GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

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Date:	October 27, 2023 – ***Revised May 22, 2024***	
Subject:	1271 5th Street NE Comprehensive Transportation Review (BZA Case No. 21010)	

Introduction

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) in support of an application for special exception relief (BZA Case No. 21010) for the proposed redevelopment of 1271 5th Street NE in the Union Market neighborhood of Washington, DC. Figure 1 identifies the regional site location within the District, and Figure 2 identifies the location of the Project Site in relation to the local neighborhood.

The project site is located at 1271 5th Street NE (the "Project Site") within the Union Market neighborhood in Washington, DC and is bounded by 5th Street NE to the west, the approved mixed-use building on JBGS-Gallaudet Parcel 3 (ZC Order No. 15-24B) to the east and north, and the approved and constructed mixed-use building at 550 Morse St NE (ZC Order No. 16-05) to the south. The Project Site is mid-block with frontage only on 5th Street NE with vehicular access via a shared private alley through the 550 Morse St NE building.

The Project Site is improved with one (1) two story commercial structure consisting of a fitness center and limited office space.

Two (2) potential redevelopment scenarios are proposed with the Project being comprised of the following redevelopment program:

- **Scenario A**
    - Approximately 19,999 square feet (sf) of ground-floor and penthouse retail/commercial use;
    - Approximately 52,435 sf of hotel use containing up to 130 hotel rooms;
    - Zero (0) vehicular parking spaces; and
    - Seven (7) long-term and 10 short-term bicycle parking spaces, meeting or exceeding the District's Zoning Regulations' minimum requirements for the Project's combined retail and hotel uses.
- **Scenario B**
    - Approximately 7,000 sf of ground-floor and penthouse retail/commercial use;
    - Approximately 66,888 sf of hotel use containing up to 135 hotel rooms;
    - Zero (0) vehicular parking spaces; and

- Eight (8) long-term and 10 short-term bicycle parking spaces, meeting or exceeding the District's Zoning Regulations' minimum requirements for the Project's combined retail and hotel uses.

Under both redevelopment scenarios, streetscape improvements will be made along the site's frontage 5th Street NE. Improvements include replacing the existing 94-foot curb cut on 5th Street NE with the potential for street parking or a hotel pick-up/drop-off zone, as well as widening the sidewalks along the Project Site's perimeter.

The Applicant requests relief from the requirement to provide parking spaces on-site and proposes no on-site parking. This relief is being requested due to the proximity to the NoMa-Gallaudet U Metrorail station, two (2) high-frequency Metrobus routes, carsharing facilities, nearby publicly available parking garages with over 1,000 spaces, and on- and off-site bicycle facilities. The transit-, bicycle-, and pedestrian-friendly environment will provide all users with easy access to non-vehicular means of transportation. Additionally, pick-up/drop-off activity is proposed to occur within a 60-foot pick-up/drop-off zone along the Project Site's frontage on 5th Street NE.

Separately, the Applicant requests relief from the requirement to provide two (2) loading berths, each with an associated loading platform and proposes to provide for only one (1) loading berth and one (1) loading platform. Based on information provided by the Applicant on their operational needs, as well as data from other comparable sites with similar loading/unloading demand, one (1) loading berth and one (1) loading platform supported by a Loading Management Plan (LMP) will be sufficient to satisfy the proposed Project's practical needs. Detailed information is provided in the LMP..

The purpose of this CTR is to:

- Review existing site conditions and details of the proposed redevelopment plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the Project Site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the Project;
- Provide a Loading Management Plan (LMP) to be implemented for the life of the Project; and
- Review the transportation elements of the Project to determine whether the Project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The Project Site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that results in an environment for enjoyable and effective non-vehicular transportation;
- The requested relief from the requirement to provide on-site parking spaces is not expected to have a detrimental impact due to the site's proximity to transit, carsharing facilities, nearby publicly available parking garages with over 1,000 spaces, and bicycle facilities. Since no vehicle parking spaces will be provided on-site, either valets will take the vehicles to off-street garages in the vicinity of the Project or patrons may self-park in a nearby public garages;
- The requested relief for one (1) loading berth and one (1) loading platform will not have a detrimental impact based on information provided by the Applicant and data from other comparable sites with similar loading/unloading demand;
- The proposed Project will provide short- and long-term bicycle parking, meeting or exceeding zoning requirements;
- The proposed Project enhances the pedestrian network in the vicinity of the Project Site by improving pedestrian facilities along the Project Site's frontage;
- The proposed Project will include TDM measures that adequately promote non-vehicular modes of travel;

- The proposed Project will include an LMP to memorialize the site's anticipated loading demand and the Site's plan for managing delivery needs; and
- The proposed Project will not have a detrimental impact on the surrounding transportation network.

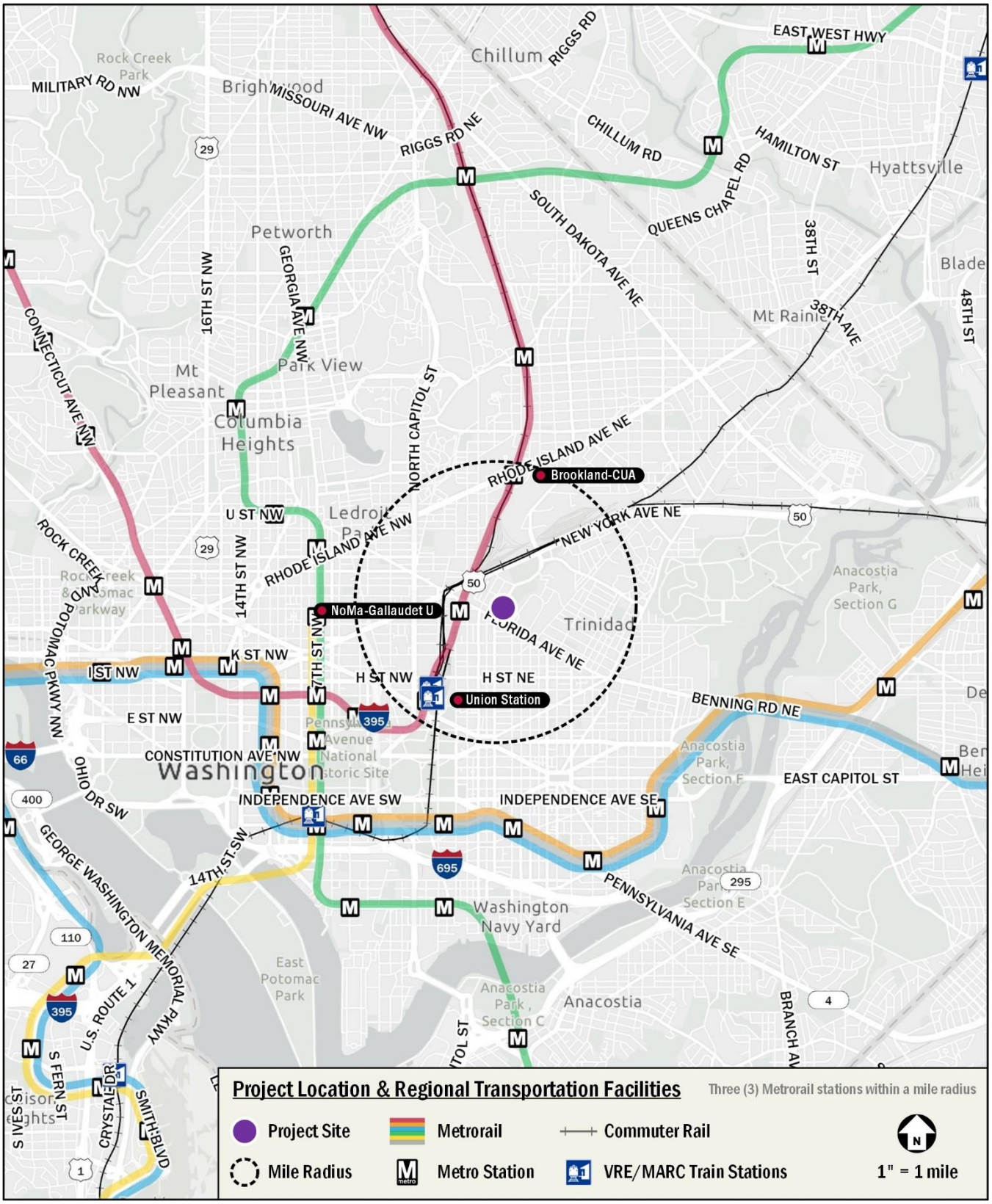

Figure 1: Project Location & Transportation Facilities

Figure 2: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the Project Site. The Project Site is located in a transit-rich, increasingly bicycle- and pedestrian-friendly, mixed-use neighborhood which minimizes the need for personal vehicles. The Project Site is well-served by two (2) Metrobus routes and is within a half mile of the NoMa-Gallaudet U Metrorail station served by the Red Line. The Project Site is also surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The Project Site is served by a local street, 5th Street NE, which is accessible from two (2) principal arterials, New York Avenue NE to the north and Florida Avenue NE to the south. The existing network of local streets provides connections to other minor arterials, collectors, and local roads. These roadways provide connectivity to I-395 and the Capital Beltway (I-495) that surrounds Washington, DC and its inner suburbs in Virginia and Maryland, as well as to the District core.

The Project proposes no on-site parking and no curb cut along the Project Site's frontage due to the size and uses of the Project Site. Rather, vehicular activity for the Project Site will occur in the proposed pick-up/drop-off zone along curbside in public space on 5th Street NE. Valet parking operations may take place curbside at the hotel entrance on 5th Street NE. With no on-site parking spaces, either valets will take the vehicles to off-street garages in the vicinity of the Project Site or patrons may self-park in a nearby garage. Loading facilities will be accessible via the private alley east of the Project Site. Figure 3 shows the existing and planned off-street parking facilities in vicinity of the Project Site. Over 1,000 parking spaces nearby can be accessed by the public.

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are two (2) Zipcar location within a quarter mile of the Project Site:

- Two (2) vehicles are located within a three-minute walk on the east corner of 6th Street and Neal Place NE; and
- Two (2) vehicles are located within a two-minute walk at The Lanes at Union Market (400 Florida Avenue NE).

Transit Facilities

Existing Transit Service

The Project Site is served by two (2) major bus routes – WMATA routes 90 and 92. Six (6) bus stops are within a quarter mile walk of the Project Site, with two (2) stops within a two-minute walk of the Project Site, one (1) for each the westbound and eastbound direction of the 90 and 92. These stops are approximately a three-minute walk from the Project Site at the intersection of 5th Street NE and Florida Avenue NE. Despite only being served by two (2) routes, the Project Site has a reliable, high-frequency bus service. As of October 2023, combined 90/92 service runs approximately every 10 minutes or better from 7:00 AM to 9:00 PM on all days of the week with less frequent service also operating during early morning and late-night times. These bus routes provide connections to five (5) Metrorail stations serving all six (6) Metrorail lines as well as neighborhoods from Adams Morgan and U Street to the northwest and Anacostia and Congress Heights to the southeast. Table 1 shows a summary of the bus route information for the routes that serve the Project Site, including service hours, headway, and distance to the nearest bus stop. Figure 4 identifies the major transit routes, stations, and stops in the study area.

The closest Metrorail station to the Project Site is the NoMa-Gallaudet U Metrorail station, which is served by the Red Line and is located approximately 0.4 miles or a ten-minute walk west of the Project Site. The Red Line travels south from Shady Grove, MD through Bethesda, MD, and the District core before turning north at Union Station (south of the Project Site) and continuing north through Silver Spring, MD to Glenmont, MD. Table 2 and Table 3 provide details of Metrorail information, including service hours and timetables. Table 4 shows WMATA's recommended amenities for each type of bus stop. Table 5 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the Project Site on a typical weekday morning are shown in Figure 5.

Planned Transit Service

The Transit Priority Network in the approved *moveDC* 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are prioritized as part of the long-range plan. Transit priority corridors proposed near the proposed Project include:

- Florida Avenue from 8th Street NE to 9th Street NW; and
- New York Avenue from the Maryland state line (eastern District boundary) to 7th Street NW/Mt Vernon Square.

Both WMATA routes 90 and 92 are covered by the Florida Avenue transit priority corridor as well as additional corridors outside of the study area. In fact, nearly the entire alignments of both routes 90 and 92 are covered by transit priority corridors in the approved *moveDC* 2021 update. Any transit priority infrastructure improvements proposed have the potential to improve bus speeds and service to the Project Site in the future.

Additionally, the proposed pedestrian tunnel underneath Amtrak railroad tracks would connect the NoMa-Gallaudet Metrorail Station to the intersection of 3rd Street NE and N Street NE. This new entrance, expected to be constructed by 2028, will provide better access to the Union Market neighborhood and may reduce walking time from the Project Site by up to three (3) minutes. These planned additions to transit service alongside existing transit service are shown in Figure 6.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)	Walking Distance to Nearest Bus Stop[2]
		Weekday	Saturday	Sunday		
WMATA Routes						
90	U Street-Garfield Line	4:33am-1:55am	5:06am-12:22am	4:49am-12:15am	15-30	0.1 mile (3 minutes)
92	U Street-Garfield Line	4:29am-2:14am	4:38am-2:35am	4:46am-2:35am	6-30	0.1 mile (3 minutes)

[1] Service hours and headways reflect regular service effective June 25, 2023, including high-frequency service on WMATA routes 90 and 92.
[2] Walking distances are measured from the nearest on-site location.

Table 2: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 1 AM
Saturday	7 AM – 1AM
Sunday	7 AM – midnight

Table 3: Metrorail Service Intervals (in minutes)

Rail Line	Monday & Friday	Tuesday, Wednesday, Thursday	Saturday & Sunday
Red	5 AM – 9:30 PM: 8 min 9:30 PM – close: 10 min	5 AM – 9:30 PM: 8 min 9:30 PM – close: 10 min	7 AM – 9:30 PM: 8 min 9:30 – close: 10 min

Table 4: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 5: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Receptacle
Florida Ave & 2nd St NE (NB)	1003882	90, 92	●		●	●					
Florida Ave NE & 2nd St NE (SB)	1003647	90, 92	●		●	●				●	●
Florida Ave NE & 3rd St NE	1001378	90, 92	●	●	●	●				●	
Florida Ave & 5th St (NB)	1001358	90, 92	●	●	●	●	●	●	●	●	●
Florida Ave & 5th St (SB)	1001356	90, 92	●	●	●	●					●
Florida Ave & 7th St (NB)	1001337	90, 92	●	●	●	●				●	●

EXISTING PARKING GARAGE SPACES

	OPEN TO PUBLIC[1]	RESIDENTIAL / OFFICE	TOTAL
1	23	116	139
2	151	123	274
3	74	126	200
4	204	321	525
5	107	108	215
6	0	139	139
7	11	109	120
8	26	226	252
9	6	121	127
Total	602	1389	1991

PARKING GARAGE SPACES TO BE CONSTRUCTED[2]

	OPEN TO PUBLIC[1]	RESIDENTIAL / OFFICE	TOTAL
10	160	160	320
11	70	325	395
12	82	217	299
13	36	128	164
14	73	181	254
15	62	136	198
16	30	20	50
Total	513	1167	1680

TOTAL EXISTING & PLANNED PARKING

	OPEN TO PUBLIC[1]	RESIDENTIAL / OFFICE	TOTAL
Total	1115	2556	3671

Notes:
[1] Paid hourly/daily parking in private garages
[2] Approximate based on the last provided plans, but not yet final plans for each property, so exact spaces per property may be different

Nearby Off-Street Parking Facilities

N Not to Scale

Figure 3: Nearby Off-Street Parking Facilities

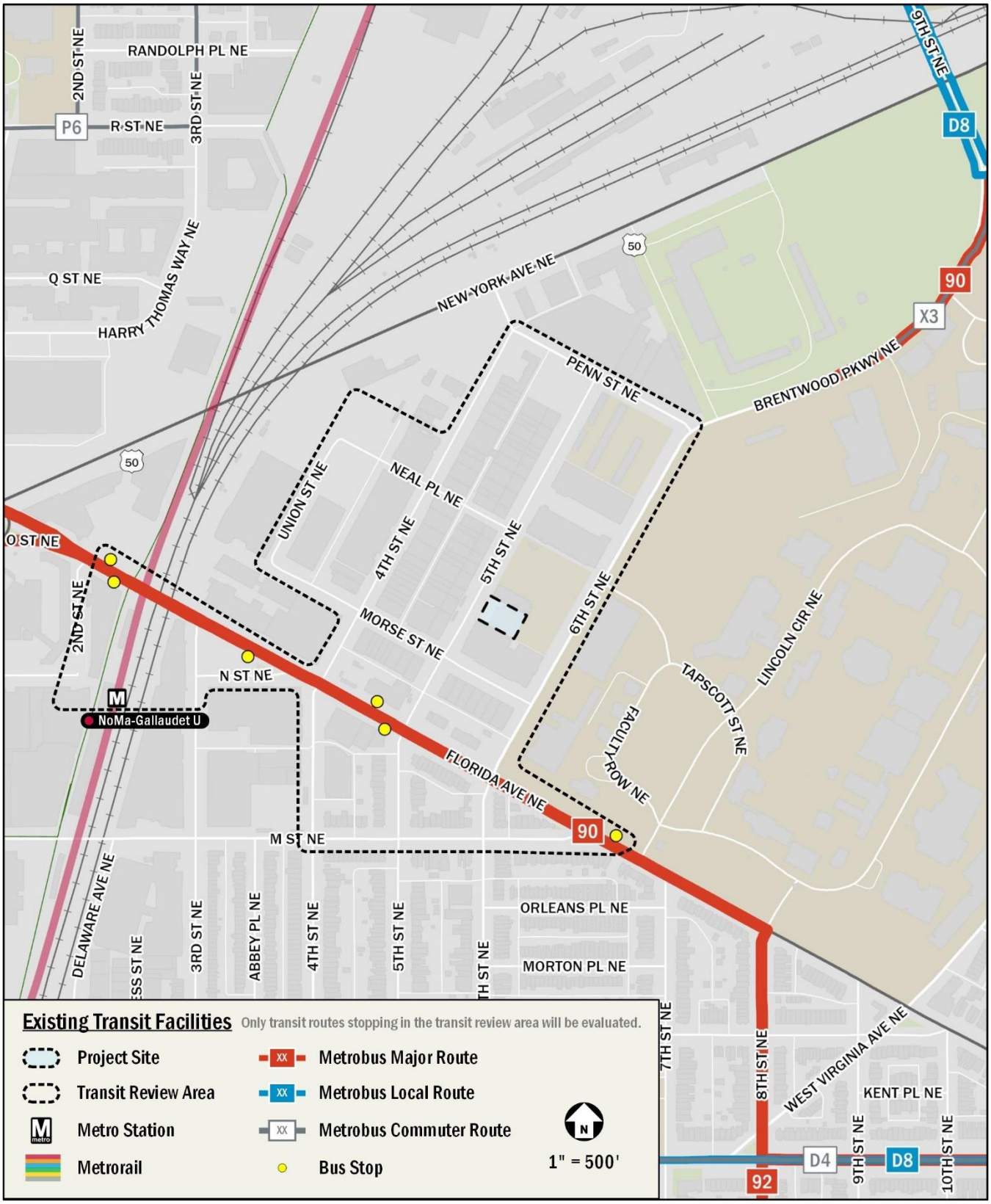

Figure 4: Existing Transit Service

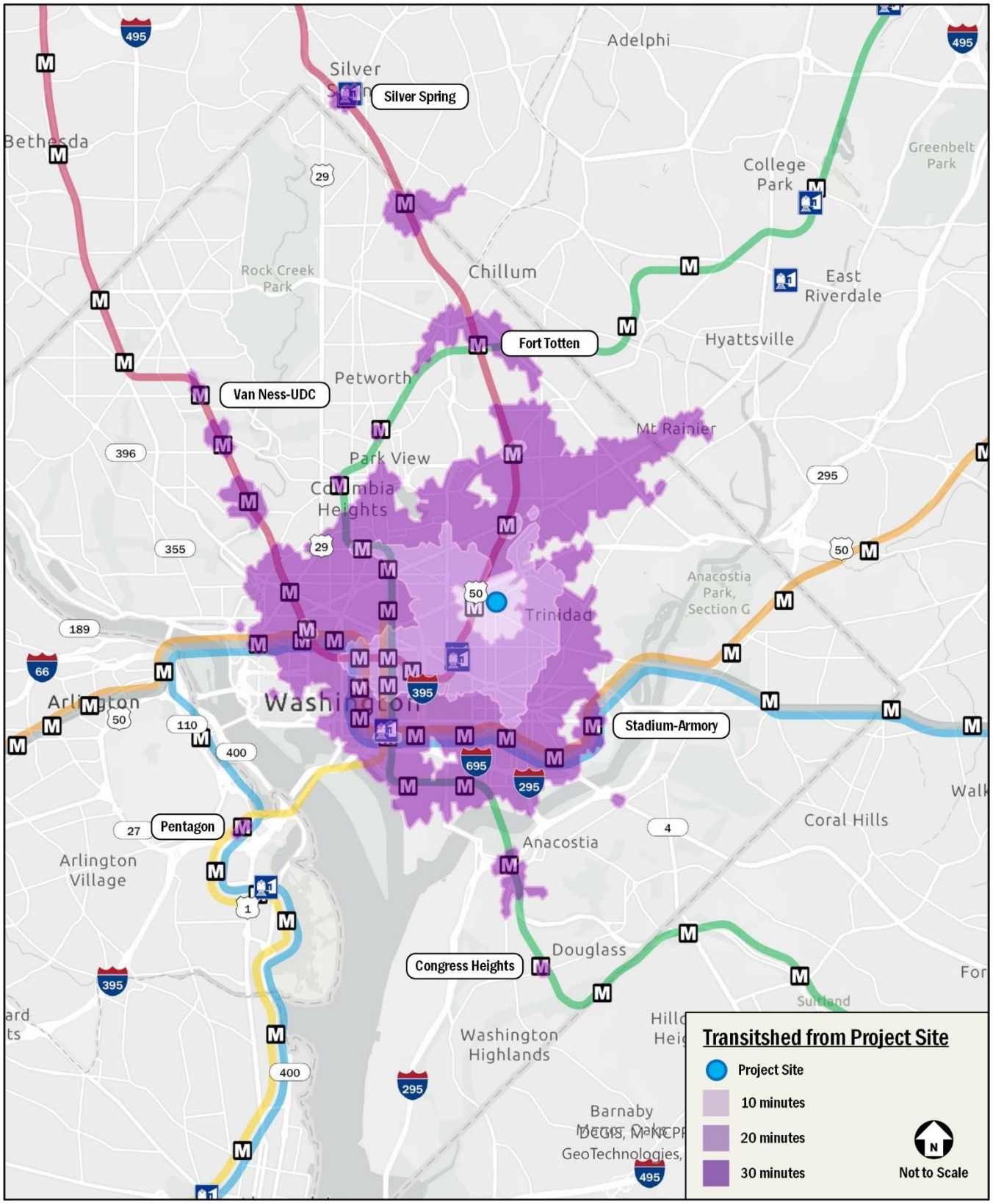

Figure 5: Transitshed from Project Site

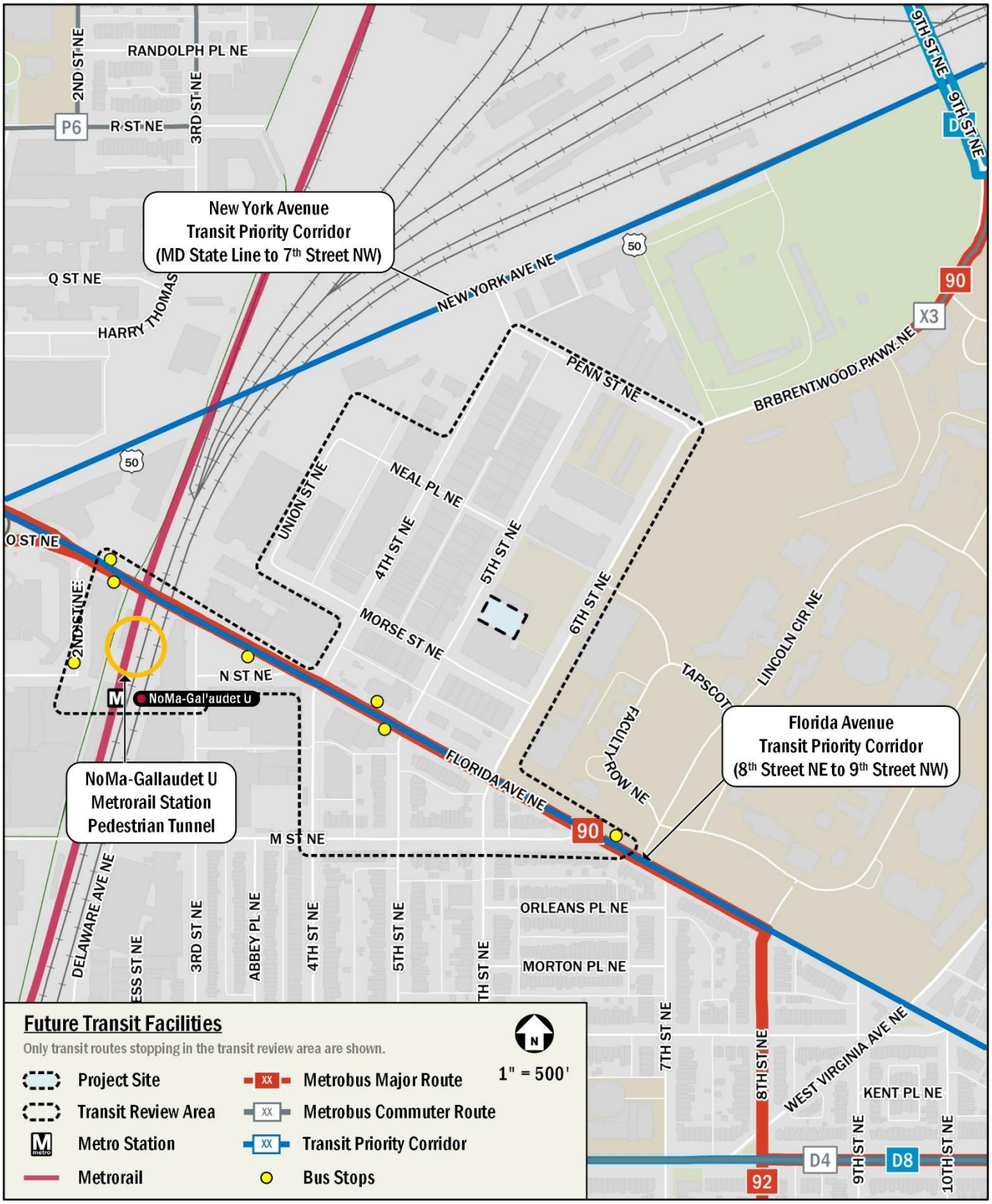

Figure 6: Future Transit Service

Bicycle Facilities

Existing Bicycle Facilities

The Project will have access to existing on- and off-street bicycle facilities. The Project Site is located near protected bicycle lanes along Florida Avenue, which can be used to access bicycle lanes on 4th Street NE, M Street NE, and 6th Street NE, as well as an extensive network of standard bicycle lanes south of the Project Site in the Stanton Park and Capitol Hill neighborhoods. Additionally, the Metropolitan Branch Trail is located approximately 0.3 miles west of the Project Site, which provides connections to Union Station and far Northeast DC.

Figure 7 shows the existing bicycle facilities near the Project Site. The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the Project Site are shown in Figure 8.

Planned Bicycle Facilities

moveDC Bicycle Priority Network

As part of the 2021 update to *moveDC*, DDOT has designated both funded and future planned improvements to the District's Bicycle Priority Network. Funded improvements are locations that currently have funding identified for construction within six (6) years, including the following facilities near the Project Site:

- Trails along New York Avenue NE

Additionally, DDOT has designated future planned improvements to the network that may be added in the future but currently do not have committed funding. Along Florida Avenue NE, Brentwood Parkway NE, and K Street NE, planned improvements will include fully protected facilities based on the roadways' functional classification as arterials. Along Penn Street NE and 1st Street NE, planned improvements may be a protected or standard bicycle lane or other facility type (e.g., advisory, buffered, contra-flow, neighborhood bikeway) given roadway conditions and the roadway's functional classification as collectors. Along 4th Street NE, a local street, planned improvements may be a neighborhood bikeway, an advisory bicycle lane, or a contra-flow bicycle lane, and likely paired with traffic calming. These improvements are not currently funded.

DDOT Bikeways Expansion (FY22-24)

DDOT has embarked on a plan to build over 20 miles of new protected bike lanes by 2022. One (1) street segment in the study area has been identified to received protected bicycle lanes in fiscal year 2022 through 2024:

- Mount Olivet Road NE from Brentwood Parkway/9th Street NE to Bladensburg Road NE

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents and patrons of the proposed Project. The program has placed over 700 bikeshare stations across the greater Washington region with over 6,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. Three (3) existing Capital Bikeshare stations are within a quarter mile of the Project Site:

- A 19-dock Capital Bikeshare station is available within a minute walk on the southwest corner of 5th Street NE and Morse Street NE;
- A 24-dock Capital Bikeshare station is available within a three-minute walk on the east corner of 6th Street NE and Neal Place NE; and
- A 19-dock Capital Bikeshare station is available within a minute walk on the northwest corner of 4th Street and Florida Avenue.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020 and proposed new Capital Bikeshare stations near the proposed Project located at the following locations:

- Morse Street NE and the alley between Union Street NE and 4th Street NE
- Note that this Capital Bikeshare station is funded as part of the Market Terminal Development Building A2 development; however, the station has not yet been installed.
- A four (4) dock expansion of a Capital Bikeshare station will be installed within a half mile of 1348 4th Street NE, which is located northwest of the Project Site.

Shared Mobility

As of October 2023, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4) companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the "furniture zone" or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The Project's proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

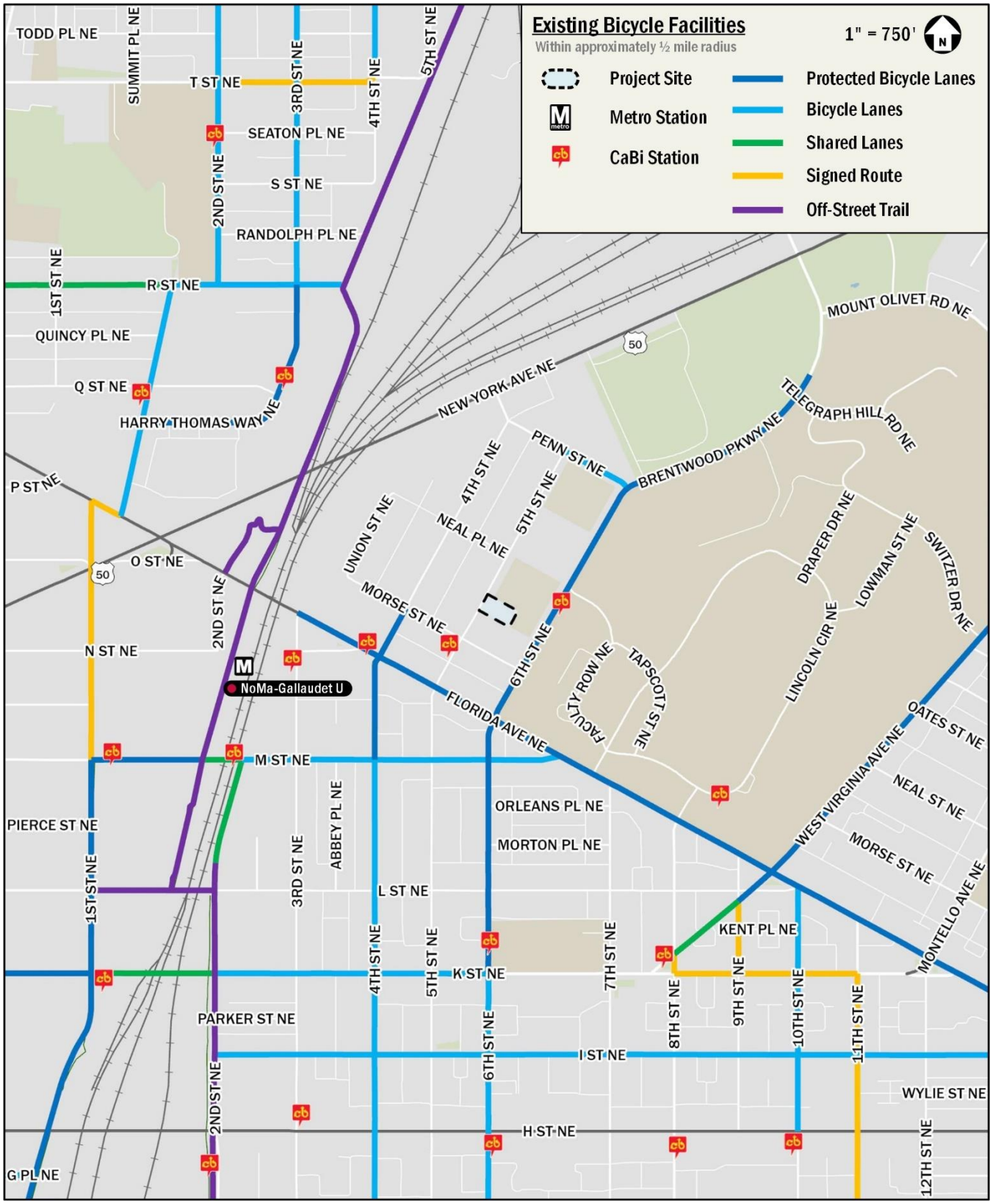

Figure 7: Existing Bicycle Facilities

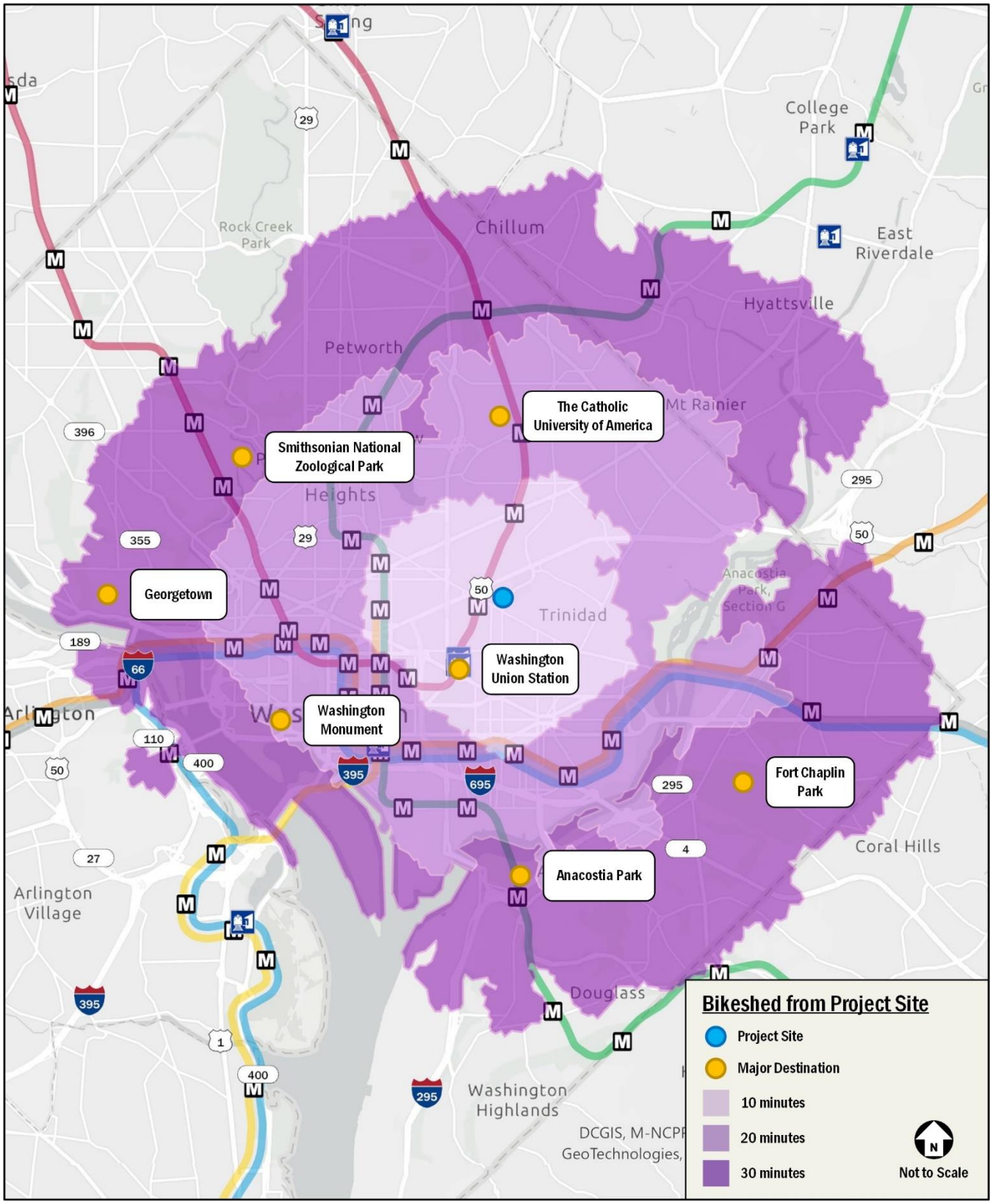

Figure 8: Bikeshed from Project Site

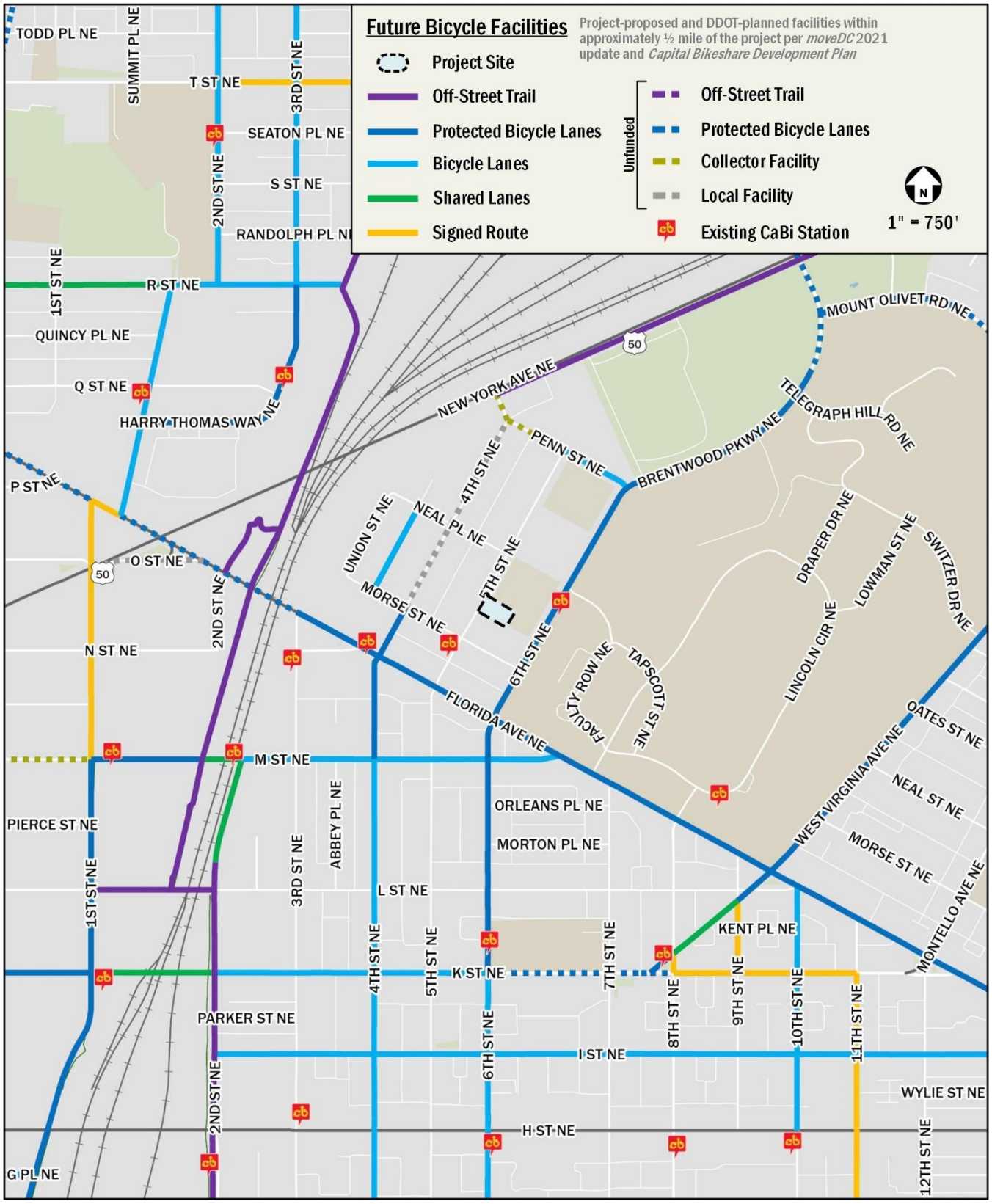

Figure 9: Future Bicycle Facilities

Pedestrian Facilities

Overall, pedestrian facilities within the study area provide sufficient connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius as well as to the nearby NoMa-Gallaudet U Metro station is shown in Figure 10, with a summary of sidewalk width requirements shown in Table 6. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the Project Site are shown in Figure 11.

As shown in Figure 10, the streets within the pedestrian study area fall into the "High Density Residential or Light Commercial" category of sidewalk width requirements. Sidewalks in this area require a minimum buffer width of four (4) to eight (8) feet and a minimum sidewalk unobstructed width of eight (8) feet for a total minimum sidewalk width of 13 feet, as shown in Table 6. The sidewalks in the study area that do not meet DDOT standards typically do not maintain the total minimum sidewalk width or provide sufficient buffer width but do provide an unobstructed clear width of at least five (5) to six (6) feet.

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 but where they are present, a 48" clear space is required outside active vehicle traffic lanes and within marked crossings. As shown in Figure 10, under existing conditions, there are several missing curb ramps along 4th Street NE, Penn Street NE, 6th Street NE, and Neal Place NE.

Pedestrian Infrastructure Improvements

Pedestrian facilities on-site and along its perimeter will be improved to meet DDOT and ADA standards. Sidewalks along the Project Site's frontage will be reconstructed to meet or exceed the width requirements. Additionally, background developments within the study area will also provide improvements to the surrounding pedestrian facilities. It is expected that sidewalks, crosswalks, and curb ramps will be improved throughout the Union Market neighborhood consistent with the Union Market Streetscape Guidelines. These planned pedestrian improvements are shown in Figure 12.

Table 6: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

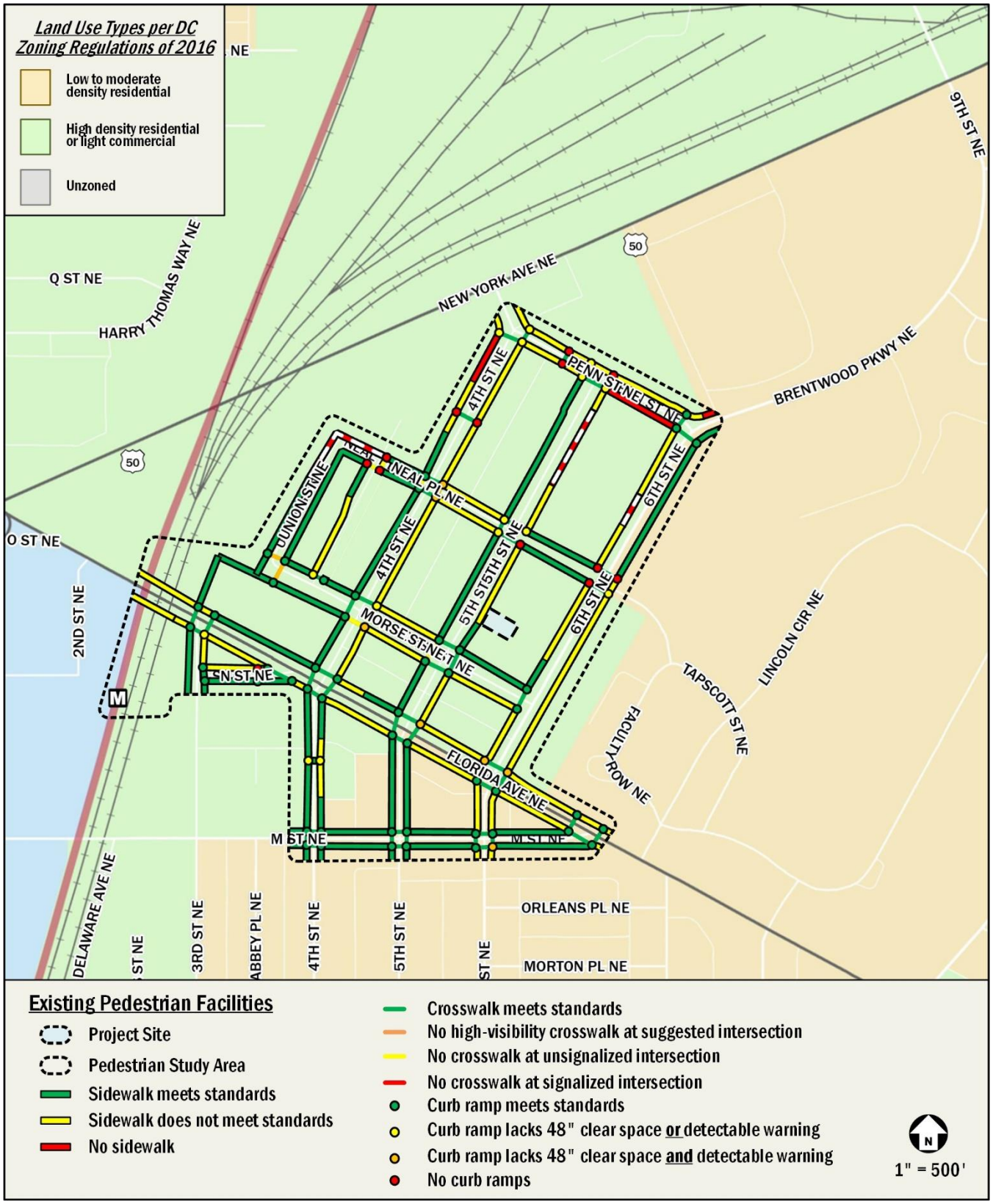

Figure 10: Existing Pedestrian Facilities

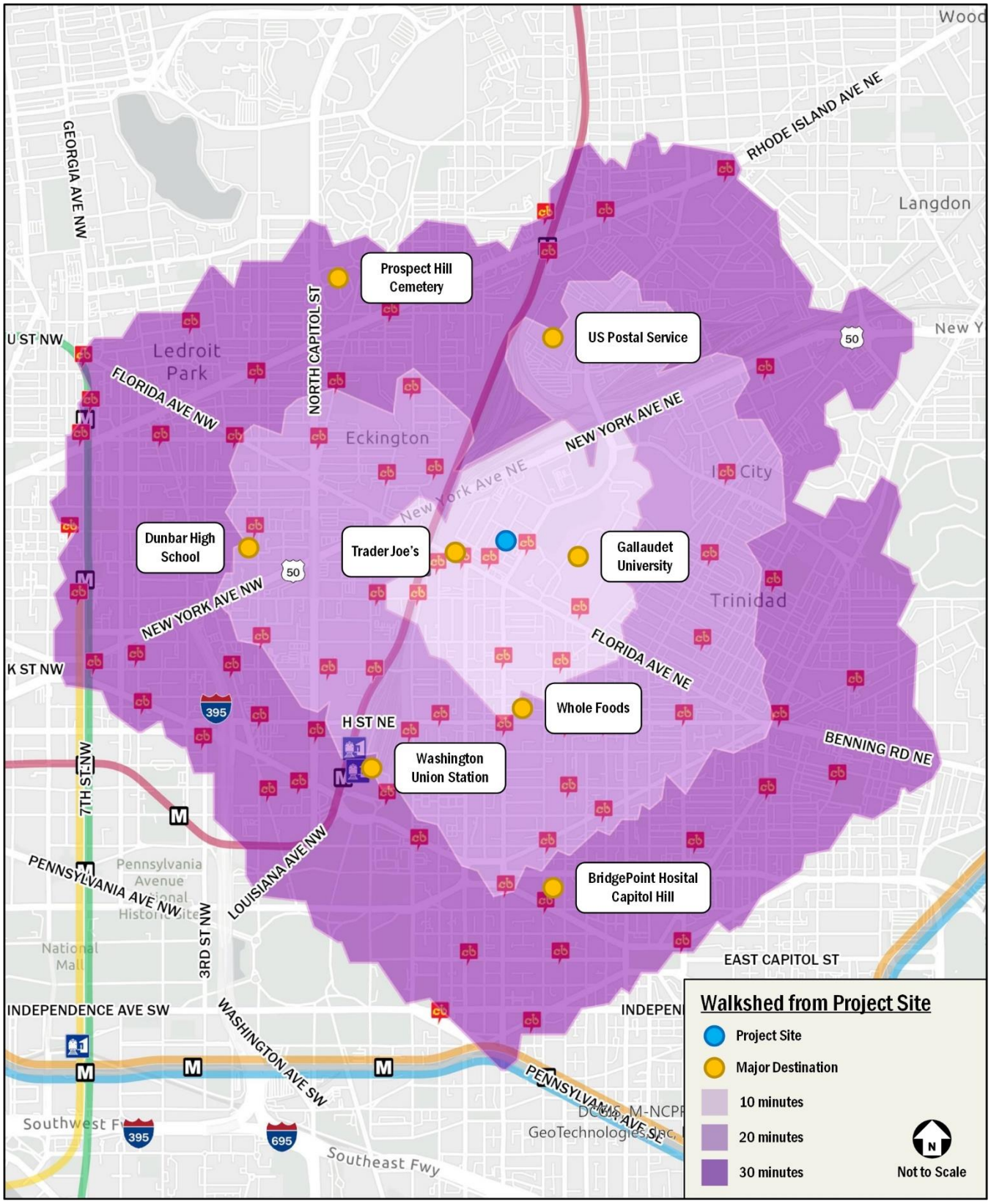

Figure 11: Walkshed from Project Site

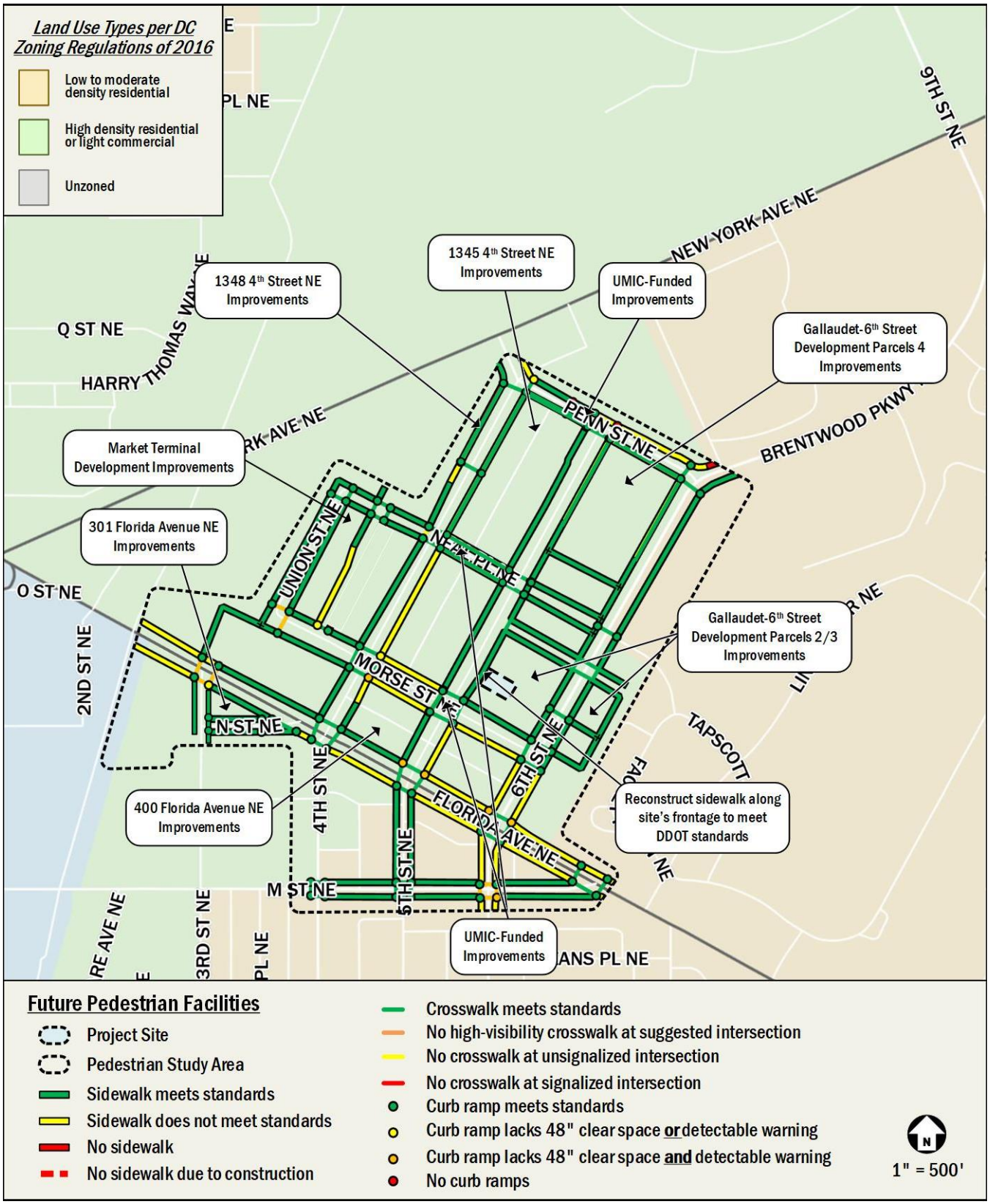

Figure 12: Future Pedestrian Facilities

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the Project Site as shown in Figure 13. Existing curbside uses surrounding the Project Site are largely dedicated to on-street parking. Under existing conditions, customer-only parking is provided along the Project Site's frontage on 5th Street NE.

Proposed changes to curbside management include a 60-foot pick-up/drop-off zone on 5th Street NE and other streetscape improvements along the Project Site's frontages as part of the proposed Project. Additional improvements proposed as part of the nearby developments in the Union Market neighborhood will also affect curbside uses within the two (2) block curbside study area of the Project Site. Future curbside designations are shown in Figure 14.

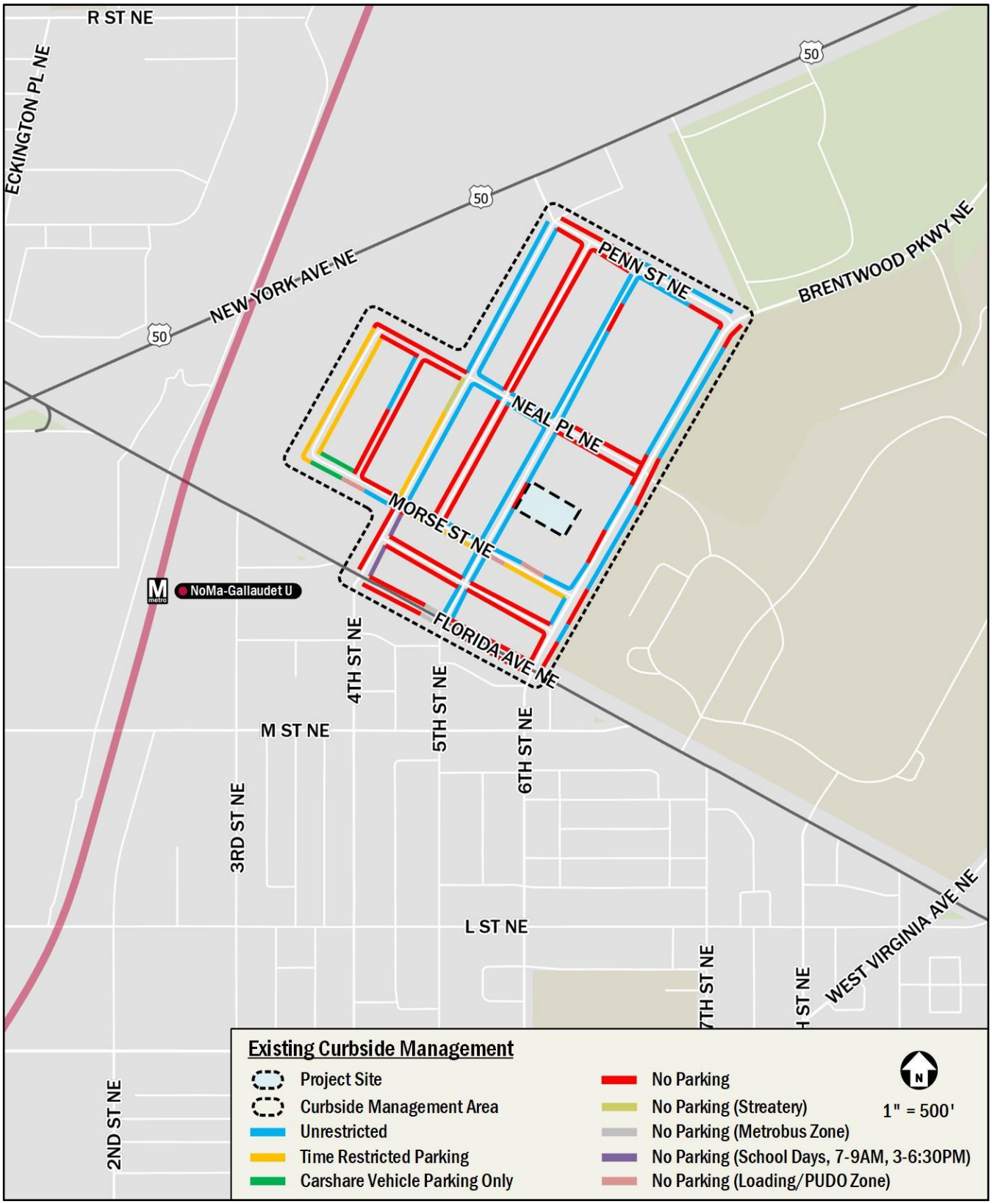

Figure 13: Existing Curbside Management

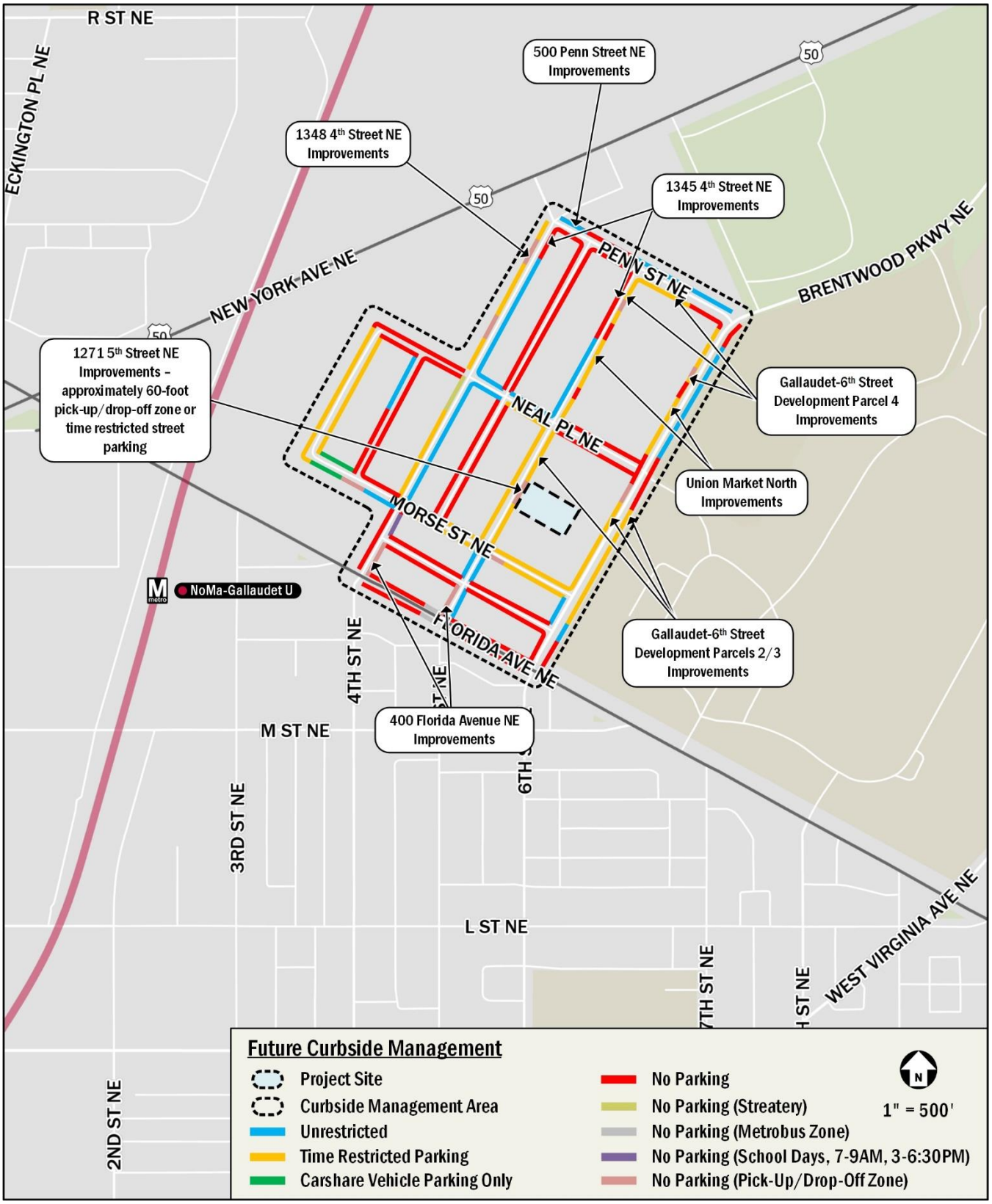

Figure 14: Future Curbside Management

Strategic Planning Documents and Initiatives

There are several District initiatives located in the vicinity of the Project Site. These planned and proposed projects are summarized below.

moveDC

As the District of Columbia grows, so must the transportation system, and specifically it must grow in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the Project Site include:

- Two (2) transit priority corridors, one (1) along Florida Avenue from 8th Street NE to 9th Street NW and another along New York Avenue from the Maryland state line (eastern District boundary) to 7th Street NW/Mt Vernon Square, covering both the existing Metrobus routes 90 and 92; and
- Future planned on-street bicycle facilities without committed funding along 4th Street NE, Penn Street NE, Florida Avenue NE, Brentwood Parkway NE, and Mount Olivet Road NE to provide a well-connected bicycle network.

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element and Upper Northeast Planning Area contain the following policies which are supported by the proposed Project:

- "*Policy T-1.1.4: Transit-Oriented Development*. Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage

development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations."

- *"Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged."
- "*Policy T-1.2.3: Discouraging Auto-Oriented Uses*. Discourage certain uses, like "drive-through" businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas."
- *"Policy T-1.4.1: Street Design for Placemaking*. Design streets, sidewalks, and transportation infrastructure—such as bike racks and other *public* places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities."
- *"Policy T-2.4.1: Pedestrian Network*. Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC."
- *"Policy T-2.5.5: Natural Landscaping*. Work with other District and federal agencies to identify, plant, and manage natural *landscaping* areas along highways, traffic circles, bike paths, and sidewalks."
- "*Policy T-2.6.2: Transit Needs.* Establish, expand, or continue assistance for transit-dependent groups in the District, including older adults, students, school-age children, and persons whose situations require special services, including those experiencing homelessness."
- *"Policy T-3.1.1: TDM Programs*. Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system."
- "*Policy UNE-1.1.8: Untapped Economic Development Potential*. Recognize the significant potential of the area's commercially and industrially zoned lands, particularly along the New York Avenue corridor, V Street NE, West Virginia Avenue, and Bladensburg Road, and around the Florida Avenue Market, to generate jobs, provide new shopping opportunities, enhance existing businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. . . . ."
- "*Policy UNE-1.2.1: Streetscape Improvements*. Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, New York Avenue, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, West Virginia Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways."
- "*Policy UNE-2.1.2: Florida Avenue Market*. Redevelop the Florida Avenue Market into a regional destination that may include residential, dining, entertainment, office, hotel, maker, and wholesale food uses. "
- "*Policy UNE-2.1.4: Northeast Gateway Urban Design Improvements*. Improve the image and appearance of the Northeast Gateway area by creating landscaped gateways into the community, creating new parks and open spaces, upgrading key streets, and improving conditions for pedestrians along Florida Avenue and other neighborhood streets."

The proposed Project's location provides excellent access to public transportation options. In particular, the Project Site is within a ten-minute walk of the NoMa-Gallaudet U Metrorail station. The proposed Project is designed to de-emphasize the need for personal automobiles by providing no on-site vehicular parking spaces and incorporating bicycle infrastructure and an extensive pedestrian network. Additionally, the Project will eliminate all existing curb cuts without introducing any new curb cuts, thus minimizing pedestrian/vehicle conflicts and improving the pedestrian experience.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The Action Plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed Project supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by eliminating the Project Site's existing 94-foot curb cut along 5th Street NE.

Florida Avenue Market Small Area Plan

Published in 2009, the Florida Avenue Market Small Area Plan provides a framework for the consideration of new development and safety and operational improvements to the market and surrounding area. The study includes four (4) goals:

- Support development within the market area that includes a mix of land uses (including office, retail, residential, open space, and market uses) and provides amenities for multiple stakeholders;
- Provide reliable and integrated multi-modal travel options; focus on pedestrian and bicycle access and safety;
- Create green spaces for public and recreational uses; and
- Promote Sustainable Design Principles for the entire area.

The proposed Project supports these goals by constructing a mix of retail and hotel uses that will provide attractive amenities for workers and patrons of the Project and surrounding area. The upgraded pedestrian network and installation of publicly accessible bicycle racks where none currently exist enhance pedestrian and bicycle accessibility and safety.

Florida Avenue Project

Collectively referred to as the Florida Avenue Project, concurrent capital improvement projects are taking place near the Project Site to address safety and operational improvements in two (2) distinct study areas – the "Virtual Circle" or "Dave Thomas Circle" at the intersection of Florida Avenue NE, New York Avenue NE, 1st Street NE, and Eckington Place NE and the Florida Avenue NE corridor between 2nd Street NE and H Street NE. The latter of these study areas is relevant to the proposed Project and is detailed below.

As part of the planning phase for the implementation of safety and operational improvements along Florida Avenue, DDOT published the Florida Avenue Multimodal Transportation Study in 2015. The study identified the following nine (9) needs to be addressed:

- History of auto and non-auto related crashes;
- High automobile speeds;

- Lack of ADA-compliant pedestrian facilities;
- Maintaining automobile access, particularly for corridor-wide trips and trucks;
- Meeting specialized needs of large deaf population due to the corridor's proximity to Gallaudet University;
- Lack of bicycle facilities within the study area;
- Need for safe access to transit;
- Florida Market access and mobility needs; and
- Resident requests for supporting multimodal access.

These identified project needs have informed both interim safety improvements and the final design that is currently undergoing construction. In Summer 2019, DDOT repurposed an existing travel lane in each direction of Florida Avenue NE between 2nd Street NE and West Virginia Avenue NE to accommodate the construction of two-way protected bicycle lanes on the south side of the roadway. As of June 2020, this includes the north side of the roadway as well. This had the additional effect of reducing pedestrian crossing distances across Florida Avenue NE. Near the Project Site, the final design includes:

- Two (2) thru lanes in each direction with dedicated left turn lanes and protected bicycle lanes along Florida Avenue from 3rd Street NE to 6th Street NE which has already been implemented; and
- The permanent conversion of 6th Street NE between K Street NE and Florida Avenue NE to northbound-only, which has already been implemented.

In direct relation to the proposed Project, the Florida Avenue Project will enhance east-west bicycle connectivity, reduce vehicle conflicts, and improve pedestrian and bicycle safety in the vicinity of the Project Site.

Union Market Streetscape Guidelines

The Union Market Streetscape Guidelines focus on maintaining a coordinated design for the streets of Union Market as the Small Area Plan objectives are realized and the neighborhood develops into a pedestrian-oriented, mixed-use neighborhood. The Guidelines include specifications for paving materials, street tree placement, and lighting that will retain the area's distinct industrial character while enhancing and unifying the streetscape. Flexibility is built into the Guidelines to allow new projects to incorporate sidewalk cafes, vending, small parks, and public art. Moreover, the Guidelines seek to create a transportation network that accommodates all users and provides a safe and comfortable experience for pedestrians, bicyclists, and vehicles alike.

The proposed Project is consistent with the Union Market Streetscape Guidelines. The proposed Project includes ground-floor retail/commercial uses and an outdoor activated plaza, creating an interesting pedestrian experience.

New York Avenue Streetscape and Trail Project

The New York Avenue Streetscape and Trail Project focuses on facilitating multimodal opportunities and improving the pedestrian facilities, bicycle accommodations, and safety along New York Avenue NE west to east between Florida Avenue NE and Bladensburg Road NE and extending as far south as the NoMa-Gallaudet U Metro Station to the U.S. National Arboretum. Improvements include raised two-way bicycle tracks, new sidewalks, "Low Impact Development" strategies such as permeable pavements, and enhanced landscaping using trees, shrubs, and groundcover.

The proposed Project supports these goals by constructing a mixed use of retail and hotel uses that will provide attractive amenities for workers and patrons of the Project and surrounding area. The upgraded pedestrian network and installation of publicly accessible bicycle racks where none currently exist enhance pedestrian and bicycle accessibility and safety. The Project also adds green infrastructure to a site where none currently exists.

Site Trip Generation

As mentioned in the Introduction chapter, two (2) potential redevelopment programs are proposed with the Project being comprised of the following redevelopment programs:

- Scenario A
    - Approximately 19,999 square feet (sf) of ground-floor and penthouse retail/commercial use;
    - Approximately 52,435 sf of hotel use containing up to 130 hotel rooms; and
    - Zero (0) vehicular parking spaces.
- Scenario B
    - Approximately 7,000 sf of ground-floor and penthouse retail/commercial use;
    - Approximately 66,888 sf of hotel use containing up to 135 hotel rooms; and
    - Zero (0) vehicular parking spaces.

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the Project Site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for retail use of the proposed Project was calculated in a General Urban/Suburban setting based on ITE land use 822 (Strip Retail Plaza (<40k)) and ITE land use 310 (Hotel) was used for the hotel component of the proposed Project.

The existing use of the Project Site includes a two (2) single-story commercial structure with a fitness center and limited office uses. Existing vehicle trips associated with the existing uses were calculated in a General Urban/Suburban setting based on ITE land use 492 (Health/Fitness Club).

Table 7 shows mode split assumptions based on census (Traffic Analysis Zone and Tract) data for people who live and work near the Project Site, as well as survey data from the MWCOG's *2022 State of the Commute Survey Report* and the WMATA Ridership Survey. Detailed mode split information is provided in the Technical Attachments. Table 8 and Table 10 show a multimodal trip generation summary of Scenario A and Scenario B of the proposed Project, respectively. Detailed trip generation information is provided in the Technical Attachments. Table 9 and Table 11 show the proposed vehicular trips, existing vehicular trips, and net new vehicular trips generated by Scenario A and Scenario B of the proposed Project, respectively, as compared to the trip generation of the existing fitness center use on-site. As can be seen in the tables, in both scenarios, the Project will generate fewer than 25 net new peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT's CTR Guidelines, a vehicular capacity analysis is not required.

Table 7: Mode Split Assumptions

Land Use	Mode					
	Drive	Transit	Bike	Walk	Telecommute	Rideshare/Other
Retail	10%	35%	5%	50%	-	-
Hotel	5%	15%	5%	50%	-	25%
Fitness Club	25%	35%	10%	30%	-	-

Table 8: Multimodal Trip Generation Summary – Scenario A

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Hotel (up to 130 rooms)										
Auto	9 veh/hr	8 veh/hr	17 veh/hr	11 veh/hr	12 veh/hr	23 veh/hr	16 veh/hr	13 veh/hr	29 veh/hr	311 veh
Transit	8 ppl/hr	7 ppl/hr	15 ppl/hr	10 ppl/hr	9 ppl/hr	19 ppl/hr	14 ppl/hr	10 ppl/hr	24 ppl/hr	260 ppl
Bike	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	87 ppl
Walk	27 ppl/hr	22 ppl/hr	49 ppl/hr	33 ppl/hr	32 ppl/hr	65 ppl/hr	45 ppl/hr	35 ppl/hr	80 ppl/hr	868 ppl
Proposed Retail (19,999 sf)										
Auto	3 veh/hr	2 veh/hr	5 veh/hr	7 veh/hr	6 veh/hr	13 veh/hr	7 veh/hr	6 veh/hr	13 veh/hr	109 veh
Transit	18 ppl/hr	12 ppl/hr	30 ppl/hr	42 ppl/hr	42 ppl/hr	84 ppl/hr	43 ppl/hr	40 ppl/hr	83 ppl/hr	694 ppl
Bike	3 ppl/hr	1 ppl/hr	4 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr	99 ppl
Walk	25 ppl/hr	18 ppl/hr	43 ppl/hr	60 ppl/hr	60 ppl/hr	120 ppl/hr	61 ppl/hr	58 ppl/hr	119 ppl/hr	991 ppl
Proposed Site Total										
Auto	12 veh/hr	10 veh/hr	22 veh/hr	18 veh/hr	18 veh/hr	36 veh/hr	23 veh/hr	19 veh/hr	42 veh/hr	420 veh
Transit	26 ppl/hr	19 ppl/hr	45 ppl/hr	52 ppl/hr	51 ppl/hr	103 ppl/hr	57 ppl/hr	50 ppl/hr	107 ppl/hr	954 ppl
Bike	6 ppl/hr	3 ppl/hr	9 ppl/hr	9 ppl/hr	9 ppl/hr	18 ppl/hr	11 ppl/hr	9 ppl/hr	20 ppl/hr	186 ppl
Walk	52 ppl/hr	40 ppl/hr	92 ppl/hr	93 ppl/hr	92 ppl/hr	185 ppl/hr	106 ppl/hr	93 ppl/hr	199 ppl/hr	1859 ppl

Table 9: Comparison of Auto Trips – Scenario A

Program	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed	12 veh/hr	10 veh/hr	22 veh/hr	18 veh/hr	18 veh/hr	36 veh/hr
Existing	2 veh/hr	2 veh/hr	4 veh/hr	9 veh/hr	7 veh/hr	16 veh/hr
Net New Auto Trips	**10 veh/hr**	**8 veh/hr**	**18 veh/hr**	**9 veh/hr**	**11 veh/hr**	**20 veh/hr**

Table 10: Multimodal Trip Generation Summary – Scenario B

Mode	AM Peak Hour			PM Peak Hour			Saturday Peak Hour			Daily Total
	In	*Out*	*Total*	*In*	*Out*	*Total*	*In*	*Out*	*Total*	
Proposed Hotel (up to 135 rooms)										
Auto	10 veh/hr	8 veh/hr	18 veh/hr	13 veh/hr	11 veh/hr	24 veh/hr	16 veh/hr	13 veh/hr	29 veh/hr	324 veh
Transit	9 ppl/hr	6 ppl/hr	15 ppl/hr	10 ppl/hr	10 ppl/hr	20 ppl/hr	14 ppl/hr	11 ppl/hr	25 ppl/hr	270 ppl
Bike	3 ppl/hr	2 ppl/hr	5 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr	5 ppl/hr	3 ppl/hr	8 ppl/hr	90 ppl
Walk	29 ppl/hr	21 ppl/hr	50 ppl/hr	34 ppl/hr	33 ppl/hr	67 ppl/hr	46 ppl/hr	37 ppl/hr	83 ppl/hr	901 ppl
Proposed Retail (7,000 sf)										
Auto	1 veh/hr	1 veh/hr	2 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr	38 veh
Transit	6 ppl/hr	5 ppl/hr	11 ppl/hr	15 ppl/hr	14 ppl/hr	29 ppl/hr	15 ppl/hr	14 ppl/hr	29 ppl/hr	243 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr	35 ppl
Walk	9 ppl/hr	6 ppl/hr	15 ppl/hr	21 ppl/hr	22 ppl/hr	43 ppl/hr	21 ppl/hr	22 ppl/hr	43 ppl/hr	346 ppl
Proposed Site Total										
Auto	11 veh/hr	9 veh/hr	20 veh/hr	15 veh/hr	13 veh/hr	28 veh/hr	18 veh/hr	15 veh/hr	33 veh/hr	362 veh
Transit	15 ppl/hr	11 ppl/hr	26 ppl/hr	25 ppl/hr	24 ppl/hr	49 ppl/hr	29 ppl/hr	25 ppl/hr	54 ppl/hr	513 ppl
Bike	4 ppl/hr	3 ppl/hr	7 ppl/hr	5 ppl/hr	6 ppl/hr	11 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	125 ppl
Walk	38 ppl/hr	27 ppl/hr	65 ppl/hr	55 ppl/hr	55 ppl/hr	110 ppl/hr	67 ppl/hr	59 ppl/hr	126 ppl/hr	1247 ppl

Table 11: Comparison of Auto Trips – Scenario B

Program	AM Peak Hour			PM Peak Hour		
	In	*Out*	*Total*	*In*	*Out*	*Total*
Proposed	11 veh/hr	9 veh/hr	20 veh/hr	15 veh/hr	13 veh/hr	28 veh/hr
Existing	2 veh/hr	2 veh/hr	4 veh/hr	9 veh/hr	7 veh/hr	16 veh/hr
Net New Auto Trips	**9 veh/hr**	**7 veh/hr**	**16 veh/hr**	**6 veh/hr**	**6 veh/hr**	**12 veh/hr**

Project Design

This section provides an overview of the on-site transportation features of the proposed Project, including an overview of Project Site access by pedestrians, bicycles, private vehicles, and loading vehicles.

Site plans of the ground level and basement level are presented in Figure 15 and Figure 16, respectively. These plans are generally representative of the Project's site plan for either Scenario A or Scenario B.

Site Access and Circulation

A proposed circulation plan including expected pedestrian, bicycle, vehicle and loading routes to the Project Site is shown in Figure 15.

Pedestrian Access

Pedestrian access to the Project's restaurant/bar/hotel lobby will be provided along the building's frontage on 5th Street NE.

Bicycle Access

Long-term bicycle parking access will be provided via 5th Street NE and the private alley to long-term bicycle parking facilities within the building, Short-term bicycle parking facilities at the front of the proposed Project will be provided from 5th Street NE. People that cycle will access the long-term bicycle storage room on the Project's basement level either via the front entry on 5th Street NE or via the back entry through the private alley.

A minimum of seven (7) and eight (8) secure, long-term bicycle spaces will be available in the secure bicycle room, meeting zoning requirements spaces for all uses on-site in Scenario A and Scenario B, respectively. A minimum of 10 short-term bicycle parking spaces will be available along the Project Site's frontage on 5th Street NE, exceeding the zoning requirements for all uses on-site in both scenarios.

A minimum of two (2) showers and three (3) lockers will be provided on the basement level in Scenario A, meeting zoning requirements. A minimum of two (2) showers and four (4) lockers will be provided on the basement level in Scenario B, meeting zoning requirements.

Vehicular Access

The Project proposes no on-site parking and no curb cut along the Project Site's frontage due to the size and uses of the Project Site. Rather, vehicular activity for the Project Site will occur in the proposed pick-up/drop-off zone along curbside in public space on 5th Street NE. Vehicles will access the pick-up/drop-off zone along the east side of 5th Street NE, entering northbound from Morse Street NE and existing northbound to Penn Street NE.

Valet parking operations may take place curbside at the hotel entrance on 5th Street NE. With no on-site parking spaces, either valets will take the vehicles to off-street garages in the vicinity of the Project or patrons may self-park in a nearby garage.

Vehicular Parking

As part of the proposed Project, the Applicant requests special exception relief from the parking requirement (ZR16 Subtitle C §703.2), and no on-site parking is proposed in either scenario. This relief is expected to not have a detrimental impact due to the proximity to the NoMa-Gallaudet U Metrorail station, two (2) high-frequency Metrobus routes, carsharing facilities, nearby publicly available parking garages with over 1,000 spaces, and nearby bicycle facilities. The transit-, bicycle-, and pedestrian-friendly environment will provide all users with easy access to non-vehicular means of transportation.

Table 12 shows the parking requirements for the Project. Please note that in Table 12 the retail use category is utilized for the retail/commercial use component within the Project to allow for an assessment of the most intense potential building program and related parking requirement calculations.

Project-Related Bicycle Facilities

The proposed Project will be designed to meet or exceed the Zoning Regulations' bicycle parking requirements. As shown in Table 13, ZR16 requires the following for each scenario:

- **Scenario A:** A minimum of seven (7) long-term and seven (7) short-term spaces, as well as two (2) showers and three (3) lockers.
- **Scenario B:** A minimum of eight (8) long-term and four (4) short-term spaces, as well as two (2) showers and four (4) lockers.

The calculations are as follows (§802.1):

The zoning requirements for Long-Term spaces utilize the following calculations:

- Retail/Commercial: One (1) space per 10,000 square feet.
- Lodging: One (1) space per 10,000 square feet.

The zoning requirements for Short-Term spaces utilize the following calculations:

- Retail/Commercial: One (1) space per 3,500 square feet.
- Lodging: One (1) space per 40,000 square feet.

The zoning requirements for Showers and Lockers for non-residential uses over 25,000 sf utilize the following calculations:

- Showers: A minimum of two (2) showers.
- Lockers: Six-tenths (0.6) of the number of long-term bicycle parking spaces for non-residential users.

The Project will provide the following for each scenario:

- **Scenario A:** A minimum of seven (7) long-term and 10 short-term spaces, as well as two (2) showers and three (3) lockers.
- **Scenario B:** A minimum of eight (8) long-term and 10 short-term spaces, as well as two (2) showers and four (4) lockers.

The proposed bicycle facilities meet or exceed ZR16 requirements for long-term and short-term bicycle parking, respectively.

Table 12: Vehicular Parking Requirements and Supply

Land Use	Size		Vehicle Parking Spaces							
	Proposed		ZR16 Required			Proposed		DDOT-Preferred Maximum[2]		
	Scenario A	Scenario B	Scenario A Supply[1]	Scenario B Supply[1]	Ratio[1]	Supply[1]	Ratio[1]	Scenario A Supply	Scenario B Supply	Rate
Retail (sf)	19,999	7,000	13	4	1.33 in excess of 3,000 sf	0	-	25	9	1.25 spaces/ksf
Lodging (sf)	52,435	66,888	13	16	0.5 in excess of 3,000 sf			23	29	90% of § 701.5
Total	**-**	**-**	**26**	**20**	**-**	**0**	**-**	**48**	**38**	**-**

[1] Supply is measured in *spaces*, while ratio is measured in *spaces/du*, *spaces/ksf*, or *spaces/room.* The ZR16 minimum vehicle parking supply is calculated based on the table of Subtitle C § 701.5 with a 50 percent reduction based on the proposed development's proximity to Metrorail and priority transit.
[2] DDOT's Preferred Maximum rates are proximate to Metrorail and Priority Transit with the development being located within a ½ mile of the NoMa-Gallaudet U Metrorail station and within a ¼ mile of a transit priority corridor along Florida Avenue NE.

Table 13: Bicycle Parking Requirements and Supply

Land Use	Size		Bicycle Parking															
	Proposed		ZR16 Required								Proposed							
			Scenario A				Scenario B				Scenario A				Scenario B			
	Scenario A	Scenario B	Long-term	Short-term	Showers	Lockers	Long-term	Short-term	Showers	Lockers	Long-term	Short-term	Showers	Lockers	Long-term	Short-term	Showers	Lockers
Retail (sf)	19,999	7,000	2	6	-	-	1	2	-	-	7	10	2	3	8	10	2	4
Lodging (sf)	52,435	66,888	1	1	2	3	7	2	2	4								
Total	**-**	**-**	**7**	**7**	**2**	**3**	**8**	**4**	**2**	**4**	**7**	**10**	**2**	**3**	**8**	**10**	**2**	**4**

Loading

Per zoning requirements, any retail establishment between 5,000 and 20,000 square feet is required to provide one (1) loading berth, and any lodging establishment between 50,000 and 100,000 square feet is required to provide two (2) loading berths. Additionally, where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading. As such, the proposed Project is required to have a minimum of two (2) loading berths.

As part of the proposed Project, the Applicant requests special exception relief from the loading requirements of Subtitle C §909.2, and proposes only one (1) 12-foot x 30-foot loading berth and one (1) 100 sf loading platform . The relief is not expected to have a detrimental impact. Table 14 shows a summary of data collected or provided by three (3) other sites of similar land use mix and density. Based on the data and the information provided by the Applicant on their operational needs, the proposed Project is conservatively expected to generate no more than six (6) deliveries per day, which can be comfortably managed by a single loading berth.

Loading access will be provided via the private alley east of the Project Site, and the loading area will include a total of one (1) 12-foot x 30-foot loading berth. All truck backing maneuvers will occur within the private alley, allowing for head-in/head-out maneuvers 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 17.

Table 14: Loading Demand Data at Comparable Sites

Data Collection Location	Program	Loading Facilities	Average Number of Daily Delivery
Hotel site #1	Approximately 245 rooms Approximately 9,000 SF retail	One (1) loading berth	5 to 6 deliveries per day
Hotel site #2	Approximately 106 rooms Two (2) F&B venues (ground-floor and roof top)	One (1) loading berth with an elevated platform	10 to 15 deliveries per week (i.e., 1.4 to 2.1 per day)
Hotel site #3	Approximately 156 rooms One (1) ground-floor restaurant	None; uses surface lot on-site for loading (room for a single truck)	5 deliveries per day

Loading Management Plan

The Project will provide a Loading Management Plan (LMP) given the requested relief for one (1) loading berth and one (1) loading platform. The LMP will help ensure that proposed loading facilities meet the Project Site's practical needs. 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 the 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.
- 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.

Pick-Up/Drop-Off Operations

The existing curbside along the Project Ste frontage on 5th Street NE is currently designated as customer-only parking. As part of the Project, it is proposed that the on-street curbside parking will be replaced with an approximately 60-foot pick-up/drop-off (PUDO) zone, which can accommodate approximately three (3) vehicles for pick-up/drop-off and passenger loading activities. The PUDO zone will be accessible to vehicles traveling northbound along 5th Street NE from Morse Street NE and Florida Avenue NE.

Additionally, converting the area directly in front of the Project Site entrance into a PUDO zone allows adequate space for future potential valet service operations that will take the vehicles to off-street garages in the vicinity of the Project Site and for rideshare or taxi pick-up/drop-off activities.

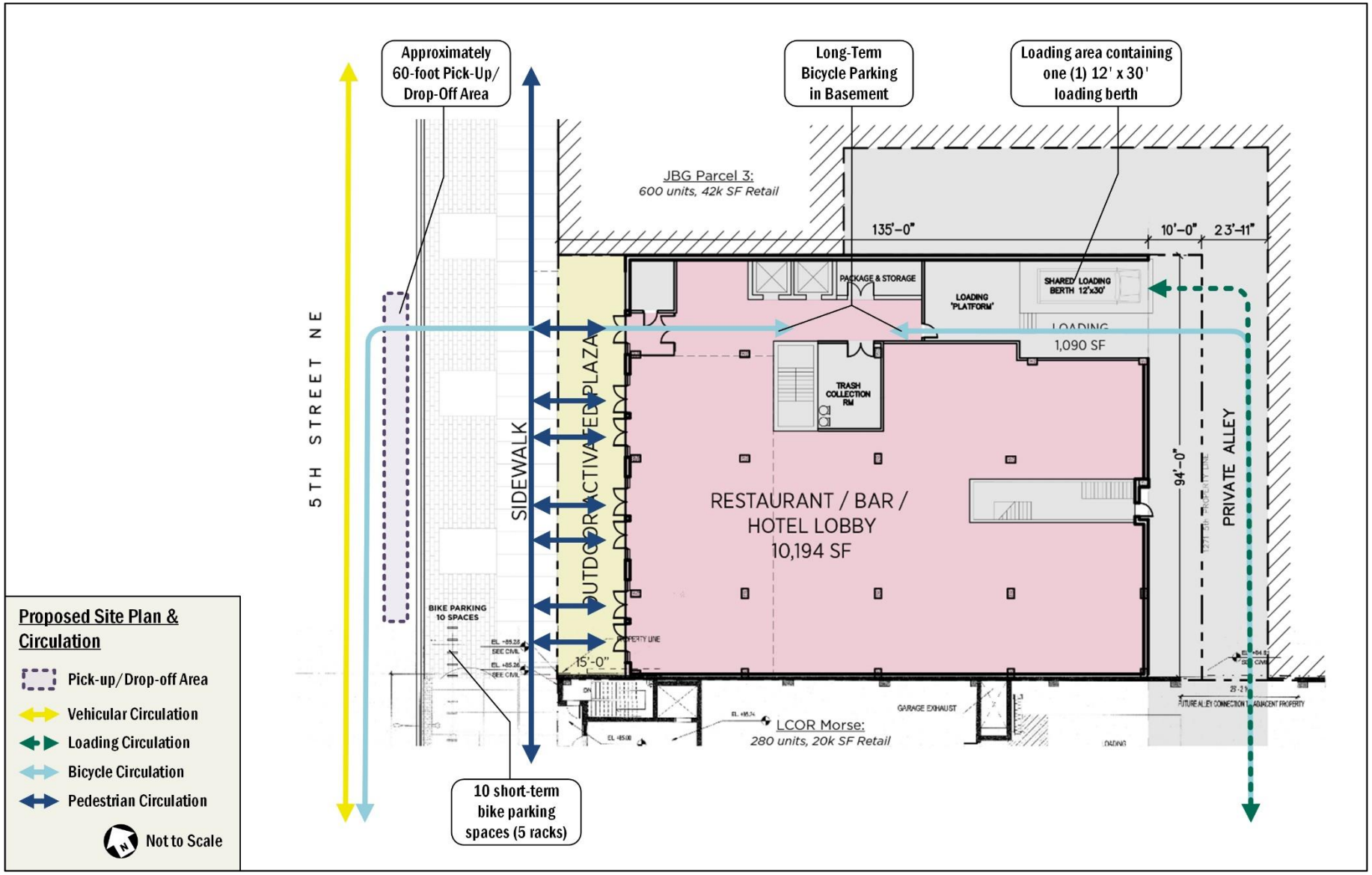

Figure 15: Proposed Site Plan and Circulation

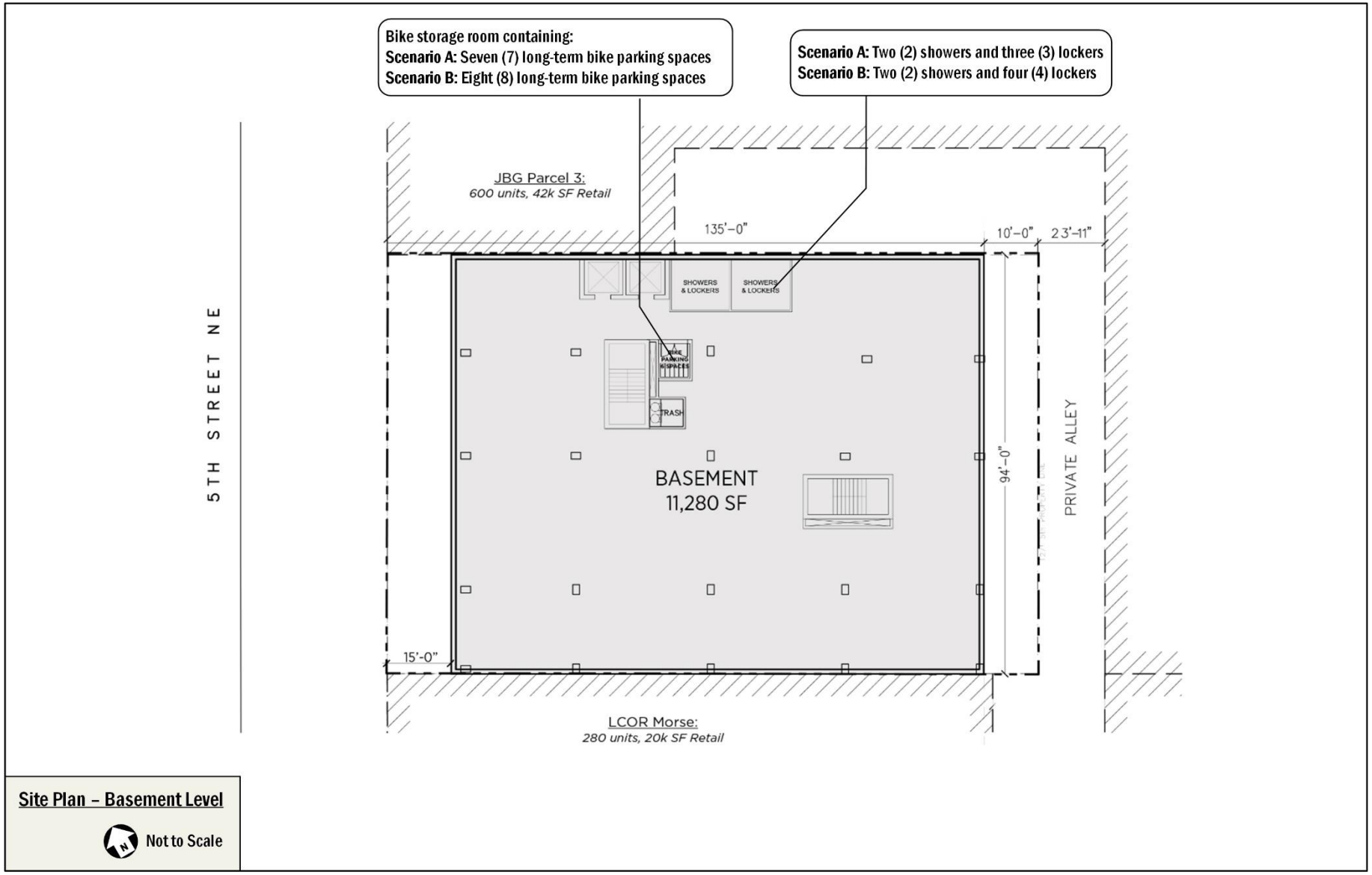

Figure 16: Site Plan – Basement Level

Figure 17: SU-30 – Inbound and Outbound

Transportation Demand Management (TDM)

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 Project:

Retail TDM Plan

- Identify Transportation Coordinator(s) once the building has opened. There will be a Transportation Coordinator for each tenant and for the entire Project. The Transportation Coordinator(s) will act as point(s) of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- 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 receive TDM training from goDCgo to learn about the transportation conditions for this Project and available options for implementing the TDM Plan.
- 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 discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will require tenants with 20 or more employees to comply 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 applicable commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law, and to certify such compliance in writing to goDCgo from time to time (but no more than once annually).
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- **The following is applicable only if Scenario A is implemented:**
    - Provide at least six (6) short- and two (2) long-term bicycle parking spaces, meeting zoning minimum requirements for at least six (6) short- and two (2) long-term bicycle parking spaces for retail use.
    - Provide at least two (2) showers and three (3) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and three (3) lockers for non-residential uses.
    - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum

of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.

- **The following is applicable only if Scenario B is implemented:**
  - Provide at least two (2) short- and one (1) long-term bicycle parking spaces, meeting zoning minimum requirements for at least two (2) short- and one (1) long-term bicycle parking spaces for retail use.
  - Provide at least two (2) showers and four (4) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and four (4) lockers for non-residential uses.
  - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- Following the issuance of the first final retail Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order applicable to such retail use (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of the first final retail Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Additional short-term bicycle parking spaces above zoning requirements.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

Hotel TDM Plan

- Identify Transportation Coordinator(s) once the building has opened. There will be a Transportation Coordinator for each tenant and the entire Project Site. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- 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.
- Offer guests 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.
- **The following is applicable only if Scenario A is implemented:**
    - Provide at least one (1) short- and one (1) long-term bicycle parking spaces, exceeding zoning minimum requirements for at least one (1) short- and one (1) long-term bicycle parking spaces for the hotel use.
    - Provide at least two (2) showers and three (3) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and three (3) lockers for non-residential uses.
    - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- **The following is applicable only if Scenario B is implemented:**
    - Provide at least seven (7) short- and two (2) long-term bicycle parking spaces, exceeding zoning minimum requirements for at least seven (7) short- and two (2) long-term bicycle parking spaces for the hotel use.
    - Provide at least two (2) showers and four (4) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and four (4) lockers for non-residential uses.
    - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- 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).
- Transportation Coordinator will require that the hotel operator or any tenants with 20 or more employees comply 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 applicable commuter benefits related

laws that may be implemented in the future such as the Parking Cash-Out Law, and to certify such compliance in writing to goDCgo from time to time (but no more than once annually).

- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.
- Following the issuance of the first final hotel Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order applicable to such hotel use (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- Following the issuance of the first final hotel Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Additional short-term bicycle parking spaces above zoning requirements.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

Summary and Conclusions

The findings of this study conclude that:

- The Project Site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that results in an environment for enjoyable and effective non-vehicular transportation;
- The requested relief from the requirement to provide on-site parking spaces is not expected to have a detrimental impact due to the site's proximity to transit, carsharing facilities, nearby publicly available parking garages with over 1,000 spaces, and bicycle facilities. Since no vehicle parking spaces will be provided on-site, either valets will take the vehicles to off-street garages in the vicinity of the Project or patrons may self-park in a nearby public garages;
- The requested relief to provide only one (1) loading berth and one (1) loading platform will not have a detrimental impact based on information provided by the Applicant and data from other comparable sites with similar loading/unloading demand;
- The proposed Project will provide short- and long-term bicycle parking, meeting or exceeding zoning requirements;
- The proposed Project enhances the pedestrian network in the vicinity of the Project Site by improving pedestrian facilities along the Project Site's frontage;
- The proposed Project will include TDM measures that adequately promote non-vehicular modes of travel;
- The proposed Project will include an LMP to memorialize the site's anticipated loading demand and the Site's plan for managing delivery needs; and

- The proposed Project will not have a detrimental impact on the surrounding transportation network.