

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *KB* Kelsey Bridges
Neighborhood Planning Branch Manager

DATE: September 3, 2026

SUBJECT: ZC Case No. 26-07 – Bridge District Parcel 7

PROJECT SUMMARY

CQ Metro Land, LLC (the “Applicant”) has requested approval of a Design Review application to develop the property at Square 5860, Lot 1039, known as “Parcel 7” of the Bridge District development. The property is bounded by a private access drive owned by the Washington Metropolitan Area Transit Authority (WMATA) to the east, Anacostia Park and Poplar Point to the north, “Parcel 6” of the Bridge District to the west, and the Howard Road SE right-of-way to the south. The site is currently vacant. The Applicant proposes to construct a 160-room hotel with no on-site vehicle parking, at least nine (9) long-term and two (2) short-term bicycle parking spaces, and one (1) 30-foot loading berth.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant is requesting relief from the site’s vehicle parking requirement due to its proximity the Anacostia Metro Rail station and several high-frequency Metro Bus routes. This is in line with DDOT’s recommendation for sites within one-eighth mile of a Metro Rail station to provide as little vehicle parking as possible;
- Vehicular access to the site’s pick-up/drop-off area is proposed via a one-way driveway loop with both an entrance and exit on the WMATA access drive. The proposed exit is within the public right-of-way and will require Public Space Committee approval, while the proposed entrance is not;

- The project proposes to meet the minimums for long- and short-term bicycle parking in Titles 11 and 18 of the *District of Columbia Municipal Regulations (DCMR)*;
- The Applicant is requesting relief from the site's long-term bicycle parking shower requirement. The Applicant proposes to provide only one (1) of the four (4) required showers to serve bicycle commuters;
- A bicycle/pedestrian path will be constructed along the north side of the site connecting the WMATA access drive to the west property line. This path will eventually connect to similar paths in adjacent Bridge District parcels and provide a non-auto link between the Anacostia Metro Rail station, and Suitland Parkway;
- The Anacostia Metro Rail station is only accessible to pedestrians via the sidewalk along the WMATA access drive to be reconstructed with this project;
- The Applicant is requesting relief from the site's loading requirement due to site constraints and the project's operational needs. The Applicant proposes to provide only one (1) of the two (2) required 30-foot loading berths;
- Loading access is proposed via a separate entrance from the WMATA access drive;
- The Applicant has also Transportation Demand Management (TDM) Plan (Attachment 1), that will encourage usage of non-auto modes. DDOT requests one revision, noted in the TDM section of this report; and
- The Applicant has developed a Loading Management Plan (LMP) (Attachment 2) to mitigate the impacts to public space of the loading relief.

RECOMMENDATION

DDOT has no objection to the approval of this Design Review application with the following conditions included in the Zoning Order:

- Provide a public access easement subject to DDOT approval for the sidewalk along the WMATA access drive to ensure public access to the Anacostia Metro Rail station;
- Implement the TDM Plan as proposed in the August 14, 2026, Transportation Statement (Exhibit 15B), for the life of the project, unless otherwise noted, with the revision requested in the TDM section of this report; and
- Implement the Loading Management Plan proposed in the Transportation Statement, for the life of the project, unless otherwise noted.

CONTINUED COORDINATION

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space;
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan; and

- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 8 Arborist regarding street trees in public space.

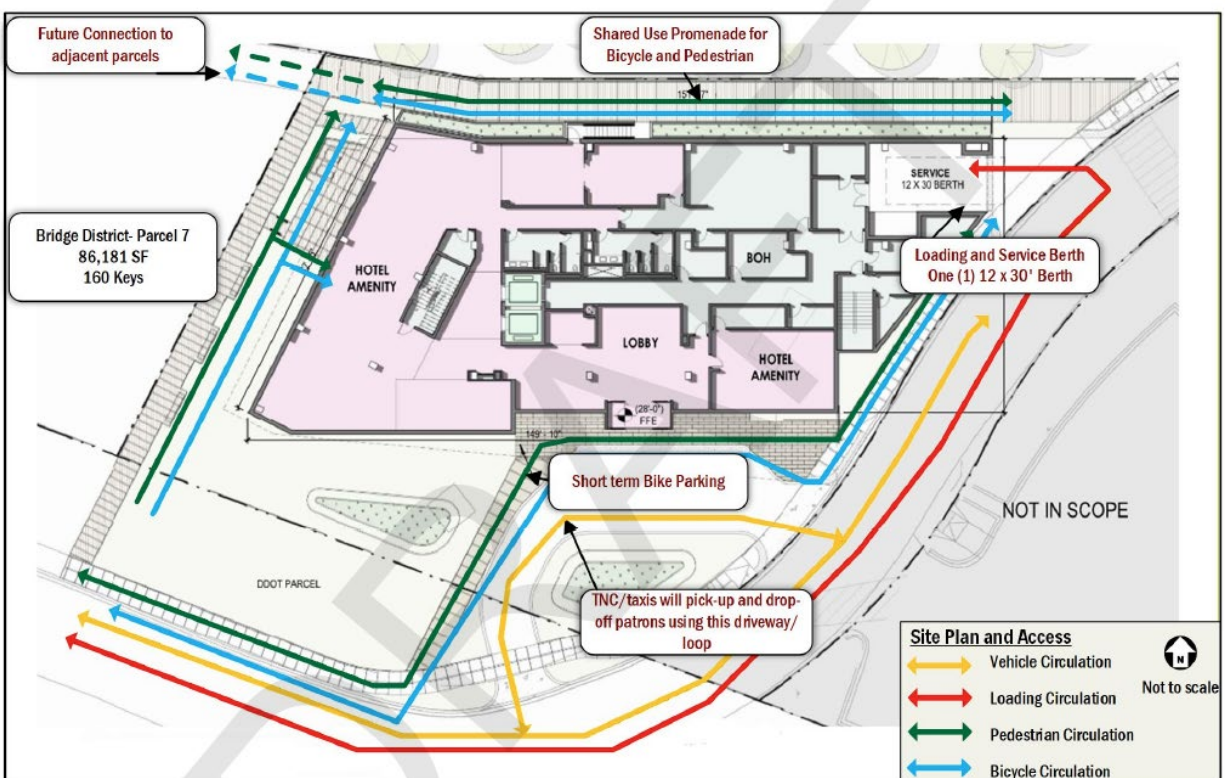
TRANSPORTATION ANALYSIS

The following is DDOT’s review of the submitted plans, application materials, and Transportation Statement to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

The main entrance to the hotel will face Howard Road, and pedestrians will be able to access the site from both Howard Road and the WMATA access drive. A one-way driveway will provide vehicular access to the main entrance for pick-up and drop-off. A new curb cut is proposed to serve the outlet of this driveway into the small portion of the WMATA drive that is within the Howard Road right-of-way. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan

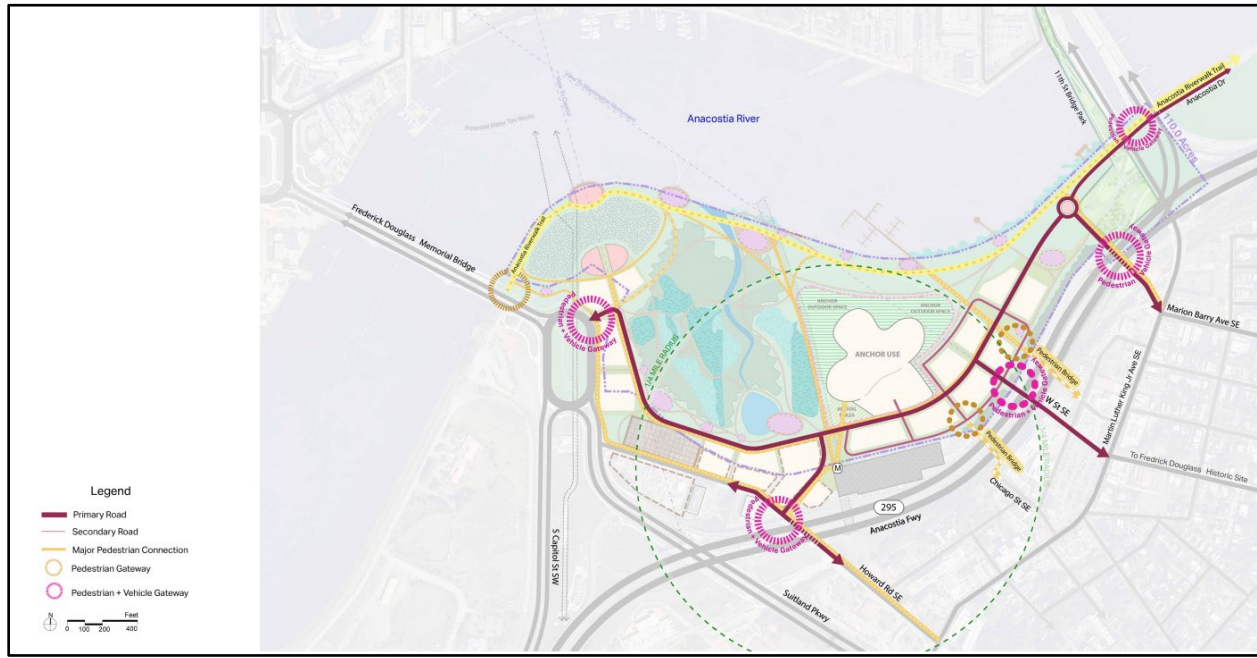


Source: Gorove Slade 8/14/26 Transportation Statement, Figure 7

As part of a planning process for Poplar Point, the DC Office of Planning (OP) and Office of the Deputy Mayor for Planning and Economic Development (DMPED) presented a draft preferred alternative for the future land use and circulation at Poplar Point, soliciting public feedback. While a final master plan has not yet been publicly released, the draft preferred alternative showed the WMATA access road connecting Howard Road SE and the Poplar Point site as a “Primary Road” also serving as a pedestrian gateway to the Anacostia Metro Rail Station and future development envisioned on the site. The Applicant’s site would have frontage on this new road, where they are proposing the loading facilities

and shared-use promenade for bicycles and pedestrians. Figure 2 below shows the draft preferred alternative.

Figure 2 | Poplar Point Draft Preferred Alternative



Source: DC Office of Planning 5/13/25, Public Meeting #3 Draft Preferred Alternative Open House

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The project is required by Zoning to provide 21 vehicle parking spaces after taking the eligible 50% parking reduction for the site's location within one-half mile of the Anacostia Metro Rail station. The project proposes to provide no vehicle parking, and the Applicant is requesting relief from the minimum parking requirement.

For parking relief actions of five (5) or more spaces or larger developments that may have an impact on the local neighborhood, DDOT requires the Applicant to evaluate the supply and demand for curbside parking spaces. The Applicant collected on-street parking occupancy data on Tuesday, September 1, 2026 between 7:00 AM and 9:00 AM, to capture parking demand generated by Cedar Tree Academy, and between 6:00 PM and 10:00 PM, to capture demand generated by nearby residential and retail uses. Average occupancy was 88% during the morning period and 81% during the evening period, indicating that existing on-street parking will be sufficient for meeting the (likely limited) parking needs of hotel employees and patrons.

Bicycle Parking

The project is required by Zoning to provide at least nine (9) long-term and two (2) short-term bicycle parking spaces. The Applicant proposes to meet these requirements.

The project is also required by Zoning to provide four (4) showers to be used by bicycle commuters. This requirement is based on non-residential square footage and does not distinguish between hotel, office, retail, and other uses. The overwhelming majority of the building's floor area will be occupied by guest rooms, and the hotel will have many fewer employees than an office building of a similar size. The Applicant requests relief from the shower requirement and proposes to provide one (1) shower in the long-term bike parking area. DDOT does not object to this relief.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces be located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces be served by electrical outlets, 5% of spaces (minimum 2 spaces) be designed for cargo or larger bikes (10 feet by 3 feet, rather than 6 feet by 2 feet).

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading. All trash must be stored and collected within the building

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, two (2) 30-foot loading berths are required for the project. The Applicant is requesting relief from this requirement and proposes only one (1) berth. Since the proposed hotel will contain only a modest-sized bar/lounge space as compared to other hotels of its size, it is unlikely to generate more loading demand than can be accommodated with a single loading berth. The Applicant also proposes a LMP to mitigate the impacts of this relief. The LMP is included with this report as Attachment 2.

The design of the loading dock requires trucks to perform backing maneuvers across the sidewalk adjacent to the site and the crosswalk connecting to the Metro Rail station. While this is not DDOT's preferred configuration regarding pedestrian safety for pedestrians accessing the Metro Rail station, DDOT acknowledges that site constraints require the loading dock to be designed in this way. With the provision of the LMP, DDOT does not object to the requested relief.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with

Titles 11, 12A, and 24 of *DCMR*, DDOT’s *Design and Engineering Manual (DEM)* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- Work with PSD to establish a public access easement for the portions of sidewalk on private property;
- Submit a detailed curbside management plan with proposed signage for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the frontage, they will be at the Applicant’s expense; and
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the requirements in Title 11 of *DCMR*, Subtitle C § 800, Title 18 of *DCMR*, § 1214, and DDOT *Bike Parking Guide* best practices, including larger cargo/tandem spaces.

The Applicant participated in a Preliminary Design Review Meeting (PDRM) with DDOT and OP on September 1, 2026 to discuss these and other design-related comments.

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a ‘mode’ of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were informed by the site’s lack of parking, WMATA’s Development-Related Ridership Survey, and mode splits used for similar projects in DC. As shown in Figure 2 below, the driving mode split was assumed to be 40%, with the remainder of trips anticipated to be made by transit, walking, or bicycling.

Figure 3 | Summary of Mode Split Assumptions

Land Use	Mode			
	TNC or Drive	Transit	Bike	Walk
Hotel	40%	40%	5%	15%

Source: *Gorove Slade 8/14/26 Transportation Statement, Table 5*

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition* (Land Use Code 310, Hotel). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

As shown below in Figure 3, the projected person and vehicle trips did not meet DDOT’s thresholds in the *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a full Comprehensive Transportation Review (CTR) study with traffic impact analysis (TIA) was not required.

Figure 4 | Multi-Modal Trip Generation Summary

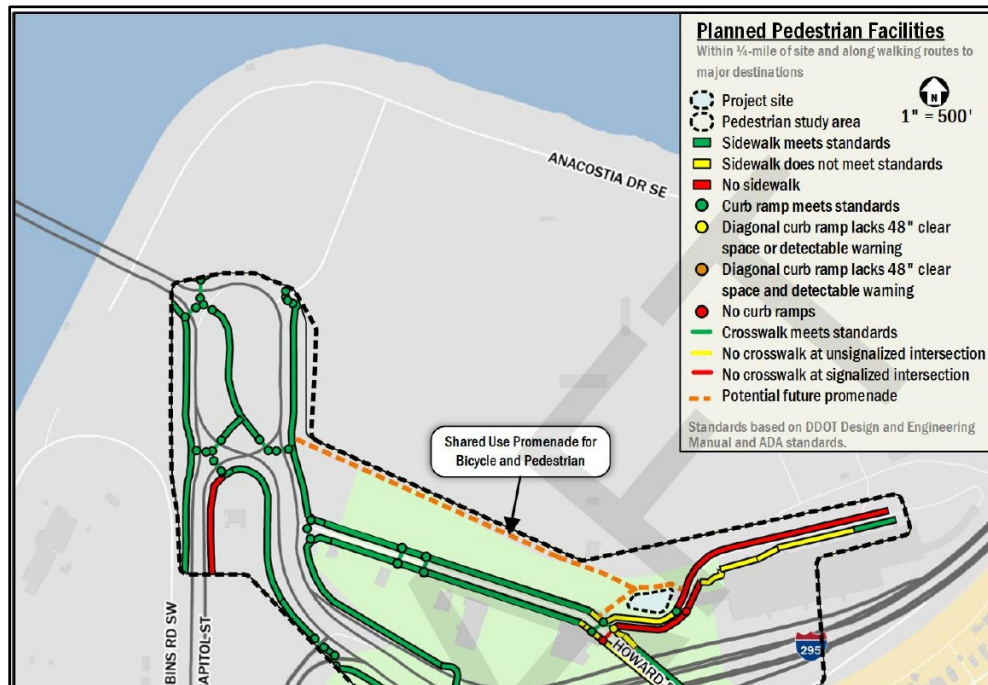
Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
TNC or Drive	11 veh/hr	11 veh/hr	22 veh/hr	16 veh/hr	16 veh/hr	32 veh/hr	374 veh
Transit	19 ppl/hr	17 ppl/hr	36 ppl/hr	27 ppl/hr	27 ppl/hr	54 ppl/hr	624 ppl
Bike	2 ppl/hr	3 ppl/hr	5 ppl/hr	3 ppl/hr	4 ppl/hr	7 ppl/hr	78 ppl
Walk	7 ppl/hr	6 ppl/hr	13 ppl/hr	10 ppl/hr	10 ppl/hr	20 ppl/hr	234 ppl

Source: Gorove Slade 8/14/26 Transportation Statement, Table 6

Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Transportation Statement's inventory of existing and proposed pedestrian infrastructure, as shown in Figure 4 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are several missing or substandard facilities in the broader area, the existing pedestrian network between the site and the rest of the Bridge District and the Metro Rail station are adequate.

Figure 5 | Existing Pedestrian Network

Source: Gorove Slade 8/14/26 Transportation Statement, Figure 6

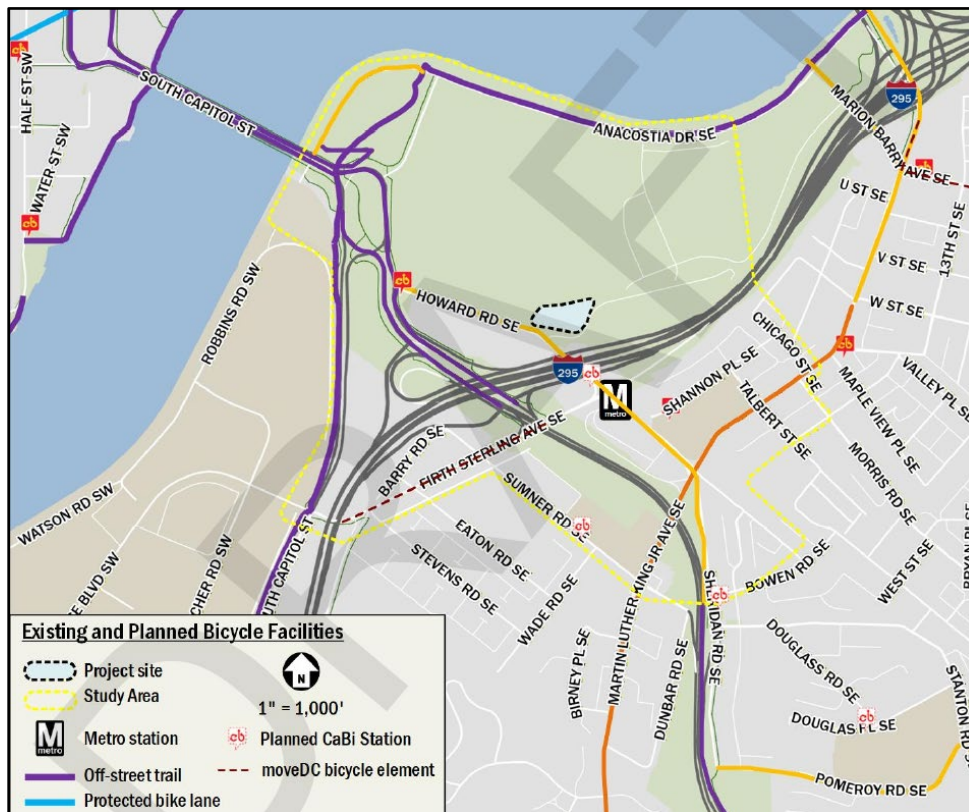
The Applicant will construct new pedestrian infrastructure in the vicinity of the project including sidewalks along Howard Road and the WMATA access drive, a crosswalk between the site and the Metro Rail station, and a bicycle/pedestrian path connection to adjacent Bridge District parcels. While the new sidewalk along the WMATA access drive does not meet DDOT width standards, this area is not within the public right-of-way and therefore outside of DDOT's authority.

Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 5, the site is well-connected by off-street bicycle/pedestrian paths along Suitland Parkway, South Capitol Street, and Anacostia Drive, as well as the future path within the Bridge District development.

Figure 6 | Existing Bicycle Facilities



Source: Gorove Slade 8/14/26 Transportation Statement, Figure 4

Transit Service

Washington Metropolitan Area Transit Authority (WMATA) provides extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

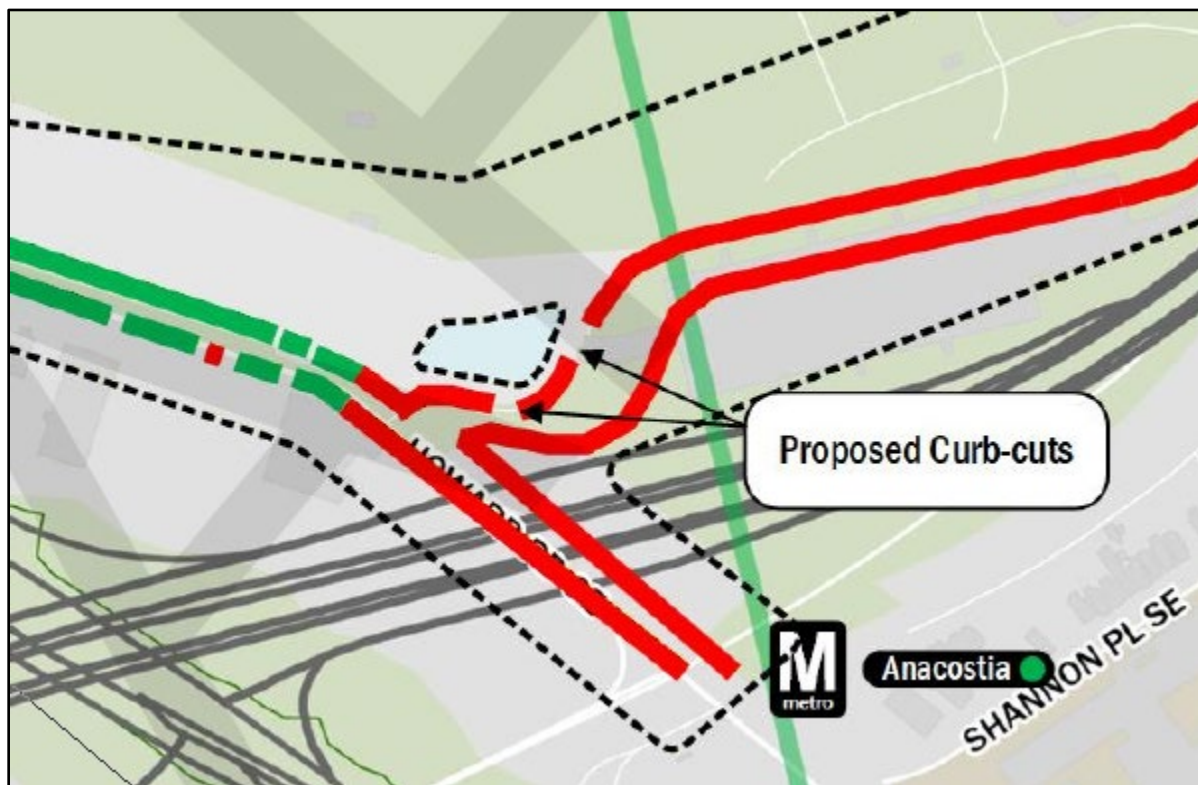
The site is located directly across the street from the Anacostia Metro Rail station, which is served by the Green Line. Trains serve the Metro Rail station every six (6) minutes on weekdays and every eight (8) minutes on weekends. A total of 12 bus routes, including several high-frequency routes, stop near the site at the south entrance to the Anacostia Metro Rail station.

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) on the property and surrounding neighborhood context. Parking is currently not permitted along the site's Howard Road and WMATA access road frontages, and the Applicant does not propose any curbside management changes outside the two (2) new curb cuts.

DDOT is generally supportive of this concept, however, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT's Curbside Management Division (CMD). At that time, the plan may be refined by CMD, and the exact signage placards will be determined. If multi-space meters are required by CMD, they will be at the Applicant's expense.

Figure 7 | Proposed Curbside Designations



Source: Gorove Slade 8/14/26 Transportation Statement, Figure 9

Transportation Demand Management (TDM) and Performance Monitoring

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle

and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the Transportation Statement, which is included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel, with the following revision included in the Zoning Order:

- As outlined in ZC 25-07 for Parcel 5 of the Bridge District, specify that the Applicant has proposed multimodal transportation improvements as a part of the larger Bridge District development including the bicycle/pedestrian path along the northern boundary of the site.

ATTACHMENTS

- 1) Proposed TDM Plan, Gorove Slade, August 14, 2026
- 2) Proposed LMP, Gorove Slade, August 14, 2026

KB:nh

Transportation Demand Management

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:

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for the entire site. The Transportation Coordinators 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.
- Provide at least two (2) short- and nine (9) long-term bicycle parking spaces, meeting or exceeding the Zoning requirements.
- Provide at least one (1) shower and a minimum of five (5) lockers for use by employees.
- The long-term bicycle storage room will accommodate employee bikes and 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 hotel guests, retail customers, and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will demonstrate to goDCgo that the hotel is in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Following the issuance of a Certificate of Occupancy for the project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (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 a 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.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.

- Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Hotel will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.
- Purchase Capital Bikeshare one-day passes in bulk to have on hand for guests.
- 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, and the Washington Metropolitan Area Transit Authority (WMATA).
- Provide brochures with information on non-automotive options for traveling to the property available at all times in a visible location in the lobby.
- Post locations of nearby parking garages to hotel's website.

Loading Management Plan (LMP)

A Loading Management Plan (LMP) has been developed as a part of the project to mitigate any impact that the proposed relief may have within the public space. The goal of this plan is to maintain a safe environment for all the users, loading area and the adjacent streets to minimize undesirable impacts to pedestrians and vehicular traffic.

Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

- A loading dock manager will be designated by the hotel who will be on duty during delivery hours. The dock manager will be responsible for coordinating with vendors to schedule deliveries to resolve any conflicts should they arise.
- The dock manager will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the berth is being utilized, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety of Anacostia Metro Access Road.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along Anacostia Metro Access Road.
- Trucks using the loading dock 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.
- The dock manager will be responsible for disseminating suggested truck routing maps to the delivery drivers from the services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions.

Curbside Management

The existing curbside conditions around the site are shown on Figure 9. Given the project's transit-oriented planning with the absence of on-site parking, the plan still assumes that a significant number of patrons would use TNCs like Uber and Lyft and taxis to arrive/depart to/from the site. To accommodate this activity safely and efficiently, the project proposes a dedicated pick-up/drop-off driveway and loop along the site's frontage, minimizing the potential for vehicles to obstruct the adjacent travel lanes or sidewalk. This design necessitates two (2) new curb cuts, one (1) of which falls within DDOT's public right-of-way, as shown in Figure 10. The project team looks forward to coordinating closely with DDOT to finalize the design of this curb cut.