Site Location

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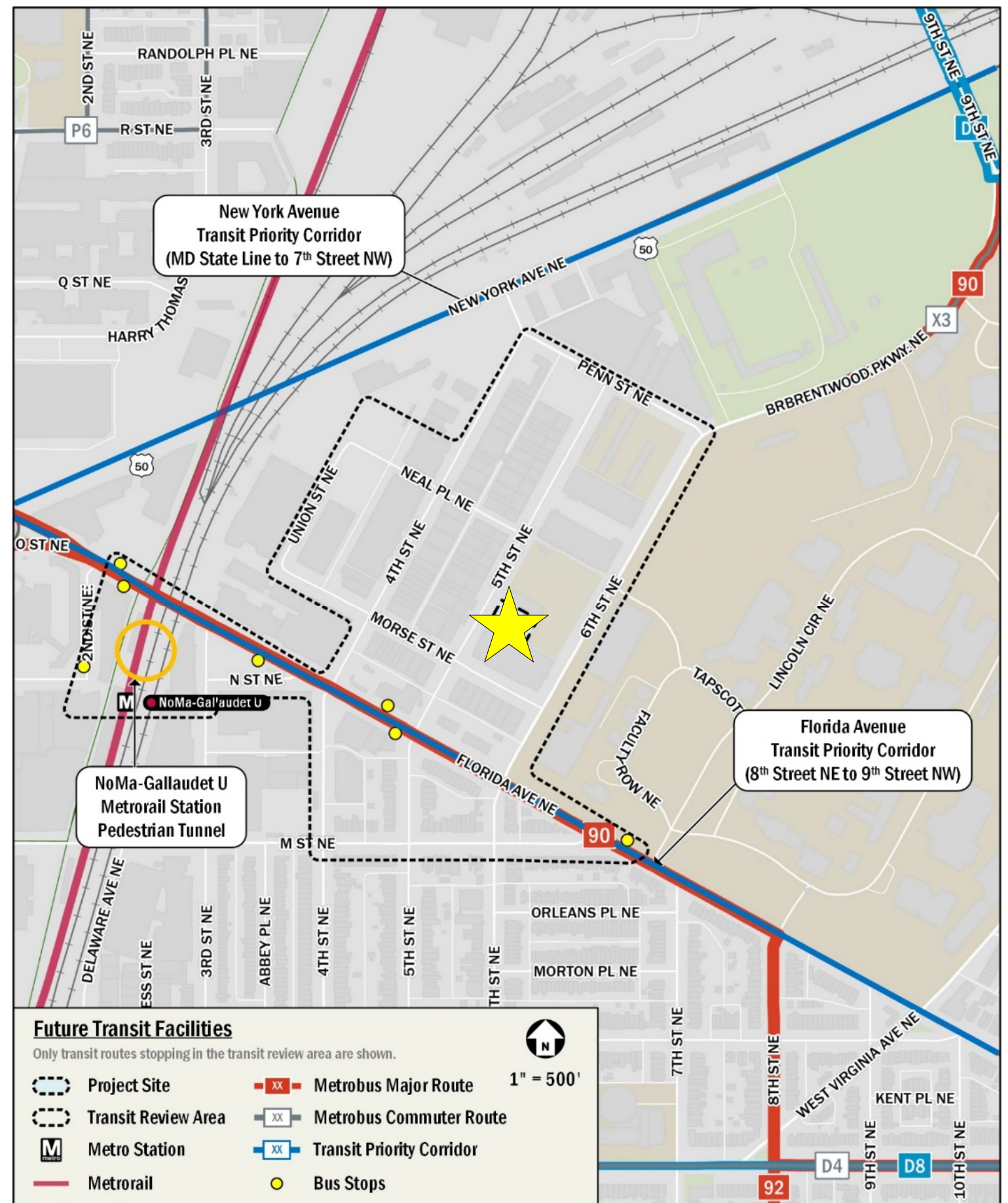- NoMa-Gallaudet U Station (0.4 miles west of site)

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

New York Avenue Transit Priority Corridor (MD State Line to 7th Street NW)

NoMa-Gallaudet U Metrorail Station Pedestrian Tunnel

Florida Avenue Transit Priority Corridor (8th Street NE to 9th Street NW)

Future Transit Facilities
Only transit routes stopping in the transit review area are shown.

1" = 500'

- Project Site
- Transit Review Area
- M Metro Station
- Metrorail
- Metrobus Major Route
- Metrobus Commuter Route
- Transit Priority Corridor
- Bus Stops

November 20, 2024

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Transportation Planners and Engineers

# Access, Circulation, and Parking

Vehicular Access

- No on-site parking or new curb cuts
  - Over 1,000 publicly available parking spaces in vicinity of site
- Existing curb cut on 5th St NE removed
- Proposed hotel pick-up/drop-off zone along frontage with potential valet

Loading

- One (1) loading berth accessible via private alley
- Can accommodate expected demand of project
- Inclusion of Loading Management Plan

Bicycle Access

- Long-term bike parking via 5th St NE & private alley
- 8 long-term spaces (basement bike room)
- 10 short-term spaces along 5th St NE
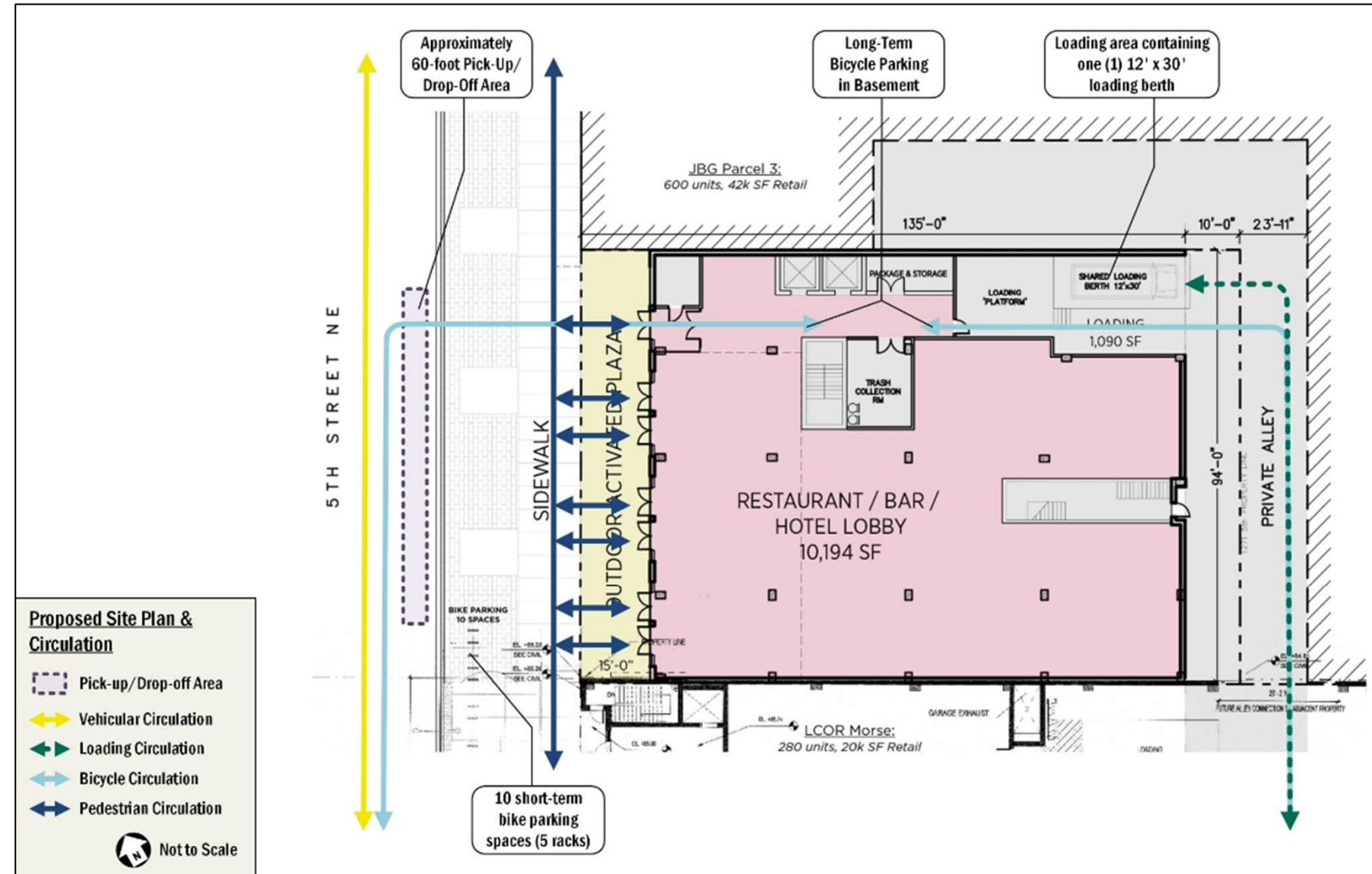
Pedestrian Access

- Access to restaurant/bar/hotel lobby via 5th St NE
- Sidewalks widened along the site perimeter

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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

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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*

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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; 14.5' 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; 14.5' 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; 14.5' 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; 14.5' 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.

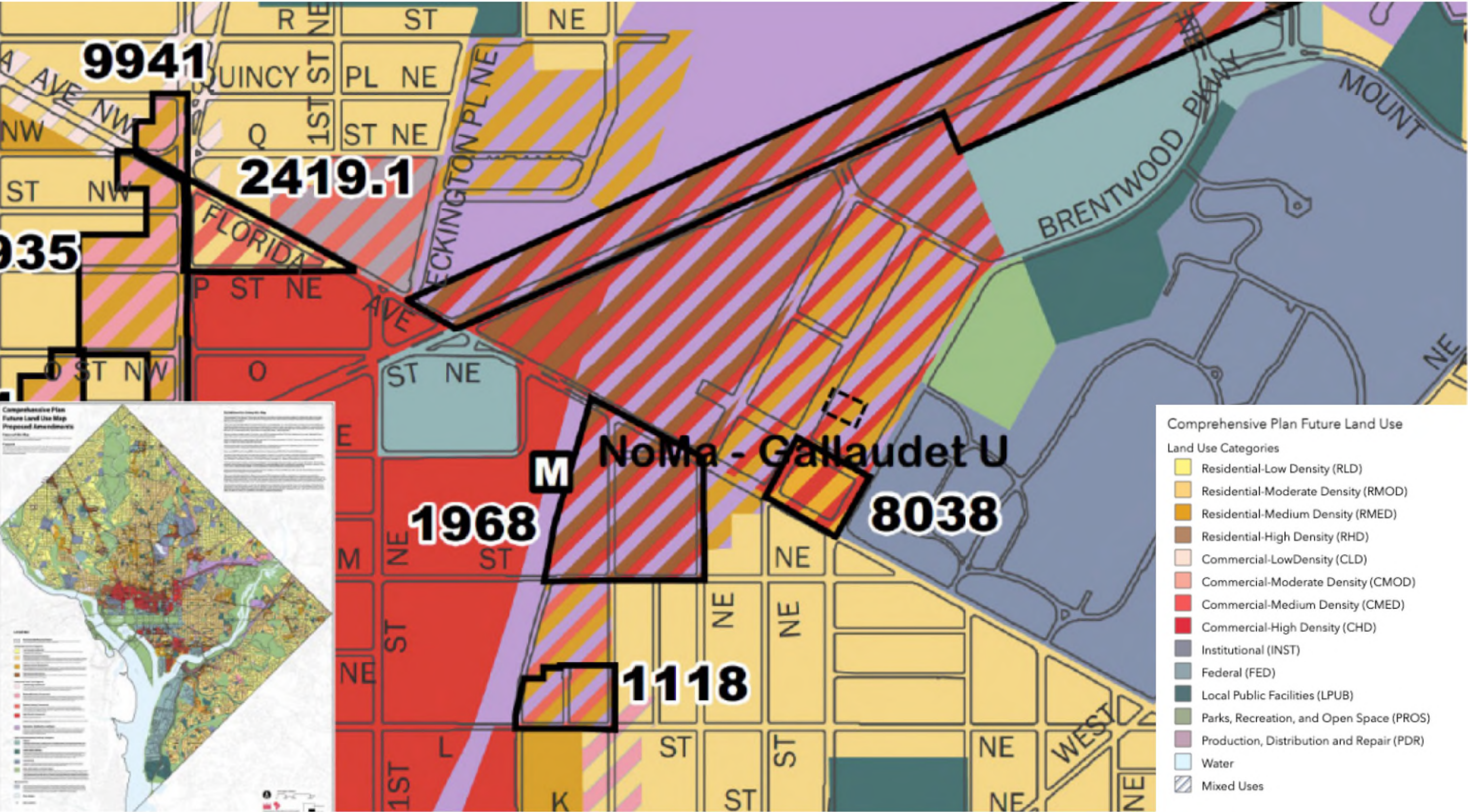6. The project is set back from the street line to provide privately-owned plaza space along the sidewalk.

UM DISTRICT HOTEL

EDENS®

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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	Up to 20'	Up to 20'	No
Penthouse Setbacks	Up to 20'	Up to 20'	No
Lot Occupancy	100%	Up to 83%	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	14.5'	10'	Yes
Parking	26 spaces	0 spaces	Yes
Loading (up to 20k SF retail)			
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	8	No
Shower Facilities	2	2	No
Lockers	3	4	No
Green Area Ratio	0.25	0.25	No

CURRENT CONDITIONS

500 MORSE ST

1271 5TH ST NE

500 MORSE ST

500 MORSE ST

1271 5TH ST NE

1271 5TH STREET (REAR)

EXCERPT FROM COMPREHENSIVE PLAN

Comprehensive Plan Future Land Use

Land Use Categories

- Residential-Low Density (RLD)
- Residential-Moderate Density (RMOD)
- Residential-Medium Density (RMED)
- Residential-High Density (RHD)
- Commercial-LowDensity (CLD)
- Commercial-Moderate Density (CMOD)
- Commercial-Medium Density (CMED)
- Commercial-High Density (CHD)
- Institutional (INST)
- Federal (FED)
- Local Public Facilities (LPUB)
- Parks, Recreation, and Open Space (PROS)
- Production, Distribution and Repair (PDR)
- Water
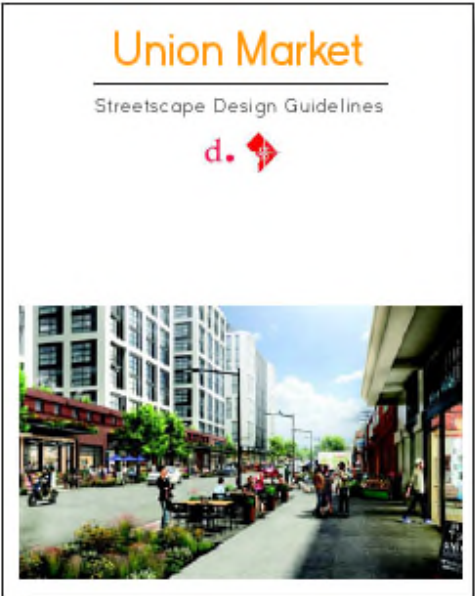- Mixed Uses

SIDEWALK AND STREET PARKING

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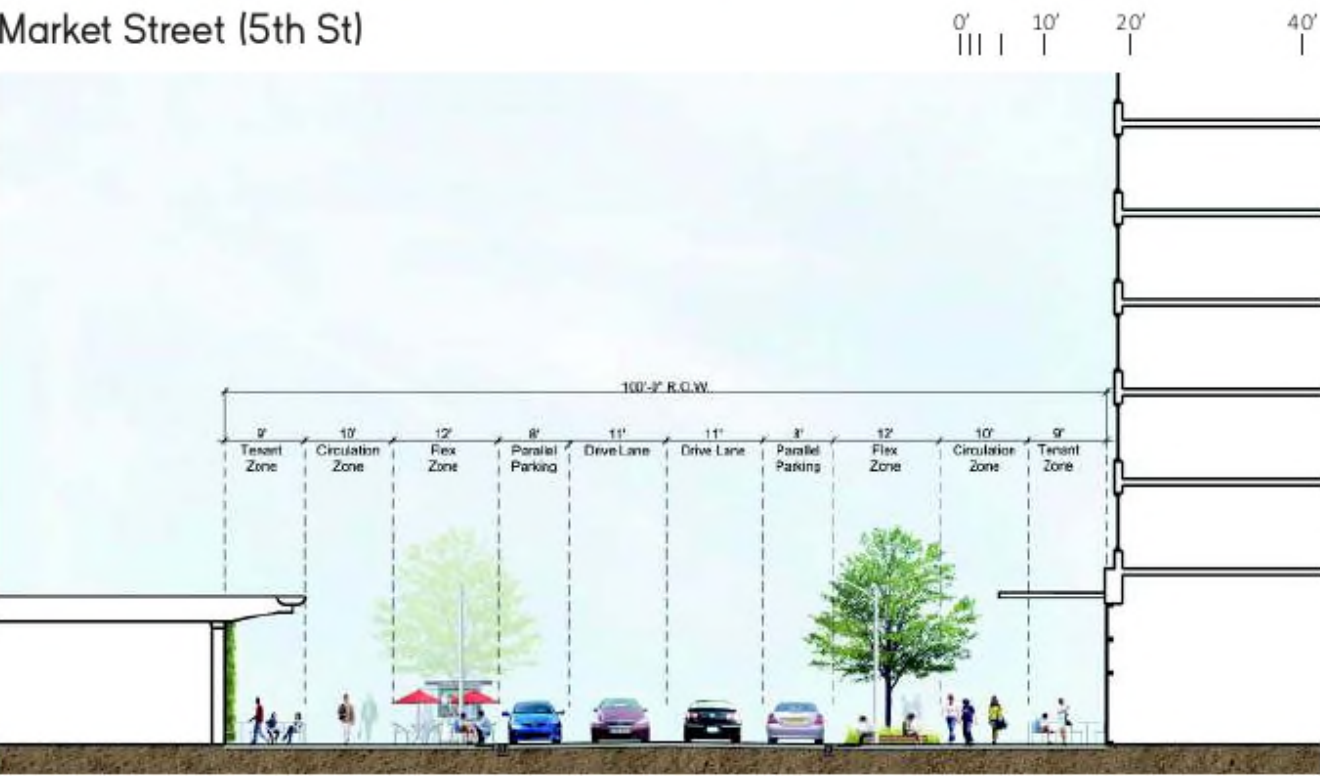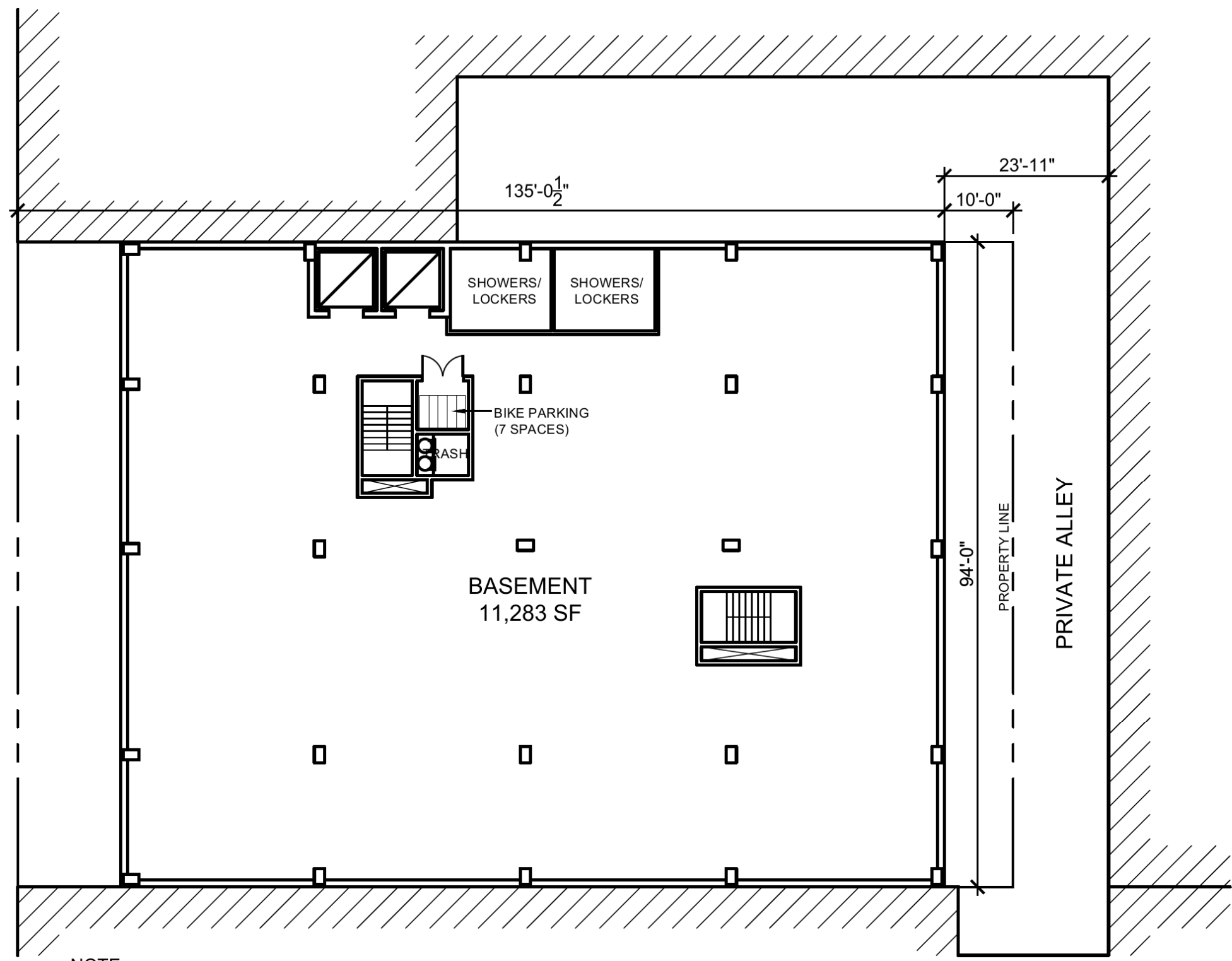No Sidewalk/No Street Parking

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

Market Street (5th St)

BASEMENT LEVEL FLOOR PLAN

135'-0$\frac{1}{2}$"

23'-11"

10'-0"

94'-0"

PROPERTY LINE

PRIVATE ALLEY

SHOWERS/ LOCKERS

SHOWERS/ LOCKERS

BIKE PARKING (7 SPACES)

TRASH

BASEMENT
11,283 SF

NOTES:
1) THE RETAIL AND HOTEL SQUARE FOOTAGE PER LEVEL IS SUBJECT TO CHANGE BASED UPON THE FINAL BUILDING DESIGN. MAY INCLUDE A MEZZANINE LEVEL
2) PLANS ARE CONCEPTUAL IN NATURE. LOCATIONS, DIMENSIONS, NUMBER OF HOTEL ROOMS AND LAYOUT OF ALL INTERIOR DEMISING MAY ADJUST IN FINAL PLANS.
3) LANDSCAPE AND STREETSCAPE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY; FINAL DESIGN AND CONFIGURATION ARE SUBJECT TO CHANGE PRIOR TO PERMITTING
BASED ON USE, TENANT NEEDS, LOCATION OF VAULTS, AND DDOT APPROVAL OF PUBLIC SPACE PERMITS.

Loading

SU-30 Inbound

SU-30 Outbound

Developed by others

6th Street NE

RESTAURANT / BAR / HOTEL LOBBY 10,194 SF

LOADING 1,090 SF

Developed by others

Morse Street NE

PARKING

PARKING

SU-30

Width : 8.00
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 31.8

1271 5ᵗʰ Street NE

November 20, 2024

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