

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

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Memorandum

TO: Zoning Commission (ZC)
FROM: Karina Ricks, Associate Director
District Department of Transportation
DATE: November 17, 2008
SUBJECT: Zoning Commission Case # 08-13 (Marriott Marquis Hotel)



APPLICATION

This is an application for a consolidated PUD. The applicant is seeking to construct a Marriot Marquis Convention Center Hotel on the property bounded by Massachusetts Ave, NW (south), 9th St., NW (east), L St., NW (north), and 10th St., NW (west). The proposed hotel would contain from 1,125 to 1,150 rooms, 5 restaurants/bars, and 100,000 square feet of sub-grade meeting room space. The project includes the proposed use of public space for parking and meeting room space along Massachusetts Ave and an underground pedestrian connection to the Convention Center via 9th Street. 388 valet parking spaces are accessed via a driveway along Massachusetts Ave and provided below grade. A proposed bus lay-by and large group entrance would be located on the L Street side of the site. Loading for the hotel would be shared with the existing loading facility for the convention center. The proposal also includes the closure of an existing dead-end alley from 9th street to the center of the site. The applicant proposes to change the direction of 10th and L Streets to accommodate two-way traffic.

RECOMMENDATION IN BRIEF

DDOT supports this development and the applicant's request for a consolidated PUD. DDOT has met with the applicant on a number of occasions and provided recommendations including the treatment of the public right-of-way on Massachusetts Avenue, changes to the direction of traffic of 10th and L Streets, the bus layby on L Street, and the loading off of L Street and underground. DDOT has asked for an update to the Transportation Impact Statement on minor

ZONING COMMISSION
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CASE NO. 08-13
EXHIBIT NO. 33

DDOT has asked for an update to the Transportation Impact Statement on minor issues which has been promised but at the time of writing this report had not been received.

DDOT ANALYSIS

DDOT and the applicant have met and agreed on several topics. The applicant has modified plans for the public space on Massachusetts Avenue to incorporate the sidewalk and treebox widths to DDOT standards while narrowing the widths of the driveways and curbcuts to improve pedestrian comfort and safety, and to maintain the boulevard atmosphere. The applicant has also provided ample landscaping per DDOT request.

DDOT supports the loading plan for the development. Large truck deliveries will be accommodated through the existing Convention Center loading area underneath 9th Street. There is also a loading area for small deliveries on I. Street, DDOT feels that this is adequate. In addition, the proposed bus layby on L Street will provide adequate sidewalk width for pedestrians.

The change in traffic pattern from one-way to two-way operation on 10th and L Streets is necessary to prevent truck traffic on residential streets, especially the narrower 10th Street north of L Street. This will not have significant traffic impacts at the studied intersections, provided that there is one travel lane and one parking lane in each direction. As a mitigation tool to possibilities of negative effects, the applicant proposes to install signage indicating "Hotel Use Only" on L Street. However, it is not possible to restrict public traffic on a public street.

The applicant expects that the parking lane on the south side of L Street will be used as a taxi queuing area for hotel guests and visitors. DDOT has requested more information on the functioning of this scenario.

SUMMARY AND RECOMMENDATION

The District Department of Transportation recommends the new development for approval. The transportation impacts of this development will not compromise the proper-functioning network that already exists. Rather, the change two-way operations on 10th and L Street will increase neighborhood access, and the loading underground will decrease potential impacts on traffic. Finally, the developer has shown good faith in adjusting plans to meet District standards on Massachusetts Avenue.

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