


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

MEMORANDUM

TO: Jerrily R. Kress, FAIA
Director
Office of Zoning

FROM: Karina Ricks 
Associate Director for Transportation Planning

DATE: March 28, 2008

SUBJECT: **Supplemental Report/** Z.C. No. 07-21 – Consolidated Planned Unit Development (PUD) Located at 22nd and M Street, NW

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This memorandum addresses specific transportation elements of the proposal. The District Department of Transportation (DDOT) had some concerns with the original site plan and recommended the applicant relocate the parking garage entrance to the rear of the property using the public alleys for access in our previous report on the project.

DDOT held a meeting with the applicant and their traffic consultant on March 5, 2008 to address several transportation-related issues including the location of the parking garage entrance, public space improvements along 22nd Street, NW and parking lot and loading operations. Several issues were raised including pedestrian safety near the driveway entrance, the design of the proposed lay-by, vehicular circulation patterns within the alley system, vehicular circulation patterns on the surrounding streets and the treatment of public space on 22nd Street, NW. The traffic consultant was tasked to prepare a follow-up report to DDOT to determine the feasibility of placing the parking garage in the alley. (Attachment - A)

The public alley located at the rear of the project does not provide enough maneuvering space for vehicles to accommodate both the required loading facilities and the parking

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garage entrance. (Attachment - B) Furthermore the parking garage incorporates an elevator system, instead of the typical ramp, to carry cars from grade to the parking garage levels below by using valets to park and retrieve cars, with patrons waiting at the garage entrance. The project abuts two one-way streets with M Street traffic heading westbound and 22nd Street, NW traffic heading north, requiring vehicles leaving the garage to exit the alley network onto 22nd Street, NW north of the project site then make a two block circuitous route using 23rd Street and L Street, NW to return to the hotel frontage. (Attachment - C)

Based on the site constraints in the public alley, the traffic patterns of the surrounding road network and the operations of the parking garage, DDOT agrees with the applicant that placing the parking garage in the public alley is impractical and does not object to the applicant providing a driveway entrance on 22nd Street, NW. To address safety concerns the applicant modified the design of the proposed parking garage by creating a 19 ft. setback at the garage entrance that would provide enough room to store up to two vehicles within the driveway without impeding pedestrians. The proposed lay-by on 22nd Street, NW has been reduced in width to provide a wider sidewalk with curb-trees that were absent on the original submission. (Attachment - D)

Accordingly, DDOT has no objections to placing the proposed parking garage entrance on 22nd Street, NW provided the applicant incorporates the design modifications listed above and continue to coordinate with DDOT staff on proposed public space improvements.

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ATTACHMENT A



WELLS + ASSOCIATES

March 26, 2008

Mr. Abdoulaye Bah
District Department of Transportation
2000 14th Street, N.W.
7th Floor
Washington, D.C. 20009

RE: I Hotel – 2201 M Street
Washington, D.C.

Dear Mr. Bah:

As a follow-up to the meeting held on March 5, 2008 regarding the above-referenced project and in response to your comments dated March 24, 2008, Wells + Associates has prepared this letter to address several issues, including:

1. Discussion of the proposed location of the garage entrance on 22nd Street versus the alley,
2. Revisions to the proposed lay-by lane based on discussions at the March 5th meeting, and
3. Further clarification and detail on the loading dock access.

Proposed Driveway Location

As proposed, the existing curb cut on M Street would be closed and a new curb cut would be constructed on 22nd Street to access the proposed parking garage driveway. Access to the garage would be provided by two car elevators, which would be operated by parking attendants. Based on comments from DDOT, the feasibility and impact of providing the garage access from the alley instead of 22nd Street was investigated.

The impracticality of providing both the loading dock access and the garage access from the alley is evident by viewing Exhibit A-1 in Attachment A. As shown on Exhibit A-1, the configuration of the site is such that it is bordered by streets on two sides and existing buildings on the other two sides. As such, there is insufficient alley frontage to provide both garage access and loading dock access from the alley.

Photos of the existing alley system are provided in Exhibit A-2.

Additionally, valets leaving the garage would exit via the alley to pick-up guests in front of the hotel. Leaving via the alley would require the valets to make a multi-block circuitous route to arrive at the front of the hotel to pick up guests, due to the presence of one-way streets in the area. The inbound and outbound travel paths for the hotel with garage access from the alley are shown on Figures A-3a through A-3d, respectively. As shown, garage access from the alley would create unnecessary, additional traffic on area streets. As discussed at the March 5th meeting, 30 to 40 percent of the traffic congestion in the District is attributable to circulating traffic, not destination traffic.

By providing access to the garage on 22nd Street, the circulating traffic from the hotel would be eliminated. Valets would retrieve the vehicles and pull them out of the elevator and into the driveway where hotel guests would pick-up their vehicles. There is sufficient storage in the driveway to accommodate this function without blocking pedestrian traffic in public space. The garage elevators have been shifted to the west to provide 19 feet of storage within the building footprint, as requested during the Preliminary Design Review Meeting on March 14, 2008. Additionally, the width of the driveway is 23.6 feet, which allows ample room for valets and hotel guests to alight and board the vehicles.

The inbound and outbound travel paths for the hotel with garage access on 22nd Street are shown on Figures A-4a and A-4b, respectively.

Valets for the restaurant would be required to drive vehicles to an off-site location; however, these trips would be limited to after 6:00 PM and would not create unnecessary additional trips during peak hours.

Lay-by Lane

Based on DDOT's feedback at the March 5th meeting, the proposed lay-by lane has been modified as shown on Exhibit B-1 in Attachment B.

The proposed curb-line would be aligned parallel to the 22nd Street travel lanes and offset from the existing travel lane by three feet. The lay-by lane would be similar to the existing lay-by lane on Connecticut Avenue in front of the Mayflower hotel.

Loading Operation

As shown on Exhibit C-1 in Attachment C, access to the loading dock would be provided via the alley to the north of the site. By providing loading dock access via the alley in lieu of 22nd Street, trucks would be able to enter and exit the alley front first. No trucks would back onto 22nd Street.

Mr. Abdoulaye Bah
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As proposed, two loading berths would be provided. The northern loading berth is a 20-foot service/delivery loading space and the southern loading berth is a 30-foot space. Two 30-foot trucks could successfully maneuver into the two loading berths and service the hotel simultaneously. Detailed views of a truck backing into the loading berths are shown at a larger scale on Exhibits C-2 and C-3, respectively.

Deliveries for both the hotel and restaurant will be made during non-peak hours and coordinated by a dock manager to ensure that trucks will not have to wait in the alley for a vacant loading dock.

We trust this information will be helpful to the Commission in rendering its decision. Please do not hesitate to contact me at jlmilanovich@mjwell.com or 724-933-9010 should you have any questions regarding the enclosed.

Sincerely,

A handwritten signature in black ink that reads "Jami L. Milanovich". The signature is written in a cursive, flowing style.

Jami L. Milanovich, P.E.
Senior Associate

cc: Chris Ziemann, DDOT
Gabrielle Kornely, Perseus Realty
Woody Bolton, Perseus Realty
Chris Collins, Holland & Knight

ATTACHMENT B

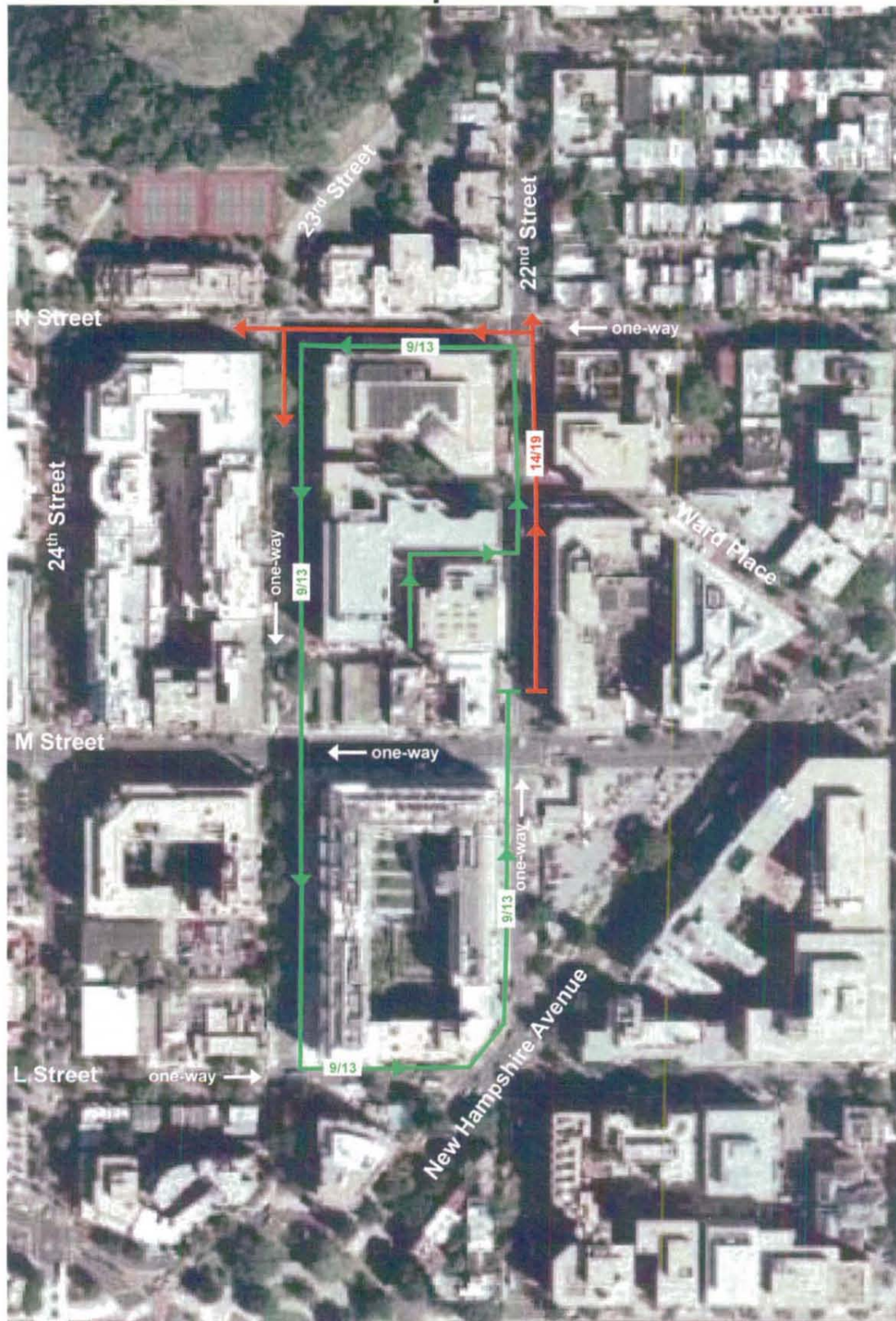


Exhibit A-1
Traffic Flow Diagram for Public Alley



ATTACHMENT C

Exhibit A-3b
Outbound Hotel Traffic Patterns
With Garage Access from the Alley
Option I



ATTACHMENT D

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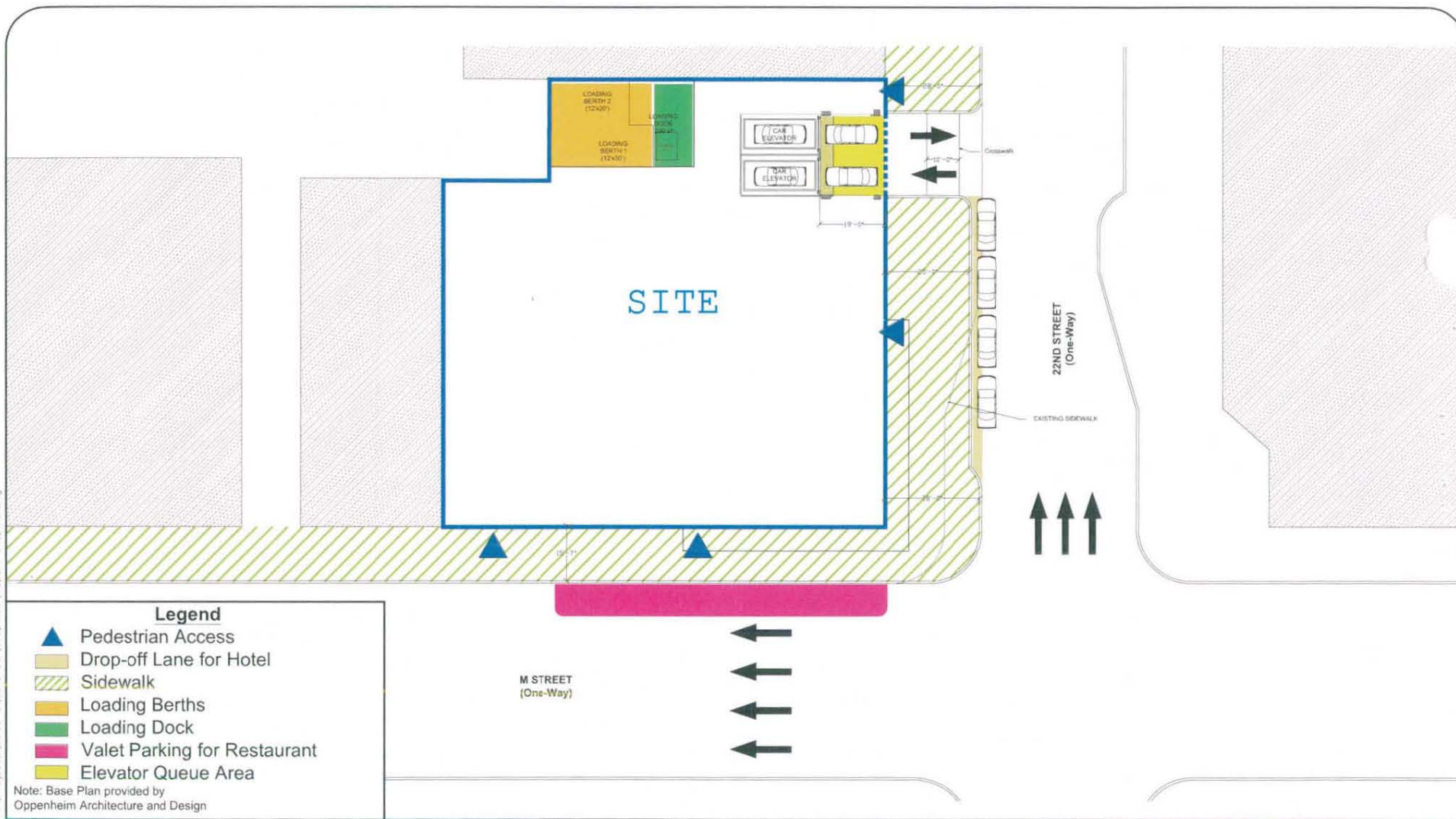


Exhibit B-1
Traffic Circulation Diagram

