

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Samuel Zimbabwe 
Associate Director

DATE: May 7, 2015

SUBJECT: Zoning Commission Case No. 14-01A – Jemal’s Hecht’s – 1401-1535 New York Avenue,
NE PUD Modification and related Map Amendment

PROJECT SUMMARY

Jemal’s Hecht’s LLC (the “Applicant”), requests modifications to an approved Planned Unit Development (PUD) in order to construct a two-story building on the southeastern portion of the previously approved site. The structure will contain approximately 8,074 square feet of gross floor area with no parking.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieve an exceptional quality of life in the nation’s capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. As one means to achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multimodal transportation network.

The purpose of DDOT’s review is to assess the potential safety and capacity impacts of the proposed action on the District’s transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive, multi-administration review of the case materials submitted by the Applicant, DDOT finds:

- The proposed curb cut on Okie Street to realign the private street off of Hecht Avenue is acceptable;
- The new curb cut will eliminate three previously proposed street trees on Okie Street;
- Loading operations for the additional structure will occur on the proposed private street and is consistent with DDOT standards; and
- The proposed action does not modify the impacts and mitigations identified in our June 4, 2014 Zoning Commission Case No. 14-01 report.

DDOT has no objection to the requested approval.

Continued Coordination

- Ensure street tree plantings are maximized along Okie Street during the public permitting process.

TRANSPORTATION ANALYSIS

DDOT requires applicants requesting an action from the Zoning Commission complete a Comprehensive Transportation Review (CTR) in order to determine the action's impact on the overall transportation network. Accordingly, an applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction that is consistent with the scale of the action.

The proposed 8,074 square feet of gross floor area structure with no additional parking is not expected to modify the previous impacts and mitigations identified in our Zoning Commission Case No. 14-01 report, thus a new CTR was not requested or needed.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly, new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

The Applicant has proposed to modify the private roadway access from two curb cuts off of the private Hecht Avenue to one curb cut on Hecht Avenue and a new curb cut on Okie Street. The proposed new curb cut meets DDOT standards and is acceptable. See figure 1 below.

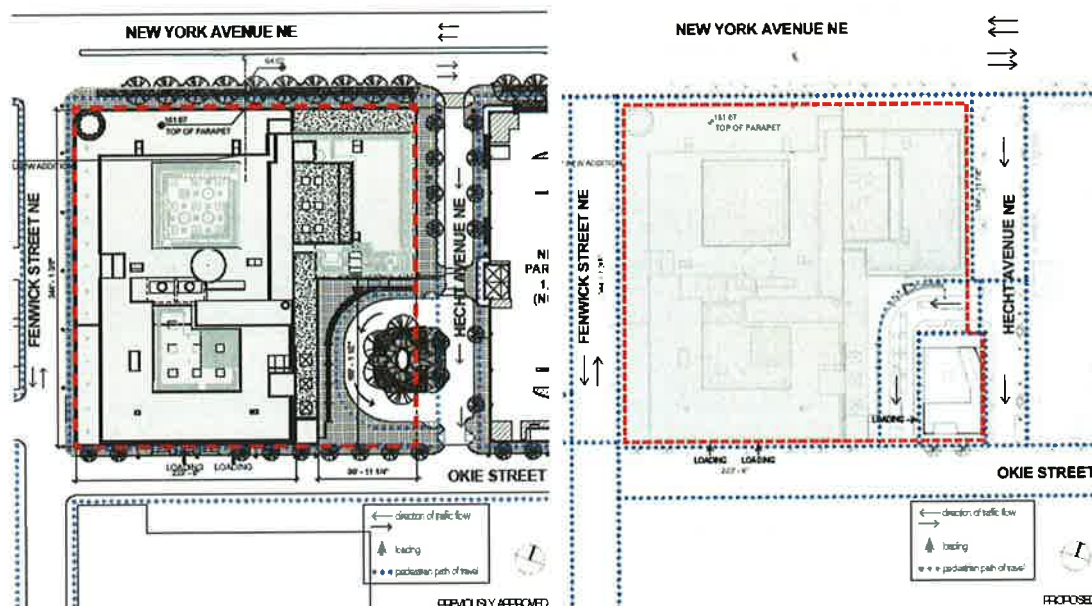


Figure 1 Site Access (Source: Applicant Submission)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. This often results in loading being accessed through an alley network.

The proposed 24 foot private road will provide sufficient curbside loading space to accommodate anticipated loading activity for the new structure. According to truck turning templates submitted by the Applicant, loading can occur without blocking through traffic or cause spill over onto adjacent public streets. DDOT finds the curbside loading meets our standards.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it.

The previous proposal had anticipated 12 new trees in public and private space, and the new proposal eliminated all but three of the trees. In the post-hearing submission, updates were made to increase the proposed tree canopy to 10 trees, which DDOT supports. During the public space permitting process, DDOT would like to further explore all opportunities to increase the amount of street trees along Okie Street.