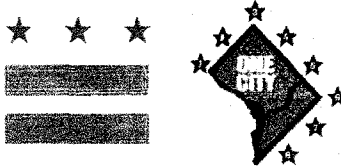


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

2011 OCT 24 AM 9:55

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Memorandum

TO: Anthony Hood, Chairman
DC Zoning Commission

FROM: Maurice Keys *MPK*
District Department of Transportation

DATE: October 21, 2011

SUBJECT: ZC Case 07-21B (Application of Per Star M Street Partners, LLC; 2201 M Street, N.W.)

APPLICATION

Per Star M Street Partners, LLC (the 'Applicant') is requesting approval of modifications to an approved planned unit development ("PUD") for Lot 87 (former Lots 82, 84, 813, 814, and 816) in Square 50 (the "Subject Property"). The Subject Property has a land area of approximately 15,588 square feet and is located at the northwest corner of 22nd and M Streets, N.W. The Zoning Commission approved a PUD for the Subject Property in Z.C. Order No. 07-21, dated May 12, 2008. The approved hotel project includes approximately 122,235 square feet of gross floor area, including 148 to 170 hotel rooms and suites, ground floor restaurant space, landscaped outdoor space, a spa, and below-grade parking. The building was approved at a maximum height of 110 feet, exclusive of roof structures. The approved plans include 42 striped off-street parking spaces accessed by a vehicular elevator in a valet operated garage that has a maximum capacity of 71 vehicles. Pursuant to Z.C. Order No. 07-21A, dated May 10, 2010, the Zoning Commission granted a two-year extension such that a building permit application for the approved PUD must be filed no later than June 27, 2012, and construction must commence no later than June 27, 2013. The Applicant now seeks modifications to the approved PUD. Specifically, the Applicant requests approval to redesign the exterior façades of the building; to increase the maximum number of hotel rooms from 170 to 238; to reduce the

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building's height from 110 feet to approximately 107 feet; and to provide 53 striped off-street parking spaces accessed by a ramp in a valet operated garage.

RECOMMENDATION IN BRIEF

The District Department of Transportation (DDOT) has no objections to the Applicant's request for modifications to a previously approved Planned Unit Development. DDOT's concerns with the application are associated with passenger bus operations and whether the Applicant has sufficiently addressed the passenger bus staging area location in relation to the proposed hotel property.

DDOT ANALYSIS

As part of the original PUD application in 2008, the Applicant provided information related to the following:

- Loading dock access off of the public alley
- Lay-by on 22nd Street, N.W.
- Curb cut on 22nd Street, N.W.

DDOT continues to base its conditional support on those findings. However, as part of the modified PUD application, the Applicant will need to demonstrate that the traffic operations will not levy impacts in public space or to the neighborhood network of streets and sidewalks.

PASSENGER BUS OPERATIONS

ANC 2A has voiced particular concern about the passenger bus operations and DDOT shares those concerns. Passenger drop-off/pick-up zones are for expeditious drop-off and pick-up only. Passenger buses may not park in the vicinity of the proposed hotel for any amount of time, unless appropriately administered DDOT signs allow for it. Bus operators cannot idle for a time period longer than 3 minutes while the motor vehicle is stopped or parked. As stated in District of Columbia Municipal Regulations, bus idling is allowed *only* when the temperature is 32° F or below and permitted for up to 5 minutes only.

Bus operators may not pick up or drop off passengers in a vehicle travel lane or in any zone where "No Stopping Anytime" is posted. Buses must not block access to transit or commuter bus stops. Bus operators must not leave their vehicle while passengers are loading or unloading.

PARKING

The Applicant has informed DDOT it plans to build a total of 53 parking spaces – a reduction in parking from the legally required 68 parking spaces. DDOT commends the Applicant for reducing the number of planned parking spaces as the site is transit oriented development (TOD) and there are a number of transit options for the hotel guests and visitors to access the property. The visitors to the restaurant, proposed for the ground floor of the hotel, will be able to have their vehicle valet parked inside of a neighboring garage.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Applicant may submit a TDM plan but DDOT has not had the opportunity to review it before this report had been finalized. The Applicant's TDM measures should promote safe and efficient traffic operations, encourage alternate modes of transportation, and maximize the use of the on- and off-street parking facilities to efficiently serve the hotel demands. The following TDM measures are expected of the proposed hotel operator:

- Designate a member(s) of building management as Property Transportation Coordinator (PTC) to be a primary point of contact to undertake the responsibility for coordinating and completing all Transportation Management Plan (TMP) related tasks. The Applicant and /or building management will provide, and keep current, the name and contact information of the PTC to DDOT and ANC2A. The PTC shall be appropriately trained, to provide transit information, inform passenger bus drivers where to park and other information intended to assist with transportation to and from the site.
- Provide an 8' by 24' space for a minimum of 12 bicycles as well as the normal amount of luggage storage in a locked luggage storage facility, controlled by the hotel staff, in the hotel to accommodate guest's bicycles. Guests will not be prohibited from taking bicycles to their rooms.
- Provide in the lobby of the hotel an Electronic Transportation Display providing real time information related to local transportation alternatives (e.g. Capital Bikeshare racks, nearest WMATA rail station, WMATA bus routes and Circulator bus routes) and provide internet access for this device via wired or wireless means in the hotel building lobby.
- Provide a sustainable fare incentive program to provide a transit benefit incentive of at least \$100.00 per month for each on-site hotel employee. The employer will set up a pre-tax employee transportation benefit program. This program will be functional before the first day of operation of the hotel.
- Provide SmarTrip cards for free to new on-site employees.

- Provide complimentary 24 hour Capital Bikeshare passes to hotel guests upon check-in. DDOT will provide the hotel operator with safe cycling guides, bike helmets and additional information on the Capital Bikeshare program for hotel guests' use during their stay.

BUILDING ASSOCIATED UTILITIES

The Applicant is aware that *all* building associated utilities are supposed to be located inside of the building property line. The Applicant has reached an agreement with DDOT to cover any new utility grates located adjacent to the subject property. Any utility grates should have a solid vault cover. Utility grates in public space, especially along pedestrian paths, lead to an uninviting and hazardous pedestrian environment.

PERFORMANCE AND MONITORING

As part of the Zoning order, DDOT believes the Applicant should conduct a transportation performance monitoring study at a number of different times after issuance of first Certificate of Occupancy and provide a report summarizing findings to DDOT and ANC 2A.

1st Performance Monitoring Requirements

- The first performance monitoring study should be conducted no later than 45 days after the issuance of the C of O.
- This report will need to review the operations associated with the passenger buses.
- The Applicant is expected to demonstrate a willingness to relocate the passenger bus unloading area if neighborhood or traffic impacts are a result of the planned unit development.

2nd Performance Monitoring Requirements

- The next transportation performance monitoring study shall be conducted no later than 1 year after issuance of the C of O.
- This monitoring study will include:
 - A review of the passenger bus operations
 - Daily vehicle-trips to and from the hotel site
 - Parking availability by time of day for the site
 - Pedestrian traffic
 - Pedestrian safety

- Bicycle trips
- A review of the unloading of freight to the designated loading berths
- Effectiveness of the loading management plan.

Such report shall include an all-day count of site-generated vehicle traffic and a voluntary mode-split survey. The Applicant and its transportation consultant will assist and encourage hotel employee participation in mode split surveys which may be of an on-line, email variety. A similar study shall be conducted 2 years and 5 years after the C of O has been issued.

The proposed 238 hotel rooms, restaurant and conference room space will host an increase in activity at the 22nd and M Streets intersection. DDOT wishes to review whether the hotel employees assisting with passenger bus operations, traffic operations and loading management plan are appropriately working to lessen the transportation impacts.

SUMMARY AND RECOMMENDATION

DDOT conditionally supports the Applicant's proposal for a PUD modification at premises 2201 M Street, N.W.

The proposed hotel site will host ground floor retail space where a restaurant will be located. This addition will contribute to the streetscape where currently an abandoned parcel of land sits. The Applicant is credited with enlivening the streetscape and adding to the existing Foggy Bottom neighborhood. DDOT recommends that the Zoning Commission approve the proposed hotel space with the condition that transportation performance and monitoring be provided that illustrates how the hotel can appropriately mitigate the potential impacts on the neighborhood. DDOT also strongly encourages the Applicant to consider adding all of the transportation demand management measures to alleviate the additional vehicle trips to the site.

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