



WELLS + ASSOCIATES

October 6, 2011

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

RE: Case No. 07-21B: Modification to PUD at Square 50
PerStar M Street Partners LLC

Dear Mr. Hood:

On September 21, 2011, the Applicant for the above-reference project and its project team met with ANC 2A to discuss the proposed PUD modification. Several transportation issues were raised at the meeting. Specifically, questions regarding transportation management, loading, sidewalk widths, and the proposed lay-by lane were raised. It should be noted that we reviewed many of these same items at a Preliminary Zoning Review Meeting (PZRM) with the District Department of Transportation (DDOT) where we effectively addressed these various concerns in accordance with current DDOT standards and sound engineering practices. Additionally, we will continue to refine our plans, as deemed appropriate, through DDOT's Preliminary Design Review Meeting (PDRM) process and the Public Space Committee Hearing that will be held during the permitting process. The items raised at the ANC meeting are addressed below.

TRANSPORTATION MANAGEMENT PLAN

In order to effectively manage traffic operations at the hotel, a member of the staff will be designated as the Transportation Coordinator (duties may be part of other duties assigned to the individual). The Transportation Coordinator will be responsible for ensuring that the number of valet attendants will serve the lay-by lane adequately such that the demand for the lay-by lane does not exceed the capacity of the lay-by lane. Additionally, the Transportation Coordinator will ensure that taxis do not stand in the lay-by lane, as a taxi cab stand is located directly across 22nd Street. Parking attendants or valets will assist guests wishing to take a taxi by directing them to the taxi cab stand across 22nd Street at the designated crosswalk or by hailing a cab to be picked up in the lay-by lane. The Transportation Coordinator also will be responsible for ensuring that buses coming to and from the hotel follow the bus management plan, as described below.

Demand Management Plan

In response to the District Department of Transportation's (DDOT's) request, the Applicant has created a transportation demand management (TDM) plan that promotes alternative modes of

transportation to and from the proposed hotel. As detailed in our June 17, 2011 memorandum to Mr. Jeffrey Jennings at DDOT, the TDM plan encourages the use of non-auto modes of transportation by informing hotel patrons of the availability and accessibility of Metrobus, Metrorail, BikeShare, and Zipcar.

Loading Management Plan

As shown on Figures 1 and 2, 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 from 22nd Street; that is, trucks would not be required to back onto 22nd Street to access the loading dock. This configuration has been reviewed and supported by DDOT.

The Transportation Coordinator will be responsible for coordinating all truck deliveries. The Transportation Coordinator will have the following responsibilities:

- To coordinate with the delivery companies to ensure that deliveries will be made via the alley;
- To coordinate with the delivery companies to ensure that deliveries will be made in 30-foot, single unit trucks or smaller;
- To coordinate with the delivery companies to ensure that deliveries will be made during non-peak hours (i.e. deliveries will be restricted between 7:30 AM and 9:30 AM and between 4:30 PM and 6:30 PM); and
- To coordinate with truck drivers to ensure that trucks do not idle in the alley while waiting to make a delivery.

Based on other comparable hotels of this size, it is anticipated that the hotel will receive only about four or five deliveries per day. The Applicant will agree to restrict trucks larger than 30 feet through contract provisions in its vendor agreements. Additionally, no deliveries will be permitted through the entrances on either M Street or 22nd Street. The M Street entrance is expected to be the main point of entry into the restaurant, which is required to serve breakfast, lunch, and dinner. As such, the entrance would not be conducive to any deliveries through seated areas during the day.

Bus Management Plan

Due to the size of the hotel, bus groups are not anticipated to account for a significant percentage of the business at the proposed hotel. The hotel will generally only accommodate guests utilizing bus transportation during periods with reduced overall hotel occupancies. During peak bus months, the hotel is expected to accommodate just three to five buses per month and usually only one bus group at a time. Bus groups will be notified that the pick-up/drop-off operation will be conducted on M Street, as shown on Figure 3. Additionally, the bus operators will be notified that the buses must park at Union Station in the area designated for Motor Coaches and Recreational Vehicles.

LAY-BY LANE DESIGN

The design of the proposed lay-by lane is consistent with the lay-by lane proposed in the original PUD. During the original PUD process, the design of the lay-by lane was vetted extensively through DDOT and subsequently was modified based on input from DDOT. Specifically, the initial proposal was to

Mr. Anthony Hood
October 6, 2011
Page 3 of 4

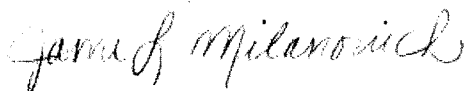
provide an 11-foot lay-by lane adjacent to the existing travel lanes on 22nd Street. Based on several meetings with staff from DDOT's Transportation Planning and Policy Administration and Traffic Operations Administration, the lay-by lane was narrowed to a three foot "lane." DDOT cited the following benefits in requesting the change to the lay-by lane: (1) it would provide for a wider sidewalk along 22nd Street, (2) it would create a buffer between the vehicles stopped in the lay-by lane and the adjacent travel lane, as shown on Figure 4, and (3) it would limit any possible attempts to park in the lay-by lane.

SIDEWALK WIDTHS

The sidewalk dimensions from face of building to curb vary, with approximately 29'-0" along 22nd Street and 16'-7" along M Street. Along M Street, the landscape plan provides four in-grade tree planters that are 2'-9" wide and 9'-0" long. Additionally, an outdoor café seating area is proposed at the southeast corner of the building along both M Street and 22nd Street. The details of the sidewalk café will be subject to review and approval by the Public Space Committee, after construction of the building is completed. In all cases, the minimum clear pedestrian pathway meets DDOT's minimum requirement of 6'-0".

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

Sincerely,



Jami L. Milanovich, P.E.
Principal Associate

JLM/jlm

Enclosures

FIGURES

23rd STREET

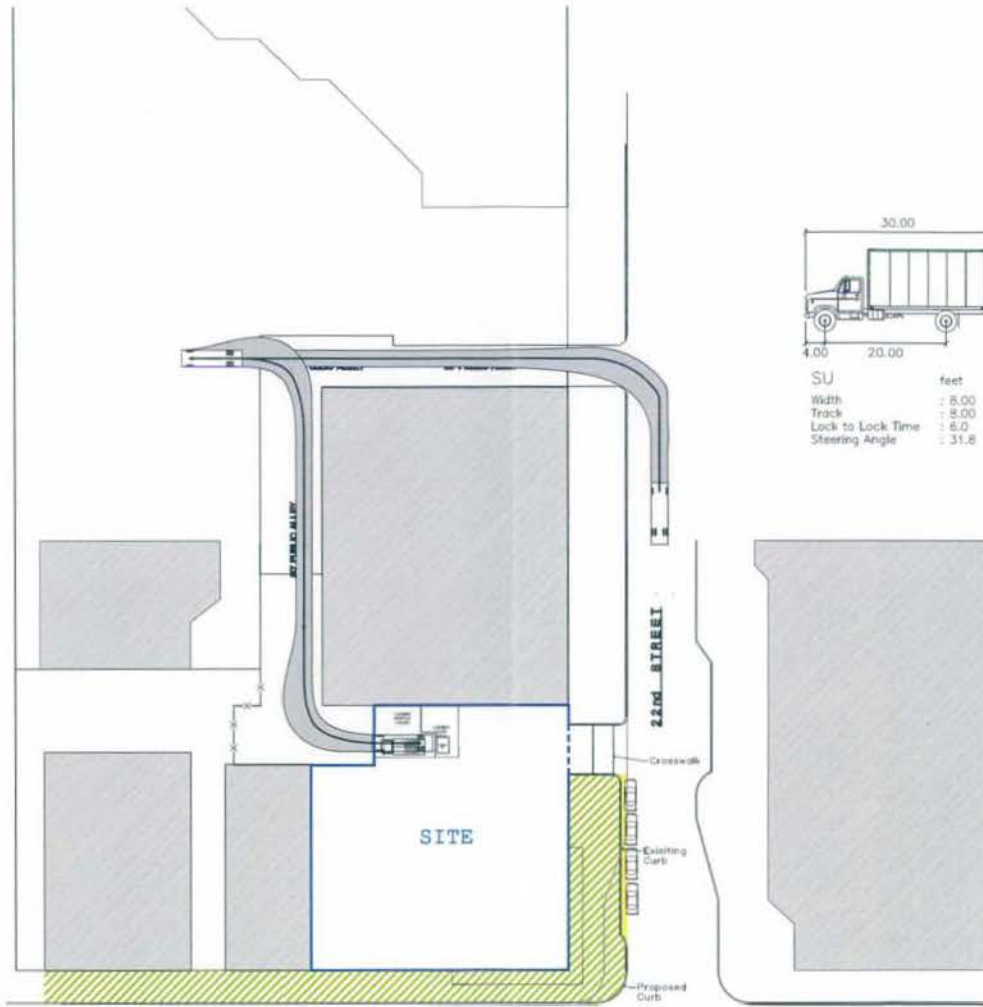
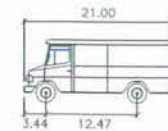
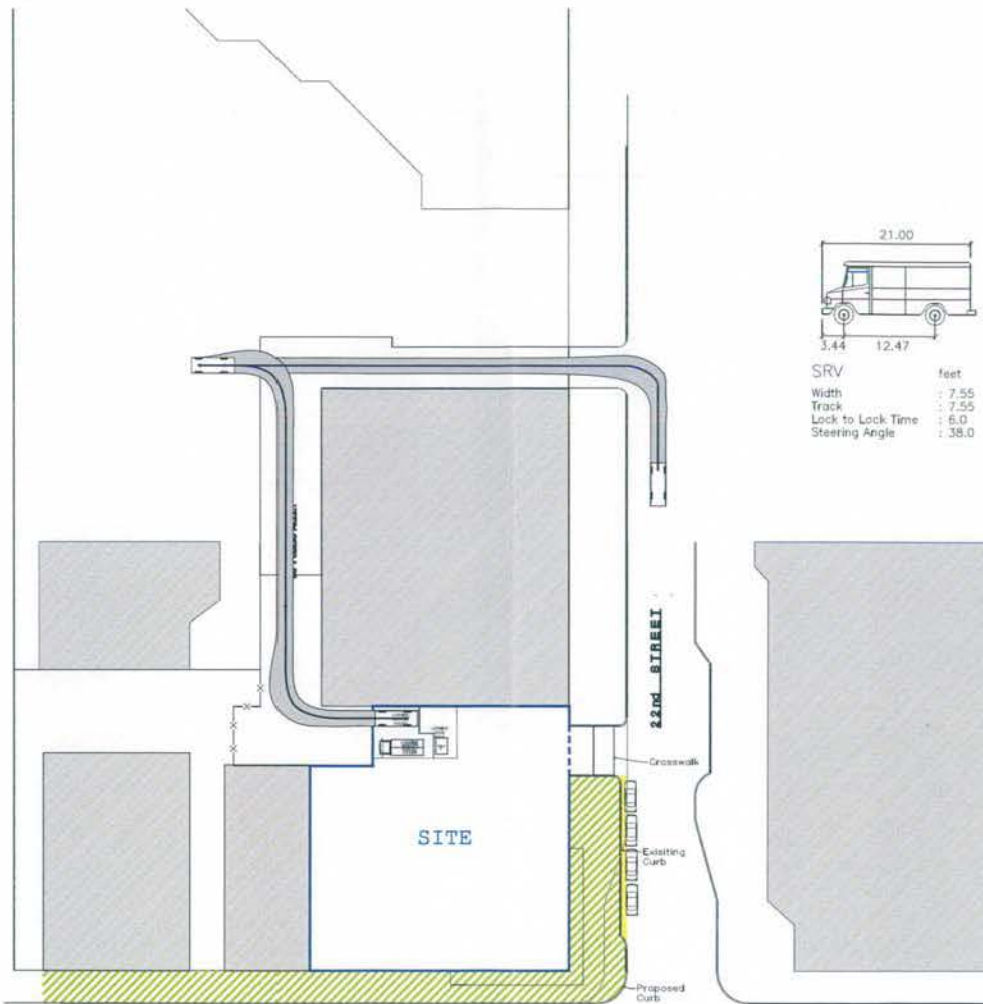


Figure 1A
30' Truck Circulation Diagram—Entering



23rd STREET



SRV	feet
Width	: 7.55
Track	: 7.55
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

Figure 1B
21' Truck Circulation Diagram—Entering



23rd STREET

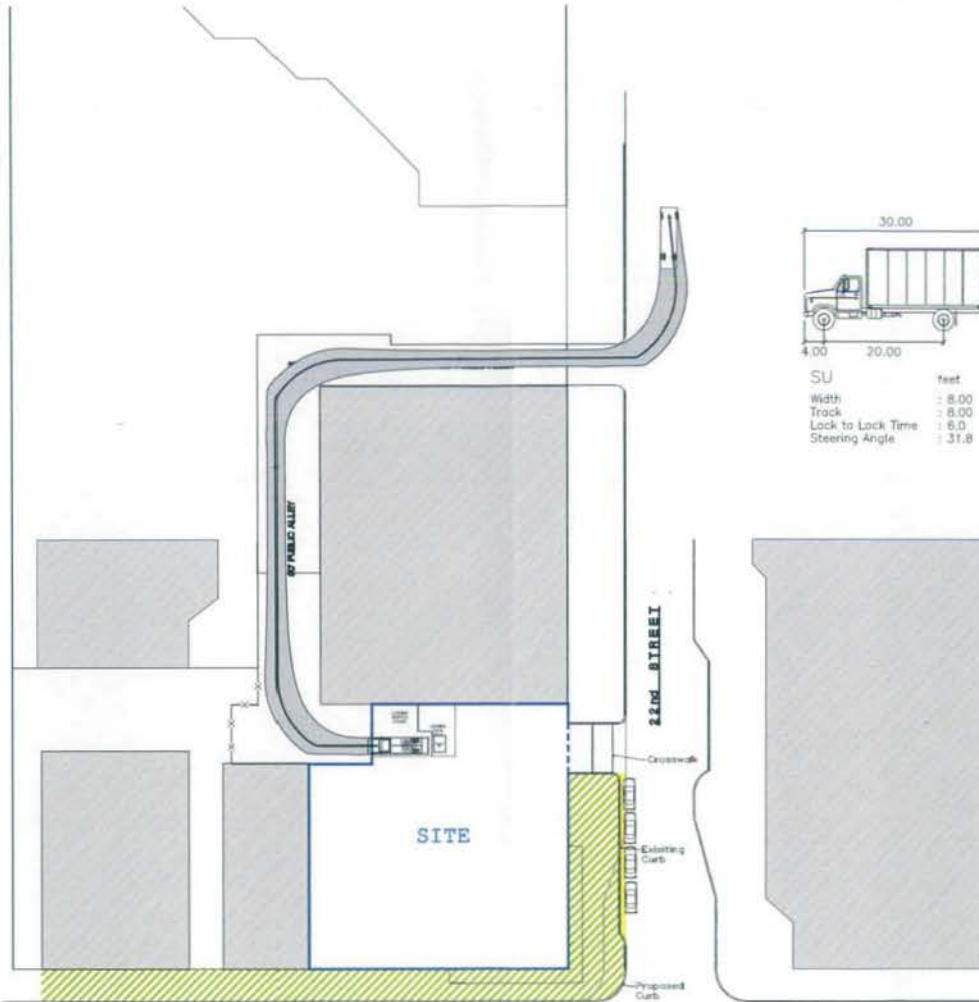
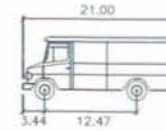
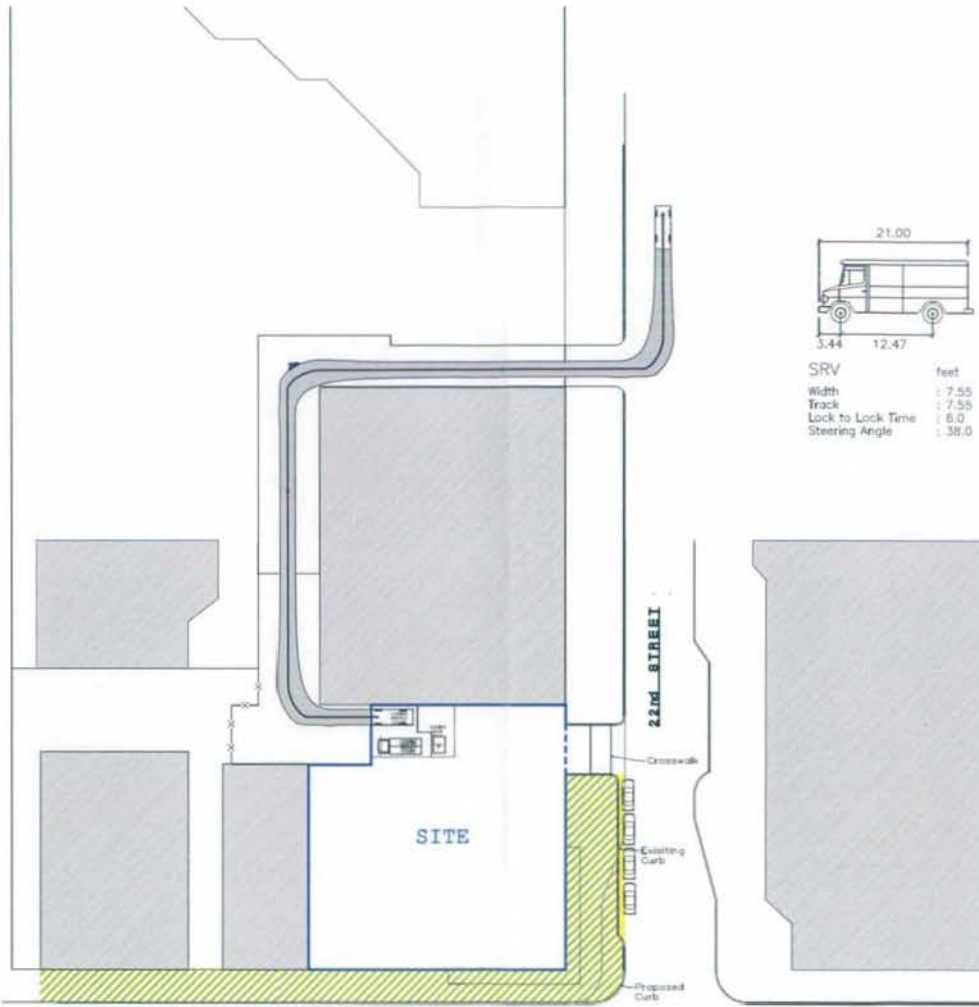


Figure 2A
SU 30' Truck Circulation Diagram—Exiting



23rd STREET



SRV	feet
Width	: 7.55
Track	: 7.55
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

Figure 2B
21' Truck Circulation Diagram—Exiting



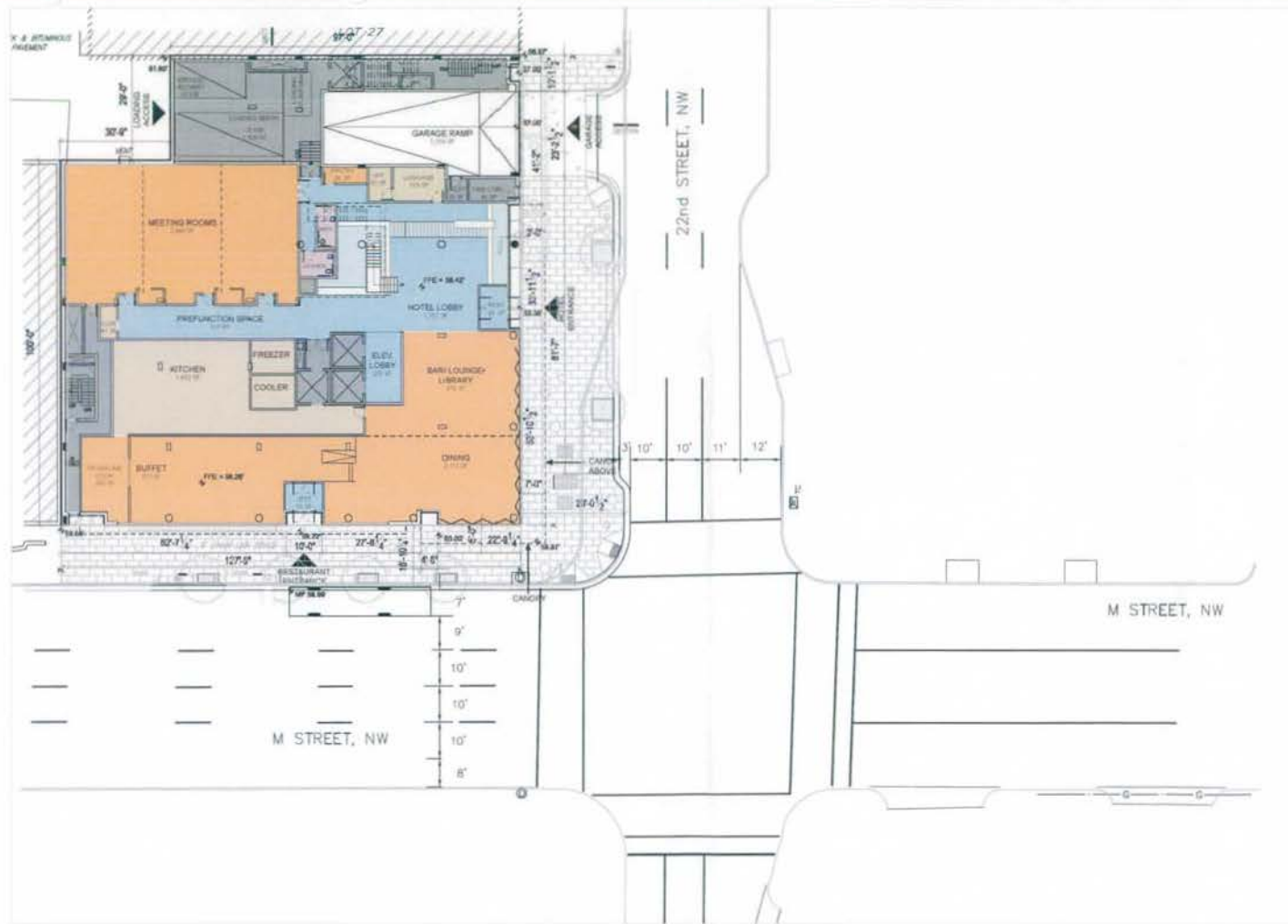


Figure 3
Proposed Bus Drop-off/Pick-up on M Street

North
Scale= 1:40

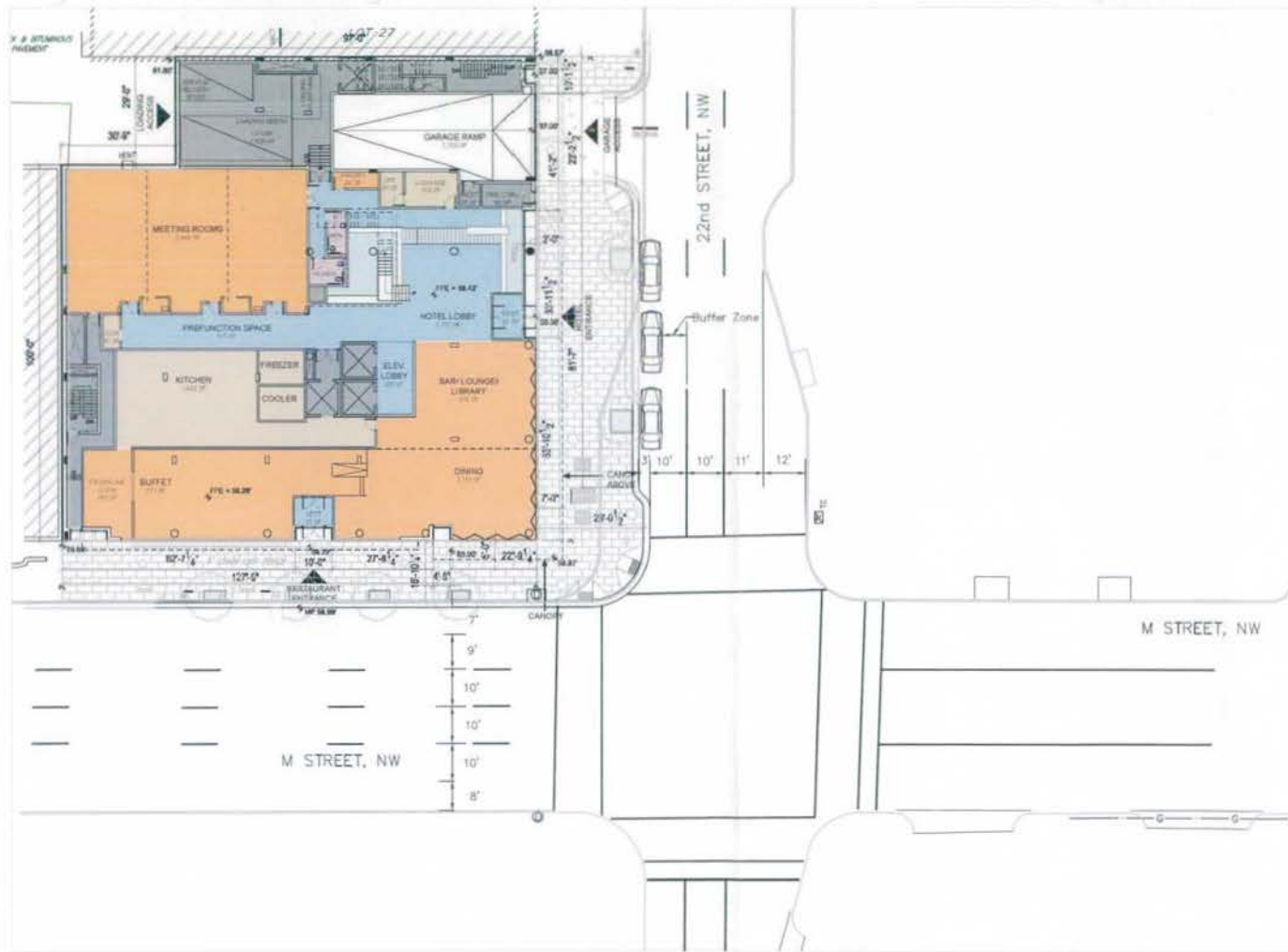


Figure 4
Proposed Lay-by Lane Detail

North
Scale= 1:40