

RIVERSIDE BAPTIST CHURCH



by P.N. Hoffman & Associates, Inc. and Riverside Baptist Church

AMENDED AND RESTATED PREHEARING SUBMISSION

November 10, 2015

Background

The property that is the subject of this application is located at the intersection of 7th and I Streets SW in the Southwest neighborhood. The property is known as Lot 127 in Square 472 and is improved with the existing Riverside Baptist Church structure and surface parking. The property is located in the R-5-B Zone District.

On March 16, 2015, the Applicant filed an application for consolidated approval of a PUD and related amendment to the Zoning Map for the above-referenced property. The PUD will facilitate the redevelopment of the existing site into a mixed-use development containing a new home for the Church and a residential apartment building (“**Project**”). The Applicant is requesting a PUD-related map amendment to the C-3-A Zone District.

The Zoning Commission set the above-referenced application down for a public hearing at its public meeting on July 27, 2015. At the setdown meeting, the Commission and the Office of Planning requested the Applicant further develop the design of the Project as well as additional views of the Project; further develop the public benefits package; further analyze the consistency of the Project with the Comprehensive Plan; further detail the requested zoning flexibility; and further develop the transportation and public space components of the plan. All of these items were addressed in the Applicant’s September 21, 2015 prehearing submission.

Since the prehearing submission, the Applicant has continued to refine the design of the Project and the benefits package based on discussions with the Office of Planning (“**OP**”), District Department of Transportation (“**DDOT**”), Advisory Neighborhood Commission 6D (“**ANC 6D**”), and other community stakeholders. This statement and the associated plans reflect these additional refinements. For the convenience of the Commission and OP, the Applicant has also restated the other items requested at setdown so that they are all in one document.

I. PROJECT DESIGN

As requested by the Commission and OP, the Applicant has directed the design team to further develop the architectural design and building materials of the Project. The plans included at Exhibit A include a comprehensive set of revised plans incorporating these revisions.

A. Residential Design

Included as Exhibit A are revised drawings depicting changes to the residential component of the Project. The revised proposed façade design integrates two major revisions from the version presented at setdown.

First, the apartment building’s balconies have been enhanced to incorporate a warm colored metal that carries through from the railings onto the walls and ceilings of the balconies. The railings are proposed to be constructed of a perforated metal screen material, serving as a

subtle reference to the historical aesthetic of screened balconies in the neighborhood, and allowing the balconies to read more prominently in the overall design. The vertically stacked balconies serve to visually break up the façade and create focal points of interest, while remaining true to the original design concept of a unified building facade. The expressed balconies at the apartment building entrance are intended to work in tandem with the water wall feature to create a strong culmination of the 7th street vista.

Second, the amount and pattern of glazing at the upper two levels of the apartment building has been refined in order to strengthen the delineation between the upper band and the five story “ribbon” that unifies the entire building. This reinforces the horizontal expression of the building and gives the illusion of reducing the scale of the building. Further, the horizontal expression conveys a dynamic sense of movement around the corner; gesturing towards the 7th Street Park at the Wharf.

Please also note that the Applicant has revised the design of the roof structure to incorporate increased habitable space, as approved by the Commission in Z.C. Case No. 14-13 on November 9, 2015. The roof structure design also reflects the varying heights for mechanical and habitable rooftop space that have been approved by the Commission. The roof structure and all other roof elements, such as guardrails, are set back 1:1 from the edge of the roof on which they sit. The Applicant understands that the final regulations have not yet been published, but respectfully requests that the Commission review the roof structure at the November 30 public hearing since the final parameters for use and design have now been determined.

B. Church Component

Included in Exhibit A are revised drawings depicting changes to the church component of the Project. The most significant change is reflected in the expression of the worship space. The general building form has been modified to more clearly define the three elements of a modern church – a clear entrance, identity as a church and finally clarity in the worship space. The first two of these expressions, entrance and identity, remain as previously illustrated with an open and contemporary corner entrance placed to visually connect to the Wharf development at 7th and Maine Avenue, SW. The tower element, often used as the marker for a church, also remains as a cornerstone for the new church. Identity is further illustrated by the use of the Christian cross at the tower – a common marker throughout the history of Christian churches. The worship space has been completely revised to simplify the building form yet retain an expression of this critical element of a modern church. An undulating roof form provides a striking façade to Maine Avenue and distinctly different from the architectural expression of the larger building volumes across the street at the Wharf. This form recalls the significance of water in the Baptist faith while simultaneously roots this church to this place along the waterfront.

A second departure in response to comments is reflected in a simplification of materials. While maintaining a preference of carrying forward a recollection of the previous church, the

design continues to embrace field stone recycled from that structure and stained glass also retained from the earlier church in selective locations. In addition, the design has been revised by the use of pre-cast panels for exterior wall cladding and the extensive use of glass curtain wall along Maine Avenue.

Other evident design moves include introduction of a more articulated east elevation facing the adjacent property at Waterside Towers. Earlier solutions presented a solid, flat wall surface clad in a single material. The present design integrates the use of the new materials, pre-cast and glass, into a collection of solid and transparent elements, shadows and textural relief to create a more lively and interesting end to the building.

Minor changes are also illustrated on the 7th Street face. The stone wall as building facade has been thickened at the ends and low stone wall as landscape element is now separated from the building wall. The gate between the Church Structure and the Residential Structure is now recessed to not project beyond the property line when opened. The landing is modified to provide two risers upon which pedestrians can use as they pass along the 7th Street.

C. View Studies

The Applicant has also developed additional views of the Project, as requested by the Commission and OP. These views are included in Exhibit A.

II. PUBLIC BENEFITS

As requested by the Commission and based on discussions with OP, DDOT, ANC 6D, and other stakeholders, the Applicant has significantly enhanced the public benefits package through affordable housing, sustainability, and other commitments. The PUD will deliver the following public benefits and project amenities:

A. Housing and Affordable Housing

The Project will result in the creation of approximately 167 new residential units in a transit-oriented location close to the downtown core. The Applicant requests flexibility to modify this total by plus or minus 10% depending on the final building design and market demands.

In response to ANC 6D and Commission requests, the Applicant will set aside 25% of the affordable housing component of the Project for households earning up to 50% of the Area Median Income. Put another way, 2% of the residential gross floor area of the Project (approximately 2,879 SF) will be set aside at 50% AMI, and 6% of the residential gross floor area (approximately 8,635 SF) will be set aside at 80% AMI. This will provide affordable housing at a deeper level (50% AMI) than the base requirement, which is all at 80% AMI.

Furthermore, at ANC 6D's request and in order to provide for affordable workforce housing in the Southwest neighborhood, the Applicant will set aside an additional 2% of the residential gross floor area of the Project (approximately 2,879 SF) for households earning up to 100% of the Area Median Income.

Finally, the residential units within the penthouse will result in an additional 246 SF of residential gross floor area in the Project that is set aside at 50% AMI.

In total, the Project will provide the following amounts of affordable housing:

- 50% AMI: approximately 3,125 square feet of gross floor area
- 80% AMI: approximately 8,635 square feet of gross floor area
- 100% AMI: approximately 2,879 square feet of gross floor area

This represents a significant increase in affordable housing. By contrast, a matter of right project would generate only 6,483 square feet of affordable housing.

The affordable housing will be distributed throughout the building across all unit types. The following table sets forth the approximate unit mix of affordable units based on the current mix of unit types, and the location of the affordable units is attached as Exhibit B.

	<u>Overall Building</u>		<u>Affordable Units</u>				
	<i>Number</i>	<i>Percentage</i>	<i>Number</i>				<i>Percentage</i>
			Total	50% AMI	80% AMI	100% AMI	
Studio	76	45%	9	3	6	0	45%
1-BR	70	42%	8	2	5	1	40%
2-BR	21	13%	3	0	1	2	15%

Please note that the final unit count will impact the final unit mix and location of affordable units, and the Applicant requests flexibility to adjust the final unit mix and location of affordable units so that the affordable units reflect the final overall unit mix of the Project.

B. Sustainable Design

The Applicant will develop the residential component of the Project to Gold certification or higher under the LEED 2009 rating system. Among other features, the current design of the

Project contains approximately 7,900 square feet of green roof, including approximately 2,900 square feet of green roof with a minimum depth of 2 inches and approximately 5,000 square feet of green roof with a minimum depth of 8 inches. Note that the amount and depth of green roof may change depending on the identity of the ground floor community-serving use, as is discussed in Section D below.

C. Intersection and Streetscape Improvements

The Applicant has worked closely with OP and DDOT representatives to develop the public space improvements associated with the Project. The proposed improvements will facilitate the redevelopment of a key gateway site in Southwest consistent with an approved Small Area Plan, cure existing deficiencies, promote increased pedestrian and bicycle safety, and provide desirable public benefits in the public realm.

Intersection Reconfiguration: The reconfiguration of the intersection of 7th and I Street will significantly enhance the multi-modal accessibility of this intersection through, among other measures, the removal of the right turn lane, the addition of a new east-west crosswalk on the south side of I Street, and the re-alignment of a curb cut and crosswalk across 7th Street on the north side of I Street. These three major changes significantly increase the safety and functionality of the intersection for the pedestrians and students who utilize it daily. Jefferson Middle School, AppleTree Charter School, and the Disabled American Veterans are located on the western side of the intersection, and the current intersection provides daily mobility challenges for these users. The reconfiguration will also permit the creation of a landscaped public space at the intersection, featuring landscaped areas with low plantings and benches. The building will feature water walls that will further enhance the pedestrian experience in the new space created by the reconfiguration of the intersection. The intersection reconfiguration will also require relocation and upgrades to the traffic signal. These improvements are not required to mitigate traffic conditions; they are undertaken solely as a public benefit. The total value of the projected work is approximately \$500,000 to \$650,000.

7th Street Improvements: In addition to the intersection improvements, the Applicant will also move the curb lane along 7th Street approximately two feet to widen the sidewalk and increase the planting zone for street trees. In addition, the Applicant has set back the building from the property line along the 7th Street and I Street frontage, which will increase the apparent width of the pedestrian experience as one approaches the new landscaped public space at the intersection of 7th and I Streets. The setback provides an opportunity to further widen the sidewalk area and add a second row of street trees. The total value of the work associated with the 7th Street curb relocation and streetscape improvements on private property is approximately \$65,000.

Maine Avenue Street Improvements: On the southern side of the property between the Maine Avenue public right of way and the property line, the District of Columbia owns a 20'

wide strip of land that runs along the entire length of the property. The Applicant will landscape this public property with plantings, shrubbery and stone seating walls allowing the public to better enjoy and utilize the space. The total value of the projected work is approximately \$45,000.

The balance of the streetscape improvements around the perimeter of the property also include features such as improved street trees and tree boxes, wider sidewalks, benches, bike racks, plantings and other amenities that all meet or exceed District standards. The public space components of the Project, including the improvements above as well as the proposed curb cut, building projections, and public space design, received concept approval from the Public Space Committee on October 22, 2015.

In addition to improvements tied to the Project, the Applicant has offered to provide additional improvements to the public space and property associated with the nearby townhome community, including a parking control arm, fencing, and new lighting along the north side of Eye Street for beautification, parking and pet impact mitigation, and public safety for the local community. The Applicant will perform this additional work if agreed to by the property owners that utilize the affected property (the THM1 homeowners' association and the owner of Waterside Towers, United Dominion Realty Trust, Inc. ("UDR")).¹ The total value of the proposed work is valued at approximately \$16,000.

D. Ground-Floor Community-Serving Retail Use

Based on discussions with ANC 6D, the Applicant has refined its commitment to the use of the ground-floor space in the Project to reflect the ANC's preferences. The Applicant will set aside approximately 6,900 to 9,100 square feet of the ground floor of the Project to neighborhood-serving retail and service, daycare, or clinic use. Please note that the Applicant requests flexibility to modify the design of the outdoor space at the rear of the Project to accommodate the ground-floor tenant (for example, if a day care use is secured, the rear area may be revised to create a playground and outdoor space for the children).

E. Daycare Subsidy

At the request of ANC 6D, the Applicant will provide a \$25,000 subsidy to help attract a daycare to the Project. If a daycare is not selected as the tenant, then an alternative community benefit of the same value will be identified by the ANC.²

¹ The Applicant will notify THM1 and UDR when the building permit is issued and ask that THM1 and UDR provide their authorization to proceed within six months of such notification.

² The Applicant will notify the ANC when it has determined that a daycare tenant will not be selected and provide the ANC with six months to identify an alternative community benefit.

F. Rodent Abatement Program

In connection with the construction of the Project, the Applicant will implement a rodent abatement program.

G. Retention of the Riverside Baptist Church

The Project will provide a new home for and create an endowment to support Riverside Baptist Church, which has been located in the Southwest neighborhood for over 150 years. During that time, the Church has contributed extensively to the neighborhood. Current and past efforts directly benefitting the Southwest neighborhood and the District as a whole include:

- Feeding the hungry at Martha's Table, So Others Might Eat and the Johnenning Center as well as support for the CROP walk to feed the hungry;
- Collecting backpacks with school supplies each summer and donations to the Jefferson Middle School PTA;
- Providing initial space for the then-start up Apple Tree Early Learning Academy (such space was rent-free for the first year and part of the second year, and was then provided at below-market values);
- Outreach efforts to teens such as Tuesday Night Tutoring and Friday Night Films;
- Providing Christmas gifts to the children of incarcerated persons living in the Southwest neighborhood and beyond;
- Hosting AA meetings for over 30 years as well as weekly Narcotics Anonymous meetings and, in the past, other support groups;
- Providing space at no cost to a licensed therapist to provide counseling to the community as well as congregants; and
- Creating an interfaith study group with Temple Micah to deepen appreciation of traditions and diversity.

In addition to these efforts, the Church has regularly participated in national and international efforts, responses to the Ebola crisis, the earthquake in Haiti, and the tsunami in Indonesia. The Church has also been at the forefront of social efforts, including racial integration in 1970, ordination of women in the 1970s, inclusion of LGBT members in 1992, and, most recently, participating in the Washington for Black Lives Matter effort as well as denunciation of "stand your group" law in Florida.

The value of these efforts as well as the everyday ministry to members and visitors to the Church cannot be reduced to numbers. The Project will also allow the Church to remain within the Southwest neighborhood, so that it may continue to minister not only to its congregation but also to the greater and expanding Southwest neighborhood. The Commission has previously recognized the retention of a church as a public benefit in, for example, a PUD at St. Matthews Church a few blocks from the Project (Z.C. 11-13) and in another PUD for Matthews Memorial Church (Z.C. Order No. 08-25).

H. Exemplary Architectural Design

By addressing the non-rectilinear relationship among Maine Avenue, 7th Street, and I Street, the Project melds contemporary urban design preferences against the street grid created by earlier urban renewal efforts in Southwest, and improves the pedestrian experience and safety along all three streets with interesting, attractive, and appropriately-scaled ground-floor uses, lighting, landscaping, and water walls as a public art feature. The Project also features exceptional architectural design that modulates the height and mass of the building through setbacks, materiality, and other design elements. In particular, the upper two stories of the Project are set back along I Street SW, which reduces the apparent height and scale of the Project as one moves into the residential neighborhood. Similarly, the church component steps down in height toward Maine Avenue, preserving views out to the waterfront. High quality materials include the use of metal for the balconies and mullions for the residential component and the use of wood and field stone for the church component.

I. Site Planning

The Project will transform an underutilized one-story auto-oriented church building that is set back from the street, and associated surface parking, into a well-designed, mixed-use structure. The new Project will be both an efficient and economical use of land near a Metro station and at a key gateway in the heart of one of the District's most diverse residential neighborhoods. The Project will also activate the surrounding street network with a combination of active ground-floor uses, additional residents, and streetscape improvements.

III. COMPREHENSIVE PLAN

The D.C. Council approved the Southwest Small Area Plan pursuant to Resolution R21-0170 on July 14, 2015. The Small Area Plan denotes the PUD site as appropriate for use as Mixed Use Medium Density Residential / Low Density Commercial. The proposed rezoning to the C-3-A Zone District is consistent with the Small Area Plan's land use designation.

Pursuant to Section 1-306.03(c)(1) of the D.C. Code, the Mayor is required to prepare small area plans for "selected geographical areas that require more specific land use analysis to

incorporate the broadest range of planning techniques and solutions practical to achieve the District's goals and objectives." This section further states that small area plans may include "specific zoning recommendations" and other measures "necessary for the realization of objectives and policies of the Comprehensive Plan. D.C. Code § 1-306.03(c)(1) (emphasis added). Section 1-306.03(c)(4) of the D.C. Code further provides that "[o]nce approved, the small area action plan shall provide supplemental guidance to the Zoning Commission and other District agencies in carrying out the policies of the Comprehensive Plan" (emphasis added).

The Comprehensive Plan itself recognizes that although small area plans are not part of the Comprehensive Plan itself, they constitute the "third tier" of planning, complementing the Citywide Elements and Area Elements of the Plan itself. Comprehensive Plan, § 104. Furthermore, the Future Land Use Map itself acknowledges that "Zoning of any given area should be guided by this map, interpreted in conjunction with the text of the Comprehensive Plan including the citywide and area elements as well as approved Small Area Plans." Comprehensive Plan, § 226 (emphasis added).

Through both the legislative guidance behind small area plans and the language of the Comprehensive Plan itself, the D.C. Council has clearly stated that small area plans provide site-specific analysis that is intended to help guide zoning and land use decisions. Put another way, the Small Area Plan presents the Zoning Commission with a screwdriver for zoning of specific neighborhoods and sites as an alternative to the hammer that is the broad zoning guidance of the Comprehensive Plan and its Future Land Use Map.

IV. ZONING FLEXIBILITY

A. 5% Increase in Floor Area Ratio

Section 2405.3 of the Zoning Regulations permits the Zoning Commission to approve a 5% increase in the maximum FAR of a PUD provided that the increase is essential to the successful functioning of the project and furthers the goals and purposes of the PUD regulations. Here, the Applicant requests a 1.56% increase (approximately 0.07 FAR or 2,521 square feet) in the maximum permitted density, from 4.5 FAR to 4.57 FAR. This increase is required to accommodate the unique architectural design of the Project, which sets back the ground floor of the Project in order to create a more generous pedestrian experience on private property along 7th Street SW. The area underneath these overhangs (approximately 2,196 square feet of gross floor area) technically counts as gross floor area but does not actually function as occupiable or habitable space; rather it is unenclosed and open to the elements.

The additional area is essential to the successful functioning of the Project because it enables the ground floor setback. This setback provides articulation to the Project design and evokes a streamlined approach consistent with the surrounding Mid-Century Modern architectural character of the Southwest neighborhood. The setback also creates more open

space at ground level at both the front and rear of the residential portion of the Project, while defining a more human scale at the ground floor. Finally, the setback and corresponding increase in the footprint of the upper stories allows for a larger floorplate for the residential floors and more generous residential unit sizes. The additional area will further the goals and purposes of the PUD regulations because it will facilitate better architectural design, better site utilization, and more housing and affordable housing, all of which are goals and standards for PUDs.

Finally, the proposed FAR of 4.57 is still well below the maximum FAR of 4.8 that would be permitted for a matter-of-right residential project in the C-3-A Zone District.³ Note that in other PUDs, the Commission has approved a maximum FAR of 4.8 for C-3-A PUDs, and OP has supported this requested relief. See, e.g., Z.C. Order No. 10-23. Based on this precedent, the flexibility for the 5% increase is arguably unnecessary.

B. Rear Yard

In the C-3-A Zone District, under the Zoning Regulations, the Project is required to provide a rear yard of approximately 18.75 feet. Furthermore, under Section 774.11 of the Regulations, when a building fronts on three or more streets, the rear yard may be measured to the center line of the street opposite the middle of the front of the building. Here, the Property effectively fronts on three streets—I Street SW, 7th Street SW, and Maine Avenue SW. However, as shown on page 13 of the Plans, the public space along Maine Avenue SW is technically located within a separate 20-foot wide strip of land controlled by DDOT (Square 472, Lot 820), rather than in the Maine Avenue right-of-way itself. Accordingly, the Property does not “front” on Maine Avenue and therefore Section 774.11 does not apply.

However, as a practical matter, the Property meets the intent of Section 774.11, and therefore such flexibility from the rear yard requirement is appropriate. Furthermore, the Project is set back approximately 30 feet from the adjacent property to the southeast and east. Finally, as shown on the shadow studies included in Exhibit A, the Project’s size and location will not impose adverse impacts on residential property to the southeast and east.

C. Courts

As shown on the court plan included as page 15 of the plans, the project has two courts—Court A, which is located between the church and residential components of the Project, and Court B, which is located behind the residential component of the Project. Each court is irregularly shaped. Under the definition of court width in Section 199 of the Zoning Regulations, the width of an irregular court is measured as the diameter of the largest circle that

³ Under the Zoning Regulations, a C-3-A residential project triggering IZ bonus density is permitted a maximum FAR of 4.8, yet a C-3-A PUD is limited to a maximum FAR of 4.5.

can be inscribed in the court. As shown on page 15, both courts technically meet the width requirements based on the diameter of the largest circle in each court.

However, both courts neck down to widths that do not fully meet the width of requirements. Out of an abundance of caution, the Applicant requests flexibility from the court width requirements of the Zoning Regulations. The requested flexibility is minor and will not have adverse impacts on light and air to the project or surrounding property. For Court A, the narrow portion of the court is entirely within the property boundaries and will not have an adverse impact on the residential units in the southwest corner given the relatively low scale height of the church and the way that the court opens up to the south. Furthermore, the units at the southwest corner also have windows that face outward to 7th Street, so the windows facing the church are not the units' primary windows. For Court B, the narrow portion of the court is offset by a corresponding setback on the adjacent property which creates a wider open space between the Project and the adjacent building.

D. Parking

The parking requirements of the Zoning Regulations specify certain dimensional requirements for each space, as well as requirements for the grouping of compact spaces. Here, the Applicant requests flexibility from the following parameters:

- Flexibility to increase the percentage of compact parking spaces from 40% to 44%;
- Flexibility to group the compact parking spaces in blocks of less than 5 spaces; and
- Flexibility from the dimensional requirements for the ADA spaces, which meet ADA standards but do not meet the strict 9 x 19 dimensional requirements.

In addition, the Applicant requests flexibility to modify the total number of vehicular parking spaces by 5%, and to adjust the layout and location of vehicular and bicycle parking spaces within the parking garage, based on the final building design. Such flexibility is ordinarily granted to many Planned Unit Developments.

E. Loading

Loading requirements under the current Zoning Regulations are cumulative; that is, separate loading facilities are required for each proposed use. Under the Regulations, the Project is required to provide one 30-foot deep loading berth for the proposed retail use and one 55-foot deep loading berth and one 20-foot deep service/delivery space for the apartment use, as well as associated loading platforms for each berth. The Project will provide two 30-foot deep loading berths, which meet the 30-foot deep loading berth and 20-foot service/delivery space requirements. The Applicant requests relief, however, from the requirement for a 55-foot deep loading berth and associated 200-square foot loading platform. New residents in similar

apartment buildings rarely use large loading vehicles given the size of the individual apartments, and such a berth is not required to accommodate the building's loading needs. Tenant move-in and move-out needs can be accommodated on the remaining loading spaces. The Applicant will work with DDOT to develop a loading management plan to ensure that deliveries and service will not impose adverse impacts.

Relief from the 55-foot berth loading requirement has become extraordinarily common in the past decade, given demographic changes and DDOT's desire to reduce the size of trucks navigating city streets and maneuvering into loading docks. Flexibility from this requirement is common in PUDs. For example, the Commission granted such flexibility for Parcels 3 and 5 in the Wharf across the street from the Project (Z.C. Order No. 11-03A(2) and 11-03B) as well as for another church redevelopment a few blocks from the Project (Z.C. Order No. 11-13). Similarly, the Commission granted such relief to three mixed-use projects in the Union Market area (Z.C. Order No. 06-40C, Z.C. Order No. 14-12, and Z.C. Order No. 14-07).

The proposed rewrite of the Zoning Regulations codifies this trend and eliminates the 55-foot berth requirement. The Commission has already taken proposed action to adopt this change.

V. TRANSPORTATION AND PUBLIC SPACE

The Applicant has been engaged in discussions with DDOT regarding the public space and transportation impacts of the Project since late 2014. The Applicant submitted its Comprehensive Transportation Review to DDOT in late September. The public space components of the Project, including the improvements above as well as the proposed curb cut, building projections, and public space design, received concept approval from the Public Space Committee on October 22, 2015.

The PUD as a whole, including the intersection reconfiguration, will not result in unacceptable impacts on traffic operations. The northbound segment of 7th Street, south of the intersection, currently has three 11-foot wide travel lanes; two continue north through the intersection on 7th Street, and the right-most lane continues east onto I Street. With the reconfiguration, the northbound segment of 7th Street will continue to provide two 11-foot wide through lanes that will continue through the intersection. The reconfiguration will eliminate the need for the third travel lane, which will be converted into a new 8-foot wide lane for parking and passenger loading and unloading. (The remainder of the third lane will be used to widen the sidewalk area.) The eastbound segment of I Street will continue to provide an 11-foot wide travel lane, a 5-foot wide bicycle lane, and an 8-foot wide parking lane.

The Applicant proposes to relocate the existing curb cut along I Street. The relocation will increase the distance between the Property's curb cut and the adjacent curb cut from 6.6 feet to 16 feet, and provide for a more generous pedestrian refuge area between the two curb cuts.

The Applicant will also widen the curb cut from 20 feet to 22 feet; the relocated curb cut will accommodate both parking and loading access, and the wider curb cut is required to accommodate truck turning movements into and out of the driveway. The Project has been designed to permit trucks to turn around within the Property so that trucks will enter front-in and leave front-out.

The Project's utility vaults have been located on private property, within the truck turnaround area.

To help manage the transportation impacts of the Project, the Applicant will implement the following measures as part of its Transportation Demand Management ("TDM") plan:

- Unbundle the cost of residential parking from the cost of lease or purchase, and set parking rates at no less than the rate of the lowest fee garage within ¼ mile of the Project;
- Identify one or more TDM leaders at the residential building to work with building residents to distribute and market various transportation alternatives;
- Dedicate two parking spaces for car sharing services within the Project, with such spaces available to members of the carsharing service 24 hours a day, 7 days a week;
- Provide each new household with an option to select either a one-year membership in Capital Bikeshare or a one-time membership fee subsidy to a carsharing program, up to a maximum of \$20,000 for the life of the Project; and
- Provide one or more electronic message boards in the residential building lobby that provide real-time transit information.

Finally, at the request of the community, the Applicant will select a loading dock door that is consistent with the architectural integrity of the building.

Witness List, Proposed Testimony, and Time Estimate for Presentation

We look forward to presenting this case to the Commission. The Applicant will provide six witnesses to testify on its behalf: two representatives of the Applicant, the two project architects, the landscape architect, and the traffic consultant. The Applicant will call four of its witnesses, Brian Pilot of Studios Architecture, Phillip Renfrow or John Whittmann of Geier Brown Renfrow Architects, Jonathan Fitch of Landscape Architecture Bureau, and Dan Van Pelt of Gorove / Slade Associates, as experts in their respective fields. Their resumes are attached as Exhibit C. Also included in Exhibit C is the resume of Marcelo Lopez of Wiles Mensch, the

Applicant's civil engineer and an expert in that field. His resume is provided in case the Applicant elects to call him as a rebuttal witness.

The Applicant expects that its presentation will require 60 minutes.

Conclusion

We look forward to presenting this application at the public hearing on November 30, 2015. If you have any questions regarding this application, please feel free to contact Allison at 202-721-1106 or Dave at 202-721-1137.

_____/s/_____

David Avitabile

November 10, 2015