

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION




Transportation Policy and Planning Administration

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**MEMORANDUM**

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

**From** Karina Ricks   
Associate Director for Transportation Planning

**Date** May 23, 2008

**Subject** ZC No 05-24A, Modification of a Previously Approved PUD  
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 does not support the proposed PUD modifications as submitted.

The applicant seeks approval to modify an already approved PUD by converting 20 detached single-family homes to a total of 45 townhouse units each served by an individual driveway leading to a parking pad or parking garage. The area under consideration consists of approximately 32 proposed new townhouse units of Kim Gray Court, NE and 13 units on Ivory Walters Lane, NE. The rest of the project site is under construction. Each townhouse unit is provided with an individual driveway entrance and the number of curb-cuts for the area under review increases from 20 to 45.

DDOT reviewed the initial PUD submission in 2005 and raised concerns with the number of driveway curb-cuts for the project in a report sent to the Zoning Commission dated January 11, 2006 (Attachment). At the time DDOT recommended the applicant modify the design of the housing units 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. The proposed modification raises the exact same concerns.

2000 14<sup>th</sup> Street N.W. Washington, DC 20009 (202) 671 2730

ZONING COMMISSION  
District of Columbia

CASE NO. 05-24A ZONING COMMISSION  
EXHIBIT NO. 15 District of Columbia  
CASE NO. 05-24B  
EXHIBIT NO. 15

**ZC 05-24A - Eastgate Family Housing**

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DDOT staff met with the applicant on several occasions to discuss the proposed modification and raised concerns regarding driveway spacing and placement. DDOT shared concerns with the proposed design of the driveway entrances and the impact on the streetscape of the community and traffic operations. The current design impacts the overall streetscape plan for the neighborhood by proposing substantial impervious paving along the curb breaking up the continuous landscaping strip. The driveway spacing also impacts the spacing of curbside street trees and streetlights.

DDOT recommended to the applicant ways to minimize the impact of the curb-cuts that would be acceptable to DDOT. These measures include reducing the total number of curb-cuts by designing shared driveway entrances so that two units can share a single curb-cut and repositioning some of the driveways entrances, particularly the units along the circular part of Kim Gray Court, NE, to provide more clearance between curb cuts. The proposed driveway entrances and any improvements to public space will require applicable permits from the DDOT Public Space Permits office located at 941 North Capitol Street, NE Suite 2300.

Accordingly, DDOT does not support the application as currently proposed. DDOT staff is available to continue working with the applicant to address our concerns.

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cc DDOT Public Space Permits

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**MEMORANDUM**

**To** Jernly R. Kress FAIA  
Director  
Office of Zoning

**From** Kenneth G. Laden *KG 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, 51<sup>st</sup> 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, 51<sup>st</sup> 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. 51<sup>st</sup> 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.

**ZC 05-24- Eastgate Family Housing**

January 11, 2006

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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.

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**DISTRICT DEPARTMENT OF TRANSPORTATION**★ ★ ★  
**FAX TRANSMITTAL**

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TO	FROM
Sharon Schellin	Lewis C Booker
COMPANY	DATE
Office of Zoning	May 27, 2007
FAX NUMBER	TOTAL NO. OF PLACES INCLUDING COVER
(202) 727 6072	5
PHONE NUMBER	SENDER'S FAX NUMBER
(202) 727-6311	(202) 671-0617
RL	YOUR PHONE NUMBER
Z C No 05-24A	(202) 671-2238

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☐ URGENT ☐ FOR REVIEW AND COMMENT ☒ FOR YOUR INFORMATION ☐ PLEASE RETURN

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NOTES/COMMENTS

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