



WELLS + ASSOCIATES

MEMORANDUM

TO: Abdoulaye Bah, DDOT
Christopher Ziemann, DDOT

FROM: Jami L. Milanovich, P.E.

DATE: January 31, 2008

COPY: Woody Bolton, Perseus Realty, LLC
Christopher H. Collins, Holland & Knight, LLP
Connie Wynne, Starwood Development, LLC

RE: Starwood Hotel – 2201 M Street, N.W.
Washington, D.C.

Introduction

A Planned Unit Development (PUD) application has been submitted to the District of Columbia Zoning Commission for a proposed development to be located at 2201 M Street, a 15,590 square foot (SF) site that includes lots 82, 84, 813, 814, and 816 of Square 50. The site location map is shown on Figure 1. The applicants, PerStar M Street Partners, LLC and 2213 M Street Limited Partnership, propose to raze the existing building that formerly housed the Nigerian Chancery Annex and an adjacent restaurant to develop a 148 to 182 room Starwood hotel. The hotel will contain an 8,500 square foot (SF) restaurant. A traffic impact study was submitted to the District Department of Transportation (DDOT) on July 12, 2007 in conjunction with the PUD application.

The purpose of this memorandum is to provide further explanation of the operation and need for the lay-by lane proposed in conjunction with the development of the Starwood Hotel.

Hotel

Parking for the hotel would be provided via a two-story underground garage. Access to the proposed underground parking garage would be provided via 22nd Street, approximately 150-feet north of M Street (as measured centerline to centerline). Access to the garage would be provided via two car elevators, which would be operated by valet parking attendants. The garage would provide 42 striped parking spaces and a maximum of 71 stacked “valet” parking spaces.

An 11-foot wide, approximately 70-foot long lay-by lane with approximately 15 feet of angled transition at the southern end is proposed on the west side of 22nd Street (22nd Street is one-way northbound) adjacent to the proposed hotel, as shown on Figure 2.

The purpose of the lay-by lane is to accommodate the valet parking operation for the hotel and guests of the hotel who are dropped-off or picked-up without impeding traffic on 22nd Street. Due to the constraints of the site, the driveway would provide storage for one or two vehicles waiting for an elevator. Therefore, the remaining vehicles waiting to be parked would utilize the lay-by lane. The lay-by lane would provide storage for an additional four vehicles. A total of five or six vehicles could be stored in the lay-by lane and driveway.

Construction of the lay-by lane would require the removal of approximately two parking spaces on 22nd Street that currently are signed as two hour parking between 7:00 AM and 6:30 PM Monday through Friday. The spaces are not metered.

A queuing evaluation was conducted in accordance with Parking Structures¹ to ensure that adequate storage would be available in the lay-by lane. The PM peak hour was selected for the queuing analysis since the hotel is expected to generate more inbound trips and more total trips during the PM peak hour than during the AM peak hour. In order to adequately assess the queuing required for the lay-by lane, the proportion of hotel patrons that would park in the garage versus the proportion of hotel patrons that would be dropped-off or picked up in taxis, limousines, or the like was estimated. For purposes of this analysis, it was assumed that 60 percent of the peak hour hotel traffic would be vehicles dropping-off or picking-up hotel patrons. The remaining 40 percent of peak hour hotel traffic were assumed to park in the garage.

The service rate for each of the car elevators is anticipated to be 2.6 minutes per vehicle. The service rate for vehicles dropping-off or picking-up patrons was assumed to be one minute per vehicle. Based on the attached calculations, the 90th percentile queue can be accommodated in the lay-by lane for a hotel with up to 170 rooms. At 170 rooms, the 90th percentile queue was determined to be five vehicles during the peak hour. To ensure that the lay-by lane would not impede traffic on 22nd Street for more than 170 rooms, during the peak periods, hotel guests would be valet parked by additional valets at a nearby off-site location.

Restaurant

As part of the proposed hotel development, an 8,500 SF restaurant will be provided. Valet service for the proposed restaurant would occur on the north side of M Street, in front of the restaurant. As currently signed, two hour parking is permitted between 7:00 AM and 6:30 PM, Monday through Friday. As proposed, this area would be re-signed as valet parking only for the restaurant. Valets would then park the restaurant patrons' vehicles at a nearby, off-site location. Although the details of an off-site location have not been finalized, there are approximately ten commercially-operated parking garages within a two-block radius of the site that potentially would be available for use by the valets. At the time the TIS for the site was

¹ Chrest, Anthony P. et. al. Parking Structures, 3rd ed., Norwell, Massachusetts: Kluwer Academic Publishers, 2001. pp. 141-146.

conducted, it was assumed that both the hotel and restaurant traffic would park in the proposed garage. Therefore, the site assignment was revised to reflect both the change in restaurant parking and the change in number of rooms for the hotel. The revised site trip assignment is shown on Figure 3.

Conclusion

In summary, the lay-by lane would increase the safety and efficiency of the loading and unloading process of hotel guests, without adversely impacting the general public. Additionally, a maximum of 71 stacked parking spaces will be provided for the hotel in a two story, underground garage.

The restaurant parking will be provided by valet only. Valet service would be provided on M Street, in front of the site. Restaurant vehicles would then be parked in reserved, off-site spaces.

Please do not hesitate to contact me at 724.933.9010 or jlmilanovich@mjwells.com should you have any questions or require more information.