

TECHNICAL MEMORANDUM

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Subject: 505-517 H Street NW – Transportation Statement

DDOT – PSD
Rift Valley Partners
Holland & Knight

Introduction

This memorandum presents the findings of a Transportation Statement for the proposed redevelopment for the 505-517 H Street NW site in the Chinatown neighborhood of Washington, DC. The project site is currently improved with five (5) existing 19th century historic row buildings, all originally constructed as residential dwellings and later converted to commercial use. The project site is bounded by a public alley to the north, H Street NW to the south, and existing buildings to the east and to the west. Figure 1 displays the regional site location within the District of Columbia, and Figure 2 displays the location of the site in relation to the local neighborhood. Figure 3 provides an aerial view of the site.

The project proposes to redevelop the existing row buildings for lodging use. The proposed redevelopment includes the following:

- Approximately 70,299 square feet of lodging use with up to 85 lodging units¹;
- One (1) loading berth with head-in/head-out maneuvers through public space;
 - The Applicant requests relief from the requirement to provide two (2) loading berths and proposes one (1) instead. This relief is being requested due to the site constraint and limited maneuvering space in the public alley. The proposed loading berth will meet the practical demands of the site.
- A minimum of seven (7) long-term and two (2) short-term bicycle parking spaces, as well as four (4) showers and five (5) lockers, meeting the requirements of 18 DCMR 1214 and District's Zoning Regulations of 2016 (ZR16) requirements for the proposed use.

The purpose of this Transportation Statement is to:

- Review the existing site conditions and details of the proposed project;
- Review the project's on-site transportation components including site access, circulation, loading, and parking;
- Provide a Transportation Demand Management (TDM) Plan for the project;
- Provide a Loading Management Plan (LMP) for the project; and

¹ This Transportation Statement assumes 85 lodging units. Any flexibility in the range of units would be done in a manner that does not create any new, or increase any approved, zoning relief.

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- Determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this Transportation Statement conclude that the proposed project will:

- Provide sufficient loading facilities with head-in/head-out maneuvers through public space;
- Provide sufficient short- and long-term bicycle parking;
- Include TDM measures that adequately promote non-vehicular modes of travel;
- Include an LMP that ameliorates any impacts that the proposed loading configuration may have for loading access; and
- Have manageable impacts on public space and a manageable impact on the surrounding transportation network.

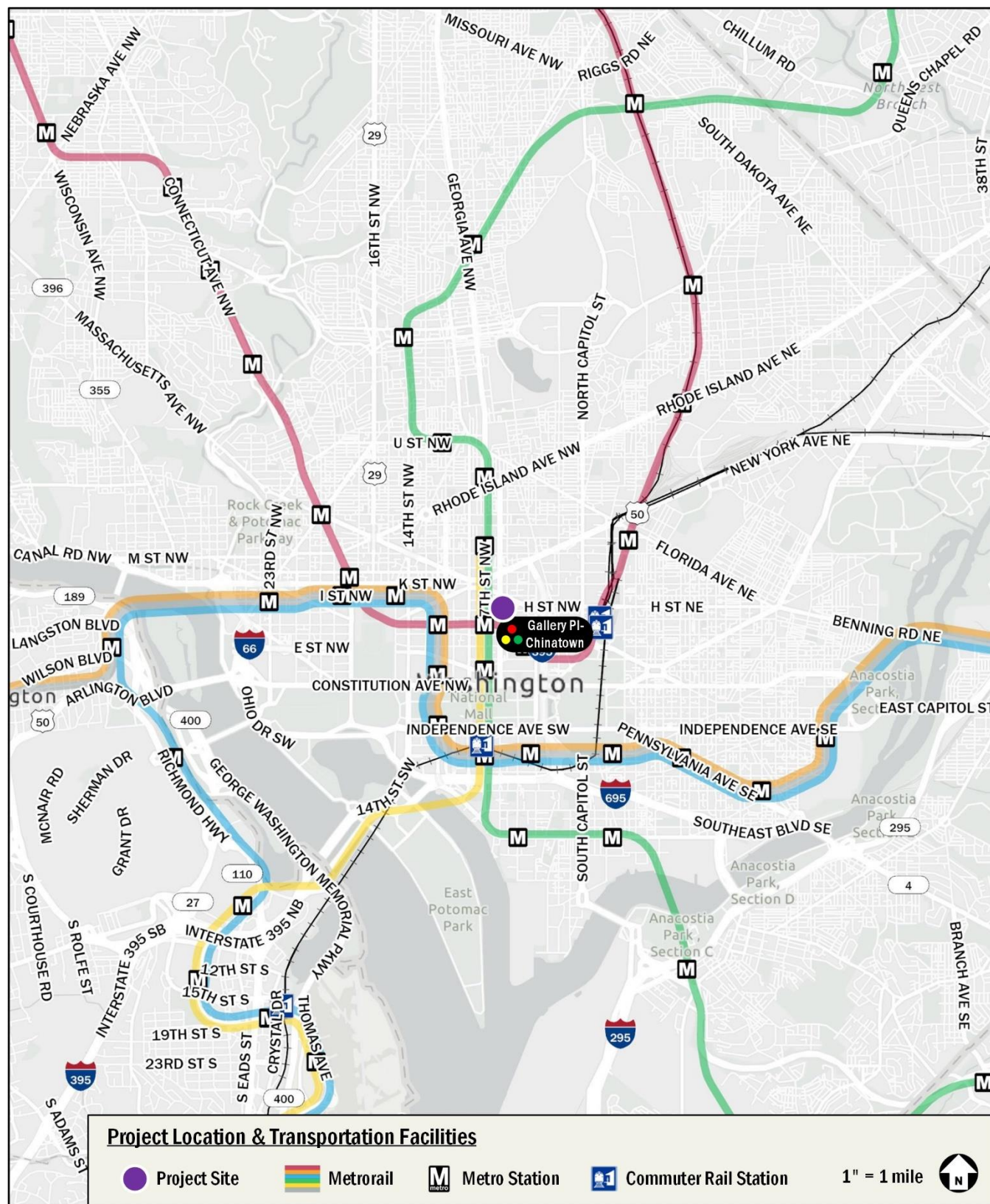


Figure 1: Project Location & Transportation Facilities

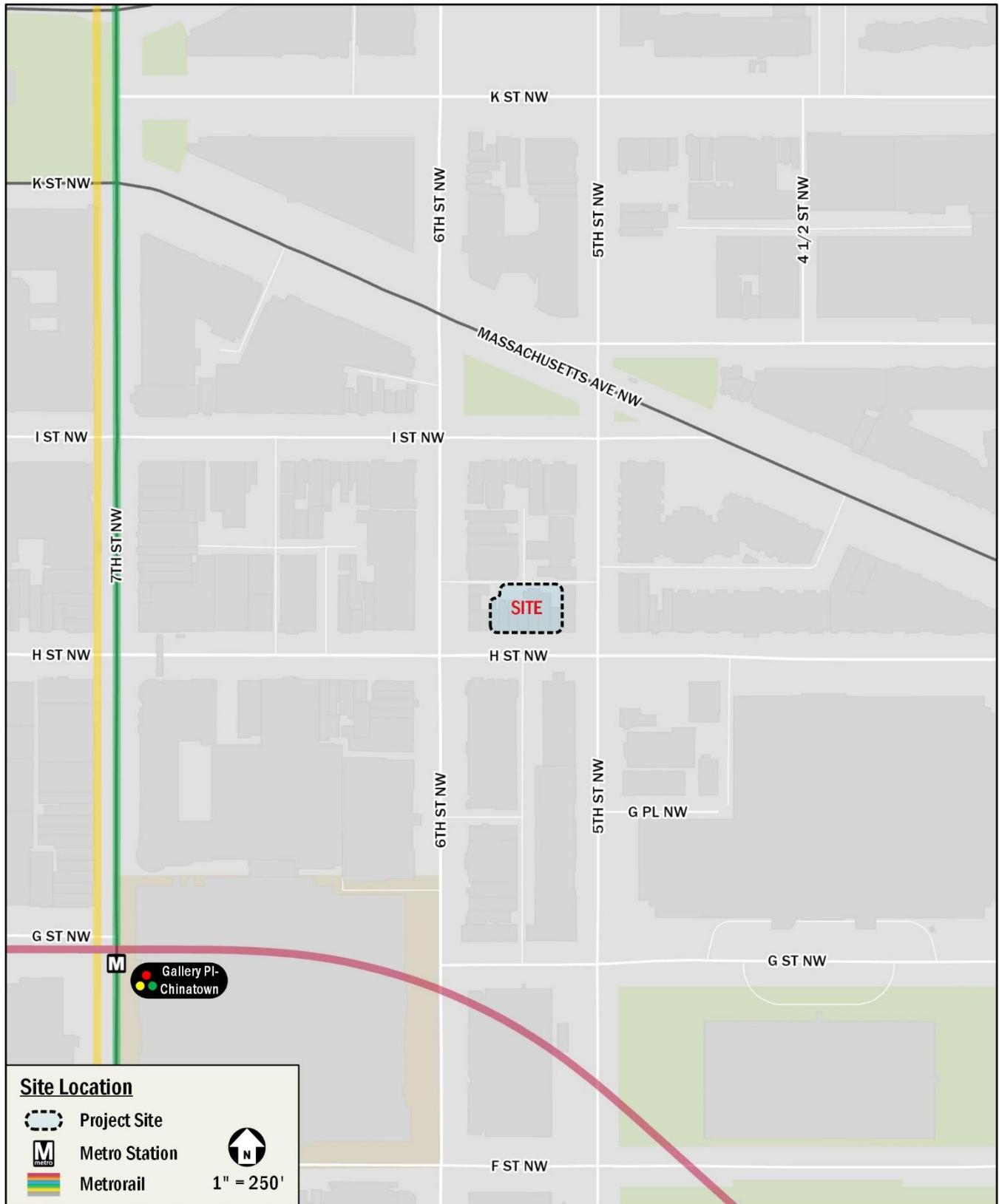


Figure 2: Site Location

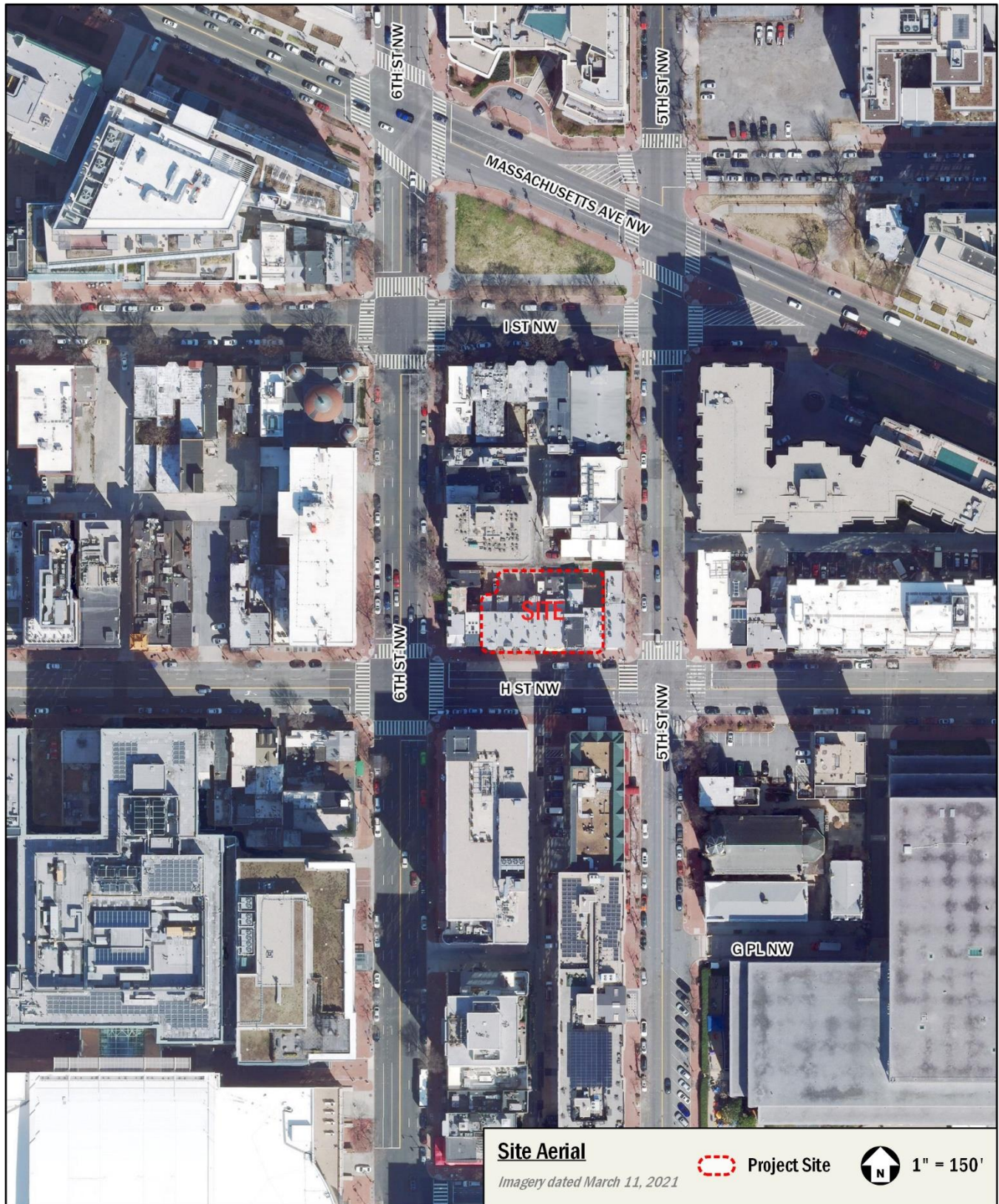


Figure 3: Site Aerial

Project Design

This section provides an overview of the on-site transportation components of the project, including descriptions of the site access, circulation, loading, and parking.

Project Overview

The project is located at 505-517 H Street NW in Washington, DC. The project site is currently improved with five (5) existing 19th century historic row buildings, all originally constructed as residential dwellings and later converted to commercial use. The project site is bounded by a public alley to the north, H Street NW to the south, and existing buildings to the east and to the west.

The project proposes to redevelop the existing row buildings for lodging use. The proposed redevelopment includes the following:

- Approximately 70,299 square feet of lodging use with up to 85 lodging units;
- One (1) loading berth with head-in/head-out maneuvers through public space;
 - The Applicant requests relief from the requirement to provide two (2) loading berths and proposes one (1) instead. This relief is being requested due to the site constraint and limited maneuvering space in the public alley.
- A minimum of seven (7) long-term and two (2) short-term bicycle parking spaces, as well as four (4) showers and five (5) lockers, meeting the requirements of 18 DCMR 1214 and District's Zoning Regulations of 2016 requirements for the proposed use.

Site Access and Circulation

Pedestrians will continue to primarily access the building via entrances on H Street NW.

Bicycle access will primarily be from the public alley north of the site. People that cycle will access the long-term bicycle storage room on the ground floor via the entrance on the alley.

The project proposes no off-street parking and no curb cut along the site's frontage due to the size and uses of the proposed project. No off-street parking spaces are required per ZR16 Subtitle C §717.1 given that the property is zoned D-4-R, as such the zoning requirements are met. Loading and delivery access will be from the public alley north of the site, accessible via 6th Street NW. Anticipated site circulation is presented in Figure 4.

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 5. Existing curbside uses immediately adjacent to the site on H Street NW are largely dedicated to time-restricted on-street parking, a time-restricted 'Permit or Pay to Load' loading zone for use by commercial vehicles only, and a shared bus-bike lane. The existing signage for the loading zone is shown in Figure 5.

The redevelopment proposes to convert the existing time-restricted on-street parking area along the north side of H Street NW to a loading zone that supports the lodging use. The signage for the proposed loading zone will be consistent with the signage provided for the existing loading zone on the block, as shown in Figure 5. No other changes to existing curbside designations are proposed. The proposed curbside changes will be coordinated with DDOT.

Loading

Loading and delivery access is proposed from the public alley that runs along the northern frontage of the site, accessible via 6th Street NW. Providing loading access from the alley will improve safety and operations by discouraging on-street loading and unloading. The proposed loading facilities will accommodate all delivery demand for the hotel without any detrimental impact to the surrounding network.

Per ZR16 requirements, a minimum of two (2) loading berths and no service/delivery spaces are required for lodging uses between 50,000 and 100,000 sf. The Applicant requests relief from the requirement to provide two (2) loading berths and proposes one (1) instead. This relief is being requested due to the site constraint and limited maneuvering space in the public alley. The proposed project will provide one (1) 30-foot loading berth. The proposed loading berth will meet the practical demands of the site. Figure 4 shows the anticipated vehicle paths to and from the loading area. As shown, the largest vehicle that can access the loading dock is a Sprinter Van, which is approximately 25 feet in length. This vehicle size limitation is due to the narrow width of the existing public alley that limits the available maneuvering space needed for larger trucks. Larger vehicles, although not expected, can instead utilize the curbside loading zone on H Street NW.

DDOT standards stipulate that truck movements should be accommodated without back-in movements through public space. The proposed project has been designed to accommodate all loading activity and associated backing maneuvers within the public alley, allowing for head-in/head-out access to and from the public roadway network. Truck turning maneuvers into and out of the loading area were created using AutoTURN and are provided in Figure 6 and Figure 7.

Loading Management Plan

The project will provide a Loading Management Plan (LMP) due to the challenging loading configuration and limited space for loading access. The LMP will help to ameliorate any impact that the proposed loading configuration may have for loading access. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any nearby intersections; minimize undesirable impacts to pedestrians; reduce conflicts between truck traffic using the loading facilities and other users; and promote efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the LMP that will be implemented for the life of the project are as follows:

- A loading manager will be designated by building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- All tenants will be required to schedule deliveries that utilize the loading area (any loading operation conducted using a vehicle 25 feet in length or smaller). If a larger vehicle is required, tenants will be instructed to use the curbside loading zone on H Street NW.
- Deliveries will not be scheduled during bus priority operating hours from 7:00 – 9:30 AM and 4:00 – 6:30 PM on H Street NW.
- The loading manager will schedule deliveries such that the loading area's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading area or relevant loading berth is full, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety or impede the public alley functionality.
- The loading manager will monitor inbound and outbound truck maneuvers so that trucks accessing the loading area do not block vehicular, bicycle, or pedestrian traffic along the public alley except during those times when a truck is actively entering or exiting a loading berth.
- Service vehicle and truck traffic interfacing with the public alley traffic will be monitored during peak periods, and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- The loading manager will monitor the timing of deliveries to see if any adjustments need to be made so any conflicts with the loading activities are minimized.
- Trucks using the loading area will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight). The loading manager will also distribute flyer materials, such as the MWCOC Turn Your Engine Off brochure and

others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The loading manager will also post these materials and other relevant notices in a prominent location within the loading area.

- The loading manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading area as well as notifying all drivers of any access or egress restrictions. All vehicles will be directed to approach the public alley from the east (via 5th Street NW) to access the loading dock.

Trash

Trash pick-up will be incorporated into a proposed trash pick-up scheme in which maintenance staff will move trash containers from the building's trash room on the ground floor to the loading area where a trash vendor will stop to collect from the containers. No trash will be stored in public space.

Bicycle Facilities

As shown in Table 1 and Table 2, the proposed project will provide a minimum of seven (7) long-term and two (2) short-term bicycle parking spaces, as well as four (4) showers and eight (5) lockers. The proposed project's bicycle parking, showers, and lockers meet or exceed all ZR16 requirements.

Long-term bicycle storage room will be available on the ground level. Bicyclists will access long-term bicycle storage room via building entrance on the public alley. The Applicant will coordinate with DDOT on the location of short-term bicycle racks in public space.

Table 1: Bicycle Parking Requirements

Land Use	Proposed Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Proposed Long-Term Parking	Proposed Short-Term Parking
			Long-Term	Short-Term				
Lodging	70,299	SF	1/10,000 SF	1/40,000 SF	7 spaces	2 spaces	7 spaces	2 spaces

Table 2: Shower and Locker Requirements

Land Use	Proposed Size	Unit	Minimum Required Showers	Minimum Required Lockers	Proposed Showers	Proposed Lockers
Lodging	70,299	SF	2	4	4	8

Note: The ZR16 minimum shower and locker supply is calculated based on Subtitle C § 806.4 and § 806.5, respectively. Per ZR16, a minimum of two (2) showers are required for non-residential uses over 25,000 SF. An additional two (2) showers are required for every 50,000 SF above the first 25,000 SF, up to a maximum of six (6) showers. Lockers are calculated as 60% of the minimum required long-term bicycle parking spaces.

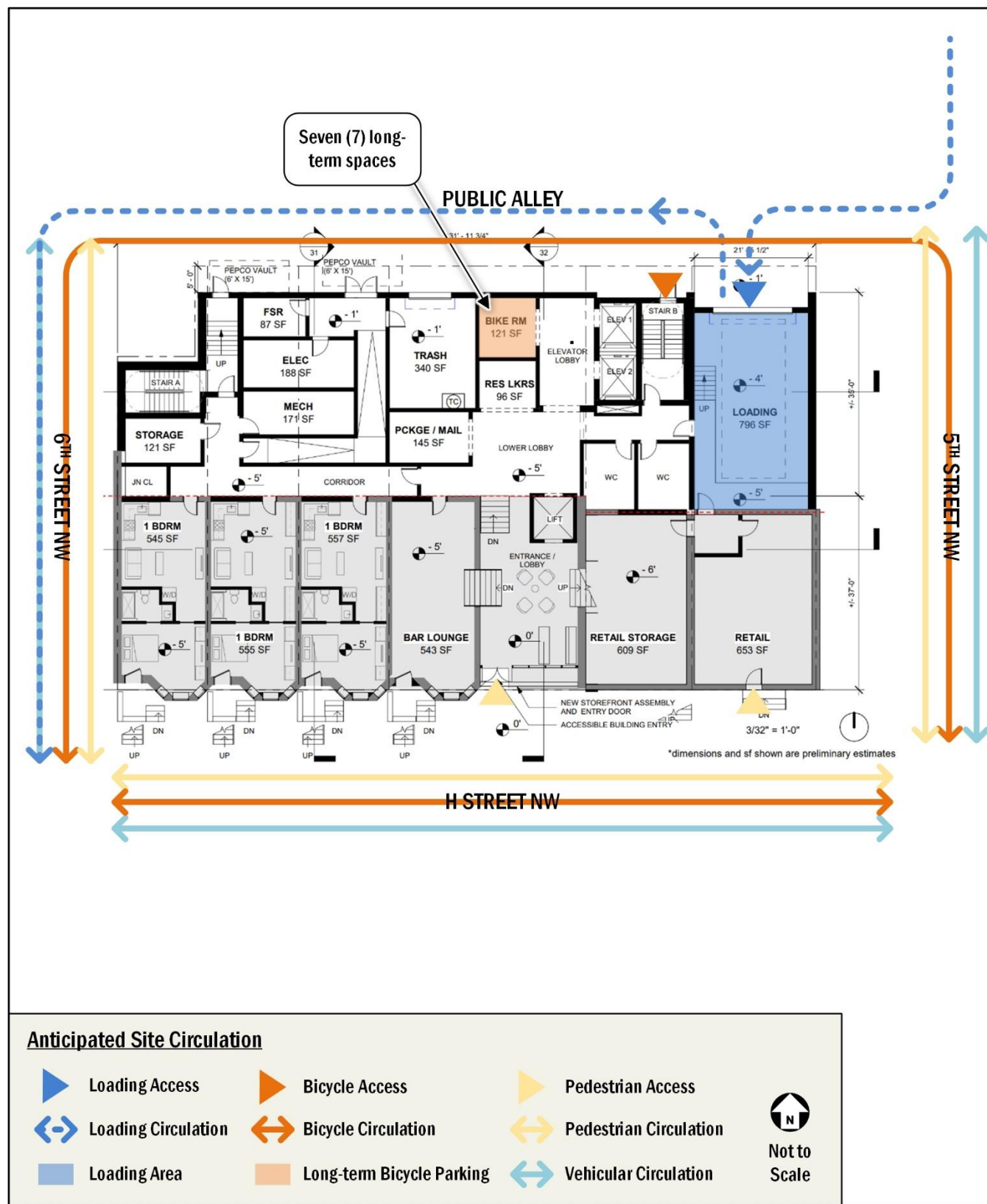


Figure 4: Anticipated Site Circulation



Figure 5: Existing Curbside Management

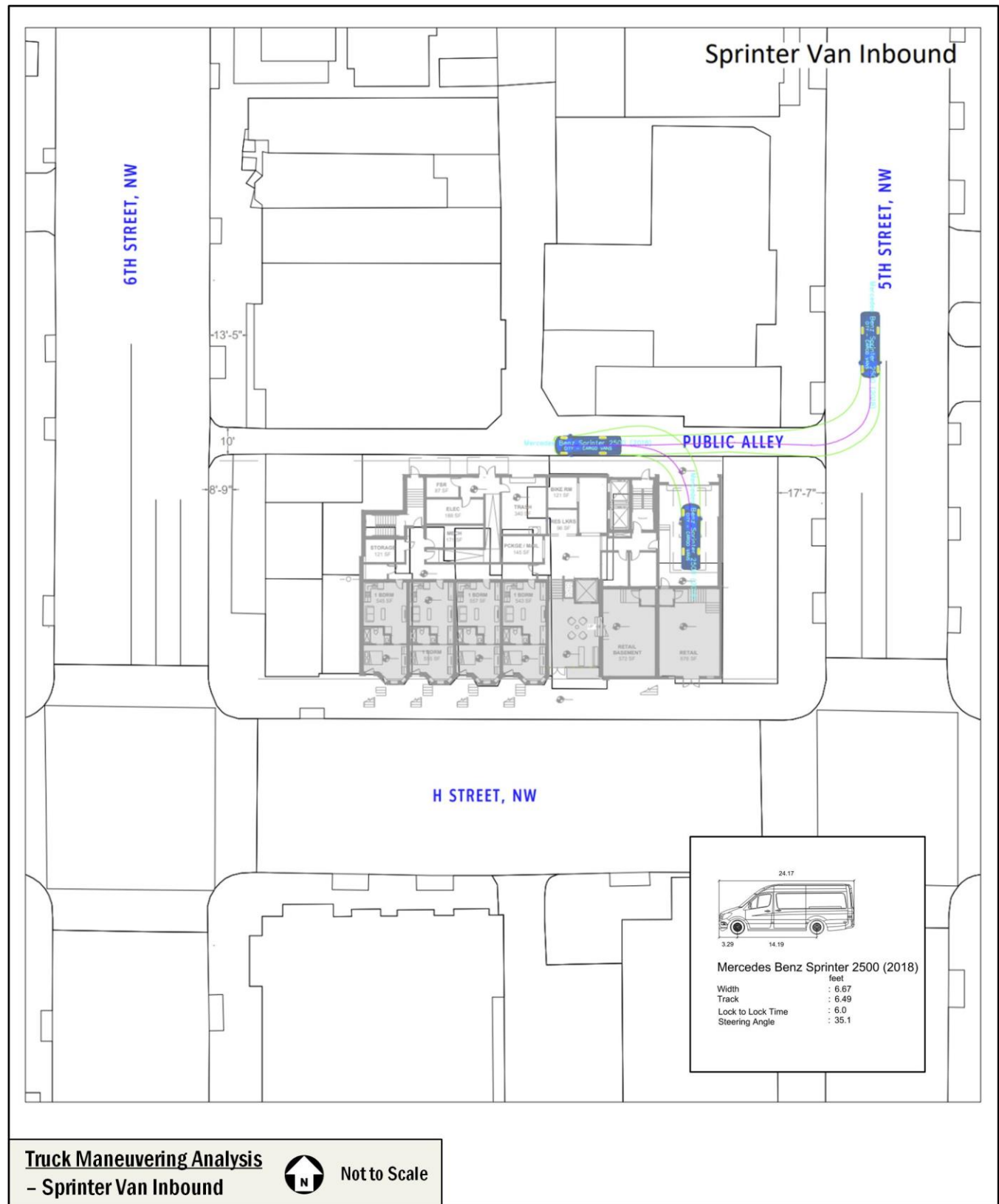


Figure 6: Sprinter Van – Inbound

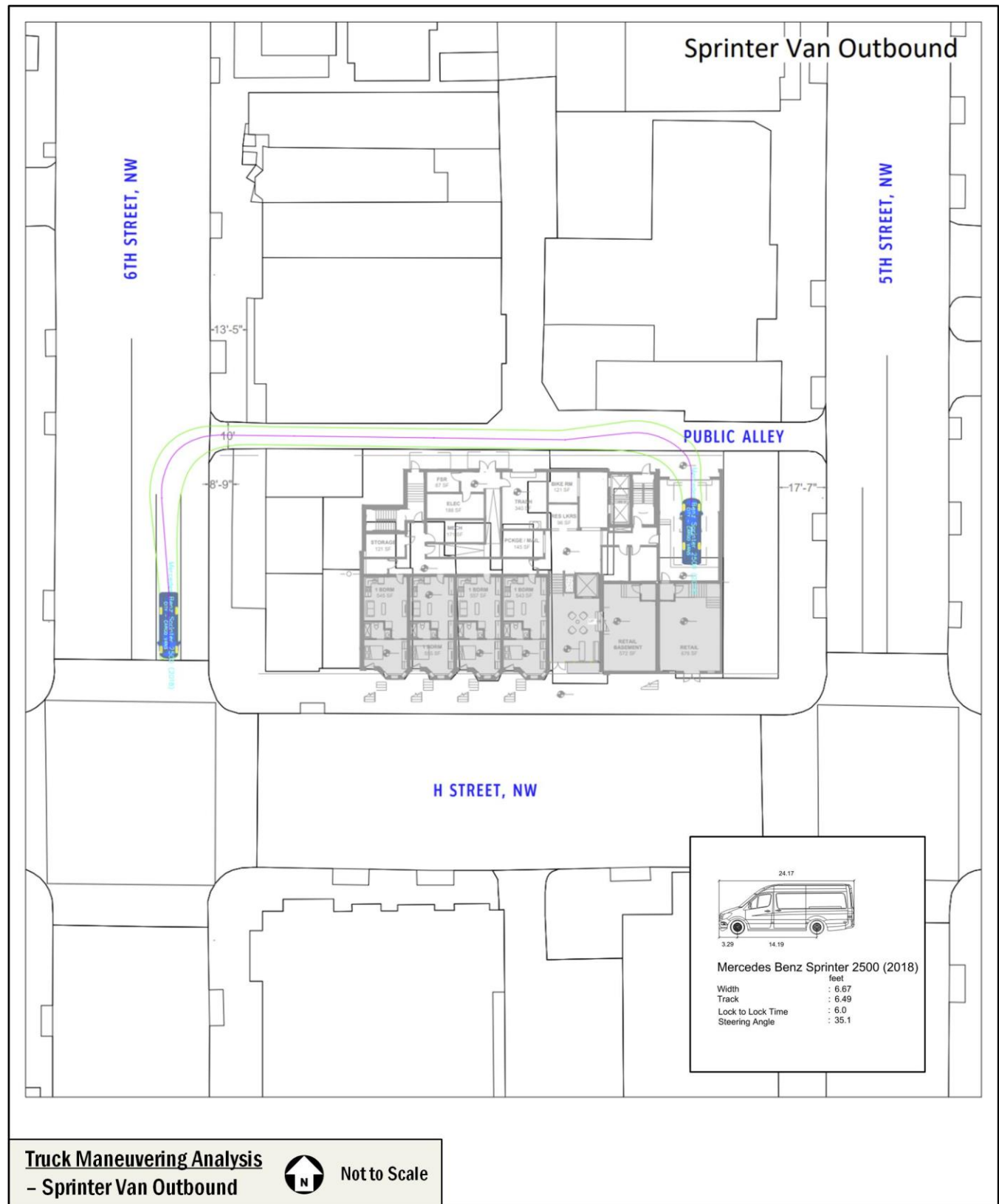


Figure 7: Sprinter Van – Outbound

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM 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 following is a list of TDM strategies the Applicant proposes for the 505-517 H Street SW redevelopment. As part of the site's TDM plan, the Applicant will:

- Identify a Transportation Coordinator once the building has opened. There will be a Transportation Coordinator for the entire site. The Transportation Coordinator will act as point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
- Transportation Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Provide at least two (2) short- and seven (7) long-term bicycle parking spaces.
- Provide at least four (4) showers and five (5) lockers for use by employees.
- A minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of three (3) of spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- The Applicant will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.
- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).
- Provide brochures with information on non-automotive options for traveling to the property available at all times in a visible location in the lobby.
- Transportation Coordinator will demonstrate to goDCgo that any tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.

Summary and Conclusions

The findings of this Statement conclude that the proposed project will:

- Provide sufficient loading facilities with head-in/head-out maneuvers through public space;
- Provide sufficient short- and long-term bicycle parking;
- Include TDM measures that adequately promote non-vehicular modes of travel;
- Include an LMP that ameliorates any impacts that the proposed loading configuration may have for loading access; and
- Have manageable impacts on public space and a manageable impact on the surrounding transportation network.