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June 10, 2019

D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Suite 200S
Washington, D.C. 20001

Re: **CTF Georgetown Hotel LLC, BZA Application 20075
1050 31st Street NW (Square 1189, Lot 90) (the "Property")
Comprehensive Transportation Report**

Dear Members of the Board:

On behalf of CTF Georgetown Hotel LLC (the "**Applicant**"), pursuant to Subtitle Y § 300.14, enclosed as Exhibit A is the Comprehensive Transportation Report prepared by Gorove/Slade regarding the project at the Property.

Please feel free to contact the undersigned at (202) 721-1135 if you have any questions regarding the enclosed. We look forward to presenting the project to the Board at the July 24th, 2019 public hearing.

Sincerely,

Allison C. Prince (MLF)
Allison C. Prince

Lawrence Ferris

Lawrence Ferris

Enclosures

Certificate of Service

The undersigned hereby certifies that copies of the foregoing document was delivered by first-class mail or hand delivery to the following addresses on June 11, 2019.

Jennifer Steingasser (3 copies)
Office of Planning
1100 4th Street, S.W., Suite 650E
Washington, D.C. 20024

Anna Chamberlin (2 copies)
District Department of Transportation
55 M Street SE, Suite 400
Washington, DC 20003

ANC 2E (8 copies)
3265 S Street NW
Washington, DC 20007

Lisa Palmer – ANC 2E05
3150 South Street NW
Washington, DC 20007



Lawrence Ferris

Exhibit A

TECHNICAL MEMORANDUM

To: Brad Hornbacher
CTF Development

CC: Lawrence Ferris
Goulston & Storrs

From: Vinay Varadarajan, E.I.T.
Robert B. Schiesel, P.E.
Daniel VanPelt, P.E., PTOE

Date: June 10, 2019

Subject: Rosewood Hotel—1050 31st Street, NW
Comprehensive Transportation Review (CTR)

Introduction

This memorandum presents a limited-scope Comprehensive Transportation Review (CTR) conducted for CTF Georgetown Hotel LLC (“Applicant”) in support of its Board of Zoning Adjustment (BZA) application at the Rosewood Hotel. The BZA case number for this project is 20075.

The hotel site is located at 1050 31st Street, NW in the Georgetown neighborhood in the Northwest quadrant of DC, as shown in Figure 1 and Figure 2. The site is generally bound by existing businesses to the west, 31st Street to the east, the Chesapeake and Ohio (C&O) Canal to the north, and Waters Alley to the south. Pedestrian and vehicular access to the hotel is located off 31st Street.

The BZA application includes a reduction in the number of off-street parking spaces required by zoning. The hotel provided 24 spaces prior to an ongoing renovation that started in Fall 2018 and will conclude in Summer 2019. The renovations will reduce on-site parking to seven (7) valet-only spaces. The number of spaces provided does not meet the 20 spaces required by Zoning Regulations (ZR16). The renovations will primarily add functionality to the hotel’s services, maintaining the 49 guestrooms that existed prior.

This Transportation Statement includes the following three sections:

- Existing Transportation Conditions: This section summarizes the vehicular access, public transit, bicycle, and pedestrian facilities in the vicinity of the Rosewood Hotel.
- Parking Review: This section reviews the proposed parking and justification for the reduction in required parking. It includes a review of historic parking demand at the hotel and nearby parking facilities in the area. A parking management plan (PMP) has been proposed based on this review.
- Design Review: This section reviews the other transportation features of the Hotel, including the proposed site plan for the garage and valet services. It includes descriptions of the site’s vehicular access, loading facilities, pick-up/drop-off areas, and pedestrian/bicycle accommodations.

- Transportation Demand Management: This section outlines the existing and proposed TDM plan for the Rosewood Hotel based on specific needs of the site.

Of note, no vehicular capacity analysis is included as part of this memorandum as there is no significant change to the projected trip generation. The number of hotel guestrooms and day to day operations are not expected to change, nor is the amount or intensity of Hotel events.

This CTR concludes that:

- The reduction in parking at the hotel is not expected to impact parking demand. The seven (7) valet spaces proposed will be suitable for most hotel activities. Additional parking will be supplied to the hotel at a nearby parking garage to provide flexibility for higher demand days.
- The renovations at the hotel are not expected to increase the amount and intensity of events scheduled.
- The hotel's central location to major transportation facilities will encourage non-automotive modes for guests and employees.
- The proposed project includes bicycle accommodations that will meet the practical demand of guests, employees, and visitors. Bicycle parking will be available in the secure, enclosed garage (a minimum of 7 spaces) for employees to use, and for hotel guests and visitors to use via valet parking.
- The hotel will continue to host a fleet of five (5) bicycles for hotel guest use.
- The proposed Transportation Management Plan adequately promotes non-auto modes of travel for employees and guests that are consistent with the specific needs of the site and updated District standards and goals.

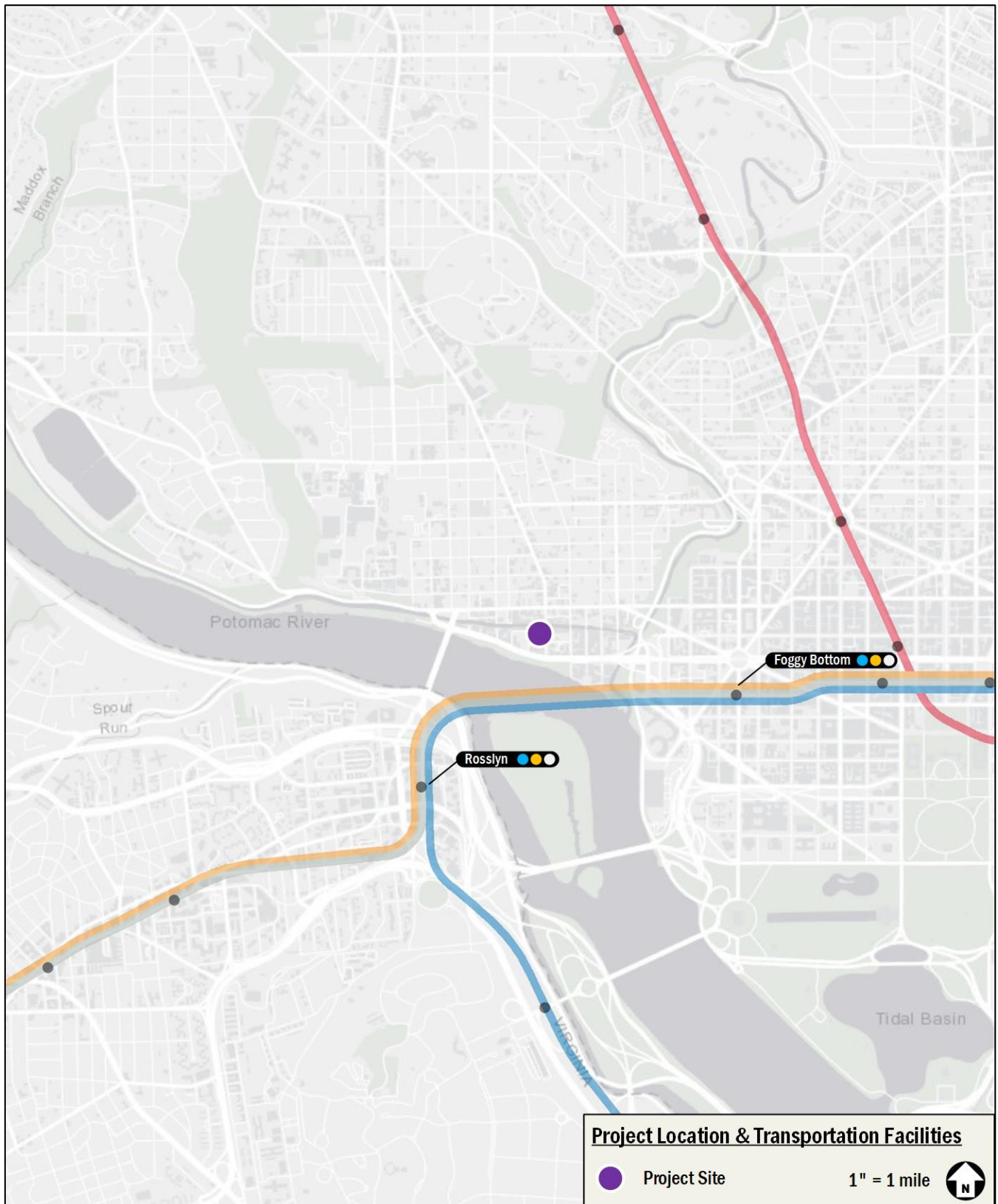


Figure 1: Regional Location



Figure 2: Site Location

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by Metrobus, the DC Circulator, and is an 18-minute walk (0.8 miles) to the Foggy Bottom-GWU Metrorail station. The project site is also served by a pedestrian network consisting of sidewalks, crosswalks, and trails along the streets surrounding the project site. The site is served by an on-street bicycle network, consisting of bicycle lanes, signed bicycle routes, and protected cycle tracks.

Vehicular

The Rosewood Hotel is accessible from several principal arterials such as M Street and Wisconsin Avenue (north of M Street). These roadways create connectivity to the George Washington Memorial Parkway, I-66, and the Capital Beltway (I-495), which surrounds Washington, DC and its inner suburbs, as well as providing connectivity to the District core.

The Rosewood Hotel is also served by a local vehicular network that includes several minor arterials such as Wisconsin Avenue (south of M Street) and Water Street. These minor arterials are supplemented by an existing network of connector and local roadways.

Transit

The site is serviced by Metrobus along the M Street and Wisconsin Avenue corridors with multiple bus stops located adjacent to the site. These bus lines connect the site to many areas of northwest Washington, including several Metrorail stations where transfers can be made to reach areas in the District, Virginia, and Maryland. The site study area is currently served by seven (7) Metrobus local routes and two (2) DC Circulator routes. Eight (8) of the nine (9) routes make a stop within a short three-minute walk of the site. 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.

The closest Metrorail station by foot is the Foggy Bottom-GWU station, which is served by the Blue, Silver, and Orange Lines and located approximately 0.8 miles (an 18-minute walk) from the site. Of note, 38B line provides an alternative to the Blue, Orange, and Silver Lines, serving all stations between Farragut West and Ballston-MU. Connections to the Red Line may be made at the Metro Center station, and connections to the Green and Yellow lines may be made at the L'Enfant Plaza station. The DC Circulator provides direct service to Union Station, where connections to Amtrak, MARC Commuter Rail, and Virginia Railway Express can be made. The proximity to nearby bus stops allows much of the DC metropolitan area to be accessible from the Hotel site. Existing transit facilities surrounding the site are shown on Figure 3.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
DC Circulator	Dupont Circle to Rosslyn Line	Mon-Thur: 6:00 AM-12:00 AM Friday: 6:00 AM-3:00 AM Saturday: 7:00 AM-3:00 AM Sunday: 7:00 AM-12:00 AM	10 min	0.1 miles, 2 minutes
DC Circulator	Georgetown to Union Station Line	Mon-Thur: 6:00 AM-12:00 AM Friday: 6:00 AM-3:00 AM Saturday: 7:00 AM-3:00 AM Sunday: 7:00 AM-12:00 AM	10 min	0.2 miles, 3 minutes
30N, 30S	Friendship Heights-Southeast Line	Weekdays: 4:41 AM-3:10 AM Weekends: 4:47 AM-3:32 AM	20-41 min	0.1 miles, 2 minutes
31, 33	Wisconsin Avenue Line	Weekdays: 5:29 AM-11:59 PM Weekends: 5:40 AM-12:49 AM	5-62 min	0.1 miles, 2 minutes
38B	Ballston-Farragut Square Line	Weekdays: 5:30 AM-1:23 AM Weekends: 5:48 AM-2:24 AM	10-38 min	0.1 miles, 3 minutes
D5	MacArthur Boulevard-Georgetown Line	Eastbound: 7:20 AM-9:11 AM Westbound: 4:44 PM-7:12 PM	16-34 min	0.1 miles, 3 minutes
G2	P Street-LeDroit Park Line	Weekdays: 5:48 AM-12:23 AM Weekends: 6:41 AM-12:58 AM	7-40 min	0.3 miles, 8 minutes



Figure 3: Existing Transit Facilities

Bicycle Facilities

The Rosewood Hotel site is located in an area with excellent on-street and off-street bicycle facilities. On-street facilities consist of bicycle lanes along Thomas Jefferson Street and a protected cycle track running along Water Street, approximately two (2) blocks south of the site. The Water Street cycle track provides connectivity between the Rock Creek Trail system to the east and the Capital Crescent Trail to the west. The Rock Creek Trail provides a continuous path between the Tidal Basin and Montgomery County, Maryland and the Capital Crescent Trail provides a continuous path between Georgetown and Montgomery County. Additional trail connections to Virginia and the Mount Vernon Trail are available via the Key Bridge to the west.

Additional connectivity through the Georgetown neighborhood is provided by signed bicycle routes on N Street between 28th Street and 34th Street. This signed route provides a low-volume on-street roadway alternative to M Street. Figure 4 illustrates the existing bicycle facilities in the area.

Using these connections along the on-street and off-street routes within the study area, bicyclists have access to a number of robust regional bicycle facilities. To accommodate these cyclists, the site is planned to provide on-site bicycle facilities, as discussed in detail in the Design Review section.

Further additions to the bicycle infrastructure are proposed in the vicinity of the site, as outlined in the MoveDC plan. DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development include bicycle lanes along M Street between 29th Street and 34th Street, providing a direct, on-street route within the Georgetown commercial district. This improvement however is currently prioritized as a Tier 4 investment and is unfunded. Nonetheless, the availability of cycle tracks and off-street trails in the Georgetown area significantly improve bicycling conditions in the study area and may lead to higher rates of cycling.

The Capital Bikeshare program provides additional cycling options for employees and guests of the Rosewood Hotel. The Bikeshare program has placed over 500 Bikeshare stations across the Washington, DC metropolitan area with over 4,300 bicycles provided. Two (2) Capital Bikeshare stations are within a two-minute walk: a 19-dock station at 31th and Water Streets (one block south) and a 21-dock station at Wisconsin Avenue and Grace Street (one block west). Figure 4 illustrates the existing Capital Bikeshare facilities in the area.

In addition to Capital Bikeshare, DDOT has engaged in a program with dockless bikeshare companies, allowing point-to-point dockless bikesharing. Bicycle availability is tracked through mobile phone applications for each company individually.

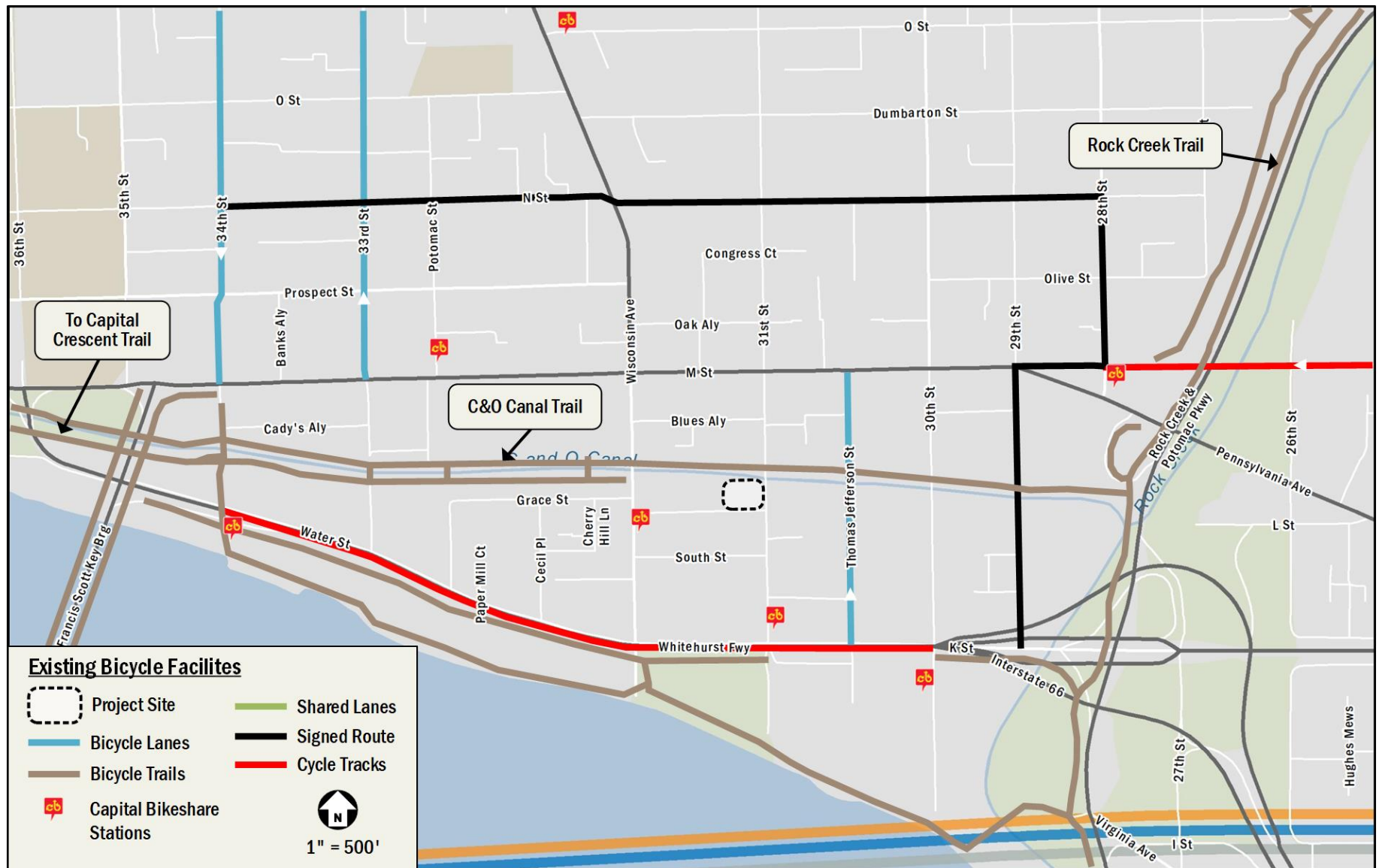


Figure 4: Existing Bicycle Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide excellent connections to major local destinations, including the Georgetown shopping areas along M Street and Wisconsin Avenue. A summary of the pedestrian facilities within a 0.25-mile walk of the site is shown in Figure 5, with a summary of sidewalk width and buffer requirements provided in Table 2.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking including narrow or no sidewalks along public alleys and under the Whitehurst Freeway supports. Within the study area shown, most roadways outside of M Street and Wisconsin Avenue are considered low density residential. The sidewalks that do not meet DDOT standards are typically along routes that do not provide a minimum unobstructed width of 6 feet but do maintain the minimum buffer width. Additional pedestrian capacity is available via the C&O Canal Trail to the north and the Georgetown Waterfront to the south.

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 (2) crosswalks is not desired. As shown in Figure 5, under existing conditions there are some crosswalks and curb ramps near the site that do not meet DDOT and/or ADA standards. Along the major pedestrian routes of M Street and Wisconsin Avenue, most sidewalks, crosswalks, and curb ramps meet DDOT and/or ADA standards, providing employees and guests of the Rosewood Hotel with a quality walking environment.

Table 2: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

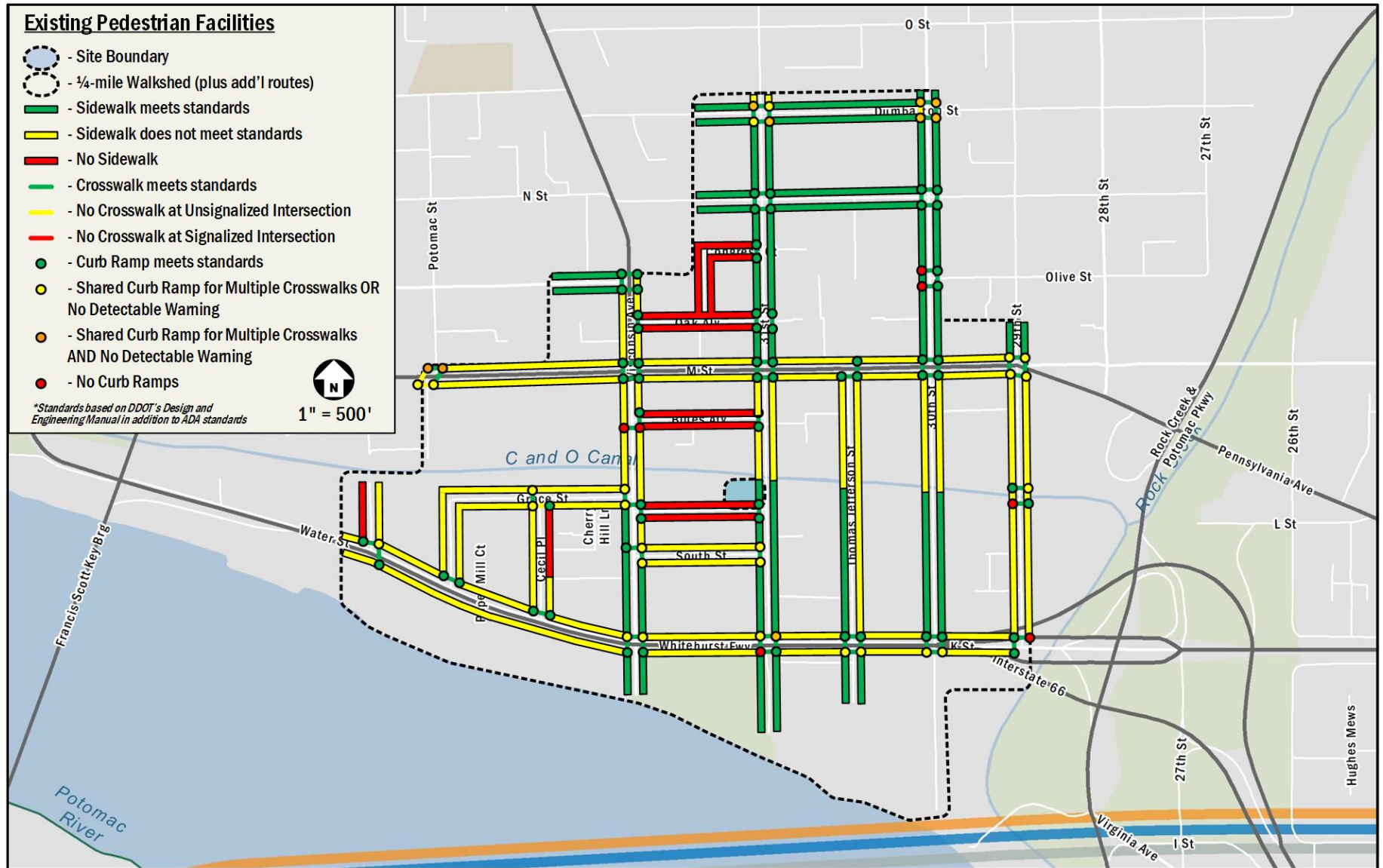


Figure 5: Existing Pedestrian Facilities

Parking

This section provides an overview of the proposed parking operations at the hotel, historical parking demand at the hotel, and reviews the potential off-site supply of parking. Following renovations, the number of guestrooms will remain the same at 49. As part of these renovations, the number of on-site valet garage spaces will be reduced from 24 to seven (7). This reduction in the number of available spaces was necessary in order to resolve operational inefficiencies for the hotel. Under ZR16, a hotel is required to provide one (1) space per 2,000 square feet in excess of 3,000 square feet, resulting in a requirement of 20 spaces. As such, the revised parking supply will require relief.

Parking Operations Prior to Renovation

Prior to the renovations, the hotel provided 24 valet parking spaces in a below-grade garage on-site. The garage consisted of two-levels, with seven (7) spaces on the P1 level and 17 spaces on the P2 level. Parking at the garage was limited to guests staying at the hotel or attending hotel activities; hotel employees were required to park off-site. Hotel guests parked curbside along 31st Street in the 15-minute hotel loading zone and transferred their vehicles over to the valet service. Guests retrieved their vehicles at the garage driveway connecting the garage with 31st Street. Valet parking services allowed for day and overnight parking.

Parking Operations Following Renovation

Following the completion of renovations, parking spaces along the P1 level will be reduced and spaces along the P2 level will be removed. The renovations will reduce on-site parking to seven (7) tandem spaces located on the P1 level. Pick-up/drop-off and valet operations will remain unchanged, with curbside pick-up/drop-off taking place along 31st Street in the 15-minute hotel loading zone and guests transferring their vehicles to the valet service. The seven (7) spaces will be allocated to guests staying overnight at the hotel and those who are attending a hotel activity. Additional parking for hotel guests and employees will be provided in alternate areas, as detailed in the following sections.

Historic Parking Demand

The reduction in on-site parking from 24 spaces to seven (7) spaces has raised concerns the hotel can adequately serve parking demand. A review of the hotel's historical parking demand was undertaken to determine the average capacity of the parking garage. Data was provided by hotel management for all vehicles using the valet garage from January 2017 to the start of renovations in October 2018. The data counted all vehicles using the garage for day parking and overnight parking. The results indicate that the supply of seven (7) parking spaces are in line with historical data averages. Figure 6 presents the average daily parking usage at the hotel from January 2017 to October 2018, consisting of both daytime parking and overnight parking. As seen in the figure, the daily averages rarely exceeded seven (7) spaces in a given month, with no month averaging more than 10 daily parked vehicles, far below the 20 spaces required by ZR16.

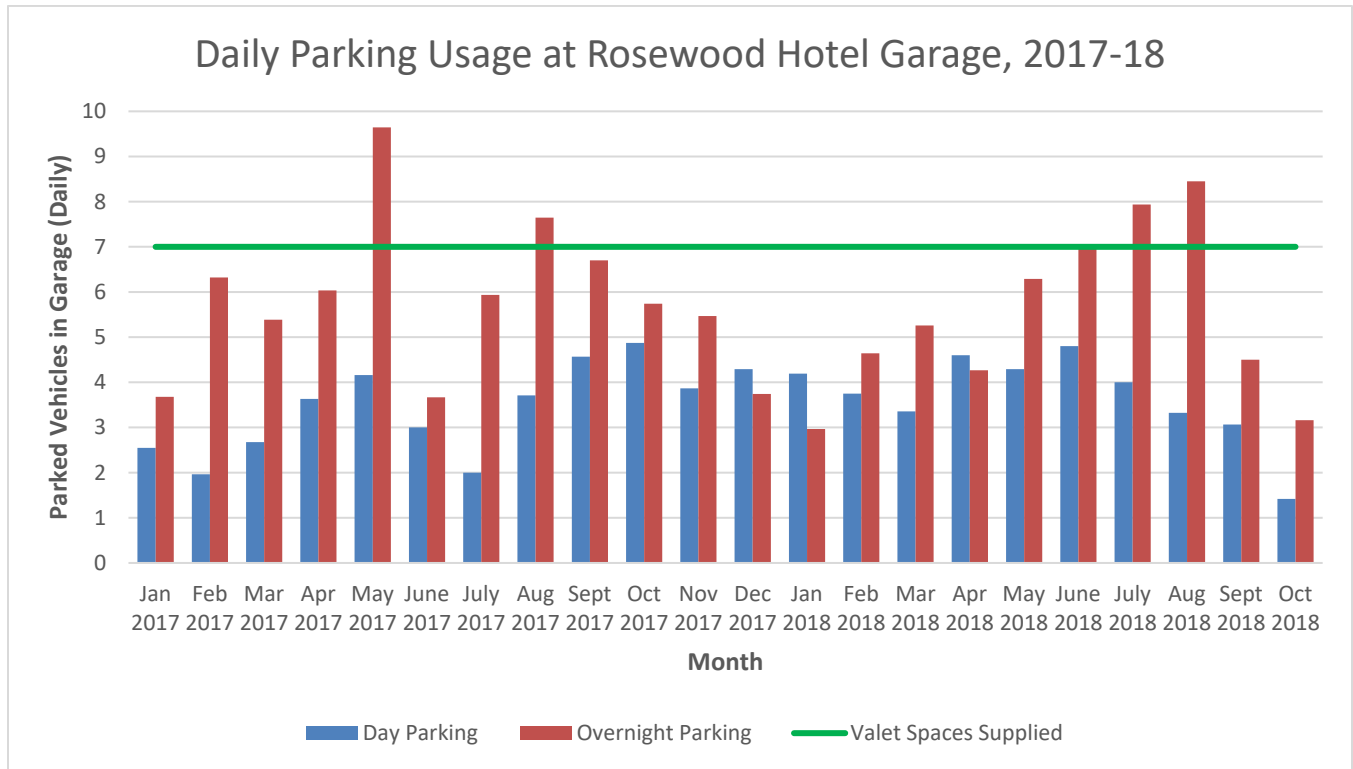


Figure 6: Daily Parking Usage at Hotel, January 2017-October 2018

Additional Parking Facilities

As part of the BZA application, additional off-site parking is being proposed in order to provide overflow parking when the seven (7) on-site valet spaces is exceeded. An agreement between the Applicant and Colonial Parking is being finalized to allow guests and employees to use up to 26 spaces at the parking garage one (1) block east at 1050 Thomas Jefferson Street when parking at the hotel is at capacity. In addition to this garage, there are several parking facilities within a quarter mile of the hotel, as presented in Figure 7. As shown in the figure, many facilities within a quarter mile offer overnight parking, providing additional options for hotel guests and employees.

On-Street Parking

On-street parking in the vicinity of the hotel site is composed of metered spaces, Residential Permit Parking (RPP) spaces, and time-restricted spaces. Figure 8 shows an inventory of on-street parking and curbside management in the vicinity of the site. Parking is prohibited in front of the hotel along 31st Street, with three (3) spaces reserved for loading and unloading. This curbside area will be maintained as a hotel loading and pick-up/drop-off zone and allow vehicles waiting for valet services to queue and adequately serves the need of a hotel of this size.

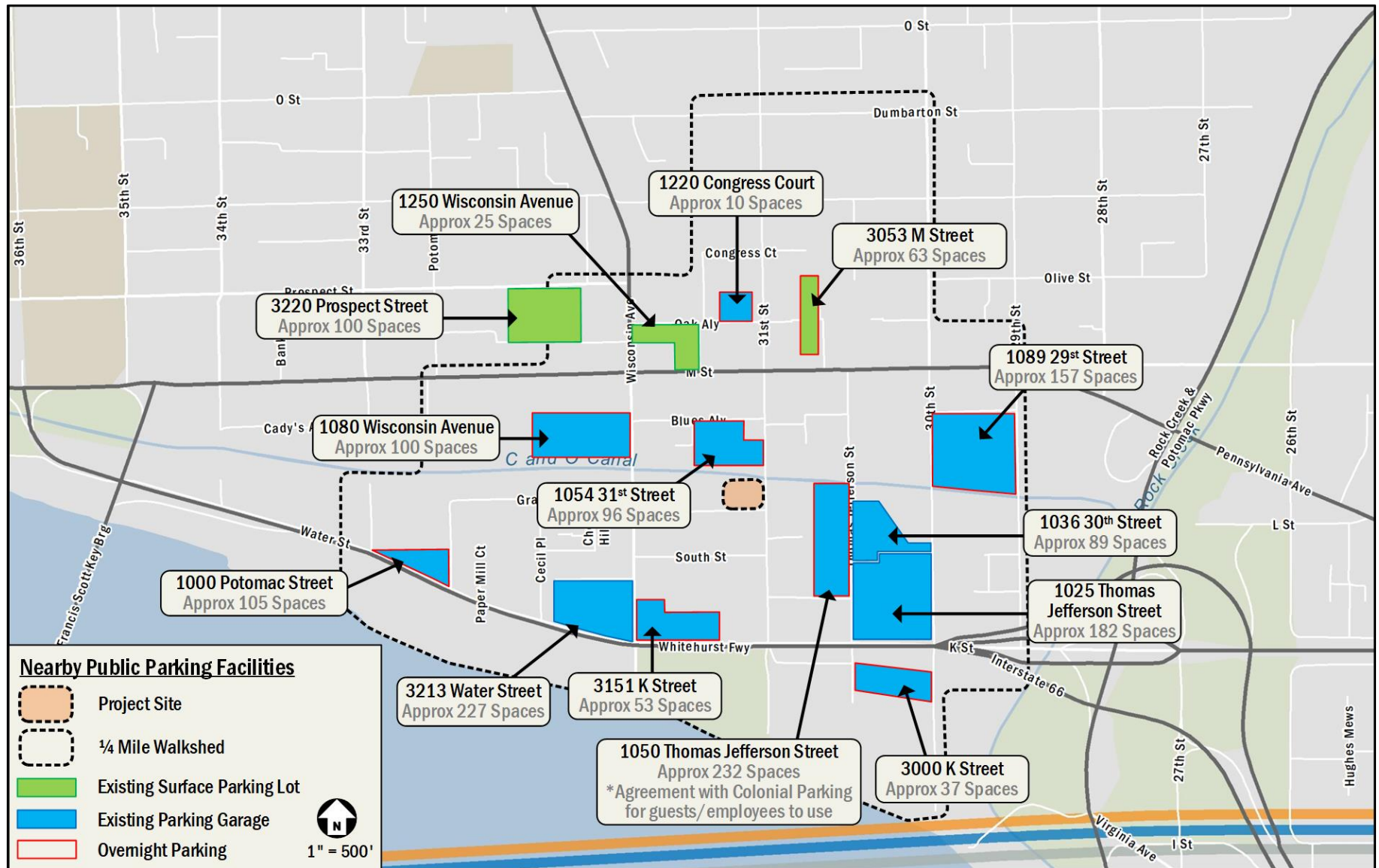


Figure 7: Nearby Parking Facilities

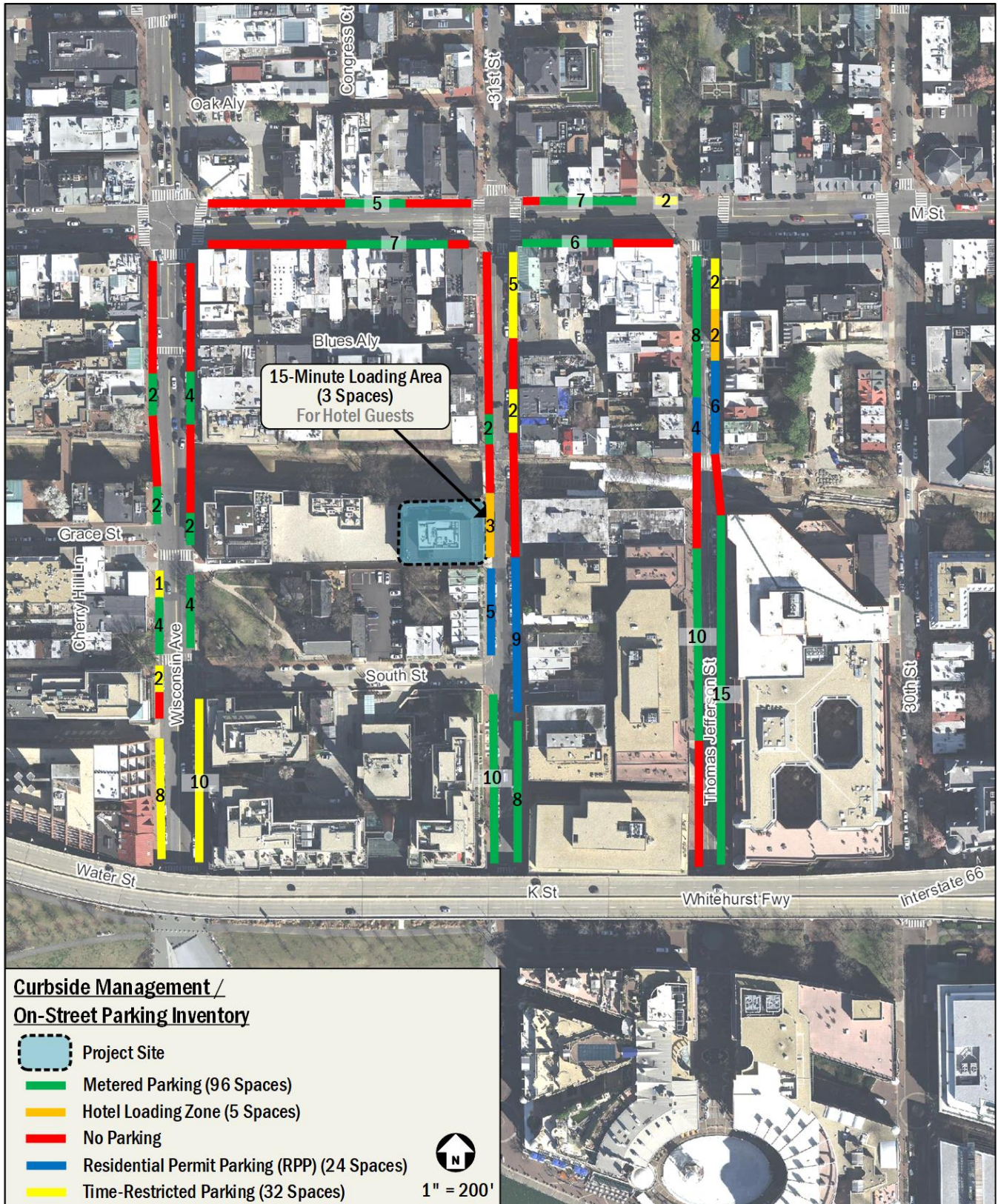


Figure 8: Inventory of Curbside Management and On-Street Parking

Parking Management Plan

The measures being made to address the proposed parking supply of seven (7) on-site valet spaces has been formalized into the following parking management plan:

- On-site parking will consist of seven (7) tandem valet spaces for guests of hotel services. Access to and from the garage will be restricted to valet staff only.
- Vehicles utilizing the valet service will queue up at the curbside hotel loading zone on 31st Street or at the hotel driveway. The hotel loading zone can accommodate up to three (3) vehicles.
- On higher demand days, additional parking for hotel guests will be provided at the Colonial Parking garage located one (1) block east at 1050 Thomas Jefferson Street. Valet service will remain unaffected, with all pick-up/drop-off activity taking place at the hotel.
- Hotel employees who commute by vehicle will have the option to park at the 1050 Thomas Jefferson Street garage managed by Colonial Parking or to use nearby on-street spaces and parking facilities. Employees may park directly at the garage.

Design Review

This section provides an overview of the on-site transportation features of the hotel, including an overview of the hotel's activities and the hotel's pedestrian and bicycle amenities.

Hotel Activities

Prior to the 2018 renovations, the hotel featured 49 guestrooms with a staff of approximately 95 employees, a rooftop bar accessible to guests and the public, a restaurant accessible to guests and the public, and meeting/event space. The historical data of parking demand presented in the previous section reflects the parking frequency for these activities. Following the renovations, the number of guest rooms will remain at 49 and a new restaurant will replace the previous iteration. The relocation of hotel services to the areas previously used for vehicle parking will allow the hotel flexibility as it relates to the programming of events. It is expected that the frequency and intensity of activities for the hotel, restaurant, bar, and meeting/event space will not significantly change as a result of the renovation.

Site Access

Pedestrian access to the hotel is located at the main entrance along 31st Street adjacent to the C&O Canal Trail. Following the reopening of the hotel, pedestrian access at the main entrance will remain unchanged. The sidewalk along the hotel frontage on 31st Street meets DDOT and ADA requirements for sidewalk widths and curb ramps.

Vehicular access to the hotel will use the existing curb cut on 31st Street leading to the renovated garage. As stated earlier, all access to and from the parking garage will be by valet service. Drivers may transfer vehicles over to the valet service at the foot of the driveway or curbside along 31st Street at the hotel loading zone. Guests who arrive and depart via taxicab/Lyft/Uber are directed to be picked up and dropped off at the hotel loading zone. Pedestrian and vehicular circulation is provided in Figure 9.

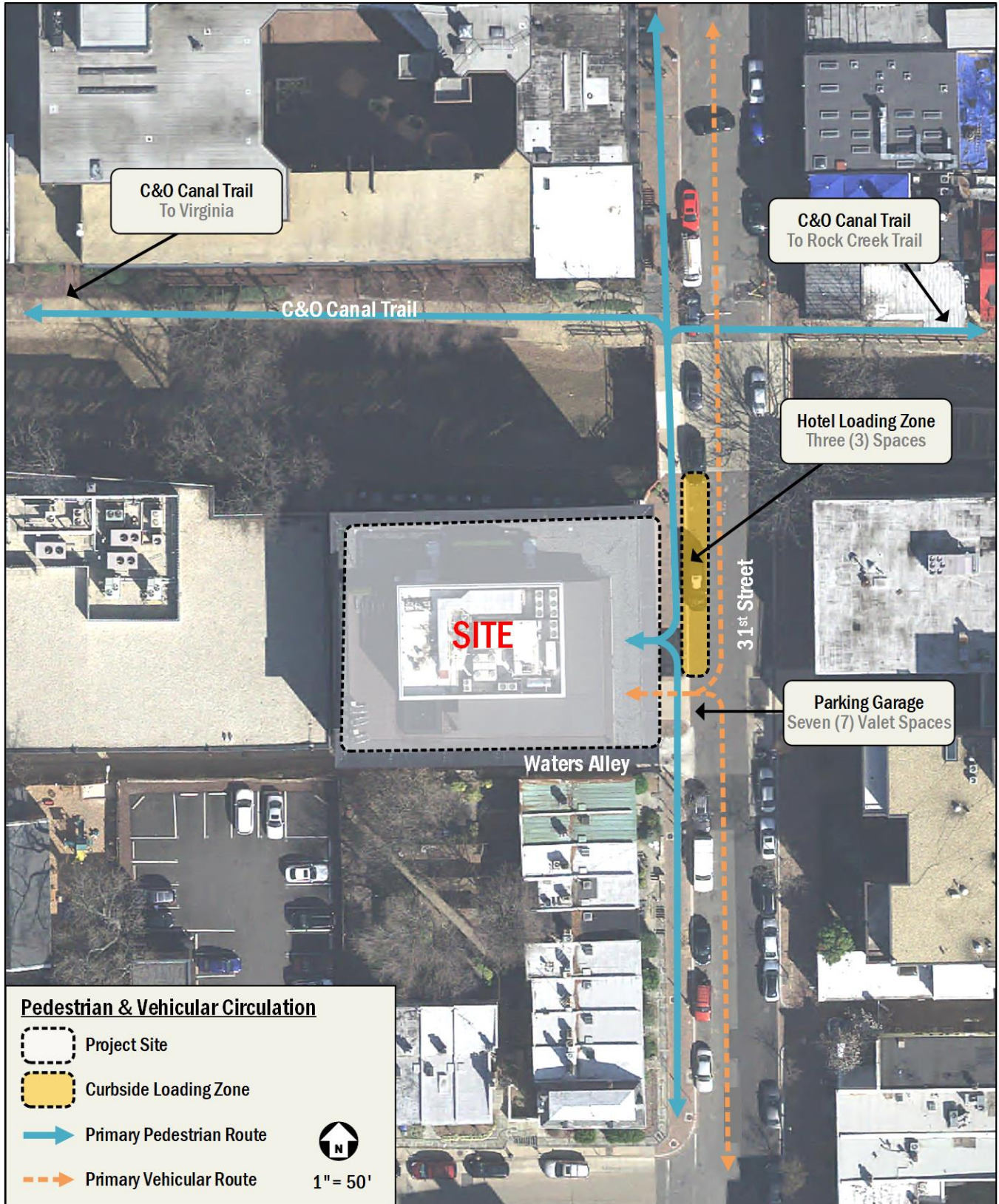


Figure 9: Pedestrian and Vehicular Circulation

Loading

Under ZR16, a hotel property under 50,000 square feet gross floor area is required to provide one (1) loading berth. Further, Subtitle C, Subsection 901.6 of the Zoning Regulations states that an addition to a building expanding that building's gross floor area by less than 25% (which is the case with the project), loading is not required. As such, no additional loading facilities are required for the Hotel. Prior to the renovations, trash collection occurred in Waters Alley to the south and most of the other loading activity took place along the curbside loading zone on 31st Street.

Truck routing to and from the loading area will be focused on designated truck routes. The nearest designated truck routes to the site are Wisconsin Avenue and M Street, therefore it is assumed that all trucks will access and egress the loading areas from these routes.

The amount of loading expected at the hotel is estimated as follows, based on information provided by the Hotel:

- Commercial trash collection occurs three (3) times per week
- Daily deliveries for mail, UPS, and FedEx
- Approximately three (3) to five (5) daily food deliveries
- Approximately two (2) daily housekeeping/laundry deliveries

As the daily operations and event operations at the hotel are not expected to change as a result of the renovations, the existing loading activity and operations are expected to stay the same.

Bicycle Facilities

The hotel currently does not supply long-term parking for its employees and short-term bicycle spaces do not exist along site frontage. Under ZR16 regulations, a hotel is required to provide one (1) long-term bicycle space per every 10,000 square feet, amounting to five (5) spaces and one (1) short-term bicycle space per every 40,000 square feet, amounting to two (2) spaces. The Applicant is proposing to accommodate its bicycle parking demand from employees, guests and visitors through a single parking supply within the secure and enclosed parking garage. The bicycle parking area in the garage will have a minimum of 7 spaces and will be accessed by hotel employees. Similar to the on-site vehicular parking plan, visitors and guests parking bicycles will utilize a valet system. In addition to these bicycle parking spaces, employees will also have access to a minimum of three (3) lockers.

The Applicant also provides hotel guests the use of five (5) bicycles (as seen in Figure 10), that are kept on site. These hotel bicycles are available for guests of the hotel to use as an additional option for getting around the District when visiting. The hotel plans to maintain this guest amenity.

The combination of proposed on-site bicycle parking, use of guest bicycles, and proximity to nearby bikeshare stations allows the hotel to practically meet bicycle demand for guests, visitors, and employees.

Pedestrian Facilities

Surrounding the site, streetscape facilities along the 31st Street include sidewalk widths that meet or exceed DDOT requirements, with additional landscaping present, including trees and greenery.



Figure 10: Hotel Bicycles for Guest Use

Transportation Demand Management (TDM)

TDM is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM typically 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 Hotel currently employs the following TDM measures as a part of their operations, and plans to continue offering them:

- A SmartBenefits plan for employees. Pre-tax funds may be deducted to pay for transit, including services from WMATA, VRE, MARC, and vanpool operators.
- Use of five (5) on-site bicycles for hotel guests during their stay.

In addition to the measures currently employed by the Hotel, additional TDM strategies have been established in order to help minimize potential impacts of the project to the surrounding neighborhood. The additional TDM measures are as follows:

- The Applicant will identify a Transportation Coordinator (for planning, construction, and operations). The Transportation Coordinator will work with employees to distribute and market various transportation alternatives and options to employees and guests.
- The building management will provide updated contact information for the Transportation Coordinator to goDCgo, conduct an annual commuter survey of employees, and report TDM efforts and amenities to goDCgo staff once per year.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.

- 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 hotel.
- The Applicant will 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.
- The Transportation Coordinator will subscribe to goDCgo's hospitality newsletter.
- The Applicant shall 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.
- The Applicant will 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, DC Circulator, and WMATA.
- The Applicant will provide brochures with information on non-automotive options for traveling to the property available at all times in a visible location in the lobby
- The Applicant will supply bicycle parking to meet the practical needs of guests, visitors, and employees, including a minimum of seven (7) combined long-term and short-term bicycle parking spaces within the secure garage. The long-term spaces will be provided to employees free of charge and guests/visitors will be able to park their bikes in the garage using a valet system.
- The Applicant will provide a minimum of three (3) lockers within the Hotel for employee use.
- The Applicant will 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 (MWCOG) or other comparable service if MWCOG does not offer this in the future.

Summary and Conclusions

The findings of this limited-scope Comprehensive Transportation Review conclude that:

- The reduction in parking at the hotel is not expected to impact parking demand. The seven (7) valet spaces proposed will be suitable for most hotel activities. Additional parking will be supplied to the hotel at a nearby parking garage to provide flexibility for higher demand days.
- The renovations at the hotel are not expected to increase the amount and intensity of events scheduled.
- The hotel's central location to major transportation facilities will encourage non-automotive modes for guests and employees.
- The proposed project includes bicycle accommodations that will meet the practical demand of guests, employees, and visitors. Bicycle parking will be available in the secure, enclosed garage (a minimum of 7 spaces) for employees to use, and for hotel guests and visitors to use via valet parking.
- The hotel will continue to host a fleet of five (5) bicycles for hotel guest use.
- The proposed Transportation Management Plan adequately promotes non-auto modes of travel for employees and guests that are consistent with the specific needs of the site and updated District standards and goals.