



WELLS + ASSOCIATES

March 20, 2008

Mr. Anthony Hood
Chairman
District of Columbia Zoning Commission
441 4th Street, N.W.
Washington, D.C. 20001

RE: Case No. 07-21
PerStar M Street Partners LLC
& 2213 M Street LP @ Square 50

Dear Mr. Hood:

As requested by the Zoning Commission at the February 25, 2008 public hearing for the above referenced case, Wells + Associates has prepared this letter to address several issues, including:

1. A traffic impact analysis of the 22nd Street/Ward Place intersection,
2. Discussion of the proposed location of the garage entrance on 22nd Street versus the alley,
3. Revisions to the proposed lay-by lane based on meetings and input from the District Department of Transportation (DDOT), and
4. Further clarification and detail on the loading dock access.

22nd Street/Ward Place Analysis

As requested, Wells + Associates has conducted an analysis of the 22nd Street/Ward Place intersection to determine the impact associated with the proposed development. Vehicular turning movement counts, including heavy vehicles and pedestrians, were conducted on Tuesday, March 4, 2008 from 7:00 to 10:00 AM and from 4:00 PM to 7:00 PM (see Figure 1). Particular attention was given to the number of heavy vehicles turning in and out of Ward Place given the location of the U.S. Postal service facility located on Ward Place.

Trucks account for 36 vehicles, or 4.7 percent of all traffic, during the AM peak hour, and 10 vehicles, or 1.2 percent of all traffic, during the PM peak hour.

Because 22nd Street is one-way northbound, inbound hotel traffic would not travel through the Ward Place intersection; all outbound traffic from the hotel would travel through the Ward Place intersection. The volume of site generated traffic traversing the intersection is shown on Figure 2.

Figures 3 and 4 present the 2010 traffic forecasts at the 22nd Street/Ward Place intersection, without and with the proposed hotel, respectively.

The resulting peak hour levels of service are shown in Table I. Because the intersection is unsignalized, with stop sign control on the Ward Place approach and 22nd Street operates one-way northbound, a level of service only can be calculated for westbound right turns from Ward Place onto 22nd Street; the northbound through and right turn movements do not have any conflicts, therefore, no level of service is calculated.

Table I
Future Levels of Service without the Proposed Development

Approach	2010, without Hotel		2010, with Hotel	
	AM	PM	AM	PM
22nd Street/ Ward Place				
WBR	B [11.1]	B [10.6]	B [12.8]	B [11.6]
[23.3] = unsignalized intersection control delay in sec/veh				

The proposed hotel would have no discernable traffic impact at the 22nd Street/Ward Place intersection. The hotel would not change the level of service from an acceptable "B" during both the AM and PM peak hours. It would add only 1.0 to 1.7 seconds of delay per vehicle, which would be imperceptible. Hotel traffic would account for just 2.8 to 3.5 percent of all 2010 peak hour traffic at the 22nd Street/Ward Place intersection.

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. If both loading and garage access were to occur from the alley, they would have to be on perpendicular faces of the building. By necessity, the garage access would then be blocked while trucks are backing into the loading berths. Additionally, one to two vehicles could be queued in the alley while waiting to be parked in the garage. Traffic entering the garage (including queued vehicles) and exiting the garage via the alley would interact with trucks that are backing into the proposed loading dock area. Photos of the existing alley system are provided in Exhibit A-2.

Finally, 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. As shown, garage access from the alley would create unnecessary, additional traffic on area streets. According to DDOT, 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. 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, like many other restaurants in Washington, DC, valet service would be limited to after 6:00 PM and would not create unnecessary additional trips during peak hours. A letter is attached (in attachment A) from one of the several parking garage operators in the area indicating the availability of parking for this purpose.

Lay-by Lane

On March 5 and March 14, representatives of the development team met with representatives of DDOT to discuss their concerns regarding the proposed lay-by lane and other public space issues for the project. Based on DDOT's feedback, 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.

Mr. Anthony Hood
March 20, 2008
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There is ample precedence for partial- and full-width, on-street, lay-by lanes and off-street porte-cocheres with two driveways crossing the sidewalk within public space. The Mayflower is an example of a partial-width, on-street lay-by lane as cited above. Examples of full-width, on-street lay-by lanes include the Hotel Palomar, the Melrose Hotel, the Park Hyatt, and the Renaissance M Street Hotel. Examples of off-street porte-cocheres include the Embassy Suites, the Fairmont, the Marriott, and the Ritz Carlton. Photos of these lay-by lanes are included in Exhibit B-2. There are other such examples at other hotels in the District of Columbia.

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. Trucks would enter and exit the alley front first. No trucks would back onto 22nd Street.

The development plan for the hotel includes a 30-foot berth and a 20-foot berth, in conformance with the Zoning Regulations. Deliveries would be made in 30-foot, single-unit trucks. Detailed views of a truck backing into the loading berths are shown at a larger scale on Exhibits C-2 and C-3, respectively. As shown, even if there are two simultaneous deliveries, two 30-foot trucks could successfully maneuver into the two loading berths and service the hotel simultaneously; the truck in the northern 20-foot berth would project partially on the alley, but would not block access to any other use in that location.

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 jlmlanovich@mjwell.com or 724-933-9010 should you have any questions regarding the enclosed.

Sincerely,

A handwritten signature in cursive script that reads "Jami L. Milanovich". The signature is written in dark ink and is positioned above the printed name and title.

Jami L. Milanovich, P.E.
Senior Associate

ATTACHMENT A

RECEIVED
D.C. OFFICE OF ZONING
2009 MAR 24 PM 2:23

ZONING COMMISSION
District of Columbia
CASE NO. 07-21
EXHIBIT NO. 55



WELLS + ASSOCIATES



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Washington, DC 20007
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February 22, 2008

Ms. Connie Wynne
Starwood Development
14635 N. Kierland Blvd., Suite 100
Scottsdale, AZ 85254

RE: Additional Lease Parking for 1 Hotel, Washington, DC

Dear Connie:

We have reviewed your program for parking at the proposed 1 Hotel located at 22nd & M Streets and can offer the following accommodations for your property.

Colonial operates a number of garages in the immediate area of the property, including 2101 L Street, NW, 2300 N Street, NW and 2440 M Street, NW, all which are in the range of acceptable valet service and all of which have capacity available to accommodate anticipated levels of service generated by the hotel during peak periods, as well as servicing the parking needs for your restaurant.

We look forward to assisting 1 Hotel in the future and hope that you will call upon us if further information is required.

Sincerely,

Andrew C. Blair
President
Chief Executive Officer

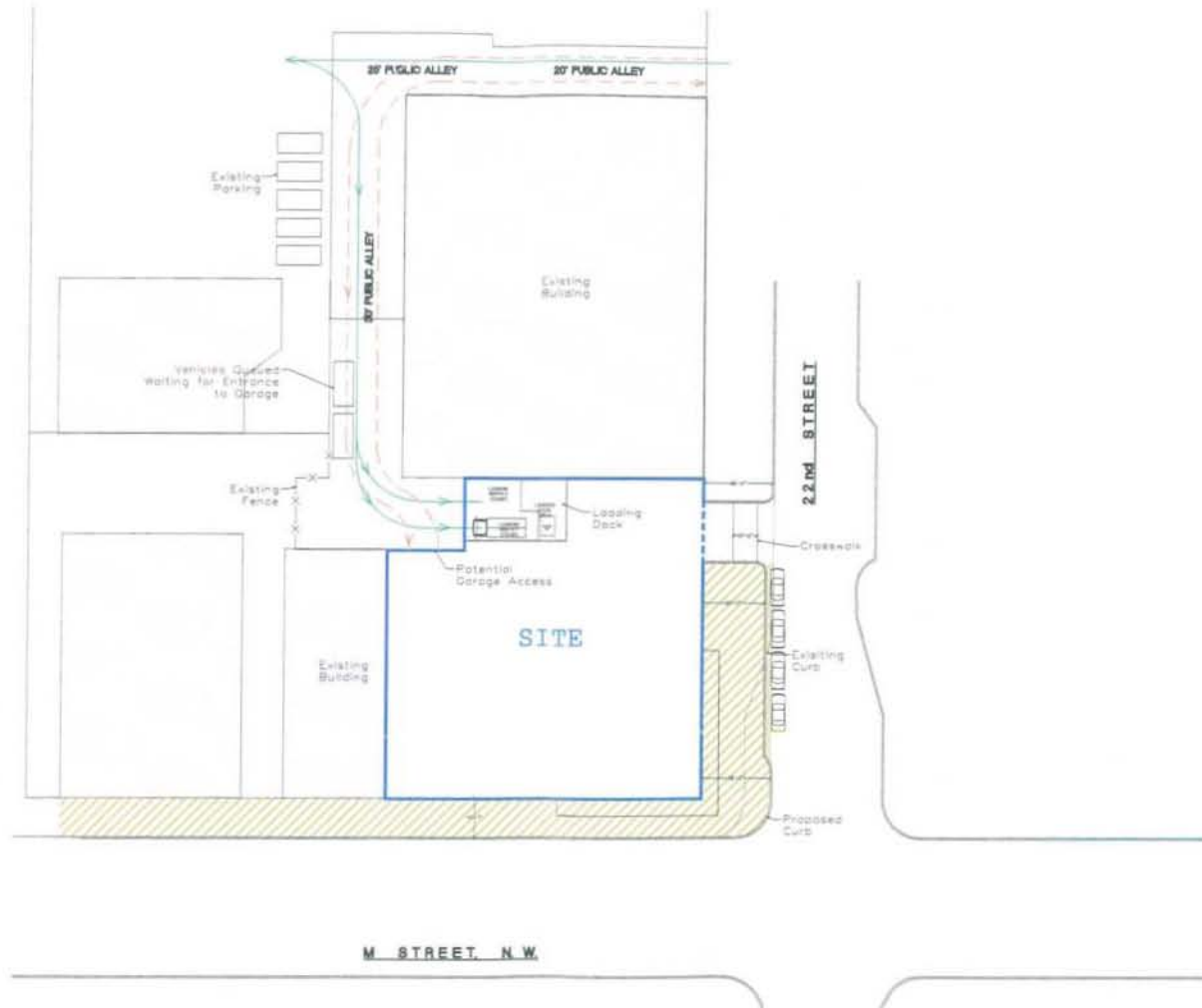


Exhibit A-1
Traffic Flow Diagram for Public Alley





1 Looking west from 22nd Street



2 Looking east to 22nd Street



3 Looking south to loading area



4 Looking south to loading area from alley



5 Looking north from loading area



6 Looking west to alley from loading area



7 Looking east to loading area from alley

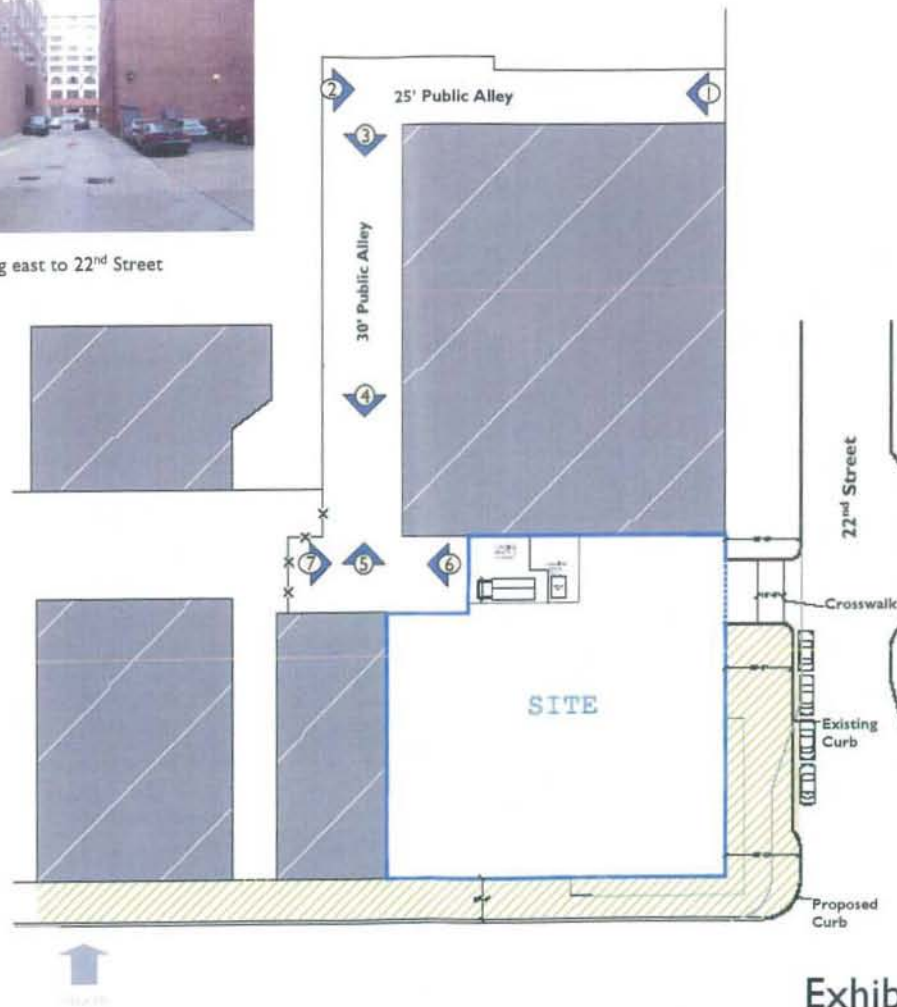


Exhibit A-2
Existing Alley Context Map

Exhibit A-3a
Inbound Hotel Traffic Patterns
With Garage Access from the Alley



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

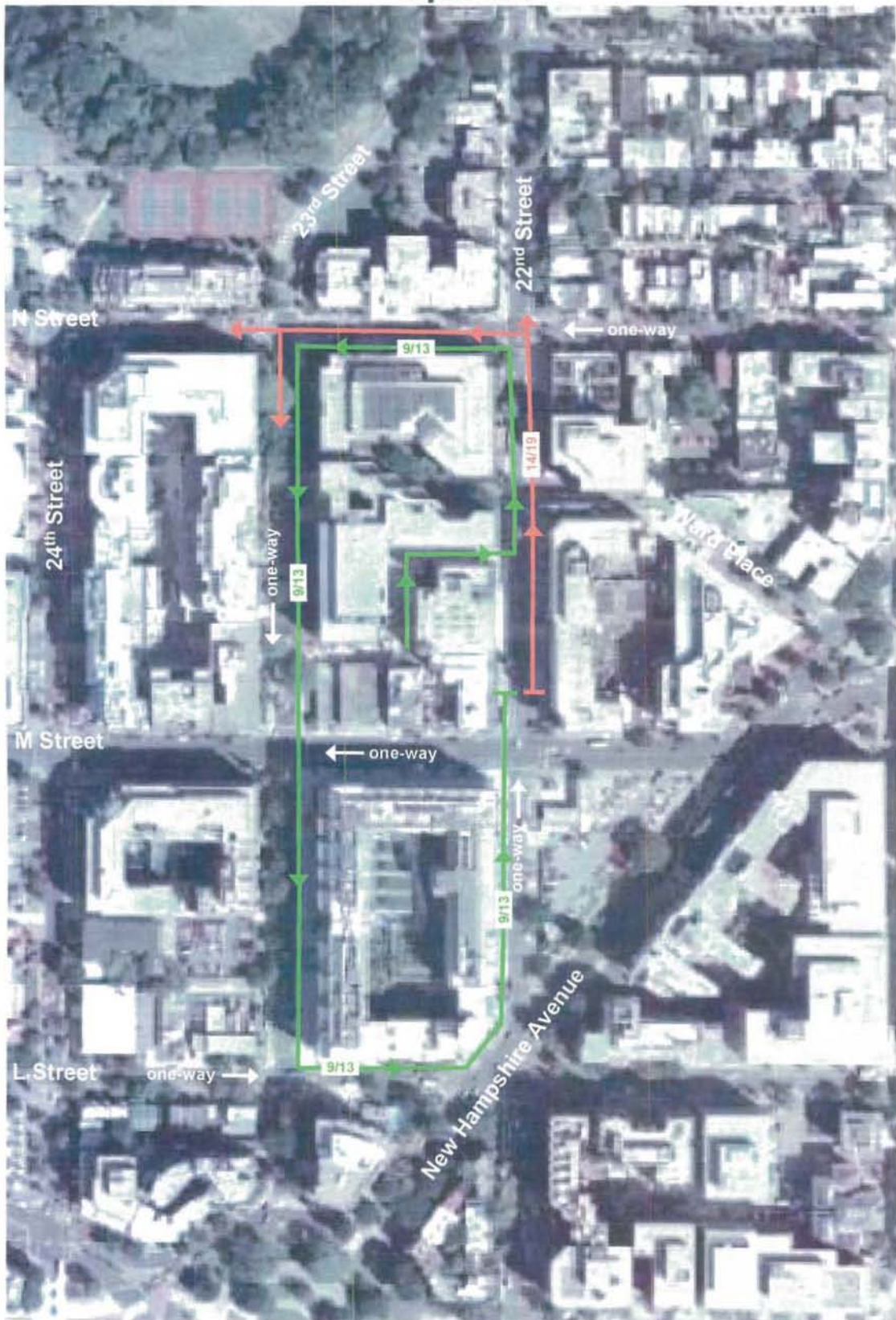


Exhibit A-3c
Outbound Hotel Traffic Patterns
With Garage Access from the Alley
Option 2

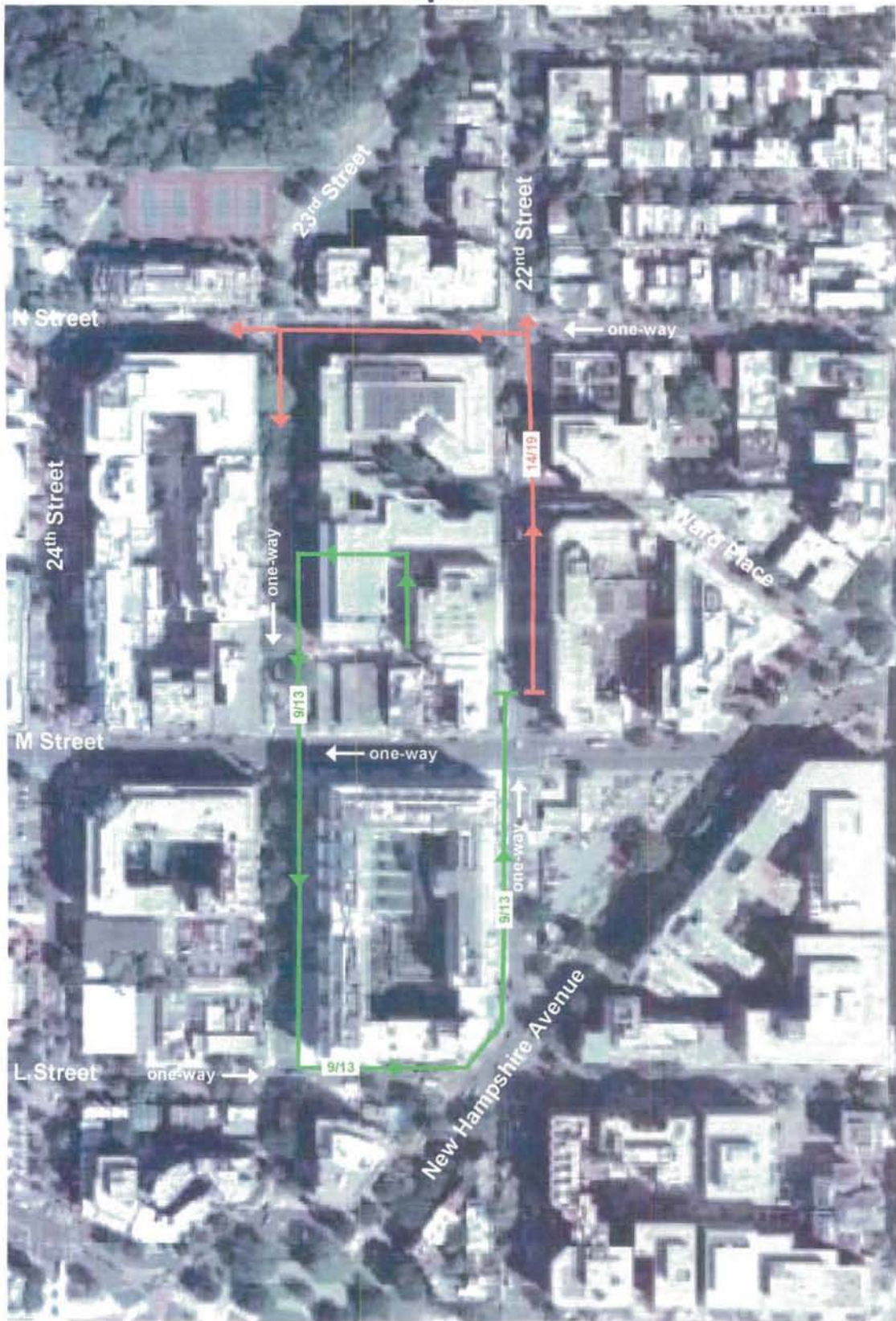


Exhibit A-3d
Outbound Hotel Traffic Patterns
With Garage Access from the Alley
Option 3

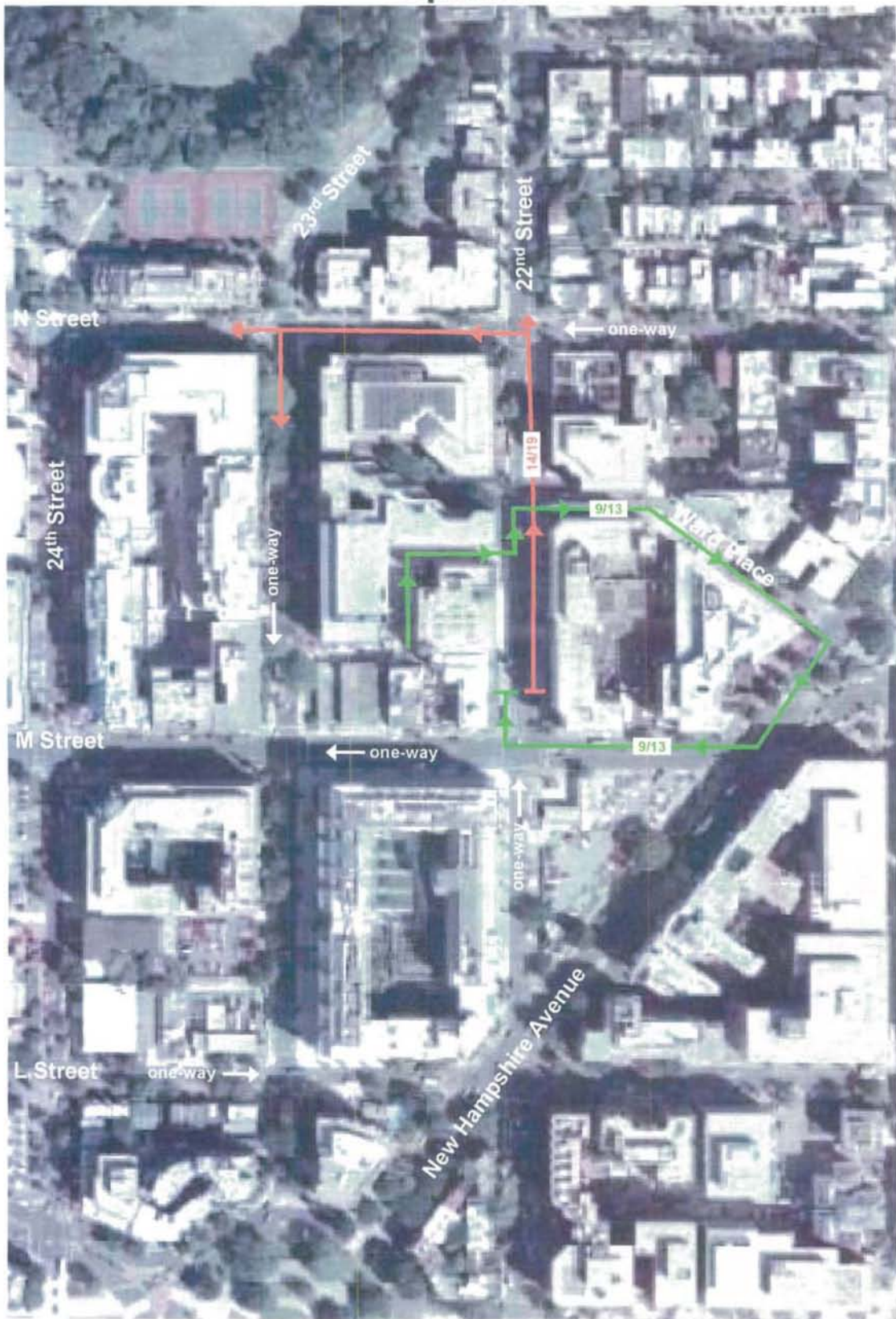


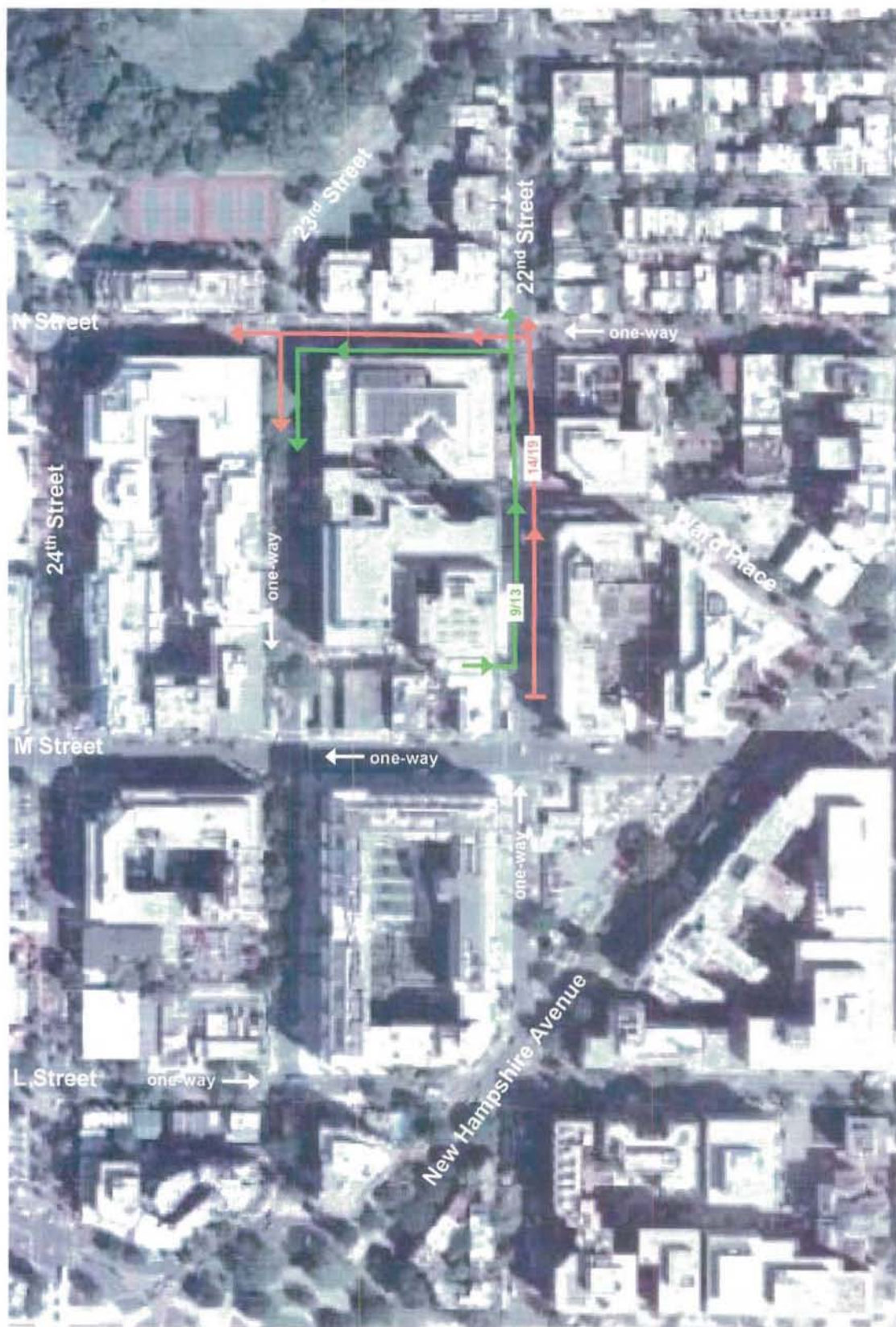
Exhibit A-4a
Inbound Hotel Traffic Patterns
With Garage Access from 22nd Street



Exhibit A-4b

Outbound Hotel Traffic Patterns

With Garage Access from 22nd Street



ATTACHMENT B

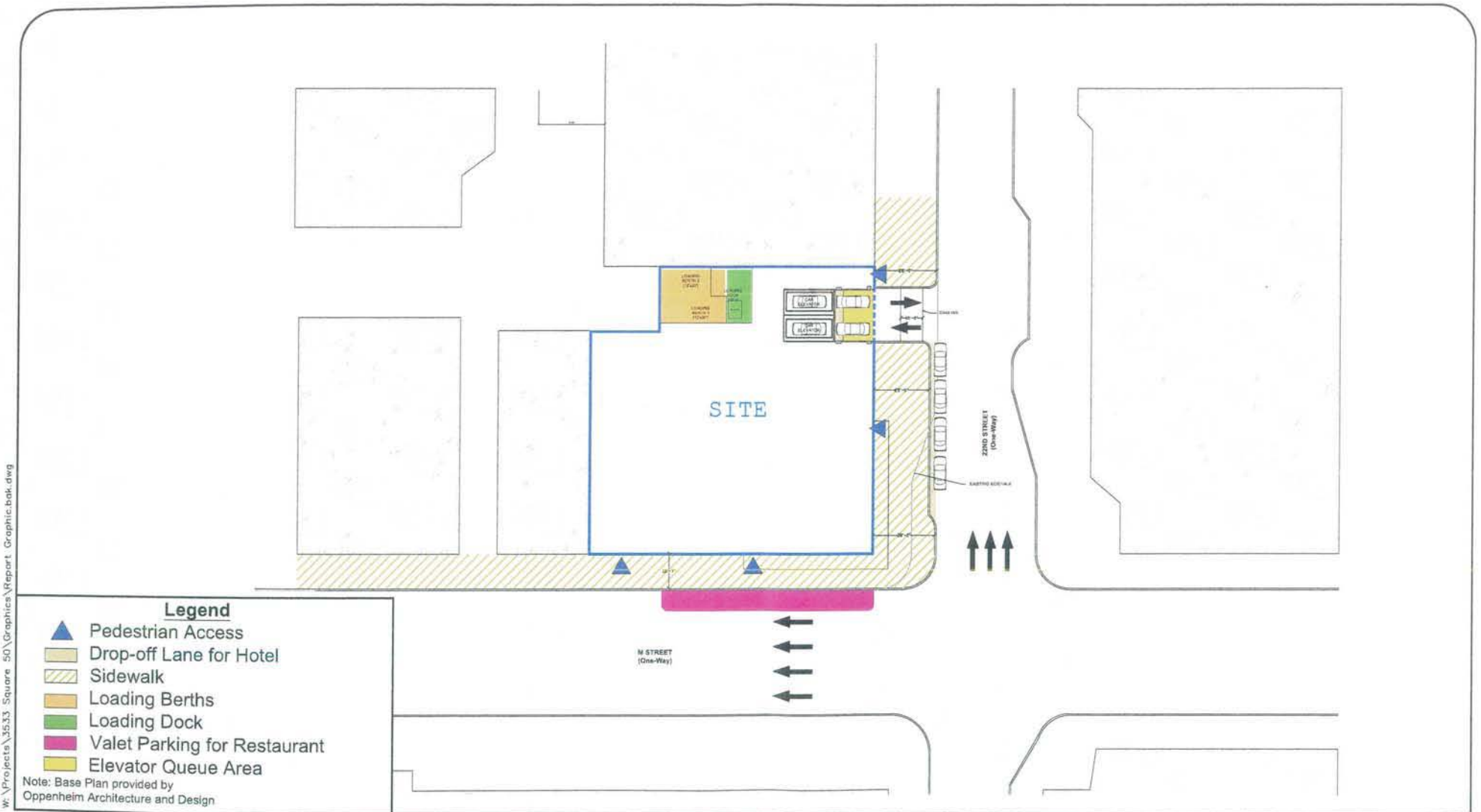


Exhibit B-1
Traffic Circulation Diagram



Exhibit B-2a Area Map of Hotels



- | | |
|--|------------------------------|
| ★ Site | ⑦ Renaissance M Street Hotel |
| ① Mayflower | ⑧ Embassy Suites |
| ② Hotel Palomar | ⑨ The Fairmont |
| ③ The Melrose Hotel | ⑩ Marriott |
| ④ Park Hyatt | ⑪ Ritz Carlton |
| ⑤ Washington Suites | ⑫ Westin Grand |
| ⑥ Best Western Georgetown Hotel and Suites | |



1 View looking northeast on Connecticut Avenue



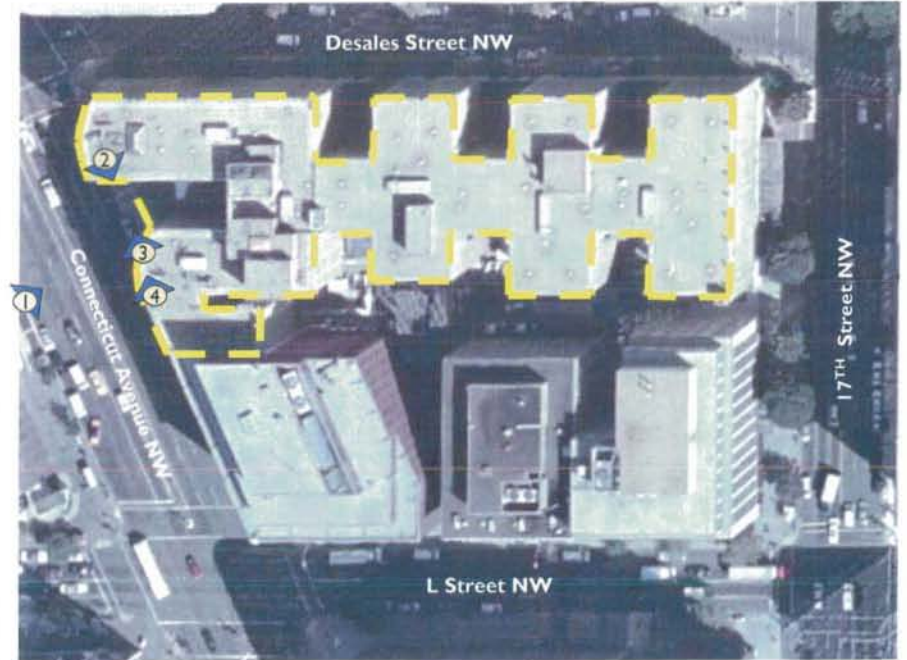
3 View looking northwest on Connecticut Avenue



2 View looking southeast on Connecticut Avenue



4 View looking northwest on Connecticut Avenue



1127 Connecticut Avenue NW



1 View looking north on P Street



3 View looking west on P Street



2 View looking east on P Street



4 View looking east on P Street



2121 P Street NW

Exhibit B-2c
Hotel Palomar
Full Width, On-Street Lay-by Lane



1 View looking southeast on Pennsylvania Avenue



3 View looking southwest on Pennsylvania Avenue



2 View looking southeast on Pennsylvania Avenue



4 View looking northwest on Pennsylvania Avenue



2430 Pennsylvania Avenue NW



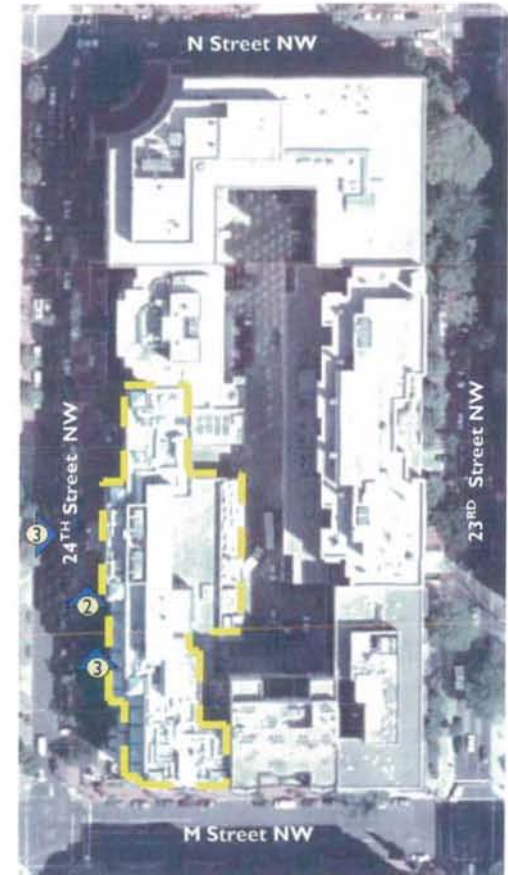
1 View looking north on 24TH Street



2 View looking north on 24TH Street



3 View looking east on 24TH Street



24TH & M Streets NW



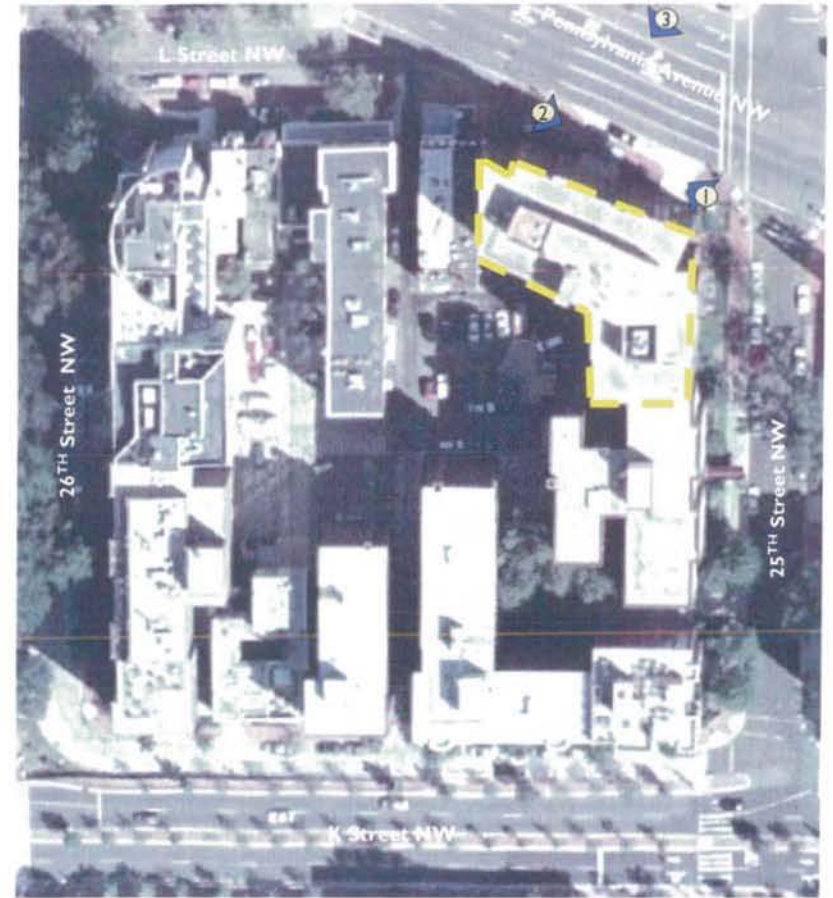
1 View looking northwest on Pennsylvania Avenue



2 View looking southeast on Pennsylvania Avenue



3 View looking southwest on Pennsylvania Avenue



2500 Pennsylvania Avenue NW

Exhibit B-2f

Washington Suites

Full Width, On-Street Lay-by Lane



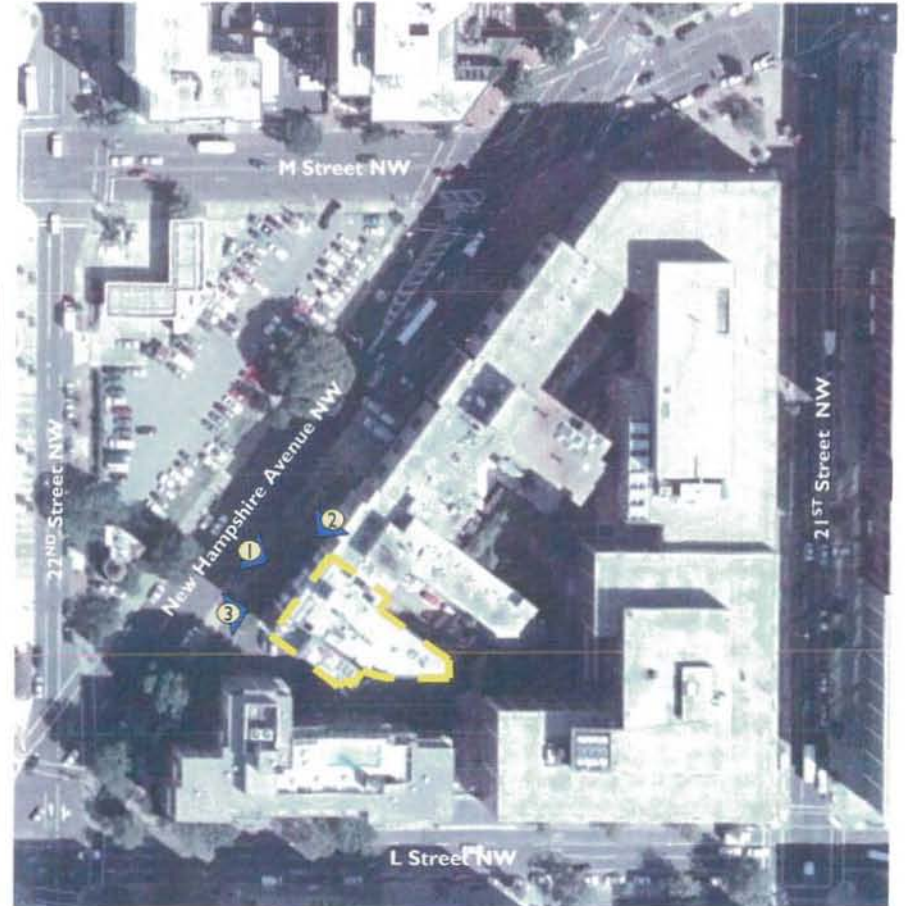
1 View looking southeast on New Hampshire Avenue



3 View looking northeast on New Hampshire Avenue



2 View looking southwest on New Hampshire Avenue



1121 New Hampshire Avenue NW

Exhibit B-2g

Best Western Georgetown Hotel & Suites

Off-Street Porte-cochere



1 View looking northeast on New Hampshire Avenue



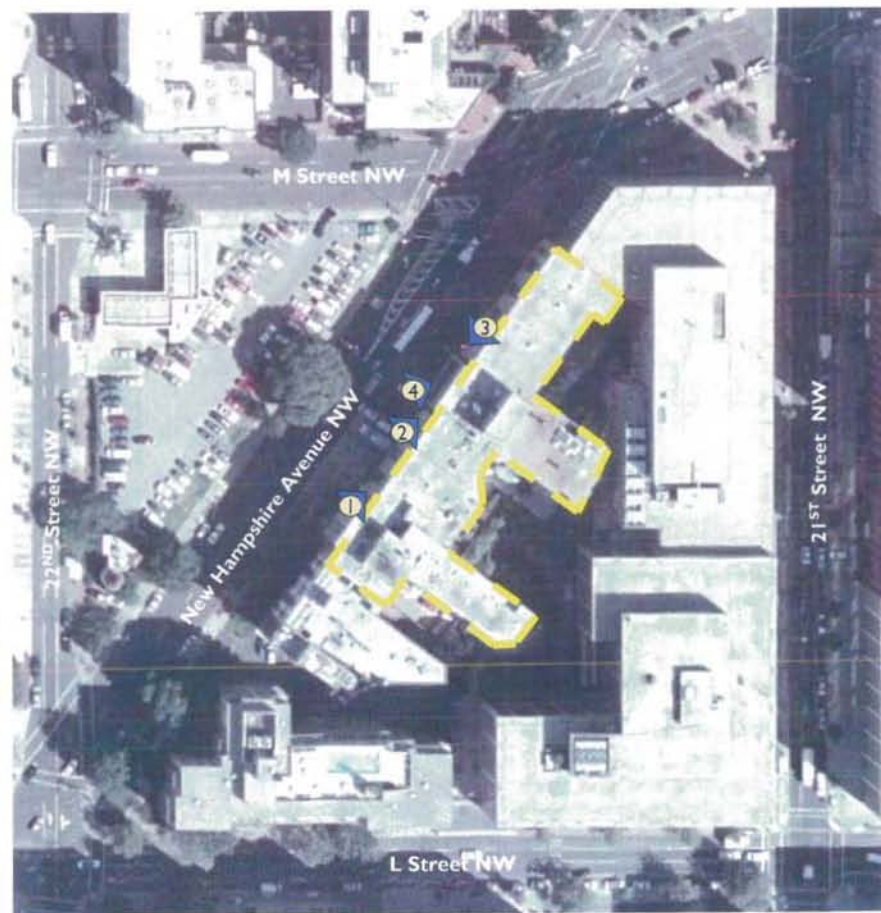
3 View looking southwest on New Hampshire Avenue



2 View looking northeast on New Hampshire Avenue



4 View looking northeast on New Hampshire Avenue



1143 New Hampshire Avenue NW



1 View looking north on 22ND Street



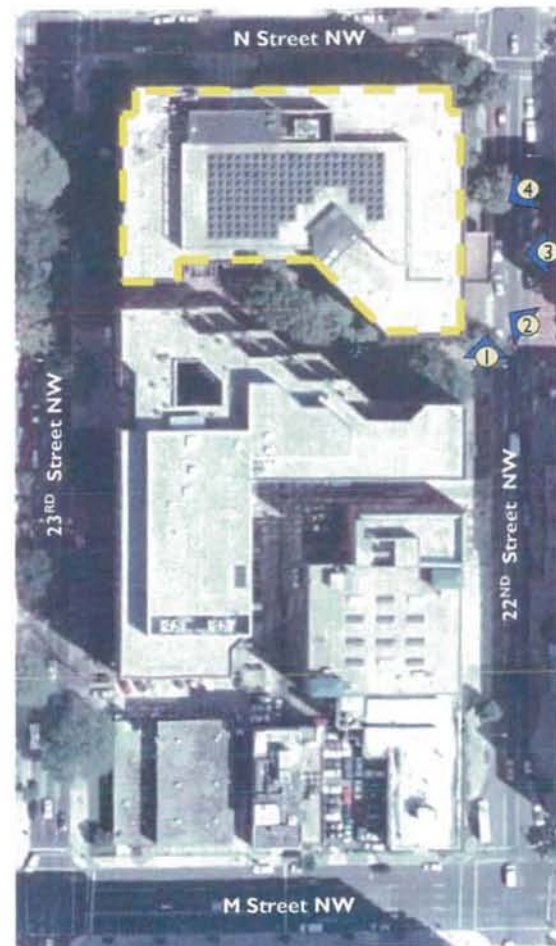
2 View looking northwest on 22ND Street



3 View looking west on 22ND Street



4 View looking west on 22ND Street



1250 22ND Street NW

Exhibit B-2i

Embassy Suites Hotel

Off-Street Porte-cochere



1 View looking south on 24TH Street



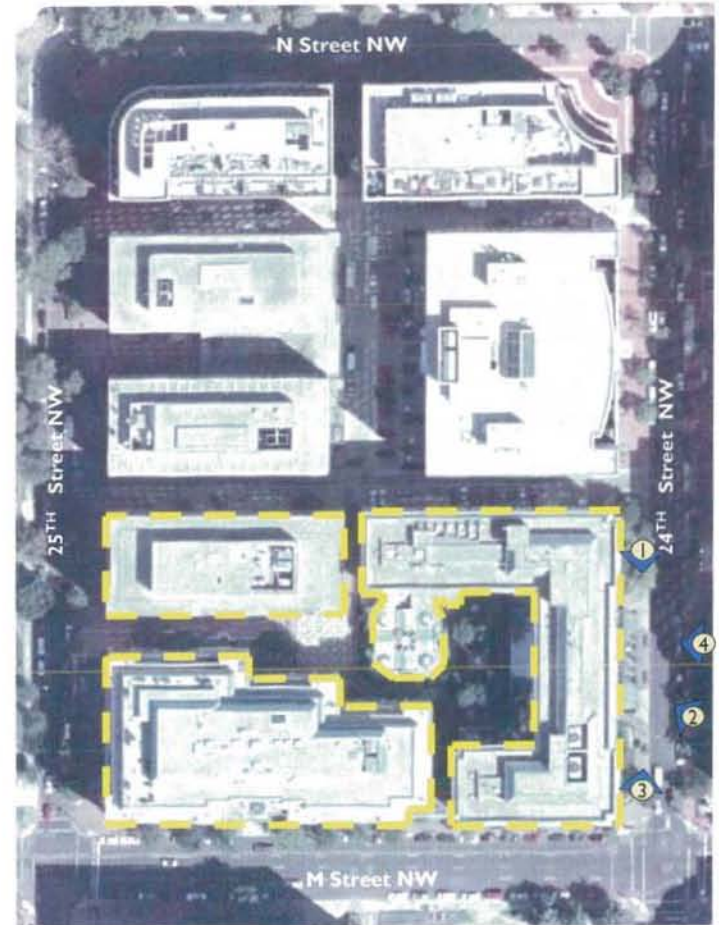
3 View looking north on 24TH Street



2 View looking northwest on 24TH Street



4 View looking west on 24TH Street



2401 M Street NW

Exhibit B-2j

The Fairmont

Off-Street Porte-cochere



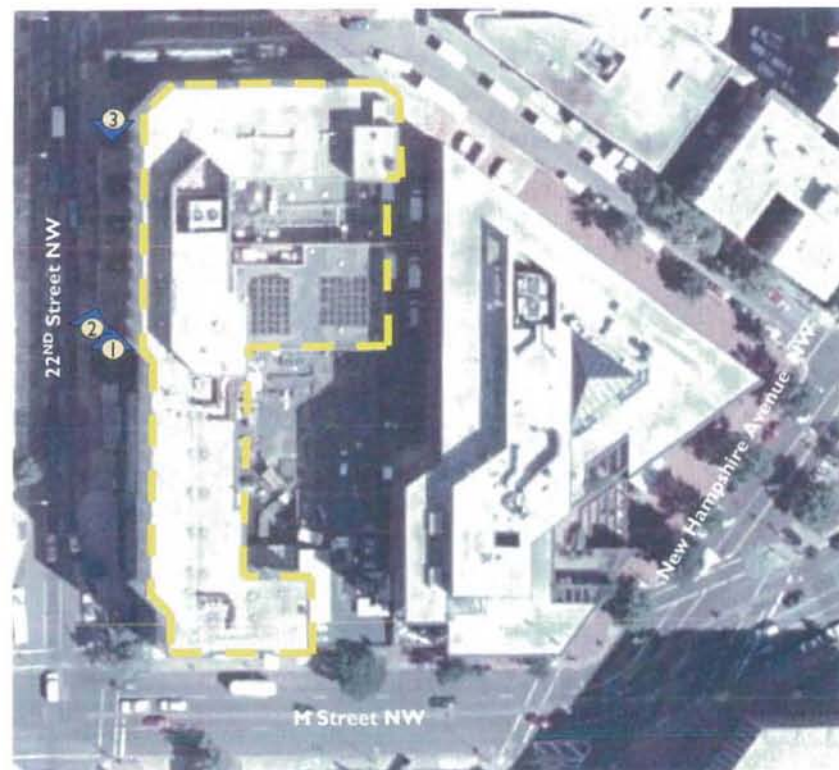
1 View looking north on 22ND Street



2 View looking north on 22ND Street



3 View looking south on 22ND Street



1221 22ND Street NW



1 View looking south on 22ND Street



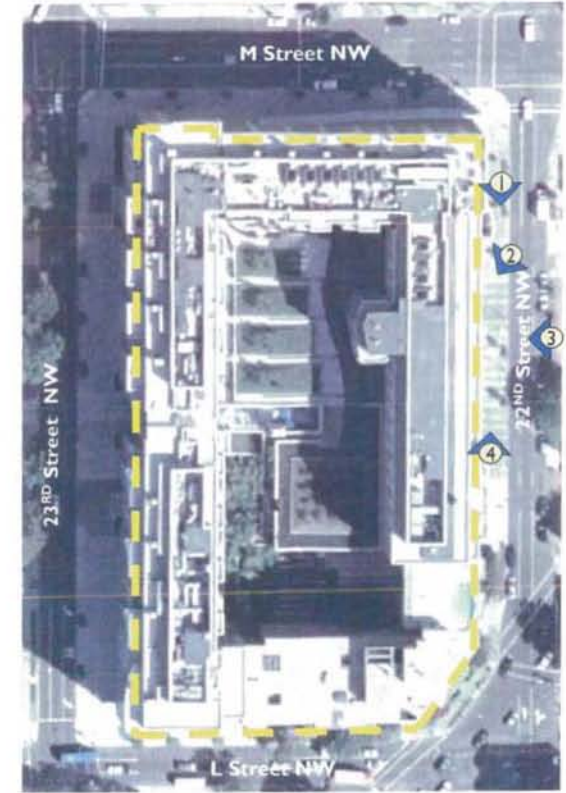
3 View looking west on 22ND Street



2 View looking southwest on 22ND Street



4 View looking north on 22ND Street



2200 M Street NW



1 View looking south on M Street



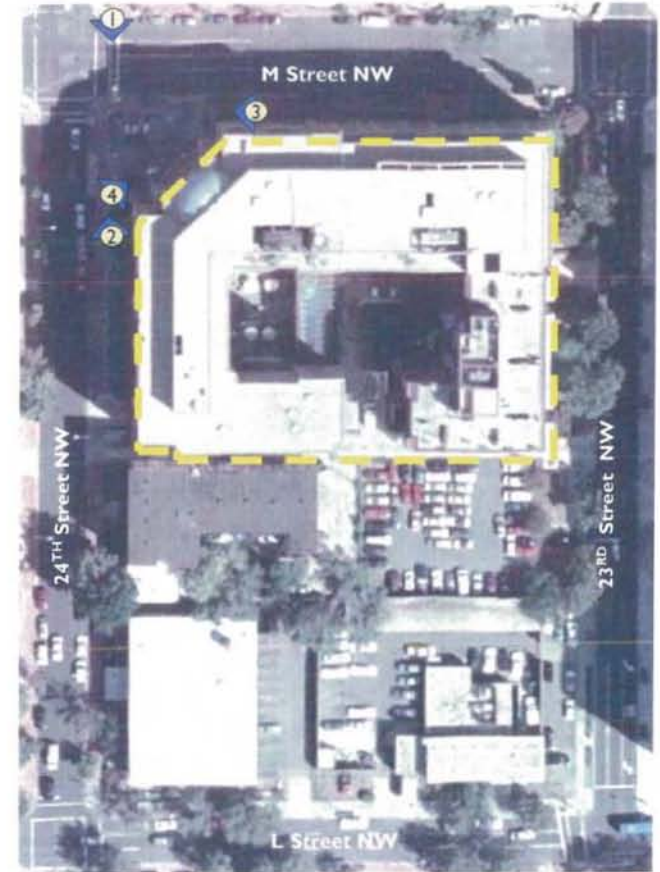
3 View looking west on M Street



2 View looking north on 24TH Street



4 View looking northeast on 24TH Street



2350 M Street NW

Exhibit B-2m
Westin Grand
Off-Street, Corner Porte-cochere

ATTACHMENT C



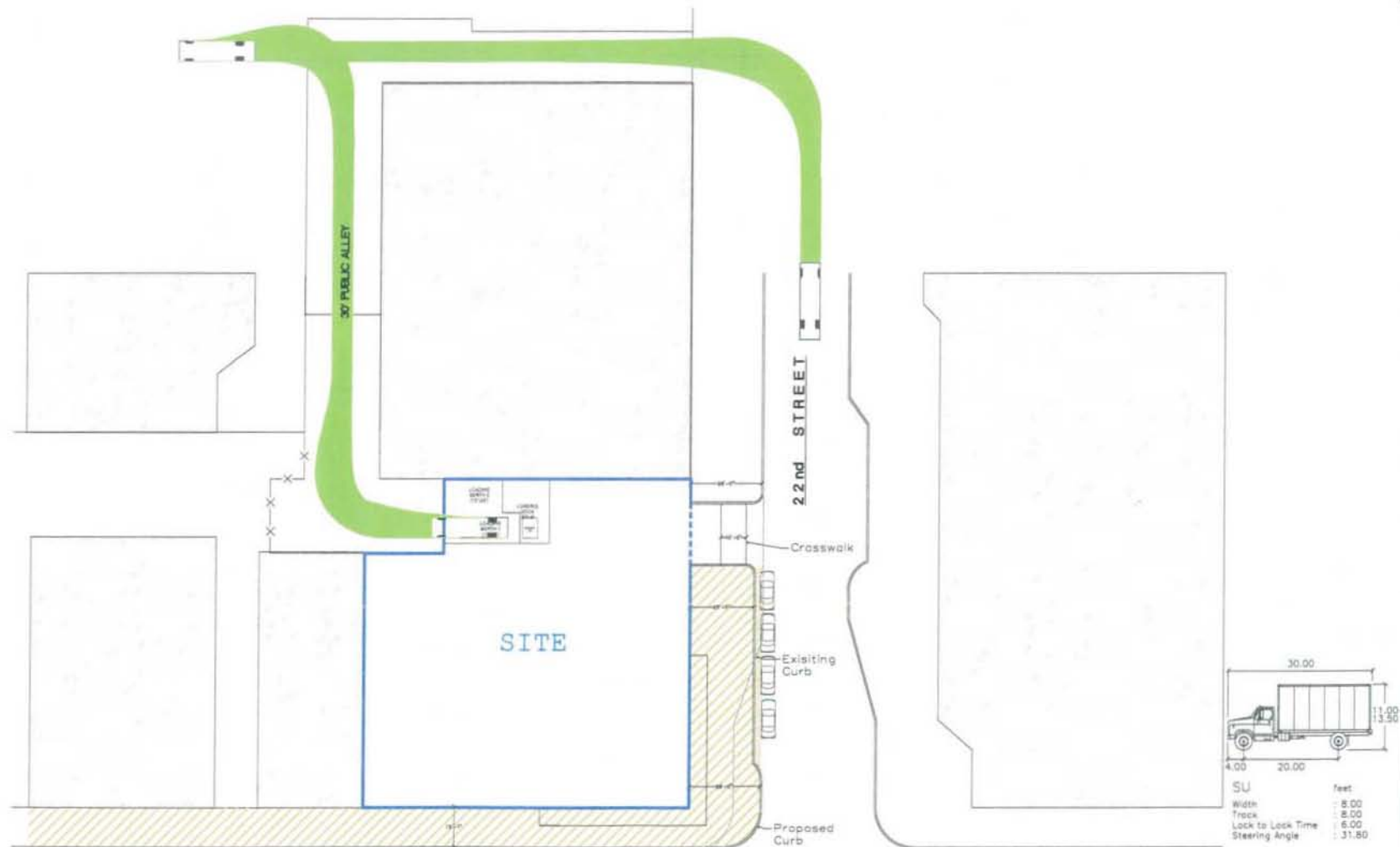


Exhibit C-1B
Truck Circulation Diagram



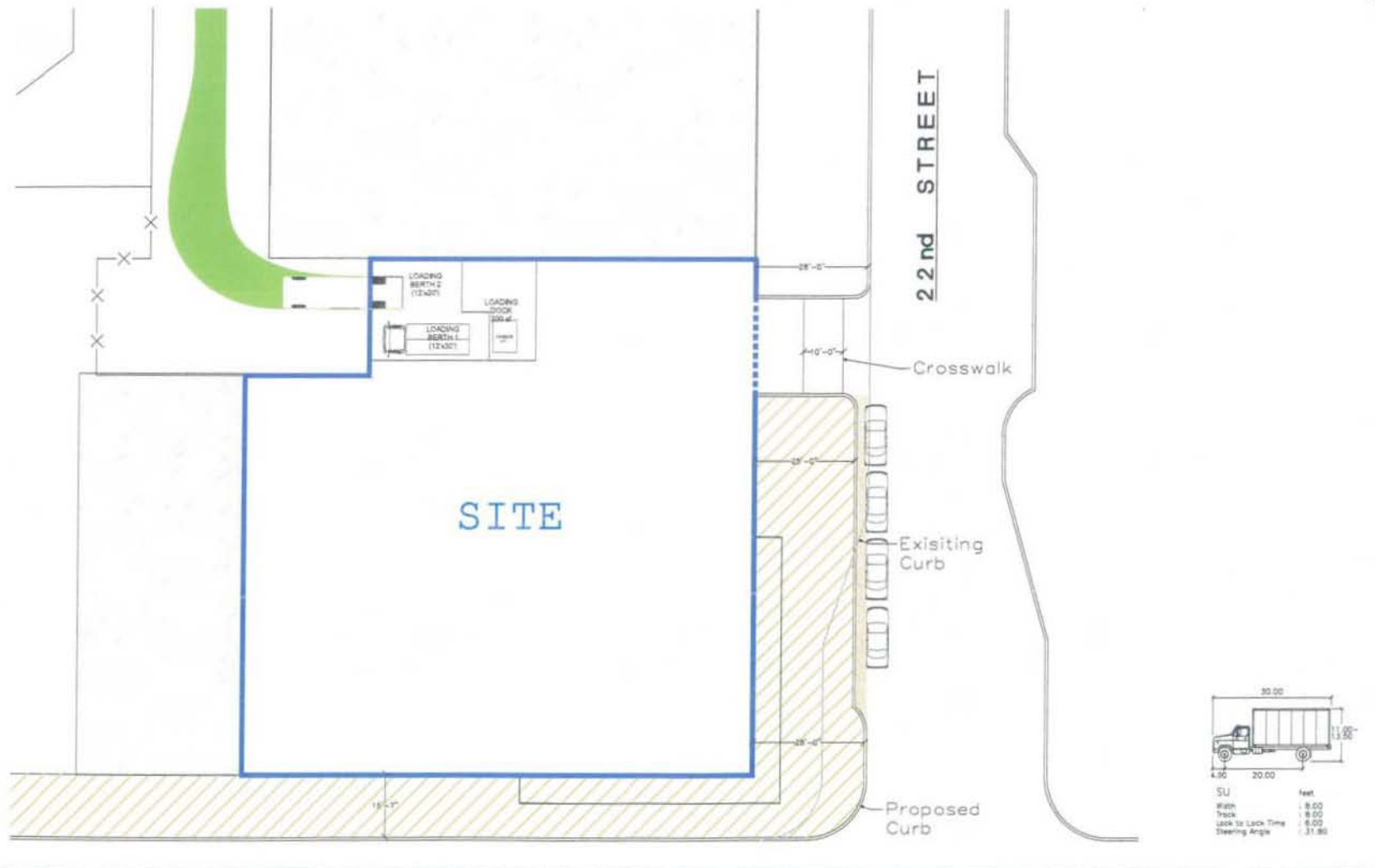


Exhibit C-2
Truck Circulation Diagram
with Truck in Southern Loading Berth

Diagram of a truck chassis showing dimensions:

- Overall length: 30'00
- Wheelbase: 20'00
- Front overhang: 4'00
- Rear overhang: 11'00
- Height: 5'00

Dimensions in feet:

- Width: 5'00
- Track: 5'00
- Lock to Lock Time: 5'00
- Steering Angle: 31° 50'



North