

September 4, 2015

VIA ELECTRONIC SUBMISSION

Mr. Anthony J. Hood
Chairman
D.C. Zoning Commission
441 4th Street NW
Suite 210S
Washington, DC 20001

Re: **Zoning Commission Case No. 08-33C – PUD Modification Application-
Supplemental Statement of the Applicant**

Dear Chairman Hood and Members of the Zoning Commission:

This letter and the attached materials serve as Conference Center Associates I, LLC's (the "**Applicant**") supplemental pre-hearing statement for the above-mentioned application which will be the subject of the Zoning Commission's Public Hearing on September 24, 2015.

Proposed Witnesses and Outline of Testimony, Estimated Time of Applicant's Presentation

The Applicant will have two witnesses and expects that the total time of its testimony for this PUD modification application will be approximately 15 minutes. The Applicant requests that both witnesses be admitted as expert witnesses in the following areas:

- 1) Sean Stadler – Principal Designer, WDG Architecture – expert in architecture; and
- 2) Erwin Andres – Transportation consultant, Gorove /Slade Associates – expert in traffic engineering.

Both Mr. Stadler and Mr. Andres were admitted as experts in the initial application in the areas mentioned above. For your convenience, outlines of their testimony and copies of their resumes are attached as Exhibit A.

Transportation Issues

After this PUD Modification Application was set-down for a public hearing, the Applicant and its transportation engineers met with representatives of the District Department of Transportation ("DDOT") to discuss the proposed modifications to the hotel and conference

center. On August 21, 2015, the Applicant filed a technical memorandum with DDOT which analyzed the number of vehicular trips that will be generated by the modified PUD project. This memorandum concluded:

As a result, the modification to the development program would generate 9 additional AM peak hour trips (6 inbound and 3 outbound), 11 additional PM peak hour trips (6 inbound and 5 outbound), and 138 additional daily trips. The additional trips generated by the modified development program are minimal and would not result in any significant additional impact beyond that previously studied in the 2008 TIS. In addition, these additional trips would not meet DDOT Comprehensive Transportation Review (CTR) thresholds for additional vehicular study were they considered alone. DDOT CTR guidelines state that developments generating more than 25 peak hour trips in the peak direction should be studied for vehicular impacts, suggesting that developments generating less than this threshold would have minimal additional impact. Since the modified program would generate only 6 additional peak hour trips in the peak inbound direction in both the AM and PM peak hours, there will not be a significant adverse impact associated with the additional rooms and conference square footage, due to the resulting minimal increase in vehicular trips.

A copy of the technical memorandum is included as Exhibit B. As noted in the June 29, 2015 statement in support of the PUD modification application, the Applicant is not proposing any substantive changes to the benefits and amenities package which was approved by the Zoning Commission in Case No. 08-33. The only modification that is being proposed to the benefits and amenities package is to change the reference from ANC 5C (the previous ANC) to ANC 5A (the ANC in which the property is currently located) in Condition Nos. 14, 15, and 17. The Applicant is similarly not proposing any changes to the traffic and parking mitigations that were included in Condition Nos. 6-8 of Order No. 08-33. The Applicant will continue to be responsible for satisfying all of the elements of Condition Nos. 6-8 in this modified application.

In discussions with DDOT, the Applicant also noted that the second stage PUD application for the remainder of the property will include a more detailed Traffic Impact Study based on the updated plans and uses that are proposed for the remainder of the project. This more detailed Traffic Impact Study will provide updated traffic counts, to be taken in September of 2015, and will be better able to help the Applicant and DDOT make a determination as to whether any new mitigation measures need to be undertaken as a result of this entire project.

DDOT representatives also requested that the Applicant provide additional information which provides more detail on the public right-of-way configuration for the portions of the North Capitol Street ramp and Irving Street that will lead into the Irving Street access into the site. That analysis is included in the attached Exhibit C. It is the Applicant's understanding that the ultimate configuration of the public right-of-way adjacent to the site will be reviewed and approved through DDOT permitting processes (which may include the DDOT Policy and Process for Access to the DC Interstate and Freeway System and the public space permitting process) and that the Applicant and DDOT will work together to create the appropriate public right-of-way configuration. The Applicant understands that it will be responsible for the design, process/approvals, costs, and construction associated with this re-configuration of the public right-of-way. The Applicant agrees that construction of the approved re-configuration of the

public right-of-way must be completed prior to the issuance of a certificate of occupancy for the hotel and conference center.

GAR Scorecard

The Office of Planning requested that the Applicant provide a GAR scorecard for this PUD modification application. While the GAR regulations do not apply to this PUD Modification, as the requirements of §3401.5 are not satisfied (the PUD Modification does not result in an increase of lot occupancy or impervious surface area of more than 20%), the Applicant has prepared a GAR scorecard and has included that scorecard as Exhibit D. This GAR scorecard shows that the proposed project will achieve a GAR ratio of 0.30, which exceeds the 0.25 ratio required for projects located in the C-3-A Zone District.

Exhibits

The following exhibits are attached to this letter:

Exhibit A – Outlines of witness testimony and resumes of Mr. Stadler and Mr. Andres;

Exhibit B – Gorove/Slade Associates Technical Memorandum - Trip Generation Comparison;

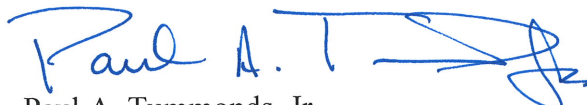
Exhibit C – Additional Information on Public Right-of-Way Configuration of Irving Street and Michigan Avenue; and

Exhibit D - GAR Scorecard for the PUD Modification Application.

Conclusion

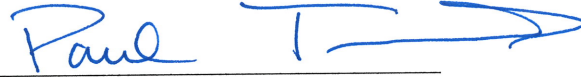
The Applicant looks forward to presenting this PUD Modification application to the Zoning Commission on September 24, 2015.

Sincerely,


Paul A. Tummonds, Jr.

CERTIFICATE OF SERVICE

I hereby certify that I sent a copy of the foregoing document to the following addresses on September 4, 2015 by E-Mail and First Class Mail:



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