

May 8, 2018



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VIA IZIS

Frederick Hill, Chairperson
Board of Zoning Adjustment
441 4th Street NW Suite 210S
Washington, DC 20001

**Re: BZA Application 19722 - 923-927 5th Street NW
Reissued Technical Memorandum**

Dear Chairperson Hill and Members of the Board:

On behalf of Kline Operations, LLC (the "Applicant"), please find enclosed the Reissued Technical Memorandum ("Memorandum") with technical corrections by Gorove Slade Associates. The original Memorandum, dated March 1, 2018, is filed in the BZA record at Exhibit No. 39B.

Gorove Slade Associates prepared this Memorandum with technical corrections to address items that were brought to its attention at the public hearing in this case on April 4, 2018. Accordingly, the reissued Memorandum contains three new exhibits: 1) a letter from Donohoe Construction regarding the number of anticipated vehicular trips to the Property for loading and delivery purposes; 2) updated AutoTurn Analysis diagrams; and 3) detailed trip generation calculations in chart form.

Thank you for your attention to this matter. We look forward to presenting at the continued limited hearing on May 16, 2018.

Sincerely,

COZEN O'CONNOR

A handwritten signature in blue ink, appearing to read "Meridith H. Moldenhauer", written over a horizontal line.

Meridith H. Moldenhauer
Alyssa L. Bigley
1200 19th Street NW
Washington, DC 20036

TECHNICAL MEMORANDUM

To: Bradford Kline
Kline Operations, LLC

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

Date: May 4, 2018

Subject: 923-927 5th Street, NW BZA Hotel Comprehensive Transportation Review

INTRODUCTION

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) conducted for the 923-927 5th Street, NW hotel project in support of its Boarding of Zoning Adjustment (BZA) application (BZA Case Number 19722). The site is located in Ward 2 in northwest Washington, DC. The site is bounded by adjacent properties to the north and south, a public alley to the east, and 5th Street NW to the west, as shown on Figure 1. This project consists of redeveloping the site which currently consists of four (4) existing lots (lots 827, 828, 829, and 833) at 923-927 5th Street, NW. The existing buildings on the site were razed with the exception of the building facades on lots 827-829 which will be retained as part of the development. The resulting development will be an 11-story hotel containing approximately 153 rooms.

The Applicant is seeking an area variance from the loading requirements of 11 DCMR § 901.1, which requires two (2) 30-foot loading berths for the proposed hotel use of 65,125 sf. The Applicant proposes to provide one (1) 30-foot loading berth due to the constrained footprint of the site and the difficulty in providing two (2) berths with a narrow alley entrance. It is important to note that although the zoning requirements require 2 loading berths for hotels larger than 50,000 s.f., there is no difference in the loading needs associated with a hotel that is less than 50,000 s.f. Those needs still include trash, linen, food, beverage, vending and business deliveries. A loading management plan will be implemented to prevent queuing and spillback of loading trucks onto the local roadways.

As allowed by zoning within the Downtown “D” area, the proposed hotel development will not provide on-site parking, which complies with the zoning requirement of zero parking spaces. The proposed hotel takes advantage of the nearby convenient transportation facilities. The hotel will inform guests that there are several off-site parking facilities that are available for hotel guests who choose to drive and will offer valet parking for those guests that choose to drive to the hotel.

The purpose of this study is to evaluate the development based on DDOT’s CTR standards and, more specifically, the site’s ability to meet the loading demands generated by its proposed use. Based on a review of the surrounding transportation infrastructure, the site’s design, and the loading demands of the development, the project will accommodate the loading demands.



Figure 1: Study Area

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The following conclusions were made regarding the 923-927 5th Street, NW hotel development:

- The abundant supply of off-street parking options along with the available valet parking will adequately serve the project given the site's location near several garages with overnight parking.
- The site's adequate access to transit, as well as improving bicycle and pedestrian facilities and other new development in the area, results in a safe and effective environment for non-auto transportation access to the site.
- The development will request an area variance in the number of loading facilities and a loading management plan will be established to mitigate any potential effects on the local roadway network.
- A TDM plan for the development will include the implementation of on-site services and bicycle amenities

This section provides a review of the existing transit, bicycle, and pedestrian facilities in the vicinity of the site. The site is served by Metrobus, and is a seven (7) minute walk (0.3 miles) to either the Mt. Vernon Square/7th Street-Convention Center or Gallery Place-Chinatown Metrorail stations. The project site is also served by a pedestrian network consisting of sidewalks and crosswalks along the streets surrounding the project site. Additionally, the site is served by an on-street bicycle network, consisting of bicycle lanes, shared lanes, and signed bicycle routes.

EXISTING CONDITIONS

Transit

The site is serviced by Metrobus along multiple primary corridors with multiple bus stops located adjacent to the site. These bus lines connect the site to many areas of the District, Maryland, and Virginia, including several Metrorail stations. The site study area is currently served by the D4, G8, P6, 42, 70, 74, and 80 Metrobus local routes, the 79, X2, and X9 MetroExtra routes, the DC Circulator, and Regional Buses from Maryland and Loudoun County, Virginia. Of these routes, the D4 and P6 routes stop closest to the site with stops along K Street and 5th Street. 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. Bus stops for all of the lines mentioned can be reached within a 10-minute walk of the site.

The closest Metrorail stations are the Mt. Vernon Square/7th Street-Convention Center and Gallery Place-Chinatown stations which are located approximately 0.3 miles (a seven (7) minute walk) from the site. Of particular note, the Gallery Place-Chinatown station allows travelers to utilize the Red, Green, and Yellow lines, with direct service to Union Station, located two stations east. Connections to the Blue, Orange, and Silver lines may be made at the Metro Center station, located one stop westbound on the Red line. This convenient location allows much of the DC metropolitan area to be accessible from the hotel site. Existing transit facilities surrounding the site are shown on Figure 2.

Table 1: Bus Route Information

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
D4	Ivy City-Franklin Square Line	Weekdays: 4:26 AM-12:45 AM Weekend: 5:01 AM-12:49 AM	14-36 min	<0.1 miles, 1 minute
G8	Rhode Island Avenue Line	Weekdays: 5:13 AM-12:12 AM Weekend: 5:49 AM-2:15 AM	6-41 min	0.4 miles, 8 minutes
P6	Anacostia-Eckington Line	Weekdays: 4:59 AM-2:07 AM Weekend: 5:37 AM-2:05 AM	8-42 min	<0.1 miles, 1 minute
42	Mount Pleasant Line	Weekdays: 4:39 AM-3:20 AM Weekend: 4:50 AM-3:20 AM	6-35 min	0.4 miles, 9 minutes
70	Georgia Avenue-7th Street Line	Weekdays: 24 Hour Service Weekend: 24 Hour Service	2-41 min	0.2 miles, 5 minutes
74	Convention Center-Southwest Waterfront Line	Weekdays: 4:45 AM-12:14 AM Weekend: 4:50 AM-12:21 AM	10-26 min	0.1 miles, 2 minutes
79	Georgia Avenue Limited Line	Weekdays: 6:07 AM-7:41 PM Weekend: 6:08 AM-7:42 PM	7-19 min	0.2 miles, 5 minutes
80	North Capitol Street Line	Weekdays: 4:48 AM-1:50 AM Weekend: 5:00 AM-2:25 AM	7-45 min	0.2 miles, 5 minutes
X2	Benning Road-H Street Line	Weekdays: 24 Hour Service Weekend: 24 Hour Service	3-58 min	0.2 miles, 5 minutes
X9	Benning Road-H Street Limited Line	Weekdays: Eastbound 6:43 AM-6:44 PM Westbound 6:56 AM-6:40 PM	14-20 min	0.3 miles, 7 minutes
220	Annapolis to Washington, D.C. MTA Line	Weekdays: Westbound 5:55 AM-9:07 AM Eastbound 12:34 PM-6:52 PM	13-36 min	0.1 miles, 2 minutes
240	Kent Island to Washington, D.C. MTA Line	Weekdays: Westbound 6:14 AM-8:30 AM Eastbound 3:39 PM-6:07 PM	20-46 min	0.1 miles, 2 minutes
260	Severna Park/Davidsonville to Washington, D.C. MTA Line	Weekdays: Westbound 6:02 AM-8:57 AM Eastbound 3:34 PM-6:04 PM	30-35 min	0.1 miles, 2 minutes
LCT	Loudoun County Transit	Weekdays: Eastbound 7:09 AM-9:17 AM Westbound 3:35 PM-4:13 PM	7-74 min	0.3 miles, 6 minutes
DC Circulator	Georgetown-Union Station Line	Monday-Thursday: 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

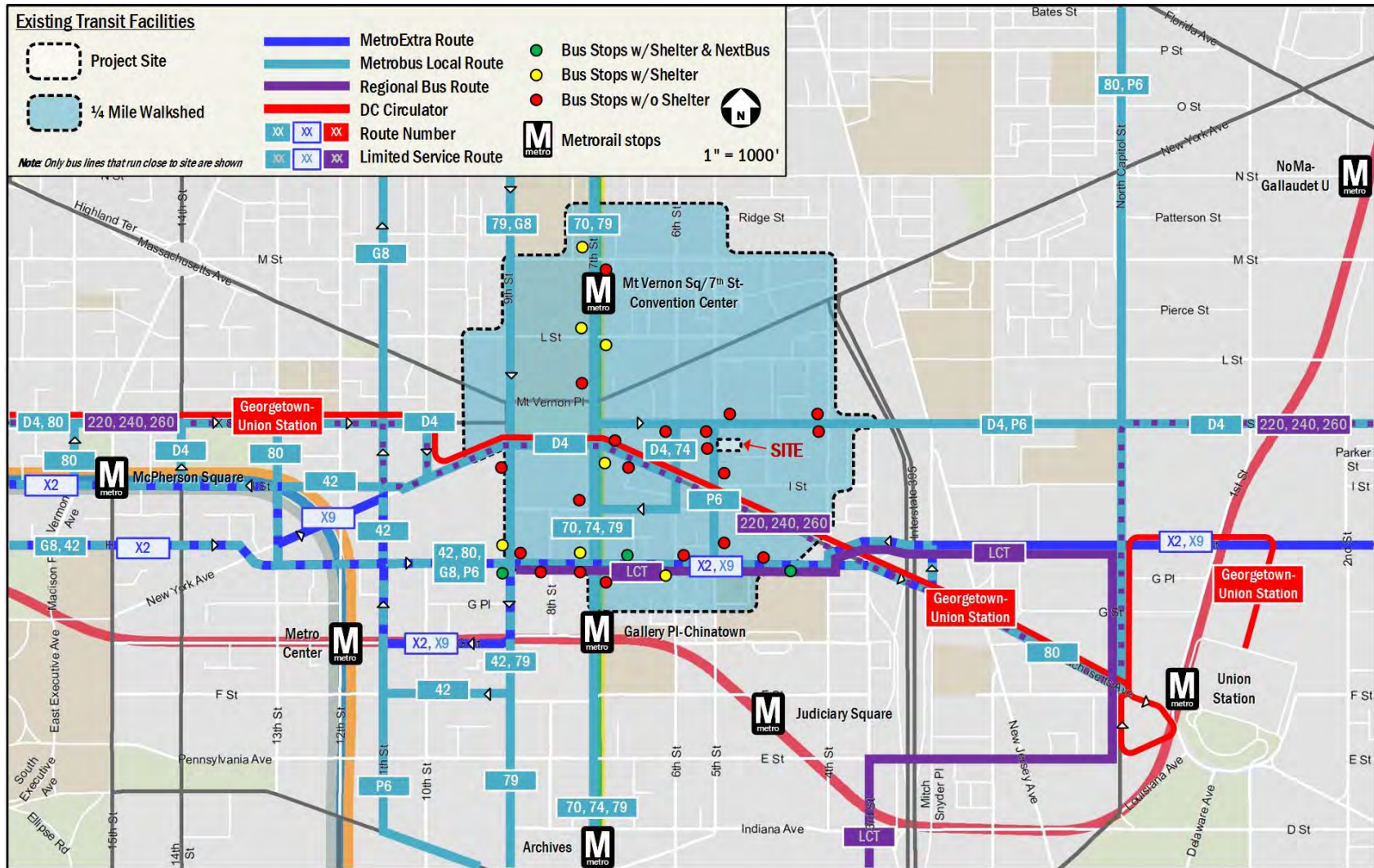


Figure 2: Existing Transit Service

Bicycle Facilities

Although the proposed development is located in the high-traffic downtown area, the site is surrounded by local roadways that contain excellent bicycle facilities which include signed bicycle routes and bicycle lanes. Figure 3 illustrates the existing bicycle facilities in the area.

North-south connectivity is achieved with bicycle lanes along 5th Street (northbound only), 7th Street (two-way), 9th Street (southbound only), 10th Street (southbound only), and 11th Street (two-way). Many of these north-south routes connect with the Pennsylvania Avenue cycle track, which provide connections to the 15th Street cycle tracks to the west and the U.S. Capitol to the east. These facilities link to neighborhoods in Northeast, Southeast, and Southwest. Direct connectivity to the site is achieved via the shared lane along K Street, between 7th Street and 3rd Street. Crosstown connectivity is achieved through bicycle lanes along New York Avenue towards the White House and E Street towards Union Station. Union Station is the starting point for the Metropolitan Branch Trail, which travels parallel to the Red Line northbound towards Silver Spring, Maryland, using a combination of on-road and off-road trails. A Capital Bikeshare station with 19 bicycle docks currently exists along 5th Street between K and L Streets, immediately north of the site. Additionally, there is a Capital Bikeshare station with 19 bicycle docks on the south side of Massachusetts Avenue at 5th Street, south of the site.

Using these connections along local roadways and signed bicycle 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 adequate bicycle parking within the hotel cellar, meeting zoning requirements.

Further additions will be made to the bicycle infrastructure present in the vicinity of the site, as shown in the MoveDC plan. DDOT's proposed bicycle infrastructure for the roadways in the vicinity of the proposed development includes multi-use trails, on-street bike lanes, and signed bicycle routes. Most notably, the plan calls for an extension of the M Street cycle track from Thomas Circle (14th Street, NW) to Florida Avenue, NW and construction of cycle tracks along 4th Street, 5th Street, and 6th Street, NW in the vicinity of the site, which will significantly improve conditions for non-auto modes along this high volume corridor. These improvements are currently prioritized as Tier 1 and Tier 2 investments, however, none of the projects mentioned are currently funded. In general, these facilities will significantly improve bicycling conditions in the study area and may lead to higher rates of cycling.

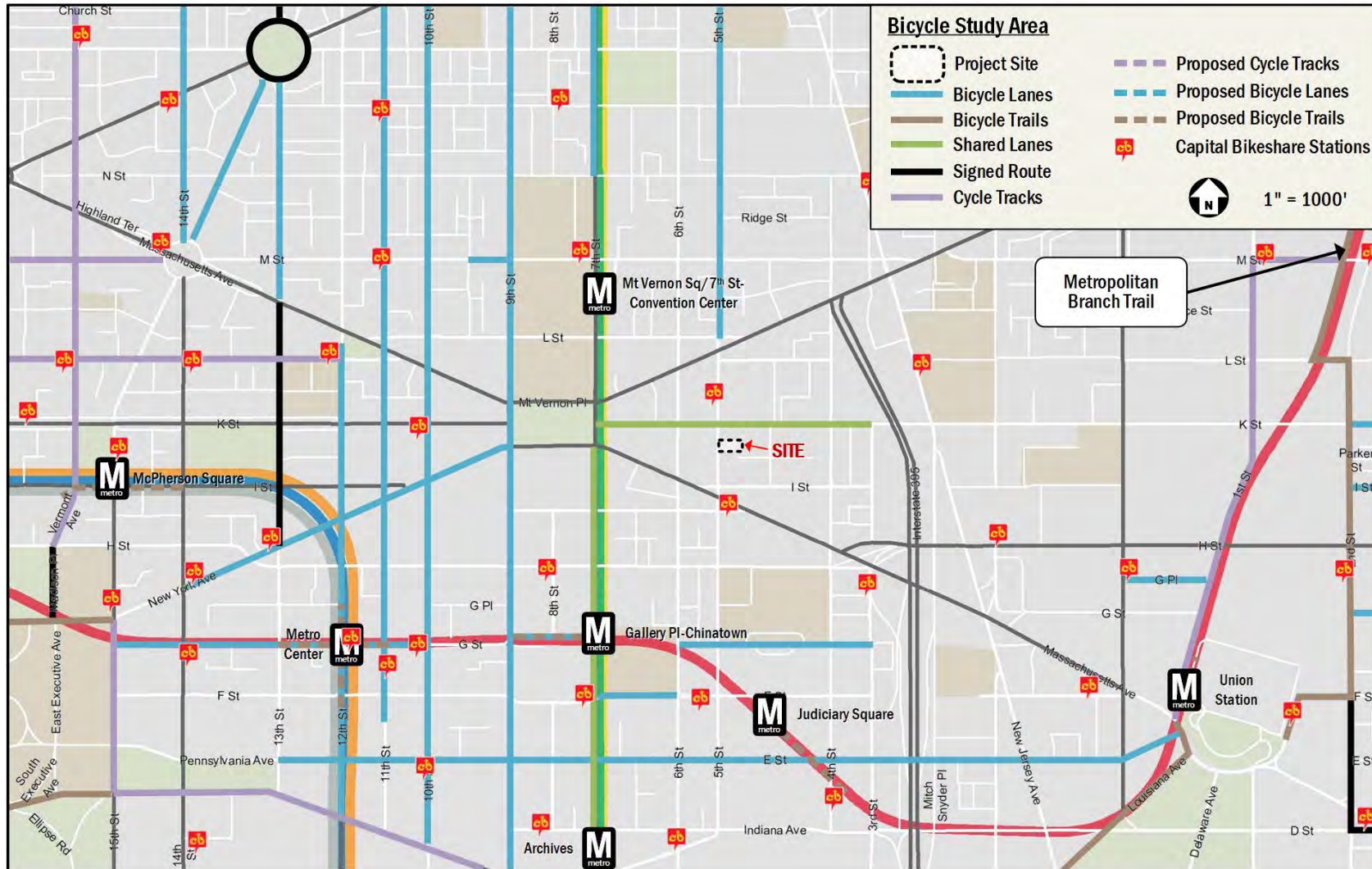


Figure 3: Existing Bicycle Facilities

Pedestrian Facilities

Overall, the pedestrian facilities within the study area provide excellent connections to major local destinations, including the Washington Convention Center and the Capital One Arena (formerly Verizon Center). A summary of the pedestrian facilities within a 0.25-mile walk of the site is shown in Figure 4.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking including roadway conditions that reduce the quality of walking conditions, the construction of several properties in the Mount Vernon Square area, narrow sidewalks, and lengthy crossings. Within the study area shown, most roadways are considered commercial, inside the Downtown Central Business District. The sidewalks that do not meet DDOT standards are typically along routes that do not provide an acceptable buffer width, but do maintain the minimum sidewalk width. 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 4, under existing conditions there are some crosswalks and curb ramps near the site that do not meet DDOT and/or ADA standards.

It should be noted that the Applicant will improve pedestrian facilities along the site frontage on 5th Street, NW immediately adjacent to the site.

Table 2: Sidewalk Requirements

Street Type	Minimum Sidewalk Width	Minimum Buffer Width
Residential (Low to Moderate Density)	6 ft	4 ft (6 ft preferred for tree space)
Residential (High Density)	8 ft	4 ft (6 ft preferred for tree space)
Commercial (Includes Downtown Central Business District)	10 ft	6 ft

Car Sharing

Three (3) car-sharing companies serve the District: Zipcar, Maven, and Car2Go. All three (3) services are private companies that provide registered users access to a variety of automobiles. Of these, Zipcar and Maven have 18 vehicles currently placed within a quarter-mile of the site, with Zipcar providing 11 of them. The closest car-sharing vehicles are located roughly one (1) block to the south and west along I Street, and 5th Street, respectively. Access to carsharing services in the area surrounding the development is expected to increase with the maturation of the neighborhood.

Car-sharing is also provided by Car2Go, which provides point-to-point car sharing. Unlike Zipcar or Maven, which require two-way trips, Car2Go can be used for one-way rentals. Car2Go currently has a fleet of vehicles located throughout the District. Car2Go vehicles may park in any non-restricted metered curbside parking space or Residential Parking Permit location in any zone throughout the defined "Home Area". Members do not have to pay the meter or pay stations. Car2Go does not have permanent designated spaces for their vehicles; however, availability is tracked through their website and mobile app, which provides an additional option for car-sharing patrons. Thus, guests and employees of the site may choose to use Car2Go as an option for accessing the site.

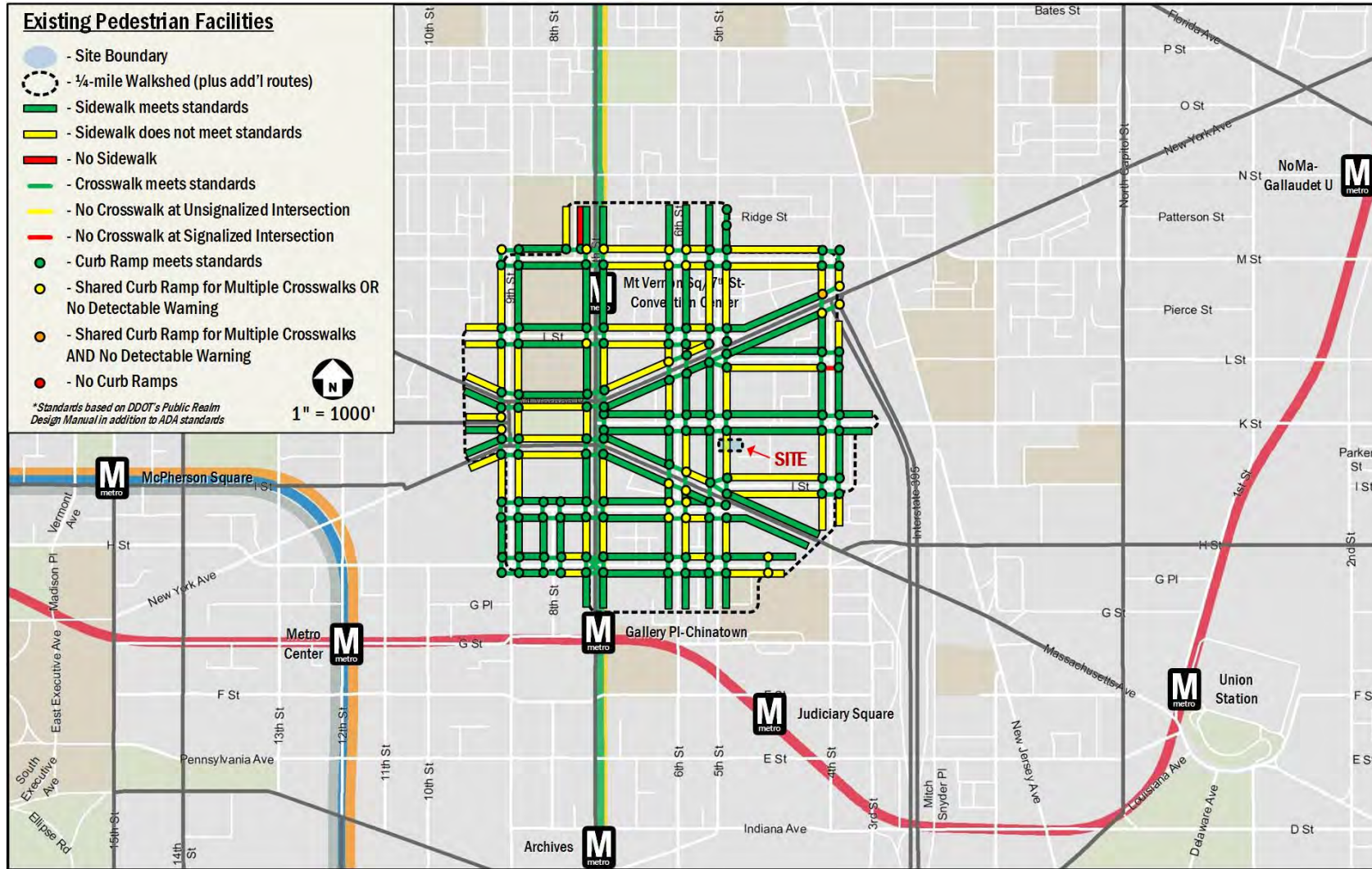


Figure 4: Pedestrian Infrastructure

DESIGN REVIEW

This section provides an overview of the transportation features of the proposed development. The development program consists of an 11-story hotel with approximately 153 rooms. All loading and trash pick-up will take place on the east side of the site via the loading facilities accessible from the north-south public alley (also known as 4 ½ Street, NW) which can be accessed from I Street and K Street, NW. Hotel valet operations and guest pickup/drop-off operations will take place at a dedicated loading/drop-off zone along 5th Street, NW. Figure 5 shows the proposed site plan.

Trip Generation

Vehicle trips were calculated for the site to determine whether the site would generate enough trips to warrant a full review of the traffic impacts of the development based on DDOT's CTR guidelines. The results of the trip generation calculations are shown in Table 3 below. Trips were calculated based on ITE 10th Edition Trip Generation rates for Hotel (Land Use 310) in order to present a more conservative trip generation estimate.

The hotel planned for this site was deemed to fall under a similar category as hotel sites found in the WMATA Development Related Ridership Survey (DRRS). The WMATA DRSS noted an average of 42 percent auto mode share for hotel land uses. For purposes of this study, a 35 percent auto modal split was applied to the trip generation to account for the surplus of non-auto options available.

The resulting trip generation projections are given in Table 3 below and show that the development is anticipated to generate 25 weekday AM peak hour vehicular trips (15 inbound and 10 outbound) and 31 weekday PM peak hour vehicular trips (16 inbound and 15 outbound). Although this projection is a conservative trip generation estimate, it does not exceed the number of trips that would typically require additional vehicular study (25 trips in peak direction) per CTR guidelines. Thus, no additional vehicular study was required by DDOT and none conducted for this report. Detailed trip generation calculations are attached to this memo

Table 3: Trip Generation and Mode Split

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto (vehicles/hour)	15	10	25	16	15	31
Transit (people/hour)	28	20	48	30	30	60
Bike (people/hour)	4	2	6	4	3	7
Walk (people/hour)	14	10	24	15	15	30

Site Access and Internal Circulation

Site Access

Vehicular access to the site will utilize 5th Street, NW for passenger pick-up/drop-off operations the north-south public alley accessible off of I Street and K Street, NW for loading operations. Vehicular parking is not provided on site at the development as there is no parking required in a Downtown zone. There is no vehicular access to this building from 5th Street. The development will utilize the north-south public alley from I Street and K Street, NW and Prather Court, NW for access to the loading facilities.

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Loading access to the site will occur on the eastern side of the site along the north-south public alley accessible from I Street and K Street, NW. Pedestrian and bicycle access to the development will occur off of 5th Street, NW at the main entrance. A site circulation plan is shown in Figure 6.

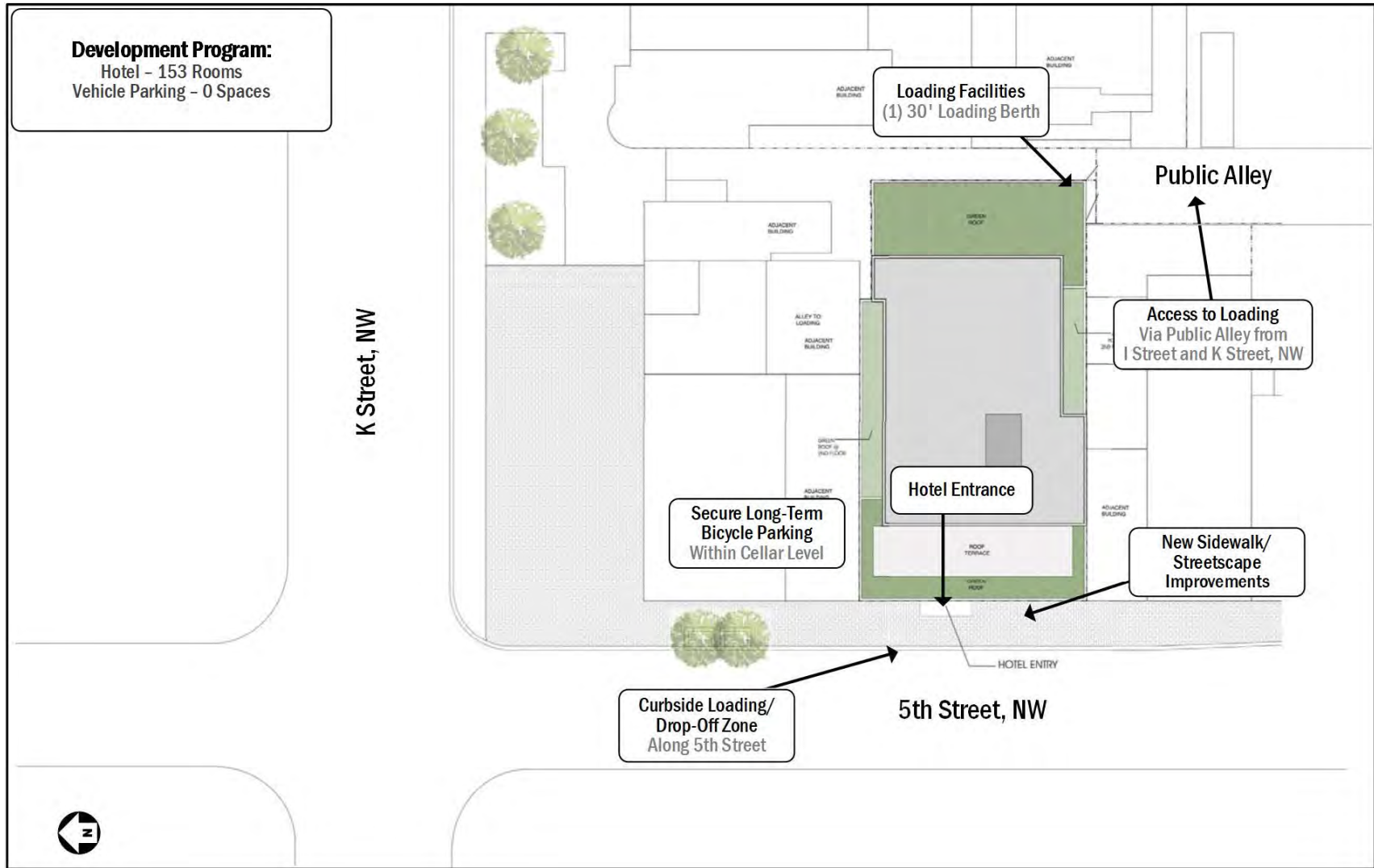


Figure 5: Site Plan

Parking

As mentioned previously, no parking will be provided on site as parking is not required in the Downtown “D” zone where the site is located. Guests driving to the site will be able to utilize the valet parking provided by the hotel or park in the nearby parking garages and lots located around the site’s convenient Downtown/Mount Vernon Square area. Valet parking operations will utilize available parking at other nearby Hilton-branded hotels, one of which is the Hampton Inn on 6th Street, a block west of the site. Figure 7 shows a list of other parking facilities available within a half mile of the site, with five (5) of these facilities allowing overnight parking for hotel guests. The closest overnight facility to the site is located three (3) blocks west at 801 I Street, NW, where approximately 583 spaces are available.

Table 4 shows additional information on the parking facilities, with approximately 1,129 of the 2,578 parking spaces allowing overnight services. Based on the proposed trip generation for the development and the number of additional parking facilities within a half mile, the parking facilities will be able to meet any anticipated demand that the proposed hotel may generate.

In order to facilitate curbside drop-off/pick-up and guest loading operations for the hotel use along 5th Street, NW, a curbside management plan has been developed. The hotel lobby will front onto 5th Street, NW, where a proposed 40-foot curbside pick-up and drop-off area will abut the site, as shown in Figure 8. It is proposed that the curbside loading area will be designated as a drop-off/pick-up passenger loading zone 24-hours per day, seven days per week. The loading zone will accommodate approximately two (2) vehicles for drop-off/pick-up and passenger loading operations.

Table 4: List of Nearby Parking Facilities

Location	Distance from Site	Hours	Capacity (Approx.)	Overnight?
999 9th Street, NW	0.3 miles	Monday-Sunday, 24 hours	160 spaces	Yes
801 I Street, NW	0.3 miles	Monday-Sunday, 24 hours	583 spaces	Yes
870 9th Street, NW	0.4 miles	Monday-Sunday, 24 hours	500 spaces	Yes
900 New York Avenue, NW	0.4 miles	Monday-Sunday, 24 hours	272 spaces	Yes
732 6th Street, NW	0.3 miles	Monday-Sunday, 24 hours	50 spaces	Yes
915 5th Street, NW	<0.1 miles	Monday-Saturday, 5:30 AM-8:00 PM	110 spaces	No
1001 6th Street, NW	<0.1 miles	Monday-Friday, 5:00 AM-8:00 PM Saturday- Sunday, 7:00 AM-9:00 PM	220 spaces	No
300 K Street, NW	0.2 miles	Monday-Friday, 6:00 AM-6:00 PM	62 spaces	No
440 L Street, NW	0.2 miles	Monday-Sunday, 5:00 AM-12:00 AM	230 spaces	No
455 Massachusetts Avenue, NW	0.1 miles	Monday-Friday, 6:30 AM-8:30 PM	220 spaces	No
425 I Street, NW	0.2 miles	Monday-Friday, 6:00 AM-7:00 PM	200 spaces	No
650 Massachusetts Avenue, NW	0.3 miles	Monday-Friday, 6:30 AM-12:00 AM Saturday, 8:00 AM-7:00 PM	100 spaces	No
615 H Street, NW	0.3 miles	Monday-Friday, 7:00 AM-11:00 PM Saturday- Sunday, 10:00 AM-10:00 PM	22 spaces	No
901 New York Avenue, NW	0.4 miles	Monday-Friday, 7:00 AM-7:00 PM	129 spaces	No
916 H Street, NW	0.5 miles	Monday-Friday, 6:00 AM-7:00 PM	116 spaces	No
901 K Street, NW	0.5 miles	Monday-Friday, 7:00 AM-9:00 PM	220 spaces	No
999 New York Avenue, NW	0.5 miles	Monday-Sunday, 24 hours	114 spaces	Yes
			Total Spaces (Approx.)	2578 spaces
			Total Overnight (Approx.)	1129 spaces

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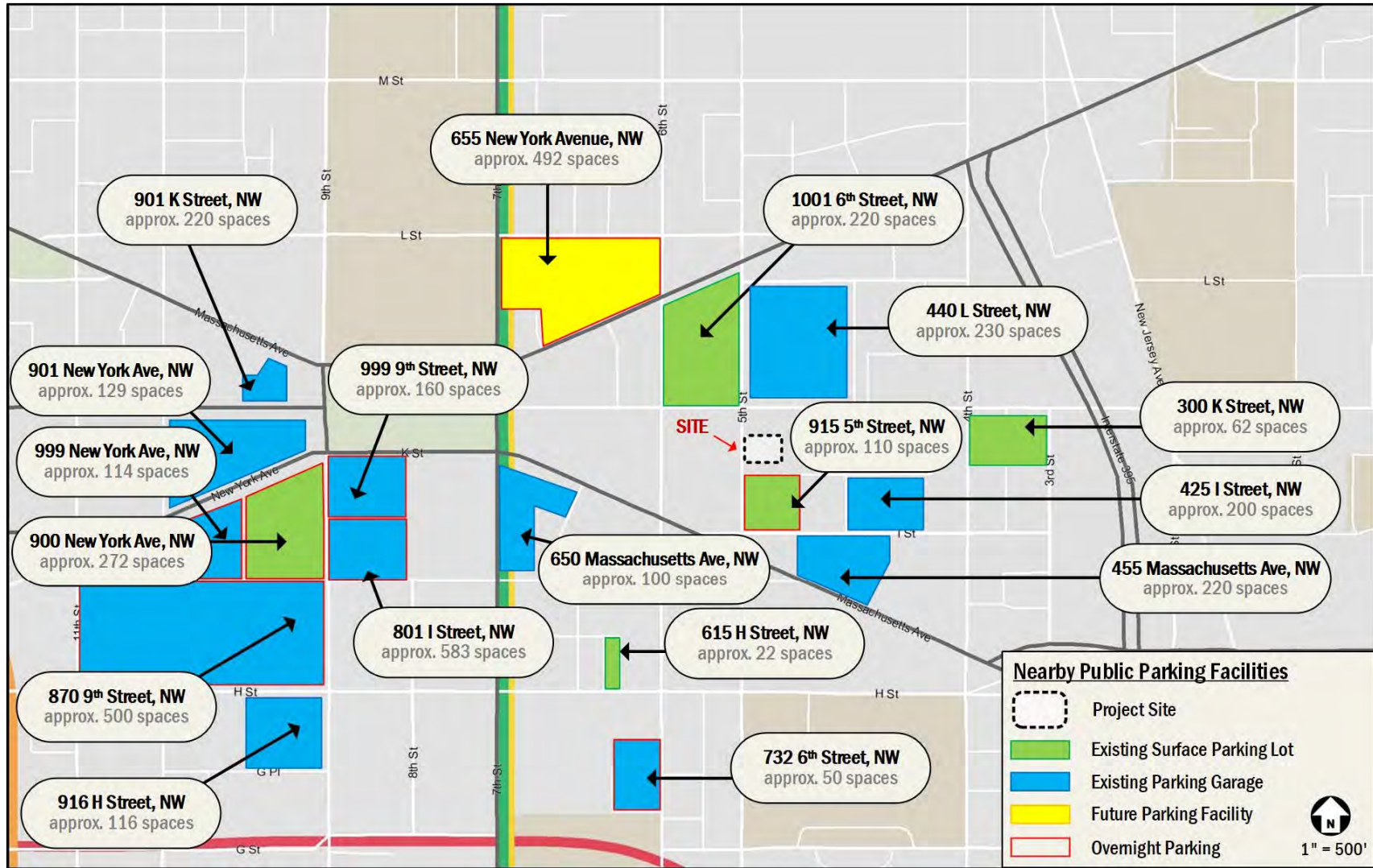


Figure 7: Nearby Parking Facilities

Loading Facilities

The proposed site's gross floor area is approximately 65,125 square feet. Under current zoning requirements, a hotel development between 50,000 and 100,000 square feet would need to supply two (2) 30-foot loading berths. As the proposed development is over 50,000 square feet, the Applicant is proposing one (1) 30-foot berth accessible from the north-south public alley with access off of I Street and K Street NW. The Applicant is seeking variance relief from the loading requirements of 11 DCMR § 901.1, due to the constrained site footprint and narrow access to the public alley. As both loading berths would need to be accessed directly from the public alley, it would be difficult to include two berths without encroaching on a significant footprint of the site's area or planned uses. The site's location sits in one of the few undeveloped parcels in the Mount Vernon Triangle Sub-area, making it difficult to fit two (2) berths within a constrained, developed area. Additionally, the only entrance to the public alley is via Prather Court, NW, which is the alley that bisects the square upon which the site sits. The width of alley at the site is approximately 11.5 feet wide.

The proposed development is expected to generate approximately two (2) truck trips per day. This includes trash removal services, mail and parcel delivery, and hotel pickup and delivery. A memorandum prepared by the hotel operator detailing the expected loading activity for the hotel is attached to this memo.

Trucks making deliveries to the proposed development will utilize existing truck routes, such as New York Avenue, Massachusetts Avenue, K Street, and 7th Street, NW in order to access I Street and K Street, NW. Detailed truck turning maneuvers using AutoTURN are shown on Figure 9 and Figure 10 in the Appendix to this document.

In order to optimize the usage of the loading facilities, a loading management plan has been proposed. The goals of this plan are to minimize undesirable impacts to the neighborhood and hotel tenants, reduce conflicts between truck traffic using the loading facilities, and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. This will include a loading manager to coordinate operations among other details. The components of the loading management plan are as follows:

- Ensure the loading facilities are most efficiently used and no truck queuing or loading occurs curbside from 5th Street NW.
- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours.
- Trucks accessing the on-site loading space will be limited to a maximum of 30 feet in length.
- No more than one 30-foot truck will be allowed in the loading area.
- Deliveries will be scheduled such that the loading space's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading space is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede the alley that passes adjacent to the loading space. Should a delivery arrive at a time where the loading space is unoccupied and no delivery is immediately scheduled, the driver may deliver at the loading space for a short period of time.
- Inbound and outbound truck maneuvers will be monitored to ensure that truck accessing the loading space does not block vehicular traffic along the alley due to the narrow width.
- Trucks using the loading space 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 regulations set forth in

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DDOT's Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route System.

- The loading space operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading space with notification also given to tenants. The loading space will be open seven days a week from 7am-7pm.

Transportation Demand Management

Transportation Demand Management (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. TDM's importance within the District is highlighted within section T-3.1 of the DC Comprehensive Plan, where it has its own dedicated section including TDM policies and actions.

Proposed TDM Plan

Based on the DDOT expectations for TDM programs, and analyzing the specific attributes of the development site, the following outlines the proposed TDM plan for the development.

On-Site Services

- The Applicant will establish a TDM marketing program that provides detailed transportation information to hotel guests at every step of the pre-reservation and reservation process, through check-in communicating what guests should expect with regards to parking and transportation. All information will emphasize and encourage alternative modes given the hotel's convenient location near Metrorail.
- The Applicant will provide hotel 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 (MWCOCG).
- The Applicant will install Transportation Information Center Displays (electronic screens) within the hotel lobbies containing information related to local transportation alternatives.

Bicycle Amenities

- The operator will encourage all alternative transportation modes including bicycling. Bicycling will be promoted for employees. Seven (7) long-term bicycle parking spaces will be available for employees and guests in a secure facility located in the hotel cellar. Two (2) short-term bicycle parking spaces will be placed around the perimeter of the hotel. These spaces will be provided at a rate that meet current requirements.

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Conclusions

This memorandum presents the findings of a loading statement for the 923-927 5th Street, NW hotel development. The proposed development consists of a single hotel structure containing approximately 153 rooms. The following conclusions were made regarding the hotel development:

- The on-site valet parking and abundant supply of off-street parking options will adequately serve the project, particularly the site's location near several garages with overnight parking.
- The site's adequate access to transit, as well as improving bicycle and pedestrian facilities and other new development in the area results in a safe and effective environment for non-auto transportation access to the site.
- A loading management plan will be established to mitigate any potential effects on the local roadway network associated with the requested loading variance.
- A TDM plan for the development will include the implementation of on-site services and bicycle amenities.

APPENDIX

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

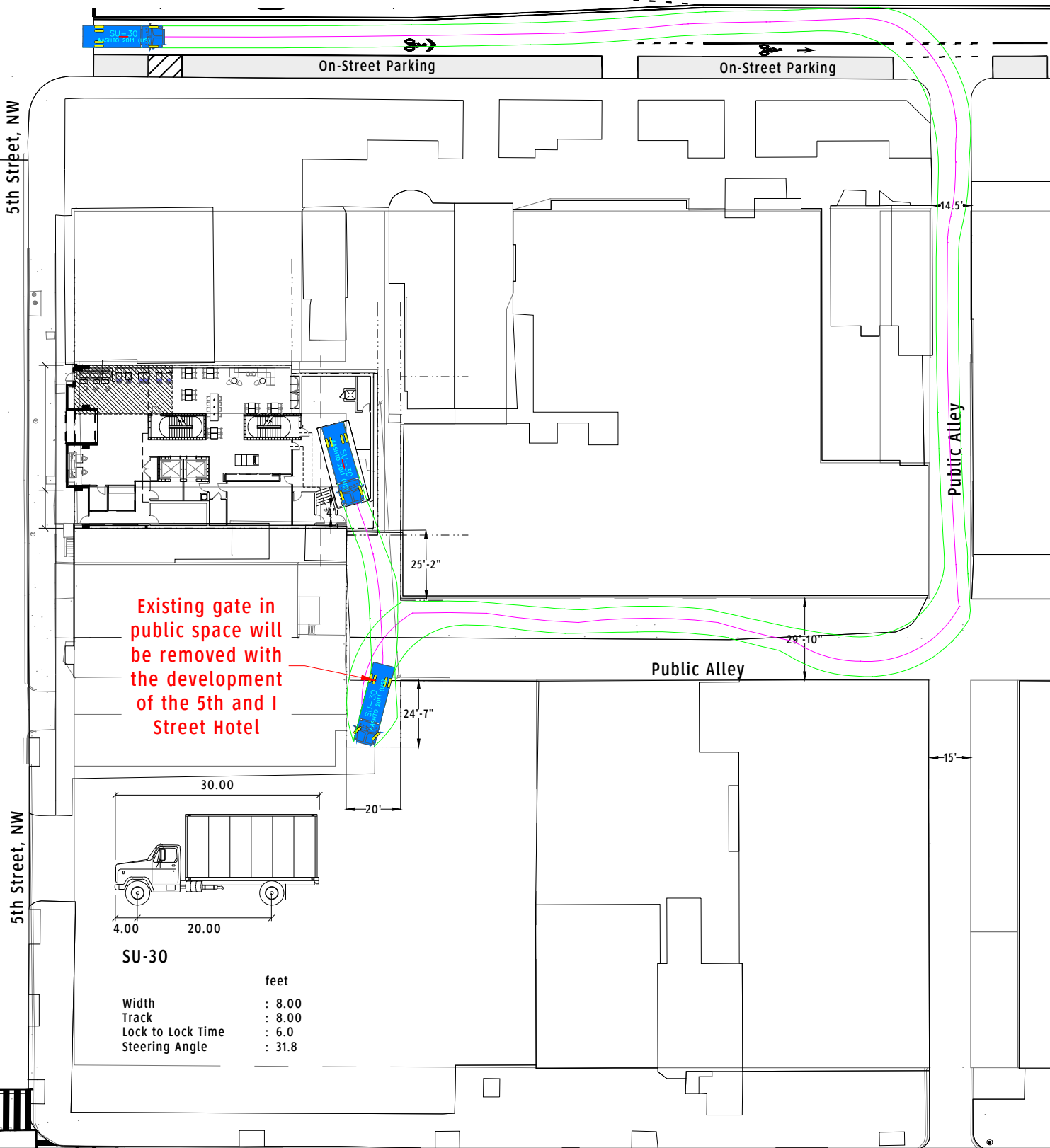
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DONOHOE.COM

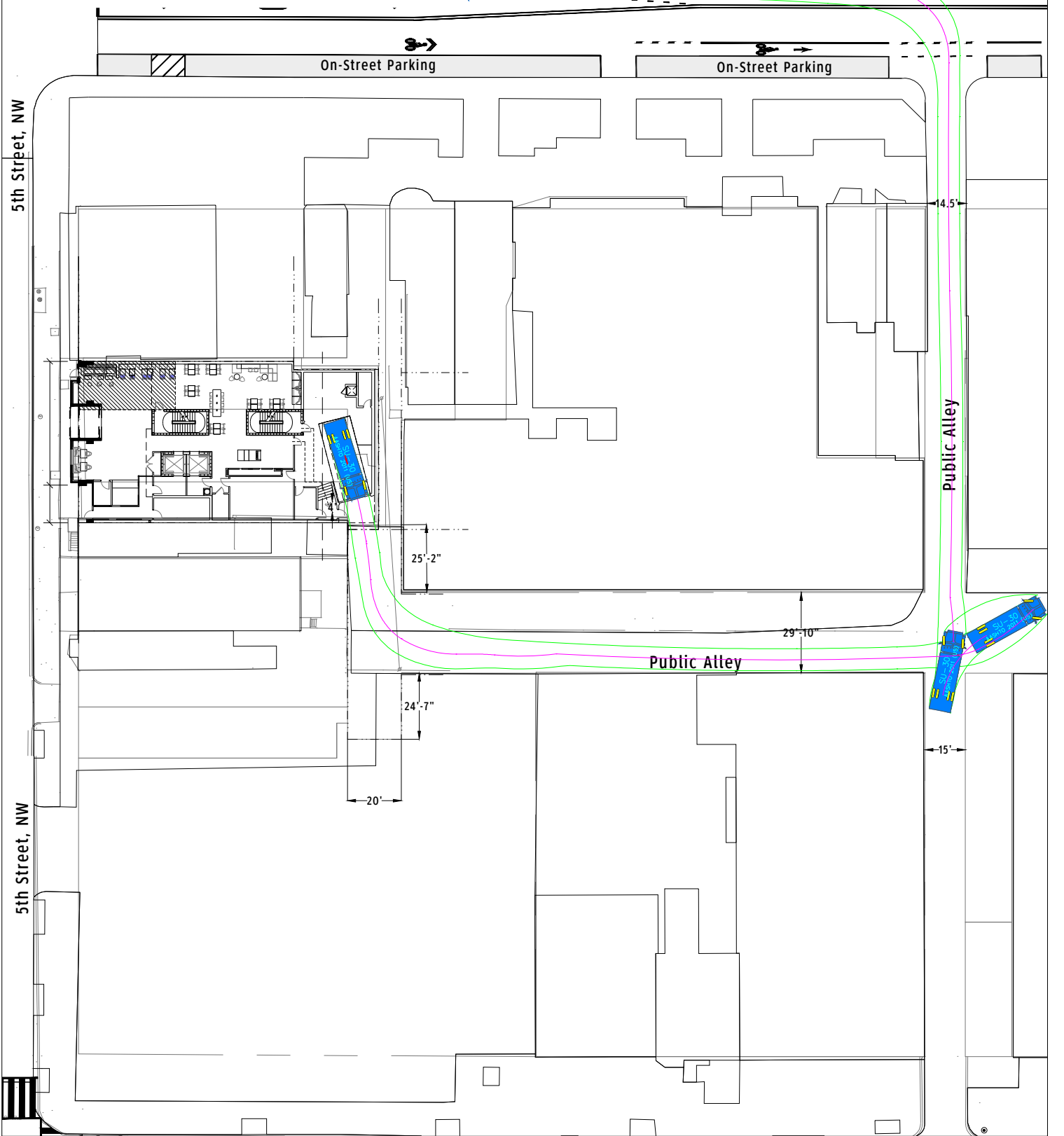
Inbound from K Street, NW

K Street, NW

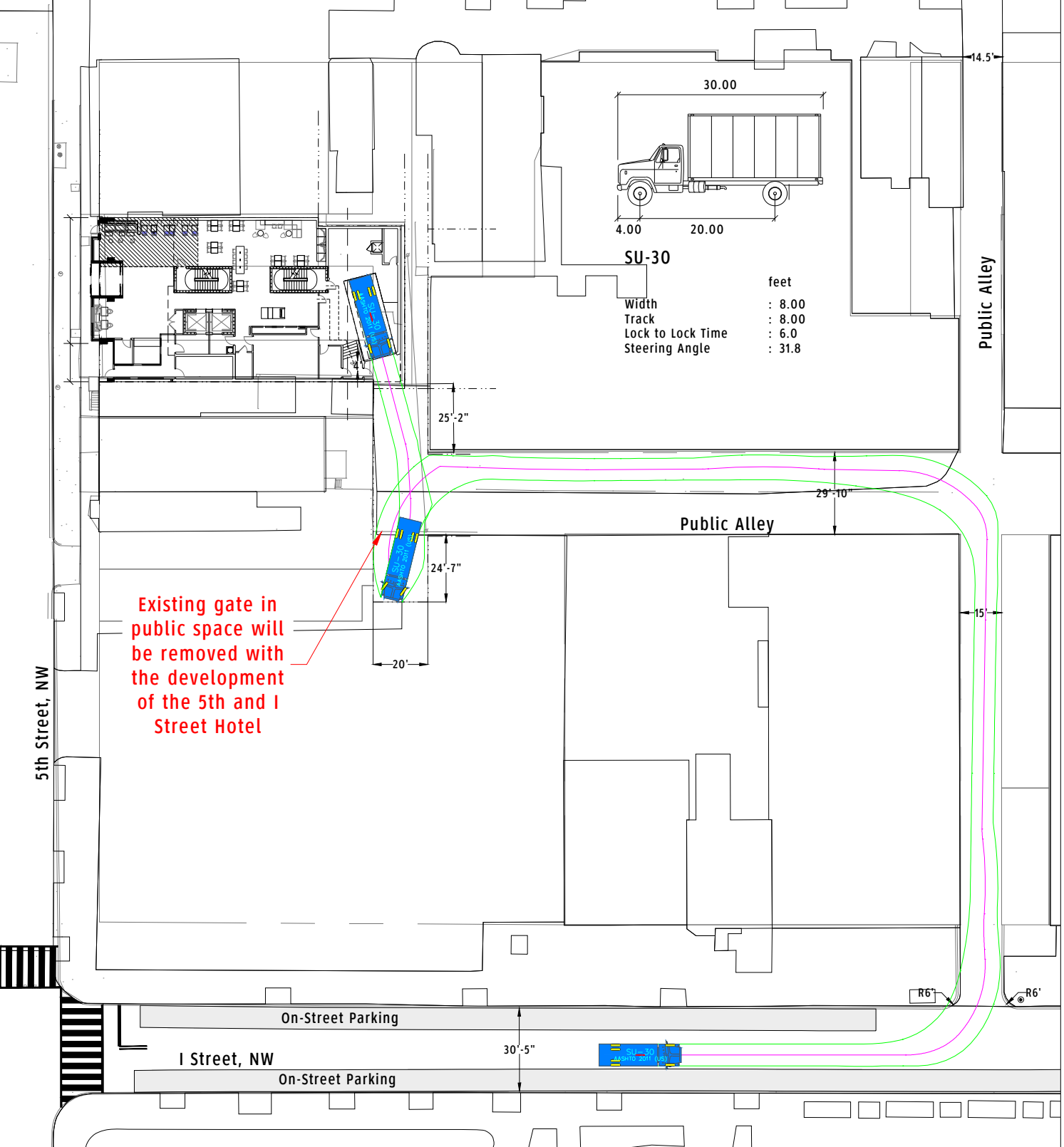


Outbound to K Street, NW

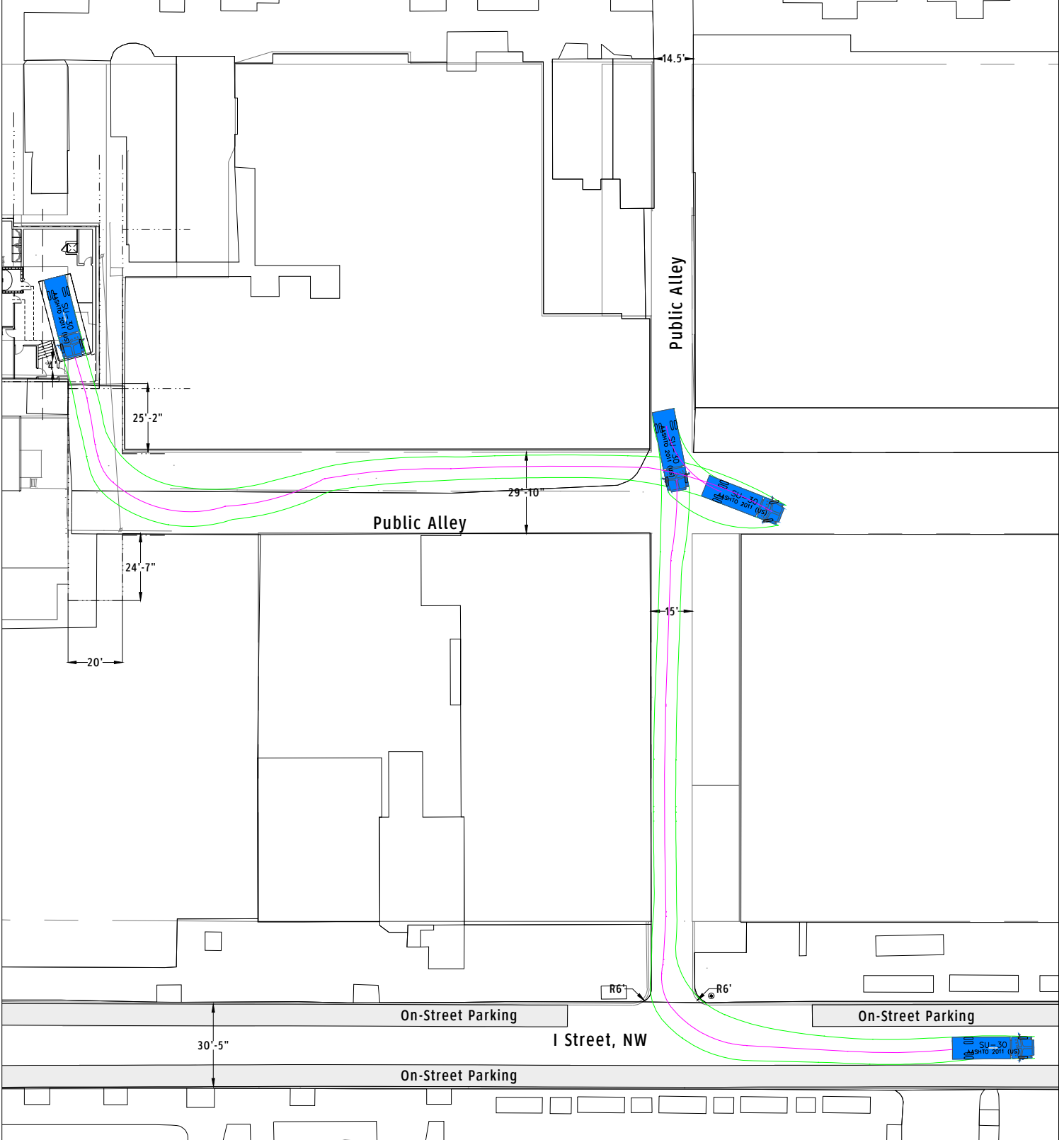
K Street, NW



Inbound from I Street, NW



Outbound to I Street, NW



Mode Split Assumptions

Hotel Component

Description of project:

The development will contain 153 rooms

Pertinent Mode Split data from other sources:

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%		---	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Hotel Mode Split	35%	40%	5%	20%	---

Notes: -The hotel was assigned a lower auto mode split than WMATA hotel surveys due to location being close to Metro, and in a dense residential environment
 -Three WMATA survey sites listed are applicable to the hotel component of the project

Table 1 - Hotel Trip Generation

153 Hotel Rooms

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hotel	310	153 rooms	42 veh/hr	29 veh/hr	71 veh/hr	45 veh/hr	44 veh/hr	89 veh/hr
<i>Calculation Details:</i>			59%	41%	=0.5X-5.34	51%	49%	=0.75X-26.02

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel	1.67 ppl/veh	70 ppl/hr	49 ppl/hr	119 ppl/hr	75 ppl/hr	74 ppl/hr	149 ppl/hr

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hotel	Auto	35%	25 ppl/hr	17 ppl/hr	42 ppl/hr	26 ppl/hr	26 ppl/hr	52 ppl/hr
Hotel	Transit	40%	28 ppl/hr	20 ppl/hr	48 ppl/hr	30 ppl/hr	30 ppl/hr	60 ppl/hr
Hotel	Bike	5%	4 ppl/hr	2 ppl/hr	6 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Hotel	Walk	20%	14 ppl/hr	10 ppl/hr	24 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2009 NHTS, Table 16)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel	1.67 ppl/veh	15 veh/hr	10 veh/hr	25 veh/hr	16 veh/hr	15 veh/hr	31 veh/hr

Trip Gen Summary for Hotel

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	15 veh/hr	10 veh/hr	25 veh/hr	16 veh/hr	15 veh/hr	31 veh/hr
Transit	28 ppl/hr	20 ppl/hr	48 ppl/hr	30 ppl/hr	30 ppl/hr	60 ppl/hr
Bike	4 ppl/hr	2 ppl/hr	6 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr
Walk	14 ppl/hr	10 ppl/hr	24 ppl/hr	15 ppl/hr	15 ppl/hr	30 ppl/hr

CERTIFICATE OF SERVICE

I certify that on May 8, 2018, a copy of this Reissued Technical Memorandum was served via email as follows:

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