



Pillsbury Winthrop Shaw Pittman LLP
2300 N Street, NW | Washington, DC 20037-1122 | tel 202.663.8000 | fax 202.663.8007

Paul Tummonds
tel 202.663.8873
paul.tummonds@pillsburylaw.com

BY E-MAIL

August 31, 2009

Jeffrey Jennings
District of Columbia Department of Transportation
2000 14th Street, NW
Washington, DC 20009

Re: Zoning Commission Case No. 08-33 – Proposed Michigan Avenue/
Irving Street Intersection Improvements

Dear Jeff:

In response to the issues that were discussed in our meeting on August 6, 2009, enclosed please find a memorandum from Gorove/Slade Associates which presents the Applicant's proposed reconfiguration of the Michigan Avenue/Irving Street intersection and the results of further traffic analysis regarding the proposed project. In the event that there are no public funds available for the construction of the proposed new intersection shown in Figure 2 of the attached Gorove/Slade memorandum, the Applicant is willing to pay for the costs of such construction.

DDOT's July 20, 2009 memorandum to the Zoning Commission, noted that "[S]hould the intersection be reconstructed to a DDOT approved full 'T' intersection, the Michigan Avenue point of access will be allowed to have full access turn movements." We believe that the Gorove/Slade memorandum provides the necessary information for DDOT to determine that the proposed new intersection of Michigan Avenue and Irving Street will be designed to DDOT standards and that allowing right and left turns into and out of the property from Michigan Avenue is entirely appropriate for this project.

It is our desire to file this information with the Zoning Commission on September 4, 2009, in anticipation of the Zoning Commission taking Final Action on this case at the September 14, 2009 public meeting. Please feel free to call me or

Mr. Jeffrey Jennings
August 31, 2009
Page 2

Cullen Elias (202-296-8625) if you have any questions regarding the information provided in this letter or the attached memorandum.

Sincerely,

A handwritten signature in black ink that reads "Paul". The signature is stylized with a large, looped "P" and a cursive "aul".

Paul Tummonds

Enclosure

cc: Jim Glennon/Michael Dickens
Theodore Mariani
Cullen Elias



TECHNICAL MEMORANDUM

TO: Theodore F. Mariani Conference Center Associates I, LLC/ Hospitality Partners
Jim Glennon Conference Center Associates I, LLC/ Hospitality Partners

FROM: Cullen E. Elias, PTP, TOPS
Erwin N. Andres, P.E.

CC: Paul Tummonds, Esq. Pillsbury Winthrop Shaw Pittman, LLP

DATE: August 31, 2009

SUBJECT: Proposed Michigan Avenue/Irving Street Intersection Improvements

Introduction

This memorandum presents the results of further traffic analysis in support of the planned development of a hotel/conference center mixed use project at the northwest corner of Michigan Avenue and Irving Street, Northeast, Washington, DC. Specifically, this memorandum is in response to the District Department of Transportation (DDOT) proposal to restrict the Michigan Avenue site access to partial (right-in/right-out) movements.

The memorandum also addresses the concerns and requirements expressed by DDOT staff at a meeting held on August 6, 2009. The primary purpose of this meeting was to further discuss this access restriction in relation to potential improvements that could be implemented at the Michigan Avenue/Irving Street intersection to optimize the overall efficiency of the intersection and increase gap availability for left-turns into and from the Michigan Avenue site driveway. To facilitate the discussion, DDOT staff presented a draft improvement concept for the Michigan Avenue/Irving Street intersection, which will be discussed later in this memorandum. DDOT staff also agreed to reassess the potential to eliminate the partial access restriction based on the submission of a supplemental traffic study that demonstrates the proposed intersection improvements would better facilitate efficient and safe movements for all vehicles at the Michigan Avenue driveway, including vehicles turning left into and out of the site.

The supplemental traffic study is presented in this memorandum. The results show that the proposed improvements will increase the overall efficiency of the Michigan Avenue/Irving Street intersection with a more pedestrian-friendly configuration. This will have a positive impact on the operations of the Michigan Avenue driveway, particularly by providing adequate gaps for all left-turn movements. Pedestrian crossing movements through the Michigan Avenue/Irving Street intersection will also be improved in keeping with the District Pedestrian Master Plan (2009).

Proposed Intersection Configuration – Michigan Avenue at Irving Street

Figure 1 is an aerial photograph of the Michigan Avenue/Irving Street intersection area. Figure 2 illustrates the intersection configuration proposed by DDOT. This concept eliminates the channelized right-turn from Irving Street southbound to Michigan Avenue westbound, and realigns the Irving Street southbound approach to intersect Michigan Avenue at a perpendicular angle. Based on other concerns expressed by DDOT and the development team at the recent meeting, the concept diagram was revised to include an appropriate turning radius for buses turning right from Irving Street to enter the site from Michigan Avenue, required pavement markings and signage (crosswalks, stop bars), and other required improvements. The recommended revisions are indicated in Figure 2. The Applicant/Developer proposes to provide these improvements, primarily to facilitate safe and full access at the Michigan Avenue driveway.

Analysis - Projected Traffic Impacts

An assessment of the potential impacts of the proposed intersection configuration improvements was undertaken using information presented in several traffic study reports submitted in support of the approved PUD. These reports include the Traffic Impact Study dated December 2008. Capacity analyses and simulation runs were undertaken using Synchro 7 and SimTraffic 7 software to determine the following:

- a) The Michigan Ave/Irving Street and Michigan Ave/Site entrance intersections would continue to work at the approved Levels of Service noted in the submitted Traffic Impact Study; and
- b) The signal operations at the Michigan Ave/Irving Street intersection would provide adequate gaps for efficient and safe left-turns into and from the Michigan Avenue driveway.

The capacity analyses included traffic projections reflecting anticipated growth in existing through/regional traffic at 1% annually unto the proposed design/build-out year (2016) for the development and the projected site trips. The background developments noted in the study were not included due to the uncertainty of their development programs and build-out schedules. As such, those developments would likely to be developed long after the proposed hotel/conference center complex is built and occupied.

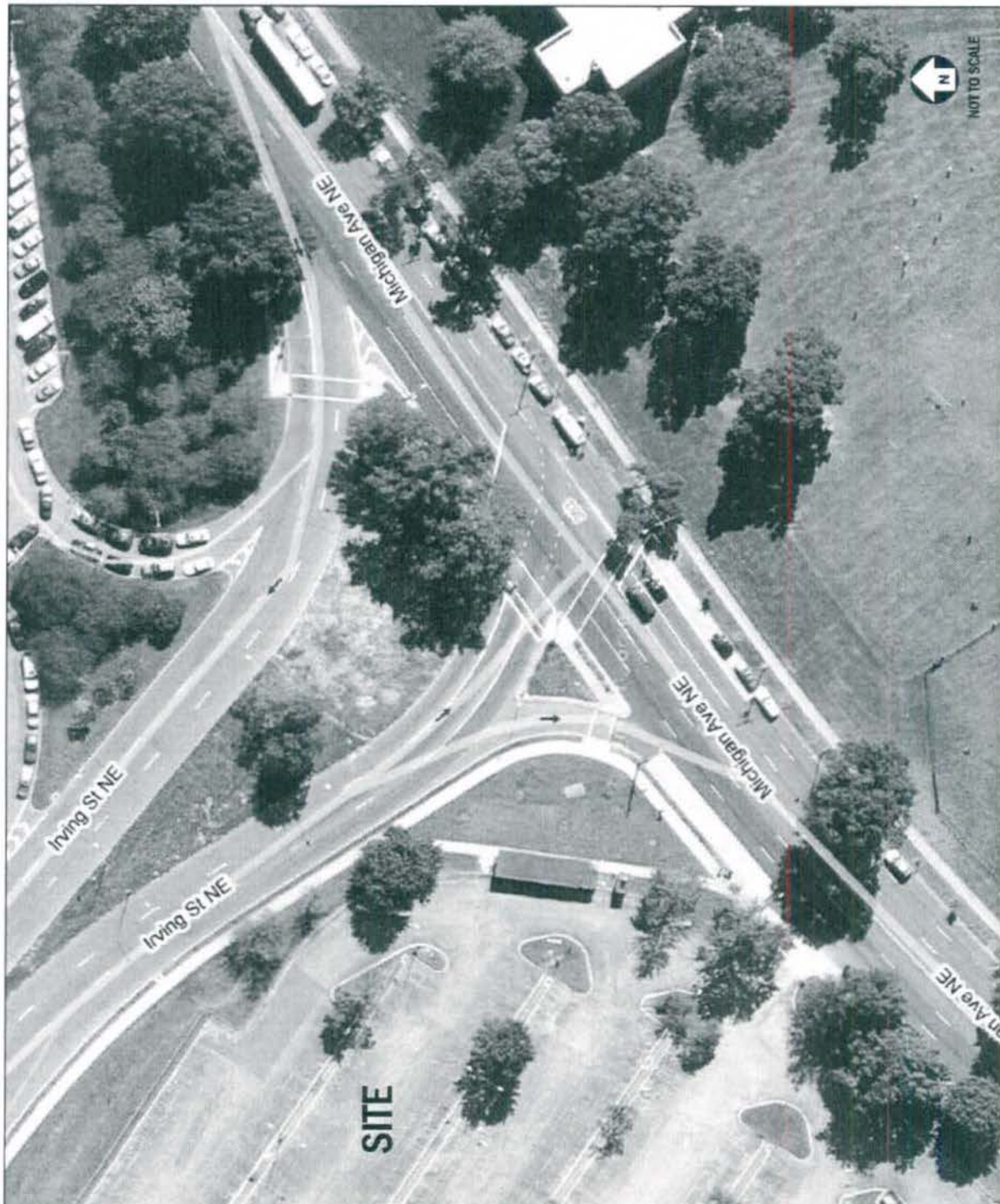


Figure 1: Existing Michigan Avenue/Irving Street Intersection

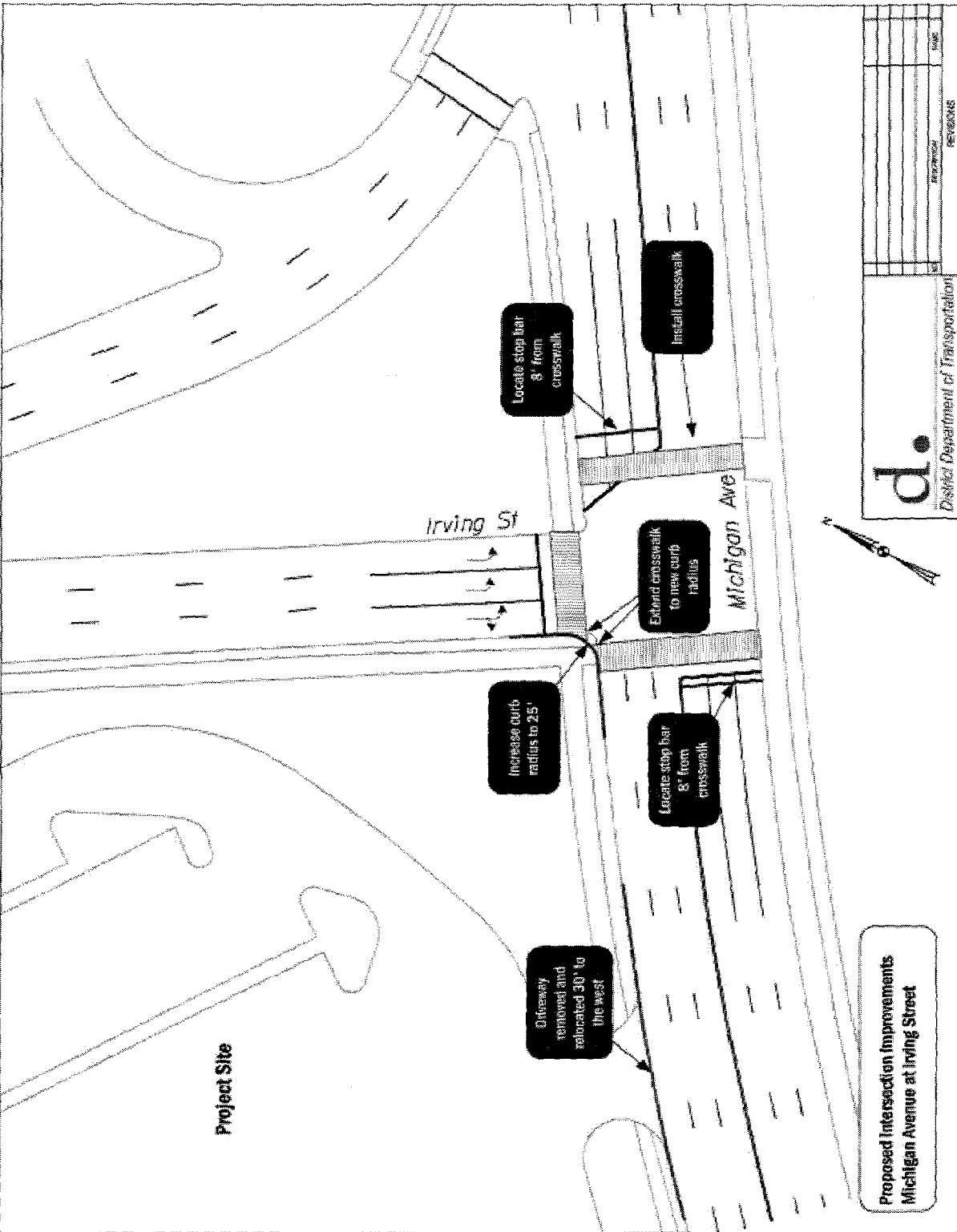


Figure 2: Intersection Configuration and Proposed Improvements

Analysis Results

The Synchro/SimTraffic capacity analysis and simulation results are included as Attachment 1. The key findings are as follows:

Intersection Levels of Service. The proposed elimination of the Irving Street southbound right-turn slip ramp would marginally increase vehicular delays for this approach and the overall intersection. The increase in vehicular delay results in an improved pedestrian crossing experience. This is illustrated by Table 1.

Table 1: Michigan and Irving - With and Without Slip-ramp

Intersection (Approach)	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	Level of Service	Delay (sec/veh)	Level of Service
Michigan and Irving (With Slip-ramp)				
Overall	15.1	B	16.2	B
Southeast	14.3	B	13.6	B
Northeast	14.6	B	19.9	B
Southwest	16.1	B	18.3	B
Michigan and Irving (Without Slip-ramp)				
Overall	15.5	B	16.5	B
Southeast	15.3	B	14.2	B
Northeast	14.6	B	19.9	B
Southwest	16.1	B	18.3	B

Gap Availability. The traffic signal operations will provide adequate gaps for left-turns at the Michigan Avenue site access. This is due to several factors including the following:

- The increased spacing between the Michigan Avenue/Irving Street and Michigan Avenue/Site Access intersections, which would reflect the proposed elimination of the right-turn slip ramp, benefits the proposed site entrance by being further away from the intersection.
- The future signal operations will continue to provide exclusive phasing for left-turn movements from Irving Street southbound to Michigan Avenue eastbound. During this phase, only the right-turn movements from Irving Street southbound would impact the site access left-turns along the westbound segment of Michigan Avenue. These volumes are and would remain low, and such vehicles would turn at a slower rate with the proposed intersection configuration.
- The Michigan Avenue driveway sight lines are good for vehicles turning into and out of the Michigan Avenue driveway.

Michigan Ave/Irving Street Improvements

August 31, 2009

Page 6

SimTraffic results found that vehicles turning left into and from the Michigan Avenue site access will experience minor amounts of delay, which indicates that there are sufficient gaps in Michigan Avenue through traffic to accommodate site traffic. This is consistent with the data provided in Table 2.

Table 2: Gap Adequacy

Left – Turns @ Michigan Avenue and Site Access	No. of Vehicles*	No. of Available Critical Gaps**
Outbound		
AM Peak Hour	16	182
PM Peak Hour	17	182
Inbound		
AM Peak Hour	59	238
PM Peak Hour	59	238

Table 2 was developed based on the critical gaps that would be available when Irving Street traffic flows onto Michigan Avenue during approximately 43 seconds per cycle or 1,548 seconds per peak hour. The table also reflects consideration of an average critical gap of 8.5 seconds for the outbound left-turn movement and 6.5 seconds for the inbound left-turn movement, as recommended by the ITE in *“Transportation and Land Development (2002),”* Tables 5-7 and 5-8, pages 5-21 and 5-22.