

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

Memorandum

TO: Richard Nero, Acting Director
DC Office of Zoning

FROM: Karina Ricks *Richard Nero for K.R.*
District Department of Transportation

DATE: February 27, 2009

SUBJECT: Zoning Commission Case # 08-25 (Matthews Memorial)
2616 Martin Luther King Avenue, S.E.

APPLICATION

Matthews Memorial (the "Applicant") proposes the Matthews Memorial Terrace project to be located on a portion of the Matthews Memorial Church existing parking lot and the site of the existing vacant rowhouses.

The Matthews Memorial Terrace is planned to include a 99 unit residential building (32 senior units and 67 affordable units) and a 13,086 square foot Community Building with spaces for a bookstore/coffee shop, restaurant, church outreach, social and health services. The project will also include 61 parking spaces (50 garage and 11 surface parking spaces).

Existing uses on the site include a church as well as surface parking for the place of worship.

ZONING COMMISSION
District of Columbia

CASE NO.

08-25

EXHIBIT NO.

25

RECOMMENDATION IN BRIEF

DDOT supports the applicant's request for the PUD provided that residential parking ingress and egress takes place off of Dunbar Road and not off of MLK Jr. Avenue S.E. DDOT would recommend that existing church parking ingress and egress also be relocated to Dunbar Road, but that is not a condition for PUD approval.

DDOT believes the applicant may need to provide additional transit benefits for the PUD approval. Some additional review should happen for the traffic circulation. DDOT requests more bicycle parking at the proposed site. Some of the bicycle parking should be covered to encourage bicyclists to use non-motorized transportation modes.

DDOT ANALYSIS

DDOT believes the applicant in this case has performed the necessary due diligence to reasonably minimize the impact of loading and deliveries on the surrounding neighborhood. DDOT prefers to see a loading delivery schedule that will not conflict with rush hour traffic in the neighboring community. The deliveries should occur between the hours of 7AM-2PM, Monday through Friday. This schedule takes into consideration the area development that will occur in the relative future. There may be more congestion on the local streets when the projects, as cited on pages 9 and 10 of the applicant's transportation study, are complete.

The applicant's report states, "It should be noted that the project would eliminate two existing curb cuts on MLK Jr. Avenue that currently serve the vacant homes." DDOT applauds this action to close two curb cuts. The applicant does plan to widen two other curb cuts located along Martin Luther King Jr. Avenue. "Currently, the MLK Jr. Avenue driveway to the Matthews Memorial Terrace project serves as the one-way outbound driveway from the church parking lot. The project proposes widening the driveway to two-way operations." Then the applicant further states, "The oneway inbound driveway located just north on MLK Jr. Avenue would also continue to provide one-way inbound access to the church in the future. All church egress would occur at the newly widened southern MLK Jr. Avenue driveway." This approach to widening the ingress/egress for vehicles does not conform with DDOT policy. DDOT recommends the use of Dunbar Road for vehicle access instead.

DDOT is concerned about the high vehicular speeds on MLK Jr. Avenue adjacent to the site. The applicant proposes to continue to use two of the existing curb cuts located on MLK Jr. Avenue. However, with the increase in vehicle trips to

the site, there is an increased potential for vehicular crashes at these locations and an increased potential for vehicular crashes with pedestrians. DDOT prefers to see all vehicles enter and exit using Dunbar Road that connects to Stanton Road. The grade on MLK Jr. Avenue contributes to the high vehicular speeds, especially near the proposed site. The applicant performed no vehicle speed data collection which DDOT would prefer to review as most of the traffic is proposed to exit on to MLK Jr. Avenue.

MITIGATION

The applicant has not provided as much traffic mitigation information for this case as is typically performed for a PUD. We would prefer to see some additional effort from the applicant to mitigate the use of personal vehicles to the site. Therefore, DDOT requests the applicant provide complimentary SmartTrip cards with \$60 Metro fare media per person to residential tenants upon move-in, and complimentary \$60 Metro fare media to employees at the community building that may offer a bookstore/coffee shop, restaurant, church outreach, social and health services.

The applicant will also be responsible to designate a member of building management as a point of contact who is responsible for coordinating and implementing transportation demand management (TDM) obligations.

PARKING

DDOT believes the 61 parking spaces proposed by the applicant is sufficient. DDOT encourages the applicant to dedicate some of these spaces for car-sharing vehicles. Car-sharing vehicles could be an amenity to the low-income residents and to neighbors as well.

The applicant shall also provide bicycle parking which equals 5% of vehicle parking, bicycle storage facilities for all residents. DDOT suggests shower and changing facilities for employees of the proposed community building.

PROXIMITY TO TRANSIT

The location of the site sits adjacent to MLK Jr. Avenue where it is served by 11 WMATA bus lines. The Congress Heights Lines (A2, 6, 7, 8, 42, 46, 48), the Anacostia - Fort Drum Lines (A4, 5), and the Southeast Community Hospital - Anacostia Lines (W2, 3) all serve the site well with weekday and weekend service.

The Anacostia Metro station (1101 Howard Road S.E.) is located approximately 1/3 of a mile north from the site.

CONCLUSION

DDOT supports the applicant's transportation analysis that the proposed Matthews Memorial Terrace demonstrates no significant burden to the existing neighborhood street network. However, DDOT does have concerns about safety related to vehicular, bicycle and pedestrian conflicts that can occur at the MLK Jr. Avenue ingress and egress curb cuts. Therefore, DDOT strongly recommends the Commission require that vehicular access for the new development occur off of Dunbar Road. DDOT encourages the applicant to make similar arrangements for church ingress and egress also.

If the Commission votes to approve the application, DDOT strongly recommends the Commission require the above noted DDOT approved measures for the applicant to receive the PUD.