

2201 M STREET NW

MODIFICATION TO A PLANNED UNIT DEVELOPMENT APPROVED
PURSUANT TO ZONING COMMISSION CASE # 07-21

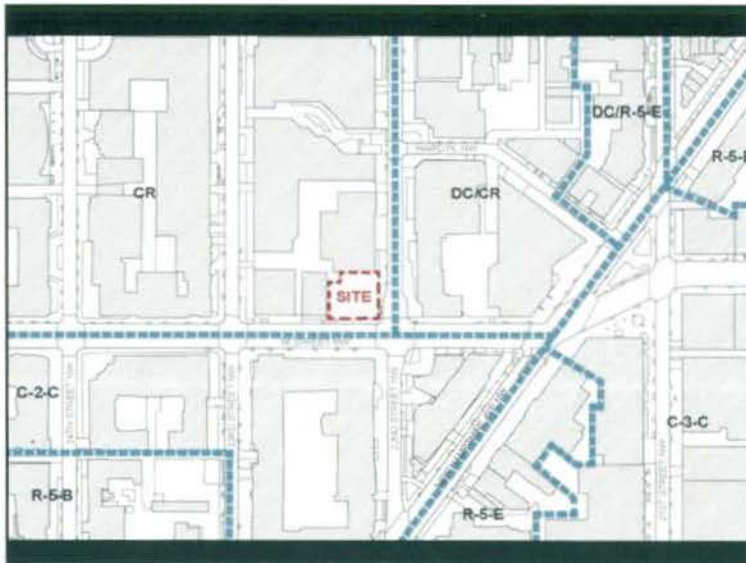
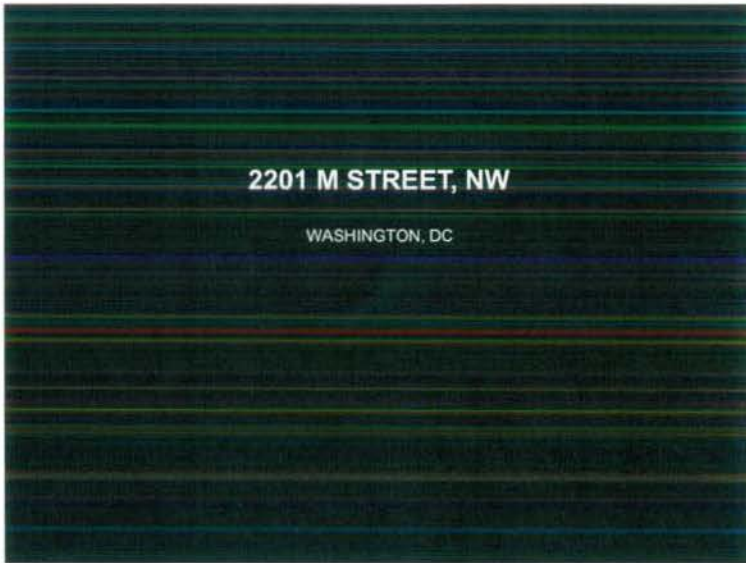
POWERPOINT PRESENTATION

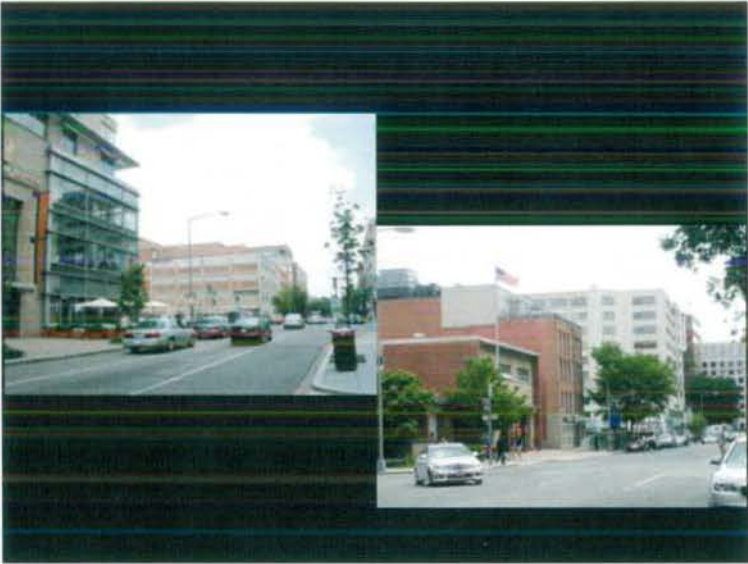
OCTOBER 27, 2011

APPLICANT: PerStar M STREET PARTNERS, LLC
DEVELOPMENT PARTNERS: OTO DEVELOPMENT, LLC
PERSEUS REALTY, LLC
STARWOOD CAPITAL GROUP
ARCHITECT: SHALOM BARANES ASSOCIATES
LANDSCAPE ARCHITECT: OCULUS
LAND USE COUNSEL: HOLLAND & KNIGHT
CIVIL ENGINEER: VIKI CAPITOL, LLC

ZONING COMMISSION
District of Columbia
CASE NO. 07-21B
EXHIBIT NO. 36



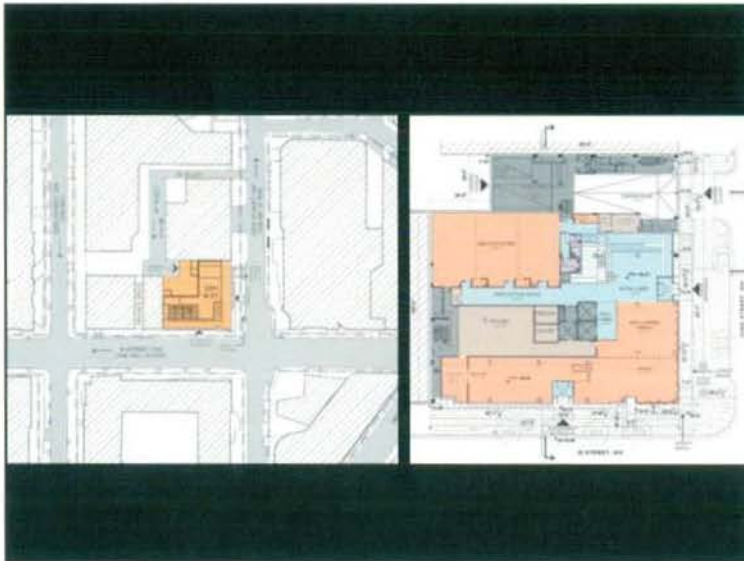


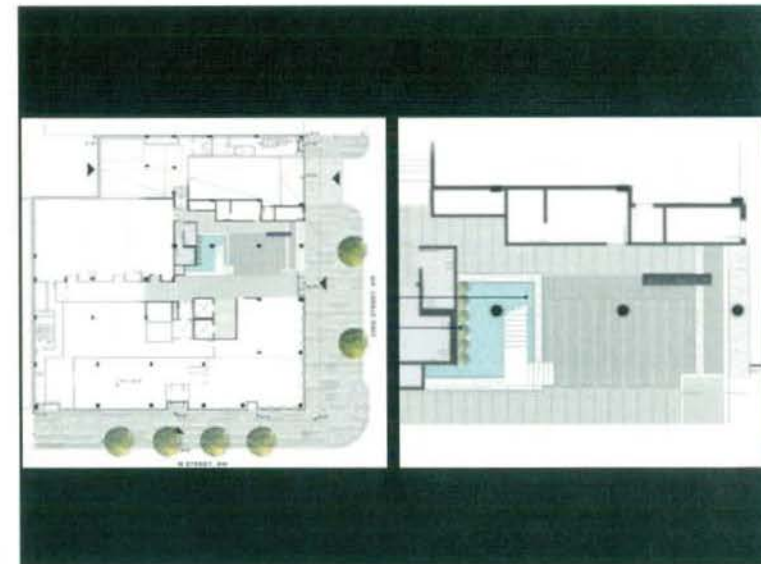
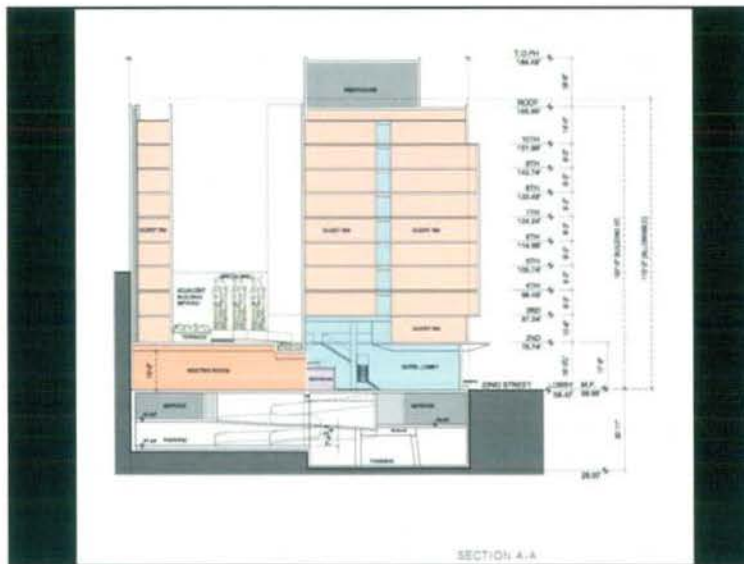




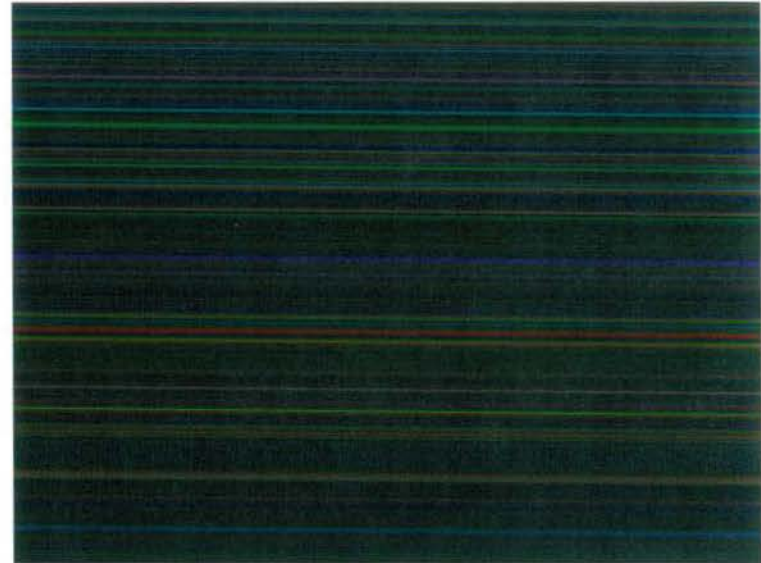












Transportation Assessment

Jami Milanovich P.E.
Principal Associate
Wells + Associates



Bus Loading and Lay-by-Lane



Traffic Studies/Evaluations Original PUD

- Transportation Impact Study (dated July 2007) submitted to DDOT
- Memorandum to DDOT (dated February 1, 2008) regarding the operation and need for the lay-by-lane.
- Letter to DDOT (dated March 14, 2008) responding to issues regarding:
 - The location the garage entrance on 22nd Street versus the alley,
 - Revisions to the lay-by-lane,
 - Examples of other lay-by lanes for District hotels, and
 - Clarification and detail on the loading dock access.
- Letter to the Zoning Commission (dated March 20, 2008) regarding:
 - The traffic impact at the 22nd Street/Ward Place intersection,
 - The location the garage entrance on 22nd Street versus the alley,
 - Revisions to the lay-by-lane, and
 - Clarification and detail on the loading dock access.
- Letter to DDOT (dated March 26, 2008) responding to issues regarding:
 - The location the garage entrance on 22nd Street versus the alley,
 - Revisions to the lay-by-lane, and
 - Clarification and detail on the loading dock access.

Submissions and Meetings for PUD Modification

- Meeting on May 4, 2011 with DDOT
- Memorandum to DDOT (dated June 17, 2011) regarding:
 - Truck Management Plan for the site's loading operations,
 - Transportation Demand Management Plan for the proposed hotel, and
 - Signal pole relocation at the 22nd Street/M Street intersection.
- PZRM on August 25, 2011 with DDOT
- Memorandum to DDOT (dated September 12, 2011) regarding:
 - Parking operations and parking supply for proposed hotel,
 - Parking operations, parking supply, and parking demand at comparable DC hotels, and
 - Overflow parking policies at proposed hotel.
- Letter to Zoning Commission (dated October 6, 2011) to address ANC 2A concerns regarding:
 - The Transportation Demand Management Plan for the proposed hotel,
 - Truck loading operations at the proposed hotel,
 - The loading/unloading operation of buses at the proposed hotel,
 - Sidewalk widths surrounding the site, and
 - The operation of the lay-by-lane.

Trip Generation Comparison Based on the Institute of Transportation Engineers Methodology

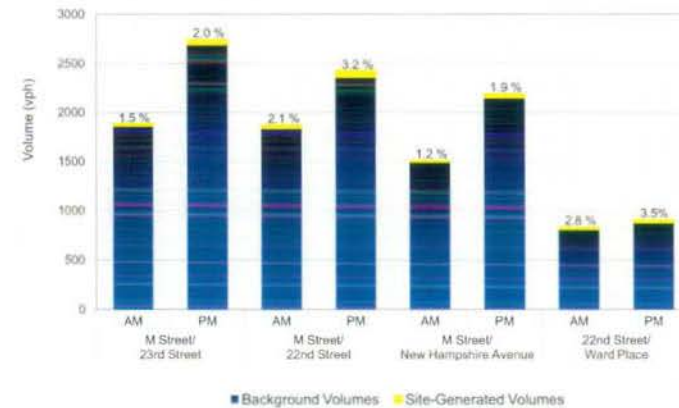
Trip Type	AM	PM
Proposed Hotel		
238 Rooms and 3,662 SF Restaurant		
Total Trips	123	167
Non-Auto Trips	30	40
Vehicle Trips	93	127
PUD 2007 Traffic Impact Study		
182 Rooms and 8,500 SF Restaurant		
Total Trips	93	171
Non-Auto Trips	22	40
Vehicle Trips	71	131
Difference in Number of Trips		
Total Trips	30	-4
Non-Auto Trips	8	0
Vehicle Trips	22	-4

Trip Generation Comparison Based on Similar District Hotels

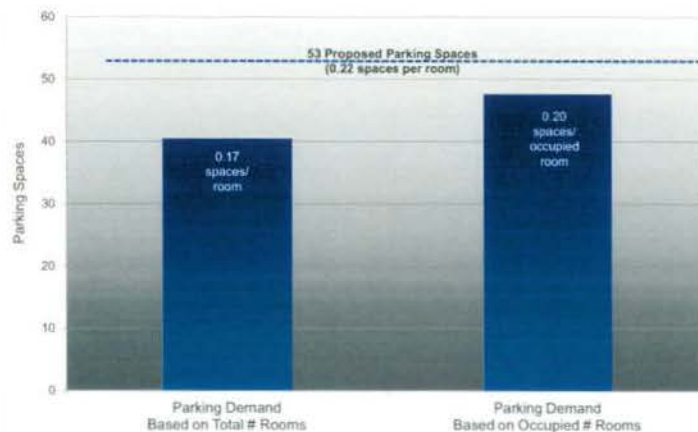
- Counts were conducted at three hotels in the District, which are similar to the proposed hotel
 - Number of rooms ranged from 157 rooms to 300 rooms
 - All hotels included small restaurants
 - Distance to nearest Metro station ranged from 300 feet to 2,500 feet
- Determined trip generation rate based on distance to the nearest Metro Station

Trip Type	AM	PM
Proposed Hotel		
Vehicle Trips Based on DC Hotel Trip Generation Rate	63	64
PUD 2007 Traffic Impact Study		
Vehicle Trips Based on ITE Trip Generation and Non-Auto Mode Split	71	131
Difference in Number of Trips		
Vehicle Trips	-8	-67

Proportional Impact



Parking Analysis



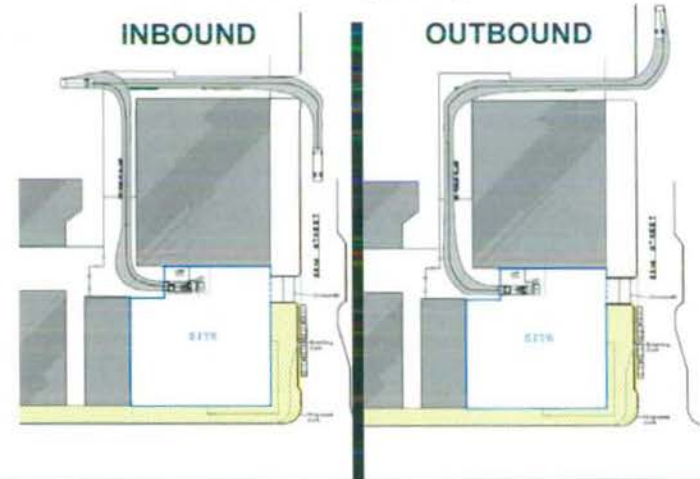
Parking Plan

- 53 on-site valet parking spaces
- Valet parking for hotel guests in on-site garage
- Valet parking for restaurant patrons at off-site locations
- Overflow Parking Plan
 - Applicant communicating with ProPark America to manage parking
 - ProPark currently operates the Washington Marriott garage, which has extra spaces to accommodate overflow parking if necessary on rare occasions.

Transportation Demand Management Plan

- Advertise WMATA SmarTrip Cards
- Provide Capital Bikeshare information
 - Location of the nearest Capital Bikeshare location
 - A system map
 - Safe cycling guidelines
 - Instruction on obtaining 24-hour or five-day membership.
- Zipcar information distribution
- Electronic display that:
 - Displays Metrorail stations and Metrobus stops
 - Displays Zipcar and Bikeshare locations
 - Advertises smartphone applications for WMATA and Zipcar

Truck Turning Diagrams



Loading Management Plan

- Dedicate a staff member as the loading dock manager
- Deliveries will be restricted to 30 foot trucks or less
- All deliveries will be made during non-peak hours
- Trucks will not idle while sitting in the alley
- All deliveries will be made via the alley
- **NO deliveries will be accepted from M Street or 22nd Street**

BACK OF TRAY SLIDES

Other DC Hotels with Lay-by-Lanes

1. Best Western Georgetown Hotel & Suites
2. Concordia Hotel
3. Georgetown Inn
4. Hotel George
5. Hotel Madera
6. Hotel Monaco
7. Hotel Palomar
8. Hotel Rouge
9. Latham Hotel Georgetown
10. The Mayflower
11. Morrison-Clark Historic Hotel & Restaurant
12. One Washington Circle Hotel
13. Renaissance M Street Hotel
14. St. Gregory Luxury Hotel & Suites
15. Topaz Hotel

Pictures of the Mayflower Hotel

