



WELLS + ASSOCIATES

November 3, 2011

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 Commissioners:

In response to the Commission's request regarding the above-referenced application, the development team has prepared two drawings. The first drawing reflects the previously approved three foot lay-by lane, which is shown in the Applicant's plans. This design was the result of extensive discussion and vetting through the District Department of Transportation (DDOT). The second drawing reflects a full-width, eight foot lay-by lane, as requested by the Commission. A summary of each is provided below:

### Three Foot Lay-by Lane

During the review and approval of the lay-by lane, the three foot design was identified as the preferred alternative (options showing a full-width lay-by and a five foot lay-by also were considered) for the following reasons:

- Maximization of the sidewalk width,
- Creation of a buffer zone for safety of passengers boarding and alighting in the lay-by lane.

As shown, the three foot lay-by lane allows the sidewalk width along 22<sup>nd</sup> Street to be maximized. The width from the property line to the curb would be 24.5 feet. Allowing for the required six foot tree box, the sidewalk width would be 18.5 feet. Adjacent to the proposed 5' sidewalk café, the minimum clear width of sidewalk area would be approximately 13.5 feet. Also note that adjacent to the ADA ramp at the proposed driveway, the minimum clear sidewalk width would be 17 feet.

An additional advantage to the proposed lay-by lane is that it creates a buffer between the vehicle stopped in the lay-by lane and the next adjacent travel lane. With a three foot curb offset, the vehicles in the lay-by would take up more of the travel lane so that cars would not have enough room to "squeeze" by, thus creating the buffer zone. As indicated in the Applicant's testimony, the valet team will ensure efficient passenger loading/unloading and will prevent cars lingering in the lay-by lane.

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**Eight Foot Lay-by Lane**

At the Commission's request, we also have provided a sketch showing a full-width, eight foot lay-by lane. Note that the eight-foot width was selected based on our understanding of what DDOT considers to be a full-width lane for this project. As shown on the enclosed sketch, the width from the property line to the curb would be 19.5 feet. Allowing for the required six foot tree box, the sidewalk width would be 13.5 feet. Adjacent to the proposed 5 foot sidewalk café, the minimum clear width of sidewalk area would be 8.5 feet. According to DDOT's Design and Engineering Manual, sidewalks adjacent to lay-by lanes must have a minimum width of 10 feet, 1.5 feet more than would be provided with this design. The 10 foot width allows for a four foot door swing and a minimum clear width of six feet. As such, the minimum six foot clear pedestrian width would not be attained.

Adjacent to the ADA ramp at the proposed driveway, the minimum clear sidewalk width would be 12 feet.

The advantage of the eight foot lay-by lane is that it allows vehicles stopped in the lay-by lane to be fully outside of the adjacent travel lane. However, it does not provide a buffer between the stopped vehicle and the adjacent through traffic.

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](mailto: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



#### NOTES:

1. THE INTERIOR LAYOUTS SHOWN ON THE BUILDING SECTIONS AND FLOOR PLANS ARE SCHEMATIC. CHANGES TO THE LAYOUTS NOT AFFECTING THE EXTERIOR BUILDING ENVELOPE OR SQUARE FOOTAGE DISTRIBUTION MAY OCCUR.
2. THE LANDSCAPE PLANS AND PLANT SPECIES SELECTIONS IDENTIFIED ON THE LANDSCAPE PLAN SHEETS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE PURPOSE IS TO GENERALLY DEFINE PLANT SIZE, CHARACTER, AND LOCATIONS. REFINEMENTS TO THE PLANTING DESIGN AND FINAL SELECTION OF ALL PLANT MATERIALS WILL BE DEVELOPED DURING DETAILED DESIGN DEVELOPMENT.

**2201 M STREET NW**

WASHINGTON, D.C.

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PUD MODIFICATION SUBMISSION

LANDSCAPE CONCEPT PLAN

L1

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**PUD MODIFICATION SUBMISSION**

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**LANDSCAPE CONCEPT PLAN**

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