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MEMORANDUM

TO: Jeff Jennings, DDOT

CC: Mark Adamo, Perseus Realty, LLC
Ziggy Clayton, OTO Development, LLC

FROM: Jami Milanovich, P.E.
Brent M. Tucker, E.I.T.

RE: 2201 M Street, NW--PUD Modification – ZC Case No. 07-21
Truck Management, Transportation Demand Management, Traffic Signal Pole Relocation

DATE: June 17, 2011

Introduction

As a follow-up to our meeting on May 4, 2011, this memorandum provides our comments and responses to the three questions/issues that you raised in that meeting. A copy of DDOT's original report to the Zoning Commission is attached hereto. Specifically, this memo summarizes (1) the truck management plan for the loading operations at the subject site, (2) the transportation demand management (TDM) plan for the proposed hotel, and (3) the signal pole relocation at the 22nd Street, NW and M Street, NW intersection.

The subject site, located on the northwest corner of the 22nd Street/M Street intersection, previously was approved for a full-service luxury hotel with up to 170 rooms, a 3,855 square foot (SF) restaurant, 1,300 SF of function space, a 30-foot loading berth and a 20-foot service/delivery loading berth, and a valet-operated parking garage with 42 striped and fully-accessible parking spaces and room for 29 additional valet-parked vehicles. The parking garage was to be accessed by a car elevator system. A lay-by lane to accommodate the valet operation was proposed on 22nd Street. The approved design of the lay-by lane reflected significant discussion, input, and guidance from DDOT.

The site now is proposed to be developed with an upscale select service hotel consisting of 238 guest rooms, a 3,662 SF restaurant, 2,446 SF of function space, with the same 30-foot and 20-foot berths, and a valet-operated parking garage accessed via a conventional ramp system with 53 striped parking spaces. The proposed lay-by lane on 22nd Street is identical to the lay-by lane previously approved by DDOT.

1. Loading Management Plan

As shown on Exhibits A-1A and A-1B, 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 previously was reviewed and supported by DDOT in the original PUD approval.

The Applicant has agreed to dedicate a member of the hotel staff as a dock manager (whose duties may be part of other duties assigned to the individual), who would be responsible for coordinating all truck deliveries. The dock manager would have the following responsibilities:

- To coordinate with the delivery companies to ensure that all deliveries will be made via the alley;
- To coordinate with the delivery companies to ensure that all deliveries will be made during non-peak hours; and
- To coordinate with truck drivers to ensure that trucks do not sit idle in the alley while waiting to make a delivery.

Deliveries would be made in 30-foot, single-unit trucks. As shown, two 30-foot trucks could successfully maneuver into the two loading berths and service the hotel simultaneously, if necessary. The truck in the northern berth would project partially on the alley, but would not block access to any other use in that location. Other comparable select service hotels of this size and these uses in the market typically receive only about four or five deliveries a day, mostly fresh food and such deliveries for the restaurant, made by trucks that are 30 feet in length or less.

While the current Zoning Regulations also call for a 55-foot loading berth for a hotel of this size, the Applicant has agreed to require that all deliveries be made in 30-foot, single unit trucks since its operational needs consist of local vendors, suppliers, and the like that operate with 30-foot trucks more typical to downtown Washington, DC and many other urban centers. In addition, select service hotels of this size do not typically receive large orders that would require delivery by trucks of this size. Deliveries in larger trucks will not be accepted at this location, specifically, the Applicant will agree to restrict trucks 40-feet or larger through contract provisions in all of its vendor agreements.

2. Transportation Demand Management

The Applicant has created a TDM plan that promotes alternative modes of transportation to and from the proposed hotel. 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.

As part of the hotel's TDM commitments, and its effort to promote alternative modes of transportation, the hotel proposes to advertise WMATA SmarTrip Cards on electronic smart boards in the lobby and to make them available to hotel guests, employees, and others within the community, in accordance with WMATA regulations and procedures, as well as local laws and regulations.

The hotel will also provide information to guests regarding the Capital Bikeshare program, including the location of the nearest Bikeshare station, a system map, fee schedule, and instructions on how to obtain a 24-hour or five-day membership.

The hotel proposes to provide information to guests regarding Zipcar (for those guests who may already be members), including maps showing the nearest location of Zipcar.

Zipcar and Bikeshare programs are currently developing hotel membership programs to facilitate increased guest use of these programs. We will be following these developing programs and will strive to ensure utilization of these resources by our guests and staff members.

The hotel proposes to advertise WMATA and Zipcar smartphone applications in the interactive display to help hotel patrons find and use these alternative modes of transportation.

The hotel proposes to provide an interactive electronic display in the lobby that would provide public transit information such as Metrorail stations, Metrobus stops, Zipcar, and BikeShare locations. The monitor would serve as a method of advertising the TDM amenities that the hotel provides to its patrons, employees, and others within the community.

DDOT staff has asked the Applicant to indicate the Zipcar and BikeShare locations nearest the hotel. The following lists describe the location of the facilities within a three-block radius of the hotel:

Zipcar Locations

- 1150 22nd Street (Ritz Carlton): Half a block south of the site on the west side of 22nd Street.
- 2400 M Street (2400 M Street Apartments): Two blocks west of the site on the northwest corner of the 24th Street/M Street intersection.
- 2000 N Street (The Flats at Dupont Circle): Three blocks northeast of the site on the southeast corner of the New Hampshire Avenue/N Street intersection.
- 1990 M Street: Three blocks east of the site on the southeast corner of the 20th Street/M Street intersection.
- 21st Street/K Street Intersection: Two and half blocks southeast of the site on the northeast corner of the 21st Street/K Street intersection.

BikeShare Location

- 21st Street/M Street: One block east of the hotel on the northeast corner of the 21st Street/M Street intersection.

3. Traffic Signal Pole Relocation

The 22nd Street and M Street Traffic Signal Plan was re-approved by DDOT on March 26, 2009. The plan shows the traffic signal pole with the three-section head in the northwest corner (which controls the northbound vehicle approach) being relocated approximately 11 feet to the northeast. This signal modification is needed in order to accommodate the curbline at this corner of the intersection. The existing traffic signal pole will remain while the new signal pole is being installed.

Conclusion

In summary, the key transportation elements proposed in conjunction with the hotel have not changed from the original PUD approval of the hotel. Specifically, the loading access, the garage access, and the lay-by lane are identical to those elements that were reviewed and approved by DDOT in conjunction with the original PUD. The only significant change to the proposed garage is the elimination of the elevator system in favor of a conventional ramp system. As a result of this change, the number of parking spaces has been reduced from 71 valet-parked spaces to 53 valet-parked spaces.

Additionally as detailed herein, the Applicant has established a Loading Management Plan to reduce the impact of loading operations on the surrounding community and a Transportation Demand Management Plan to encourage alternative modes of transportation.

Considering all of the transportation related elements discussed herein, we believe that the proposed hotel will not have an adverse impact on the traffic operations in the surrounding roadway network.

We hope that your questions regarding the loading operations, the TDM plan, and the traffic signal pole relocation as they pertain to the 2201 M Street, NW site have been adequately addressed. Please feel free to contact us at 724-933-9010, jmilanovich@mjwells.com, or bmtucker@mjwells.com with any questions you may have regarding these matters.

2201 M Street, NW
PUD Modification
ZC Case No. 07-21

ATTACHMENT A



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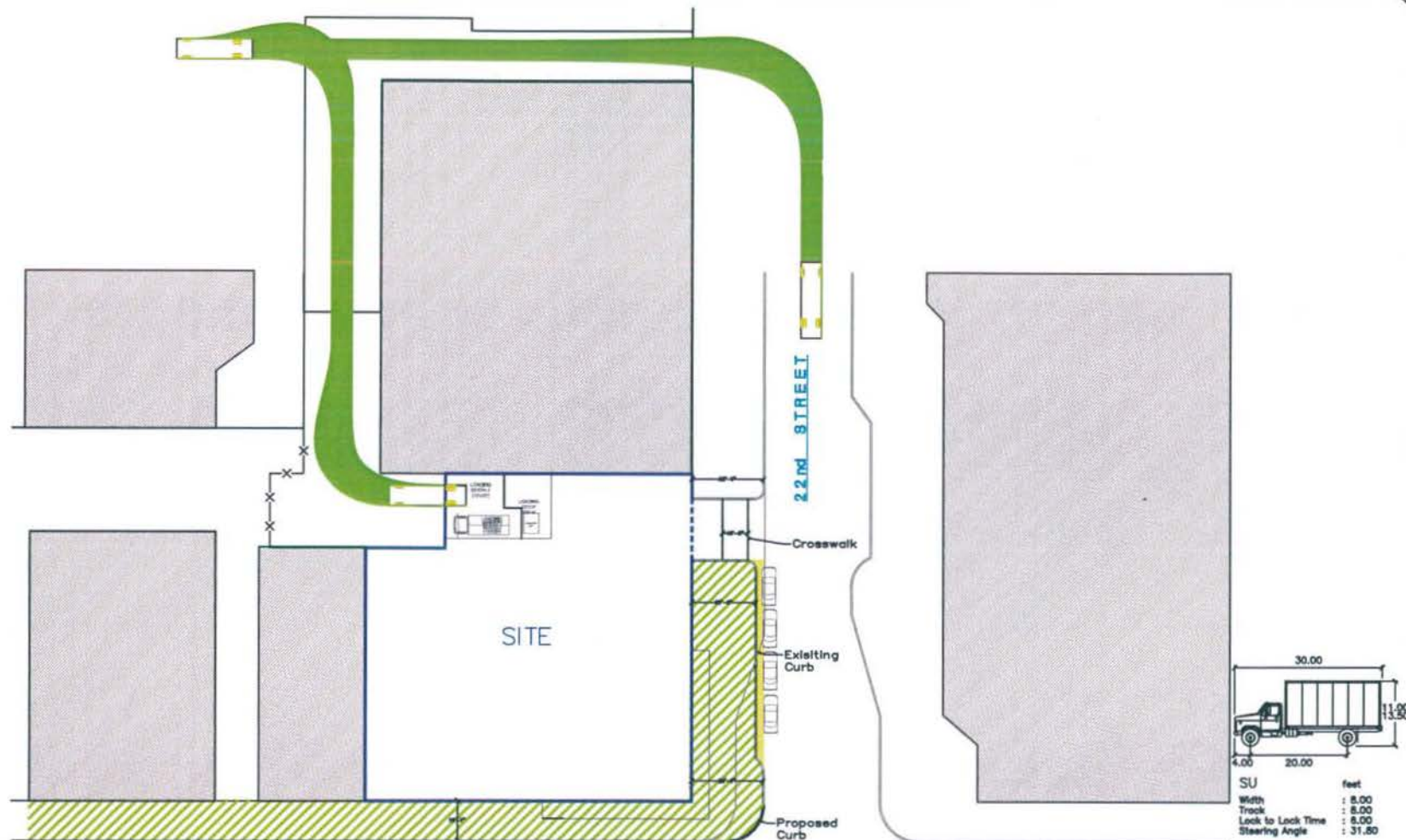


Exhibit A-1A
Truck Circulation Diagram



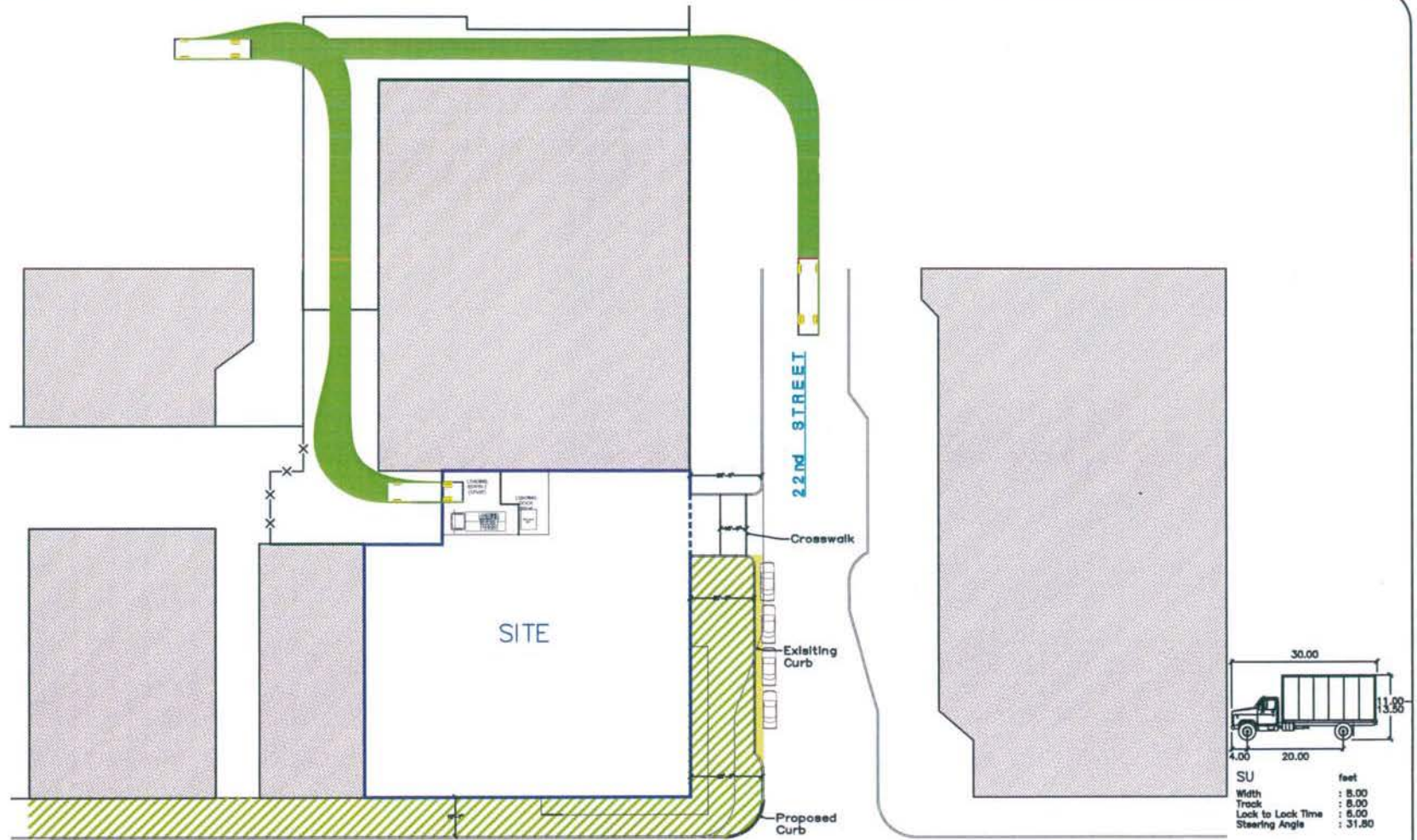


Exhibit A-1B
Truck Circulation Diagram

