



Edgewood West

ZC 15-16 Hearing
May 19, 2016

Introduction

- Edgewood West consists of neighbors that are located within 400 feet or less of the proposed development in ZC 15-16.
- The development is across the street from group members and can be seen and heard from the entire groups' individual residences.
- All of the neighbors currently use the property for retail and transportation needs on a daily basis and are well within the ¼ mile walkshed.





Impact Statement on Light and Air

Changes in the quality of the air and light available to our neighborhood due to the increased height and projected layout in the proposed development.

Impact Statement on Light and Air

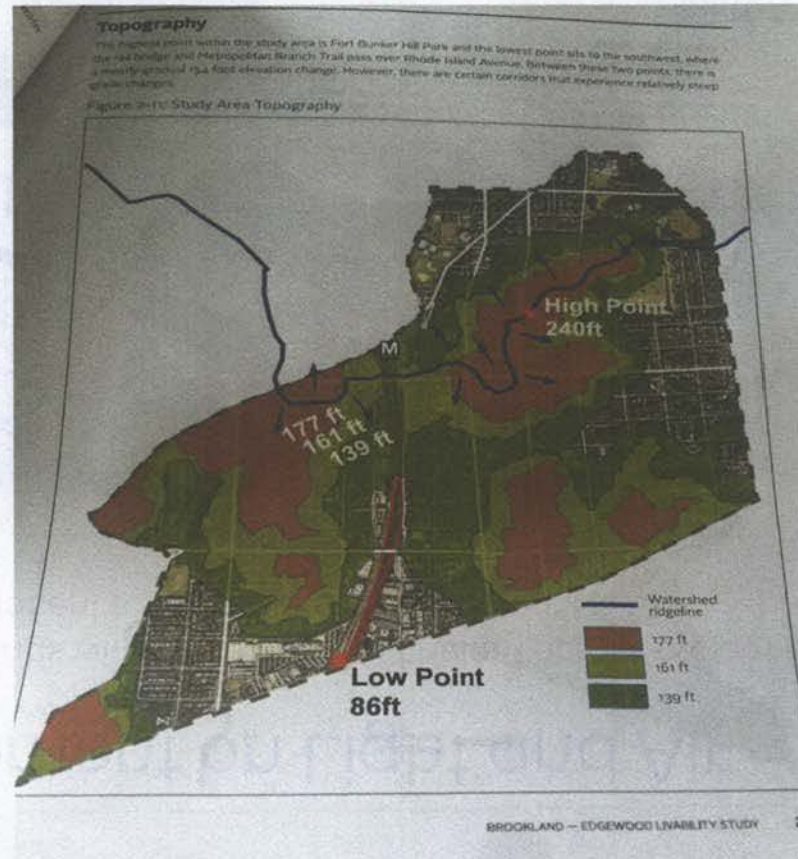
Current streetscape on 4th Street NE with 2 story rowhouses on west side of street and 2 story building on shopping center property



Impact Statement on Light and Air

Edgewood West residents are in a valley due to a combination of topography and surrounding building structure.

This phenomenon will be increased with new development.



Impact Statement on Light and Air

Current massing of buildings with uniform 90 foot height across project dwarfs existing rowhouses adjacent to the project on 4th Street NE



MRP REALTY

680 Rhode Island Ave. | Washington, DC

April 29, 2016 | 0.21

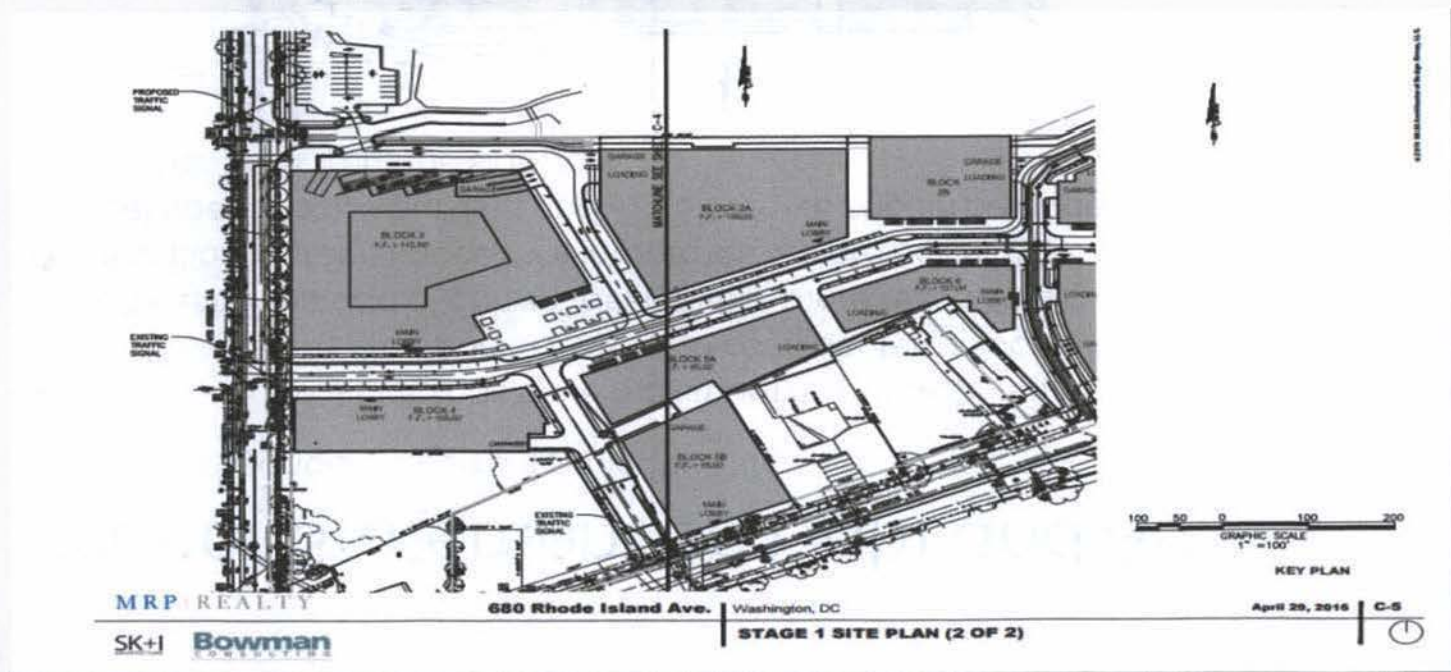


Site Aerials-Northeast

Impact Statement on Light and Air

Block 3 and Block 4 Buildings are proposed at 90 feet and are at edge of property line directly across the street from 2 story rowhouses

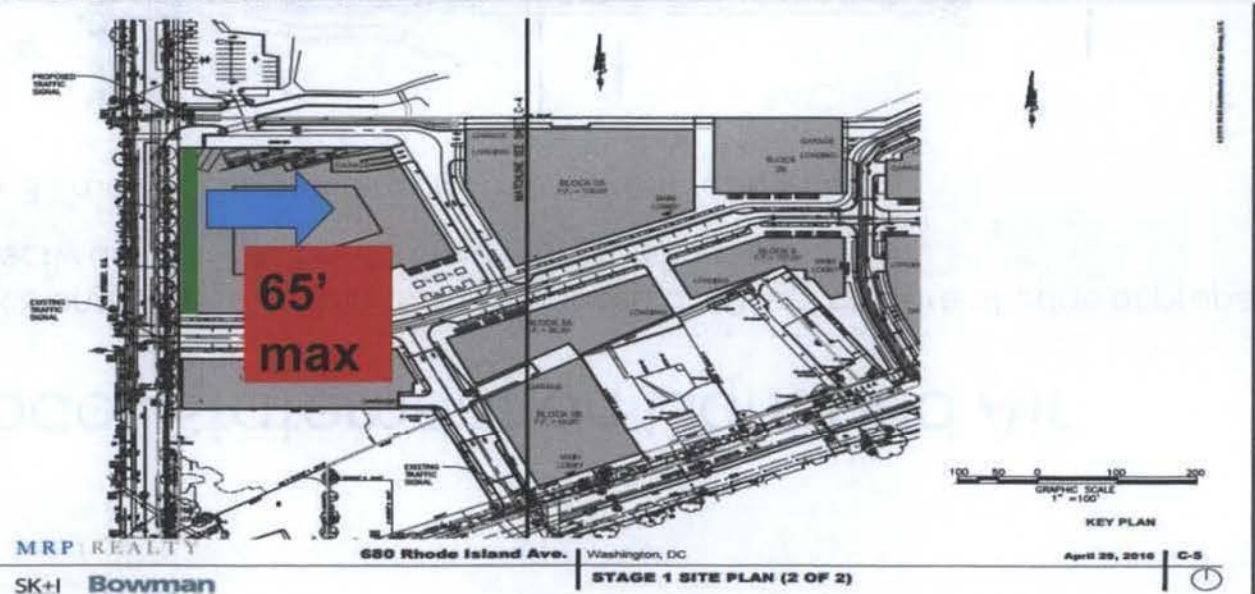
Block 3 Truck docks are very close to current residents



Impact Statement on Light and Air

Proposed changes to current project:

- ❖ Blocks 3 and 4 buildings have maximum height of 65 feet
- ❖ Building design for Blocks 3 and 4 to consider terracing as it approaches 4th Street NE instead of current design that more resembles a doughnut
- ❖ Additional green space that integrates the project with the neighborhood between Block 3 building and 4th Street NE should be added so that building 3 is further back from the sidewalk





Traffic and Transportation

Increased traffic flow to and from the development through our neighborhood due to the density of the project with no detailed traffic plan for its use or construction.

Traffic and Transportation

Increased traffic flow through residential streets will need help mitigating and controlling by both DDOT and the applicant to ensure safety for pedestrians and neighborhood children playing, crossing streets and walking to school/metro/etc. Neighbors already have trouble with pedestrian access crossing many streets due to high volume of traffic and repeated failure of drivers to yield to pedestrians as evidenced by high number of pedestrian crossing signs destroyed by cars within this study area.

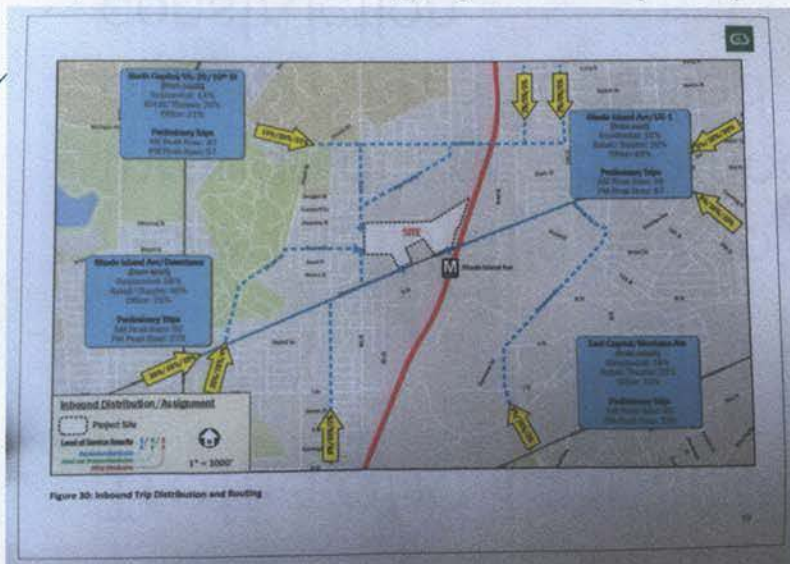


Figure 20: Inbound Trip Distribution and Routing

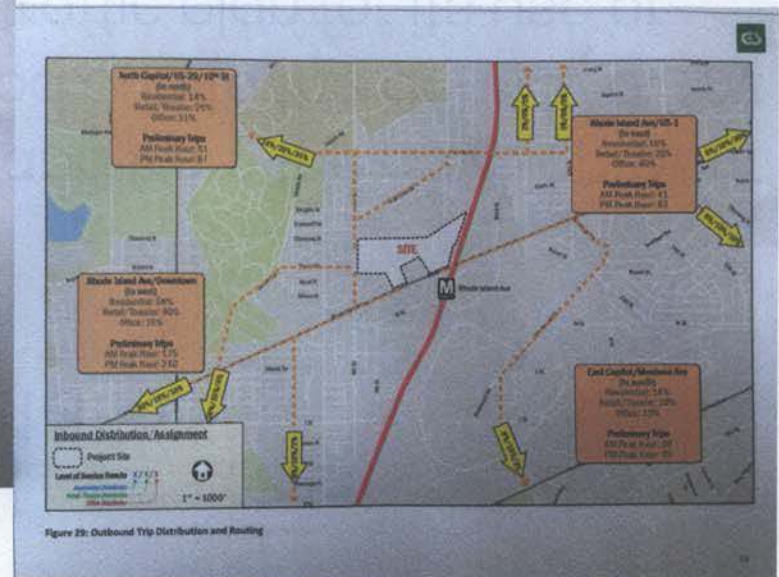
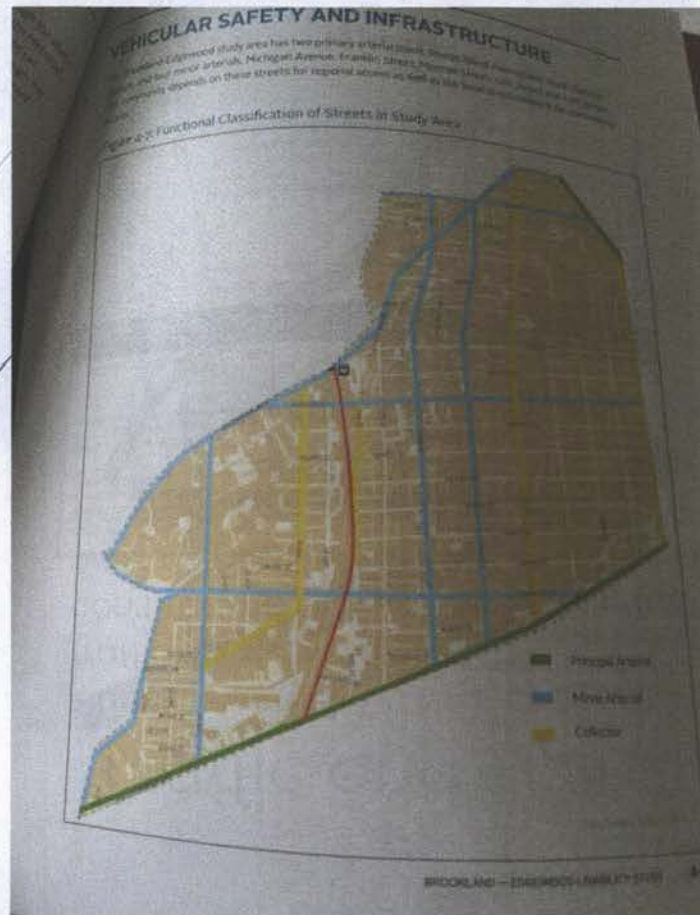


Figure 21: Outbound Trip Distribution and Routing

Traffic and Transportation



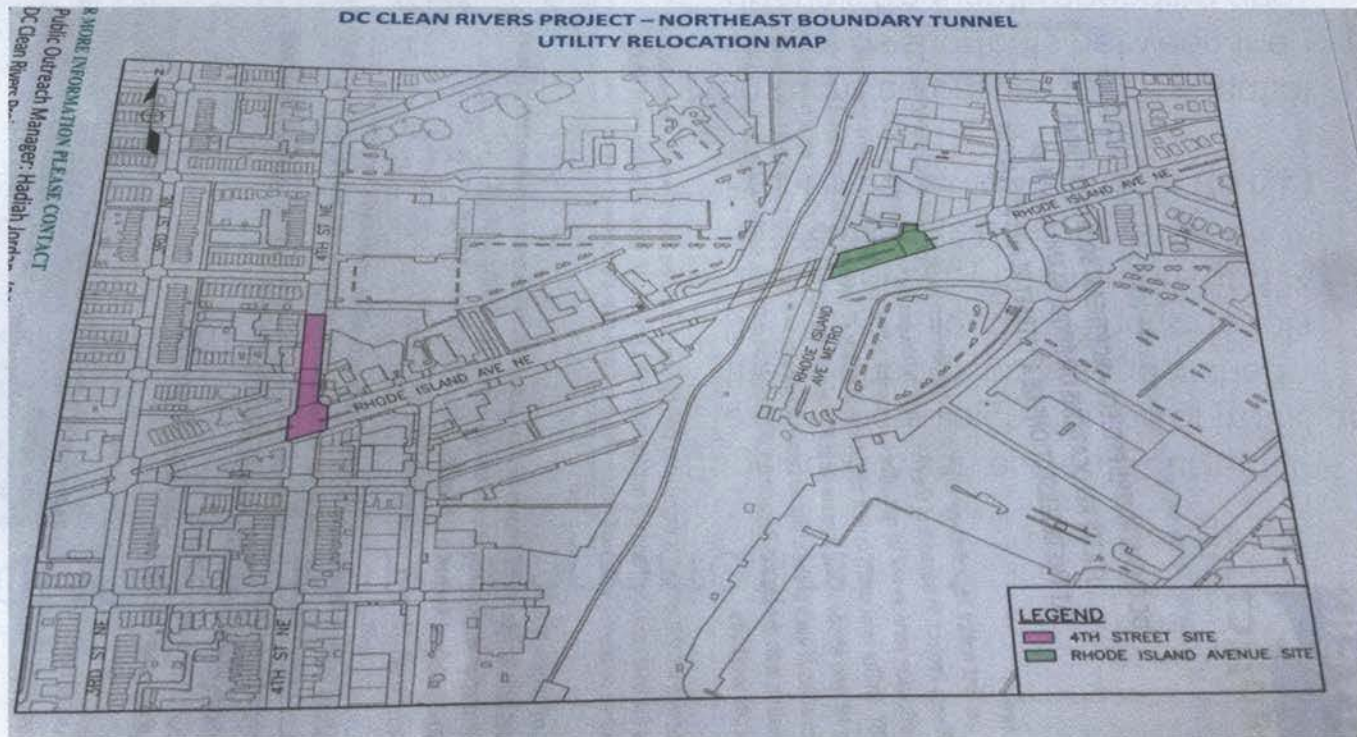
Edgewood West residents currently experience a high volume of traffic as the neighborhood is sandwiched between Major and Minor arterials used heavily by commuters and residents alike (RIA, 4th Street, Franklin Street and Lincoln Rd NE)

Many commuters use the residential streets as shortcuts between the arterials frequently speeding and ignoring stop signs

Many blocks have already requested/received or are in the process of requesting traffic calming measures from DDOT to help with the current conditions

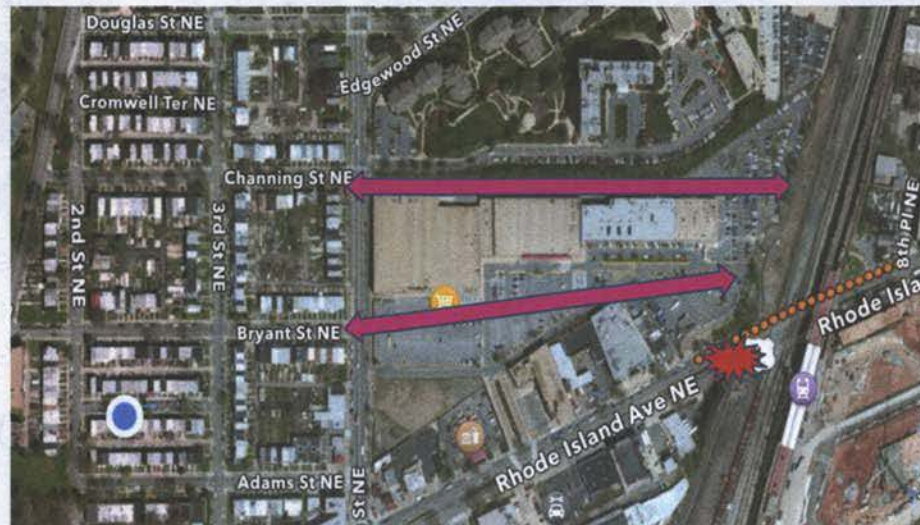
Traffic and Transportation

Current planned DC Water construction is already creating additional transportation and traffic concerns around the PUD site. Consideration needs to be given and included in the construction management plan as well as to the increased burden put on residents to the west of the site to access Metro and buses.



Traffic and Transportation

- This property provides crucial access to the Metropolitan Branch Trail (MBT) as well as handicap accessible access via the DDOT Pedestrian Bridge to the Rhode Island Avenue Metro.
- Prolonged construction would negatively impact our access to vital public transportation routes to the Rhode Island Avenue Metro, subjecting citizens to a narrow, unprotected sidewalk and a dangerous underpass



Traffic and Transportation

Residents to the west will have reduced pedestrian access with the removal of the alley and the construction of Block 2 buildings. It would be preferable to have a pedestrian and bike path connection between those buildings and the property line.





Traffic and Transportation

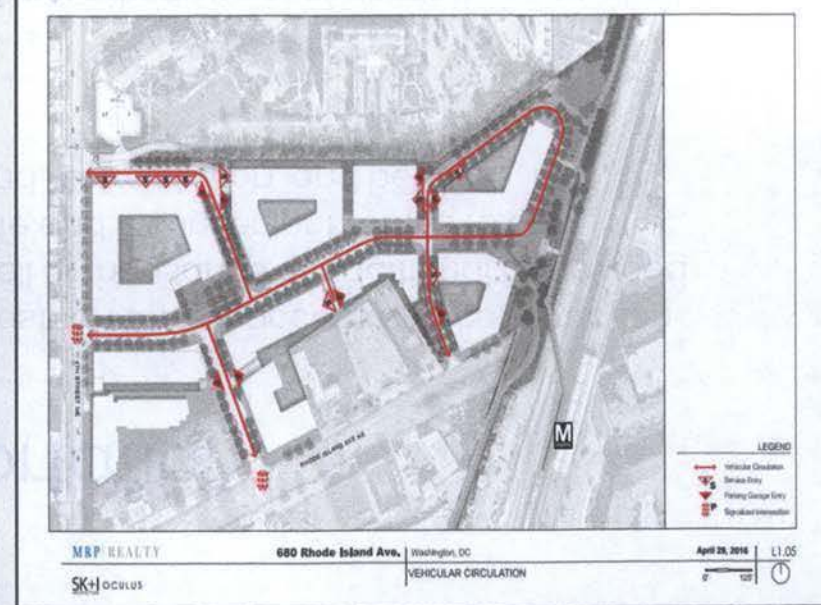
Without a comprehensive MBT and pedestrian bridge access and construction plan, members of Edgewood West as well of thousands of additional Edgewood neighbors will be forced to travel less safe and inconvenient routes to our destinations on the MBT, the Rhode Island Metro station, and beyond.

Suggested Items:

- ❖ Include keeping access to MBT/Metro for those west of property open at all times
- ❖ Notify all adjacent neighbors- all of ANC 5E commissioners, posting on listserv and physically along 4th Street NE any unavoidable closures
- ❖ Removal of gates and access allowed for all neighbors using new staircases connecting to the north when west access is detoured working with Edgewood Commons to be inclusive of their neighbors to the north and west

Traffic and Transportation

The proposed two way access on the road circling Building 1A will only serve to encourage commuters to drive through the surrounding neighborhood in order to drop off Metro commuters at the foot of the pedestrian bridge creating a defacto KissNGo. This will lead to increased traffic through the neighborhood as drivers will find an easier alternative to the Rhode Island/Brentwood Metro stop to drop metro commuters off at the base of the pedestrian bridge near the trail.





Traffic and Transportation

Proposed Changes:

- ❖ Comprehensive MBT and pedestrian bridge access and construction plan.
- ❖ Two Capital Bikeshare stations book ending the property: one near the MBT trail and one along 4th near Block 3 to help encourage less vehicle trips to the site at both sides of the property.
- ❖ Guaranteed pedestrian and bike access to the MBT trail and to the pedestrian bridge throughout the development process.
- ❖ Removal two way road looping around Building 1A or make it a one way going in the direction away from the pedestrian stairs.
- ❖ Preserve a walkway and bike path along the new Channing (Block 2A and 2B) along the rear of the buildings as currently alleyway allows.



Implications on Quality of Life

- Transportation and Traffic issues affect quality of life as well - stated in DDOT Brookland-Edgewood Livability study -
 - ◆ “Edgewood neighborhood is experience a variety of safety problems and quality of life issues caused by speeding, aggressive driving, challenging intersection geometry, outdated infrastructure, and multi-modal conflicts”
- Lack of green space to integrate the project with the neighborhood and the use of current public green space with planned impermeable surfaces increases risk of flooding. Eliminating much-needed public space for community events and gatherings.

Implications on Quality of Life

Current community uses of public green space and the Metropolitan Branch Trail in Edgewood:

- 1) Neighborhood Picnic Nights (5 years)
- 2) Bike to Work Day Pit Stop (4 years)
- 3) Neighborhood 5K (6 years - gometbranch.com)
- 4) Free Exercise Classes (3 years - gometbranch.com)
- 5) Free Movie Nights (2 years - friendsofedgewoodrec.org)
- 6) Bike riding - commuting, errands, exercise
- 7) Walking/Running - commuting, errands, exercise
- 8) Community Message Board
- 9) Little Free Library
- 10) Community cleanups and plantings



Implications on Quality of Life

Re-routing of the MBT would eliminate the space currently used for many of these community activities. Prolonged construction would negatively impact our access to recreational and quality of life usage of the MBT and to the surrounding green space

- ❖ We would like to see written Memorandum of Understanding with community that allows for the continuation of these events and activities in the redeveloped green space around the MBT that would be publically accessible and consists of both public and privately owned land.
- ❖ We would like to see the green space and public plaza next to the MBT compliment the MBT allowing for ease of transit by bike and foot.
- ❖ We would like to see a written commitment that this green space will be designed with the community and leave space for all current community items- message board, little free library and previous landscaping and plantings.
- ❖ We would also like to see this green space enlarged since most is already public green space.

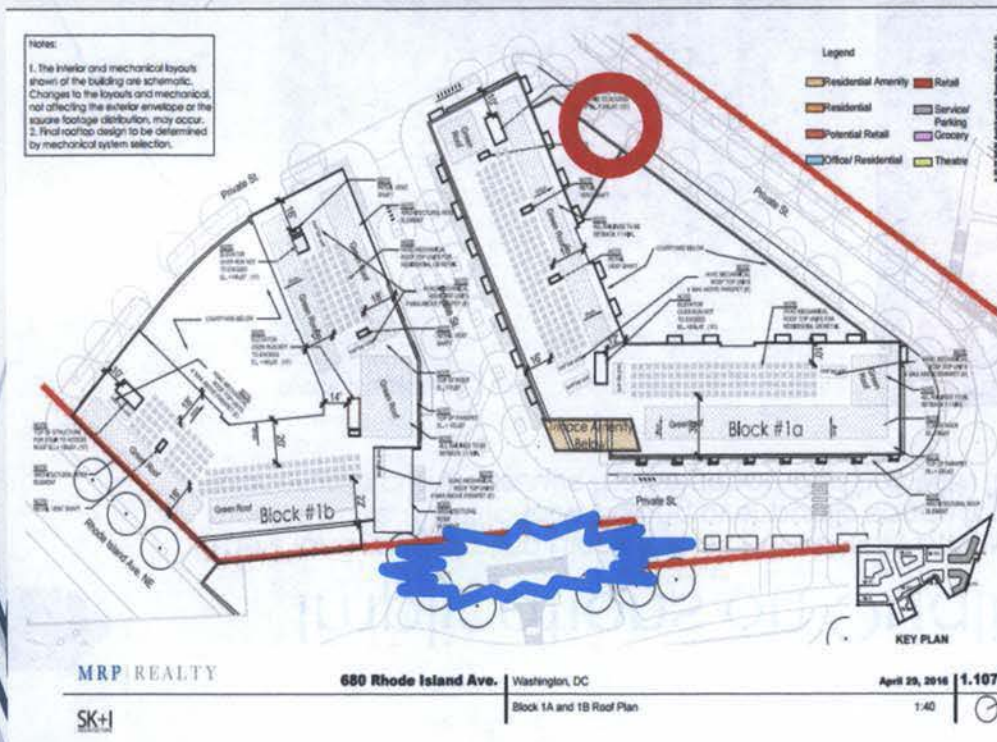


Implications on Quality of Life

The 2 lane road circling Block 1-A is unnecessary and will also add to the current flooding and storm water runoff issues. Additionally, paving over public space for the proposed plaza on the property will only exacerbate current issues the neighborhood has with flooding and storm water runoff.



Implications on Quality of Life



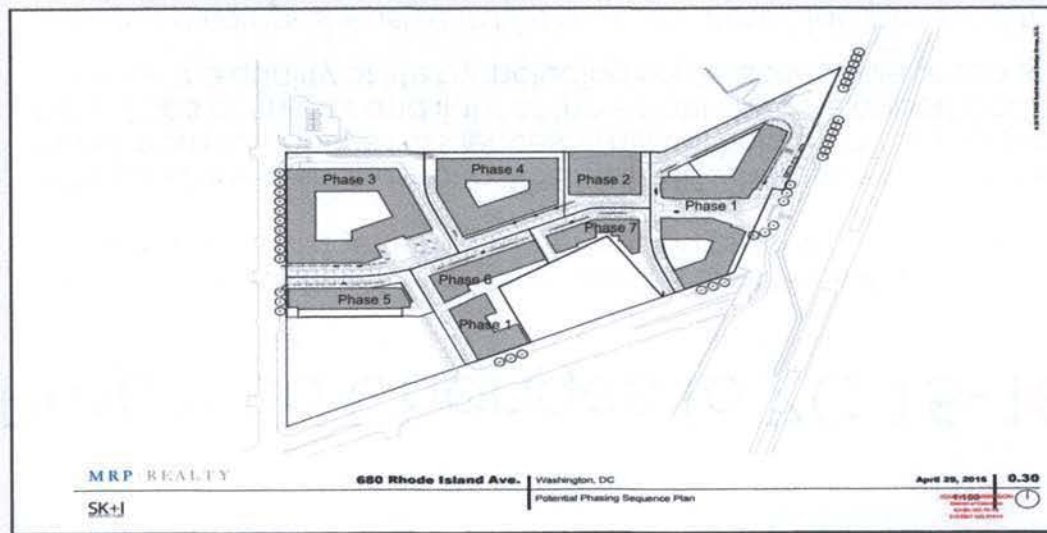
Proposed Changes/Considerations:

- ❖ Removal of road adding green space to public accessible area
- ❖ Narrowing of road into 1 lane and using permeable paving methods to reduce runoff and add additional public accessible green space

Implications on Quality of Life

Noise from the construction, staging, dust, debris, and traffic congestion from continuous construction over two decades would be an extreme burden for members of Edgewood West.

- ❖ We would like to see a reduction in the number of stages and the length of time for completion of the project.





Proposed Changes to ZC 15-16

- Decrease in height of buildings in Block 3 and Block 4 to 65' maximum and consider terracing of buildings during future design process.
- Add park/green space along 4th Street NE where the development is directly across the street from row house residences. This will help balance the impact that the increased height has on the air and light of the established neighborhood. This will also help improve the quality of life by including some accessible green space for the neighbors.
- Develop a comprehensive traffic management plan including the impact on the existing roads and neighbors working to minimize any negative impacts.
- Develop a comprehensive construction management plan to help minimize any negative impacts on the existing neighborhood as well as ensure that no construction vehicles or staging is done on 4th Street NE.
- Develop a comprehensive Metropolitan Branch Trail and Pedestrian Bridge access and construction plan to ensure that disruptions to blocked access are minimized and detours are safe and accessible.
- Removal of the road that cuts through pedestrian plaza and green space between development in Block 1 and the Metropolitan Branch Trail as well as increase the green space considering the use of permeable materials.



DC CLEAN RIVERS PROJECT – NORTHEAST BOUNDARY TUNNEL UTILITY RELOCATIONS ON RHODE ISLAND AVENUE NE AT THE INTERSECTIONS OF 4TH STREET NE AND 8TH PLACE NE

OVERVIEW

This is the first notice regarding construction for the Northeast Boundary Tunnel (NEBT) of DC Water's DC Clean Rivers Project. In advance of the NEBT construction, existing water, sewer, gas, electric and communication services will be relocated to areas that will remove them from the path of construction for the NEBT. Utility relocations in your neighborhood include 4th Street NE at the intersection of Rhode Island Avenue NE and Rhode Island Avenue NE at 8th Place NE. The DC Clean Rivers Project will be responsible for the relocation of each of the utility services in accordance with the utility company's standards and in coordination with the District Department of Transportation (DDOT). See the figure on the back page for general site locations.

Construction for this project is expected to start by June 2016 and last about 17 months. Construction impacts for your neighborhood will last approximately 12 months. DC Water will provide a work schedule to impacted residents, which will include anticipated start dates and duration of work in your area.

NOTICE OF WORK HOURS

4th Street and Rhode Island Avenue NE: Lane closures will be coordinated to minimize traffic congestion. Utility relocation work at this site will take place, weather permitting, as follows:

- **Rhode Island Avenue NE: Monday - Friday from 9:30 a.m. - 3:30 p.m.**
- **4th Street: Monday - Friday from 7:00 a.m. - 7:00 p.m.**

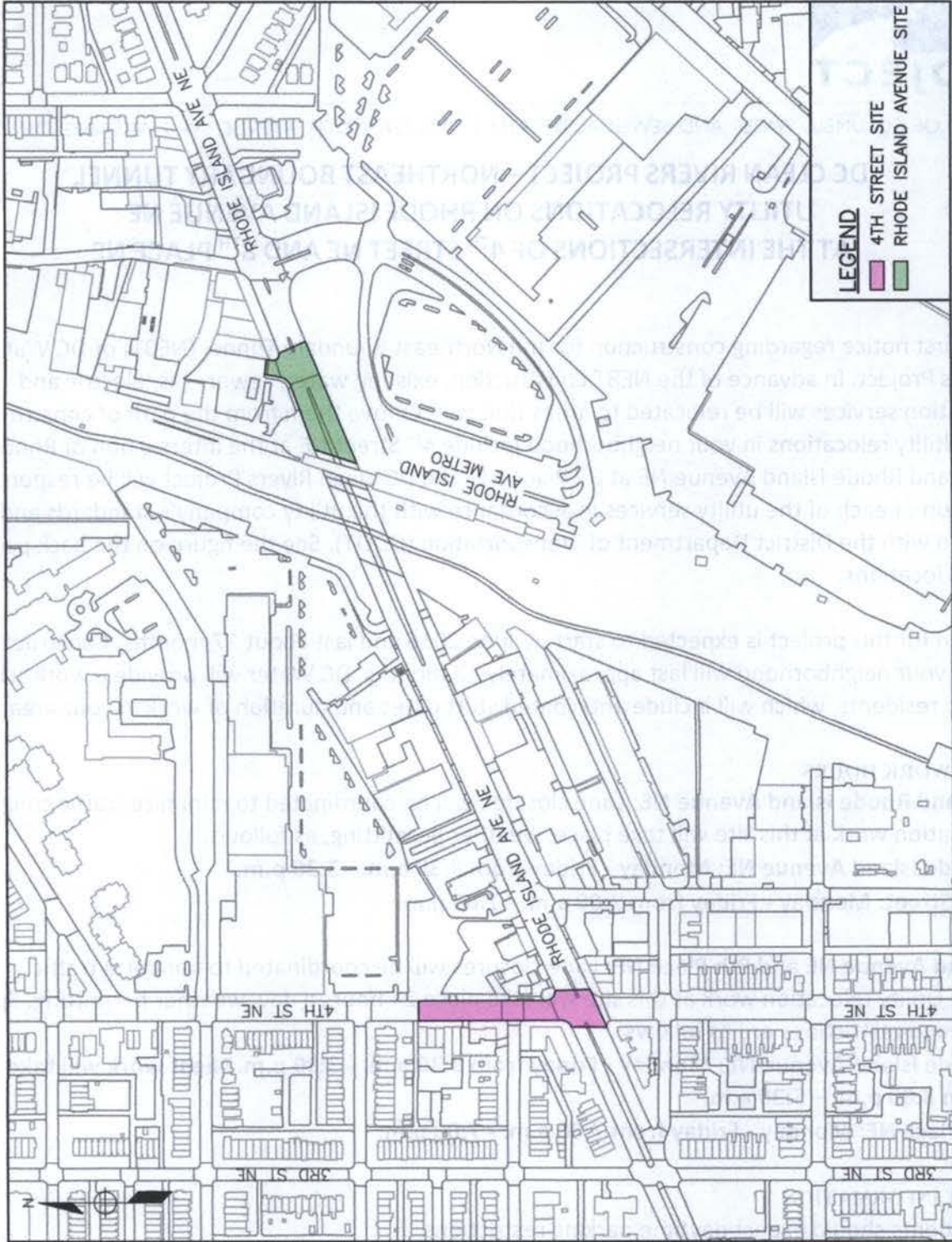
Rhode Island Avenue NE and 8th Place NE: Lane closures will be coordinated to minimize traffic congestion. Utility relocation work at this site will take place 24 hours a day, weather permitting. Specific work times and restrictions are as follows:

- **Rhode Island Avenue NE: Monday - Friday from 9:30 a.m. - 3:30 p.m. Night work will take place from 8:00 p.m. – 5:30 a.m.**
- **8th Place NE: Monday - Friday from 7:00 a.m. - 7:00 p.m.**

IMPORTANT INFORMATION

- Residents should expect daytime parking restrictions.
- There will be sidewalk and alley closings.
- Lane shifts and other construction related disruptions in the work area are anticipated.
- DC Water is coordinating efforts with Washington Gas and Pepco during the utility relocation process to minimize disruptions in these services to no more than one to two hours.
- Affected residents will be provided advance notice.

**DC CLEAN RIVERS PROJECT – NORTHEAST BOUNDARY TUNNEL
UTILITY RELOCATION MAP**



FOR MORE INFORMATION PLEASE CONTACT

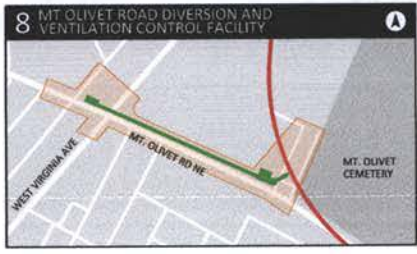
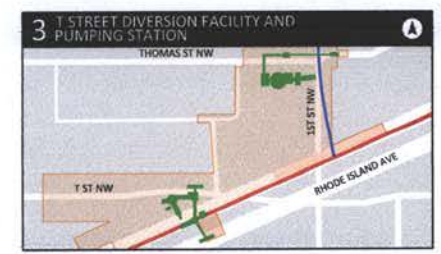
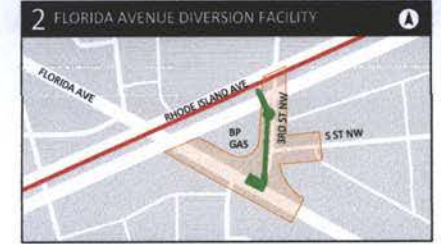
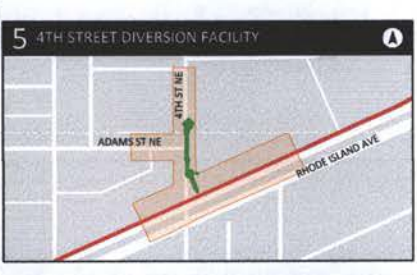
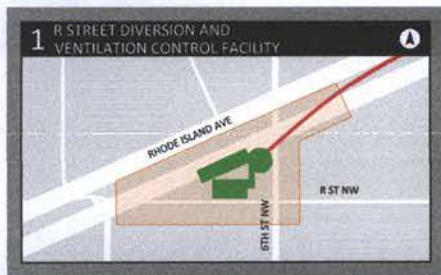
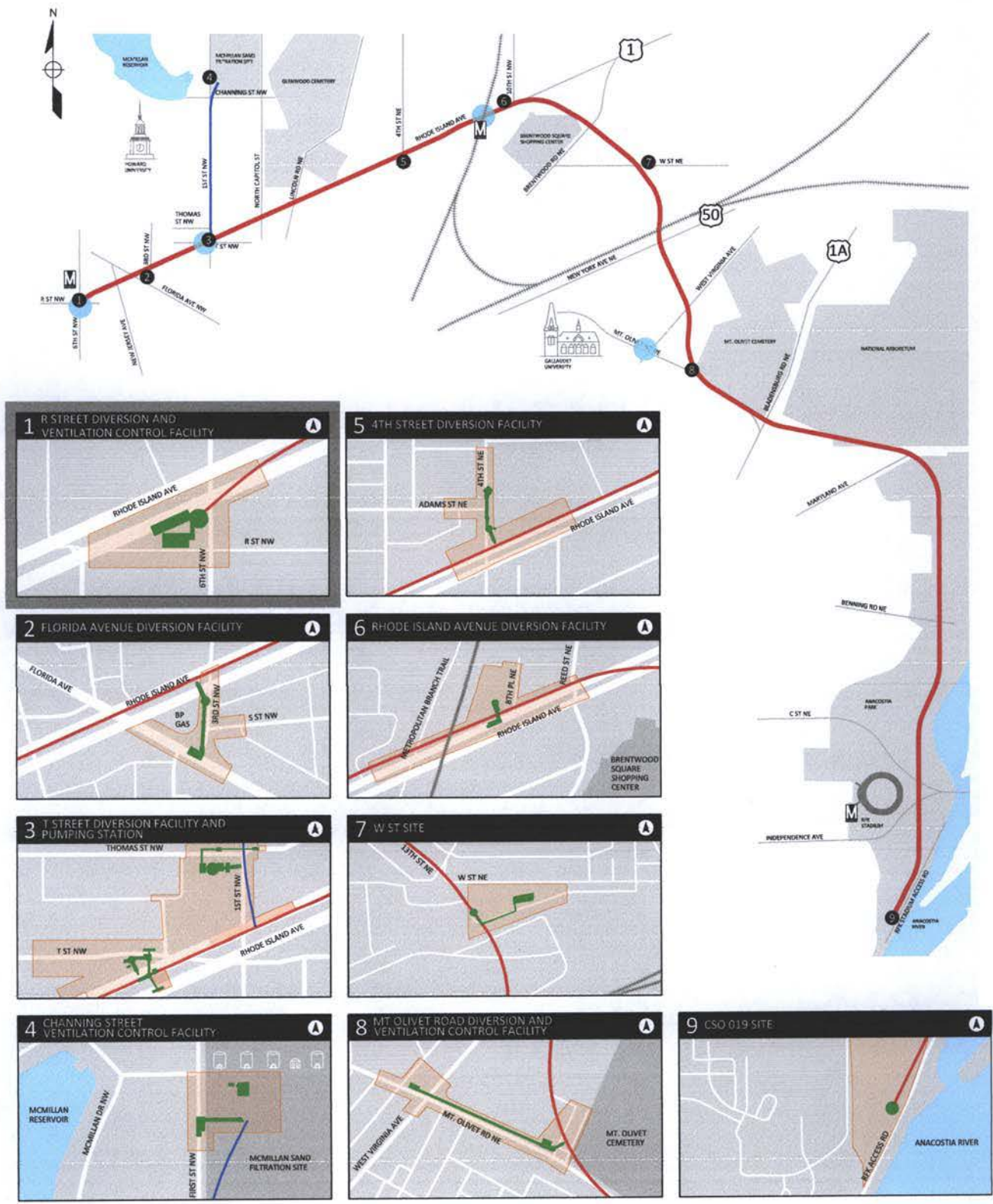
Public Outreach Manager: Hadiyah Jordan, (202) 787-4717, hadiyah.jordan@dcwater.com

DC Clean Rivers Project: dcwater.com/cleanrivers

Northeast Boundary Tunnel (NEBT):

http://www.dewater.com/workzones/projects/nbtunnel_project_assessment.cfm

NORTHEAST BOUNDARY TUNNEL ALIGNMENT AND FACILITY MAP



LEGEND

- NORTHEAST BOUNDARY TUNNEL (PROPOSED; 2022)
- FIRST STREET TUNNEL (2016)
- CHRONIC FLOODING AREAS

- M WMATA METRO STATION
- CONSTRUCTION STAGING AREA (CSA)

- PROPOSED STRUCTURE LOCATIONS
- PROPOSED STRUCTURE LOCATIONS