

PARKING OVERVIEW

LEGEND

EXISTING PARKING GARAGE SPACES

	OPEN TO PUBLIC	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	1,389	1,991

PARKING GARAGE SPACES TO BE CONSTRUCTED*

	OPEN TO PUBLIC	RESIDENTIAL / OFFICE	TOTAL
10	160	160	320
11	70	325	395
12	82	217	299
13	36	128	164
14	73	181	254
Total	421	1,011	1,432

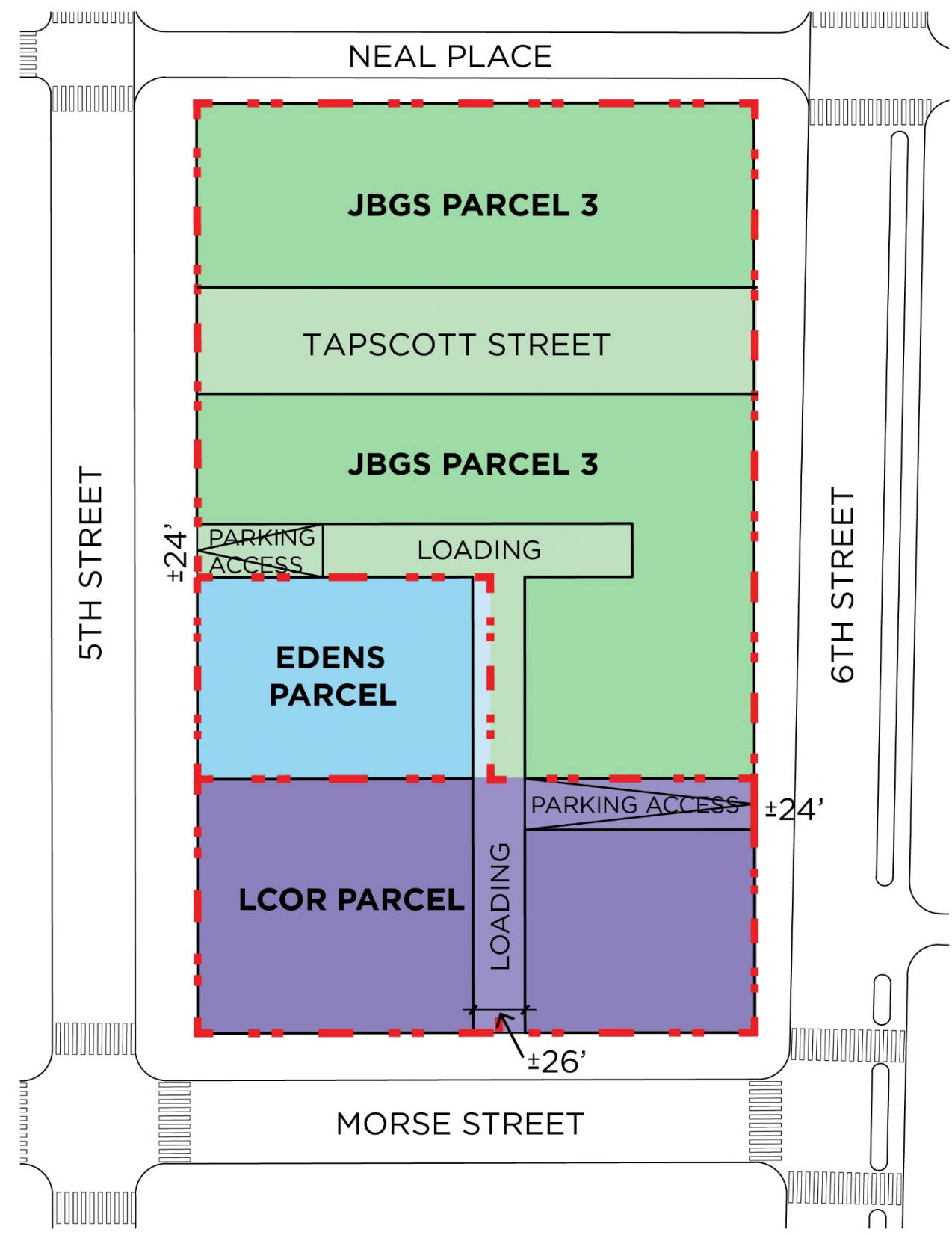
TOTAL EXISITING & PLANNED PARKING

	OPEN TO PUBLIC	RESIDENTIAL / OFFICE	TOTAL
Total	1,023	2,400	3,423



APPROXIMATE BASED ON THE LAST PROVIDED PLANS, BUT NOT YET FINAL PLANS FOR EACH PROPERTY. EXACT SPACES PER PROPERTY MAY CHANGE.

BLOCK PLAN



Site Location

Metrorail (Red Line)

- NoMa-Gallaudet U Station (0.4 miles west of site)

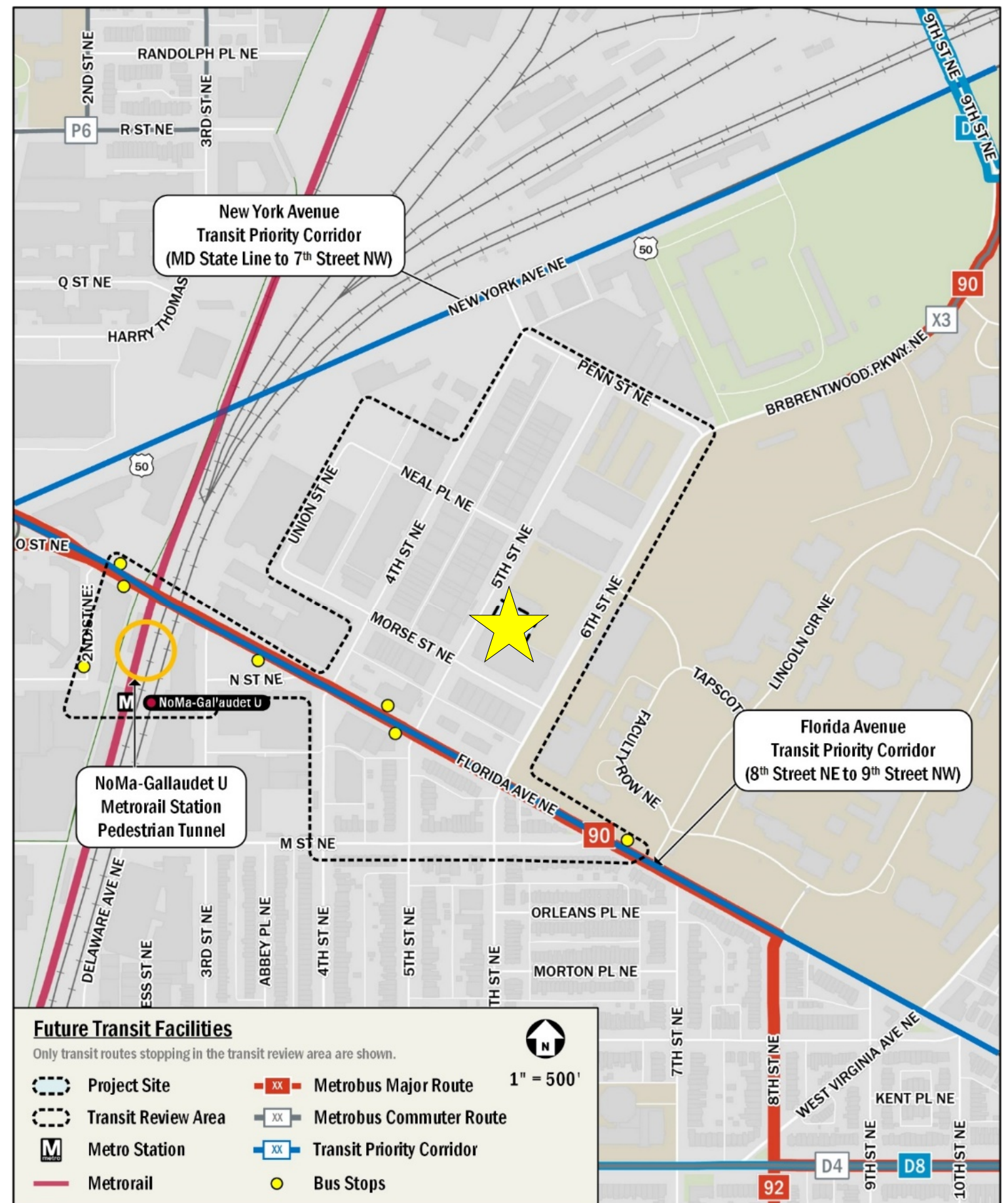
Bus

- Metrobus: Major Routes 90 and 92 with 6 bus stops within ¼ mile
- Transit Priority Corridors along Florida Avenue NE and New York Avenue NE

Bicycle Facilities

- Metropolitan Branch Trail (0.3 miles west of site)
- Protected bicycle lanes on Florida Avenue NE, 4th Street NE, 6th Street NE, M Street NE
- Capital Bikeshare Stations: 62 docks within ¼ mile
 - 24 docks on 6th Street NE & Tapscott Street NE
 - 19 docks on 5th Street NE & Morse Street NE
 - 19 docks at 4th Street NE & Florida Avenue NE

1271 5th Street NE



July 31, 2024

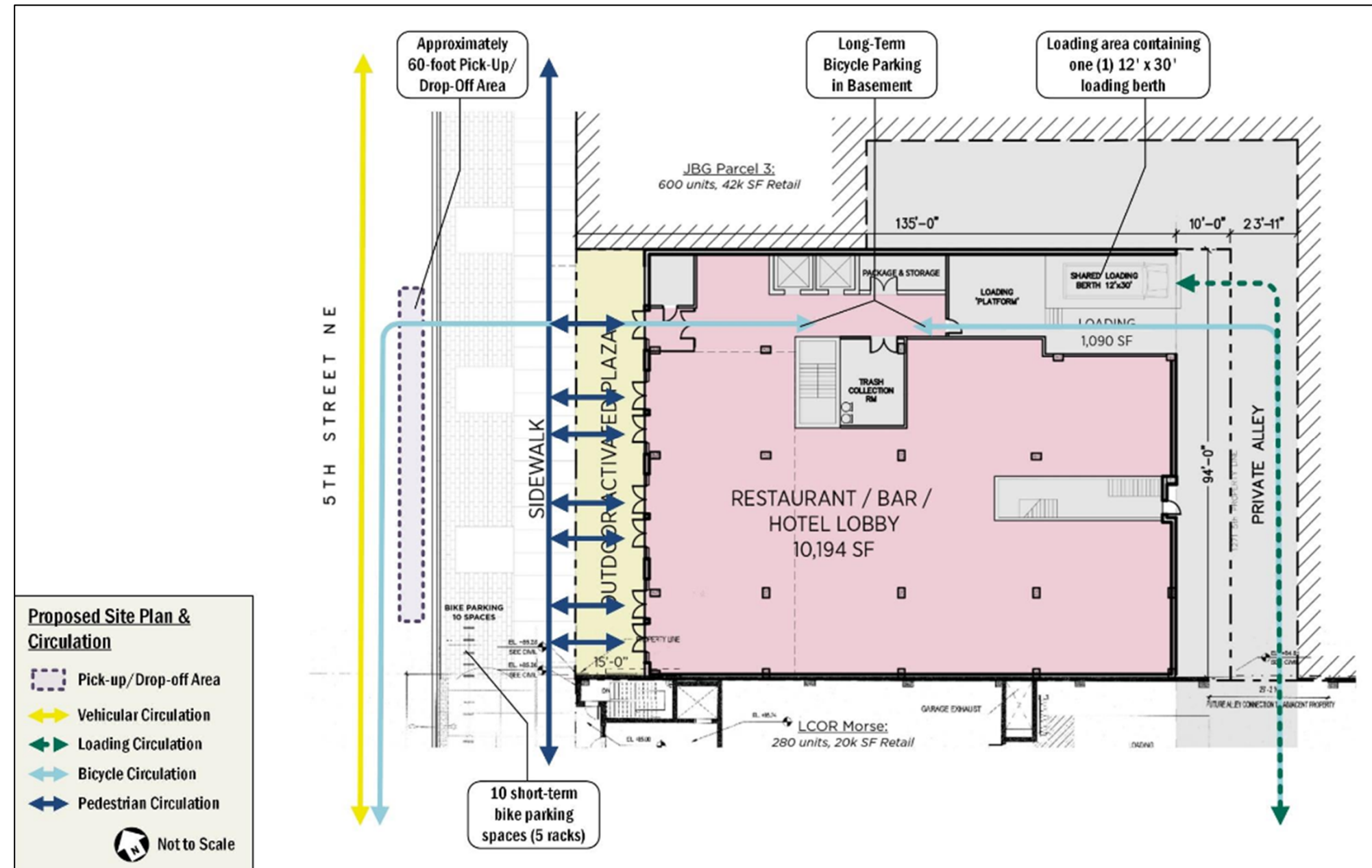
Access, Circulation, and Parking

Vehicular Access / Valet Service

- No on-site parking or new curb cuts
 - Existing curb cut will be removed on 5th Street NE
 - Hotel pick-up/drop-off zone for potential valet service proposed along the site's frontage
- One (1) loading berth accessible via private alley

Bicycle Access

- Long-term bicycle parking access provided via 5th Street NE and the private alley
 - Eight (8) long-term spaces in bike storage room on basement level
- Ten (10) short-term bicycle parking spaces provided along 5th Street NE



Pedestrian Access

- Provided to restaurant/bar/hotel lobby via sidewalks along 5th Street NE
- Sidewalks to be widened along the site perimeter

Transportation Demand Management Plan

- Identify TDM Coordinator and work with and coordinate with goDCgo (DDOT's TDM program)
- Participate in TDM marketing program
- Offer SmarTrip card & one (1) complimentary Capital Bikeshare coupon good for a free ride for new retail/commercial employees
- Provide up to ten (10) short- and eight (8) long-term bicycle spaces for retail and hotel users, meeting or exceeding zoning requirements
- Provide at least two (2) showers and four (4) lockers for retail and hotel employees, meeting or exceeding zoning requirements
- Provide minimum of two (2) spaces to accommodate non-traditional sized bicycles (cargo, tandem, kids' bikes, etc.), one (1) space to accommodate electric bikes/scooters, and a bicycle repair station
- Install Transportation Information Center Display in hotel lobby

DDOT Coordination

Comprehensive Transportation Review

- Multimodal assessment performed
- Scoping document finalized on May 8th, 2024
- CTR submitted on May 22nd, 2024

With the following conditions, DDOT has no objection:

- Implementation of the TDM Plan for the life of the project unless otherwise noted. Also, replacing the scenario-based TDM plans with a single plan that satisfies the minimum requirements of each development program. – ***Agreed***
- Implementation of the Loading Management Plan (LMP) for the life of the project unless otherwise noted. – ***Agreed***

SATISFACTION OF RELIEF REQUESTED: PARKING

Four special exceptions:

- **Parking**
(none provided; 26 required)
- **Loading**
(1 berth provided; 2 berths required)
- **Penthouse eating and drinking establishment use**
- **Rear Yard**
(10' provided; 12' required)

Satisfaction of Special Exception Criteria

1. The Project is in the Union Market District which minimizes the need for parking spaces and is particularly well served by mass transit, shared vehicle, bicycle facilities, and a quantity of parking to satisfy the Project's demand since it contains uses that generate less parking demand than the minimum standards.
2. The requested reduction in parking is proportionate to the reduction in demand, is limited to the number of spaces that can reasonably be provided on site, and is limited to relief from the minimum number of spaces.
3. This request for relief includes a DDOT-approved TDM Plan.
4. The parking relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.
5. The parking relief will not adversely affect or impact surrounding areas.

SATISFACTION OF RELIEF REQUESTED: LOADING

Four special exceptions:

- Parking
(none provided; 26 required)
- Loading
(1 berth provided; 2 berths required)
- Penthouse eating and drinking establishment use
- Rear Yard
(10’ provided; 12’ required)

Satisfaction of Special Exception Criteria

1. The Project will generate a lower loading demand than the minimum loading standards require as a result of the nature of the Project’s uses and structure.
2. The Project includes a Loading Management Plan prepared by Gorove Slade and approved by DDOT.
3. The loading relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.
4. The loading relief will not adversely affect or impact surrounding areas.
5. The project requires a second loading berth only because the proposed hotel use exceeds by a minor amount the 50,000-100,000 sf threshold that triggers a requirement for 2 loading berths

SATISFACTION OF RELIEF REQUESTED: PENTHOUSE

Four special exceptions:

- Parking
(none provided; 26 required)
- Loading
(1 berth provided; 2 berths required)
- Penthouse eating and drinking establishment use
- Rear Yard
(10' provided; 12' required)

Satisfaction of Special Exception Criteria

1. The penthouse use relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.
2. The penthouse use relief will not adversely affect or impact surrounding areas.

SATISFACTION OF RELIEF REQUESTED: REAR YARD

Four special exceptions:

- **Parking**
(none provided; 26 required)
- **Loading**
(1 berth provided; 2 berths required)
- **Penthouse eating and drinking establishment use**
- **Rear Yard**
(10’ provided; 12’ required)

Satisfaction of Special Exception Criteria

1. No apartment window shall be located within forty feet (40 ft.) directly in front of another building.
2. The Project does not contain any office window located within 30 feet directly of another office window nor within 18 feet in front of a blank wall.
3. The rear yard relief is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.
4. The rear yard relief will not adversely affect or impact surrounding areas.
5. The private alley to the rear of the project effectively satisfies the purpose of the rear yard.
6. The project is set back from the street line to provide privately-owned plaza space along the sidewalk.



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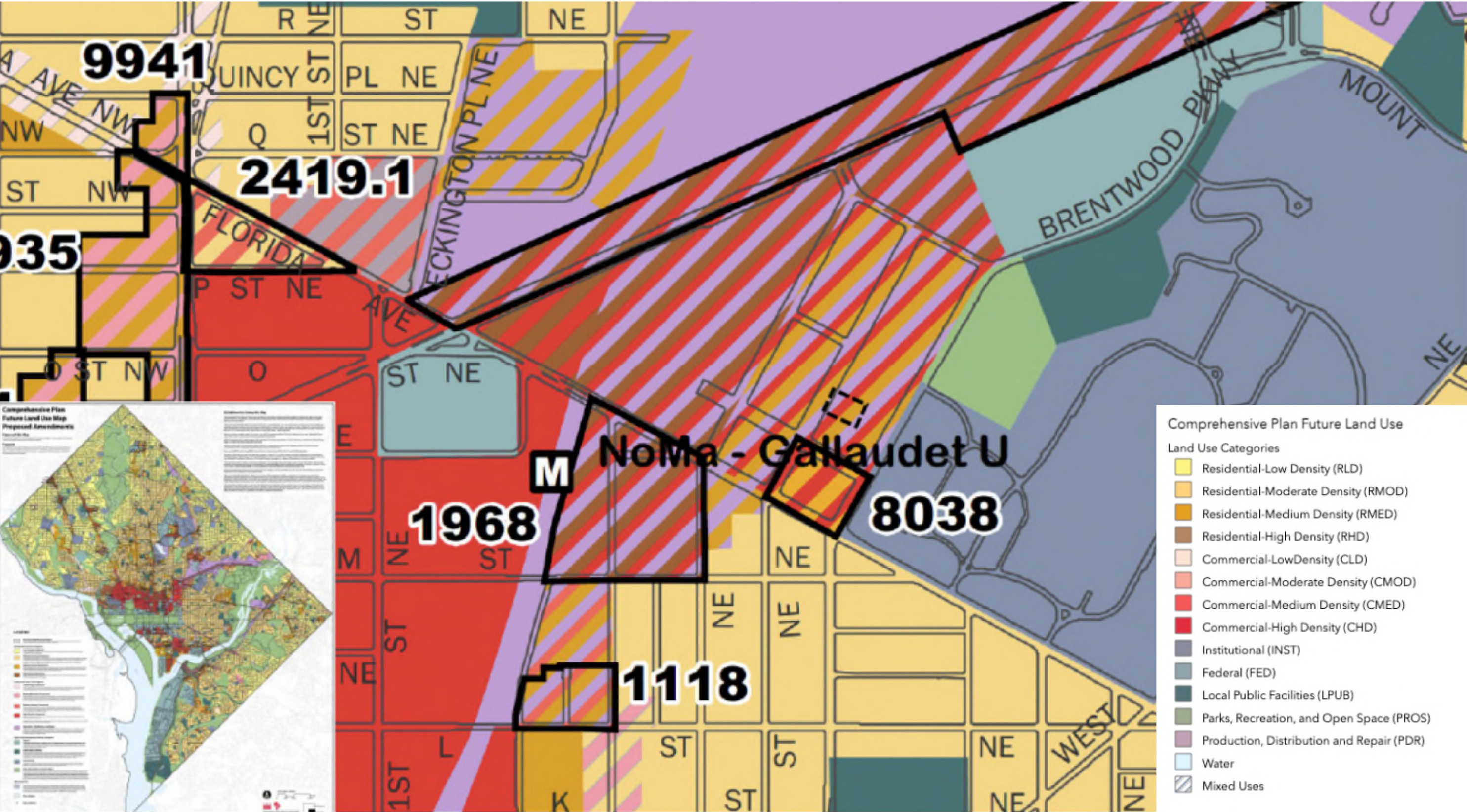
ZONING SUMMARY TABLE

	Required / Permitted by Code	Proposed	Special Exception Requested
Lot Area	13,634	13,634	No
Total GFA	68,170	68,170	No
Total FAR	5.0	5.0	No
Penthouse Uses GFA	5,454	5,454	Yes
Penthouse FAR	0.40	0.40	No
Building Height (excluding Penthouse)	70'	70'	No
Penthouse Height	12'-15'	12'-15'	No
Penthouse Setbacks	12'-15'	12'-15'	No
Lot Occupancy	81%	81%	No
Court Widths	>12' (varies)	>12' (varies)	No
Court Areas (per)	> 250 SF (varies)	> 250 SF (varies)	No
Side Yard	0'	0'	No
Rear Yard	12'	10'	Yes
Parking	26 spaces	0 spaces	Yes
<u>Loading (up to 20k SF retail)</u>			
Loading Berth & Platform	2 @ 12' x 30'	1 @ 12' x 30'	Yes
Delivery Space	None	None	No
Bicycle Parking (short term)	7	10	No
Bicycle Parking (long term)	7	7	No
Shower Facilities	2	2	No
Lockers	3	3	No
Green Area Ratio	0.3	0.3	No

CURRENT CONDITIONS



EXCERPT FROM COMPREHENSIVE PLAN



SIDEWALK AND STREET PARKING

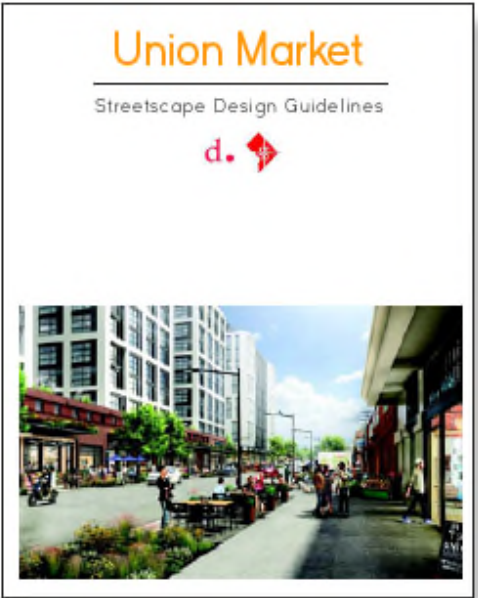
EXISTING CONDITIONS

Driveway aprons for former loading and distribution
No Sidewalk/No Street Parking



POST REDEVELOPMENT

31-foot-wide sidewalk + 94 feet of Street Parking
(includes 3 drop off/pick up/valet spaces)



Market Street (5th St)

