



September 16, 2025

VIA [bzasubmissions@dc.gov](mailto:bzasubmissions@dc.gov)

**Meridith H. Moldenhauer**

Direct Phone 202-747-0763

Direct Fax 202-683-9389

[mmoldenhauer@cozen.com](mailto:mmoldenhauer@cozen.com)

Frederick L. Hill, Chairperson  
Board of Zoning Adjustment  
441 4th Street NW, Suite  
200S Washington, DC. 20010

**Re: BZA 21342- Motion to Accept Late Filing**

Chairperson Hill and Honorable Members of the Board:

The Applicant, Culture Building LLC, respectfully submits this cover letter in support of the enclosed Motion to Late File (**Exhibit A**) its Traffic Statement. (**Exhibit B**).

Pursuant to Subtitle C § 703.4 of the Zoning Regulations, a Transportation Statement is required in support of the Applicant's request for parking relief. In the course of preparing the application materials, the Transportation Statement was not included in the initial filing. DDOT staff first reached out to the Applicant on August 26, 2025 regarding transportation review. At that time, the Applicant promptly engaged traffic consultants, obtained the necessary study and report, and coordinated with DDOT staff regarding the analysis. The Transportation Statement is now complete and the enclosed motion respectfully requests that the Board accept the Transportation Statement into the record at this time so that the Board has the benefit of a complete record in evaluating the application.

The Applicant respectfully requests that the Board grant the motion and accept the late filing into the record. Thank you for your consideration. Please do not hesitate to contact us with any questions.

Sincerely,

COZEN O'CONNOR

A handwritten signature in blue ink, appearing to read "mmoldenhauer", written over a light blue horizontal line.

Meridith Moldenhauer

**Certificate of Service**

I hereby certify that on this 16th day of September, 2025, a copy of this Motion with attachments was served, via email, as follows:

District of Columbia Office of Planning  
1100 4th Street SW, Suite E650  
Washington, DC 20024  
[planning@dc.gov](mailto:planning@dc.gov)

Advisory Neighborhood Commission 5D  
c/o Salvador Saucedo Guzmán, Chair and  
Sebrena Rhodes SMD 5D02  
[5D@anc.dc.gov](mailto:5D@anc.dc.gov)  
[5D02@anc.dc.gov](mailto:5D02@anc.dc.gov)



Meridith Moldenhauer

# Exhibit A



BEFORE THE ZONING COMMISSION OR  
BOARD OF ZONING ADJUSTMENT FOR THE DISTRICT OF COLUMBIA



FORM 153 – REQUEST TO ACCEPT AN UNTIMELY FILING OR TO REOPEN THE RECORD

THIS FORM IS FOR NON-PARTIES ONLY. IF YOU ARE A PARTY, PLEASE FILE A FORM 150 – MOTION.

Before completing this form, please review the instructions on the reverse side. Print or type all information unless otherwise indicated. All information must be completely filled out.

CASE NO.: 21342

I, Meridith Moldenhauer hereby request the following relief:

☒ Accept an untimely filing of Applicants Transportation Statement

☐ To reopen the record to accept \_\_\_\_\_

Points and Authorities:

**Accept an untimely filing:** Please state each and every reason you believe the Zoning Commission (ZC) or Board of Zoning Adjustment (BZA) should grant your request to accept an untimely filing, including relevant references to the Zoning Regulations or Map. If you require more space, please use a separate piece of paper.

**Reopen the Record:** Please state each and every reason you believe the ZC or BZA should grant your request to reopen the record, including relevant references to the Zoning Regulations or Map. **The document(s) that you are requesting the record to be reopened for must be submitted separately from this form (see instructions). No substantive information is to be included on this form.**

See Cover Letter

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application/petition is in violation of D.C. Law and subject to a fine of not more than \$1,000 or 180 days imprisonment or both. (D.C. Official Code § 22-2405)

Date:	September 16, 2025	Signature:	
Name:	Meridith Moldenhauer		
Address:	2001 M Street NW		
Phone No(s):	202-747-0763	E-Mail:	mmoldenhauer@cozen.com

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

# **Exhibit B**

## TECHNICAL MEMORANDUM

To: Noah Hagen  
Erkin Ozberk  
Cc: Fadi Alaeddin  
From: Daniel Solomon, AICP  
Ashley Orr, P.E.  
Salem Zewdu  
Date: September 15, 2025  
Subject: 2002-2006 Fenwick Street NE – Transportation Statement (BZA Case No. 21342)

DDOT  
NCFA Management

### Introduction

This memorandum presents the findings of a parking and curbside management study conducted for the development located at 2002 – 2006 Fenwick Street NW in Ivy City, Washington, DC. The site is bounded by an alley to the north, by Fenwick Street NE to the east, and commercial buildings to the west and south. Today, the two existing attached buildings on the property operate under a Restaurant certificate of occupancy but host events and entertainment more in line with an Entertainment, Assembly, and Performing Arts use. The project seeks a special exception from the Board of Zoning Adjustment (BZA) to permit an Entertainment, Assembly, and Performing Arts use in the PDR-2 zone and bring the venue into compliance. The application also includes special exception relief from the minimum parking requirements for this use. Figure 1 displays the location of the site with respect to the greater region.

The purpose of this study is to support the requested relief from minimum parking requirements by determining the utilization and availability of on- and off-street parking facilities in proximity to the venue during the venue's hours of operation, which are between 9:00 PM and 12:00 AM, and to provide a discussion about the alternative transportation modes that can support multimodal travel to and from the venue. This study will also include a discussion of Transportation Demand Management strategies that the Applicant has committed to that focus on providing modal options for patrons traveling to and/or from the site. The scope of the study has been agreed upon with DDOT via email on August 28, 2025, which is included in Attachment A.

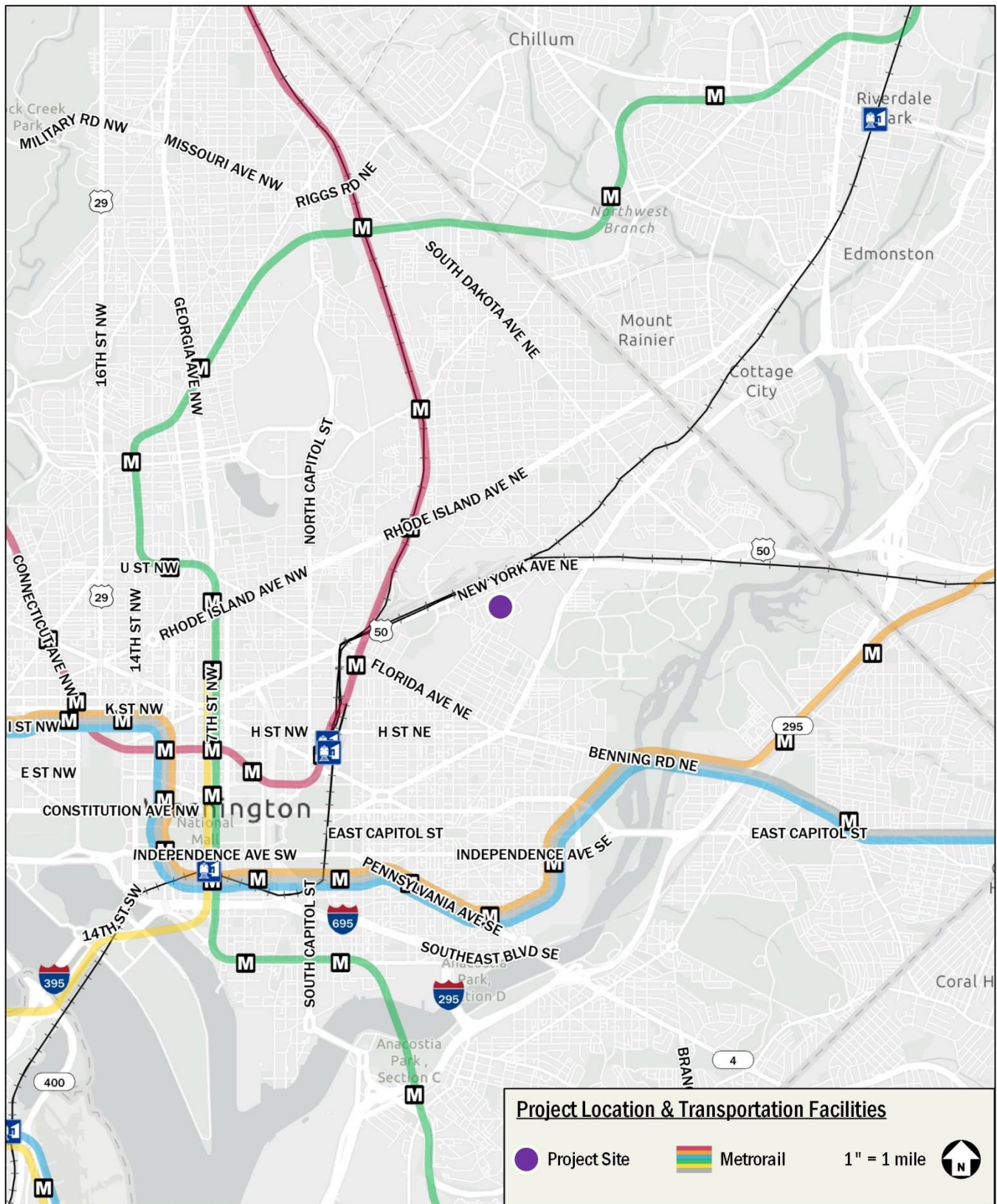


Figure 1: Project Location and Regional Transportation Facilities

## Multi-modal Transportation Facilities

The site is located within a ½ mile from bus stops serving bus routes C71 and D36, as shown in Figure 2. The nearest bus stop (Stop ID 1001603) is located less than 0.1 miles from the site on Fenwick Street NE at Okie Street NE and is serviced by the C71 route, which operates crosstown between Fort Totten Station and Union Station. Table 1 shows a summary of the bus route information for Metrobus routes, including service hours, headway, and distance to the nearest bus stop. The nearest metro station, the NoMa-Gallaudet University Station, is located approximately 1.4 miles (30-minute walk) from the site, providing access to the Red Line. Table 2 shows the hours of operations of the Red Line at the NoMa-Gallaudet University Station. During the hours of operation at the venue, the Red Line train has a frequency of 10 minutes. Additionally, there are two (2) Capital Bikeshare stations located within a half-mile radius of the site. The nearest station, located at New York Avenue NE and Hecht Avenue NE, provides a total of 23 docks. Overall, the site is connected to ample multi-modal facilities that provide alternatives to vehicular transportation to and from the site.

**Table 1: Local Bus Route Information**

Route Number	Route Name	Service Hours at Stop Closest to Site			Headway (minutes)	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
C71	18 <sup>th</sup> Street Line	6:10am-11:39pm	6:19am-11:51pm	6:19am-12:21am	20-30	<0.1 mi (1 min)
D36	K Street-Ivy City Line	5:24am-12:33am	5:35am-12:33am	5:28am-12:36am	19-30	0.4 mi (8 min)

**Table 2: Metrorail Service at NoMa-Gallaudet University Stop**

Rail Line Destination	Monday - Thursday	Friday	Saturday	Sunday
Glenmont	5:40 AM – 12:13 AM	5:40 AM – 2:13 AM	6:40 AM – 2:13 AM	6:40 AM – 12:13 AM
Shady Grove	5:21 AM – 11:57 PM	5:21 AM – 1:57 AM	6:21 AM – 1:57 AM	6:21 AM – 11:57 PM



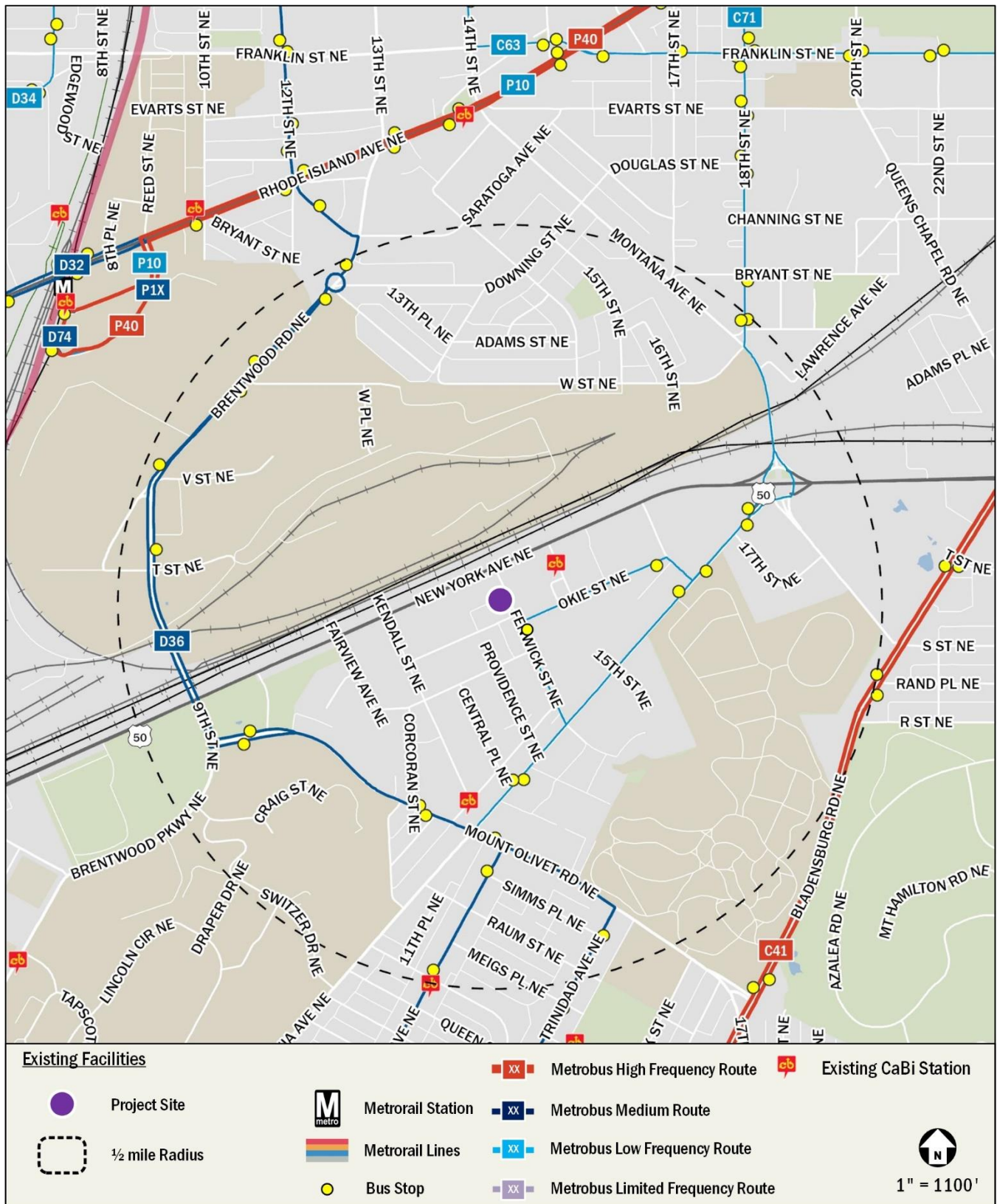


Figure 2: Existing Transit and Multimodal Facilities

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### ***Existing Parking Facilities***

Curbside designations within the vicinity of the site are displayed in Figure 3. As shown, there is significant, available on-street parking directly adjacent to the property along Fenwick Street NE and Okie Street NE. Metered parking is located along Hecht Avenue NE between New York Avenue NE and Okie Street NE, segments of Okie Street NE between Kendall Street NE and Walt Lincoln Way, and the east side of Fenwick Street NE between New York Avenue NE and Okie Street NE. Portions of Okie Street NE, Gallaudet Street NE, Kendall Street NE, and Fenwick Street NE are also unsigned and provide unrestricted parking within the study area.

Patrons to the site are also encouraged by the venue to use the Hecht Warehouse Garage for additional parking, which is located approximately 0.2 miles (or a 4-minute walk) from the site and provides up to 1,100 parking spaces available for public use. Additional off-street parking facilities, as displayed in the figure, are located less than a quarter mile from the site and provide access to an additional 305 parking spaces that are available for use by patrons. Valet parking is provided curbside by the venue during events along the site's frontage on Fenwick Street NE, as shown in the figure.





Figure 3: Curbside Designations and Off-Street Parking Reservoirs

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### ***On-Street Parking Occupancy Data Collection***

Data collection took place on Saturday, September 6, 2025 between 9:00 PM and 12:00 AM and coincided with the time period when the venue was expected to be at its busiest. Specifically, the data collection effort was scheduled during this period to observe the expected parking demand of the site as an event was scheduled at the venue, which was slated to begin at 10 PM. As agreed upon with DDOT, Gorove Slade staff conducted hourly sweeps along roadways within two blocks in every direction of the venue, counting the number of vehicles that were parked along the curbside. The percentage parking occupancy at every hour within the study area is depicted in Figure 4, Figure 5, Figure 6, and Figure 7 based on the anticipated parking supply on each road segment using the length of the legal parking space available and the standard vehicle length of 22 feet and standard vehicle width of 9 feet per DDOT's *Design and Engineering Manual*. It should be noted that illegally parked vehicles (i.e., those not parked in a permitted parking area) are included in the occupancy calculations. Road segments that do not provide any legal parking are denoted as exceeding the parking supply of the segment if any vehicle is illegally parked. The raw data is provided in Attachment B.

As displayed in the figures, the on-street parking on Fenwick Street NE between New York Avenue NE and Okie Street NE was well utilized across the data collection period, with the average on-street parking exceeding the supply (172% or 28 occupied spaces of 16 available spaces) as illegal parking occurred along the curb in areas such as curb cuts, entrances to alleyways, and no parking loading zones. The south side of Okie Street NE between Fenwick Street NE and Walt Lincoln Way NE was also near or at maximum occupancy during the data collection period, with an average occupancy of 71% (or 22 occupied spaces of 31 available spaces). Further afield, Kendall Street NE and Fenwick Street NE south of Okie Street NE have a very low occupancy, with Kendall Street NE experiencing a maximum occupancy of 14% across the data collection period.

The maximum number of vehicles utilizing on-street parking facilities was observed during the 9:00 PM period, when 64% (or 218 spaces of the 341 available spaces) were occupied. The average occupancy rate for parking utilization across the entire data collection period was 60%, providing ample on-street parking within two blocks of the site. Again, it should be noted that this data collection took place during a scheduled event at the venue, so the conditions that were observed should be representative of future conditions if the requested special exception is approved.



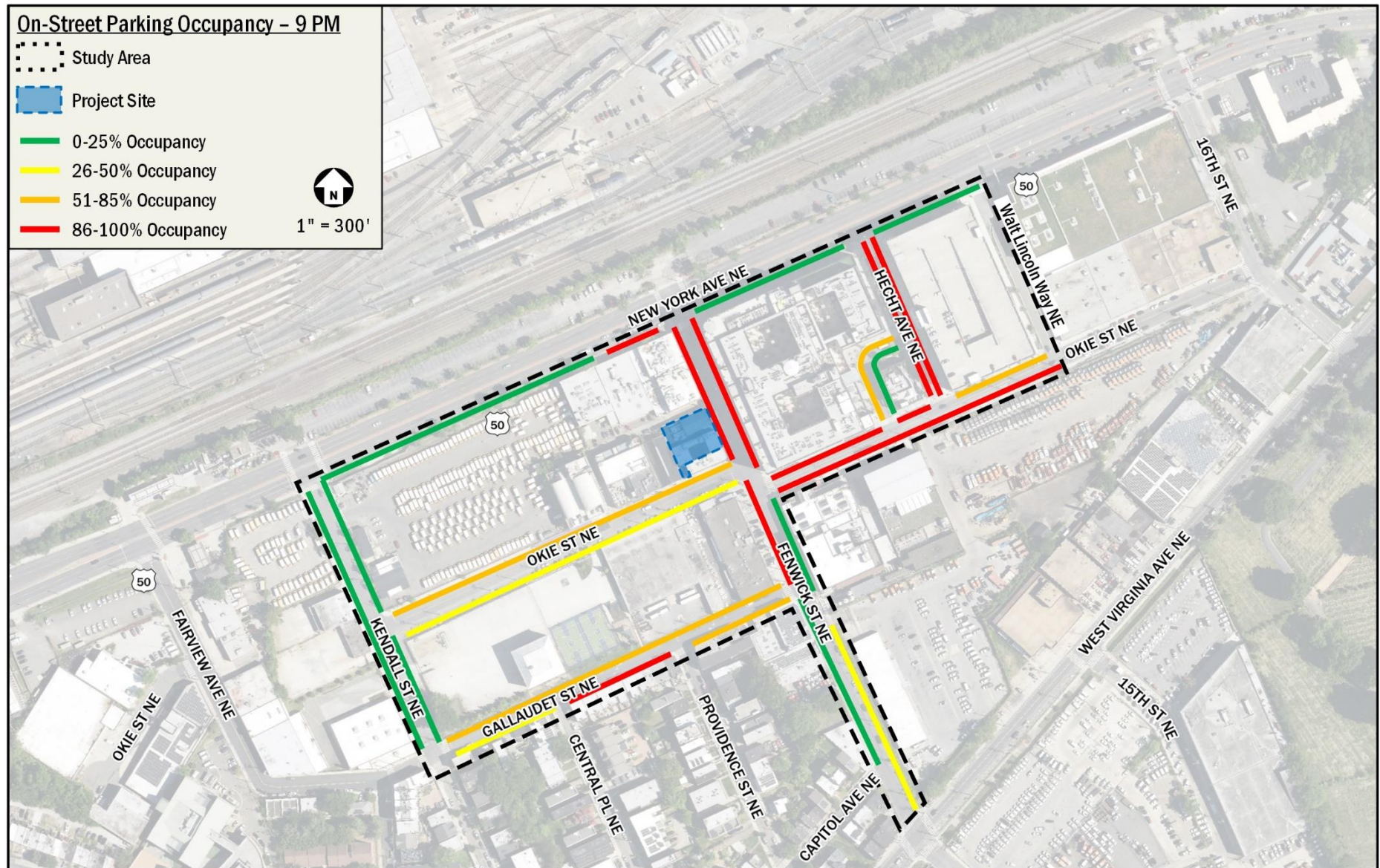


Figure 4: On-Street Parking Occupancy - 9 PM



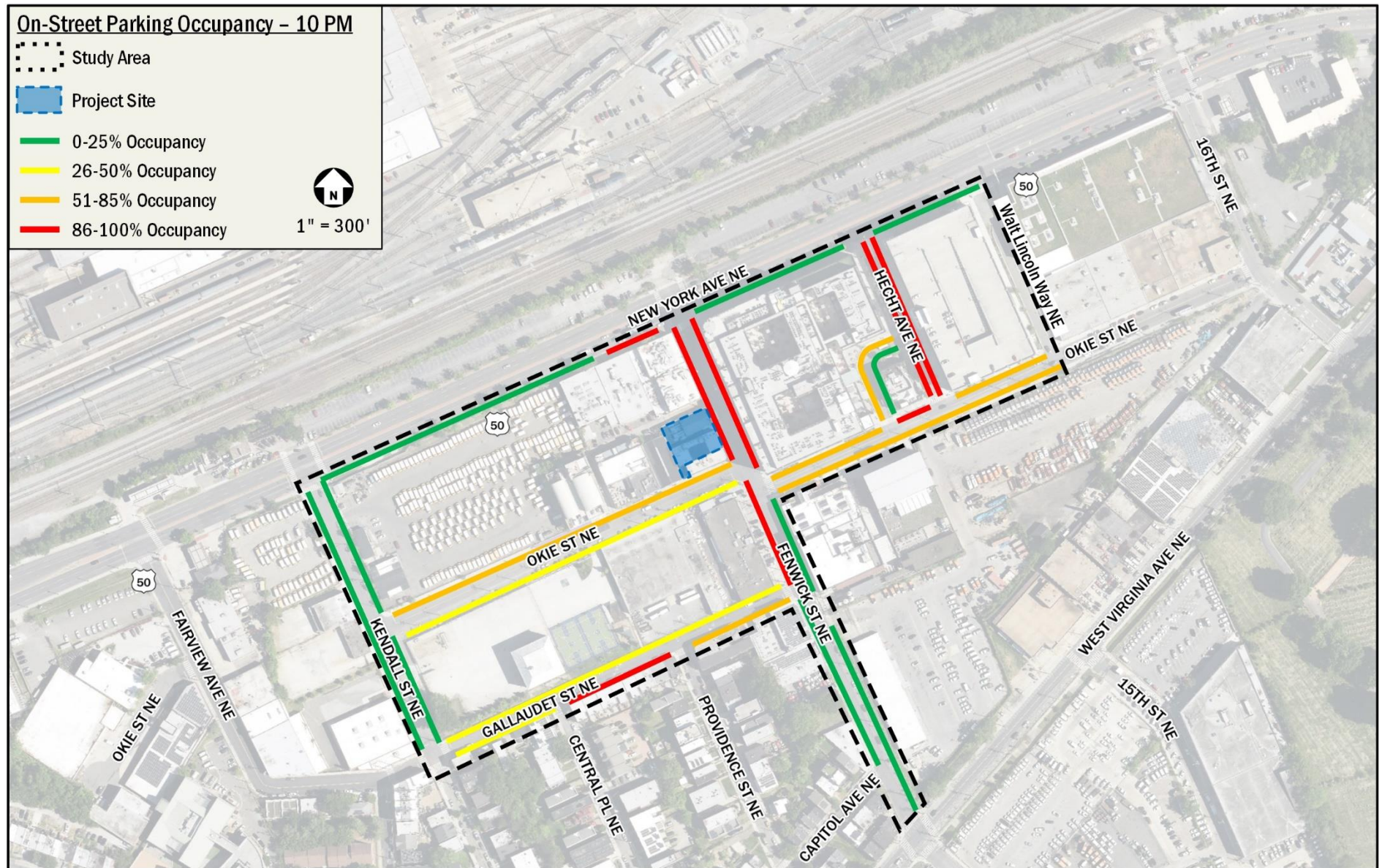


Figure 5: On-Street Parking Occupancy - 10 PM



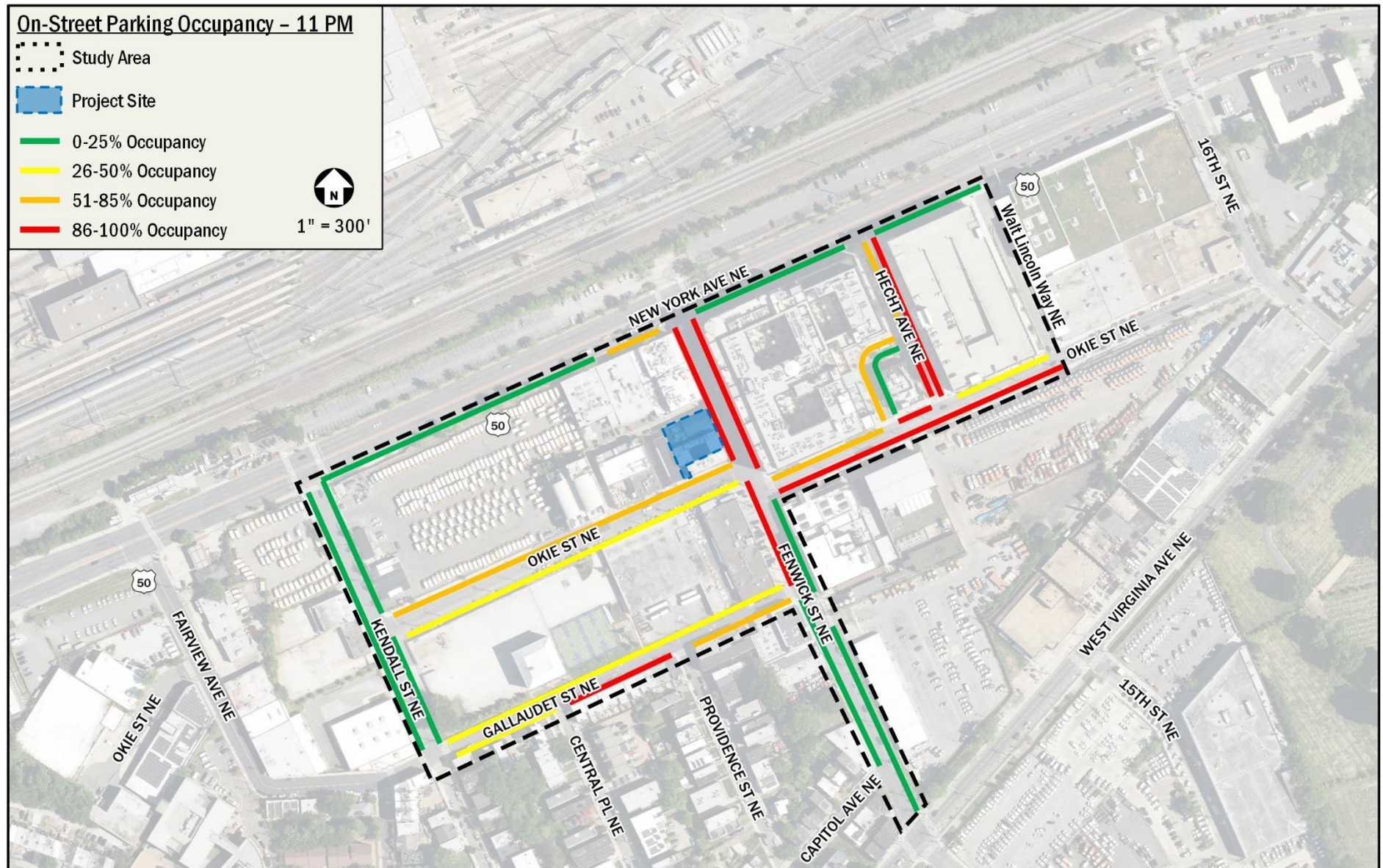


Figure 6: On-Street Parking Occupancy - 11 PM



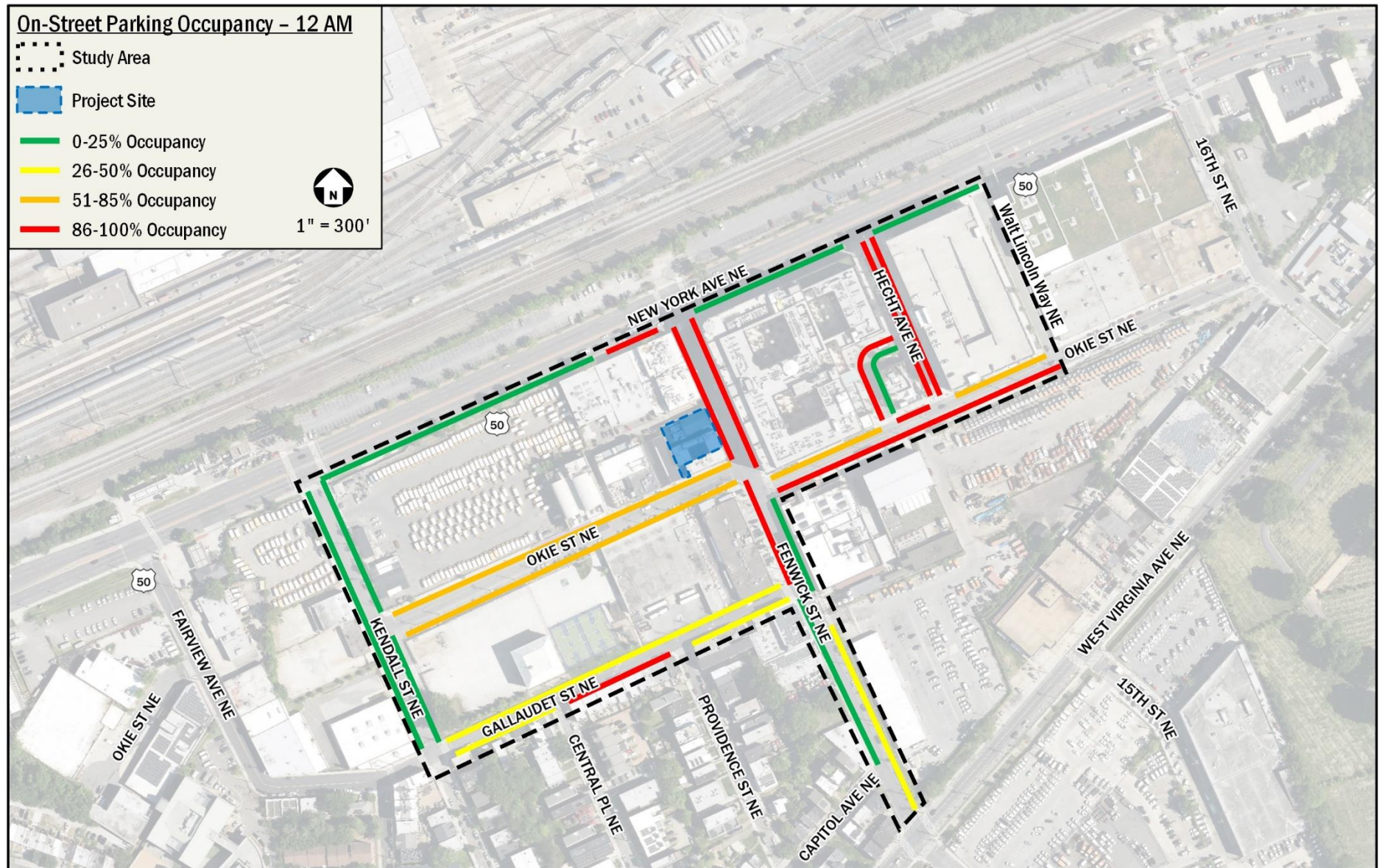


Figure 7: On-Street Parking Occupancy - 12 AM



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### ***Transportation Demand Management***

Traditionally, Transportation Demand Management (TDM) is the application of 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. As demonstrated in this memorandum, the venue is in proximity to an adequate reservoir of on-street and off-street parking options for personal vehicles, with plenty of parking available to cover the venue's demand. However, the venue is also well positioned to be served by other modes of travel, including transit and bike use. The Applicant is committed to ensuring their patrons understand where they can park and what their multimodal travel options are if they choose not to drive a personal vehicle. Their current strategies, as well as future commitments, include the following:

- Post “getting here” information in a visible and prominent location on the venue's website with a focus on non-auto travel modes, such as bus, Metro, and bikeshare. As is done on the website today, information will also be provided to direct patrons to the Hecht Warehouse garage for parking and will provide information about the venue's valet service.
- Provide four (4) short-term bicycle parking spaces along the site's frontage through the installation of two (2) U-racks to support bicycle traffic to and from the venue.

### ***Conclusion***

The purpose of this study is to support the requested relief from minimum parking requirements by determining the utilization and availability of on- and off-street parking facilities in proximity to the venue during the venue's hours of operation, which are between 9:00 PM and 12:00 AM, and to provide a discussion about the alternative transportation modes that can support multimodal travel to and from the venue. Based on the results of the on-street occupancy study within a two-block radius of the venue, the parking supply within the vicinity of the site meets the needs of the parking demand of the area. Although curbside parking along the site's frontage on Fenwick Street NE was observed to meet or exceed the available supply, curbside space along other streets such as Kendall Street NE and Fenwick Street NE has the supply to continue to meet the venue's needs. The off-street parking facilities, including the Hecht Warehouse garage, add to the supply of parking within the area. Additionally, the site is serviced by two (2) Metro Bus routes and two (2) Capital Bikeshare stations, which connect the venue to the greater Washington, D.C. area and provide alternatives to vehicular transportation to and from the site. The Applicant's request for parking relief will not have a detrimental impact on the local transportation network as the facilities surrounding the site sufficiently support the travel needs of patrons to and from the site, and the Applicant will commit to strategies that further accommodate and promote modal options.

Technical Attachments

# **2002 – 2006 Fenwick Street NE Transportation Statement**

Washington, DC

**September 15, 2025**

**GOROVE SLADE**  
Transportation Planners and Engineers

## CONTENTS

**(Note: Click on heading to navigate directly to each section of the Technical Attachments)**

- A. Email Scoping Agreement with DDOT
- B. Raw On-Street Parking Occupancy Data

## A. Email Scoping Agreement with DDOT

**From:**  
**Sent:**  
**To:**  
**Subject:**

Salem Zewdu  
Wednesday, September  
10, 2025 10:08 AM  
Salem Zewdu  
FW: BZA 21342 - TDM  
Plan/Parking Occupancy  
Study

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**From:** Ozberk, Erkin (DDOT) <[erkin.ozberk1@dc.gov](mailto:erkin.ozberk1@dc.gov)>  
**Sent:** Thursday, August 28, 2025 4:27 PM  
**To:** Ashley Orr <[ashley.orr@goroveslade.com](mailto:ashley.orr@goroveslade.com)>; Moldenhauer, Meridith <[MMoldenhauer@cozen.com](mailto:MMoldenhauer@cozen.com)>;  
Hagen, Noah (DDOT) <[noah.hagen@dc.gov](mailto:noah.hagen@dc.gov)>; Daniel Solomon <[ds@goroveslade.com](mailto:ds@goroveslade.com)>  
**Subject:** RE: BZA 21342 - TDM Plan/Parking Occupancy Study

Hi Ashley,

That works, thank for the prompt summary! And if we can get the memo on or before Sept 10, that would be great.

Also Meridith, if any parking-related concern or request comes out of the Sept 9 ANC meeting, please do let us know.

Thank you,

Erkin

**Erkin Ozberk** (he/him)  
*Development Review Program Manager*  
202.409.9189 (mobile)  
[erkin.ozberk1@dc.gov](mailto:erkin.ozberk1@dc.gov)

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**From:** Ashley Orr <[ashley.orr@goroveslade.com](mailto:ashley.orr@goroveslade.com)>  
**Sent:** Thursday, August 28, 2025 4:10 PM  
**To:** Moldenhauer, Meridith <[MMoldenhauer@cozen.com](mailto:MMoldenhauer@cozen.com)>; Hagen, Noah (DDOT) <[noah.hagen@dc.gov](mailto:noah.hagen@dc.gov)>; Ozberk, Erkin (DDOT) <[erkin.ozberk1@dc.gov](mailto:erkin.ozberk1@dc.gov)>; Daniel Solomon <[ds@goroveslade.com](mailto:ds@goroveslade.com)>  
**Subject:** Re: BZA 21342 - TDM Plan/Parking Occupancy Study

**CAUTION:** This email originated from outside of the DC Government. Do not click on links or open attachments unless you recognize the sender and know that the content is safe. If you believe that this email is suspicious, please forward to [phishing@dc.gov](mailto:phishing@dc.gov) for additional analysis by OCTO Security Operations Center (SOC).

Hi Noah & Erkin,

Thanks again for meeting with us this afternoon to discuss the scope of our transportation study. Based on our discussion, we understand our scope will include the following:

Traffic Study Scope:

- **Transportation Statement [1-2 page memo + exhibits/appendix]**
  - **Intro & Event Operations**
    - Explanation of project
    - Hours of Operation
  - **Transit Access**
    - Proximity and hours of operation of bus routes & metro
  - **Curbside Management**
    - Within 2-block radius
      - *PUDO/Rideshare*
      - *Parking*
      - *Loading zones*
  - **Parking**
    - Parking reservoirs within 2-block radius
    - Parking Garage hours of operation
      - Walking distance to/from venue
    - Parking Occupancy Study [2-block radius]; weekend evening [**Saturday, September 6th**]
      - *Sweeps at 9 PM, 10 PM, 11 PM, & 12 AM*
  - **TDM**
    - Focusing on patrons and how they find where they need to go; multiple mode options

Please let us know if we have missed anything and if we have your go-ahead to proceed with this study.

Thank you!

Ashley

Ashley Orr, PE

*Project Manager*

**GOROVE SLADE**

**T** 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

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## B. Raw On-Street Parking Occupancy Data

Roadway	Segment	Side	Standard Length (ft)	Measured Length (ft)	Capacity	# of Parked Vehicles			
						9:00 PM	10:00 PM	11:00 PM	12:00 AM
Kendall Street NE	New York Avenue NE to Gallaudet Street NE	West	22	575	26	0	0	0	1
Kendall Street NE	New York Avenue NE to Okie Street NE	East	22	190	9	0	0	0	0
Kendall Street NE	Okie Street NE to Gallaudet Street NE	East	22	149	7	1	1	1	1
Fenwick Street NE	New York Avenue NE to Okie Street NE	West	22	178	8	8	9	18	10
Fenwick Street NE	Okie Street NE to Gallaudet Street NE	West	22	0	0	0	0	1	0
Fenwick Street NE	Gallaudet Street NE to Capitol Avenue NE	West	22	260	12	1	0	1	1
Fenwick Street NE	New York Avenue NE to Okie Street NE	East	22	180	8	18	16	14	16
Fenwick Street NE	Okie Street NE to Gallaudet Street NE	East	22	175	8	0	0	0	0
Fenwick Street NE	Gallaudet Street NE to Capitol Avenue NE	East	22	400	18	9	4	4	7
Hecht Avenue NE	New York Avenue NE to Hecht Avenue NE Ave	West	22	140	6	7	7	5	7
Hecht Avenue NE	Hecht Avenue NE Ave to Okie Street NE	West	22	0	0	1	1	0	0
Hecht Avenue NE	New York Avenue NE to Hecht Avenue NE Ave	East	22	140	6	7	10	11	13
Hecht Avenue Alley NE	Hecht Avenue NE Ave to Okie Street NE	West	22	190	9	6	7	7	8
New York Avenue NE	Kendall Street NE to Ann's Wholesale	South	22	0	0	0	0	0	0
New York Avenue NE	Ann's Wholesale to Fenwick Street NE	South	22	80	4	5	4	3	6
New York Avenue NE	Fenwick Street NE to Hecht Avenue NE	South	22	0	0	0	0	0	0
New York Avenue NE	Hecht Avenue NE to Walt Lincoln Way NE	South	22	0	0	0	0	0	0
Okie Street NE	Kendall Street NE to Fenwick Street NE	North	22	684	31	20	23	22	23
Okie Street NE	Fenwick Street NE to Hecht Avenue NE Alley	North	22	220	10	9	7	8	7
Okie Street NE	Hecht Avenue NE Alley to Hecht Avenue NE Ave	North	22	60	3	3	3	3	3
Okie Street NE	Hecht Avenue NE to Walt Lincoln Way NE	North	22	165	8	6	6	3	6
Okie Street NE	Kendall Street NE to Fenwick Street NE	South	9	700	78	46	36	37	47
Okie Street NE	Fenwick Street NE to Walt Lincoln Way NE	South	22	555	25	23	21	24	23
Gallaudet Street NE	Kendall Street NE to Fenwick Street NE	North	22	780	35	25	16	13	14
Gallaudet Street NE	Gallaudet Street NE to Central Street NE	South	22	217	10	4	4	5	4
Gallaudet Street NE	Central Street NE to Providence Street NE	South	22	230	10	12	10	9	9
Gallaudet Street NE	Providence Street NE to Fenwick Street NE	South	22	230	10	7	6	6	4
Total					341	218	191	195	210