharing companies provide service in the District: Zipcar, Maven, and Car2Go. All three services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar and Maven have designated spaces for their vehicles. There are no carshare locations located within a quarter-mile of Halcyon House, however, two (2) locations are located within a half-mile of Halcyon House.

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar or Maven, 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 (RPP) location in any zone throughout the defined "Home Area". Members do not have to pay the meters 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.

Walkscore

Walkscore.com is a website that provides scores and rankings for the walking, biking, and transit conditions within neighborhoods of the District. Based on this website Halcyon House is located within the Georgetown Neighborhood. This neighborhood has a walk score of 83 ("Very Walkable"), a transit score of 60 ("Good Transit"), and a bike score of 73 ("Very Bikeable"). Figure 2 shows the neighborhood borders in relation to the site location and displays a heat map for walkability and bikeability.

As represented in Figure 2, the site is situated in a neighborhood that encompasses very good walk and bike scores.

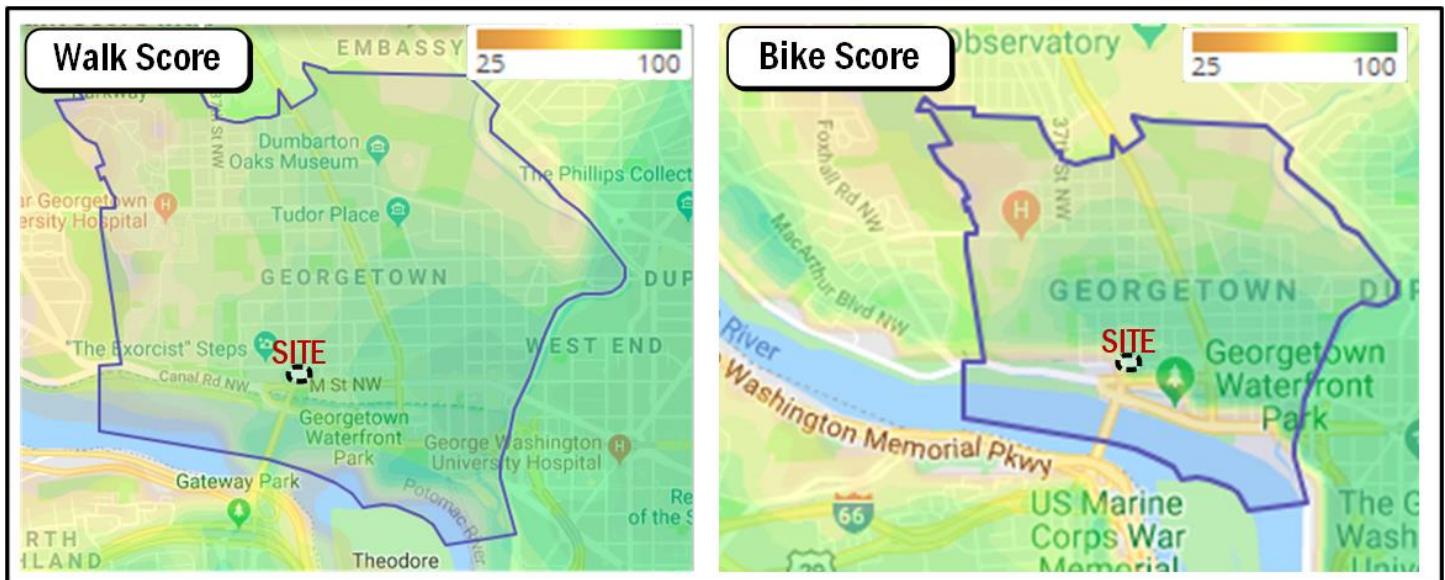


Figure 2: Summary of Walkscore and Bikescore

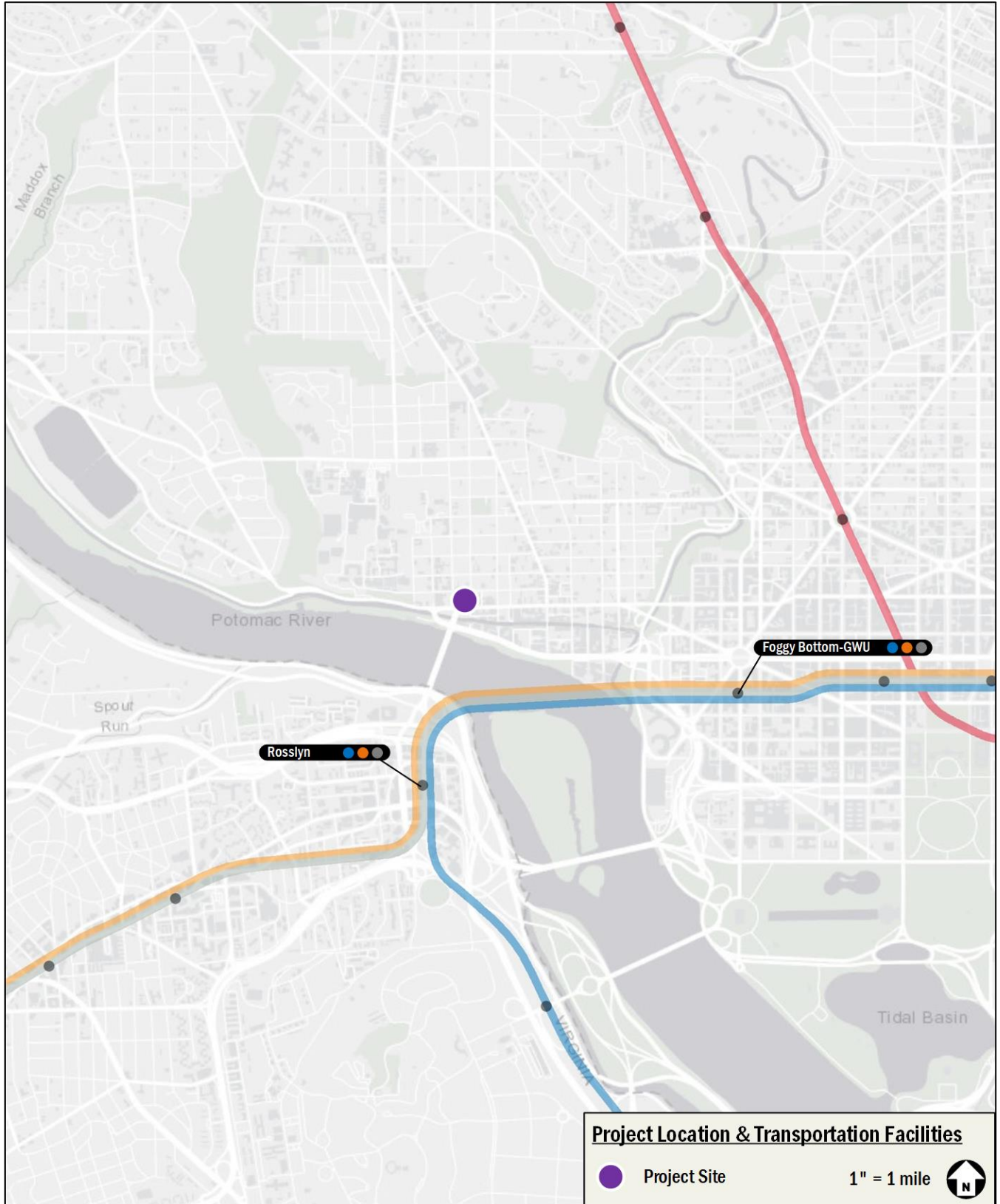


Figure 3: Major Regional Transportation Facilities



Figure 4: Major Local Transportation Facilities



EVENT PROGRAMMING

This section reviews the event programming such as the size of events hosted and daily operations at Halcyon House.

Events of various sizes will continue to be hosted throughout the year. The number of annual events will be decreased from 75 annual events to up to 54 annual events. The events have been categorized by size and type as outlined in Table 1.

Small Events

The events that have been categorized as small typically include up to 50 guests. These events have included seminars, pitch sessions, meetings, on-going training, and collaborative efforts, many of which include the Incubator fellows who live at Halcyon House.

Medium to Large Events

Medium-sized activities that may include up to 200 guests are anticipated to occur on a more frequent basis than they have previously, which may also include medium sized seminars and meetings. Medium-sized and larger functions have not been scheduled to begin or end on weekdays within the 4:00 to 7:00 PM window in order to lessen any impact during the peak hours.

The largest functions anticipated to take place at the Halcyon House will be fundraising events with a cap of 300 people, no more than four (4) times annually. Additionally, larger events with 200 or more guests will end by 11:00 PM and no vendor loading, or pick-up may occur between the hours of 10:00 PM and 10:00 AM.

The scheduling of activities at Halcyon House will continue to take into account other potential events in the immediate area of the facility so as not to overwhelm the local street grid. Additionally, the events will not be scheduled coincident with any weekend in which Georgetown University Academic Calendar reflects the return and arrival of students for the academic year, Parent/Family weekend, and or/commencement weekend.

Daily Operations

In addition to the events themselves, the Halcyon House will employ staff members who will help facilitate the operations of the organizations. A maximum of twelve (12) full-time employees may work on-site. This number does not include those participating in the research and incubator programs, however, participants in these programs will be prohibited

Table 1: Existing and Proposed Program of Events

Event Type	Order #18604		Renewal of Order #18604	
	# of Guests	Max # of Events	# of Guests	Max # of Events
Residency Programs				
Intl. Institute for Global Resilience Research Program	8	1	N/A	N/A
Halcyon Incubator (Residential)	1-4	4 Projects	1-2 per Cohort Project	8 Ventures per Cohort
Halcyon Summer Incubator (2 weeks)	N/A	N/A	1-2 per Cohort	6 Ventures
Events				
Intl. Institute for Global Resilience	1-20 21-50	24 16	N/A	N/A
Halcyon House Events (including incubator pitches and showcases, panel discussions, concerts, other seminars, and events pursuant to Halcyon's missions, and three civic/fundraising events)	1-50 51-100 101-200 201-300	12 12 8 3	1-50 51-100 101-200 201-300	12 14 24 4
Total (excluding Incubator Residency Programs)		75		54



from parking on-site. The following hours of operation will be in effect:

- *Non-Profit Offices:*
Monday through Friday, 7:00 AM to 8:00 PM, with hours extended daily and, on the weekends, as required for the non-profit's use.

- *Events at Halcyon House:*
Monday through Thursday, 10:00 AM to 4:00 PM; 7:00 PM to 10:00 PM.

Friday and Sunday, 10:00 AM to 11:00 PM.

Saturday, 9:00 AM to 11:00 PM.

- *Incubator:*
Up to nine months annually between September 1 and May 31.



ON-SITE FACILITIES

This section reviews the transportation components of the Halcyon House site. It includes descriptions of the site's vehicular access, loading, parking, and Transportation Demand Management (TDM) plan.

PARKING

An aggressive parking management plan has been implemented to include limited on-site parking and off-site parking.

On-Site Parking

The area behind Halcyon House measures approximately 166 feet long by 22 feet wide and is accessed via a driveway along 34th Street. The gate to access the driveway opens inward towards the driveway so as not to impede the sidewalk. This parking court is used for day-to-day parking by Halcyon House staff, managed parking for smaller events, as well as occasional loading for some larger events. To improve accessibility and ensure "head-in" and "head-out" maneuvers for the parking court, Halcyon House has installed a vehicle turntable at the western end of the rear court to turn most vehicles around so that vehicles may exit the rear court "head out" onto 34th Street.

The turntable has allowed Halcyon House to easily accommodate deliveries for events; however, it has reduced the overall managed parking area for events within the space. The space required by the turntable reduced the overall parking capacity by about six (6) spaces, resulting in a total available parking of 15 spaces. These spaces are typically used by Halcyon House staff members during typical business hours, as well as people attending smaller events during the day. The 15 parking spaces are sufficient for the 12 daily employees of Halcyon House. Fellows are not permitted to bring cars to the Incubator. Should any fellows be local and drive, they are directed to use the Fillmore School's parking lot accessed from 34th Street.

For events in which valet parking is necessary, these on-site parking spaces are exclusively used for guests, and employees are required to park off site. In addition, parking and loading for two (2) smaller vehicles is available via the driveway for the townhome that is immediately adjacent to the west side of Halcyon House on Prospect Street. Halcyon House uses this area as additional parking for events at the house.

All loading activities will continue to be coordinated with each event so that parking and loading activities do not occur simultaneously in either the rear court or along Prospect Street. An illustration of the parking areas is shown in Figure 5.

Pick-Up/Drop-Off Operations

Halcyon House encourages group participants to be dropped off via van or shuttle bus. Similar to the valet operations, a "no parking zone" is secured on Prospect Street in front of Halcyon House to allow the shuttle bus to pick-up and drop-off passengers without interfering with vehicles traveling on Prospect Street. Shuttle buses and vans are not permitted to remain on site or idle in the neighborhood, and must return to pick up guests.

LOADING

In addition to providing parking, the area behind Halcyon House accommodates loading activity for events. Loading activity also occurs in the small parking pad adjacent to the House. Halcyon House will continue to use the established valet zone along Prospect Street directly in front of the house that will facilitate not only valet operations but loading for events as well.

To avoid backing out maneuvers, Halcyon House utilizes a vehicle turntable that facilitates "head-in" and "head-out" maneuvers.

Halcyon House trash is picked up curbside multiple times per week. No large trash containers requiring the use of a large trash truck entering the property are utilized on site. For events, caterers take away all trash from events. Halcyon House maintains an adequate supply of furnishings for events, such as tables and chairs to reduce the number of deliveries coming to and from the site for events.

The following policies are put into place for all events requiring loading taking place at Halcyon House:

- Loading activity may occur daily between the hours of 10:00 AM and 4:00 PM and again from 7:00 PM to 10:00 PM;
- Loading activity will occur before 10:00 PM or will take place on the following business day between 10:00 AM and 4:00 PM and from 7:00 PM to 10:00 PM;
- Loading activity utilizing trucks less than 20 feet in length will be directed to utilize the rear parking court off 34th



Street, or the townhouse lot for loading and unloading purposes.

- Loading activity utilizing trucks greater than 20 feet in length will not be permitted at the rear of Halcyon House and will only be permitted in designated areas along Prospect Street;
- Events with more than 200 people, vendors may utilize the rear parking court Monday through Sunday between 10:00 AM and 4:00 PM and from 7:00 PM to 10:00 PM;
- Trucks will depart Halcyon House before 10:00 PM; and
- Truck idling is prohibited.

Trip Generation

Halcyon House provides a location for various sized functions; therefore, there is not a typical ITE *Trip Generation* formula that could be applied in the frequency, number of attendees, and scheduled times of various functions that take place at Halcyon House, in addition to any full-time staff members that may be commuting on a daily basis. A maximum of twelve (12) full-time employees work on-site; therefore, employees will not generate more than 12 inbound AM peak hour trips and 12 outbound PM peak hour trips. Valet trip generation from previous events is detailed in the following section.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

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.

The Halcyon House will continue to include a TDM plan to minimize its potential impact to the surrounding neighborhood. The Applicant proposes the continued implementation of the following TDM measures:

- All guests will be encouraged to use taxis, rideshare, and similar driving services;
- For any event with more than 100 guests, the guests will be directed to use taxis and/or complimentary valet parking with unloading and loading on Prospect Street (the valet company will utilize off-site parking lots, with priority given to lots on the north side of M Street and west of Wisconsin Avenue);

- For events with more than 200 guests, the valet company will provide shuttle van service from the off-site lot to Halcyon House;
- Halcyon House will submit an application to establish a valet parking zone in front of Halcyon House along Prospect Street for event days, as needed;
- Passenger vans used in connection with an event will be no longer than approximately 20 feet;
- Halcyon House maintains an adequate supply of furnishings for events, such as tables and chairs to reduce loading activity associated with events;
- Halcyon House has implemented a turn-around in the rear parking area to allow vehicles to enter the on-site parking area head-in/head-out; and
- A monitoring and oversight program of the valet operations will continue to be implemented, including information regarding the number of guests, valet queues, capacity and usage of parking facilities utilized for the event, the total number of valet staff operating the valet stand, and the number of cars parked by the valet. A report shall be submitted annually to the DDOT Policy and Planning Staff to review parking and traffic issues, and the Applicant shall take the appropriate corrective measures, as necessary.



Figure 5: Site Plan



VALET PARKING SERVICE

Valet Operations

Due to the constrained nature of the location of the site, an aggressive parking management plan was implemented to include valet, limited on-site parking, off-site parking, encouragement of using “vehicle for hire” services, and shuttle or van operations.

Halcyon House uses the valet operator Atlantic Valet Company. Valet pick-up and drop-off operations take place on Prospect Street as shown on Figure 5. Atlantic Valet Company has provided valet parking services for Halcyon for the past three (3) years.

The off-site valet parking takes place at two (2) locations depending on the time of day of the event being hosted. Vehicles utilizing the valet parking service for daytime events are parked at Colonial Parking (3214 Prospect Street, NW) and PMI Parking (3333 M Street, NW) for evening events. In addition to off-site parking, the valet services may use the parking lot in the rear of Halcyon House, during which time employees are not permitted to park in the rear. The two locations are outlined in Figure 6.

Halcyon House has implemented a monitoring and oversight program of the valet operations, including information regarding the number of guests, valet queues, capacity and usage of parking facilities utilized for the event, the total number of valet staff operating the valet stand, and the number of cars parked by the valet. Table 2 summarizes the valet parking reports that recorded the number of vehicles that have used valet parking service since 2015 and include the number of events, average number of cars, and maximum number of cars. Halcyon will continue to record valet service totals through the renewal of their Special Exception.

As shown in Table 2, the number of vehicles utilizing the valet service has been decreasing since 2015. This is likely due to the increasing usage of vehicles for hires such as Uber, Lyft, and taxis. These services reduce the need for on-site parking and valet services.

Table 2: Historical Valet Data

Year	Guests	Number of Events	Average Number of Vehicles	Maximum Number of Vehicles
2015	51-100	3	20	30
	101-200	5	37	51
2016	51-100	8	15	32
	101-200	12	25	35
2017	51-100	6	17	27
	101-200	14	20	35
2018	51-100	2	10	10
	101-200	4	24	30



Figure 6: Halcyon House Off-Site Parking



ON-STREET PARKING

This section provides a summary of an analysis of the existing parking occupancy in the study area. The parking occupancy study area is shown in Figure 7.

The Applicant is committed to accommodating all of its parking demand off-street. At DDOT's request, on-street parking data was collected to determine the existing neighborhood parking conditions. The larger events planned at Halcyon House are expected to occur Friday and Saturday evenings with the potential of some large events during the day as well. This section presents the findings of an on-street parking study, including a full inventory of available parking spaces and a parking occupancy count within an approximate two block radius of Halcyon House.

This analysis was accomplished by performing hourly parking counts in the study area on Friday, April 27, 2018 and Saturday, April 28, 2018 during a time when Georgetown University was still in session.

The following conclusions are reached within this chapter:

- Peak Friday occupancy occurs in the 1:00 PM hour with an overall occupancy of 89% (550 of 618 available spaces) and peak Saturday occupancy occurs in both the 10:00 and 11:00 AM hours with an overall occupancy of 86% (543 of 631 available spaces).
- Given the use of valet services for large events, and the on-site parking and nearby parking garages for smaller events, Halcyon House will not generate on-street parking demand that would result in detrimental impacts to the community.

PARKING INVENTORY

An inventory of available on-street parking facilities was conducted on Friday, April 27, 2018 that included tabulating the number of parking spaces by block face and identifying any relevant parking restrictions. A total of approximately 631 parking spaces were inventoried within the approximate two block radius of Halcyon House, exclusive of any time restrictions.

Of these spaces, the majority are Residential Permit Parking (RPP) with a two-hour parking limit from 7:00 AM – 9:00 PM on Monday through Saturday for those without a Zone 2 parking

permit. There are approximately 101 metered spaces in the area. Almost all of the metered spaces enforce a two-hour time limit; however, in most cases metered parking on Saturdays is enforced for a larger portion of the day than on Monday through Friday. Additionally, all metered parking in the study area is free on Sundays. There are approximately 50 spaces in the study area which have parking restrictions for part of the day. Figure 7 shows a breakdown of the parking inventory by block face. It should be noted that each block face denotes the type of parking that occupies the majority of the spaces if there is more than one type. As shown, the majority of the parking around the site consists of RPP with some metered spaces south of the site along M Street. Additionally, there is one block face with unrestricted parking immediately east of the site; anyone may park on this block at any time with the exception of 4:00 to 6:30 PM on Monday through Friday to allow for a higher vehicular capacity during the PM peak hour as this is a primary route to access the Key Bridge.

PARKING OCCUPANCY

Occupancy data was collected in hourly sweeps on all block faces within an approximate two block radius on Friday April 27, 2018 from 9:00 AM to 10:00 PM and Saturday April 28, 2018 from 10:00 AM to 10:00 PM. Vehicles which were illegally parked at block faces were excluded from both the parking supply and demand for block face.

Parking occupancy rates over the course of the day for Friday and Saturday are shown in Figure 8. As shown, parking occupancy on Friday peaks in the 1:00 PM hour with an overall occupancy of 89% (550 of 618 available spaces) then gradually decreases throughout the rest of the day with a small increase at 8:00 PM. The minimum parking occupancy observed on Friday was 70% (434 of 618 available spaces) in the 9:00 AM hour.

Parking occupancy on Saturday is generally lower than Friday with a peak occupancy of 86% (543 of 631 available spaces) occurring in the 10:00 and 11:00 AM hours. After the 11:00 AM hour, occupancy decreases until the 3:00 PM to 6:00 PM hours before steadily decreasing again to the end of data collection. The minimum parking occupancy observed on Saturday was 67% (424 of 631 available spaces) in the 2:00 PM hour.

The midday and evening parking occupancy peaks for Friday and Saturday were broken down further as shown in Figure 9 through Figure 12. The midday and evening peaks for Friday



occur in 1:00 PM and 4:00 PM hours respectively. The Saturday midday peak hour occurs at both 10:00 and 11:00 AM. The Saturday evening peak occupancy occurs in the 4:00 PM hour. It is noted that these peak occupancy periods are less likely to coincide with events at Halcyon House.

The figures show parking directly around the site is primarily over 75% occupied during the peak periods, particularly on the eastern half of the study area, which is primarily reserved for RPP. The western half tends to be less occupied, potentially due to its distant location from the main business area of Georgetown along M Street with slightly decreased pedestrian connectivity. Overall, existing parking occupancy in the surrounding neighborhood is very high and may deter guests from driving and self-parking on-street for events at Halcyon House. It is also likely that those who do drive will utilize a parking garage near the Halcyon House as opposed to parking on-street. As discussed in previous sections, due to the constrained parking conditions in Georgetown, the valet services for large events, and the on-site parking and nearby parking garages for smaller events, the Applicant's operations at Halcyon House will not generate on-street parking demand that would result in detrimental impacts to the community.

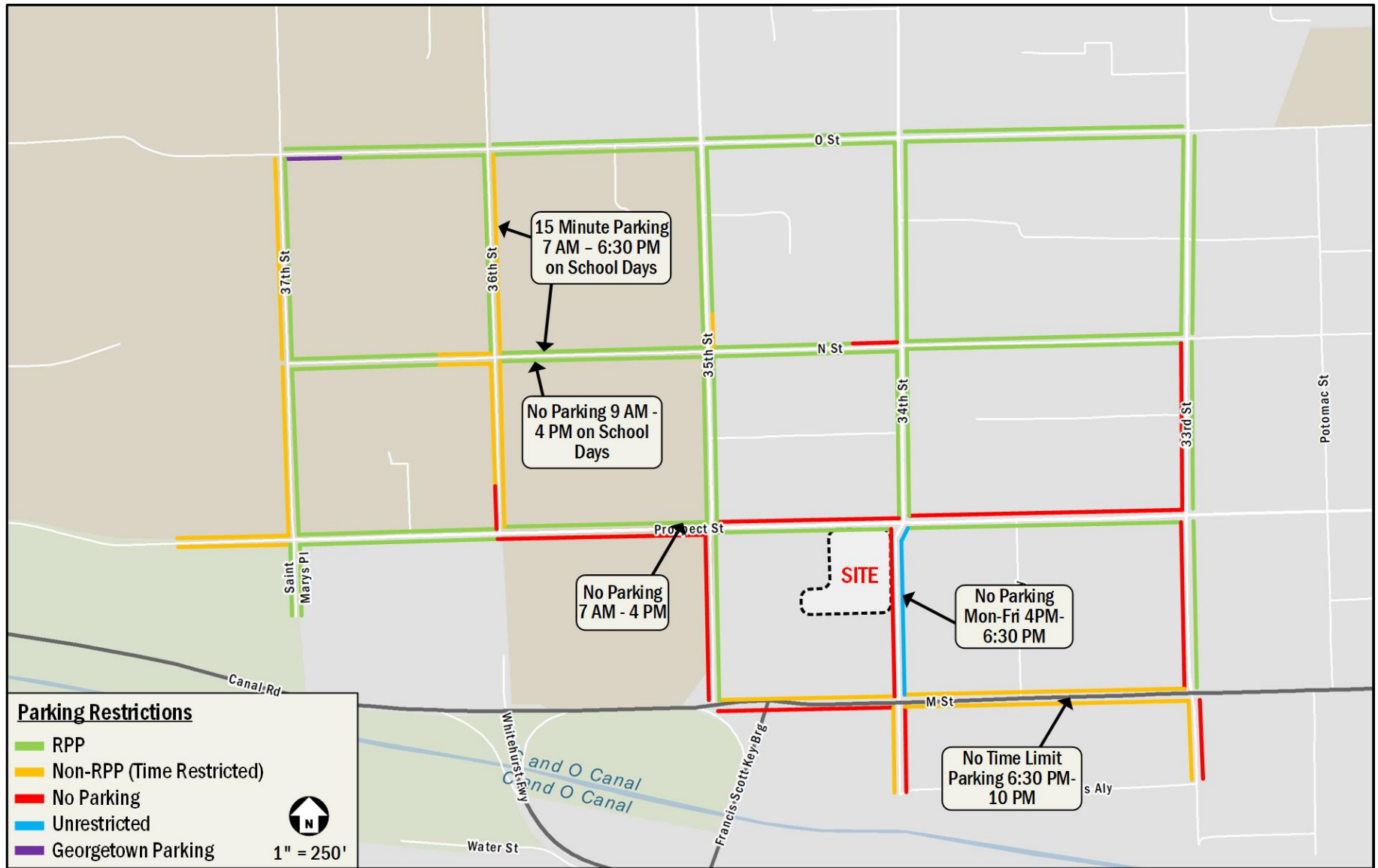


Figure 7: Area Parking Restrictions

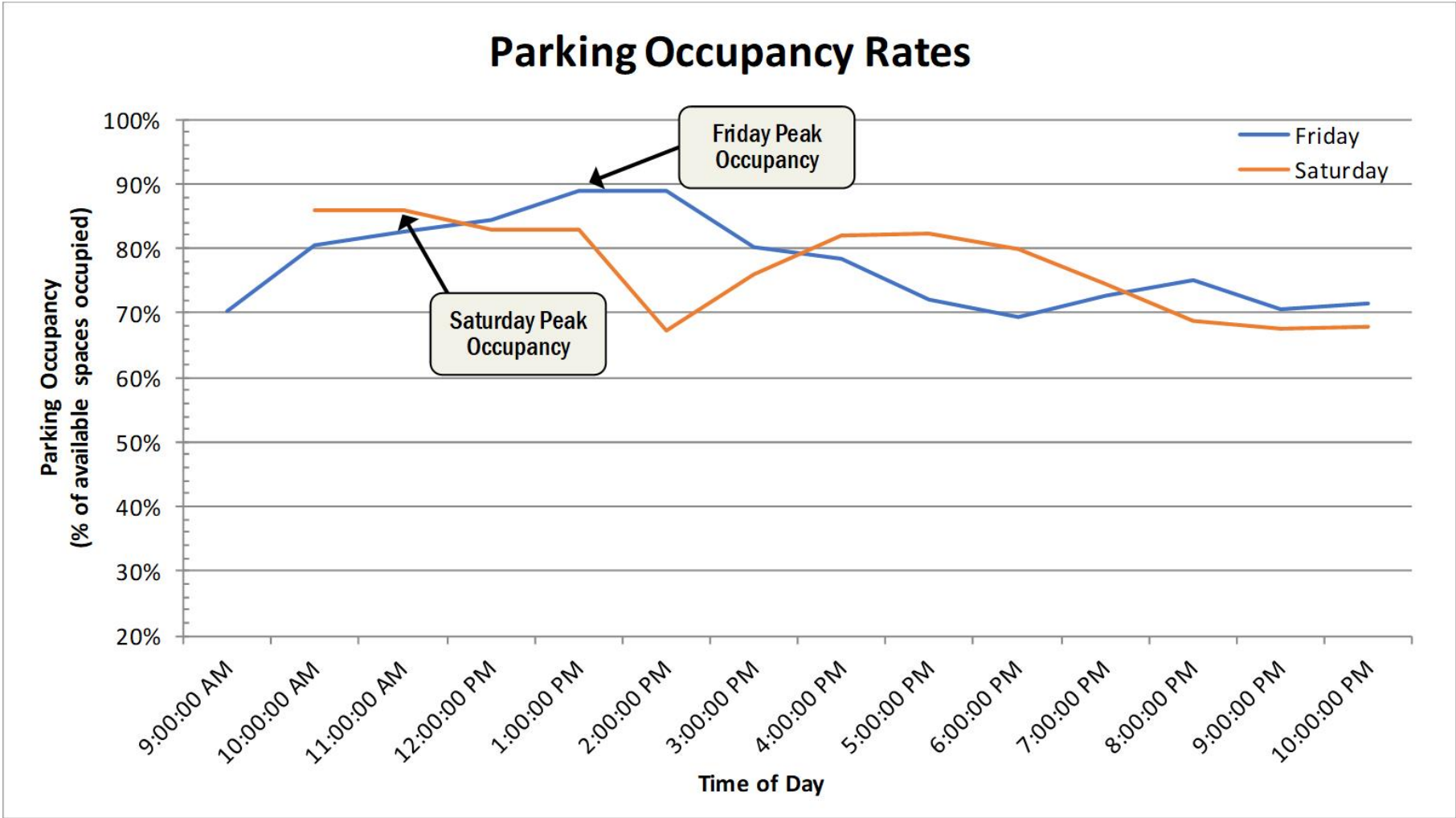


Figure 8: Parking Occupancy vs. Time of Day

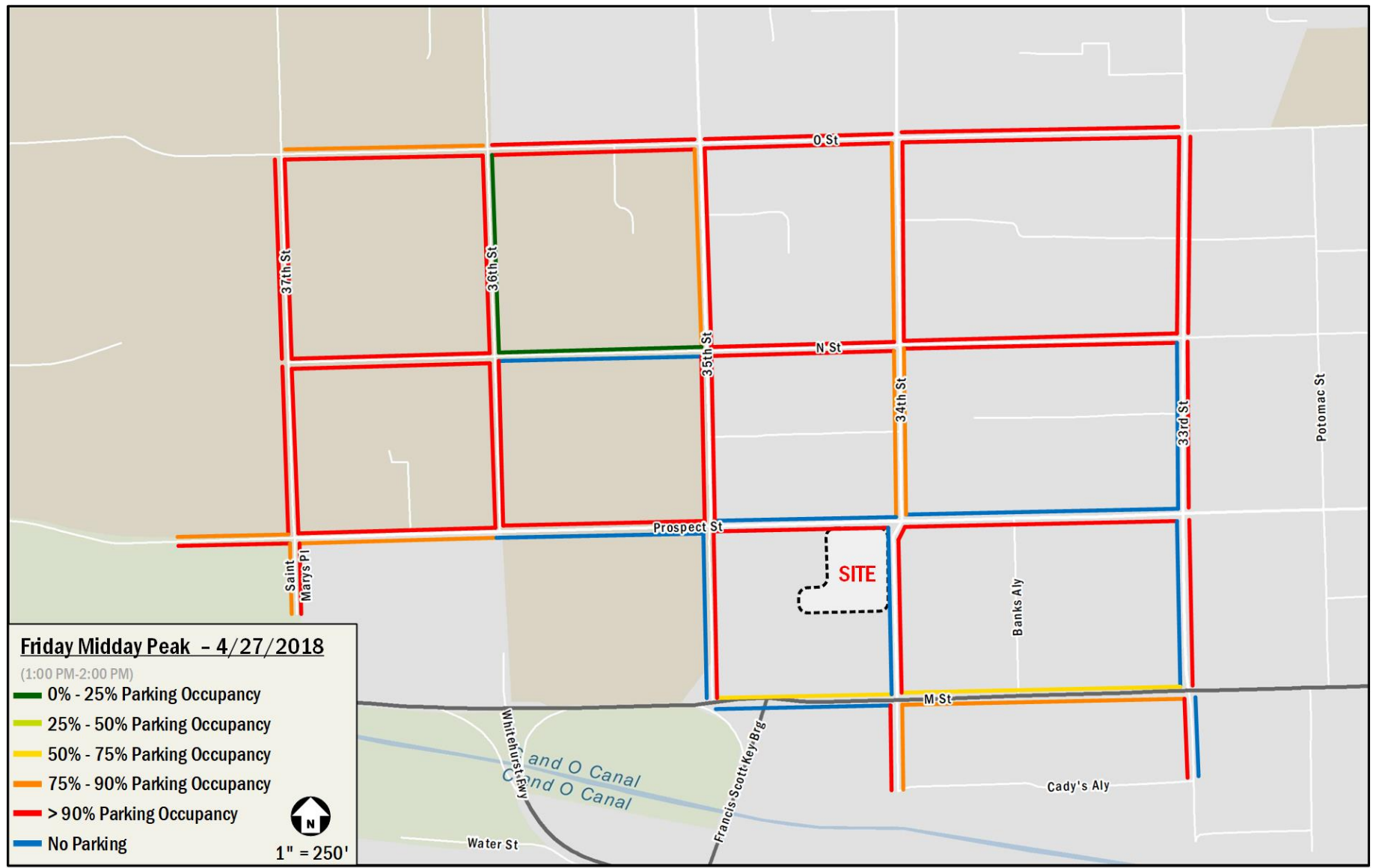


Figure 9: Friday Midday Peak Parking Occupancy

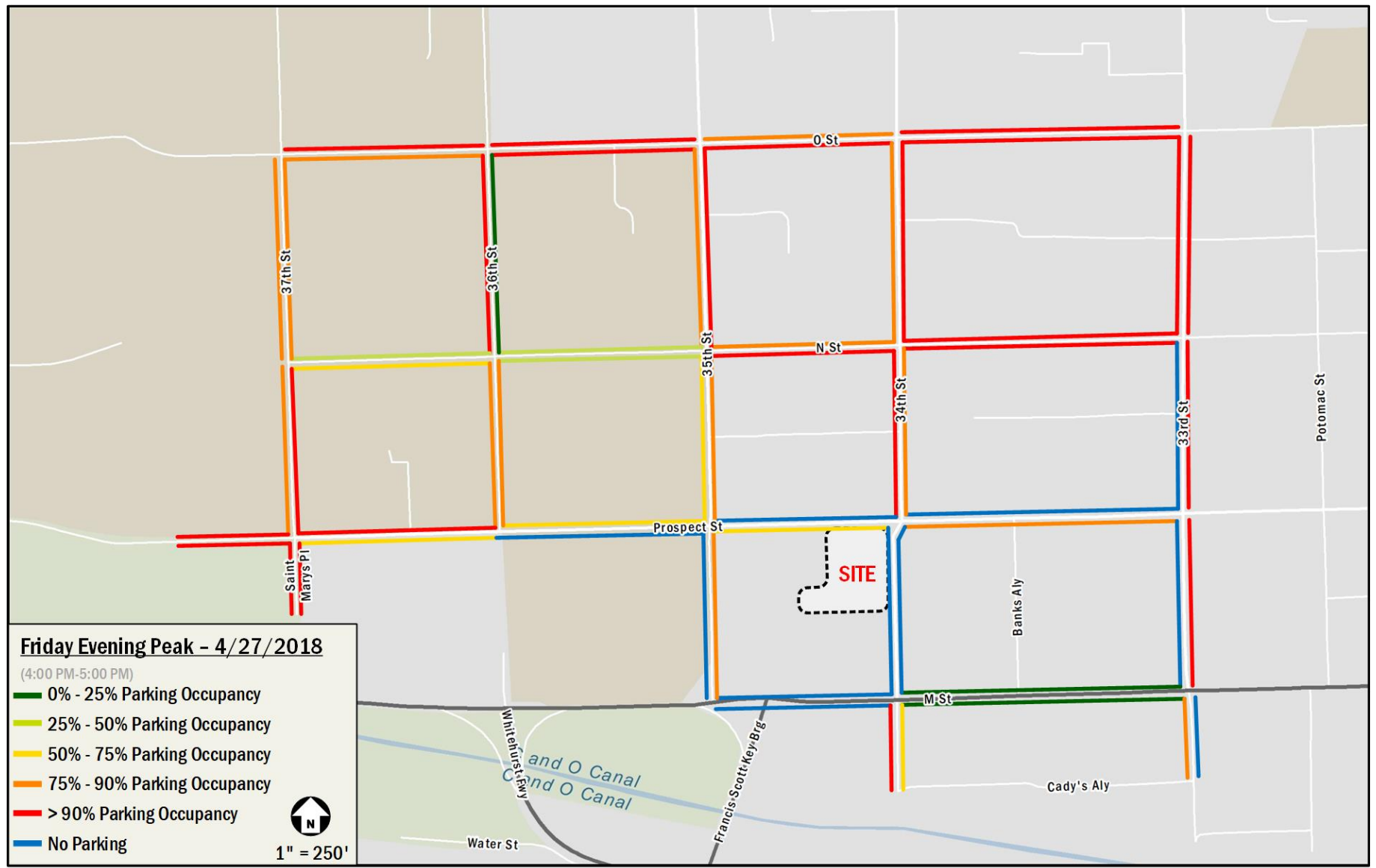


Figure 10: Friday Evening Peak Parking Occupancy

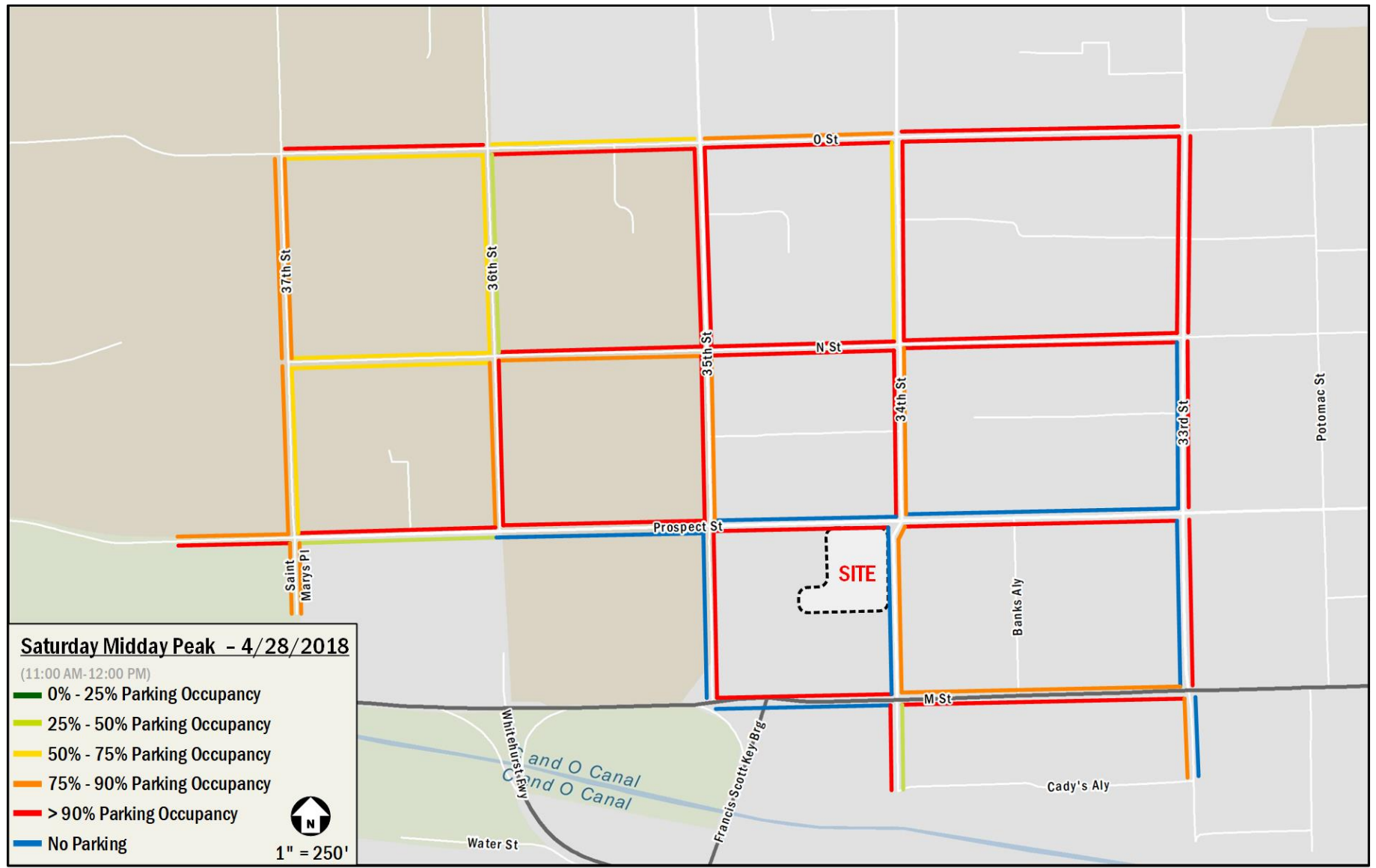


Figure 11: Saturday Midday Peak Parking Occupancy

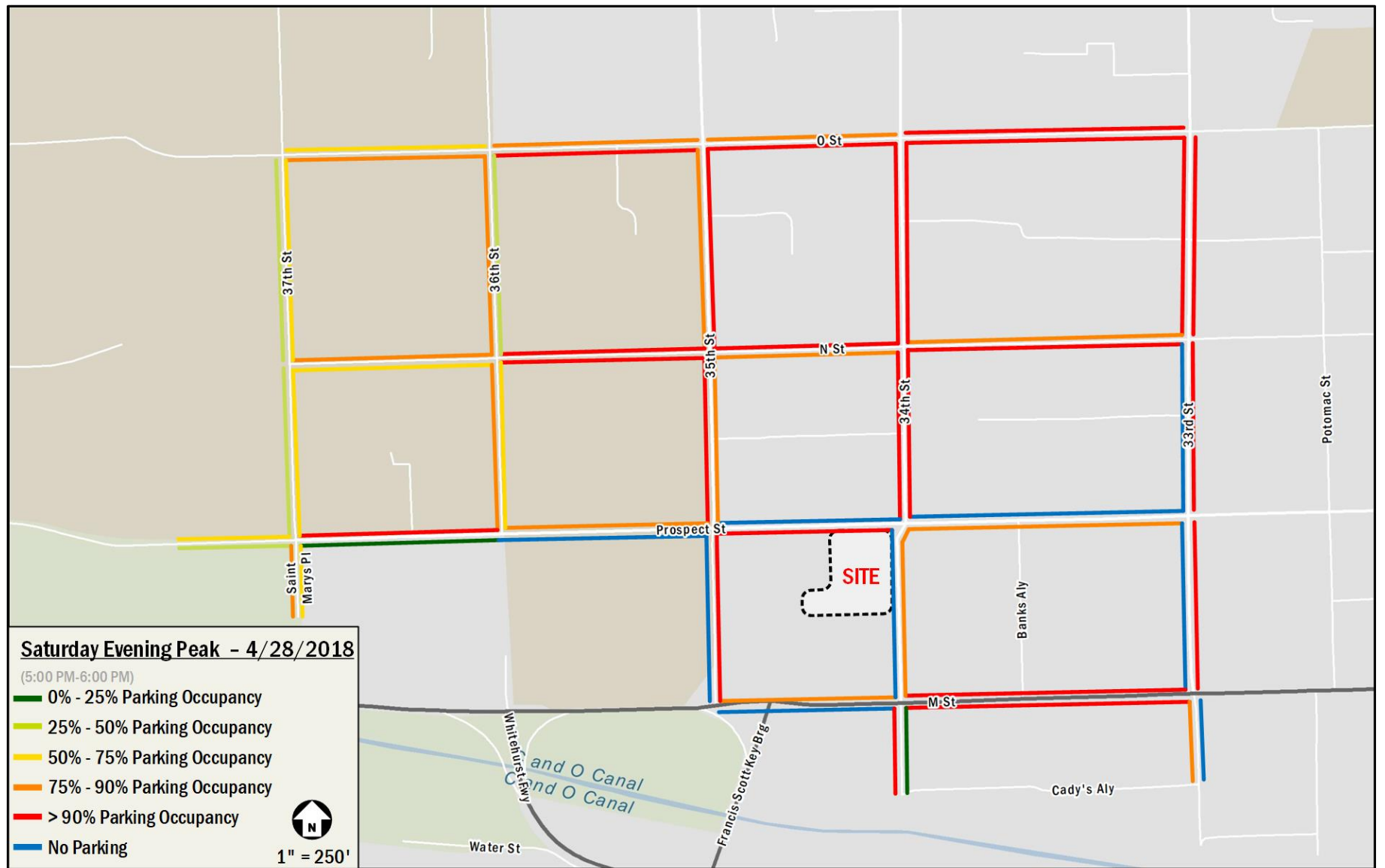


Figure 12: Saturday Evening Peak Parking Occupancy



TRANSIT

This section discusses the existing and proposed transit facilities in the vicinity of Halcyon House, accessibility to transit, and evaluates the overall transit impacts due to Halcyon House.

The following conclusions are reached within this chapter:

- Halcyon House is surrounded by three (3) Metrobus routes that travel along multiple primary corridors as well as a DC Circulator Route.
- The site is expected to generate a small amount of transit trips, and the existing service is capable of handling these new trips.

EXISTING TRANSIT SERVICE

The study area is served by Metrobus, and DC Circulator. Combined, these transit services provide local, city wide, and regional transit connections and link the site with major cultural, residential, employment, and commercial destinations throughout the region. Figure 13 identifies the major transit routes, stations, and stops in the study area.

The Foggy Bottom and Rosslyn Metrorail stations are located approximately one mile from the Halcyon House and are served by the Blue, Orange, and Silver Lines. The Orange and Silver Lines travel east from Vienna, VA and Wiehle-Reston, VA, respectfully, through downtown DC, and then continues eastwards to New Carrollton, MD and Largo Town Center, MD. The Blue line travels north from Franconia-Springfield, VA through Arlington Cemetery and meets with the Orange and Silver Lines at Rosslyn. The Blue Line travels the same route as the Silver Line through downtown DC to Largo Town Center, MD. Trains run approximately every eight minutes during the morning and afternoon peak hours. They run about every 12 minutes during weekday non-peak hours, every 20 minutes on weekday evenings after 9:30 pm and 12 to 20 minutes on the weekends.

The site is also serviced by Metrobus along the primary corridors in Georgetown. These bus lines connect the site to many areas of the District, Maryland and Virginia, including several Metrorail stations serving four of the six Lines. Table 3 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop. In addition to Metrobus, the site is serviced by DC Circulator along M Street. The DC

Circulator begins service at Rosslyn Metrorail Station ending at Dupont Circle. DC Circulator operates every 10 minutes every day with service beginning as early as 6:00 AM and ending as late as 3:00 AM.

PROPOSED TRANSIT 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 infrastructure is challenged with the need for transportation investments to support the recent growth and to further strengthen neighborhoods. In order to meet these challenges and capitalize on future opportunities, DDOT has developed a plan to identify transit challenges and opportunities and to recommend investments. This is outlined in DC’s *Transit Future System Plan* report published by DDOT in April 2010, which includes the reestablishment of streetcar service in the District, including extending the current streetcar line westward to Georgetown on M Street near the site.

SITE-GENERATED TRANSIT IMPACTS

Halcyon House will not produce more than 12 inbound AM peak hour trips and 12 outbound PM trips, some of which could take place on transit.

WMATA also studied capacity along Metrobus routes. DC’s *Transit Future System Plan* (2010) lists the bus routes with the highest load factor (a ratio of passenger volume to bus capacity). A load factor is considered unacceptable if it is over 1.2 during peak periods or over 1.0 during off-peak or weekend periods. According to this study Metrobus routes that travel near the site operate at an acceptable load factor during all periods of the day. Based on this information and the extensive Metrobus service surrounding the site, site-generated transit trips will not cause detrimental impacts to Metrobus service.



Table 3: Metrobus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
38B	Ballston-Farragut Square Line	Weekdays: 5:30 AM-2:23 AM Weekend: 5:54 AM-2:24 AM	13-30 min	0.2 miles, 4 minutes
D5	MacArthur Blvd-Georgetown Line	Weekdays: 7:20 AM-9:11 AM & 4:44 PM-7:12 PM Saturday: 7:18 AM-9:21 AM & 4:33 PM-7:11 PM	18-30 min	0.2 miles, 4 minutes
G2	P Street-LeDroit Park Line	Weekdays: 5:35 AM-12:20 AM Weekend: 6:30 AM-12:55 AM	15-33 min	0.1 miles, 2 minutes



Figure 13: Existing Transit Service



PEDESTRIAN FACILITIES

This section summarizes the existing pedestrian access to the site and reviews walking routes to and from the site.

The following conclusions are reached within this chapter:

- The existing pedestrian infrastructure surrounding the site provides a quality walking environment. The only gap in the system is a missing sidewalk on the south side of Canal Road, but there are sidewalks along all primary routes to pedestrian destinations.
- The site is not expected to generate a significant number of pedestrian trips; however, the pedestrian trips generated by walking to and from transit stops will be along M Street, 34th Street, 35th Street and Prospect Street.

PEDESTRIAN STUDY AREA

Facilities within a quarter-mile of the site were evaluated as well as routes to nearby transit facilities and prominent retail and neighborhood destinations. The site is easily accessible to transit options such as bus stops along M Street, 34th Street, and 35th Street. C & O Canal Trail is near the site and provides accessibility to Georgetown Waterfront Park. There are some barriers and areas of concern within the study area that negatively impact the quality of and attractiveness of the walking environment. This includes some narrow and a nonexistent sidewalk, incomplete or insufficient crossings at some intersections, and the Potomac River that limits connectivity to the south. Figure 14 shows suggested pedestrian pathways, walking time and distances, and barriers and areas of concern.

Table 4: 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

PEDESTRIAN INFRASTRUCTURE

This section outlines the existing and proposed pedestrian infrastructure within the pedestrian study area.

Existing Conditions

A review of pedestrian facilities surrounding Halcyon House shows that most facilities meet DDOT standards and provide a quality walking environment. Figure 15 shows a detailed inventory of the existing pedestrian infrastructure surrounding the site. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT’s *Design and Engineering Manual* in addition to ADA standards. Sidewalk widths and requirements for the District are shown below in Table 4.

Within the area shown, most roadways are considered residential with a low to moderate density. Sidewalks along M Street are considered commercial and thus require wider sidewalks. Most of the sidewalks surrounding the site comply with DDOT standards. All primary pedestrian destinations are accessible via routes with sidewalks or pedestrian pathways, most of which meeting DDOT standards.

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 are not desired. As shown in Figure 15, under existing conditions there are minimal issues with crosswalks and curb ramps near the site.

The pedestrian facilities that do not meet DDOT standards are typically along routes that do not provide an acceptable sidewalk width but do maintain the minimum buffer width.



SITE IMPACTS

This section summarizes the impacts of the development on the overall pedestrian operations in the vicinity of the site.

Pedestrian Trip Generation

The Halcyon House can be expected to generate a moderate number of walking trips during its larger events. The origins of these trips will likely be the residential areas located close in proximity to the Halcyon House or parking garages near Halcyon House.

In addition to these trips, the transit trips generated by the Halcyon House will also generate pedestrian demand between the site and nearby transit stops.

On-Site Pedestrian Infrastructure

As discussed previously, the Halcyon House will utilize valet parking services for its larger events. The pedestrian facilities at the location of the valet service are sufficient to accommodate the guests in front of Halcyon House.



Figure 14: Pedestrian Pathways

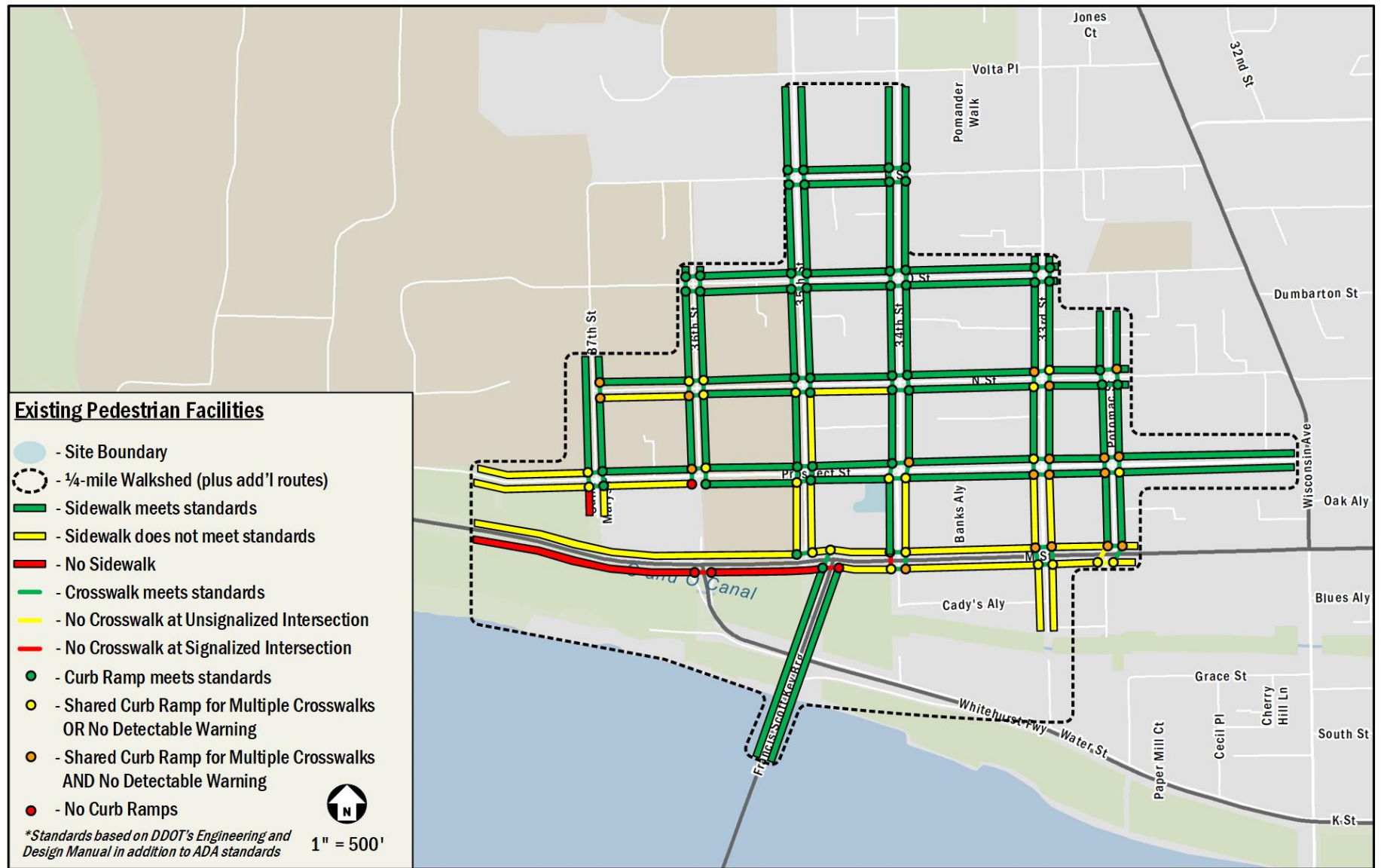


Figure 15: Existing Pedestrian Infrastructure



BICYCLE FACILITIES

This section summarizes existing and future bicycle access, reviews the quality of cycling routes to and from the site, and presents recommendations.

The following conclusions are reached within this chapter:

- The site has access to several bike trails, bike lanes, and signed bike routes in addition to one nearby Capital Bikeshare station.
- The site is expected to generate an insignificant number of bicycle trips. Existing infrastructure will accommodate any additional trips.

EXISTING BICYCLE FACILITIES

The site is well-connected to existing on- and off-street bicycle facilities. North-south connectivity is provided by bike lanes on 33rd Street and 34th Street. East-west connectivity is provided by a signed route along N Street. Figure 16 illustrates the existing bicycle facilities in the area.

No short-term or long-term bicycle parking is provided on site at Halcyon House. Given that events will be hosted at Halcyon House, it is not anticipated that guests will be using bicycling as a primary mode of transportation.

In addition to personal bicycles, Capital Bikeshare provides an additional cycling option for commuters to Halcyon House. The Bikeshare program has placed 440 bikeshare stations across Washington, DC, the City of Alexandria, Arlington and Fairfax Counties in Virginia, and most recently Montgomery County, MD with approximately 3,700 bicycles provided. Within a quarter-mile of the site there is Capital a Bikeshare station on Potomac Street and M Street with 18 bicycle docks. An additional bikeshare station is within the vicinity of the site, at O Street and 37th Street with 21 docks.

PROPOSED BICYCLE FACILITIES

The MoveDC plan outlines a few bicycle improvements in the vicinity of the site. These improvements are broken up into four tiers that rank the priority for implementation. The four tiers are broken down as follows:

- Tier 1
Investments should be considered as part of DDOT’s 6-year TIP and annual work program development, if they are not

already included. Some projects may be able to move directly into construction, while others become high priorities for advancement through the Project Development Process.

- Tier 2
Investments within this tier are not high priorities in the early years of MoveDC implementation. They could begin moving through the Project Development Process if there are compelling reasons for their advancement.
- Tier 3
Investments within this tier are not priorities for DDOT-led advancement in the early years of MoveDC’s implementation. They could move forward earlier under circumstances such as real estate development initiatives and non-DDOT partnerships providing the opportunity for non-District-led completion of specific funding.
- Tier 4
Generally, investments within this tier are not priorities for DDOT-led advancement and are lower priority for project development in the early years of implementation.

There are currently no funded Tier 1 or Tier 2 projects in the vicinity of Halcyon House.

SITE IMPACTS

This section summarizes the impacts of the development on the overall bicycle operations surrounding the site and develops recommendations for connectivity improvements.

Bicycle Trip Generation

The Halcyon House is expected to generate few bicycle trips during the morning and evening peak periods. It is anticipated that most guests of Halcyon House will utilize personal vehicle or rideshares to the site. Bicycling will be a small portion of trips made to Halcyon House, therefore, the impacts from bicycling will be minimal.

On-Site Bicycle Elements

As discussed earlier in this section, no short-term or long-term bicycle racks exist on site. This is largely due to the existing space surrounding the site and the intended use of Halcyon House.



Figure 16: Existing Bicycle Facilities



SUMMARY AND CONCLUSIONS

This Comprehensive Transportation Review (CTR) report reviews the transportation aspects of the Halcyon House's Special Exception Renewal. The Special Exception Renewal Number is 18604.

This report concludes that **the project will continue to not have a detrimental impact** to the surrounding transportation network.

Project Seeking Renewal

The applicant, Halcyon Georgetown, LLC, seeks to renew its Special Exception for non-profit offices and associated operations at the property. Among the operations at Halcyon House are a residential incubator, seminars, training, pitch sessions, and limited fund-raising events. The current tenant, Halcyon House, Inc., provides space, community and access to social entrepreneurs working to use their vision and talents to address the world's greatest challenges.

. The previous special exception anticipated 75 events on an annual basis. This special exception reduces the number of annual events to 54. The Halcyon House is generally bounded by Prospect Street NW to the north, 34th Street to the east, and existing residential and commercial buildings to the west and south.

Multi-Modal Impacts and Recommendations

Transit

The site is served by some regional and local transit services such as Metrobus, and the DC Circulator. The site is approximately one mile from the nearest Rosslyn and Foggy Bottom Metrorail stations. Multiple Metrobus stops are located near the site along M Street NW, Prospect Street NW, and 35th Street NW. The DC Circulator runs along M Street NW near the site.

Halcyon House will be generating minimal new transit trips on the network and the existing facilities have enough capacity to handle the new trips. The Rosslyn and Foggy Bottom Metrorail stations and all nearby Metrobus lines do not have existing capacity concerns and are not expected to as a result of the Halcyon House.

Pedestrian

The site is surrounded by a well-connected pedestrian network. Most roadways within a quarter-mile radius provide sidewalks and acceptable crosswalks and curb ramps, particularly along the primary walking routes. There are some pedestrian barriers surrounding the site such as limited connectivity due to the Potomac River to the south.

Bicycle

The site is located on the corner of 34th Street and Prospect Street NW which provides a primary south bicycle lane through Northwest DC to Wisconsin Avenue. The site is also located near additional trails, bike lanes, and signed bike routes such as the C & O Canal Towpath Trail to the south connecting the Georgetown area to Virginia via the Francis Scott Key Bridge. The site is served by nearby a Capital Bikeshare station, which provides an additional cycling option for those traveling to and from Halcyon House.

Vehicular

Halcyon House is well-connected to regional roadways such as I-66 and primary and minor arterials such as Whitehurst Freeway, M Street, and Wisconsin Avenue, and an existing network of collector and local roadways.

Due to the constrained nature of the location of the site, Halcyon House will continue to implement an aggressive parking management plan to include valet, limited on-site parking, off-site parking, encouragement of taking vehicle for hire services, and shuttle or van operations. This study did not perform a capacity analysis in the vicinity of the site, however, a parking occupancy study was performed to determine parking capacity during future events that will be hosted at Halcyon House. It was found that the constrained parking conditions in Georgetown, the valet services provided for large events, and the on-site parking and nearby parking garages for smaller events, Halcyon House will not generate on-street parking demand that would result in detrimental impacts to the community.

Transportation Demand Management

The Applicant will continue to include a TDM plan to help minimize its potential traffic impact to the surrounding neighborhood. The Applicant proposes the continued implementation of the following TDM measures:

- All guests will be encouraged to use taxis, rideshare, and similar driving services;



- For any event with more than 100 guests, the guests will be directed to use taxis and/or complimentary valet parking with unloading and loading on Prospect Street;
- For events with more than 200 guests, the valet company will provide shuttle van service from the off-site lot to Halcyon House;
- Halcyon House will submit an application to establish a valet parking zone in front of Halcyon House along Prospect Street for event days, as needed;
- Passenger vans used in connection with an event will be no longer than approximately 20 feet;
- An adequate supply of furnishings for events is maintained at Halcyon, for example, tables and chairs to reduce loading activity associated with events;
- A turn-around in the rear parking area was installed to allow vehicles to enter and exit the on-site parking area head-in/head-out; and
- A monitoring and oversight program of the valet operations will continue to be implemented, including information regarding the number of guests, valet queues, capacity and usage of parking facilities utilized for the event, the total number of valet staff operating the valet stand, and the number of cars parked by the valet. A report shall be submitted annually to the DDOT Policy and Planning Staff to review parking and traffic issues, and the Applicant shall take the appropriate corrective measures, as necessary.