

TECHNICAL MEMORANDUM

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Subject: 503-517 H Street NW Modification with Hearing (BZA Case No. 20974B) – Transportation Statement

Introduction

The following memorandum is to support the requested changes associated with the Board of Zoning Adjustment (BZA) application for a Modification with Hearing for the redevelopment of 503-517 H Street NW in the Chinatown neighborhood of Washington, DC. The purpose of this memorandum is to review and assess the transportation implications of the proposed modifications to the project previously approved under BZA Order No. 20974 (and subsequently extended under BZA Order No. 20974A) and determine whether the modifications would adversely affect the surrounding transportation network.

The originally approved project consists of a hotel development with no vehicular parking, one (1) loading berth, and bicycle parking facilities that met the zoning requirements. The current modification proposes adding one (1) additional story to the approved building, increasing the building height, relocating the long-term bicycle parking room, and adjusting the lodging program, with the final number of guest rooms to be determined within an approximate range of 80 to 180 rooms. The proposed modification increases the development program from 70,299 square feet of GFA to approximately 73,614 square feet of GFA. The Applicant also continues to seek approval of the previously granted area variance from the rear yard requirements. The Transportation Statement that was prepared as part of the prior approval assumed 85 guest rooms, but included flexibility in the range of units similar to this application that would be done in a manner to not create any new, or increase any approved zoning relief, consistent with the currently proposed project.

This Transportation Statement concludes that the proposed modifications do not alter the provision or function of the site's transportation facilities. The project will continue to provide the previously approved loading and bicycle parking facilities sufficient to accommodate demand, and no changes are proposed to the Transportation Demand Management (TDM) measures or the Loading Management Plan (LMP). Accordingly, the proposed modification is not expected to result in a detrimental impact on the surrounding transportation network and is expected to have manageable transportation impacts consistent with the transportation assumptions and operational framework established under the original BZA approval.

Review of Proposed Transportation Elements

With the exception of the revised lodging program, no modifications are proposed to the transportation elements previously approved under BZA Order No. 20974 or the two-year extension under BZA Order No. 20974A. Site access and circulation,

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loading operations, bicycle facilities, and Transportation Demand Management (TDM) measures, and the Loading Management Plan (LMP) will remain unchanged from the previously approved. A summary of these transportation elements is provided below.

Site Access and Circulation

The site's primary pedestrian and loading access points remain unchanged; however, the bicycle access and circulation has been revised to reflect the relocation of the long-term bicycle parking room to a different location on the ground floor. Primary pedestrian access will continue to be provided via the building entrances along H Street NW. The proposed long-term bicycle parking room will be located on the ground floor and will now be accessed from the main building entrance via the elevators or stairs. Loading and service vehicles will continue to access the site from the public alley via 6th Street NW. Anticipated site circulation is presented in Figure 1.

Loading and Trash

No modifications are proposed to the approved loading facilities or loading operations. The project will implement the previously approved Loading Management Plan (LMP), with detailed elements included below.

- 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 MWCOG 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 collection will occur as previously approved. Building maintenance staff will move refuse containers from the ground-floor trash room to the loading area for collection by a private trash hauler. No trash will be stored within public space at any time.

Bicycle Facilities

The proposed modification relocates the project's long-term bicycle parking room to a different location within the ground floor of the building. The project will continue to provide a minimum of seven (7) long-term bicycle parking spaces, two (2) short-term bicycle parking spaces, four (4) showers, and five (5) lockers, meeting or exceeding the zoning requirements. The relocated long-term bicycle parking room will be accessible from the main building entrance via the elevators or stairs.

Transportation Demand Management

No modifications are proposed to the approved TDM plan. The project will implement the approved TDM plan, with detailed measures included below.

- 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.

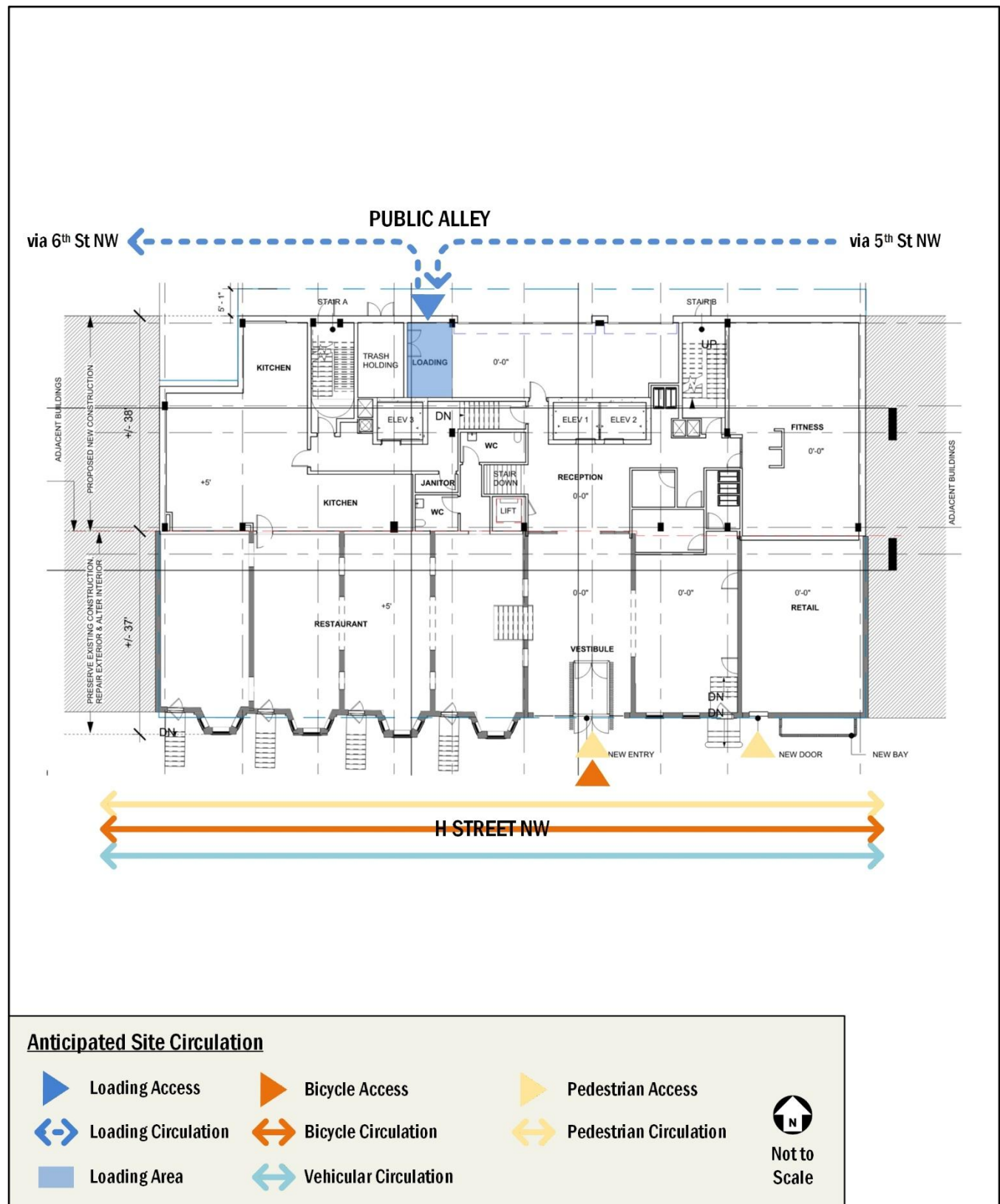


Figure 1: Anticipated Site Circulation

Summary and Conclusions

The purpose of this memorandum is to review the requested changes associated with the proposed BZA application for a Modification with Hearing for BZA Case No. 20974 for the redevelopment of 503–517 H Street NW. This evaluation reviewed the proposed modifications to the previously approved project to determine whether the revised development program would adversely affect the surrounding transportation network.

The analysis concludes that, although the proposed modification increases the building height and provides flexibility to accommodate approximately 80 to 180 guest rooms, and relocates the long-term bicycle parking room, the minimal increase in GFA (from 70,299 sf of GFA to 73,614 sf of GFA) results in the project's transportation characteristics remaining consistent with those evaluated under the original BZA approval. The proposed modification does not change the site's primary access points, loading facilities, bicycle parking, Loading Management Plan (LMP), or Transportation Demand Management (TDM) program. These transportation elements remain appropriate to support the modified lodging program and continue to meet or exceed applicable ZR16 requirements where applicable.

Accordingly, the proposed modification is not expected to result in detrimental transportation impacts on the surrounding roadway network. The previously approved loading operations, bicycle facilities, LMP, and TDM measures remain sufficient to support the revised project and will continue to promote safe and efficient access to and from the site.