

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



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DC DOT ZONING

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Transportation Policy and Planning Administration

MEMORANDUM

To: Sharon S. Schellin, Secretary
Zoning Commission

From: Ken Laden 
Associate Director, TPPA

Date: September 26, 2007

Subject: **Zoning Case No. 07-18 – Consolidated Planned Unit Development (PUD) – Jemal's Up Against the Wall, LLC**

The District Department of Transportation (DDOT) reviewed the application and other materials to determine the transportation impacts of the proposed project. DDOT has no objections to the proposed development of the subject site provided the applicant complies with the following; 1) complete an alley closing application; 2) provide a minimum of one parking space for use by Zip-Car or Flexcar; 3) redesign off-street loading to provide a 30 ft. deep loading berth; 4) eliminate the proposed vault parking spaces and 5) provide a 5 ft. wide setback along the 10 ft. wide public alley.

The applicant, Jemal's Up Against the Wall, LLC requests a consolidated review and approval of a Planned Unit Development (PUD) for Lots 18, 19, 818, 819, 820, and 821 in Square 347. The applicant seeks approval to construct a mixed-use building with 91,188 sq. ft. of office space and 6,218 sq. ft. of ground floor retail, 68 off-street parking spaces and an off-street loading area with one loading platform of 200 sq. ft. and one 20 ft. deep service/delivery space. The site is bounded by F Street on the north; 10th Street on the east; 11th Street on the west; and E Street on the south. The PUD is located within the Pennsylvania Avenue Historic Site and is zoned as a DD/C-4 Downtown Shopping District or Retail Core.

The applicant plans for excavation in public space including the removal of several

existing street trees and seeks to close a public alley stub-out surrounded by the proposed new building which will be used as the access ramp to the parking garage. DDOT has no objection to the proposed alley closing as long as the appropriate applications and fillings are completed by the applicant, and the abutting property owners have no objection. The applicant is required to provide a 5 ft. wide easement adjacent to the existing 10 ft. wide alley that abuts the project site to the west. The applicant can use the same design the building used on the western side of the subject alley which provides a 5 ft. setback for the first two floors with the third floor and above built to the property line of the alley. The setback will provide for a 20 ft. wide paved alley the minimum width allowable for two-way traffic.

According to zoning regulations, this proposed PUD is required to provide 49 parking spaces and not the 45 spaces as outlined by the applicant. Given that the project site is located near a metro station, the parking requirement could be reduced. Of the proposed 68 off-street parking spaces, 31 are to be located within the property line and 37 parking spaces are to be located within vault space. DDOT cannot allow the proposed use of the vault space under the current proposal as it conflicts with the DDOT Downtown Streetscape Regulations that requires building vaults to be placed no closer than 10 ft. from the face of curb. If the proposed vault were redesigned to meet this regulation, the vault parking spaces will not meet the minimum size requirements for compact cars. Therefore, DDOT will not approve any parking in vault space below the sidewalk or street. In addition, the applicant states that the project is a Transit Oriented Development, thus alternative commuting options that minimize vehicle trips should be encouraged. Finally, DDOT recommends that the applicant provide at a minimum of one parking space for a car-sharing vehicle.

Under the proposed site plan, the applicant does not comply with off-street loading regulations, which requires one 30 foot-deep loading berth, one 100 square foot loading platform, and one 20 foot service/delivery space. The applicant states that they are unable to provide a loading berth due to the size and configuration of the site. This is a concern since large delivery trucks will be unable to unload without blocking the alley or the proposed parking garage entrance for the facility under the current proposal. Under the current proposal, large trucks will have to unload on F Street NW, which is unacceptable and in violation of current zoning regulations. At a minimum the new building must provide one loading berth at least 30 ft. deep, which will allow trash trucks and routine delivery vehicles to use the berth without blocking the alley or impacting pedestrian traffic on the streets by conducting curbside loading.

DDOT would like to review any construction and work zone staging proposals for this project. The corner of 10th and F Street, NW has very high pedestrian traffic volumes, with the Ford's Theatre receiving approximately 900,000 visitors per year according to the National Park Service. The sidewalks on 10th and F Street, NW are congested during the spring and summer seasons as visitors often arrive in large tour groups and use the sidewalks on both streets for queuing to the theatre and the historic Peterson House located south of the subject project site.

The proposed project is located on a recently completed DDOT streetscape upgrade and impacts should be minimized to the public space. Further permits and applications will be necessary for any construction, modifications, or additions related to street trees, trash receptacles, and lights.

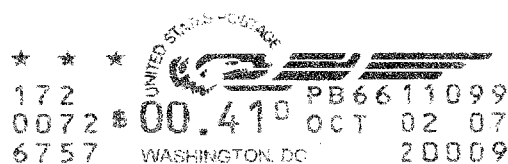
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