

UPDATE TO
ANC3E
JULY 8, 2021

The River School Proposed Campus at 4220 Nebraska Avenue, NW

Overview

- The River School and the 4220 Nebraska Avenue Opportunity
- Planning Process, Community Engagement and Feedback
- Updated Design Concept and Landscape Considerations
- Transportation Update
- Discussion
- Next Steps

The River School and the 4220 Nebraska Avenue Opportunity



Summary of Planning Process To Date

- Assembled outstanding project team
 - Shalom Baranes & Associates (project architect)
 - ParkerRodriguez (landscape architect)
 - Wells + Associates (transportation consultant)
- Consulted with historic preservation specialists and DC Historic Preservation Office (HPO) staff and submitted initial plan to DC Historic Preservation Review Board (HPRB) for preliminary courtesy review in February; follow up review on July 1
- In addition to HPRB input, gathered feedback from neighbors, *Tenleytown Historical Society*, and other interested stakeholders
- Based on HPRB and community feedback, team significantly revised design concept
- Developed preliminary Transportation Management Plan (TMP) in late 2020 and early 2021; based on community input refined plan, expanded study scope, and launched analysis for CTR in Spring 2021

Community Engagement and Feedback

- Late 2020 through early 2021:
 - Meetings with nearby residents and focused discussions with abutting neighbors to inform development of preliminary proposal filed with BZA in February
- Spring and Summer 2021:
 - Provided updates to nearby residents, institutions, and ANC Commissioners
 - Responded to written inquiries from *Concerned Citizens of Tenleytown*, *Tenleytown Preservation Association*, and other interested stakeholders
 - Follow up meetings and discussions with abutting neighbors to address specific concerns
 - ANC 3E Meetings (February, May)
 - Transportation-focused briefing for ANC 3D and 3E Commissioners (April)
 - Community Information and Listening Sessions (April, June, July)
 - Launched project website and dedicated community input portal – more than 30 questions and comments and responses posted to date
 - Providing opportunities for on-site small group meetings and information sessions

Design Update

Updated Design Concept

The revised design concept incorporates several revisions made in direct response to HPRB and community input:

- Eliminated 4th floor and reduced footprint
- Reduced overall program area
- Increased distance between mansion and portions of new pavilions by 20 to 40 feet
- Clearly defined and expanded interior lawn
- Retained existing wooden garage along north driveway

Updated Design Concept

- Reoriented Pool House and Classroom Pavilions to be parallel to 42nd Street
- Redesigned three pavilions utilizing a common vocabulary
- Tripled width of viewshed of mansion from Nebraska Avenue
- Eliminated angular geometry and developed a circular geometry relating to “Under Oak” theme
- Developed a green wall concept for new facades facing mansion
- Provided significant landscape buffers along campus perimeter and developed appropriate streetscapes for safety and continuity



THE RIVER SCHOOL

WASHINGTON, DC

DECEMBER 18, 2020

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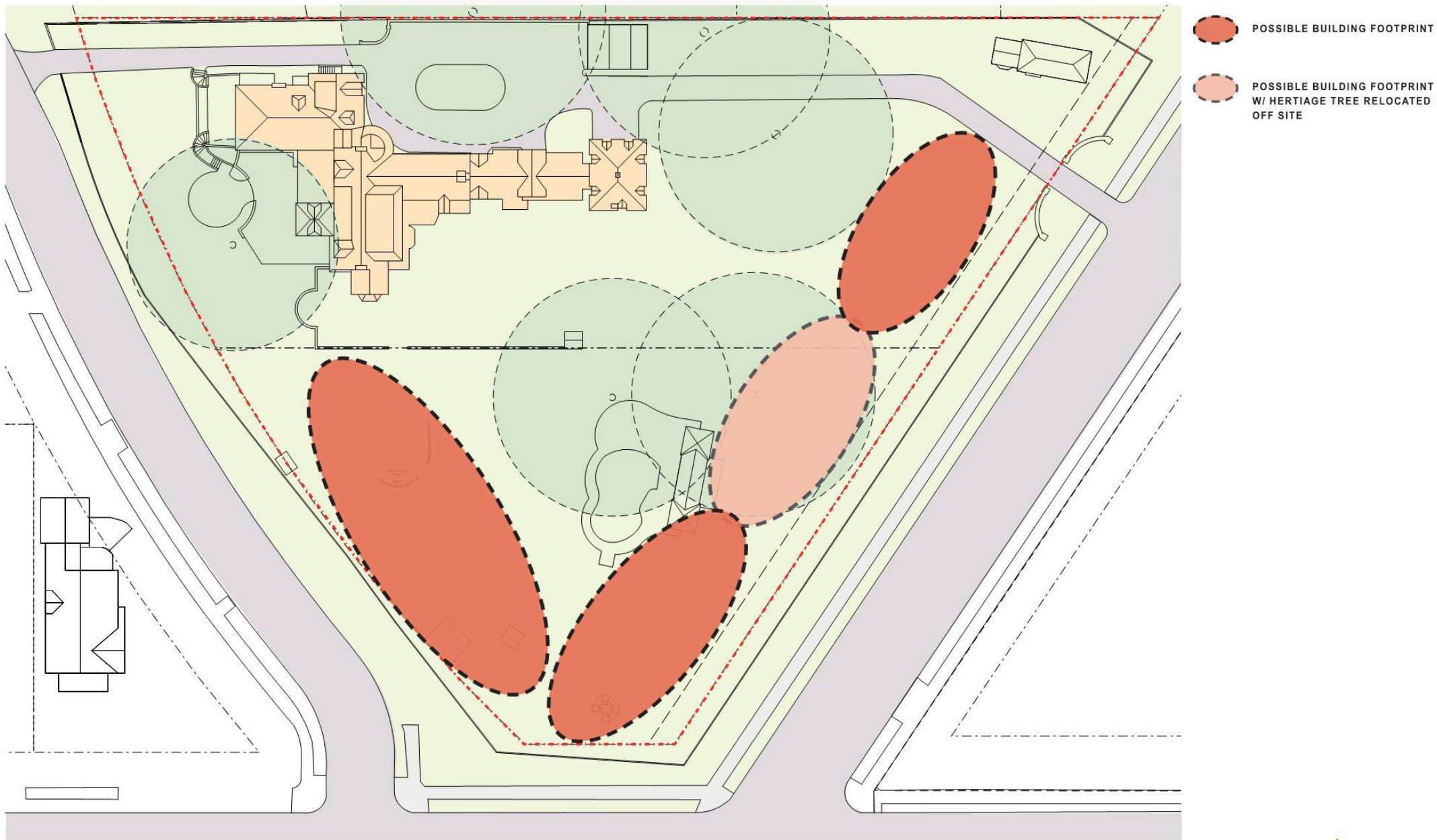
SITE AERIAL

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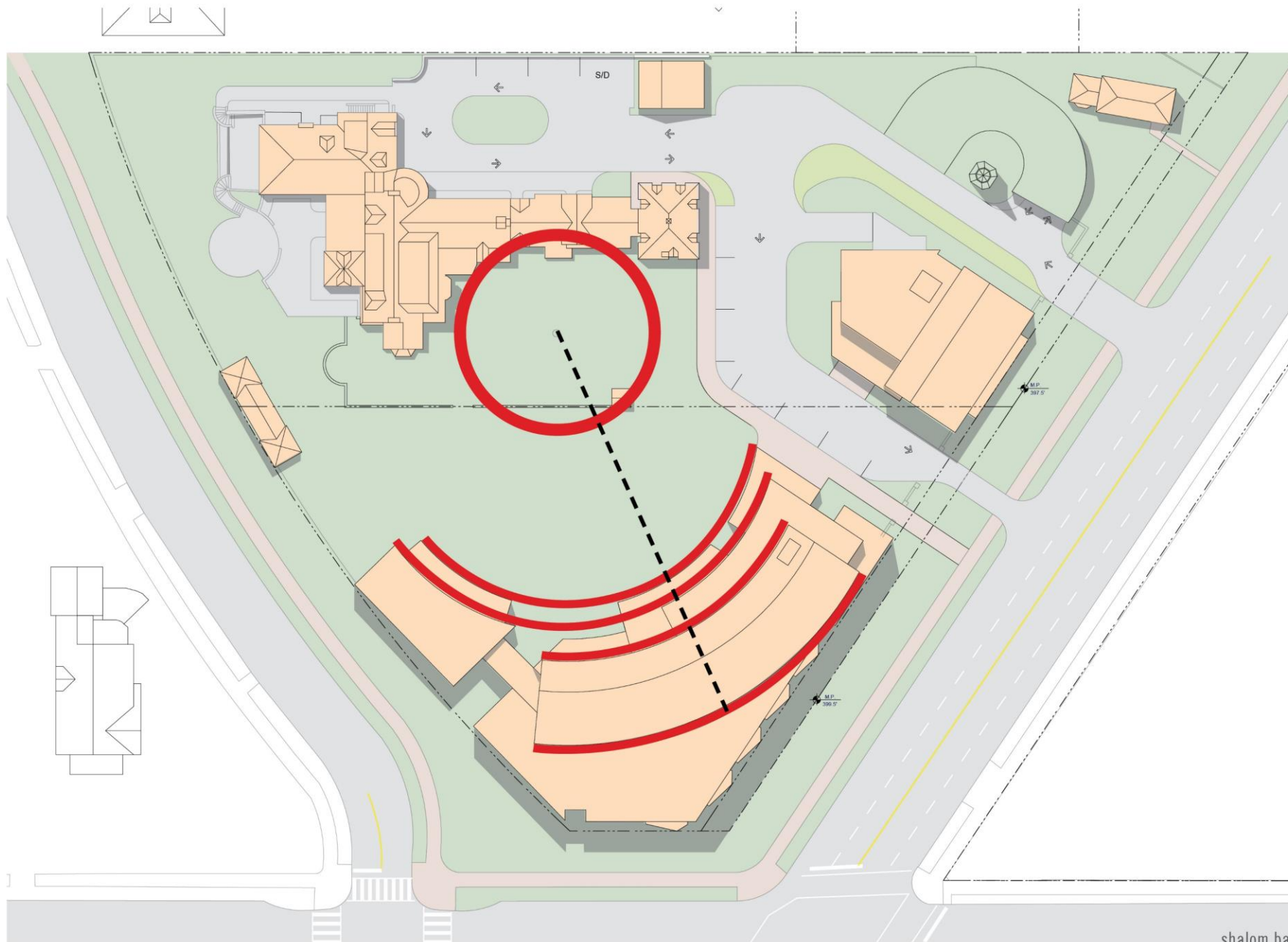




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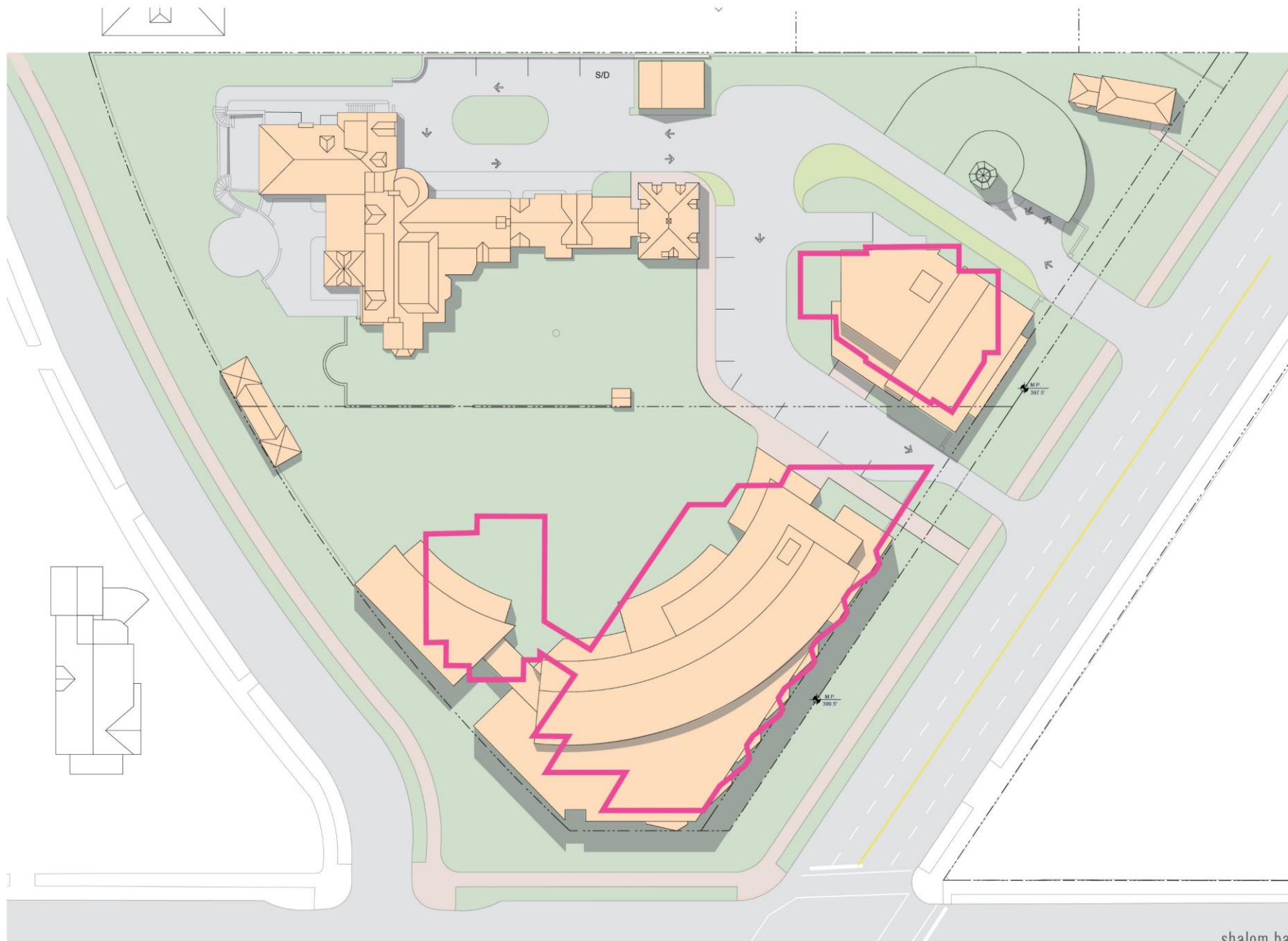




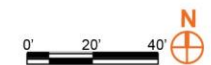
-  CENTRAL RELOCATED HERITAGE TREE
-  PROPOSED MASSING MAJOR OUTLINES



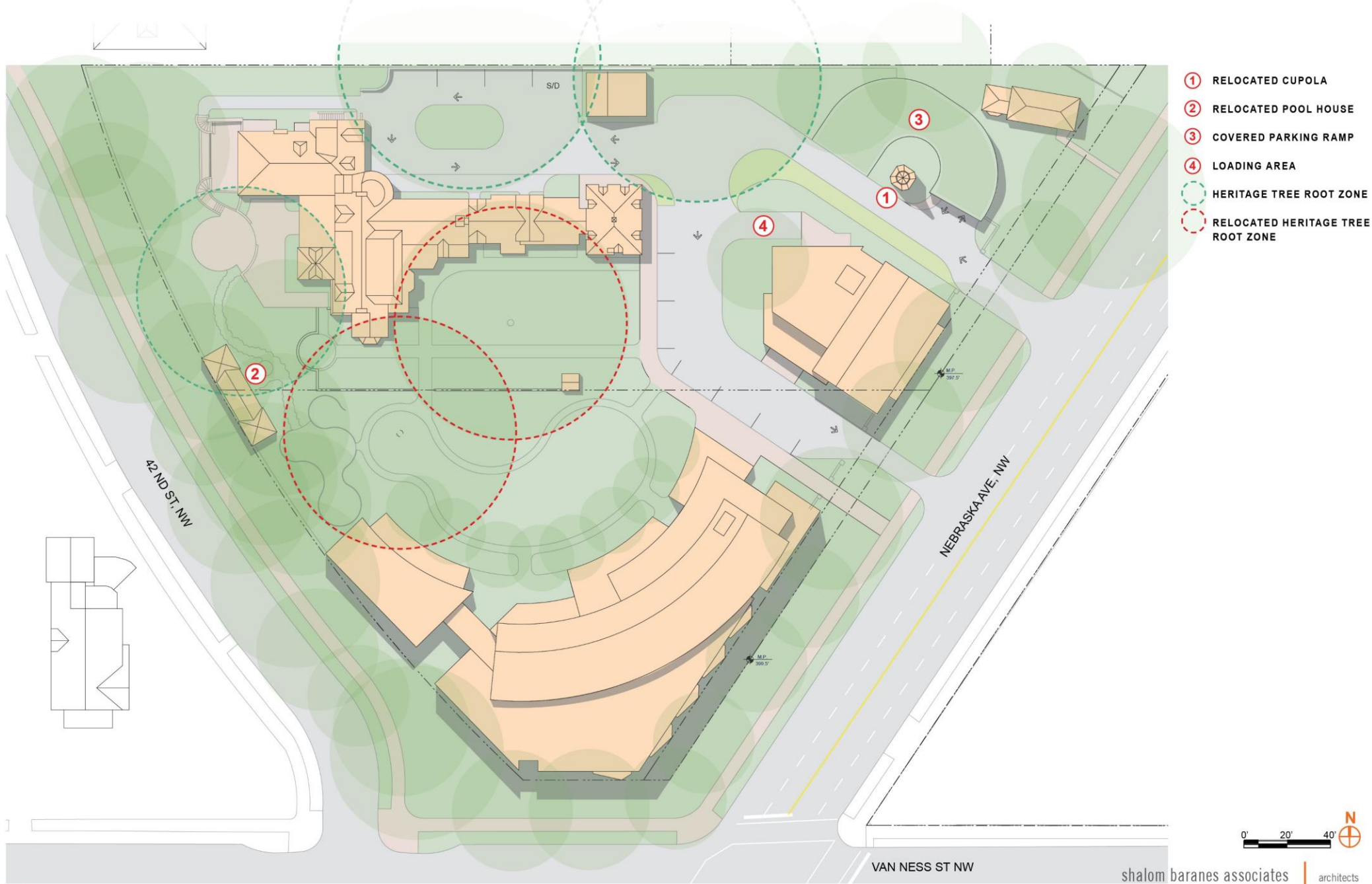
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2021-02-25 HPRB HEARING
BUILDING OUTLINE



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MAY, 21, 2021

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AERIAL VIEW

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AERIAL VIEW

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GROUND LEVEL VIEW

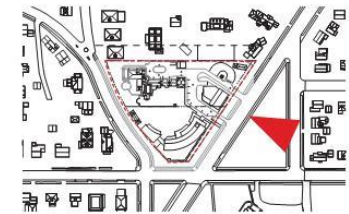
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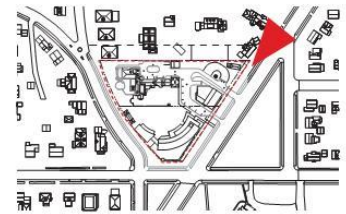


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STREET LEVEL VIEW

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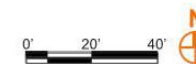
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LANDSCAPE PRECEDENT IMAGES

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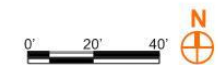
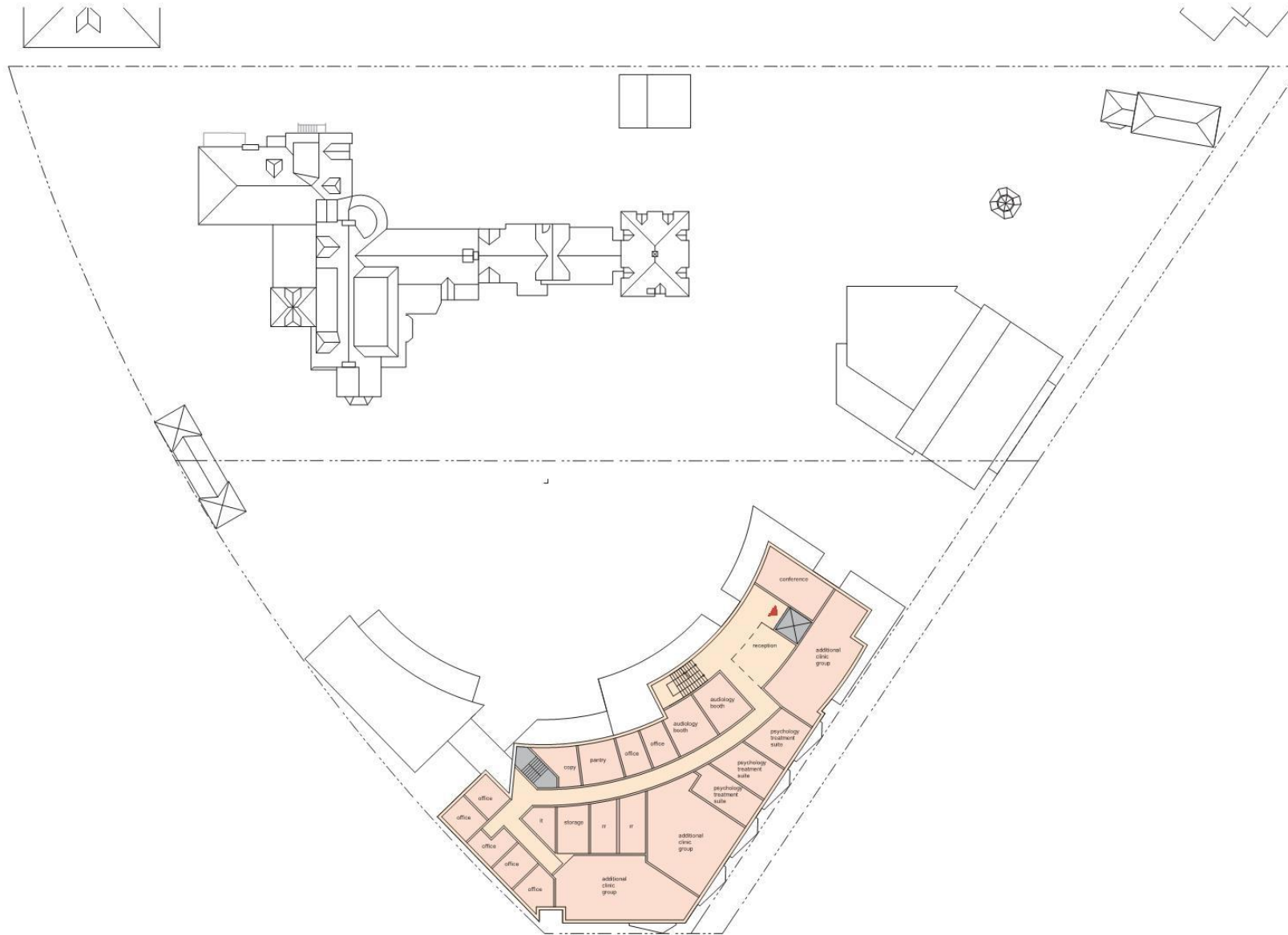
LEVEL 2 FLOOR PLAN | A23

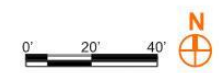
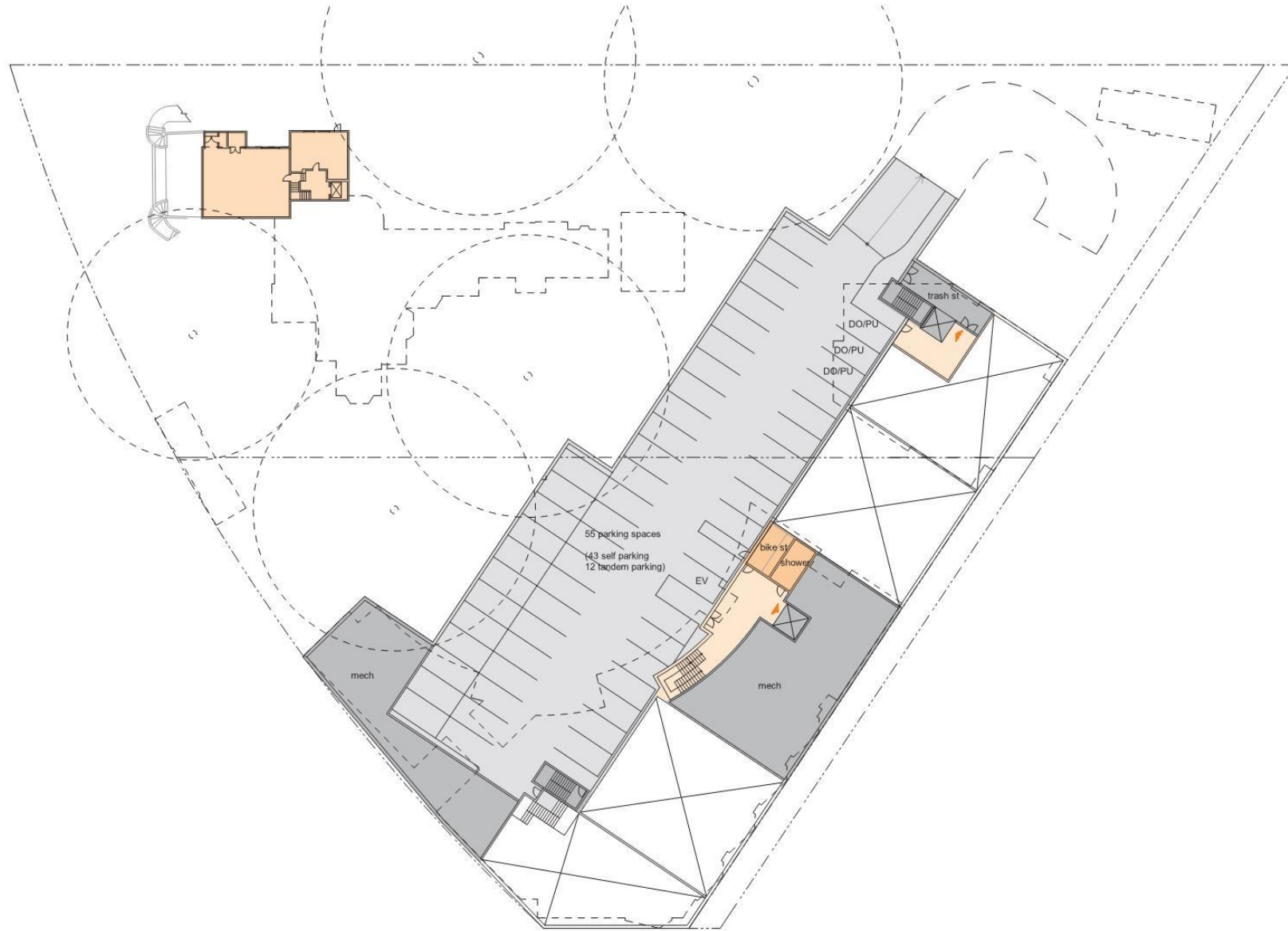


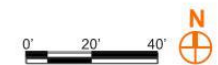
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LEVEL B1 LOWER FLOOR PLAN

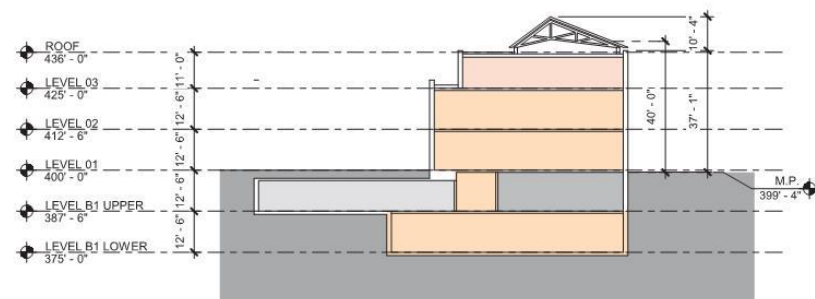
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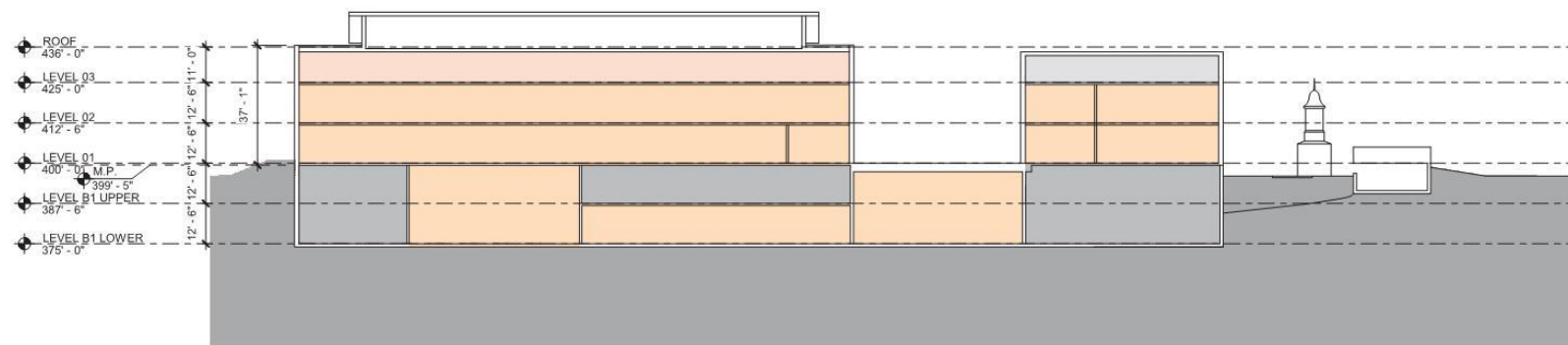
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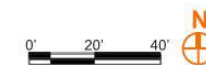
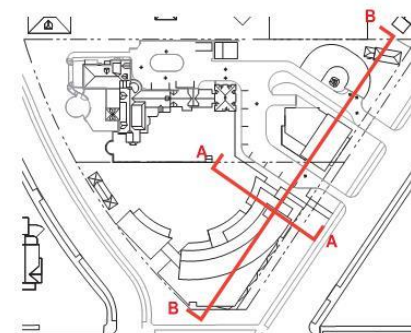
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section A



section B



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BUILDING SECTIONS

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Transportation Update

Transportation Considerations: Overview

- Summary of Meetings To-Date
- Traffic Impact Analysis
 - Overview of Methodology
 - Results of Analysis
- Approach to Traffic Mitigation
 - Transportation Management Plan
 - Physical Roadway Improvements
- Q+A

Summary of Meetings

Summary of Meetings To-Date

2.10.21 – ANC 3E Meeting

- Focus: Introduction to Project

4.7.21 – ANC 3D and 3E Commissioners

- Focus: Site Circulation and Transportation Management Plan

5.13.21 – ANC 3E Meeting

- Focus: Project Update

4.22.21 – Community Transportation Meeting #1

- Focus: Site Circulation and Transportation Management Plan

7.1.21 – Community Transportation Meeting #2

- Focus: Off-Site Transportation Impacts

Traffic Impact Analysis

Overview of Methodology

- Traffic analysis conducted in accordance with DDOT guidelines and requirements
- Study was scoped with DDOT
 - DDOT approved a study area with 10 intersections
 - Based on community input, we agreed to study 18 intersections
- Traffic Count Methodology

Existing Conditions

- Most AM and PM Commuter peak period traffic counts conducted in February 2020
 - Historical AM and PM Commuter peak period traffic counts were used for remaining intersections and factored to 2020
 - Counts were conducted for a three-hour period in the AM and PM, and the single highest hour within the window was used for analysis
- Pre-pandemic PM School peak period traffic counts not available
 - PM School peak period counts conducted in May
 - AM peak period also recounted in May
 - Adjustment factors were developed to account for non-pandemic conditions by comparing AM counts conducted before and during pandemic
 - PM School peak hour traffic counts were adjusted to account for non-pandemic conditions

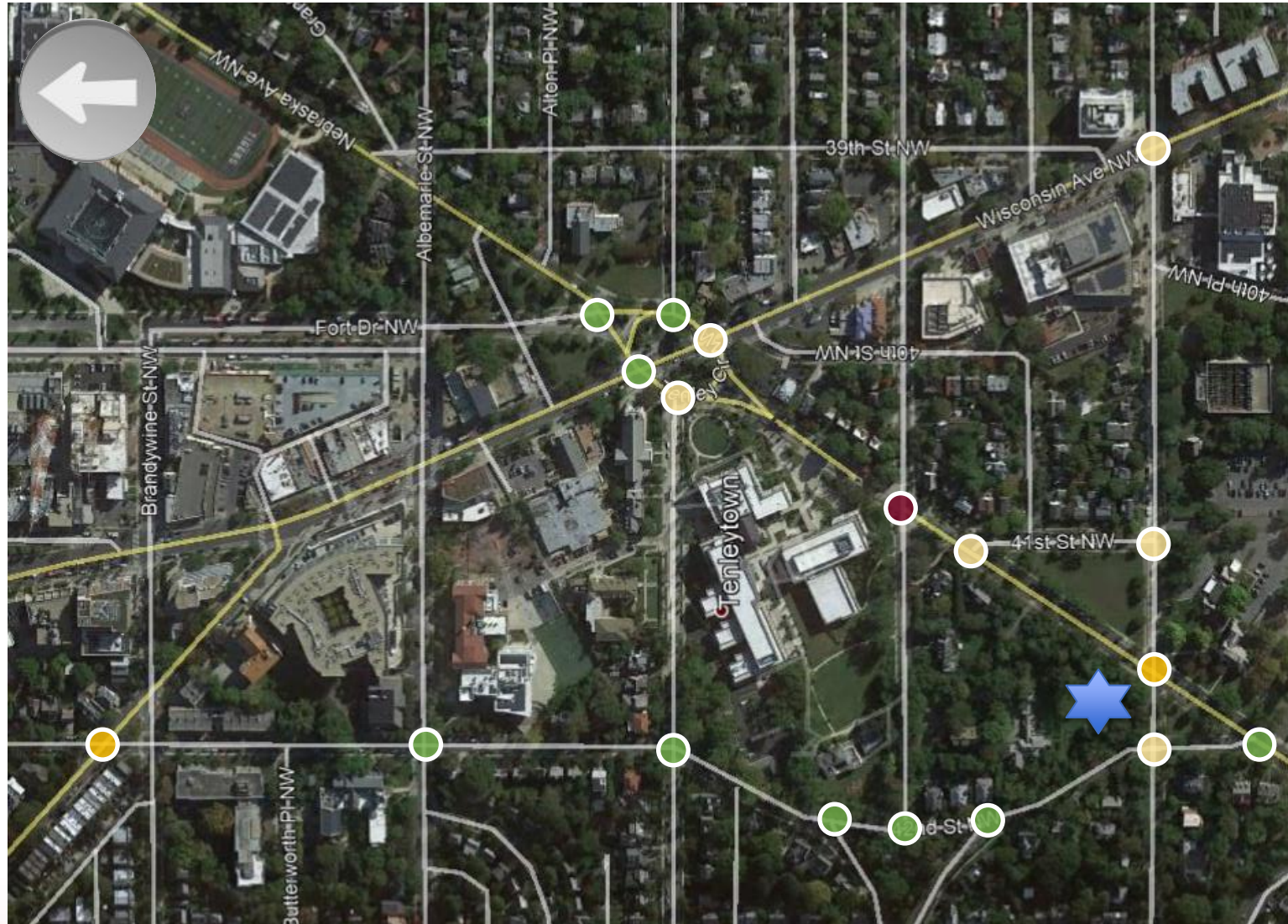
Overview of Methodology

- Existing Conditions
- Future Conditions without River School
 - Regional Growth
 - Nearby Planned/Approved Projects (7 projects identified)
- Future Conditions with River School
- Identify Adverse Impacts
- Recommend Improvements to Mitigate Impact

What Constitutes an Adverse Impact?

- If site traffic causes an intersection approach or overall intersection to drop to a LOS E or LOS F
- For intersections that operate at LOS E or F without the proposed development, if the delay increases by more than 5% due to site traffic
- If site traffic causes the 95th percentile queue to increase by 150' or more
- If site traffic causes the 95th percentile queue to exceed the available storage length

Results of Analysis – Identification of Impacts



Approach to Traffic Mitigation

Traffic Mitigation Measures

- Reduce Traffic Demand
 - Transportation Demand Management Plan
 - Install traffic calming devices to reduce cut-through traffic
- Increase Supply
 - Add capacity by adding lanes of traffic
 - Improve capacity by installing traffic signals, improving existing signals
- Hybrid

Transportation Management Plan

- Demand Management Plan
 - Strategies and incentive to reduce the number of vehicles coming to the site
- Operations Management Plan
 - Establishes a set of protocols to ensure traffic is appropriately managed on campus without spilling into adjacent streets and neighborhoods
- Monitoring Plan
 - Ensures accountability and provides mechanism for remedial strategies if commitments aren't met

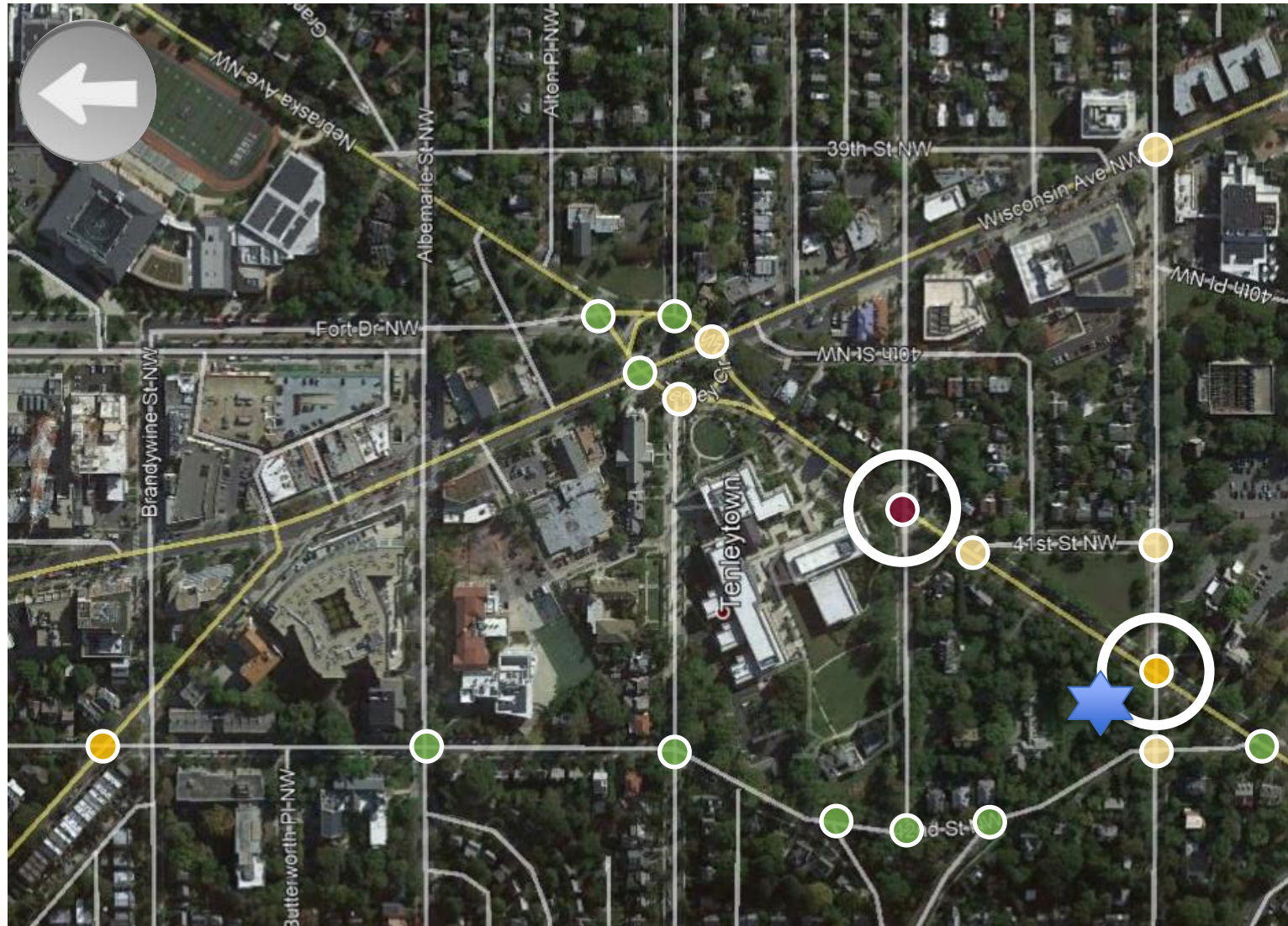
Demand Management Plan

- Bicycle amenities and incentives
 - Provide covered/secure bicycle parking
 - Provide bicycle repair station on campus
 - Provide bicycle subsidies for faculty/staff who primarily commute to work by bicycle or provide annual CaBi membership
 - Incorporate bicycle education into the phys ed curriculum
 - Host bike and walk to school events
 - Participate in Safe Routes to School Program

Demand Management Plan

- Transit Incentives
 - Provide monthly transit subsidy for faculty/staff who take transit
 - Enroll in Guaranteed Ride Home
- Carpooling Initiatives
 - Provide carpool matching assistance for students and faculty/staff
 - Register with Commuter Connections School Pool Program
 - Implement mandatory carpooling program
 - Pre-K and younger students exempt
 - On a case-by-case basis, students who demonstrate a hardship based on special transportation needs are not required to carpool with prior approval

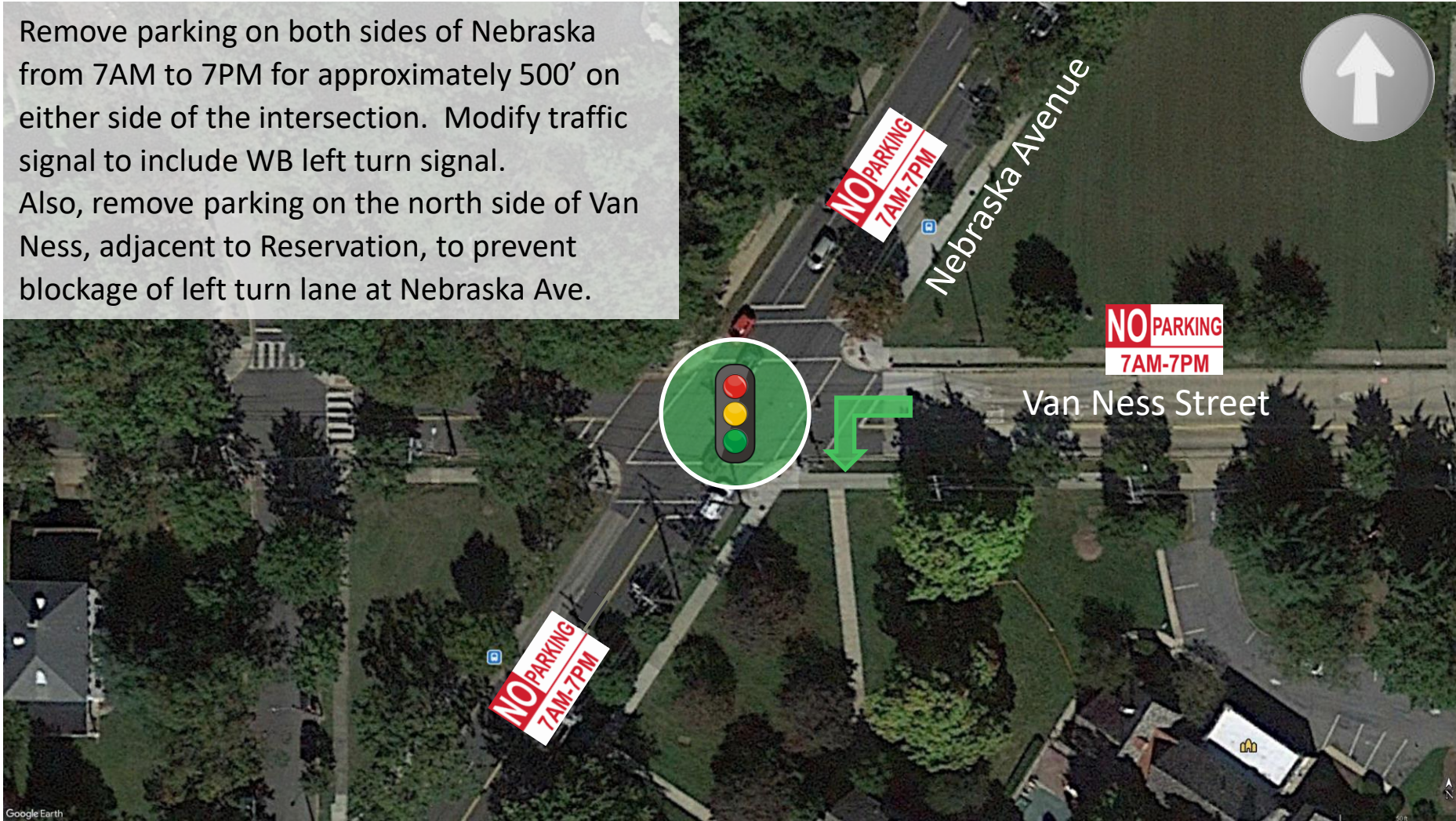
Results of Analysis – Identification of Impacts



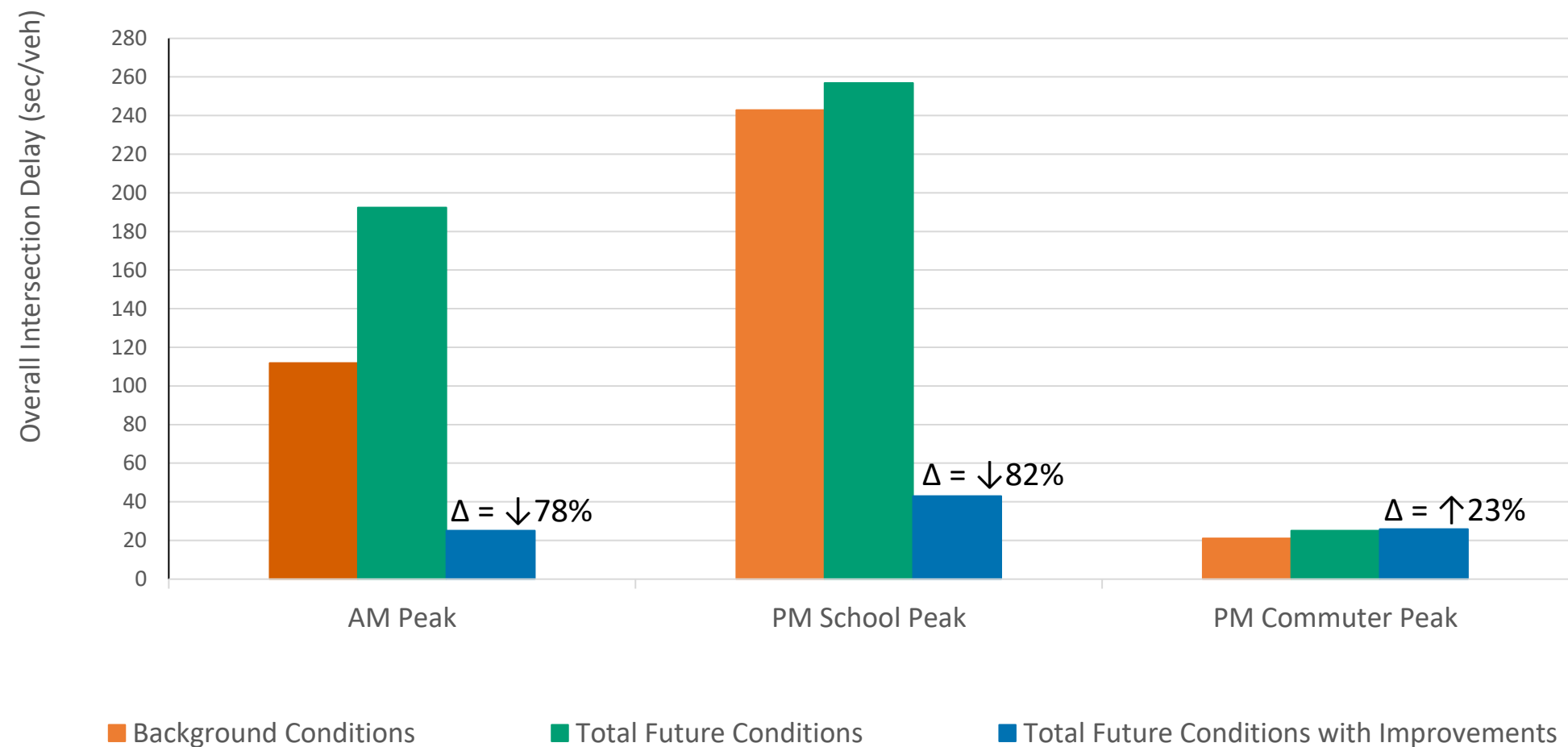
- No Impact
- Impact during 1 peak hour
- Impact during 2 peak hours
- Impact during 3 peak hours
- ★ Project Location

Proposed Capacity Improvements – Nebraska/Van Ness

Remove parking on both sides of Nebraska from 7AM to 7PM for approximately 500' on either side of the intersection. Modify traffic signal to include WB left turn signal. Also, remove parking on the north side of Van Ness, adjacent to Reservation, to prevent blockage of left turn lane at Nebraska Ave.

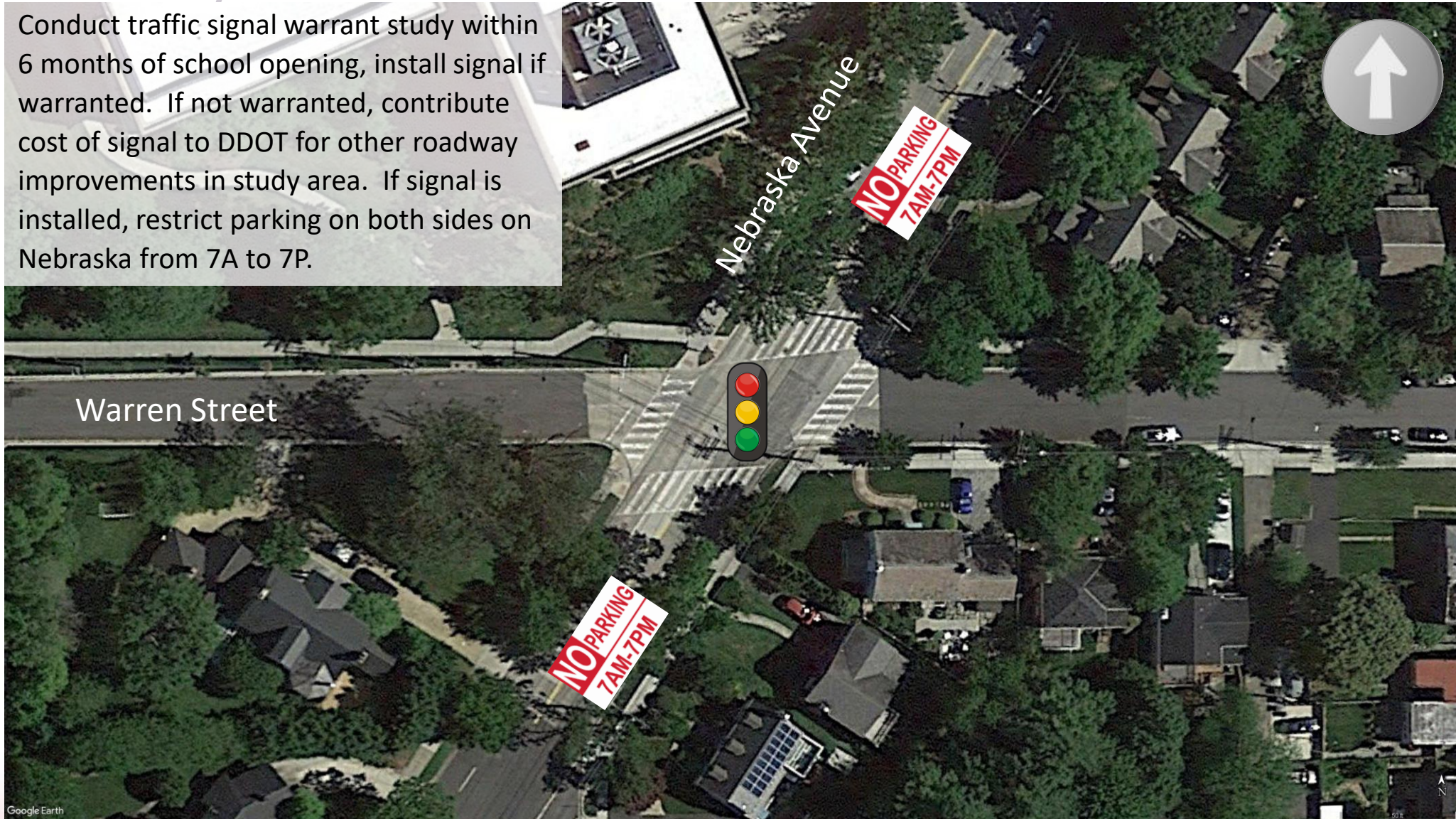


Overall Peak Hour Delay at Nebraska/Van Ness

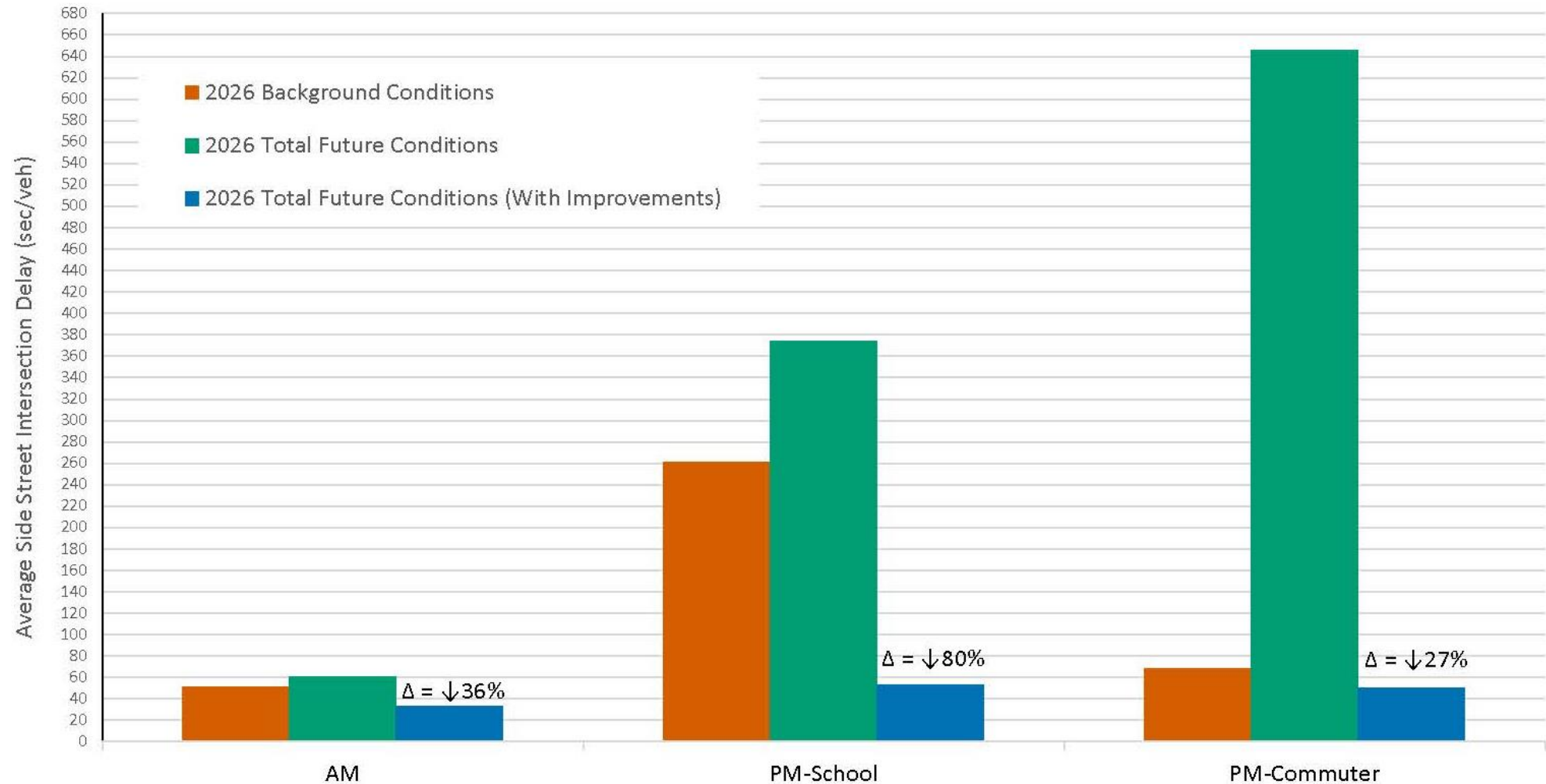


Proposed Capacity Improvements – Nebraska/Warren

Conduct traffic signal warrant study within 6 months of school opening, install signal if warranted. If not warranted, contribute cost of signal to DDOT for other roadway improvements in study area. If signal is installed, restrict parking on both sides on Nebraska from 7A to 7P.



Average Delay at Warren Street/Nebraska Avenue



Other Potential Improvements

- Spot Capacity Improvements
 - Removal of parking to create turn bays
- Traffic Calming Measures
 - Raise intersections or raised crosswalks
- Non-auto Infrastructure
 - Missing sidewalks
 - Multi-use trails
 - CaBi Stations

Discussion

Next Steps

- Small group information sessions on site throughout the summer
- Follow up transportation sessions to address queuing analysis and proposed traffic-related improvements
- Update ANC3E in September
- BZA submission will be updated in response to input and feedback
- Final submission will be filed in early October in advance of October 27, 2021 BZA hearing
- ANC3E vote in October
- Additional resources and community input portal available at <https://riverschool.net/proposed-new-campus/>

For more information, please visit:

<https://riverschool.net/proposed-new-campus/>