

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

RECEIVED
D.C. OFFICE OF ZONING
2006 JAN 23 PM 4:23

MEMORANDUM

To: Jerrily R. Kress, FAIA
Director
Office of Zoning

From: Kenneth G. Laden 
Associate Director for Transportation Planning

Date: January 11, 2006

Subject: ZC No. 05-24 –Eastgate Family Housing Consolidated PUD

The District of Columbia Department of Transportation (DDOT) has reviewed the application and other materials for the subject site. DDOT has no object to the overall proposal, however several changes must be incorporated into the design of the proposed roadways and driveways in order to satisfy DDOT construction and safety standards and the Zoning Regulations.

The applicant, the District of Columbia Housing Authority (DCHA), seeks approval of a consolidated PUD for the construction of a new residential community on the site of the former Eastgate Gardens Public Housing complex. Fitch Street, SE bounds the site to the north, 51st Street, SE to the east, near Benning Road, SE to the west, and F Street and Drake Place on the north. Two new public streets and five new public alleys will be constructed within the site to accommodate the development. A total of 186 dwelling units will be constructed consisting of townhouses, garden apartments and single-family homes placed along Fitch Street, NE, 51st Street, NE, F Street, NE, Queen's Stroll Place, NE and the two new public streets. The majority of the site is zoned R-5-A or R-2 with a strip along Benning Road zoned C-2-A. 51st Street and E Street, SE is the highest point on the parcel, with the land sloping down sharply from that location to the north, west and south.

The proposed new roadways and alleys must be constructed to DDOT standards, as they will be public roads. The applicant proposed to design the streets to have a thirty-foot wide roadway with a landscaping strip at the curb for street trees, six-foot wide sidewalks, and appropriate lighting and street trees. DDOT staff is available to assist the applicant to determine the construction standards for each alley and street to ensure they satisfy District requirements.

ZONING COMMISSION
District of Columbia
05-24
CASE NO. 05-24
EXHIBIT NO. 31

ZC 05-24- Eastgate Family Housing

January 11, 2006

Page 2

Of concern to DDOT is the parking impact created by the design of the proposed driveway entrances for the housing units located on F Street, SE, Queens Stroll Place, SE and a portion of the proposed new U-shaped public roadway within the site. Each dwelling unit is provided with a single-car garage, however the driveways cannot be used for vehicle parking. The Zoning Regulations prohibits required parking spaces from being located between a building line and lot line abutting a street in §2116.4, and the public rights-of-way shall be protected from vehicle encroachment in §2117.7.

A separate driveway entrance is provided for each housing unit; as for the row-dwellings on the streets listed above, the driveways are typically placed ten feet apart for each group of five units and twenty-five feet separate the driveways for each housing group. As stated in §2117.8 (d),

“A driveway that provides access directly from a street to a row dwelling or a flat shall be a minimum of twenty-eight (28 ft.) from all adjacent driveways that provide access directly from a street to a row dwelling or a flat, as measured from the nearest edge of each driveway opening.”

The problem with the current design is that it prevents the establishment of on-street parking that will be required to accommodate visitors, daily delivery vehicles for example UPS and mail service and overflow parking for residents. As stipulated in 2117.9 (b), in the case of row dwelling located where there are as many as three row dwellings on the same lot or continuous lots, the required parking spaces need not be provided if the access requirements of §2117.8 (d) cannot be met. DDOT recommends the applicant modify the design of the housing units on the streets listed above to provide the adequate clearance between driveway opening with options including providing more shared driveways, realigning driveway openings, or eliminating some of the garages in the row-dwelling units.

Other comments received by DDOT staff include providing handicap ramps for each direction of travel at street intersections, and constructing a pedestrian walkthrough between units No. 122, Unit No. 123 and Unit 108 to create a shorter walk for residents to access Benning Road, SE. These items can be addressed as the applicant continues to develop their proposal. DDOT staff is available to work with the applicant in the development of construction plans for work in the public right-of-way. Accordingly, DDOT has no objection to the proposal provided the applicant constructs the proposed new public streets and alleys to District standards, redesign the current driveway design to accommodate some on-street parking within the community and continue to work with DDOT as they develop final construction plans.

KL:lb