

TECHNICAL MEMORANDUM

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Date: September 2, 2026
Subject: Bridge District Parcel 7 – Transportation Statement

District Department of Transportation (DDOT)
Redbrick LMD

Introduction

This memorandum presents the findings of a Transportation Statement for the proposed hotel project located on Parcel 7 of the Bridge District (“the Project”) in Southeast Washington, DC. Figure 1 displays the site’s location within the District, and Figure 2 displays the location of the site with respect to the surrounding neighborhood. The project site is bounded by Howard Road SE to the south, Anacostia Metro Access Road to the east, Poplar Point to the north, and the future planned Bridge District Parcel 6 to the west.

The project will develop the existing site into a hotel with approximately 160 rooms and 86,181 square feet of gross-floor area, with no on-site parking, which triggers a request for a relief from the requirement to provide parking spaces on-site. This relief is justified due to the proximity to the Anacostia Metrorail station and three (3) high frequency metro bus routes. This transit- friendly environment will provide users with easy access to non-vehicular means of transportation to reach the hotel site. Thus, on-site vehicular parking will not be provided by the project. However, the project assumes that a significant number of patrons would use a Transportation Network Company (TNC)/ taxi or a personal vehicle trip to arrive/depart to/from the site. The access to these vehicles will be provided using a pick-up/drop-off driveway/loop along the site frontage. Two (2) curb cuts will be required to accommodate the driveway/loop, one (1) of which falls within DDOT's right-of-way. Thus, the project team plans to coordinate closely with DDOT to finalize the design of this curb cut.

Patrons choosing to drive to the project site are expected to utilize on-street parking along Howard Rd SE. Furthermore, if additional capacity is needed, the future hotel tenant of Parcel 7 is not precluded from leasing parking spaces in garages elsewhere in the Bridge District.

Pedestrian access will be available from Howard Rd SE along the site frontage, and through the shared use promenade located on the northern side and the pedestrian plaza on the western side of the hotel.

Separately, the applicant also requests relief from the requirement to provide two (2) loading berths and proposes to provide only one (1) loading berth. This request is based on the operational needs of the development as well as data from other comparable sites with similar loading and unloading demands.

The purpose of this Transportation Statement is to:

- Review the existing site conditions and details of the proposed project;
- Review the vehicular, transit, bicycle, and pedestrian facilities in the vicinity of the project;
- Discuss future District-wide initiatives’ and local transportation projects’ relationship to the project;
- Review the project’s anticipated multimodal trip generation;

- Review the project's on-site transportation features including site access, circulation, parking, and loading;
- Provide a Transportation Demand Management (TDM) plan for the project;
- Determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this Transportation Statement conclude that:

- The project site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that promote safe and effective non-vehicular transportation;
- The project will provide short- and long-term bicycle parking, meeting or exceeding zoning requirements;
- On-site vehicle parking is not proposed for this project due to its proximity to the Anacostia Metrorail Station and three (3) high-frequency Metrobus routes. The site also has a designated loop for pick-ups and drop-offs for patrons using TNCs and taxis. Thus, the applicant requests zoning relief from the on-site parking requirements. This request will not have a detrimental impact on the surrounding transportation system, as most workers and guests are expected to rely on these alternate means of transportation rather than driving to the project site.
- The project will provide one (1) 12' x 30' loading berth at the northeast corner of the development. The project will request zoning relief as two (2) loading berths are required based on ZR16 requirements. Based on the operational needs of the development as well as data from other comparable sites with similar loading and unloading demands this proposed reduction will not have any impact on the surrounding transportation network;
- The pick-up/drop-off activity by TNCs and taxis will not have a detrimental impact on the surrounding transportation network because they will use the loop/driveway at the site frontage.
- The project will include a Transportation Demand Management (TDM) plan that adequately promotes non-vehicular modes of travel;

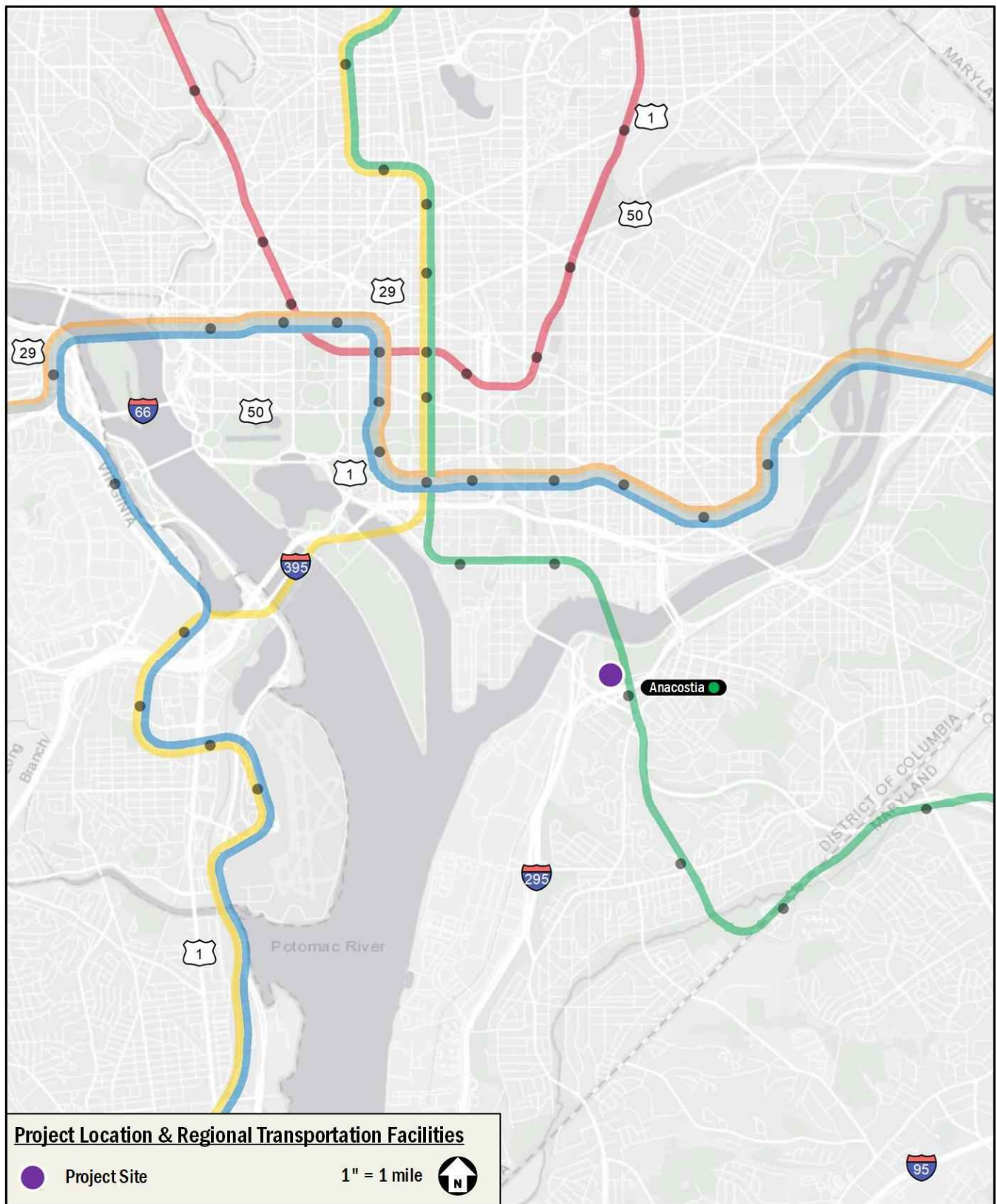


Figure 1: Project Location (Regional)



Figure 2: Project Location (Aerial)

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities in the vicinity of the site. The project site is easily accessible from major roadways and served by two (2) major freeways (Suitland Parkway and Anacostia Freeway) and a principal arterial road (South Capitol Street). These roads connect the site to I-395 and I-695, as well as the Capital Beltway (I-495) which surrounds Washington, DC.

The site is well-served by multiple Metrobus routes and is located within 0.25 miles from the Anacostia Metrorail Station, which is served by the Green Line. The site also has good connectivity to on- and off-street bicycle facilities. The project is located about 0.40 miles away from the Anacostia Riverwalk Trail and another off-street trail leading to the Frederick Douglass Bridge. This trail can be used by cyclists to connect to the bike lanes and tracks on First Street SE and Potomac Avenue. The pedestrian flow around project site is also high as the Bridge District development consists of new apartments, restaurants, parks etc.

Vehicular Facilities

The project site is located in Southeast Washington, DC, and is connected to two (2) freeways and a principal arterial road. Suitland Parkway, located 0.2 miles west of site, provides access to northbound and southbound DC-295, which further connects to I-395, I-695, and the Capital Beltway (I-495).

Vehicular access to the site is also supplemented by a network of collector roads such as Howard Road SE and Firth Sterling Avenue SE.

Transit Facilities

The WMATA Metrobus system provides an extensive transit service in the vicinity of the site. Nine (9) bus routes including three (3) high-frequency routes, two (2) medium-frequency routes, and four (4) low-frequency routes serve the area around the site, as shown in Figure 3. These bus routes connect the site to many areas of DC, including several Metrorail stations where passengers can transfer to reach areas in the District, Virginia, and Maryland.

Martin Luther King Jr. Ave SE, a Priority Corridor Bus Route, is also located within 0.25 miles of the site. This corridor is also a part of the Vision Zero High Injury Network and includes safety improvements that benefit both vehicles and pedestrians, in addition to supporting bus speed and reliability.

Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 2 shows WMATA's recommended amenities for each type of bus stop, and Table 3 shows a detailed inventory of the amenities appearing at each of the existing bus stops within the transit study area.

The closest Metrorail station to the site is the Anacostia Metrorail station, which is served by the Green Line. The Anacostia station parking garage is located directly across the street from the site. The Green Line travels south from Greenbelt in Maryland through downtown Washington, DC to Suitland in Maryland. Connections can be made at the L'Enfant Plaza and Gallery Place-Chinatown Metrorail stations to access the other five (5) Metrorail lines, allowing additional access to points in Virginia and Maryland. The Green Line trains run approximately every six (6) minutes on weekdays and eight (8) minutes on weekends.

Site-Generated Transit Impacts

The proposed project is projected to generate 36 transit trips (19 inbound, 17 outbound) during the morning peak hour and 54 transit trips (27 inbound, 27 outbound) during the afternoon peak hour.

It is expected that the existing transit service can accommodate these new site-generated trips.

Existing transit facilities surrounding the site are shown on Figure 3.

Table 1: WMATA Better Bus Route Information

Route Number	Route Name	Service Hours			Headway (minutes)	Walking Distance to Nearest Stop
		Weekdays	Saturdays	Sundays		
Better Bus Network WMATA routes						
C11	South Capitol Street	24/7 Service	24/7 Service	24/7 Service	20	0.25 miles (6 min)
C13	MLK Av – Washington Highlands	24/7 Service	24/7 Service	24/7 Service	12-20	0.2 miles (5 min)
C15	MLK Av – Southern Av	6:00am–12:00 am	6:00am–12:00 am	6:00am-12:00am	15-30	0.2 miles (5 min)
C17	MLK Av - Bellevue	6:00am-12:00am	6:00am-12:00am	6:00am-12:00am	15-30	0.2 miles (5 min)
C21	Alabama Av – Benning Rd	24/7 Service	24/7 Service	24/7 Service	10-20	0.2 miles (5 min)
C23	Alabama Av – Division Av	6:00am-12:00am	6:00am-12:00am	6:00am-12:00am	30	0.25 miles (6 min)
C25	Pomeroy Rd - Skyland	6:00am–12:00 am	6:00am–12:00 am	6:00am-12:00am	30-60	0.15 miles (4 min)
C26	Stanton Rd - Skyland	6:00am-12:00am	6:00am-12:00am	6:00am-12:00am	30-60	0.15 miles (4 min)
C29	Anacostia – Southern Av	6:00am-12:00am	6:00am-12:00am	6:00am-12:00am	20-30	0.25 mi (6 min)
C31	Minnesota Av	24/7 Service	24/7 Service	24/7 Service	8-20	0.2 miles (5 min)
C41	Bladensburg Rd	24/7 Service	24/7 Service	24/7 Service	8-40	0.2 miles (5 min)
C51	U St – Anacostia	4:30am-11:00pm	4:30am-11:00pm	5:00am-11:00pm	20-30	0.25 miles (6 min)

Table 2: 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 presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Bus stop flag	Route map & schedule	Land-ing pad	Amenities					
						Side-walk	Bench	Shel-ter	Dy-namic info sign	Light-ing	Trash Recp.
S Capitol St SE & Firth Sterling Av SE	1000319	C21	●			●					
S Capitol St SE & Firth Sterling Av SE	1000331	C21	●			●					
ML King Jr Av SE & Sumner Rd SE	1000320	C11, C13, C15, C17	●	●	●	●				●	●
ML King Jr Av SE & Stanton Rd SE	1000315	C11, C13, C15, C17	●	●	●	●				●	●
Firth Sterling Av SE & Sumner Rd SE	1000349	C21	●	●	●	●				●	
Firth Sterling Av SE & Sumner Rd SE	1000348	C21	●	●	●	●				●	
Sheridan Road and Bowen Road SE	1000316	C25, C26	●			●					●
Sheridan Rd & Bowen Rd	1000311	C25, C26	●			●				●	●
Sheridan Rd SE & ML King Jr Av SE	1002962	C25, C26	●			●					●
Sheridan Rd SE & ML King Jr Av SE	1000338	C25, C26	●			●					●
ML King Jr Av SE & Talbert St SE	1003970	C11, C15, C23, C29, C31, C41, C51	●		●	●				●	
ML King Jr Av SE & Talbert St SE	1003969	C11, C15, C23, C29, C31, C41, C51	●		●	●				●	
Howard Rd SE & Anacostia	1000363	C31	●	●	●	●				●	●
Howard Rd SE & Anacostia	1000362	C31	●	●	●	●	●	●		●	●
Anacostia & Bay M	1003318	C25, C26	●	●	●	●	●	●		●	●
Anacostia Station & Bus Bay L	1000365	C21	●	●	●	●	●	●		●	●
Anacostia & Bay A	1003216	C31	●	●	●	●	●	●		●	●
Anacostia & Bay K	1003071	C17	●	●	●	●	●	●		●	●
Anacostia & Bay B	1002953	C41	●	●	●	●	●	●		●	●
Anacostia & Bay C	1002952	C29	●	●	●	●	●	●		●	●
Anacostia & Bay H	1003348	C15	●	●	●	●	●	●		●	●
Anacostia & Bay D	1003359	C23	●	●	●	●	●	●		●	●
Anacostia & Bay G	1003273	C11	●	●	●	●	●	●		●	●
Anacostia & Bay E	1000351	C51	●	●	●	●	●	●		●	●

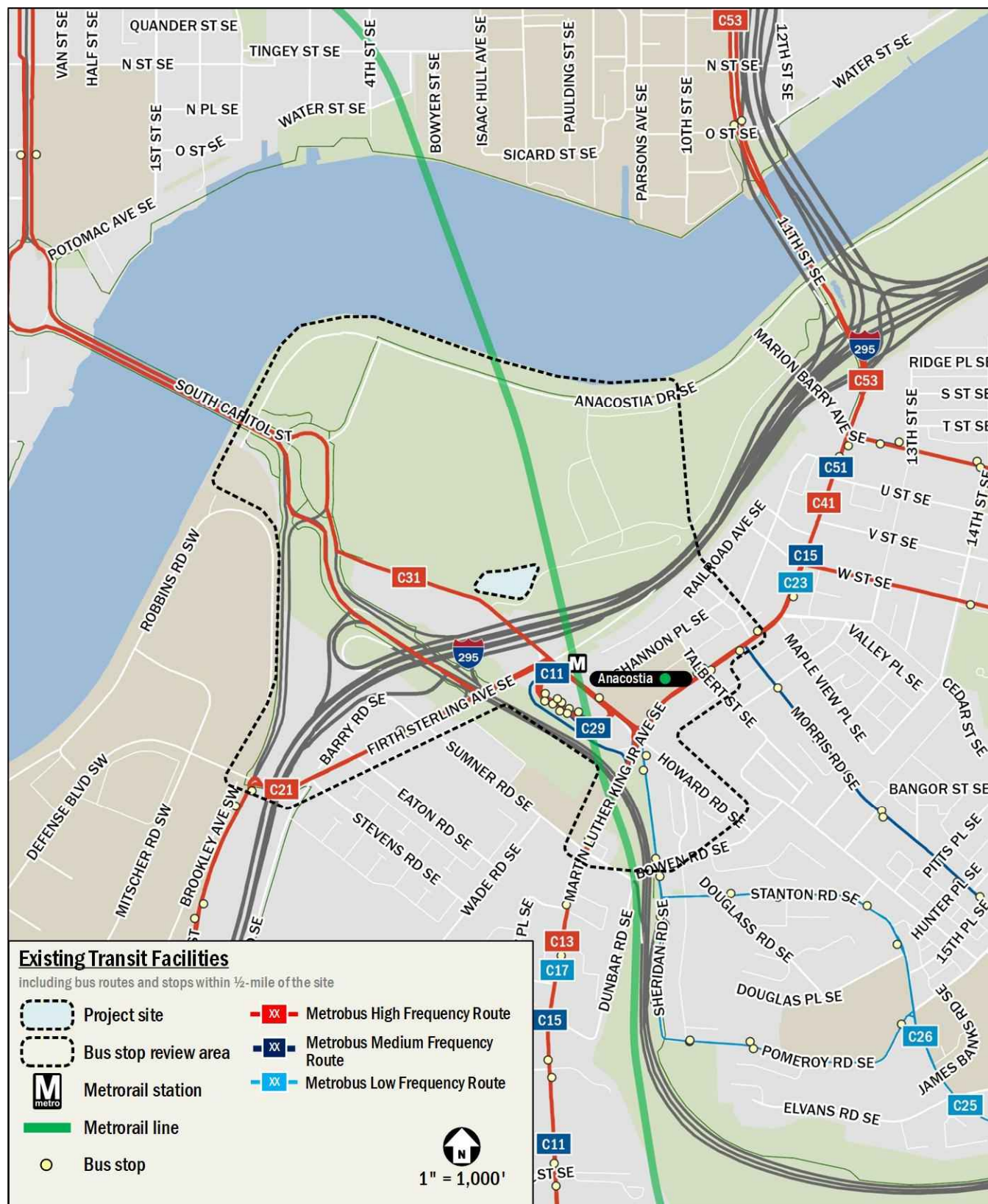


Figure 3: Existing Transit Facilities

Bicycle Facilities

Existing Bicycle Facilities

The site is located near existing on- and off-street bicycle facilities. The project is located about 0.40 miles away from the Anacostia Riverwalk Trail and another off-street trail leading to the Frederick Douglass Bridge. This trail can be used by cyclists to connect to the bike lanes and tracks on First Street SE and Potomac Avenue.

Signed bike routes are present on Howard Road SE, east of the Anacostia Metrorail Station Driveway, on Martin Luther King, Jr. Avenue SE north of Howard Road SE, and on Sheridan Road SE south of Howard Road SE.

Capital Bikeshare

Capital Bikeshare can provide an additional bicycling option for employees, and patrons of the proposed project. The program has placed over 800 bikeshare stations across the Washington, DC metropolitan area with over 8,000 bicycles in the fleet. The closest Capital Bikeshare station to the project site is a 16-dock station located at Howard Rd SE and Suitland Parkway SE, 0.19 miles west of the site. Another 14-dock station is located about 0.21 miles east of the site at the Anacostia Metrorail Station on Howard Road SE.

Micromobility

Micromobility service within the District is currently provided by three (3) private dockless operators — Lime, Hopp, and Veo. These providers offer electric-assist bicycles (e-bikes) and electric scooters (e-scooters) to the users. Registered users access these vehicles through each company's dedicated mobile application. Unlike Capital Bikeshare, dockless vehicles are not tied to designated stations and they can be parked in permitted public spaces. These spaces include the portion of sidewalk between the pedestrian path and the curb where street signs, trees, furniture, and parking meters are typically located.

DDOT Car-Free Lanes for Buses and Bikes

Peak-period, peak-direction car-free lanes were introduced in 2020 along Martin Luther King, Jr. Avenue SE between W Street SE and St. Elizabeth's East Campus. These car-free lanes are accessible only to buses and bikes during peak hours – northbound from 7:00am to 9:30am and southbound from 4:00pm to 6:30pm.

Planned Bicycle Improvements

The District has several improvements planned for its bicycle infrastructure, aimed at improving safety, connectivity, and accessibility for cyclists. The major improvements planned within the study area are noted below.

Capital Bikeshare Expansion

Capital Bikeshare's development plan calls for three (3) new Capital Bikeshare stations near the site:

- Barry Farm Recreation Center
- Stanton and Sheridan Road SE
- 2201 Shannon Place SE

moveDC Bicycle Element

The bicycle element of moveDC, the District's multimodal long-range transportation plan, includes the following bicycle improvements near the project that are proposed but not yet funded or planned:

- On-street facilities along Firth Sterling Avenue SE and Stevens Rd SE
- On-street facilities along Marion Barry Ave SE towards 11th St SE bridge

11th Street Bridge Park

A portion of the 11th Street SE bridge will be reconstructed as city's first elevated park, offering a new civic space for recreation, environmental education, and arts. The rebuilt bridge will provide a bicycle and pedestrian connection across the river between the Anacostia neighborhood and the Washington Navy Yard, with additional bicycle links to downtown via 11th Street SE.

Shepherd Branch Trail

The Shepherd Branch Trail is a proposed 3-mile shared-use path extending from the intersection of Firth Sterling Road SE and South Capitol Street SE to E Street SE. DDOT has completed the preliminary design and feasibility study for the Shepherd Branch Trail and has currently placed the project on hold to acquire the property needed for the project.

Suitland Parkway Trail Extension

This project would extend the trail on either end: north within DC to Frederick Douglass Memorial Bridge, and south into Prince George's County to connect with the planned Henson Creek Trail. Currently, the trail has been extended south of the site from within DC via Frederick Douglass Memorial Bridge up till Firth Sterling Avenue SE. The next phase will be extended from Firth Sterling Avenue SE to Sheridan Road SE.

On-Site Bicycle Infrastructure

As part of the adjacent Bridge District Parcels, a bicycle and pedestrian promenade will be constructed linking the forthcoming South Capitol Street East Oval to the Anacostia Metrorail Station. This shared use path for bicycles and pedestrians will provide convenient access to the retail and residential parcels from the site. The promenade will also provide a connection from the site to the Navy Yard neighborhood, downtown DC, the Anacostia Riverwalk Trail, and other parts of southeast DC.

The project will provide at least two (2) short-term bicycle spaces and nine (9) long-term spaces. Short-term bicycle parking spaces will be provided in highly visible and accessible area in front of the hotel. The long-term parking spaces will be provided in a bike room on the lower level.

Site-Generated Bicycle Impacts

The proposed project is projected to generate 9 bicycle trips (5 inbound, 4 outbound) during the morning peak hour and 14 bicycle trips (7 inbound, 7 outbound) during the afternoon peak hour.

It is expected that existing bicycle facilities can accommodate these new site-generated trips. The existing and planned bicycle facilities within the study area is shown in Figure 4.

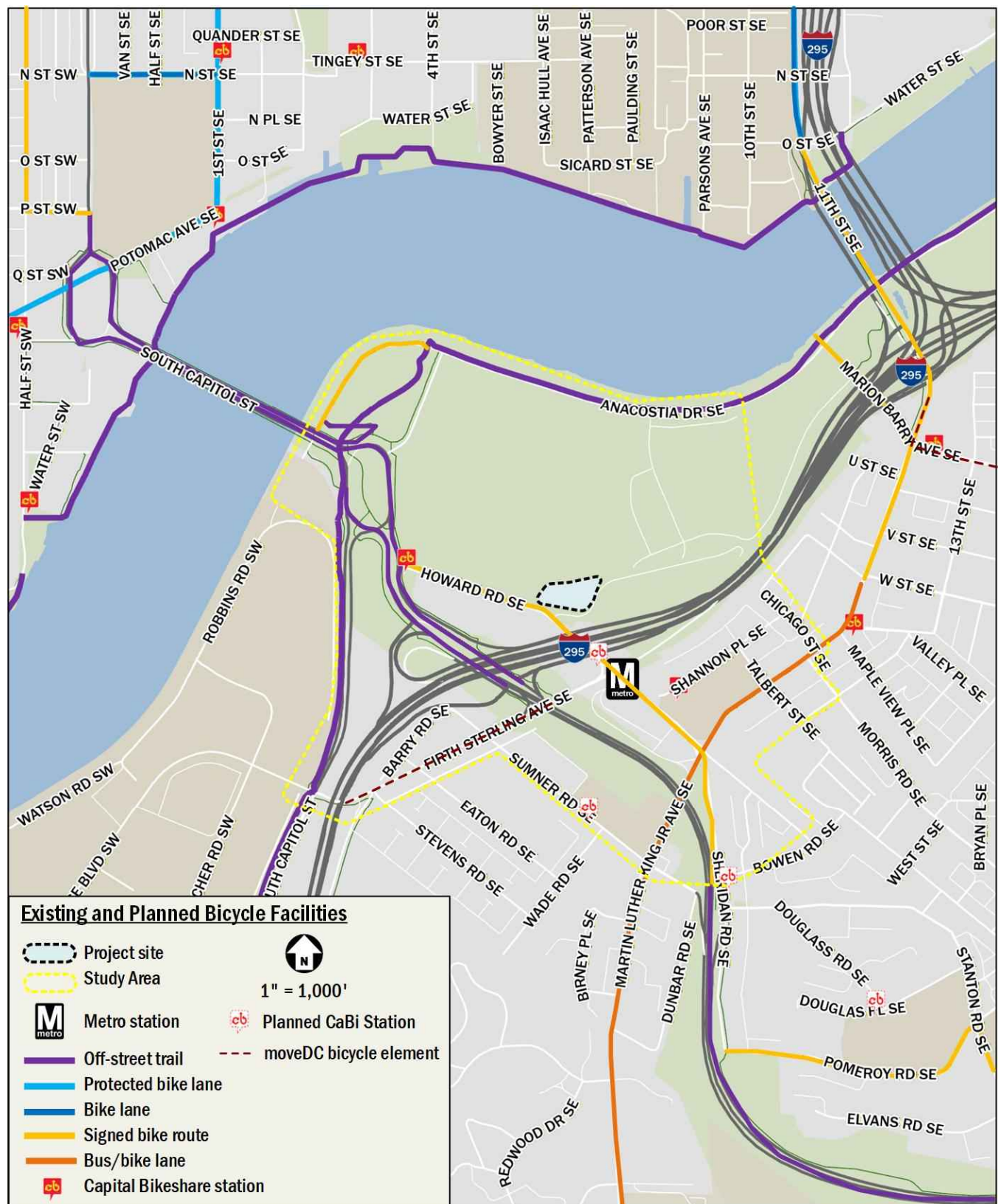


Figure 4: Existing and Planned Bicycle Facilities

Pedestrian Facilities

Pedestrian infrastructure within a quarter mile of the site was assessed, along with walking routes to key destinations such as the Anacostia Metrorail station. Some roads within the study area currently lack sidewalks or do not meet DDOT standards. However, future planned sidewalks within the area will improve overall access and improve the quality and attractiveness of the walking environment within the study area.

Existing Pedestrian Facilities

The Bridge District is an eight-acre neighborhood development consisting of new apartments, shops, restaurants, parks, a cyber innovation hub, bike paths, and more. Thus, the pedestrian flow within the study area is high and the existing facilities provide excellent connectivity to major local destinations. A summary of pedestrian facilities within a quarter-mile area is shown on Figure 5. Sidewalks, crosswalks, and curb ramps are evaluated based on the guidelines set forth by DDOT's Design and Engineering Manual (2019) in addition to Americans with Disabilities Act (ADA) standards. These facilities are shown within their respective land use types based on DC's Zoning Regulations of 2016, which determines which DDOT's sidewalk width requirements apply to them. A summary of minimum sidewalk width requirements shown in Table 4.

The study area is mostly made up of high-density residential and light commercial uses, with some areas containing low- to moderate-density residential development. Most sidewalks and curb ramps surrounding the site meet DDOT standards for quality and walkability.

With Phase 1 of the South Capitol Street Corridor Improvements, sidewalks and upgraded curb ramps now exist west of the site toward the upgraded Frederick Douglass Memorial Bridge. The project introduced new or wider sidewalks, improved crosswalks, upgraded lighting, and safer pedestrian connections, creating a more accessible and walkable environment. Likewise, sidewalks on both sides of Howard Road SE link the project site to the Anacostia Metrorail station and commercial areas along Martin Luther King, Jr. Avenue SE and most streets leading to destinations within the study area have a sidewalk on at least one side.

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 5, nearly all existing curb ramps near the site meet ADA standards, but some signalized intersections lack a crosswalk on at least one side.

Project-Related Pedestrian Improvements

The project proposes a shared-use promenade for bicycles and pedestrians at the northern end of the site. This promenade will provide connections to South Capitol Street East Oval passing through adjacent parcels to the west and to the Anacostia Metrorail Station to the east. Pedestrians will also be able to use the pedestrian plaza on the parcel's western side, which connects with the promenade to the north and Anacostia Metro Access Road to the south. Likewise, sidewalks around the site perimeter will be constructed or improved to meet DDOT and ADA standards.

Site-Generated Pedestrian Impacts

The proposed project is projected to generate 13 pedestrian trips (7 inbound, 6 outbound) during the morning peak hour and 20 pedestrian trips (10 inbound, 10 outbound) during the afternoon peak hour.

In addition to these trips, the transit trips generated by the site will also generate pedestrian demand between the site and nearby bus stops and Metrorail. It is expected that the existing and future pedestrian facilities can accommodate these new site-generated trips.

Table 4: Minimum Sidewalk Requirements

Street Type	Curb Walk	Tree/Furnishing Zone	Sidewalk Unobstructed Clear Width	Total Minimum Sidewalk Width
Low to Moderate Density Residential	None	4 - 6 feet	6 feet	10 feet
High Density Residential or Light Commercial	1 foot	4 - 8 feet	8 feet	13 feet
Central DC and Commercial Areas	1 - 2 feet	4 - 10 feet	10 feet	16 feet

Source: DDOT *Design and Engineering Manual*

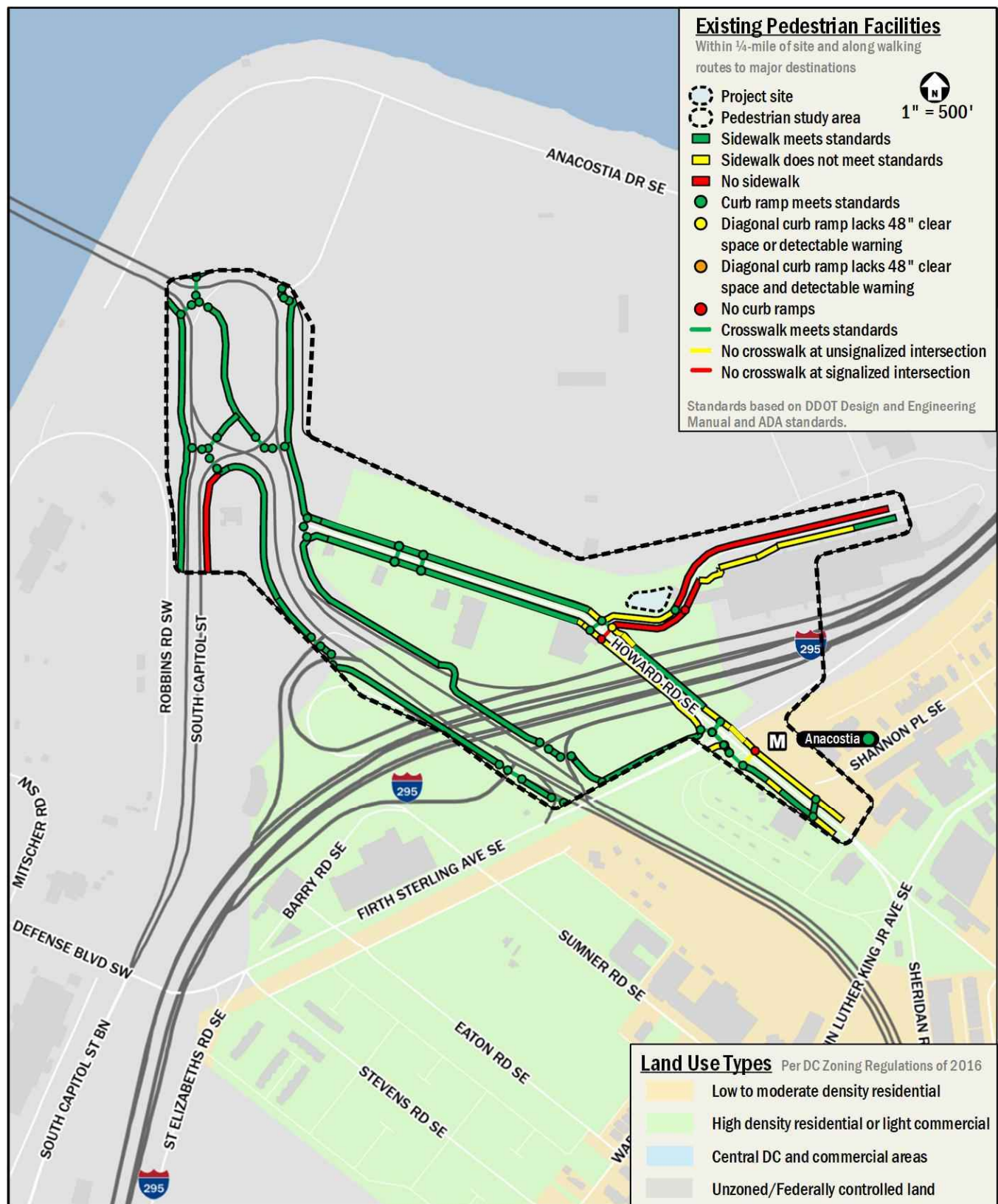


Figure 5: Existing Pedestrian Facilities

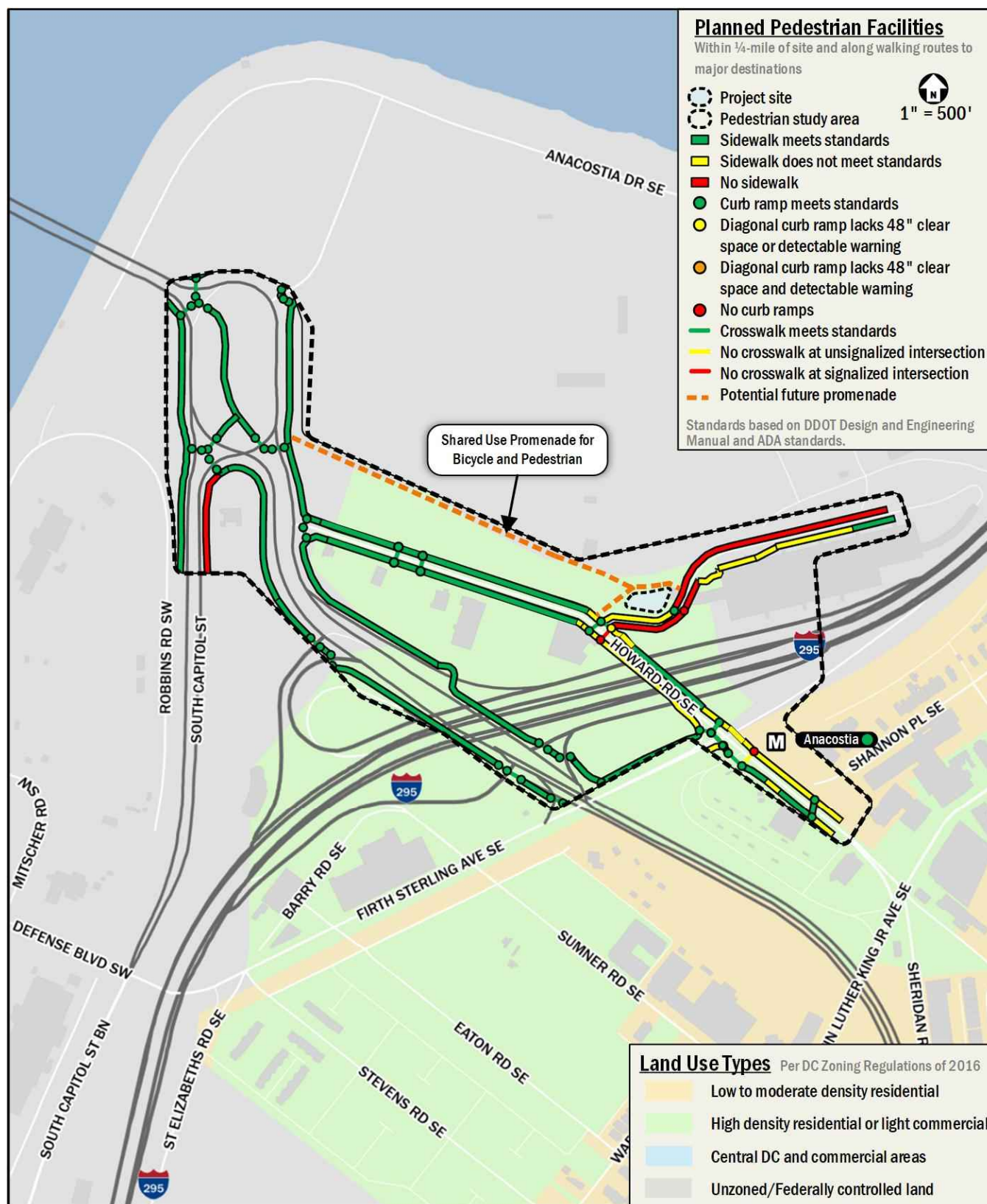


Figure 6: Planned Pedestrian Facilities

Strategic Planning Documents and Initiatives

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

moveDC

moveDC is the District's long-range transportation plan which provides a framework of goals and policies that will guide transportation decisions in the District over a 25-year period. The *moveDC* plan is oriented around the goals of safety, mobility, management and operations, enjoyable spaces, equity, project delivery, and sustainability.

The *moveDC* report outlines strategies by mode, with a goal of full implementation by 2045. The plan hopes to achieve a transportation system that achieves the District's goals of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces.

In direct relation to the Project, the *moveDC* plan outlines recommended transit and bicycle improvements including the following:

- A segment of the Transit Priority Network along Martin Luther King, Jr. Avenue SE; and
- Segments of the Bicycle Priority Network along Firth Sterling Avenue SE and Marion Barry Avenue SE

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District of Columbia 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 contains the following policies which are supported by the proposed development:

- “*Policy T-1.1.7: Equitable Transportation Access.* Transportation within the District shall be accessible and serve all users. Residents, workers, and visitors should have access to safe, affordable, and reliable transportation regardless of age, race, income, geography, or physical ability.”
 - The proposed project's location provides equitable and manageable access to nearby public transportation options. In particular, the site is within 0.25 miles from the Anacostia Metrorail Station (served by the Green Line). The Anacostia Metro bus bay is also served by many bus lines that will connect people to the District, Northern Virginia, and Maryland.
- “*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.”
 - The project is proposing a shared use path north of the site that will tie all the Bridge District developments together with Poplar Point for bicyclists and pedestrian users. The proposed project will improve pedestrian connectivity along the site's frontage, and this will create a seamless pedestrian network east of the site where there are retail and other commercial land use within this neighborhood.
- “*Policy AW-2.4.3: Poplar Point Mixed Use Neighborhood.* Create a new transit-oriented mixed-use neighborhood oriented around Poplar Point Park and linked to Anacostia and Congress Heights Metro Stations.”
 - The project is part of the larger Bridge District development which will be mixed-use consisting of residential, retail, hotel, and office. The project will serve as a gateway into the Historic Anacostia neighborhood and will be sharing access easement with Poplar Point.

CHASE Action Agenda

The Congress Heights, Anacostia, and Saint Elizabeths (CHASE) area is expected to see many more new housing developments, major redevelopment projects, jobs, and transportation infrastructure investments in the next five to ten years. The CHASE Action Agenda takes steps to ensure that these changes bring meaningful economic opportunity to Ward 8 and its residents and businesses. This agenda targets seven areas:

- Jobs and workforce development
- Housing
- Retail
- Entrepreneurship and small businesses
- Arts and culture
- Preservation & redevelopment
- Transportation Connections

The report proposed a series of 12-month action steps between 2014 to 2015 to improve each of the following topic areas within the CHASE area. For transportation connections, some recommendations include:

- Completing the Anacostia Streetcar Environmental Assessment and Section 106 Evaluation
- Phase 2 of the 11th Street Bridge project
- Completing the Anacostia Riverwalk

Anacostia Waterfront Transportation Master Plan

As part of the Anacostia Waterfront Initiative (AWI), DDOT is pursuing a plan to reshape the area's transportation infrastructure into a network that improves access for residents, commuters, and visitors while also improving the area's environmental quality. The AWI Framework Plan concluded that the AWI area suffered from a transportation system that favored regional mobility over neighborhood accessibility. The highways that dominated the area were ill-suited to serve local neighborhoods and had the effect of cutting off communities from one another and from the waterfront. This plan puts forth strategies to redress the negative effects of the existing transportation system and to create a future system characterized by connectivity.

DDOT Bike Parking Guide

The District of Columbia aims to increase bicycling and walking to 25 percent of all commuter trips by 2032. The DDOT Bike Parking Guide is a resource for residents, businesses, and developers to learn about bicycle parking in the District. In particular, the guide provides information on zoning requirements for bicycle parking, bicycle rack design, and other amenities relevant to new development projects.

The project's bicycle amenities follow guidelines outlined in the DDOT Bike Parking Guide.

11th Street Bridge Park

As part of the reconstruction of the 11th Street SE bridge across the Anacostia River, a portion of the old bridge will be reconstructed as a new civic space devoted to outdoor recreation and the arts. The new bridge will include a bicycle/pedestrian connection across the river between the Anacostia neighborhood and the Washington Navy Yard, with bicycle connections to downtown along 11th Street SE, and it will be easily accessible from the proposed recreation center.

Shepherd Branch Trail

The Shepherd Branch Trail was envisioned in 2004 as part of the DC Streetcar project in order to address the lack of safe and comfortable bicycle and pedestrian facilities in the existing roadway network between C Street SE and South Capitol Street. The

proposed trail will run along Anacostia Freeway approximately 0.30 miles from the site and will connect the site to the future South Capitol Street, Suitland Parkway, and 11th Street Bridge bicycle and pedestrian facilities.

Site Trip Generation

Weekday peak-hour trip generation for the project was calculated based on the methodology outlined in ITE *Trip Generation*, 12th Edition. These assumptions were vetted and approved by DDOT as a part of the scoping process for the study.

Trip generation for the hotel was calculated using ITE land use 310 (Hotel). Trip generation for this land use was calculated using ITE's General Urban/Suburban context.

Table 5 shows mode split assumptions used in the study. Although parking is not proposed for the project, a significant portion of mode split is given to TNC/Taxi and personal vehicle trips to account for the trips that will include the auto/drive mode of transportation. TNC and personal vehicle trips (40%) along with transit (40%) are expected to be the primary mode choices for guests and employees at the site. As the project is located near multiple retail establishments within the Bridge District, and within walking/biking distance of the Anacostia Riverwalk Trail and Anacostia Historic District, the remaining trips are assumed to be split between walking (15%) and biking (5%) for both employees and guests.

Patrons choosing to drive to the project site are expected to utilize on-street parking along Howard Rd SE. Furthermore, if additional capacity is needed, the future hotel tenant of Parcel 7 is not precluded from leasing parking spaces in garages elsewhere in the Bridge District. Detailed mode split information is provided in the Technical Attachments.

Table 6 shows a multimodal trip generation summary for the project. DDOT's CTR guidelines state that Traffic Impact Analysis (TIA) component of a CTR is triggered if the development generates 25 or more peak hour vehicle trips in the peak direction. As the project is not expected to exceed the threshold, vehicular capacity analysis is not required as per DDOT's guidelines.

Table 5: Summary of Mode Split Assumptions

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

Table 6: Multimodal 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

Project Design

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

Project Overview

The Bridge District is an eight-acre neighborhood development consisting of new apartments, shops, restaurants, parks, innovation hub, bike paths, and more. It is located in southeast Washington DC adjacent to Anacostia Park and in proximity with the Frederick Douglass Memorial Bridge which connects the neighborhood to other parts of the District.

Parcel 7 is located on the eastern side of the Bridge District and will be developed into a hotel. The project site is bounded by Howard Road SE to the south, Anacostia Metro Access Road to the east, Poplar Point to the north, and the future planned Bridge District Parcel 6 to the west.

The project will develop the existing site into a hotel with approximately 160 rooms and 86,181 square feet of gross-floor area, with no on-site parking, which triggers a request for relief from the requirement to provide parking spaces on-site. This relief is justified due to the proximity to the Anacostia Metrorail station and three (3) high frequency metro bus routes. This transit- friendly environment will provide users with easy access to non-vehicular means of transportation to reach the hotel site. Thus, on-site parking will not be provided by the project, and the applicant requests relief from the parking requirement. However, the project also assumes that a significant number of patrons would use a Transportation Network Company (TNC)/taxi or a personal vehicle trip to arrive/depart to/from the site. The access to these vehicles will be provided using a pick-up/drop-off driveway/loop along the site frontage. Two (2) curb cuts will be required to accommodate the driveway/loop, one (1) of which falls within DDOT's right-of-way. Multiple tests were conducted to try to limit the curb cuts within the site boundary in order to avoid modifications to the public space. However, keeping the curb cuts within the site boundary, or providing a lay-by for pick-ups and drop-offs, was not feasible and would negatively affect the overall transportation system. Thus, the project team plans to coordinate closely with DDOT to finalize the design of this curb cut, as it is the most feasible option and would not impact surrounding traffic.

Patrons choosing to drive to the project site are expected to utilize on-street parking along Howard Rd SE. Furthermore, if additional capacity is needed, the future hotel tenant of Parcel 7 is not precluded from leasing parking spaces in garages elsewhere in the Bridge District.

Separately, the applicant also requests relief from the requirement to provide two (2) loading berths and proposes to provide only one (1) loading berth. This request is based on the operational needs of the development as well as data from other comparable sites with similar loading and unloading demands.

Pedestrian access will be available from hotel lobby along site frontage. Pedestrians will also be able to access the site using the shared-use promenade to the north and the pedestrian plaza located to the west of the site. The project will meet zoning requirements by providing at least nine (9) long-term and two (2) short-term bicycle parking spaces installed in accordance with DDOT's *Bike Parking Guide*.

The site plan and access are shown in Figure 7 and the overall bridge district is shown in Figure 8 .

Site Access and Circulation

Primary access for the pedestrians will be available from Howard Road SE along site frontage. The project will also develop a shared use promenade for bicycles and pedestrians at the northern end of the site. This promenade will provide connections to the South Capitol Street East Oval passing through adjacent parcels to the west and to the Anacostia Metrorail Station to the east. Pedestrian facilities along the site perimeter will be constructed or improved to meet DDOT and ADA standards.

The project will provide at least two (2) short-term bicycle spaces and nine (9) long-term spaces. Short-term bicycle parking spaces will be provided in highly visible and accessible areas along the perimeter of the hotel. The long-term parking spaces will be provided in a bike room on the lower level.

Vehicular access will be provided pick-up/drop-off driveway/loop along site frontage. Two curb cuts will be required to provide access to vehicles, one (1) of which will fall under DDOT's right of way.

Loading and deliveries will occur in the 12' x 30' loading berth accessed from Anacostia Metro Access Road. The loading truck will not back in using a public road complying to DDOT standards.

A circulation plan with expected pedestrian, bicycle, vehicle, and loading routes are also shown Figure 7.

Parking

The project team requests a 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 Anacostia Metrorail station and three (3) high frequency metro bus routes. This transit- friendly environment will provide users with easy access to non-vehicular means of transportation to reach the hotel site. Thus, on-site vehicular parking will not be provided by the project, and the applicant requests a relief from the parking requirement. Patrons choosing to drive to the project site are expected to utilize on-street parking and public garages along Howard Rd SE. Under typical conditions, there are approximately 77 on-street parking spaces along Howard Rd SE between Suitland Parkway and Martin Luther King Jr Ave SE. Based on the findings of the parking study described below, these spaces are expected to be sufficient for meeting the demands of the people choosing to drive to the project site while also not providing significant excess capacity that would encourage additional driving. However, if additional capacity were eventually needed, the future hotel tenant of Parcel 7 is not precluded from leasing parking spaces in garages elsewhere in the Bridge District.

As shown in Table 7, the project's baseline zoning parking requirement is 21 parking spaces after reduction. However, Zero (0) parking spaces have been proposed by the applicant for the project.

Table 7: Parking

Land Use	Size	DC Zoning Regulations (ZR16) ¹			DDOT-preferred maximum ²		Proposed spaces
		Calculation	Spaces	With 50% Reduction	Calculation	Spaces	
Lodging	86,181 SF	0.5 per Ksf in excess of 3 Ksf	42	21	0.25 per Ksf	22	0
Total			42	21		22	0

¹ Includes 50% reduction for being within ¼ mile of Priority Corridor Network

² Rate for developments less than ¼ mile from Priority Transit

Parking Study

As a part of the Transportation Statement, counts of parking supply and demand were conducted along Howard Rd SE between Suitland Parkway and Martin Luther King Ave Jr SE. The purpose of the study was to determine the supply of on-street parking within walking distance of the site and identify if it supports the expected parking demand of the proposed project.

The area surveyed during this study shown in Figure 9 represents the wider Bridge District, which is a mixed-used development. The study was conducted on Tuesday, September 01, 2026, from 7:00 AM to 9:00 AM to capture the parking trends during school start times at the nearby Cedar Tree Academy, and from 6:00 PM to 10:00 PM to record the evening parking activity in the area associated with residential and retail uses.

The study area along Howard Rd SE typically has about 77 on-street parking spaces. However, on the day of the study, about 17 spaces within the study area were blocked due to construction staging activities. Despite the reduction, the maximum and average occupancy during both the AM and PM peaks remained lower than the total available spaces as shown in Table 8.

Table 8: Parking Occupancy Data

Zone	Current Capacity	AM			PM				
		7:00 AM	8:00 AM	9:00 AM	6:00PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1	7	8	7	8	8	8	9	9	8
2	4	4	4	4	3	4	4	4	4
3	7	6	7	7	7	7	8	7	7
4	7	5	6	6	6	5	6	6	5
5	6	5	5	5	6	6	5	6	5
6	4	2	3	1	2	3	3	3	3
7	0	0	0	0	0	0	0	0	0
8	8*	4	8	8	8	7	6	7	7
9	7	7	7	7	2	2	3	4	4
10	0	0	0	0	1	2	2	3	0
11	0	0	0	0	0	0	0	0	0
12	0	0	0	0	1	0	0	0	0
13	10	7	9	9	4	3	4	3	3
Total	60	48	56	55	48	47	50	52	46
Occupancy Rate		80%	93%	92%	80%	78%	83%	87%	77%
Average Occupancy		88%			81%				
Max Occupancy		93%			87%				

* At the time of data collection, the total parking supply available in Zone 8 was reduced from typical conditions. There is sufficient curbside space for about 25 vehicles under typical conditions.

It can be seen that the average occupancy of the on-street parking spots was approximately 88% during the AM peak and 81% during the PM peak. Maximum occupancy reached 93% at 8:00 AM during the AM peak and 87% at 9:00 PM during the PM peak.

The results of the analysis of on-street parking facilities within the vicinity of the site indicate that on-street parking will be sufficient for meeting the demands of the people choosing to drive to the project site while also not providing significant excess capacity that would encourage additional driving.

Loading

The applicant also requests relief from the requirement to provide two (2) loading berths and proposes to provide only one (1) loading berth. This request reflects both physical site constraints and the operational needs of the proposed development. The single-berth design is a direct response to the DC Water Anacostia River Tunnel, storm sewer infrastructure, and related easements that traverse the site. These conditions physically constrain where loading can be located so, the project site can only accommodate (1) loading berth.

This one (1) berth approach is further supported by the nature of the development itself as the project will be a select-service hotel with no full-service restaurant, ballroom, or banquet facilities, meaning loading demand is inherently lower than for a full-service property. Deliveries will be scheduled and managed by the hotel operator through dock/loading management protocols, ensuring efficient use of the single berth.

The proposed loading berth will be at the northeastern corner of the property. The berth will be accessed from Anacostia Metro Access Road. DDOT standards stipulate that all truck turning movements should be accommodated without back-in movements through public space. The development has been designed to accommodate all loading activity and associated backing maneuvers within the private driveways and the building's interior loading area. Truck turning diagrams using AutoTURN are provided in the Technical Attachments.

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 10. 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 11. The project team looks forward to coordinating closely with DDOT to finalize the design of this curb cut.

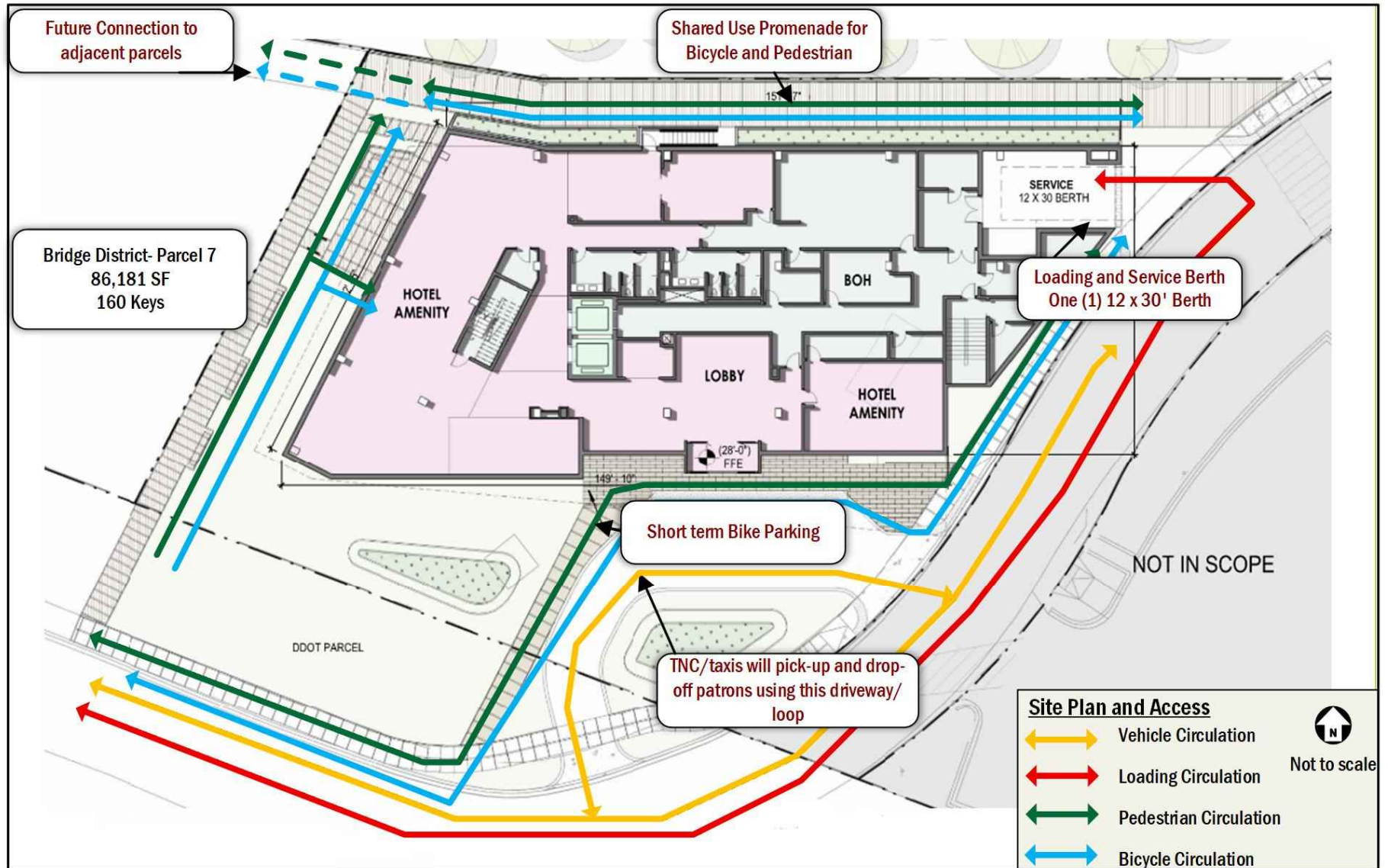


Figure 7: Site Plan and Access

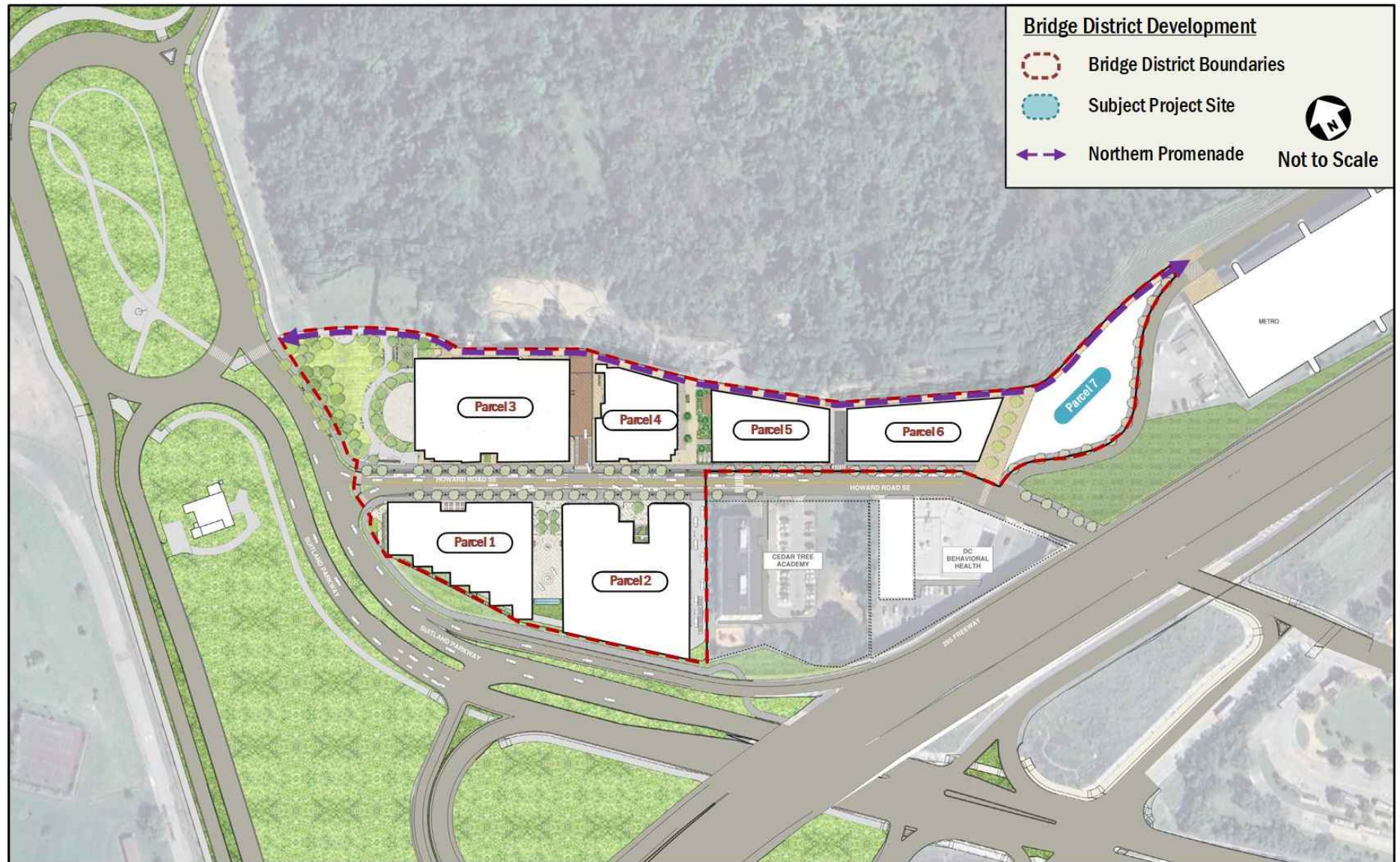


Figure 8: Bridge District Development



Figure 9: On- Street Parking Occupancy Study Area

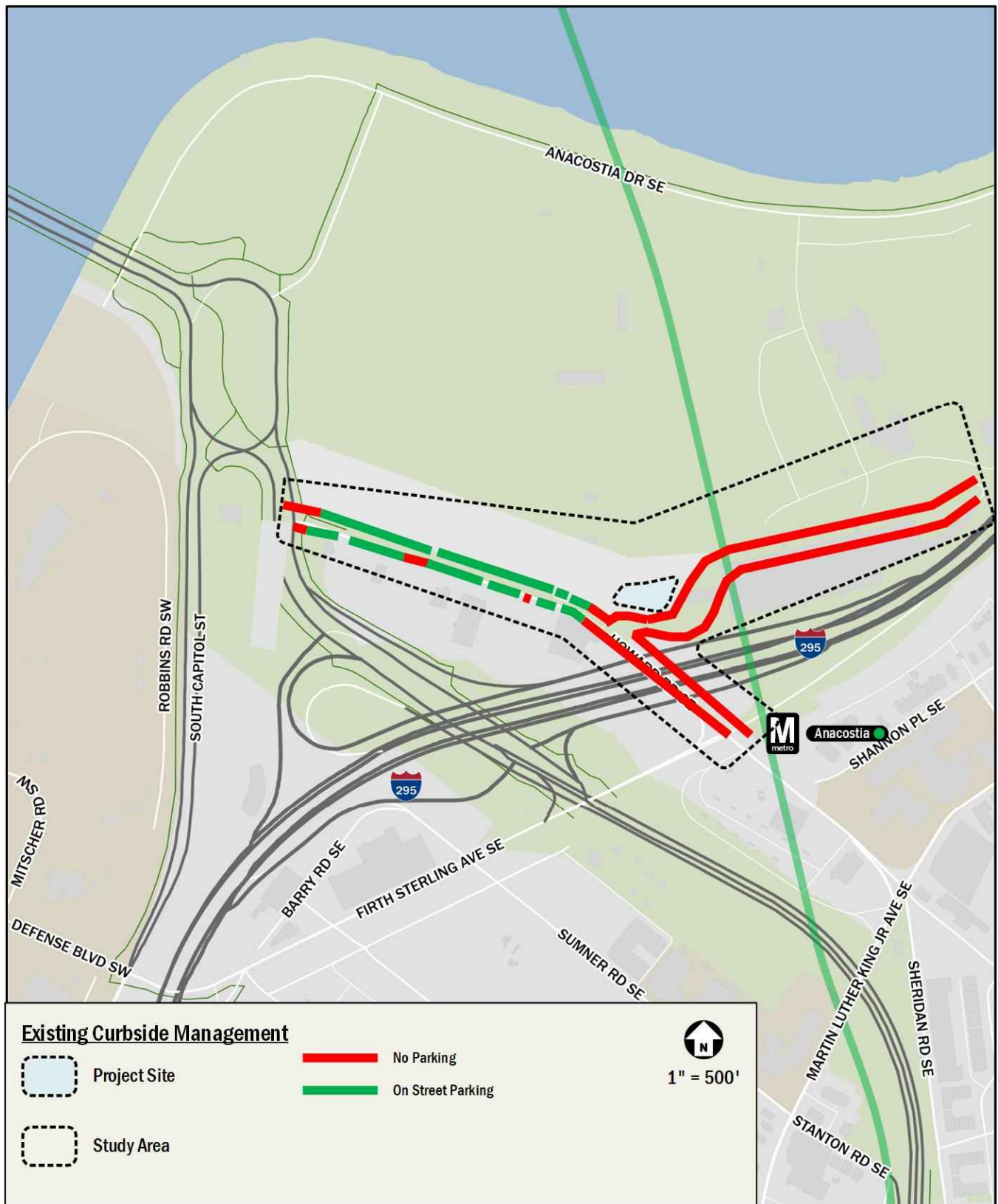


Figure 10: Existing Curbside Management

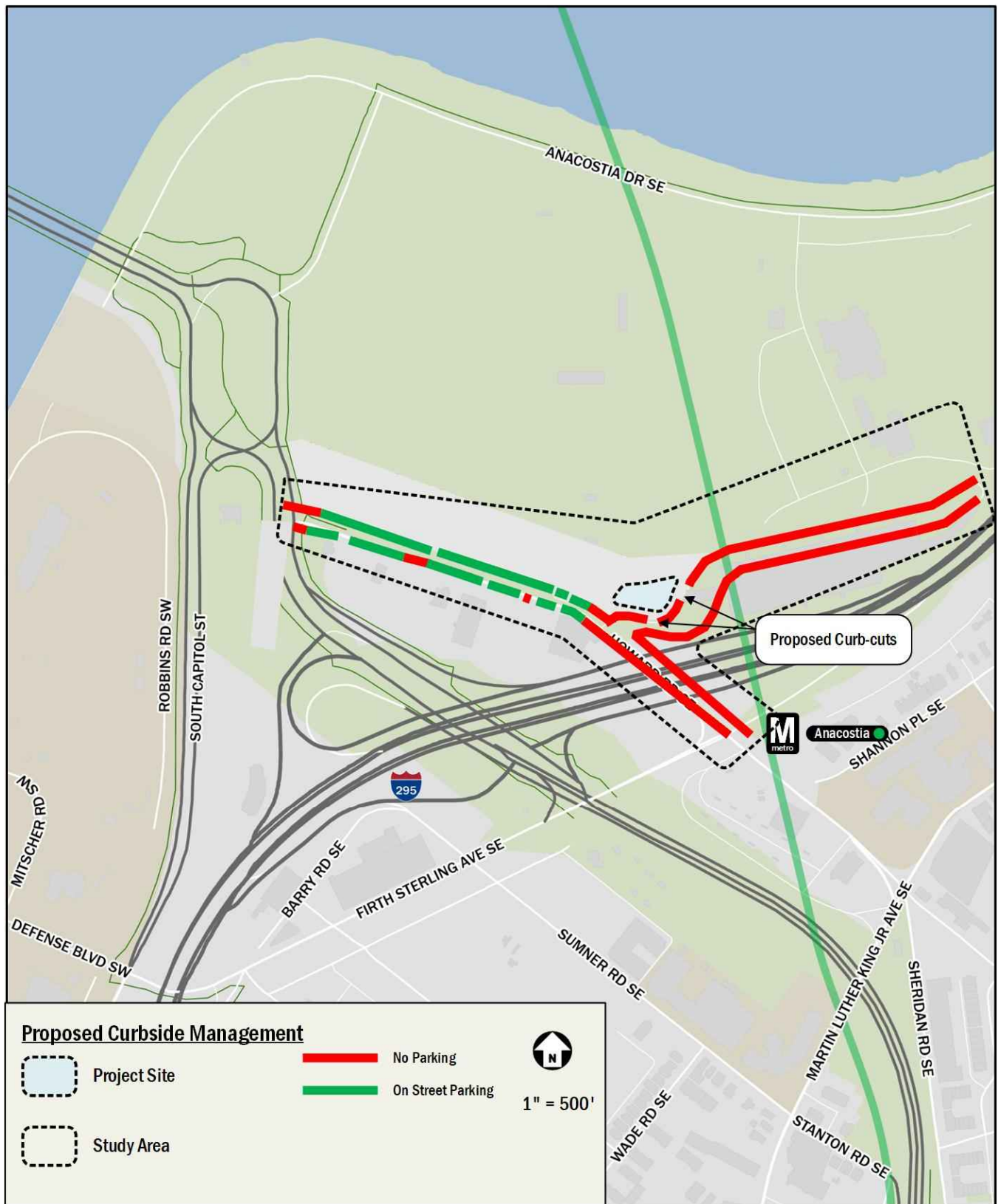


Figure 11: Proposed Curbside Management

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.

Summary and Conclusions

The findings of this Transportation Statement conclude that:

- The project site is surrounded by an existing network of transit, bicycle, and pedestrian facilities that promote safe and effective non-vehicular transportation;
- The project will provide short- and long-term bicycle parking, meeting or exceeding zoning requirements;
- On-site vehicle parking is not proposed for this project due to its proximity to the Anacostia Metrorail Station and three (3) high-frequency Metrobus routes. The site also has a designated loop for pick-ups and drop-offs for patrons using TNCs and taxis. Thus, the applicant requests zoning relief from the on-site parking requirements. This request will not have a detrimental impact on the surrounding transportation system, as most workers and guests are expected to rely on these alternate means of transportation rather than driving to the project site.
- The project will provide one (1) 12' x 30' loading berth at the northeast corner of the development. The project will request zoning relief as two (2) loading berths are required based on ZR16 requirements. Based on the operational needs of the development as well as data from other comparable sites with similar loading and unloading demands this proposed reduction will not have any impact on the surrounding transportation network;
- The pick-up/drop-off activity by TNCs and taxis will not have a detrimental impact on the surrounding transportation network because they will use the loop/driveway at the site frontage.
- The project will include a Transportation Demand Management (TDM) plan that adequately promotes non-vehicular modes of travel.

TECHNICAL ATTACHMENTS

**District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form**



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The *CTR Scoping Form* contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this *Form* within the study and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information
Date(s) Scoping Form Submitted to DDOT: 6/22/26
DDOT Case Manager: Noah Hagen
Date(s) Scoping Form Comments Returned to Applicant: 7/27/26
Date Scoping Form Finalized: 8/18/2026

Project Overview	Proposed Development Program
Project Name: Bridge District Parcel 7	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): TBD	Residential (dwelling units): N/A
Applicant/Developer Name: Redbrick LMD	Retail (square feet): N/A
Transportation Consultant and Contact Info: Gorove Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, DC 20036 Robert Schiesel, 202-540-1926, rbs@goroveslade.com	Office (square feet): N/A
Land Use Counsel and Contact Info: Goulston & Storrs PLC 1999 K Street NW, 5 th Floor	Hotel (rooms): 160

Bridge District Parcel 7

Washington, DC 20006 Jeff Utz, 202-721-1132, jutz@goulstonstorrs.com	
Site Street Address: TBD	Other: N/A
Site Square & Lot: 5860 1039 (Note: Lot number is subject to change and should not be considered final until approval and recordation of the final plat.)	# of Vehicle Parking Spaces: Zero (0)
Current Zoning and/or Overlay District: NHR	# of Carshare spaces: N/A
Estimated Date of Hearing: N/A	# of Electric Vehicle Stations: N/A
ANC/SMD No. & SMD Commissioner Name: N/A	Bicycle Parking Facilities
OP Small Area Plan (if applicable)T: N/A	Long-term / Short-Term spaces: Nine (9) long-term and two (2) short-term spaces
DDOT Livability Study (if applicable): Far Southeast I	Showers / Lockers (non-residential): One (1) shower and five (5) lockers
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within ½ a mile of Anacostia Metrorail Station and ¼ mile of Martin Luther King Jr Ave SE	Loading Berths/Spaces: One (1) 12'x 30' loading berths

Documents to be Submitted to DDOT: Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- ☐ **CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- ☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- ☒ **Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)
- ☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- ☐ **Other, specify:** _____
- ☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).

The project, referred to as Bridge District Parcel 7, seeks review and approval of a proposed hotel to be built adjacent to the Anacostia Metrorail Station in Southeast Washington, DC. The project site is bounded by Howard Road to the south and Anacostia Metro Access Road to the east. The proposed hotel will have 160 rooms across 86,181 GFA.

The applicant seeks special exception relief from on-site parking requirements. Given the site's adjacency to the Anacostia Metrorail Station, its location within one-quarter mile of a priority bus route, and the connections it will provide to bicycle and pedestrian infrastructure, no vehicular parking spaces have been proposed for the project. The proposed development will provide both long-term and short-term bicycle parking.

Additionally, the applicant also seeks exception relief for one (1) loading berth and one (1) loading platform based on their operational needs.

Prior Related Action(s), Conditions, and Commitments: Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.

The site falls under the Northern Howard Road (NHR) special zoning and meets all applicable requirements.

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed. See Section 1.1 of the CTR Guidelines for more detailed guidance.	Vehicle parking is not proposed for this development. The project site is located within 0.5 miles of the Anacostia Metro Station and will not have any dedicated parking space in the Anacostia Metro Station Parking garage. Pedestrian access to the project site (hotel lobby) is proposed along WMATA Access Rd. Pedestrians can also access the site from the pedestrian plaza located west of the project site. Primary bicycle access to the development will be from the pedestrian plaza located west of the project site. Both Short-term and Long-term bicycle parking will be provided at the site. ☒ Scoping Graphic: Project Location Map ☒ Scoping Graphic: Site Circulation Plan ☒ Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)	DDOT: During the public space permitting process, please provide curb cut width and clearly define the public space and private property. GS: Noted

Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. <i>See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.</i>	Per ZR16 requirements: Any lodging establishment between 50,000 and 100,000 square feet is required to provide two (2) loading berths. The Applicant seeks special exception relief for the one (1) loading berth (ZR16 Subtitle C §909.2) based on their operational needs. Thus, the development will include one (1) loading area with 12' X 30' loading berth at the northeast corner of the development, which is accessible via Howard Rd and WMATA Metro Parking Access Road. Truck turning diagrams showing the maneuvers through the public street will be included in the Transportation Statement (TS). ☐ <i>Scoping Graphic: Location of loading area with internal building routing</i> ☐ <i>Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</i>	DDOT: What is the volume of vehicle traffic on the access road? GS: The access road has 15 SB and 184 NB vehicles in the AM peak and 161 SB and 32 NB vehicles in the PM peak. DDOT's Curbside Management Division (CMD) needs additional justification from the Applicant on why the proposed "operational needs" do not require 2 loading berths per ZR16. A hotel will have significant delivery needs for food service, laundry, and more and this justification is insufficient. Additionally, while the minimum allowed size of a loading berth is 12 x 30, CMD is concerned with proposing the minimum size and allowing less than the required two berths. This is of note also due to the proximity of the berth to the WMATA Access Road, which could lead unloading trucks to block public right of way if the single berth is occupied. GS: The development is not expected to generate loading demand requiring more than one (1) standard loading berth. As this development will be a select-service hotel with no full-service restaurant, ballroom or banquets. The deliveries to the hotel will be scheduled and managed by the hotel operator through dock-management protocols. Thus, unloading trucks is not expected to block the public right of way. The single-berth design is also a direct response to the DC Water Anacostia River Tunnel, storm sewer infrastructure, related easements that traverse the site, and the changing grade of the site. These requirements physically constrained where loading could be located; consolidating service into one berth on the east side was the only solution that preserves DC Water access corridors. A second berth is not a layout preference we declined. The site cannot reasonably accommodate it without compromising infrastructure access or significantly impacting public space. The loading area was carefully located to reduce the amount of curb cuts, allow for expanded pedestrian and biking areas, preserve maximum
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		sidewalk continuity, and protect the hotel baseline user experience and operational needs of the hotel. Specifically, the location and sizing of the loading area was studied for months during the design process to land at the current optimal solution. In combination with providing no onsite parking, the single loading berth helps seek to minimize conflict between vehicles, bicycles, and pedestrians – a component of the NHR Zone Design Review Criteria. We will include the loading management plan in the Transportation Statement. It is unclear from the Scoping attachments if the required loading platform is present in the design with 100 square feet and a width of 8 feet (11 DCMR 905). It appears not to be present. Where will dumpster/refuse containers be stored to ensure the berth remains clear for vehicular use? GS: The loading platform will be present, and the dumpster/refuse containers will be in a separate trash room. See scoping attachment (C), which has been updated to reflect the current design and include relevant dimensions. DDOT 8/17/26: Concur.																					
Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT’s Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible	Per ZR16 Subtitle C §701.5, twenty-one (21) parking spaces should be provided by a lodging land use of the proposed size (area). <table><thead><tr><th>Land Use</th><th>Size</th><th>ZR16 minimum parking requirements</th><th>Calculation</th><th>ZR16 Required Spaces</th><th>With 50% Metrorail Reduction</th><th>Proposed Supply</th></tr></thead><tbody><tr><td>Lodging</td><td>86,181 GFA</td><td>0.5 spaces per 1,000 sf in excess of 3,000 sf</td><td>(86,181 - 3,000)/1,000) *0.5</td><td>42</td><td>21</td><td>0</td></tr><tr><td>Total</td><td></td><td></td><td></td><td>42</td><td>21</td><td>0</td></tr></tbody></table> Preferred Maximum parking spaces based on DDOT’s CTR guidelines are shown on the table below.	Land Use	Size	ZR16 minimum parking requirements	Calculation	ZR16 Required Spaces	With 50% Metrorail Reduction	Proposed Supply	Lodging	86,181 GFA	0.5 spaces per 1,000 sf in excess of 3,000 sf	(86,181 - 3,000)/1,000) *0.5	42	21	0	Total				42	21	0	DDOT: DDOT concurs. In the Transportation Statement, please provide an estimate of the number of available on-street parking spaces and identify nearby parking lots/garages that could support parking. Please clarify that the parking lot across the street will not be used, if that is the case. GS: The estimate of the available on-street parking and parking lots/garages will be provided in the Transportation Statement. The parking lot across the street is not planned to be used by Parcel 7. DDOT 8/17/26: Concur.
Land Use	Size	ZR16 minimum parking requirements	Calculation	ZR16 Required Spaces	With 50% Metrorail Reduction	Proposed Supply																	
Lodging	86,181 GFA	0.5 spaces per 1,000 sf in excess of 3,000 sf	(86,181 - 3,000)/1,000) *0.5	42	21	0																	
Total				42	21	0																	

ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking. <i>See Section 1.3 of the CTR Guidelines for more detailed guidance.</i>	<table border="1"> <thead> <tr> <th>Land Use</th> <th>Size</th> <th>DDOT-preferred maximum parking rate (< 1/4 mile from Metrorail)</th> <th>DDOT-preferred maximum parking spaces</th> <th>Proposed Supply</th> </tr> </thead> <tbody> <tr> <td>Hotel</td> <td>86,181 GFA</td> <td>At 0.25/ksf</td> <td>22</td> <td>0</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>22</td> <td>0</td> </tr> </tbody> </table> However, Vehicular parking spaces are not proposed for the development and the applicant requests exemption from parking requirement (ZR16 Subtitle C §703.2). The proposed development is located right next to the Anacostia Metrorail station (at a walking distance), within a quarter mile of a Priority Bus Route along Martin Luther King Jr Ave SE and will also provide an efficient connection to the bicycle and pedestrian infrastructures. Likewise, DDOT's CTR guidelines also encourage a project to have no parking where allowable by zoning if it is located near to a transit facility. Street Parking is available along Howard Rd SE and patrons driving to the property can also park in the nearby garages. ☒ <i>Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)</i> ☐ <i>Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</i>	Land Use	Size	DDOT-preferred maximum parking rate (< 1/4 mile from Metrorail)	DDOT-preferred maximum parking spaces	Proposed Supply	Hotel	86,181 GFA	At 0.25/ksf	22	0	Total			22	0								
Land Use	Size	DDOT-preferred maximum parking rate (< 1/4 mile from Metrorail)	DDOT-preferred maximum parking spaces	Proposed Supply																				
Hotel	86,181 GFA	At 0.25/ksf	22	0																				
Total			22	0																				
Bicycle Parking Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project. <i>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</i>	Per ZR16 Subtitle C §802.1 and DDOT's parking guide for hotel (lodging) land use, a development should provide: Long-term Parking: One (1) space per 10,000 square feet. Short-term Parking: One (1) space per 40,000 square feet. The development will meet the requirement by providing nine (9) long-term and at least two (2) short-term spaces. The location of these spaces will be noted in the TS if that data becomes available. <table border="1"> <thead> <tr> <th rowspan="2">Land Use</th> <th rowspan="2">Size</th> <th colspan="4">DDOT Parking Guide</th> <th colspan="2">Proposed Bicycle Parking Spaces</th> </tr> <tr> <th colspan="2">Long-Term</th> <th colspan="2">Short-Term</th> <th>Long-Term</th> <th>Short-Term</th> </tr> </thead> <tbody> <tr> <td>Lodging</td> <td>86,181 GFA</td> <td>1 per</td> <td>10,000 SF</td> <td>1 per</td> <td>40,000 SF</td> <td>9 spaces</td> <td>2 spaces</td> </tr> </tbody> </table> Additionally, the zoning requirements for Showers and Lockers for non-residential uses over 25,000 sf utilize following calculations: • Showers: A minimum of two (2) showers for the first 25 kSF, plus two (2) showers for each additional 50 kSF • Lockers: Six-tenths (0.6) of the number of long-term bicycle parking spaces for non-residential users Per zoning requirements, the proposed development is required to provide a minimum of four (4) showers and five (5) lockers. The Applicant proposes to satisfy the locker requirement by providing six (6) lockers and will seek relief from the shower requirement by providing one (1) shower.	Land Use	Size	DDOT Parking Guide				Proposed Bicycle Parking Spaces		Long-Term		Short-Term		Long-Term	Short-Term	Lodging	86,181 GFA	1 per	10,000 SF	1 per	40,000 SF	9 spaces	2 spaces	DDOT: Given the popularity of dockless bicycles and scooters among visitors, it is highly recommended the Applicant adds more short-term bicycle parking spaces to accommodate anticipated demand. Ensure at least 50% of the required long-term bicycle parking spaces (at least 5 spaces) are located horizontally on the ground without the bike needing to be lifted or suspended. Bike racks must abide by the design guidelines stipulated in the DDOT Bike Parking Guide, meaning: - Racks must be made of galvanized or stainless steel - Racks must be coated with a powdercoat, PVC, or thermoplastic coating; - Racks must have a locking-ring diameter between 1.5" and 2.5"; - Racks must be securely anchored, either via surface-mounting or in-ground installation;
Land Use	Size			DDOT Parking Guide				Proposed Bicycle Parking Spaces																
		Long-Term		Short-Term		Long-Term	Short-Term																	
Lodging	86,181 GFA	1 per	10,000 SF	1 per	40,000 SF	9 spaces	2 spaces																	

	☐ <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms</i>	- Racks, if surface-mounted, must have at least one tamper-resistant nut per rack 'foot'; and, - Rack, if surface-mounted, must not have its anchors arranged along a single axis, leaving the rack vulnerable to a "fulcrum attack". DDOT recommends the inverted-U style bike rack. GS: The applicant will provide at least two (2) short-term spaces meeting zoning requirements. Bike racks will abide by the design guidelines stipulated in the DDOT Bike Parking Guide. DDOT 8/17/26: Concur.
Streetscape and Public Realm Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval. <i>See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i>	The Applicant will work with DDOT to ensure the design of the public realm meets current standards. A preliminary public space concept will be provided in the TS. ☐ <i>Scoping Graphic: Preliminary Public Space Concept</i>	DDOT: Because of the future plan for a Poplar Point connector road adjacent to this project, building elevations will be required with public space permit application. GS: Noted

Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect. <i>See Section 1.6 of the CTR Guidelines for more detailed guidance.</i>	No vehicular parking is proposed; therefore, no EV charging station is proposed as part of the project.	DDOT: DDOT concurs.
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of	No impacts are anticipated to any Heritage or Special trees. ☐ <i>Scoping Graphic: Street Tree Inventory Study Area</i>	DDOT: DDOT concurs.

existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. See Section 1.7 of the CTR Guidelines for more detailed guidance.		
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Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS														
Mode Split Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood. The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.	Mode split assumptions are based on zero on-site parking availability. Patrons and employees that work at the site are assumed to mostly use TNCs or public transit as their mode of travel. TNC and personal vehicle trips (40%) along with transit (40%) are expected to be the primary mode choices for guests and employees at the site. As the project is located near multiple retails within the Bridge District, and within walking/biking distance of the Anacostia Riverwalk Trail and Anacostia Historic District, the remaining trips are assumed to be split between walking (15%) and biking (5%) for both employees and guests. Patrons choosing to drive to the project site are expected to utilize on-street parking along Howard Rd SE. Furthermore, the future hotel tenant of Parcel 7 is not precluded from leasing parking spaces in garages elsewhere in the Bridge District If additional capacity is needed. <table><tr><th rowspan="2">Land Use</th><th colspan="4">Mode</th></tr><tr><th>TNC or Drive</th><th>Transit</th><th>Bike</th><th>Walk</th></tr><tr><td>Hotel</td><td>35% 40%</td><td>40%</td><td>10% 5%</td><td>15%</td></tr></table> ☒ <i>Scoping Table: Mode Split Assumptions by Land Use</i>	Land Use	Mode				TNC or Drive	Transit	Bike	Walk	Hotel	35% 40%	40%	10% 5%	15%	DDOT: This appears to be an unrealistic assumption that zero single-occupancy vehicle trips will be generated due to a lack of parking supply. There remains the possibility of on-street parking or other Bridge District garages for employees or hotel guests, such as the lot located across the WMATA access road. Please justify the proposed bicycle mode share (10% bike). Though a bike room is provided, it is expected that most hotel guests would not be biking to/from the hotel due to carrying luggage. Please justify the proposed hotel TNC mode share (35% TNC). The comparable hotel at 3000 M St NW provided in the CTR attachment has nearby parking, and it has about 67 rooms compared to 160 rooms for the proposed development. Overall, please provide a short explanation of why the selected mode splits (35% drive/TNC, 40% transit, 10% bicycle, and 15% walk) are appropriate for this site and how they compare to similar nearby developments. Also explain where the 10% bicycle and 15% walk trips are expected to come from, and clarify whether these are separate from guests and staff arriving from the nearby Metrorail station.
Land Use	Mode															
	TNC or Drive	Transit	Bike	Walk												
Hotel	35% 40%	40%	10% 5%	15%												

		GS: The mode split for TNC or Drive has been increased by 5% and that for bikes has been decreased by 5%. TNC/ personal vehicle trips and transit are expected to be the primary mode choices for guests and employees at the site. With an additional 5% of trips added to TNC/Drive mode the total split is brought to 40%. This increase was made in recognition of the fact that some guests or staff could utilize on-street parking or other nearby garage parking. Likewise, the project is located near multiple retail establishments within the Bridge District, and within walking/biking distance of the Anacostia Riverwalk Trail and Anacostia Historic District, the remaining trips are assumed to be split between walking (15%) and biking (5%) for both employees and guests. Description on mode split assumptions and possibility of using on-street parking and other garages within the Bridge District has also been added to the body of the form. DDOT 8/17/26: Concur with updated mode splits. DDOT: Please revise mode split and trip generation, as needed following the previous comment. GS: Updated DDOT 8/17/26: Concur with updated trip generation, please provide them in the Transportation Statement.																																															
Trip Calculations Provide site-generated person trip estimates, utilizing the most recent version of ITE <i>Trip Generation Manual</i> or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip	Proposed multi-modal trip generation was calculated using ITE <i>Trip Generation</i>, 12th Edition rates for Land Use 310 (Hotel) and following DDOT's CTR guidelines set forth in Section 2.2. The ITE trip generation is shown below for the proposed mode splits. <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #008000; color: white;"> <th rowspan="2">Mode</th><th colspan="3">AM Peak Hour</th><th colspan="3">PM Peak Hour</th><th>Weekday</th></tr> <tr style="background-color: #008000; color: white;"> <th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th><th>Total</th></tr> </thead> <tbody> <tr> <td style="text-align: left;">TNC or Drive</td><td>10 veh/hr 11 veh/hr</td><td>9 veh/hr 11 veh/hr</td><td>19 veh/hr 22 veh/hr</td><td>14 veh/hr 16 veh/hr</td><td>14 veh/hr 16 veh/hr</td><td>28 veh/hr 32 veh/hr</td><td>327 veh 374 veh</td></tr> <tr> <td style="text-align: left;">Transit</td><td>19 ppl/hr</td><td>17 ppl/hr</td><td>36 ppl/hr</td><td>27 ppl/hr</td><td>27 ppl/hr</td><td>54 ppl/hr</td><td>624 ppl</td></tr> <tr> <td style="text-align: left;">Bike</td><td>5 ppl/hr 2 ppl/hr</td><td>4 ppl/hr 3 ppl/hr</td><td>9 ppl/hr 5 ppl/hr</td><td>7 ppl/hr 3 ppl/hr</td><td>7 ppl/hr 4 ppl/hr</td><td>14 ppl/hr 7 ppl/hr</td><td>156 ppl 78 ppl</td></tr> <tr> <td style="text-align: left;">Walk</td><td>7 ppl/hr</td><td>6 ppl/hr</td><td>13 ppl/hr</td><td>10 ppl/hr</td><td>10 ppl/hr</td><td>20 ppl/hr</td><td>234 ppl</td></tr> </tbody> </table> ☐ <i>Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)</i>	Mode	AM Peak Hour			PM Peak Hour			Weekday	In	Out	Total	In	Out	Total	Total	TNC or Drive	10 veh/hr 11 veh/hr	9 veh/hr 11 veh/hr	19 veh/hr 22 veh/hr	14 veh/hr 16 veh/hr	14 veh/hr 16 veh/hr	28 veh/hr 32 veh/hr	327 veh 374 veh	Transit	19 ppl/hr	17 ppl/hr	36 ppl/hr	27 ppl/hr	27 ppl/hr	54 ppl/hr	624 ppl	Bike	5 ppl/hr 2 ppl/hr	4 ppl/hr 3 ppl/hr	9 ppl/hr 5 ppl/hr	7 ppl/hr 3 ppl/hr	7 ppl/hr 4 ppl/hr	14 ppl/hr 7 ppl/hr	156 ppl 78 ppl	Walk	7 ppl/hr	6 ppl/hr	13 ppl/hr	10 ppl/hr	10 ppl/hr	20 ppl/hr	234 ppl	
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Walk	7 ppl/hr	6 ppl/hr	13 ppl/hr	10 ppl/hr	10 ppl/hr	20 ppl/hr	234 ppl																																										

generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes. The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly. <i>See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.</i>		
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Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in	The following studies will be discussed in the TS as they are located near the development: ▪ MoveDC ▪ DDOT Livability Study (Far Southeast I) ▪ Office of Planning Small Area Plans ○ CHASE Action Agenda ▪ District of Columbia Comprehensive Plan ▪ DDOT Corridor Studies ○ Anacostia Waterfront Transportation Master Plan ▪ 11th Street Bridges: Final Environmental Impact Statement ▪ DDOT Bike Parking Guide (June 2018)	DDOT: DDOT concurs.

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any recommendations from these documents relevant to the development proposal. <i>See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i>	Shepherd Branch Trail Project	
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. <i>See Section 3.2 of the CTR Guidelines for more detailed guidance.</i>	The study will review a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site, plus additional walking routes to major destinations including the Anacostia Metrorail station. A qualitative analysis will be performed of all pedestrian facilities in the pedestrian study area following Section 3.2 of DDOT's CTR guidelines. This will include a map outlining which routes meet DDOT and ADA standards in the TS. ☒ <i>Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</i>	DDOT: DDOT concurs.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and	A review of existing and planned bicycle facilities serving the site within a ½ mile will be included with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. ☒ <i>Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails</i>	DDOT: DDOT concurs.

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adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. <i>See Section 3.3 of the CTR Guidelines for more detailed guidance.</i>		
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. <i>See Section 3.4 of the CTR Guidelines for more detailed guidance.</i>	Per Section 3.4 of DDOT’s CTR guidelines, the transit study will include an overview of all transit schedules and stops for service provided within a 1.0-mile study area for Metrorail Stations and a half-mile study area for Metrobus routes. This includes the Anacostia Metrorail station on the Green Line. The study will outline the existing and proposed transit facilities that serve the site, as well as identify the bus stops that transit riders are expected to use. ☒ <i>Scoping Graphic: Transit Study Area with Adjacent Routes and Stations</i> ☐ <i>Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)</i>	DDOT: DDOT concurs.
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	DDOT: DDOT concurs.

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desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations. <i>See Section 3.5 of the CTR Guidelines for more detailed guidance.</i>		
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. <i>See Section 3.6 of the CTR Guidelines for more detailed guidance.</i>	A preliminary curbside management plan will be provided in the TS, including existing and proposed curbside designations within two (2) blocks of the site. ☐ <i>Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)</i>	DDOT: DDOT concurs.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches,	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.	DDOT: The comparable hotel at 3000 M St NW provided in the CTR attachment has plenty of nearby parking, which supports the mode split used in the analysis. The proposed hotel does not have any public parking close nearby. Please explain if there are any plans for

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hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. <i>See Section 3.6.4 of the CTR Guidelines for more detailed guidance.</i>		guests who arrive by personal vehicle, such as off-site parking or valet services. Also, the comparable hotel has about 67 rooms, while the proposed hotel has 160 rooms. This larger size will create much more pick-up and drop-off activity from TNCs, taxis, and private vehicles. Please provide a short description of how guest pick-up and drop-off will work and show that vehicles can queue on-site without blocking Howard Road or the Metro Access Road. GS: Updated DDOT 8/17/26: Concur.
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. <i>See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.</i>	Zoning relief for parking is being sought for the proposed development. On-street parking occupancy study will be conducted at a two (2) block radius along Howard Rd SE in each direction from the site as mentioned in Section 3.6.5 of DDOT's CTR Guidelines. ☒ <i>Scoping Graphic: Study Area and Block Faces</i>	DDOT: DDOT concurs.
Parking Garage/Drive-Thru Queueing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle	Queueing analysis is not required as there is no access to parking from public roadways.	DDOT: DDOT concurs.

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queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queueing onto public streets. <i>See Section 1.3.4 of CTR Guidelines for more detailed guidance.</i>		
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). <i>See Section 3.7 of the CTR Guidelines for more detailed guidance.</i>	No motorcoach activity is anticipated.	DDOT: DDOT concurs.
Section 4: TRAFFIC IMPACT ANALYSIS (TIA)		
The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.		
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS

TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. <i>See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Proposed Study Intersections</i> ☐ <i>Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.</i>	DDOT: Noted. If revised trip generation triggers the need for vehicular analysis, please update Section 4 as needed. GS: The revised trip gen does not trigger the need for vehicular analysis. DDOT 8/17/26: Concur.
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. <i>See Section 4.3 of CTR Guidelines for guidance on study scenarios.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	DDOT: DDOT concurs. N/A

TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses. <i>See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.</i>	DDOT: DDOT concurs. N/A
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. <i>See Section 4.5 of the CTR Guidelines for more detailed guidance.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years</i>	DDOT: DDOT concurs. N/A

Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year. <i>See Section 4.6.1 of the CTR Guidelines for more detailed guidance.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic: Background Development Projects Near Study Area</i> ☐ <i>Scoping Table: Completion Amounts/Portions Occupied of Background Developments</i>	DDOT: DDOT concurs. N/A
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day</i>	DDOT: DDOT concurs. N/A

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assumed from local background developments or if there were recent changes to the transportation network. <i>See Section 4.6.2 of the CTR Guidelines for more detailed guidance.</i>		
Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. <i>See Section 4.7 of the CTR Guidelines for more detailed guidance.</i>	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ <i>Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)</i>	DDOT: DDOT concurs. N/A
Section 5: MITIGATION The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.		

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. <i>See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.</i>	☒ <i>The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i> ☒ <i>The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.</i> ☒ <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.</i>	DDOT: DDOT acknowledges.
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. <i>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</i>	☒ <i>The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.</i>	DDOT: DDOT acknowledges.
Transportation Demand	☒ <i>The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.</i>	DDOT: DDOT acknowledges.

Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. <i>See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.</i>		
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring	We are not aware of any performance monitoring plans currently in effect for the site and thus no changes or new PMP are proposed for the site.	DDOT: DDOT concurs.

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Plans in effect and any proposed changes. <i>See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.</i>		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. <i>See Section 5.7 of the CTR Guidelines for more detailed guidance.</i>	Potential Curb cuts or modifications to the DDOT's infrastructure to facilitate pick-up and drop-off will be reported in the TS. Details will be provided once the design is finalized.	DDOT: DDOT concurs.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	N/A	DDOT: DDOT acknowledges. N/A

Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?	N/A	
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Mode Split Assumptions

Hotel

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	TNC	Transit	Bike	Walk	Telecommute	Other
3000 M St NW Traffic Statement	40%		15%	5%	40%		--
WMATA Ridership Survey (Average for Hotel Site- with No Parking and near Metro Station)	16%		53%	31%		---	

Mode Split assumed:

Land Use	Mode				
	TNC or Drive	Transit	Bike	Walk	Telecommute/Other
Hotel Mode Split	40%	40%	5%	15%	--

Bridge District Parcel 7 - 160 Hotel Rooms

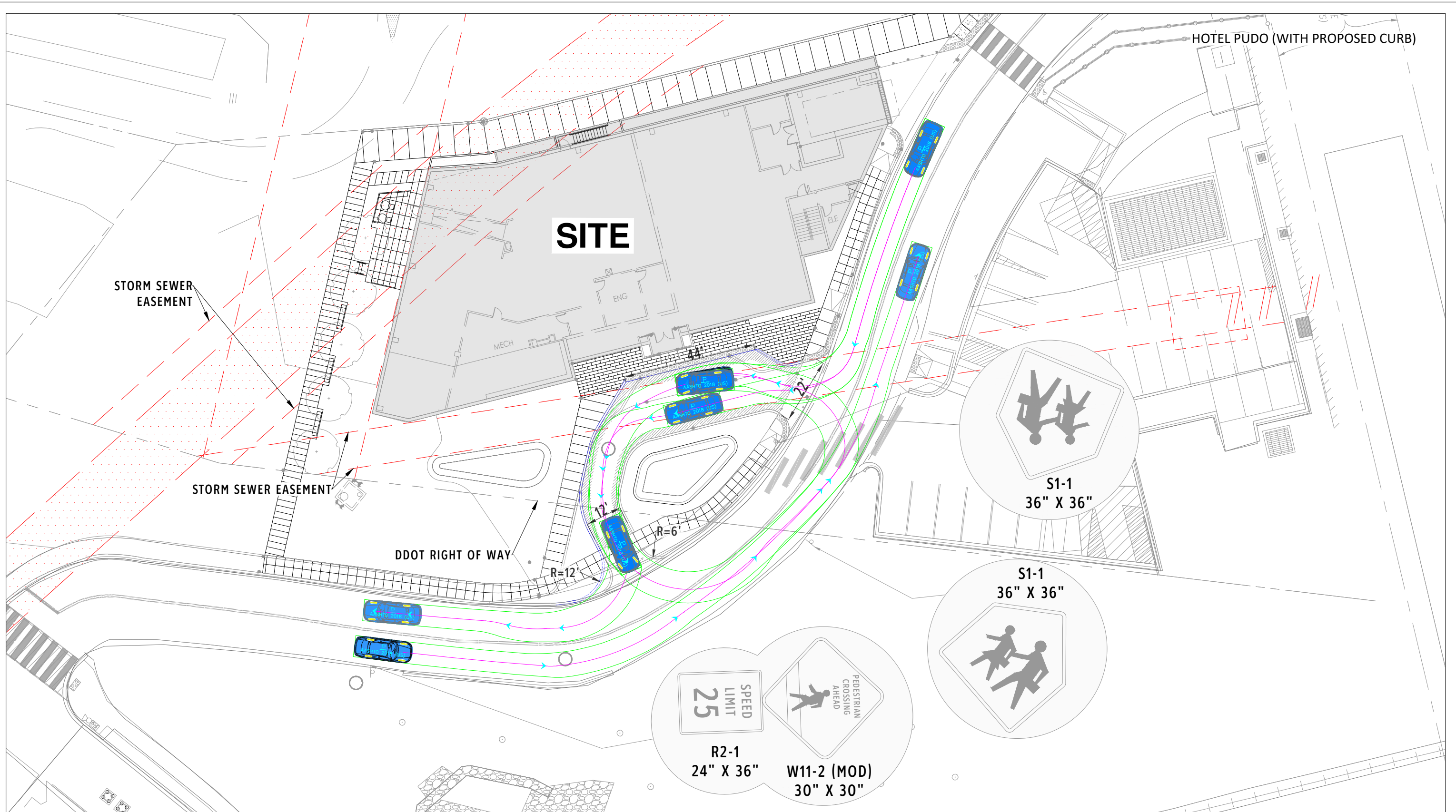
Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Hotel	310	160 Rooms	28 veh/hr	26 veh/hr	54 veh/hr	41 veh/hr	40 veh/hr	81 veh/hr	934 veh
Calculation Details:			52%	48%	=0.34X	51%	49%	=0.85X/1000-55.22	=5.84X
Setting/Location:	General Urban/Suburban								

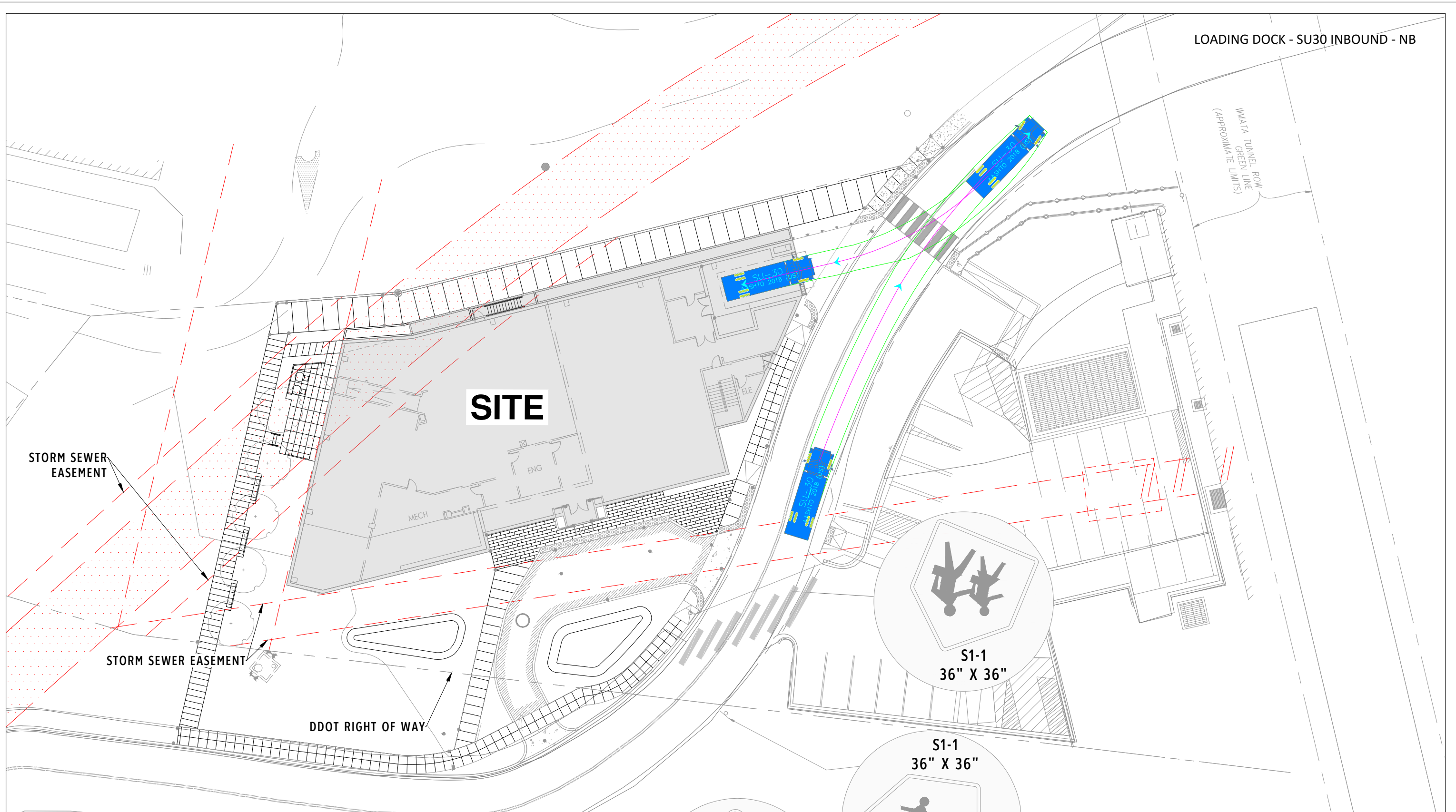
Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Hotel	1.67 ppl/veh	47 ppl/hr	43 ppl/hr	90 ppl/hr	68 ppl/hr	67 ppl/hr	135 ppl/hr	1,560 ppl

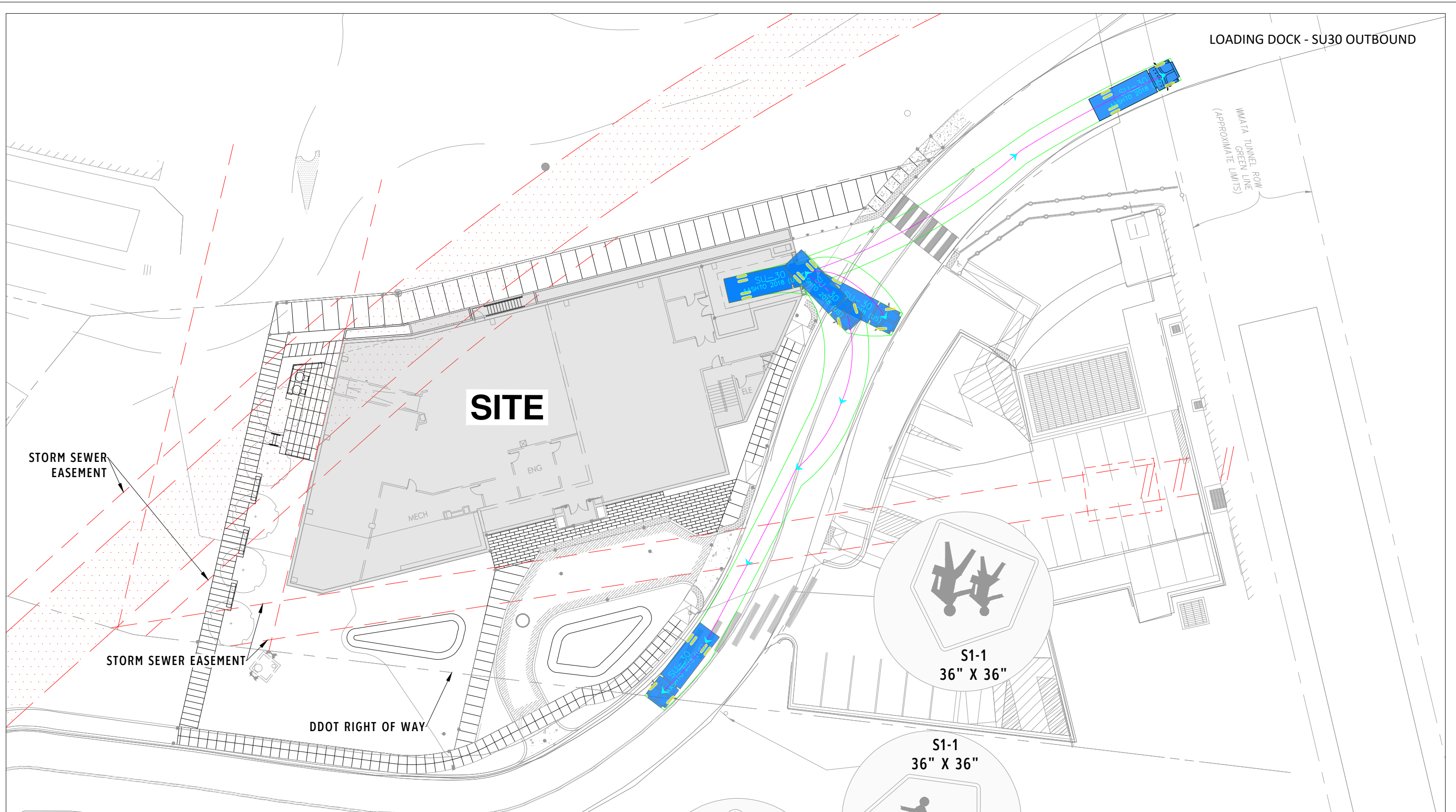
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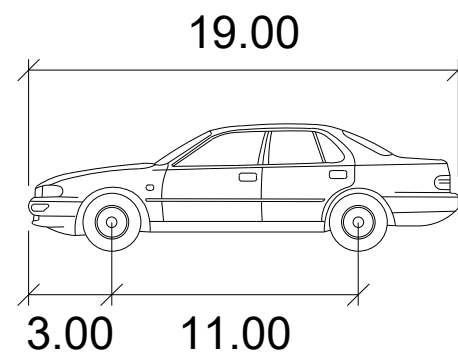
Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Hotel	1.67 ppl/veh	11 veh/hr	11 veh/hr	22 veh/hr	16 veh/hr	16 veh/hr	32 veh/hr	374 veh

[illegible]



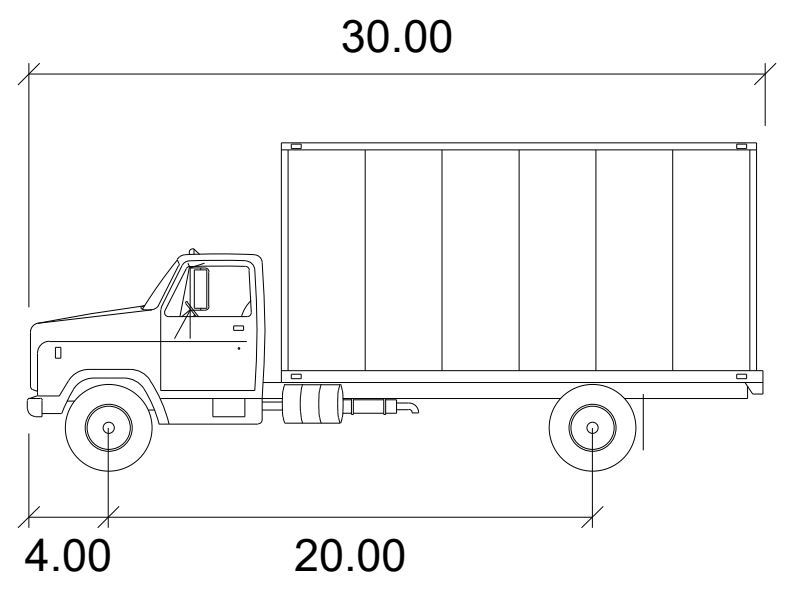






P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



SU-30

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

AutoTurn Notes:

- AutoTurn is a kinematic model and does not account for inertia
- AutoTurn does not account for weather and/or pavement conditions
- AutoTurn cannot compensate for driver error or experience
- Other drivable paths may achieve the same result(s) shown
- AutoTurn is a conservative model but is not a guarantee of exact real time results
- Successful simulation in AutoTurn does not guarantee that a specific driver can achieve the same pathway
- Vehicle dimensions are for standard sized vehicles, actual vehicle dimensions may vary
- Future changes to the design may impact and/or invalidate the results depicted in this exhibit
- Unless noted, AutoTurn does not account for vertical clearance or grade change.