



Near Southeast/Southwest

Advisory Neighborhood Commission 6D

November 16, 2015

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Washington, DC 20024
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Anthony Hood, Chairman
Zoning Commission of the District of Columbia
441 4th Street, NW
Washington, DC 20001

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FILED VIA: IZIS electronic filing system

RE: ZC 15-05, Motion in Support of the Planned Unit Development (PUD) Requested by P.N. Hoffman Inc, and the Riverside Baptist Church

At a regularly scheduled and properly noticed public meeting on November 9, 2015, with a quorum present, a quorum being 4 Commissioners, Advisory Neighborhood Commission (ANC) 6D voted 5-1-0 to approve a motion in support of the Planned Unit Development (PUD) requested by P.N. Hoffman Inc, and the Riverside Baptist Church (zoning case 15-05). The motion text is as follows:

Whereas: P.N. Hoffman and Associates, Inc and the Riverside Baptist Church have requested from ANC6D support for a consolidated planned unit development (PUD) and a related amendment to the Zoning Map for the property at 680 I Street SW;

Whereas: The property at 680 I Street SW, otherwise identified as Lot 127, square 472, was purchased by the congregation of the Riverside Baptist Church from the RLA as part of the Southwest's urban renewal reconstruction in 1960;

Whereas: The congregation of Riverside Baptist church constructed a striking, modernist church building and has been the sole occupier of the property since its completion in 1963;

Whereas: The applicants have requested that the property of approximately 30,015 square feet currently zoned R-5-B be changed to a C-3-A Zone District. The changed zoning will allow the applicants to construct a new church building, a nine-story apartment building, underground parking and ground floor commercial space;

Whereas: The applicants have developed the design for a residential building and a new church, which includes significant enhanced public space and a Community Benefits package;

Whereas: The applicants have met with local community groups, SWNA and the ANC. And the applicants have also met with the Office of Planning and have had informal discussions with the zoning commission;



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Whereas: The Commission acknowledges receipt and review of the corrected project renderings as presented in the Amended and Restated Prehearing Submission of November 9, 2015, as well as supplemental documents (including a proposed construction management plan and a letter from the Pastor of the church, both of which are attached to this motion);

Whereas: The applicants have agreed with ANC6D to a Community Benefits package as an integral part of the PUD process;

Whereas: Appended to the Motion is a signed copy of the Community Benefits agreed upon between the applicants and ANC6D on November 9, 2015;

Be it so moved that: ANC6D supports the consolidated PUD and zone change requested by P.N. Hoffman Inc., and the Riverside Baptist Church, which includes a signed Community Benefits agreement.

Respectfully submitted,

Roger Moffatt
Chair, ANC 6D

RIVERSIDE BAPTIST CHURCH

Rev. Michael Bledsoe, Ph.D., Pastor
Recurring Adjunct Professor, Howard University School of Divinity

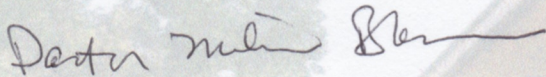
November 5, 2015

Dear Chairman Moffat and ANC 6D Commissioners:

Since 1857 our church has been imbedded in Southwest, D.C. Our current plans for development do not diverge from that path of service. We have never considered leaving SW and indeed, our goal is to remain imbedded in this, our neighborhood and community.

Over the course of these nearly 160 years, our church has hosted community groups, activities and ministries aimed at the betterment of our neighborhood and indeed our world. We look forward to continuing such cooperative efforts with and along side the SW community. Riverside Baptist Church is not an island off to itself. We have sought and seek to find ways to invite our community across the threshold into our space even as we do our best to inspire our congregants to return to the world to repair and heal it. Long a voice for justice and inclusion, we are dedicated to securing that voice and our corner in this community for many, many years to come. Certainly our hope is that in the future, we will see even greater exchanges between our church and community at large.

Grace and Peace,



Pastor Michael Bledsoe

AppleTree Early Learning
Public Charter School
202.546.0500

RIVERSIDE
BAPTIST CHURCH

680 I St., SW
Washington DC 20024

202.554.4330 ✦ <http://RiversideDC.org> ✦ pastor.bledsoe@gmail.com

An interracial, inclusive, ecumenical and Christ-centered community of faith

Riverside Baptist Church Redevelopment Public Benefits and Mitigation Package

November 5, 2015

- Affordable Housing Proffer
 - 2% of residential GFA will be set aside at 50% of AMI
 - 6% of residential GFA will be set aside at 80% of AMI
 - 2% of residential GFA will be set aside at 100% of AMI
- Public Realm Changes for Benefits and Mitigation
 - Reconfiguring and improving the overall quality and safety of the 7th & Eye Street intersection
 - Addition of a new crosswalk at the southside of Eye Street
 - Relocation of the curb cut for DCPS drive aisle coming onto 7th Street
 - Alteration of existing cross-walk on the north side of Eye Street
 - Removal of 7th Street slip lane
 - Addition of a public landscaped and seating area
 - Installation of a public art water wall feature at the corner of 7th & Eye Streets
 - Curb extension along 7th Street to provide for wider sidewalks
 - Landscaping the public space in front of church
 - Installation of a parking control arm along Eye Street as parking control mitigation if requested by both UDR and THM1 HOA. Request must be made to in writing no later than 6 months following the receipt of the building permit.
 - Installation of fence along Eye Street for nuisance and pet impact mitigation if requested by both UDR and THM1 HOA. Request must be made to in writing no later than 6 months following the receipt of the building permit.
 - Addition of new light on top of an existing parking lot light pole to increase public safety
- Residents of apartment building will not be allowed RPP permits
- Neighborhood serving retail and service, day care or clinic. The PN Hoffman team will work closely with a small group of residents to consult on what “neighborhood serving retail and services” are preferable.
- Provide \$25,000 subsidy to help attract a daycare to the site. Within 6 months of the applicant notifying the ANC that a daycare tenant is not or will not be the lessee, an alternative community benefit will be identified by the ANC.
- Setback residential building which offers the feel of public use of private space
- Retention of the church in the Southwest community
- Enter into a rodent abatement program
- Implement a transportation demand management plan
- Will select a loading dock door that is consistent with the architectural integrity of the building

DRAFT 680 EYE STREET CONSTRUCTION MANAGEMENT PLAN

This draft plan is provided to ANC 6D to illustrate the construction management measures that will put in place during the construction of the project. Once a contractor has been selected, this plan will be further refined and made final prior to construction of the project. This final plan will be used for securing public space permits and DDOT approvals and will be reviewed with the ANC prior to implementation. All construction start dates and durations are estimates only and may be impacted by conditions found in the field or unforeseen delays.

CONSTRUCTION PHASE I: Building Demolition & Rough Grading

Approximate Duration: 3 months,

Estimated: Q4 2016 – 1Q2017

Construction Activities:

During Phase 1, construction activities will be focused on demolition and rough grading of the site. Truck traffic is anticipated to approach traveling westbound on Maine Avenue, turning right onto 7th Street traveling north, and turning right into the construction site. This allows trucks to make only right hand turns and avoids trucks from crossing from directly in front of Jefferson Middle School on entry. Trucks exiting the site will leave from the south along Maine Avenue at a temporary curb cut. Flaggers will be placed at all truck entrances and exits when trucks are hauling.

General Notes:

- It is currently anticipated that the contractor will seek public space permits to close the sidewalks and curb lanes on 7th Street and Maine Avenue immediately adjacent to the site. The sidewalk will be used for material laydown and construction management offices and the curb lane used for staging, delivery and access. This approach segregates pedestrian traffic most effectively from construction activities and provides the most safety for neighbors and children.
- Construction fencing will be placed around the perimeter of the project site with a fabric scrim to reduce dust and debris from leaving the project site.
- Rodent abatement will be put in place before demolition occurs to minimize neighborhood impact
- Preconstruction photo and observation studies will be conducted on all adjacent and immediately proximate homes and buildings. As needed, crack monitors will be placed to monitor any existing building cracking or settlement.

Automobile Traffic

- Although the curb lanes will be closed (to parking on Maine Avenue and closing the rightmost travel lane on 7th Street SW) traffic will continue through the area with minimal impact, utilizing the two existing travel lanes on each of these streets. Right turns from 7th Street northbound onto Eye Street eastbound will be possible from the rightmost travel lane.

Parking

- During this phase, some portion of the on-street parking on the northbound Maine Avenue will be closed for truck staging and construction laydown. PNH will work with neighborhood and DDOT to determine the exact truck staging location and hours of operation
- No permanent closure of parking on 7th Street NW or Eye Street SW is anticipated

Pedestrian

- Pedestrian traffic is anticipated to be managed as follows:
 - Travelling west on Eye Street from the Duck Pond, pedestrians will be detoured to the northern side of Eye Street. Local pedestrian traffic can still travel on the south side of Eye Street up to the Riverside property line.
 - Travelling west on Maine Avenue next to Arena Stage, pedestrians will be detoured across Maine Avenue at the existing protected mid-block intersection up to 7th Street, then back to the northeast side of the Maine Avenue/7th Street Intersection.
 - Travelling east from the Wharf, pedestrians will be directed to the northeast corner of the Maine Ave/7th Street Intersection.

Bicyclists

- Bicyclist traveling northwest bound on Maine Avenue will continue to travel in the right most travel lane as they do today.
- Bicyclists travelling from the Wharf will use the rightmost travel lane of 7th Street and be able to turn onto Eye Street SW dedicated bicycle lane which remains in place through construction.

CONSTRUCTION PHASE II: Excavation / Vertical Construction

Duration: Approximately 20 months,

Estimated: Q1 2017 – Q3 2018

Construction Activities:

During Stage 2, construction activities will be focused on mass excavation, buildout of the residential and church structures, reconstructing the 7th and Eye Street intersection and the new public space features, necessitating the closure of the slip lane. This phase of the project will require the erection of a tower crane on the site. Trucks accessing the site will approach traveling northwest on Maine Avenue, turn right into the construction site from a temporary curb cut along Maine Avenue and exit from the same construction entrance. This allows trucks to make only right hand turns. Flaggers will be placed at truck entrances and exits during all truck movements. Deliveries and laydown will occur in the curb lane of 7th Street SW

General Notes:

- Construction fencing will be placed around the perimeter of the project site with a fabric scrim to reduce dust and debris from leaving the project site.
- Rodent abatement will continue throughout construction
- Crack monitors will be observed for any construction related disturbance to existing adjacent property

Automobile Traffic

- Although the curb lanes will be closed (to parking on Maine Avenue and closing the rightmost travel lane on 7th Street SW) traffic will continue through the area with minimal impact, utilizing the two existing travel lanes on each of these streets. Right turns from 7th Street northbound onto Eye Street eastbound will be possible from the rightmost travel lane.
- There will be sporadic/temporary lane closures for the installation of permanent utilities to the site, usually during off-rush hours and covered with plates during the evening
- Because new signals and control wires are being installed, sawcutting and minor disruption will occur across the entire 7th and Eye Street intersection during a short phase of the signal work during non-rush hours and with the assistance of flaggers and temporary traffic control measures.

Parking

- During this phase, some portion of the on-street parking on the northbound Maine Avenue will be closed for truck staging and construction laydown. PNH will work with neighborhood and DDOT to determine the exact truck staging location and hours of operation
- No permanent closure of parking on 7th Street NW or Eye Street SW is anticipated

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- Travelling east from the Wharf, pedestrians will be directed to the northeast corner of the Maine Ave/7th Street Intersection.
- As soon after the site work is complete is practicable, the sidewalks will be reopened to pedestrian traffic so long as construction activities and deliveries can continue without posing a risk to pedestrian safety.

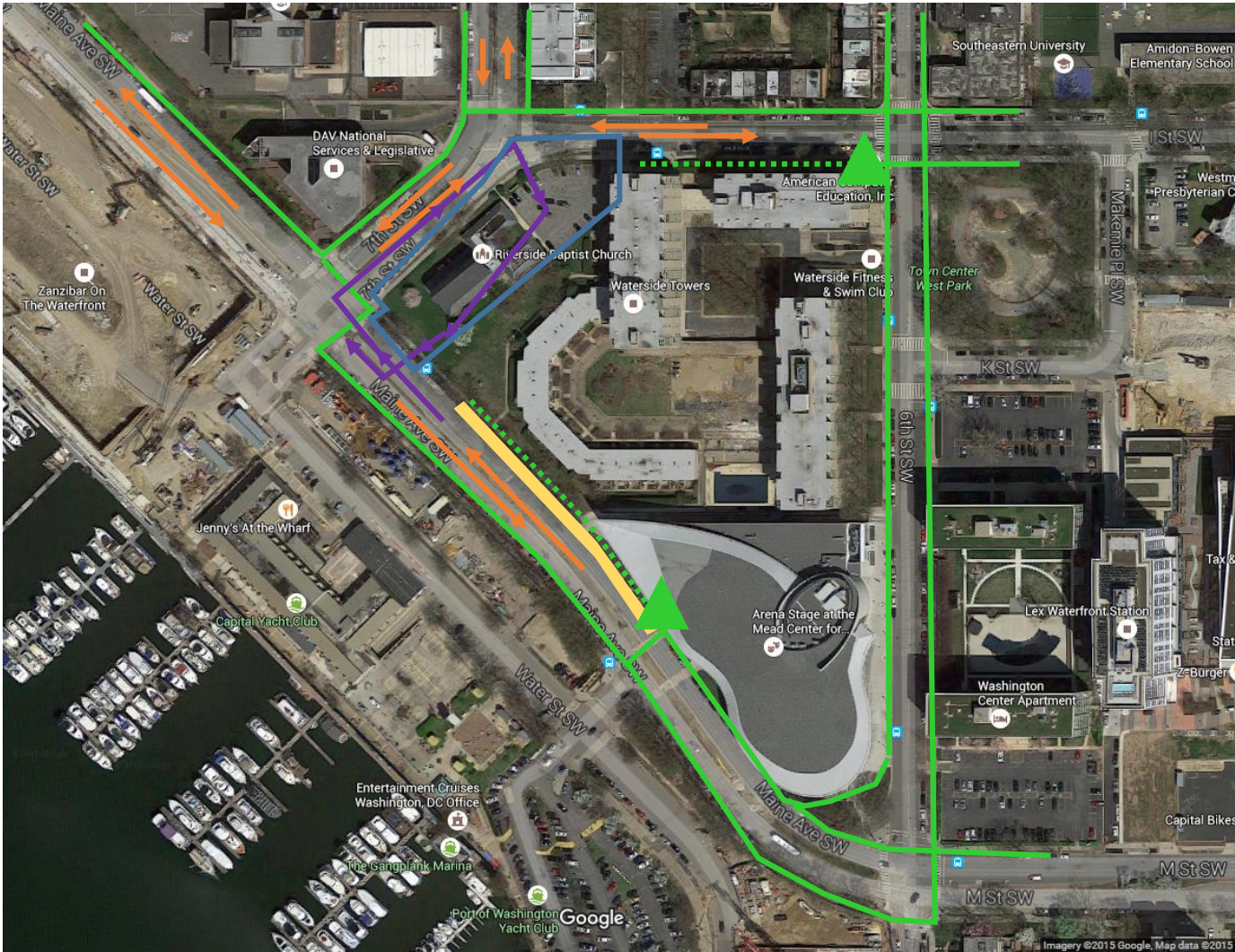
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OTHER TOPICS:

- PNH will work with Jefferson Middle School to request a crossing guard at the corner of 6th and Eye Streets during morning and afternoon hours to ensure students cross to the north side of Eye Street.
- PNH will work with Appletree, if desired by Appletree, to have discussions with Jefferson Middle School to use their drive aisle as a pickup/dropoff location.
- PNH will work with DDOT to determine the best course of action with the bus stop at the corner of 7th and Maine Ave. This maybe either to close the stop temporarily or temporarily relocate and reroute the bus.
- PNH will work with DDOT to determine the best location for truck staging with the goal of not staging near residential windows.

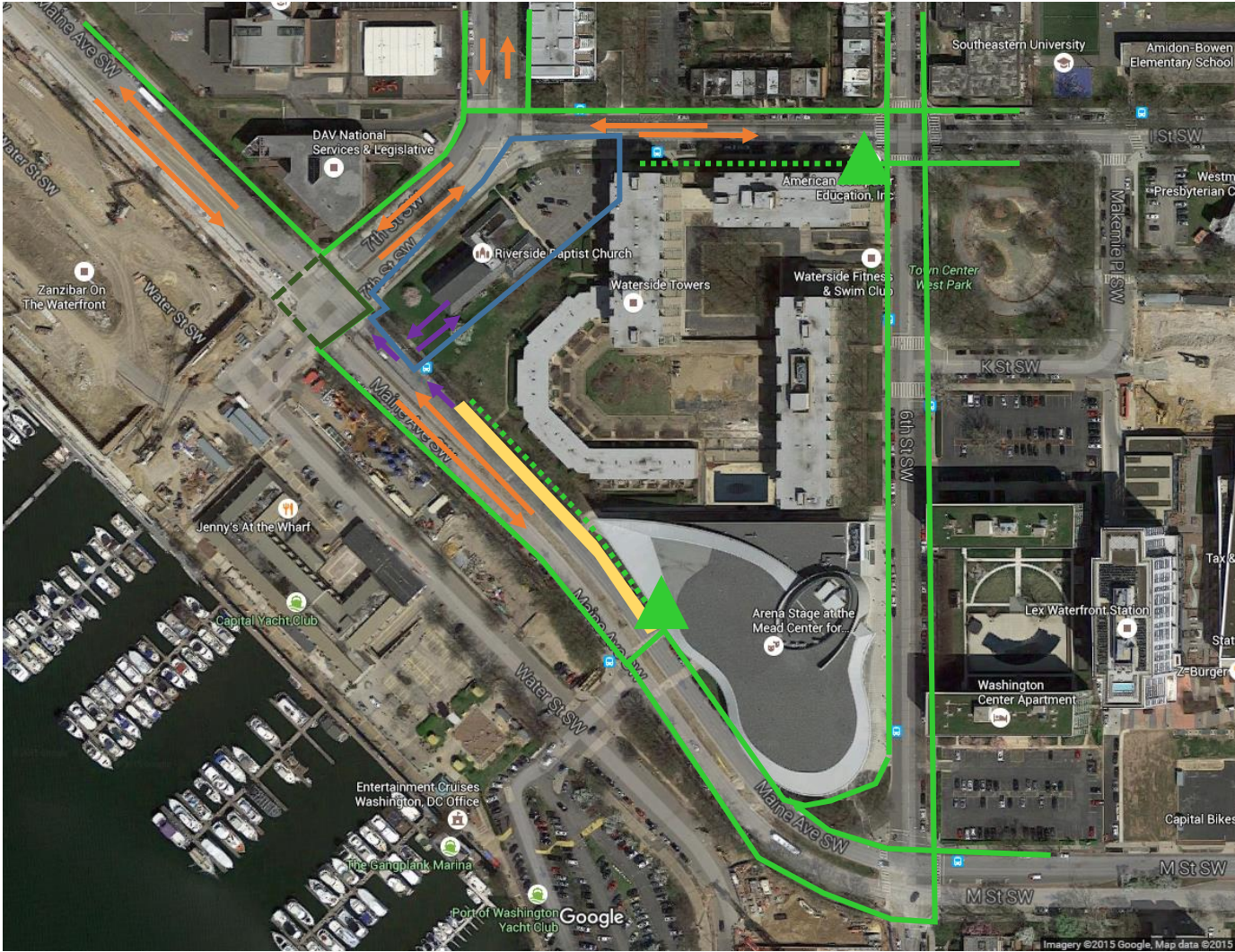
Site Logistics Plan – Phase I



- Legend:
- Construction Fencing
 - Vehicle & Bicycle Travel Path
 - Pedestrian Travel Path
 - Pedestrian Travel Path for local traffic
 - Pedestrian Detour Sign. Acknowledging sidewalk closer and detour path
 - Truck Travel Path
 - Potential Area for Truck Staging.
 - Discussions to be had with DDOT to attempt to avoid Truck Staging near residences.

2016	2017				2018		
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3

Site Logistics Plan – Phase II



- Legend:
- Construction Fencing
 - Vehicle & Bicycle Travel Path
 - Pedestrian Travel Path
 - New Pedestrian Travel Path, when possible
 - Closed Pedestrian Travel Path, when possible
 - Pedestrian Travel Path for local traffic
 - Pedestrian Detour Sign. Acknowledging sidewalk closer and detour path
 - Dump Truck Travel Path
 - Potential Area for Truck Staging. Discussions to be had with DDOT to attempt to avoid Truck Staging near residences.

2016	2017				2018		
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3