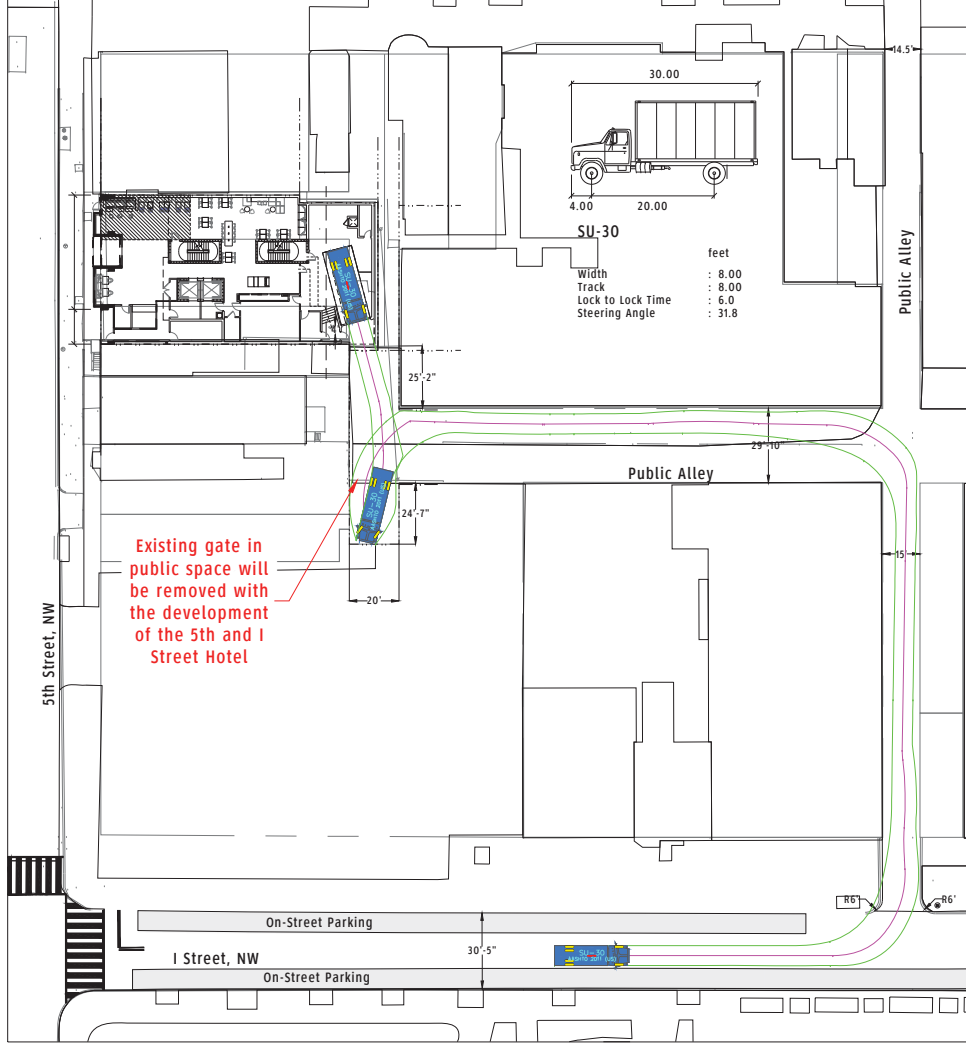
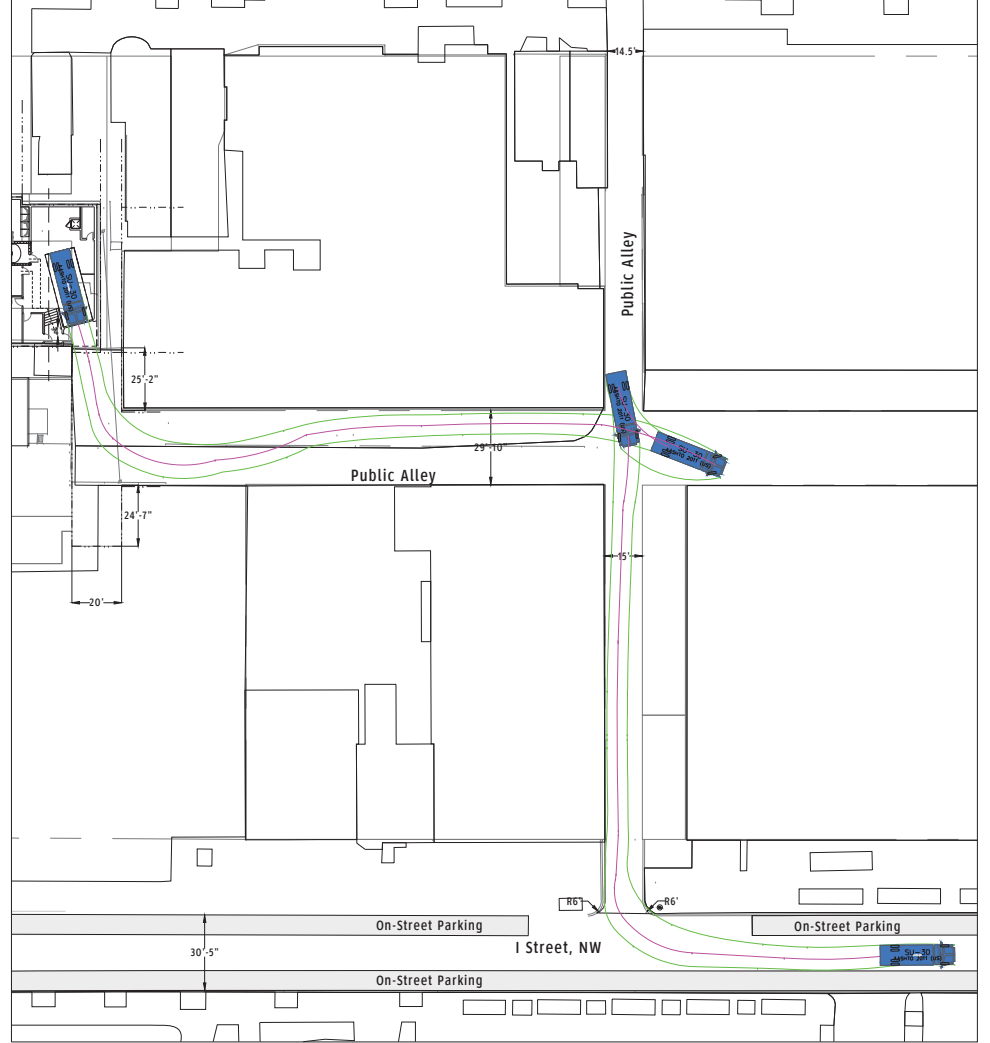


EXHIBIT B

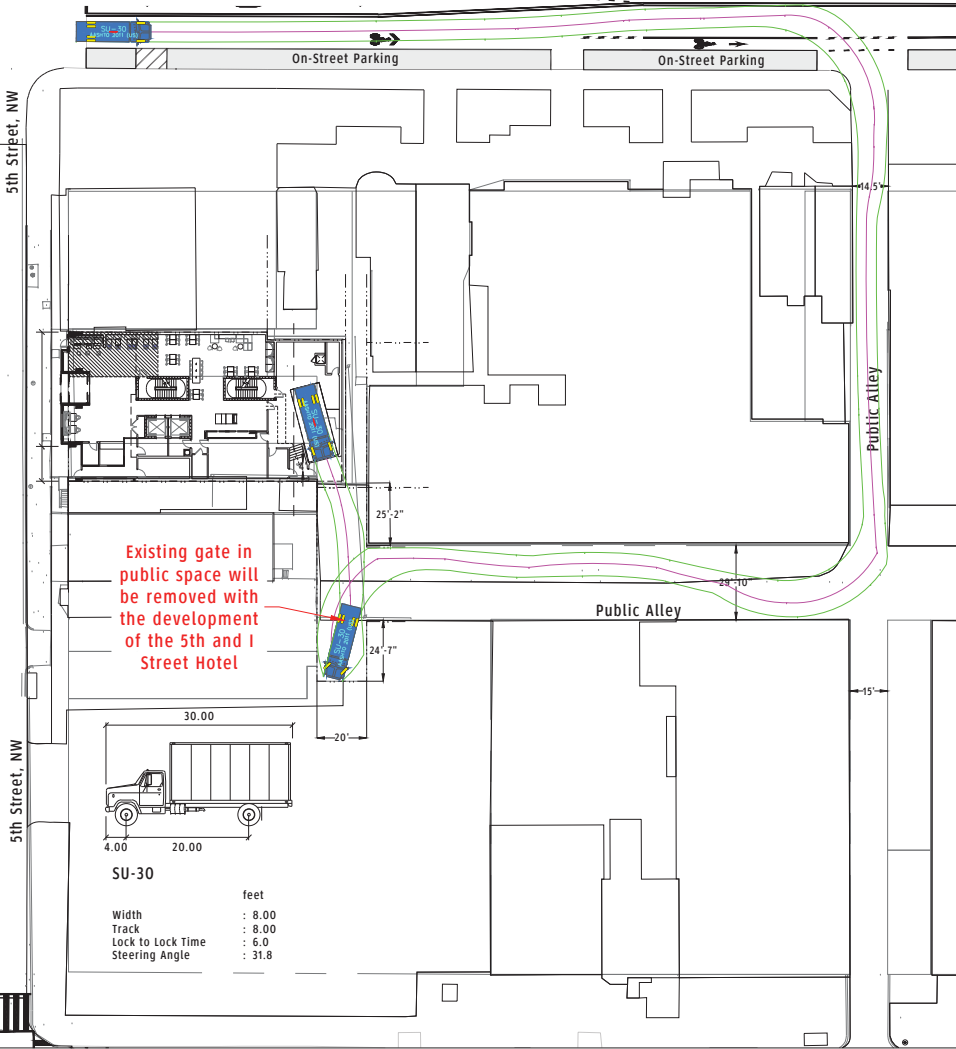
Inbound from I Street, NW



Outbound to I Street, NW



Inbound from K Street, NW



Outbound to K Street, NW

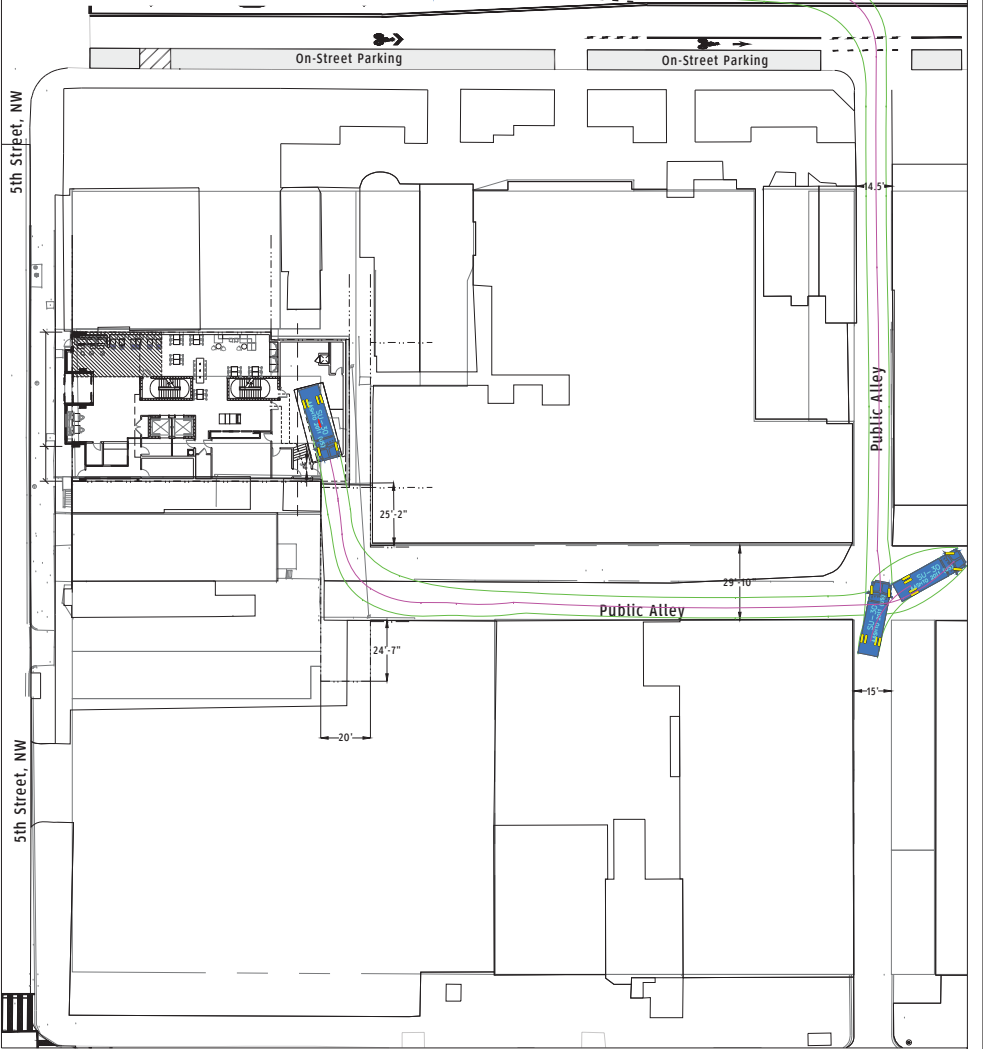


EXHIBIT C

TECHNICAL MEMORANDUM

To: Patrick Reed
Aaron Zimmerman
DDOT

CC: Brad Kline
Kline Associates

From: Vinay Varadarajan, EIT
Katie Wagner, PE, PTOE
Erwin Andres

Date: May 3, 2018

Subject: 923-925 5th Street Hotel – Response to MCV Memorandum dated April 4, 2018

Introduction

This memorandum addresses the memorandum prepared by MCV Associates, INC. (“MCV Memorandum”) and presented at the hearing for BZA Case No 19722 on April 4, 2018. The MCV Memorandum is a response to the Comprehensive Transportation Review (CTR) prepared by Gorove/Slade dated March 1, 2018 and the DDOT Report dated March 14, 2018. Issues identified in the MCV memo are shown below in *italics*, and responses are provided below in **bold from Gorove/Slade**.

Incomplete CTR

1. *Excerpt from MCV memo: Section 3.2.3 of the DDOT Guidelines for Comprehensive Transportation Review (CTR) Requirements states that is CTR is expected to include further analysis of vehicle impacts if the proposed site generates 25 vehicle trips in the peak directions for either peak period, AM, PM or weekend.*

Gorove/Slade Response: As stated in Chapter 38 of the June 2017 DDOT Design & Engineering Manual, “For development projects, the TIA functions as a portion of the greater Comprehensive Transportation Review (CTR). Based on the size and zoning action of the proposed development, the Applicant may be required to complete a CTR without a TIA component.”

Based on our coordination with DDOT, we completed a CTR without a TIA (Traffic Impact Analysis) component consistent with the statement above. An analysis of traffic capacity impacts with and without the proposed hotel was not required because the proposed zoning action seeking relief for one loading dock does not warrant the need to perform a capacity analysis since the proposed density on-site, which is what drives traffic demand, would not change with the proposed zoning action. The Applicant has requested that DDOT be present at the hearing in order to confirm this approach

Modal Split/Trip Generation

2. *Excerpt from MCV memo: Gorove/Slade’s use of retail data to estimate hotel trips. “The first flaw is using retail use data to estimate hotel trips.”*

Gorove/Slade Response: Upon further inspection of the March 1, 2018 CTR, a typographical error was found on page 10 in the third paragraph. The sentence in question states, “The WMATA Development-Related Ridership

Survey (DRRS) noted an average of 42 percent auto mode share for *retail*.” There is no retail in this project other than the required hotel restaurant. That sentence should state, “The WMATA DRRS noted an average of 42 percent auto mode share for *hotel*.”

3. *Excerpt from MCV memo: Gorove/Slade used hotel auto mode splits that were too low. Secondly, Gorove/Slade uses data for hotels that provide on-site parking for a hotel that does not have on-site parking.*

Gorove/Slade Response: As stated earlier, based on our coordination with DDOT, we completed a CTR without a TIA component consistent with the *DDOT Design and Engineering Manual*. An analysis of traffic capacity impacts was not required because the proposed zoning action of seeking relief for one loading dock does not warrant the need to perform a capacity analysis since the proposed density on-site, which is what drives traffic demand, would not change with the proposed zoning action. There is no on-site vehicle parking requirement in the D-4-R Zone, and therefore no parking relief, which would impact traffic demand, was required or requested.

As shown in Table 1 below, the mode splits assumed for the 923-925 5th Street Hotel were determined by comparing four (4) hotels in the Washington, D.C. metropolitan area that were presented in the WMATA DRRS. The 4 hotels from the WMATA DRRS were selected based on their relative distance to Metrorail. The transportation characteristics of the four hotels are detailed below:

- **Holiday Inn Arlington: 1,700 feet (1/3 mile) from Ballston-MU Station**
- **Embassy Suites Chevy Chase Pavilion: across the street from Friendship Heights Station**
- **Crystal Gateway Marriott: 550 feet (1/10 mile) from Crystal City Station**
- **Holiday Inn Silver Spring: 1,800 feet (1/3 mile) from Silver Spring Station**

The modal split assumptions used in the March 1, 2018 CTR were finalized by adjusting the average modal splits of the four hotels to account for the proposed hotel’s proximity to Metrorail and Metrobus stations, the lack of on-site parking being offered, and the downtown location. This resulted in the assumed modal splits presented in Table 1.

Table 1: Hotel Modal Split Assumptions in the Gorove/Slade 923-925 5th Street Hotel CTR

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
WMATA Ridership Survey (Holiday Inn Arlington)		67%	17%	17%		---	
WMATA Ridership Survey (Embassy Suites Chevy Chase Pavilion)		25%	38%	36%		---	
WMATA Ridership Survey (Crystal Gateway Marriott)		24%	34%	42%		---	
WMATA Ridership Survey (Holiday Inn - Silver Spring)		54%	12%	33%		---	
Average of Four Hotel Sites		42%	25%	33%			
Modal Split Assumed in CTR		35%	40%	25%			

Table 2 shows the modal split assumptions presented in the MCV Memo. The MCV Memo only includes the Holiday-Inn Arlington and Holiday Inn – Silver Spring in developing mode split assumptions. Based on a review of

the MCV memo, it overstates the hotel trip generation as it explicitly excludes the Crystal Gateway Marriott, which is closer to the District than the Holiday-Inn Arlington, and the Embassy Suites Chevy Chase Pavilion, which is closer to the District than the Holiday Inn – Silver Spring, in developing trip generation rates for a proposed hotel that is in the Downtown District. Additionally, the MCV memo completely excludes the other two hotels that are closer to the Metrorail station than the two that MCV selected. Therefore, the driving percentage used in the MCV memo is significantly higher than what was used in the CTR because the hotel sites selected were more car-oriented in location and nature, and not representative of the highly multi-modal, pedestrian friendly neighborhood in which the proposed hotel is located.

Table 2: Hotel Modal Split Assumptions in MCV Memorandum

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
WMATA Ridership Survey (Holiday Inn Arlington) farther from DC than Embassy Suites Chevy Chase Pavilion	67%		17%	17%		---	
WMATA Ridership Survey (Holiday Inn - Silver Spring) farther from DC than Crystal Gateway Marriott	54%		12%		33%	---	
Average	60.5%		14.5%		25%		

4. *Excerpt from MCV memo: Gorove/Slade did not duplicate vehicle trips to account for the vehicle drop-off and pick-up nature of valet parking. For a hotel that does not provide on-site parking and relies on valet parking a hotel guest would make the two trips similar to the hotel with on-site parking.*

Gorove/Slade: As presented in the March 1, 2018 CTR, there is an abundance of parking available near the proposed hotel with approximately 1,129 overnight parking spaces available with ½ mile of the hotel site. Although the hotel is geared toward non-driving patrons with convenient transit access to regional transportation hubs such as Union Station and National Airport, the hotel will be providing parking resources in the event that a hotel patron decides to drive to this hotel. The marketing materials for the hotel will identify the nearby parking facilities that hotel patrons can park at and walk to the hotel. Additionally, in order to address issues raised by the ANC, the hotel will be providing valet parking service for any hotel patrons that may choose to drive directly to the hotel. Additionally, the valet trip generation presented in the MCV memo is an accounting exercise to overinflate the actual hotel trip generation. A vehicle arrives and stops at the hotel entrance. It is then valeted to a parking garage, resulting in one vehicle trip added to the overall street network, not two trips.

5. *Excerpt from MCV memo: In order to verify the vehicle trip rates computed using WMATA data, we computed the vehicle trips using the trip generation data collected by DDOT for three hotels in the District. Using DDOT data, the AM peak hour inbound trips exceed 25 trips, therefore a full CTR is required.*

Gorove/Slade Response: As stated earlier, based on our coordination with DDOT, we completed a CTR without a TIA component consistent with the DDOT Design and Engineering Manual. An analysis of traffic capacity impacts was not required because the proposed zoning action of seeking relief for one loading dock does not warrant the

need to perform a capacity analysis since the proposed density on-site, which is what drives traffic demand, would not change with the proposed zoning action.

Additionally, the MCV memorandum overstates the trips because all of the DDOT–surveyed hotels have on-site parking, as opposed to the proposed hotel, which does not. Additionally, the proposed hotel is located in the Downtown District, where the parking requirement is zero spaces because of the convenient transit and transportation amenities in the neighborhood.

Loading Dock/AutoTURN Exhibits

- 6. Excerpt from MCV memo: Gorove/Slade did not demonstrate that the loading provided would be sufficient for the proposed hotel. The Applicant has not demonstrated that one loading dock would suffice for a hotel of 153 rooms (65,125 square feet).*

Gorove/Slade Response: As presented in the March 1, 2018 CTR, the proposed hotel is only expecting six (6) truck trips per day and will implement the detailed Loading Management Plan to ensure the loading dock provided is managed effectively to meet the project’s loading demand. The zoning requirement for the proposed hotel for loading is two loading spaces because the hotel is 65,125 s.f. in size, which is greater than 50,000 s.f. threshold that requires two loading spaces. In practice, there is no difference in loading demand for the proposed 65,125 s.f. hotel than a hotel barely meeting the 50,000 s.f. threshold. The hotel, either at the proposed size of 65,125 s.f. or at 49,999 s.f., would still generate approximately two truck trips per day as detailed in the attached memo prepared by the hotel operator, even though the loading requirement would be different under the Zoning Regulations. A memorandum detailing loading operation for the hotel is attached to this memorandum. The detailed Loading Management Plan that will be implemented will ensure the deliveries are actively managed to be accommodated in the proposed loading berth.

- 7. Excerpt from MCV memo: Gorove/Slade did not provide AutoTurn maneuvers that proved the loading dock could be accessed by an SU-30. The single loading dock is situated such that it would not be accessible based on the truck maneuvers developed using AutoTURN.*

Gorove/Slade Response: Inbound and outbound AutoTurn exhibits have been prepared and are attached to this memo. The exhibits show a 30-foot truck maneuvering in and out of the loading dock provided for the proposed hotel, with the truck entering from both K and Eye Streets NW.

- 8. Excerpt from MCV memo: The AutoTURN exhibits provided in the CTR indicate the public alley is not wide enough for both a truck and passenger vehicle to pass through at the same time. The alley is not wide enough to allow a truck and an automobile to pass through.*

Gorove/Slade Response: DDOT requires loading from the public alley for any property abutting an alley. Therefore, the DDOT Design and Engineering Manual requires that access to the loading dock be from the public alley to the rear of the proposed hotel. This condition would also be the same if the project was a matter-of-right project. The existing width 15-foot of the public alley between I and K Streets is prevalent in many public alleys throughout the District. Consequently, delivery truck drivers will be familiar with and capable of maneuvering through alleys, and the Loading Management Plan will ensure ease of loading from the alley. Additionally, the DDOT Design and Engineering Manual characterizes alleys as narrow Right-of-Ways between 8 and 80 feet; therefore, the 15-foot alley meets the DDOT standard.

The DDOT Driveway Design Manual regulates driveway policy to minimize the number of curb cuts in the public space to reduce the potential for pedestrian/vehicle conflict points. Therefore, any properties with access to a public alley are required to provide access for loading and parking from that alley.

9. *Excerpt from MCV memo: Gorove/Slade did not address all the operations occurring in the alley adjacent to the proposed hotel. Further, there is a lot of activity on this alley.*

Gorove/Slade Response: As stated above, the alley operates as expected given the urban, downtown location. The DDOT Driveway Design Manual regulates driveway policy to minimize the number of curb cuts in the public space to reduce the potential for pedestrian/vehicle conflict points. Therefore, any properties with access to a public alley are required to provide access for loading and parking from that alley. Furthermore, given the historic façade, a curb cut would be inappropriate. The detailed Loading Management Plan that will be implemented will ensure the deliveries are actively managed to be accommodated in the proposed loading berth.

The current and anticipated uses of the alley include, but not limited to 450 K Street's anticipated reopening of the ground-floor restaurant space, the SLS hotel project at the corner of Eye and 5th Streets NW, the use by Silo Restaurant, etc. The alley will be used and will operate similarly to many downtown alley networks.

10. *Excerpt from MCV memo: The Gorove/Slade AutoTURN shows that the trucks will clip the I Street building on the east side as it leaves the loading dock. Further, the outbound movement from the loading dock looks to be touching the edge of the loading dock wall.*

Gorove/Slade Response: The revised AutoTurn exhibits attached to this memo demonstrate that 30-foot truck maneuvers do not clip the I Street building. Also shown on the revised AutoTurn exhibits, the outbound truck movement from the proposed hotel loading dock does not encroach the edge of the loading dock wall.

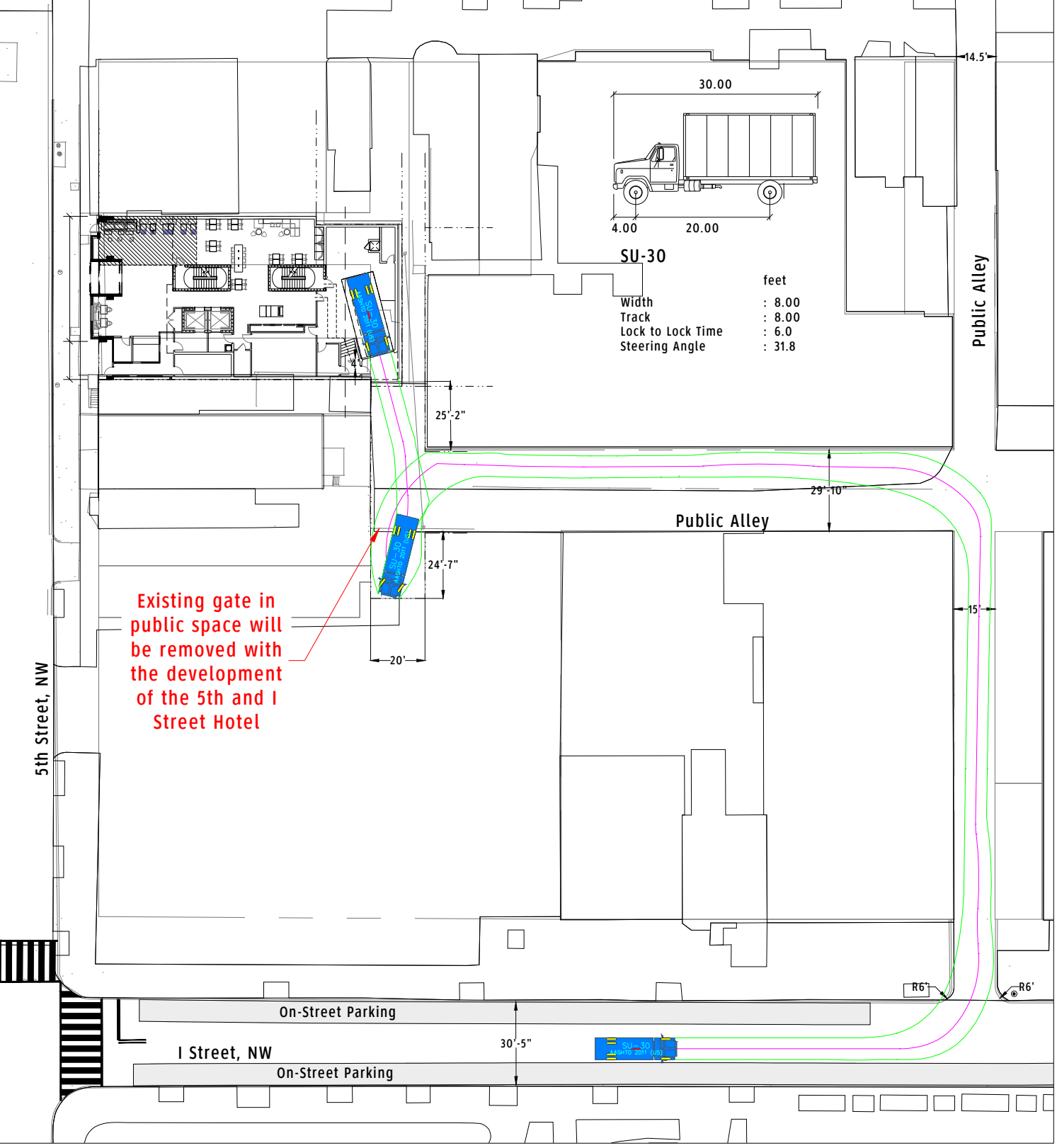
11. *Excerpt from MCV memo: The AutoTURNs do not take into account the on-street parking along both sides of I Street NW (inbound and outbound)"*

Gorove/Slade Response: The AutoTurn exhibits presented in the March 1, 2018 CTR did not account for on-street parking. The revised AutoTurn exhibits attached to this memo show 30-foot trucks maneuvering in and out of the alley from I Street without encroaching the on-street parking spaces.

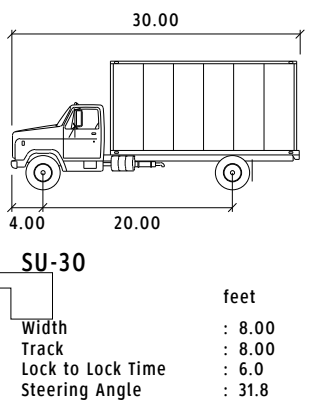
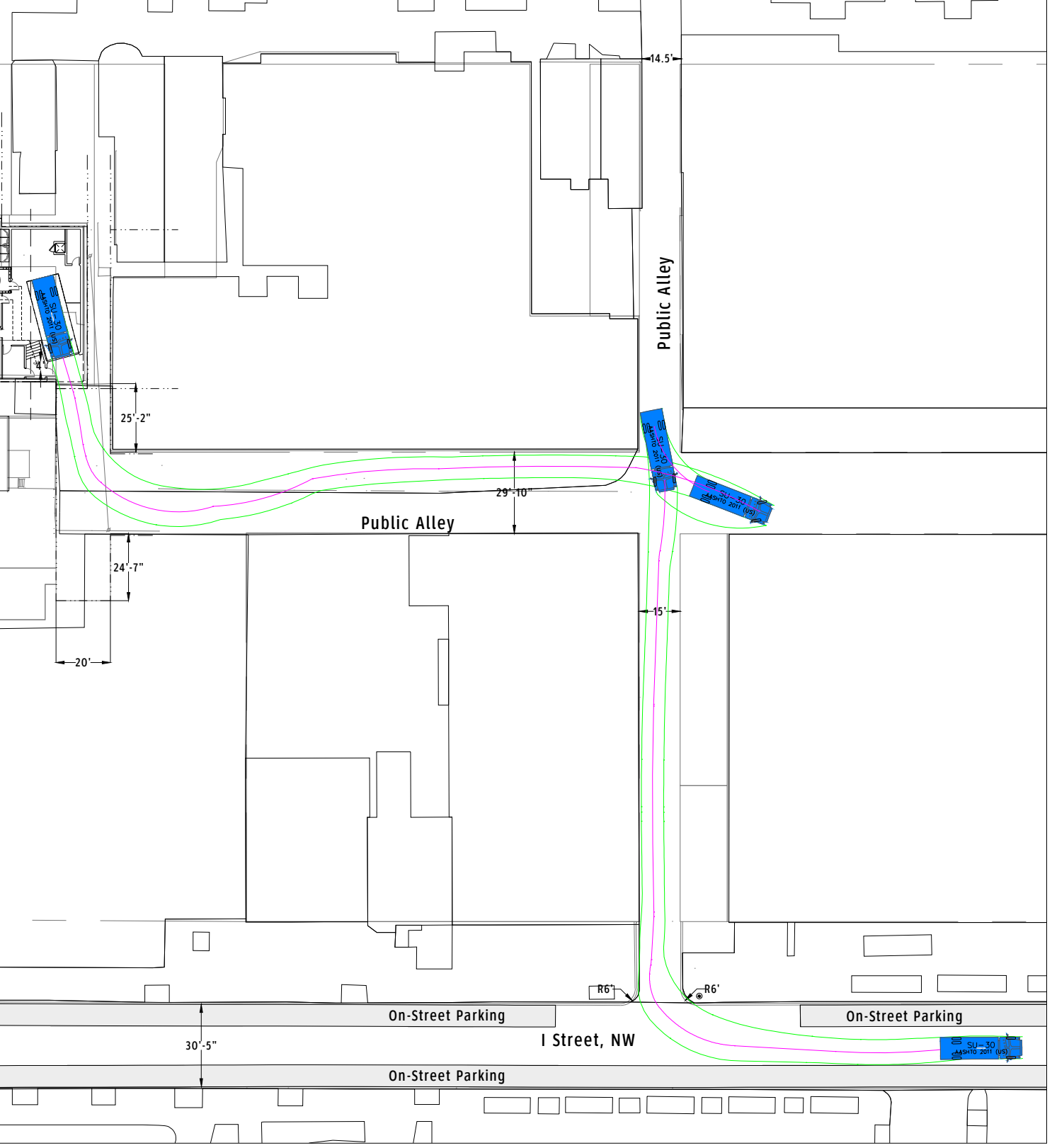
12. *Excerpt from MCV memo: The location of the loading dock for the proposed hotel is in a narrow alley requiring back in maneuvers. The site's alley access is constrained by existing walls on adjacent properties, limiting entry aisle of the alley to be 11.5 feet wide. The trucks will need to back into the proposed angled space of 11.5 feet, which will require the removal of an existing fence at the alley's hammerhead.*

Gorove/Slade Response: The revised AutoTurn exhibits attached to this memo demonstrate the 30-foot-long truck (8 feet wide) will be able to maneuver through the 11.5 feet wide entry aisle. It should be noted, the existing fence called out in the MCV memo will be removed as part of the proposed development at the corner of 5th Street and I street as it is in public right-of-way. The removal of the fence allows the inbound maneuver to reach the proposed loading dock. Furthermore, the vast majority of loading docks are designed to accommodate back-in/head-out maneuvers; therefore, truck drivers are used to doing back-in movements in almost all circumstances without the need for additional assistance from another person guiding the driver.

Inbound from I Street, NW

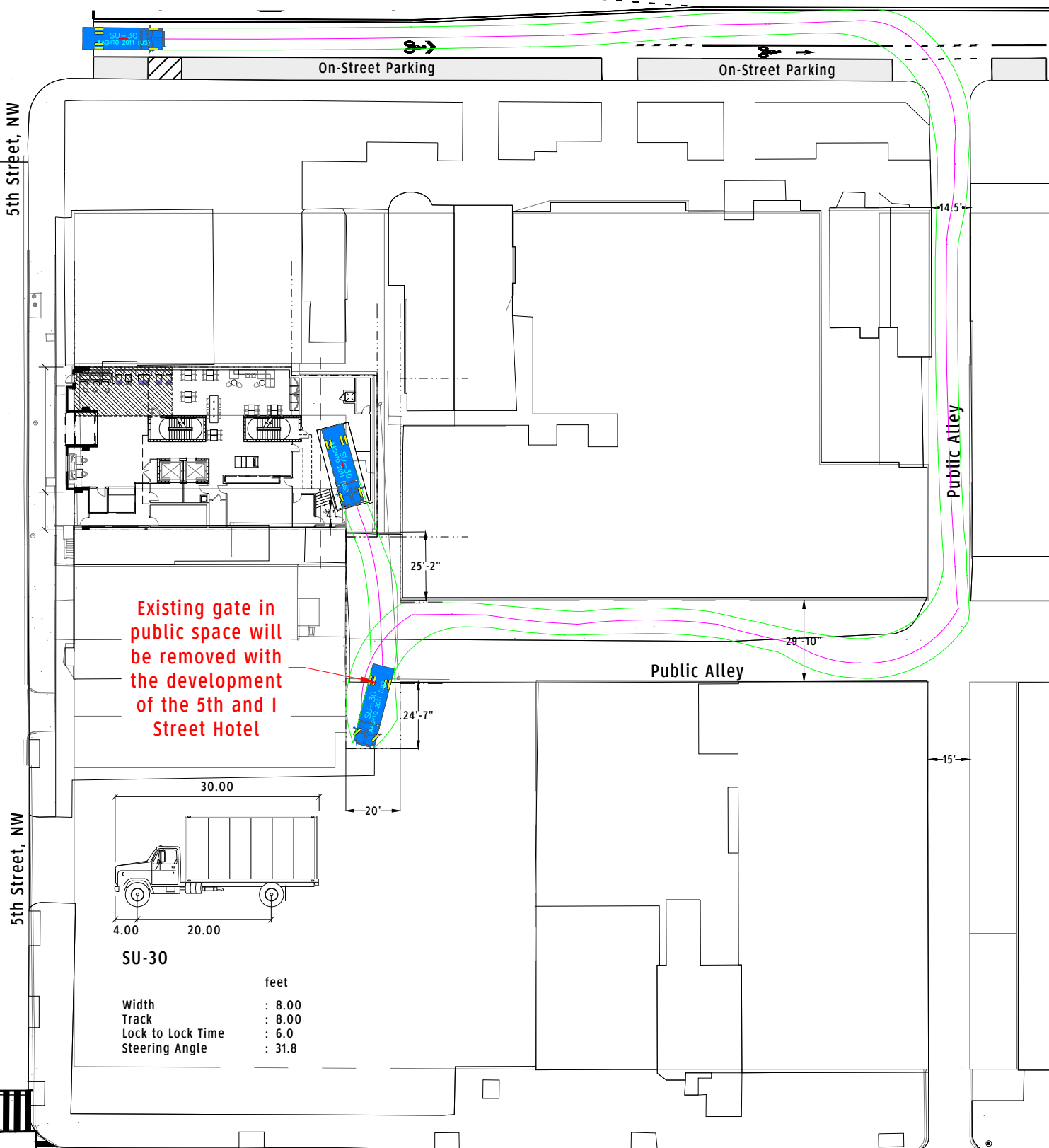


Outbound to I Street, NW

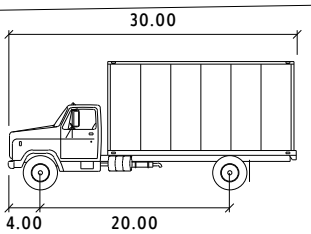


Inbound from K Street, NW

K Street, NW



Existing gate in public space will be removed with the development of the 5th and I Street Hotel

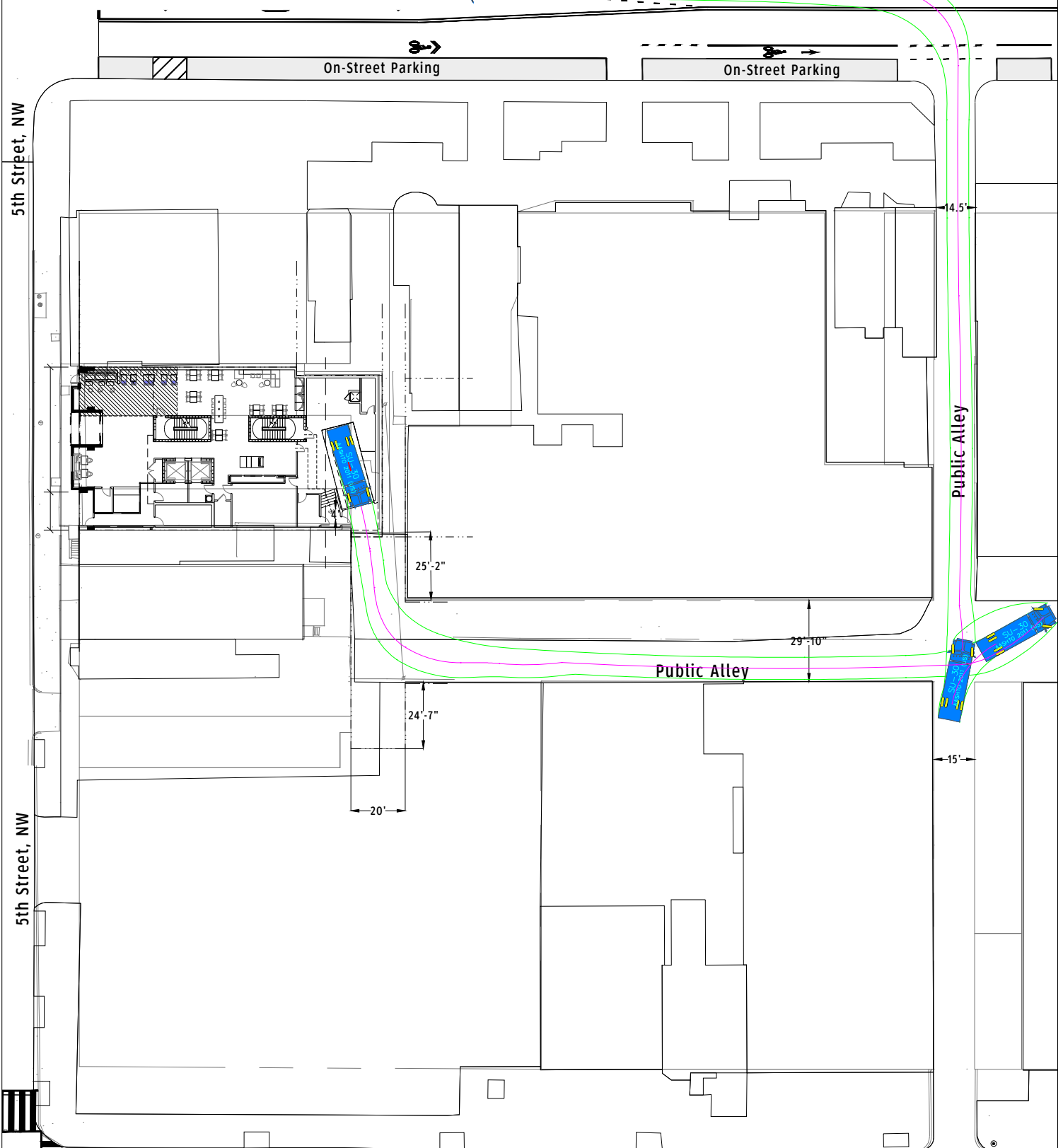


SU-30

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

Outbound to K Street, NW

K Street, NW



DONOHOE

Integrity and Vision Since 1884

April 17, 2018

Brad Kline
Kline Associates

Re: 923-927 5th Street – Vehicular Ops

Dear Brad,

In response to your request for a breakdown of alley truck deliveries, we anticipate food deliveries twice a week, other food and beverage related deliveries four times per month, trash deliveries 3-4 times per week and housekeeping and engineering supplies once a week. While the food delivery trucks can fluctuate based on the delivery route, they tend to average about 26-feet. The other trucks tend to be between 16-22 feet.

Let us know if there is anything else you need.

Kind regards,

Thomas Penny



7101 Wisconsin Avenue, Suite 700
Bethesda, MD 20814

202.333.0880

CONSTRUCTION

REAL ESTATE

HOSPITALITY

DEVELOPMENT

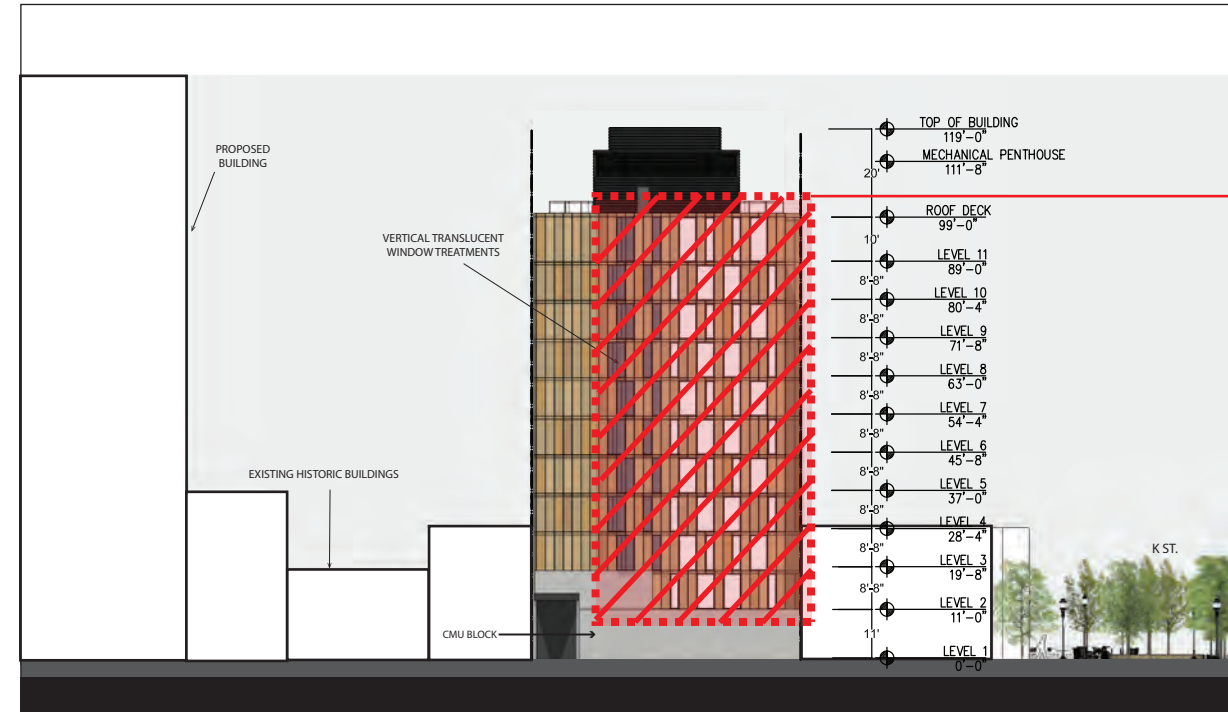
DONOHOE.COM

FACILITIES MANAGEMENT

EXHIBIT D



WEST ELEVATION



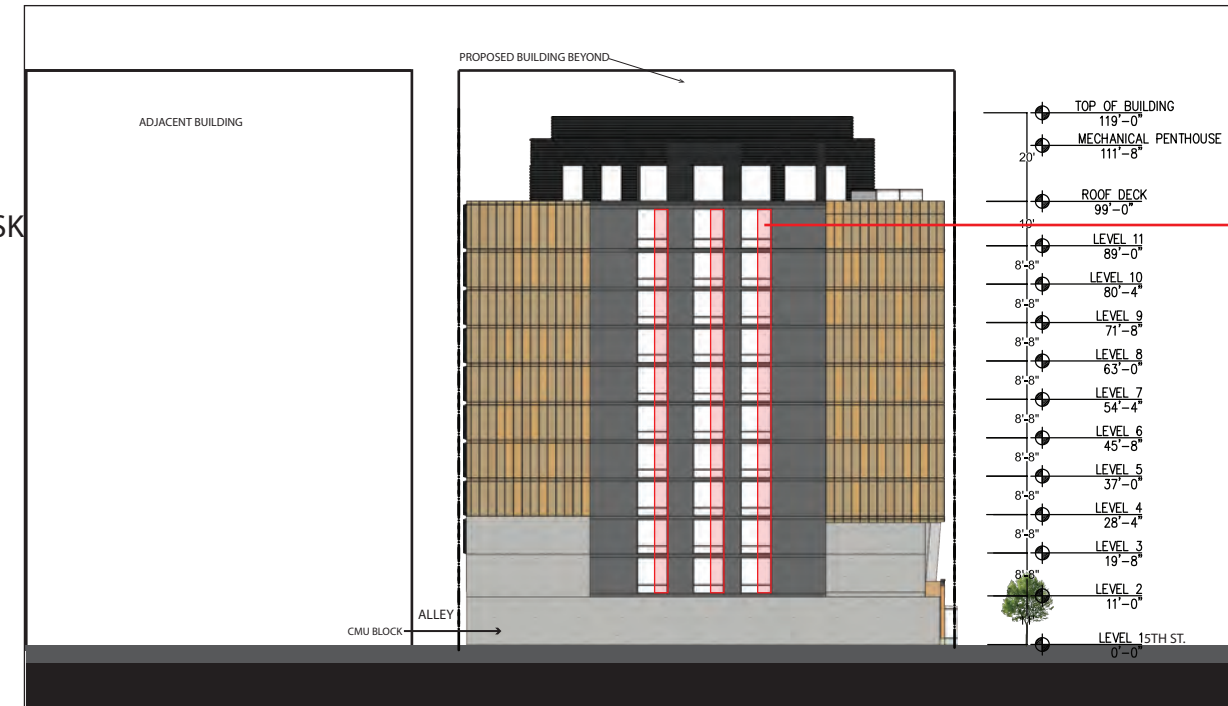
WINDOWS AT RISK

EAST ELEVATION



WINDOWS AT RISK

SOUTH ELEVATION
COURT OPENING: 2,985 SF
WINDOWS: 1,606 SF (54%)



WINDOWS AT RISK

NORTH ELEVATION
COURT OPENING: 4,936 SF
WINDOWS: 1,750 SF (35%)

EXHIBIT E

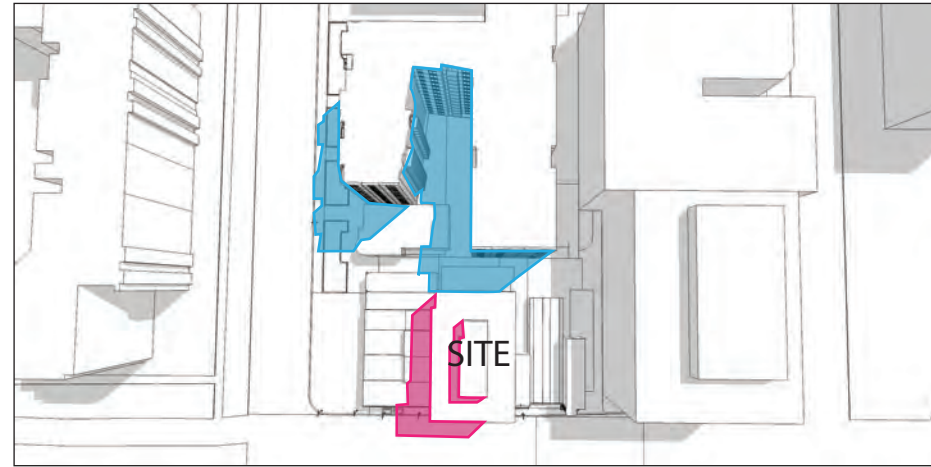
JULY 20TH

- SHADOW OF PROPOSED BUILDING
- SHADOW OF 450K APARTMENT

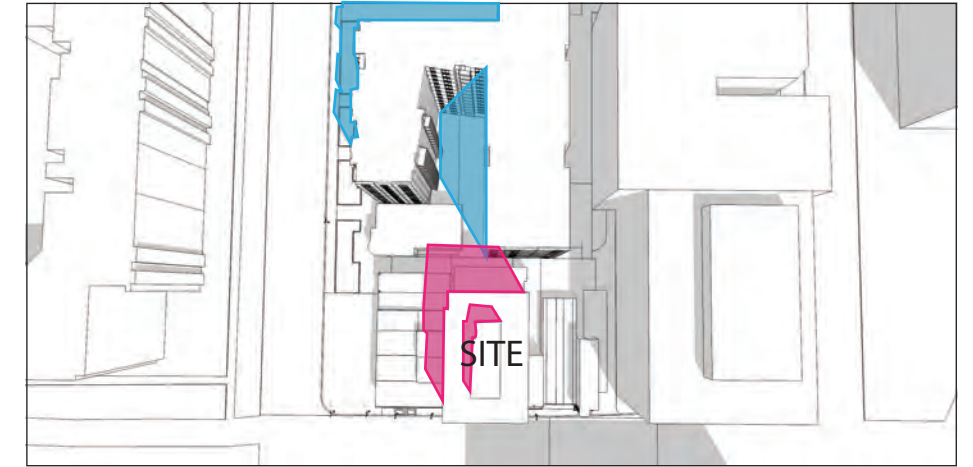
MATTER OF RIGHT



9:00 AM

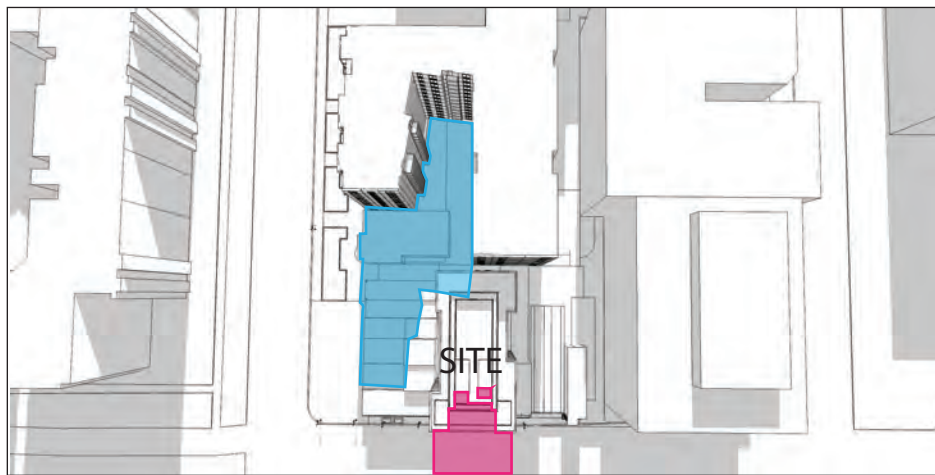


12:00 PM



3:00 PM

PROPOSAL



9:00 AM



12:00 PM



3:00 PM

JANUARY 20TH

- SHADOW OF PROPOSED BUILDING
- SHADOW OF 450K APARTMENT

MATTER OF RIGHT



9:00 AM



12:00 PM



3:00 PM

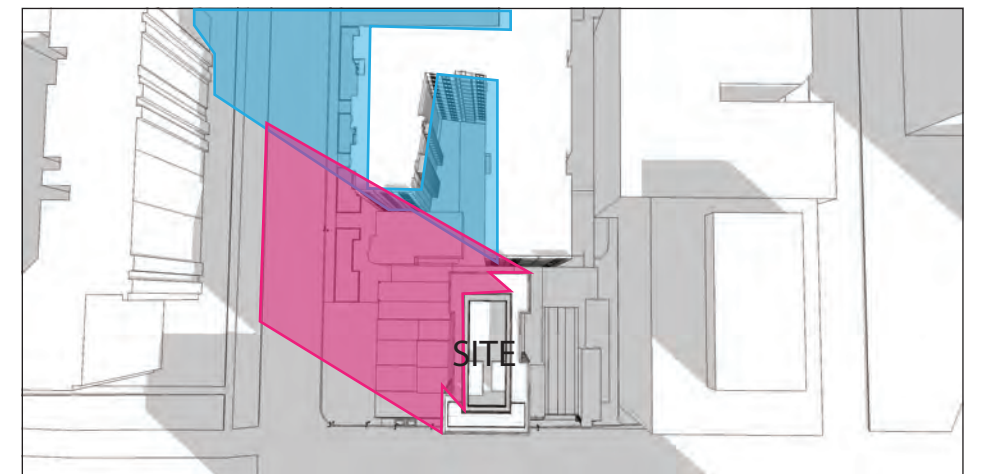
PROPOSAL



9:00 AM



12:00 PM



3:00 PM

EXHIBIT F

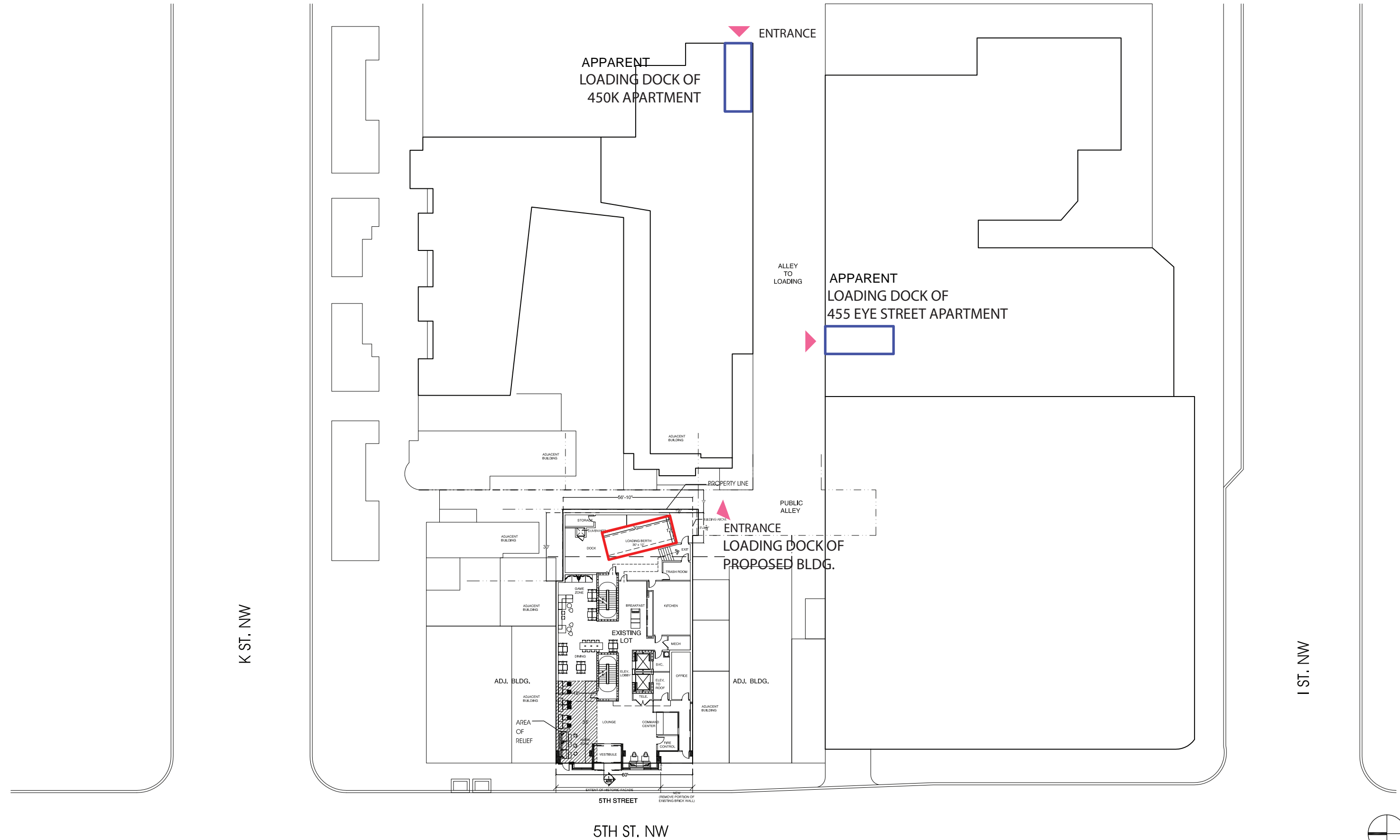
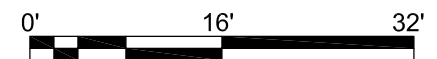
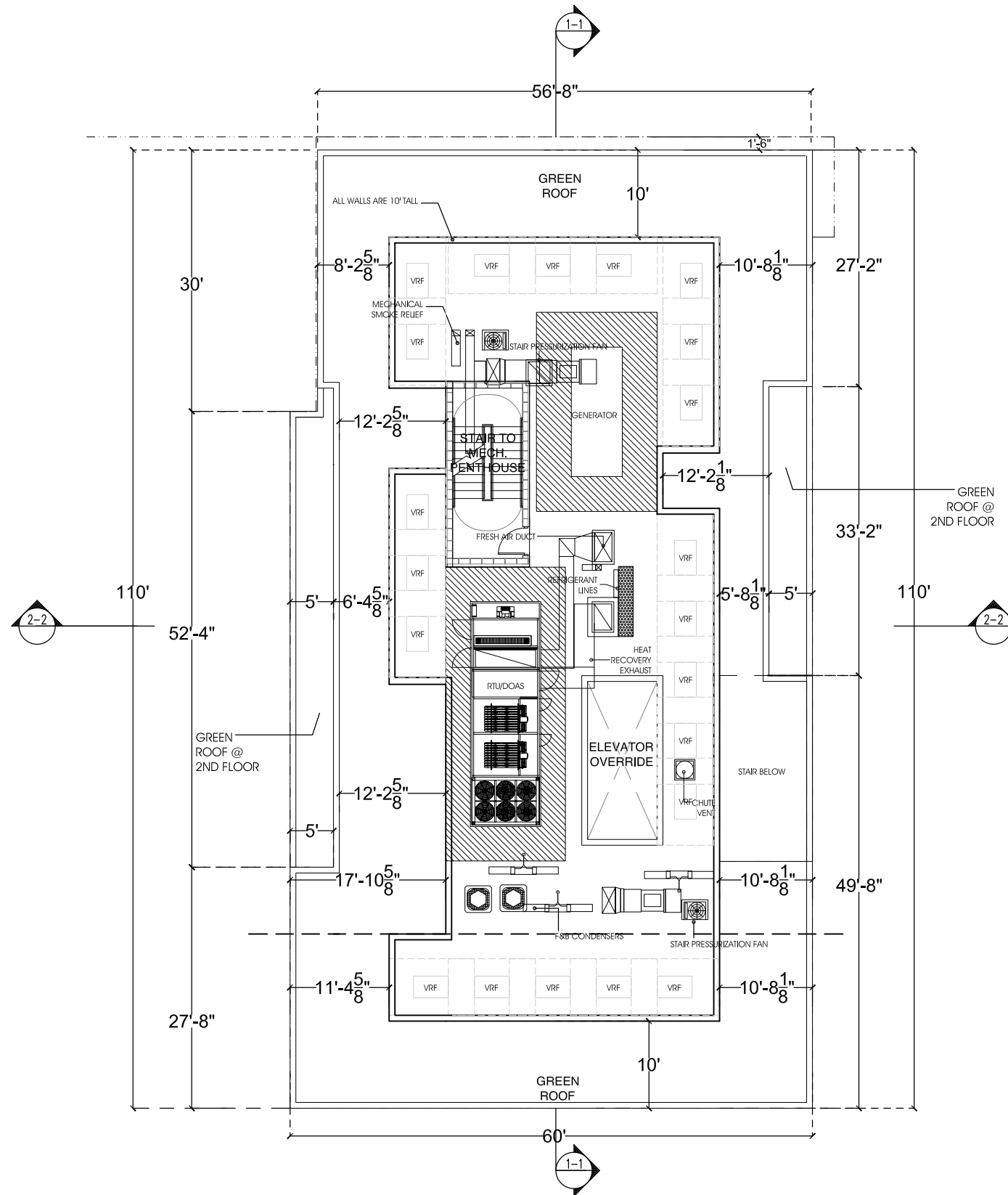


EXHIBIT G

MECHANICAL AREA SUMMARY

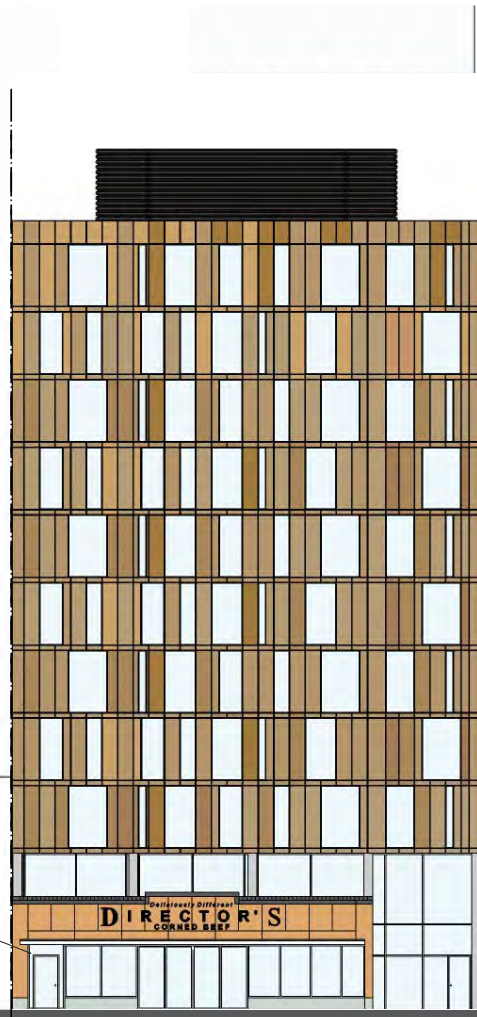
MECHANICAL: 3,127 SF



BUILDING BEYOND

EXISTING HISTORIC BUILDING

EXISTING HISTORIC FACADE



	TOP OF BUILDING	109'-0"
10'	ROOF PARAPET	99'-0"
10'	LEVEL 11	89'-0"
8'-8"	LEVEL 10	80'-4"
8'-8"	LEVEL 9	71'-8"
8'-8"	LEVEL 8	63'-0"
8'-8"	LEVEL 7	54'-4"
8'-8"	LEVEL 6	45'-8"
8'-8"	LEVEL 5	37'-0"
8'-8"	LEVEL 4	28'-4"
8'-8"	LEVEL 3	19'-8"
8'-8"	LEVEL 2	11'-0"
11'	EXISTING HISTORIC BUILDINGS	
	LEVEL 1	0'-0"

PROPOSED BUILDING



923-927 5TH ST. HOTEL
SHEET | A021

EAST ELEVATION

SCALE: 1/16" = 1'-0"
DATE: 05.04.2018



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ADJACENT BUILDING

PROPOSED BUILDING BEYOND

CMU BLOCK

ALLEY



	TOP OF BUILDING	109'-0"
10'	ROOF PARAPET	99'-0"
10'	LEVEL 11	89'-0"
8'-8"	LEVEL 10	80'-4"
8'-8"	LEVEL 9	71'-8"
8'-8"	LEVEL 8	63'-0"
8'-8"	LEVEL 7	54'-4"
8'-8"	LEVEL 6	45'-8"
8'-8"	LEVEL 5	37'-0"
8'-8"	LEVEL 4	28'-4"
8'-8"	LEVEL 3	19'-8"
8'-8"	LEVEL 2	11'-0"
	LEVEL 15TH ST.	0'-0"

BUILDING BEYOND

BUILDING

5TH ST.



CMU BLOCK

ALLEY

10'

10'	TOP OF BUILDING	109'-0"
	ROOF PARAPET	99'-0"
10'	LEVEL 11	89'-0"
8'-8"	LEVEL 10	80'-4"
8'-8"	LEVEL 9	71'-8"
8'-8"	LEVEL 8	63'-0"
8'-8"	LEVEL 7	54'-4"
8'-8"	LEVEL 6	45'-8"
8'-8"	LEVEL 5	37'-0"
8'-8"	LEVEL 4	28'-4"
8'-8"	LEVEL 3	19'-8"
8'-8"	LEVEL 2	11'-0"
11'	LEVEL 1	0'-0"

923-927 5TH ST. HOTEL
SHEET I A023

SOUTH ELEVATION

SCALE: 1/16" = 1'-0"
DATE: 05.04.2018

FILLAT+
ARCHITECTURE