District of Columbia
Office of Planning

MEMORANDUM

TO: Roland Driest, DC Surveyor
Matthew LeGrant, Zoning Administrator

FROM: JL for Jennifer Steingasser – Deputy Director for Development Review & Historic Preservation

DATE: November 5, 2017

SUBJECT: Report for Large Tract Review #2017-01 – 4000 Wisconsin Avenue, NW

I. SUMMARY

On March 23, 2017 Holland & Knight submitted and the Office of Planning (OP) accepted an application for Large Tract Review (LTR) on behalf of Donohoe Acquisitions, the applicant. The applicant seeks to develop a seven story, 70' residential building with retail on the ground levels of the building. Total floor area would be 693,767 sf, and the project would include approximately 883 vehicle parking spaces and 325 bicycle parking spaces. The existing building on the site would be demolished down to grade, but the underground parking garage levels would be re-used in the new development. On August 3, 2017 the applicant submitted a Comprehensive Transportation Review (CTR) to DDOT.

Section 2300.1 (a) of Title 10 of the District of Columbia Municipal Regulations (DCMR) directs the Office of Planning to "Review, prior to the filing of applications for building permits or construction permits, (for) … any commercial or mixed-use commercial development of fifty-thousand square feet (50,000 ft^2) or more gross floor area (above grade) and cellar area (below grade); …". This otherwise by-right development proposal is subject to Large Tract Review because the applicant proposes a mixed use development of more than 50,000 sf.

The Office of Planning (OP) has completed its review of the LTR application and concludes that, for the reasons outlined in this report, the application addresses the goals of the LTR regulations, as outlined in DCMR Title 10, Chapter 23, § 2300.2:

- To minimize adverse environmental, traffic, and neighborhood impacts;
- To avoid unnecessary public costs in terms of new services or facilities required of city agencies;
- To carry out the policies of the District Elements of the Comprehensive Plan.

As with all Large Tract Review applications, this is not a review that results an "approval" or "denial". Rather, the following report provides additional description of this by-right proposal, analysis of the proposal against the standards of the Large Tract Review standards, and a summary of comments and issues raised by OP, other District Agencies, and the community. At times, it notes issues for which additional attention by the applicant is requested.

II. LOCATION AND SITE DESCRIPTION

Applicant	Donohoe Acquisitions, LLC
Address	4000 Wisconsin Avenue
Legal Description	Square 1823, Lot 9
Ward / ANC	Ward 3; ANC
Zone	MU-5A
Historic District or Resource	None
Lot Characteristics	Lot Area – 181,427 sf (4.16 ac) Deep lot extending west from Wisconsin Avenue to National Park Service Land; Lot slopes down from Wisconsin toward the west.
Existing Development	Office building with ground floor and cellar retail; Constructed in 1987; 449,583 sf in size; 65' in height.
Adjacent Properties	South – Fannie Mae site (3900 Wisconsin Ave.) North – Upton Street and, across Upton, a commercial office building West – northern reaches of Glover Archibald Park East - Wisconsin Avenue and, across Wisconsin, a one story post office
Surrounding Neighborhood Character	This stretch of Wisconsin Avenue has a number of larger scale commercial buildings including the Fannie Mae headquarters, which is planned for redevelopment (LTR application 2017-07). There are also institutional uses such as the Sidwell Friends School. Further from the site the neighborhood is a mix of apartments, single family homes, and other commercial and institutional uses.

III. APPLICATION AND PROJECT DESCRIPTION

This otherwise by-right development proposal is subject to Large Tract Review because the applicant proposes a mixed use development of more than 50,000 sf. The applicant proposes to keep much of the parking structure under the existing building, and would build a new, mainly residential building above, around three central courtyards. The new project would close the curb cut on Wisconsin Avenue, and would create a large loading area in the parking structure, eliminating the back-in loading used today, and allow front-in/front-out loading. All vehicular movements, therefore, would be from Upton Street. The basic parameters of the project are shown in the table below.

Item	Permitted / Required	Proposal
Lot Area	n/a	181,427 sf (4.16 ac.)
Height	70'	70'
Floor Area – Residential	761,993 sf (4.20 FAR)	604,378 sf (3.33 FAR)
Floor Area – Retail and Gym	272,141 sf (1.50 FAR non-res max.)	51,763 sf (0.29 FAR)
Floor Area – Parking and Loading	n/a	37,626 sf (0.21 FAR)
Floor Area – Total	761,993 sf (4.20 FAR)	693,767 sf (3.82 FAR)
Residential Units (estimated)	n/a	716

Parking – Vehicle	402	883
Parking – Bicycle	325	325

IV. COMPREHENSIVE PLAN

PLAN POLICIES

The proposed development would not be inconsistent with the written elements of the Comprehensive Plan, particularly the Land Use, Transportation, Urban Design and the Rock Creek West elements. The proposal would further those policies noted below.

The project would further some policies of the Plan's Housing element. However, the design could be revised to more fully meet the policy direction of the Housing Element calling for more family-sized housing, such as three- and four-bedroom units. Please see those applicable policies at the end of this section.

Land Use Element

§ 306.4 Looking forward, certain principles should be applied in the management of land around all of the District's neighborhood stations. These include:

- *A preference for mixed residential and commercial uses rather than single purpose uses, particularly a preference for housing above ground floor retail uses; …*
- *A priority on attractive, pedestrian-friendly design and a de-emphasis on auto-oriented uses and surface parking; …*
- *Convenient and comfortable connections to the bus system, thereby expanding access to the stations and increasing Metro's ability to serve all parts of the city…*

Transportation Element

Policy T-1.1.4: Transit-Oriented Development

Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points.

Policy T-1.2.1: Boulevard Improvements

Continue to work across District agencies to beautify and stabilize selected boulevards by implementing coordinated transportation, economic development, and urban design improvements.

Policy T-1.2.3: Discouraging Auto-Oriented Uses

Discourage certain uses, like "drive-through" businesses or stores with large surface parking lots, along key boulevards and pedestrian streets, and minimize the number of curb cuts in new developments. Curb cuts and multiple vehicle access

points break-up the sidewalk, reduce pedestrian safety, and detract from pedestrian-oriented retail and residential areas.

Policy T-2.4.1: Pedestrian Network

Develop, maintain, and improve pedestrian facilities. Improve the city's sidewalk system to form a network that links residents across the city.

Housing Element

Policy H-1.1.3: Balanced Growth

Strongly encourage the development of new housing on surplus, vacant and underutilized land in all parts of the city. Ensure that a sufficient supply of land is planned and zoned to enable the city to meet its long-term housing needs, including the need for low- and moderate-density single family homes as well as the need for higher-density housing.

Policy H-1.1.4: Mixed Use Development

Promote mixed use development, including housing, on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed use corridors, and around appropriate Metrorail stations.

Urban Design Element

Policy UD-1.4.1: Avenues/Boulevards and Urban Form

Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues / boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city.

Policy UD-1.4.3: Avenue/Boulevard Vistas and View Corridors

Protect views and view corridors along avenues/boulevards, particularly along streets that terminate at important civic monuments or that frame distant landmarks. Vistas along such streets should be accentuated by creating more well-defined street walls, improving landscaping, and requiring the highest architectural quality as development takes place. (see Figure 9.7).

Policy UD-1.4.5: Priority Avenues/Boulevards

Focus the city's avenue/boulevard design improvements on historically important or symbolic streets that suffer from poor aesthetic conditions. Examples include North and South Capitol Streets, Pennsylvania Avenue SE, and Georgia Avenue and the avenues designated by the "Great Streets" program.

Rock Creek West Area Element

Section 2307.3 – Key Comments From Public Input

e. Some of the area's commercial streets lack the vitality and elegance of great pedestrian-oriented neighborhood shopping streets. …There is support for development that emphasizes walkability over auto-orientation, provided that height, scale, parking, infrastructure capacity, and other issues can be reconciled.

k. Aesthetic improvements are needed along some of the area's roadways so that they can become the gracious gateways to the nation's capital they were intended to be…

Policy RCW-1.1.6: Metro Station Areas

Recognize the importance of the area's five Metrorail stations to the land use pattern and transportation network of Northwest Washington… The development of large office buildings at the area's metro stations should be discouraged. The preference is to use available and underutilized sites for housing and retail uses in a manner consistent with the Future Land Use Map, the Generalized Policies Map, and the policies of the Comprehensive Plan…

The design could be revised to more fully address the following policy direction from the ***Housing Element***.

Section 500.18 and 500.19 The Need for Family-Sized Housing

One of the critical issues facing the city is how to retain and create more housing units that are large enough for families with children…

Family households with children need larger housing units with more bedrooms. Of the city's existing housing stock, only one-third of the units have three bedrooms or more. Eighty percent of recent new construction has been apartments, with fewer bedrooms.

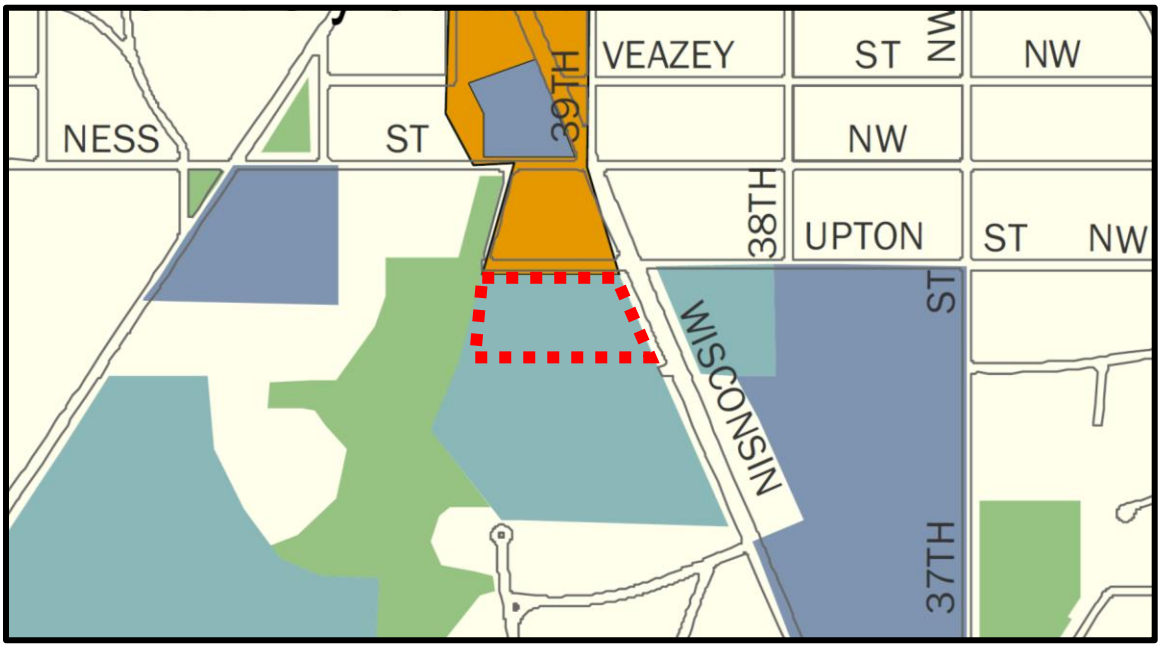
Policy H-1.3.1: Housing for Families

Provide a larger number of housing units for families with children by encouraging new and retaining existing single family homes, duplexes, row houses, and three- and four-bedroom apartments.

LAND USE MAPS

Generalized Policy Map

The Generalized Policy Map identifies the subject site as "Federal". The Federal designation simply acknowledges the District's limited jurisdiction over those properties (Comprehensive Plan, p. 2-32). In this case, however, while the longtime tenant on the site, Fannie Mae, is a quasi-federal agency, the property is privately owned, and any redevelopment should conform to the other parts of the District elements of the Comprehensive Plan, including the Future Land Use Map and written policies. Unlike much of the land designated Federal on the map, this property is zoned (MU-5A).



Future Land Use Map

The Future Land Use Map describes the subject site as appropriate for Low Density Commercial and Moderate Density Residential uses. The Plan defines those uses as follows:

Low Density Commercial

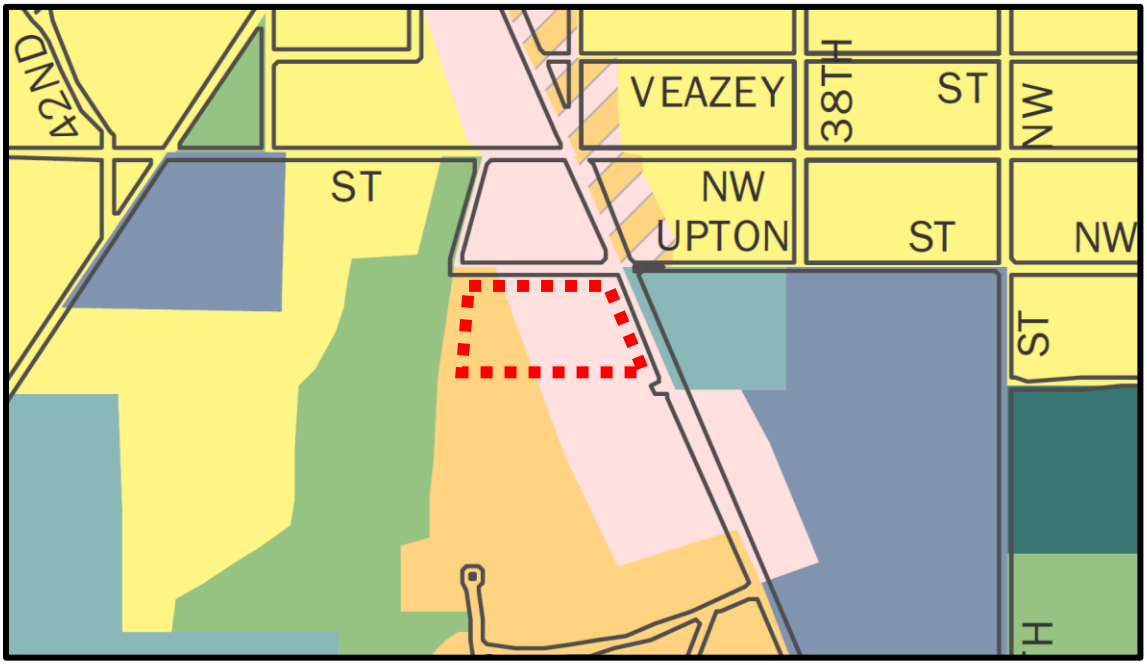
> *This designation is used to define shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings. The corresponding Zone districts are generally C-1 and C-2-A, although other districts may apply. (§ 225.8)*

Moderate Density Residential

> *This designation is used to define the District's row house neighborhoods, as well as its low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some of the older inner city neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for more dense uses (or were not zoned at all). The R-3, R-4, R-5-A Zone districts are generally consistent with the Moderate Density Residential category; the R-5-B district and other zones may also apply in some locations. (§ 225.4)*

The existing zone on the site is MU-5A, which is the equivalent of C-2-B in the 1958 Regulations,

which the Comprehensive Plan refers to. The applicant does not propose to change the zone on the property and the project would conform with applicable zoning regulations. The proposed scale of development would be compatible with its surroundings and appropriate given its location on a major avenue and within walking distance of a metro station.



V. ANALYSIS OF COMPLIANCE WITH 10 DCMR, CHAPTER 23, LARGE TRACT REVIEW PROCEDURES

Because this proposal is for the development of a mixed use project of 693,767 sf, it is subject to the submission requirements and review standards of Sections 2301.3 and 2302.1.

2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 ft.^{2}) or more shall submit … the following documents:

(a) A completed certification form (forms shall be provided by the Office of Planning);

Submitted. Exhibit 1f.

(b) The name, address and signature of all owners, or their authorized agent, and of property included in the area to be developed. If there is an agent, the applicant shall provide written authorization and the extent of the agent's authority;

Submitted. Exhibit 1g.

(c) A map showing location of the proposed project and the existing zoning of the site;

Submitted. Exhibit 1c.

(d) A statement indicating the contribution of the project toward implementing city and community goals and policies;

Submitted. Exhibit 1b.

(e) A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan for the National Capital;

Submitted. Exhibit 1b.

(f) A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building;

Submitted. Exhibit 1c.

(g) A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces;

Submitted. Exhibit 1c.

(h) A typical floor plan;

Submitted. Exhibit 1c.

(i) A general statement of the approximate schedule of building construction;

The applicant stated to OP that they anticipate starting construction at the end of 2018, with the full project completed by the end of 2023.

(j) Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections; and

On August 3, 2017 the applicant submitted a traffic study commensurate with the scoping guidance of the District Department of Transportation (DDOT). Exhibit 13.

(k) Any other information needed to fully understand the final building proposed for the site.

All information needed to understand the proposal has been submitted.

2302.1 The scope of review to be used by District departments and agencies in assessing projects under this chapter shall include the following:

(a) Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;

The proposed project would generally not be inconsistent with the Comprehensive Plan. As noted above, the project would further a number of policies of the Plan, including Land Use, Transportation, Housing and Urban Design policies, and policies from the Rock Creek West area element. The project would create a more pedestrian friendly design, would help define the street wall for a major boulevard and improve the urban design for the area, and would result in a building that is appropriate in scale to its surroundings.

The project could more completely fulfill the goals of the Housing Element of the Plan by providing units sized for families with children, such as three- and four-bedroom units.

(b) Potential traffic, neighborhood and design impact; and

OP defers to DDOT on matters related to the traffic and loading impacts of the project, but notes that the site is walkable to the Tenleytown metro station and is served by major bus lines along Wisconsin Avenue NW.

Overall, the design of the new building would make a generally positive impact on the neighborhood. It would remove a major vehicular entrance to the site from Wisconsin Avenue and place all car and loading access on Upton Street. The Wisconsin Avenue streetscape would thereby become much more pedestrian- and retail-friendly.

The design could be improved by providing enhanced connections to the property to the south, 3900 Wisconsin Avenue, which is also proposed to be redeveloped with residential and retail uses. As currently designed, the project on the subject site has entrances to individual units on that side of the building, which is positive, but only minor "emergency"-type exits for the building generally. Given the large residential population proposed for the subject site, and the large amount of retail conceived of on the adjacent property, a more formal building entrance would create additional vitality on that side of the building, and a more coordinated approach to exact building placement and design would add a greater sense of streetscape cohesion, rather than side-by-side enclaves. Given the depth of the properties west from Wisconsin Avenue, the applicant could even consider creating a public way completely through the subject site, from Upton Street on the north to the private drive on the adjacent property to the south.

(c) Quality of life and environmental impact.

As noted in Section VI of this report, the District Department of Energy and the Environment concluded that the design should be revised to include more stormwater retention, rainwater harvesting, on-site energy generation and enhanced energy efficiency.

More generally, the new building should improve the pedestrian environment, both on Wisconsin Avenue and on Upton Street. The change from office use to residential use should add activity to the area after the work day is over, increase eyes on the street, and add to the liveliness of the

neighborhood.

VI. DEPARTMENTAL RESPONSES

Application materials were distributed to the following District departments for their review and comment, and as of this writing DOEE and DDOT have provided feedback on the application.

- Department of Consumer and Regulatory Affairs (DCRA)
- Department of Transportation (DDOT)
- Department of Housing and Community Development (DHCD)
- Department of Employment Services (DOES)
- Department of Energy and the Environment (DOEE)
- Department of Public Works (DPW)
- Fire and Emergency Medical Services (FEMS)
- Metropolitan Police Departments (MPD)
- DC Public Schools (DCPS)
- Deputy Mayor for Education (DME)
- DC Water

District Department of Energy and the Environment (DOEE)

DOEE offered comments regarding stormwater retention, rainwater harvesting, renewable energy, energy efficiency and clean and sustainability energy financing. For the complete DOEE comments, please refer to Attachment 1.

District Department of Transportation (DDOT)

The DDOT report can be seen at Attachment 2. As a result of the additional traffic anticipated to be generated by the project, the report recommends that the applicant employ a more robust Transportation Demand Management (TDM) plan, including:

- Designating a TDM coordinator for the project;
- Unbundling vehicle parking costs from the residential unit;
- Price vehicle parking at market rates;
- Provide more short-term and long-term bike parking;
- Provide TDM materials to residents;
- Install a transportation information display in the lobby.

The report also notes that continued coordination with DDOT will be necessary outside of the LTR process, primarily involving public space improvements and modifications. For the complete DDOT comments, please refer to Attachment 2.

VII. COMMUNITY REVIEW

Application materials were distributed to the following for their review and comment:

- ANC 3C
- ANC 3D
- ANC 3E
- ANC 3F
- Ward 3 Vision
- Van Ness Street Coalition
- Owners of property within 200' of the site

ANC 3C

The subject site is located in ANC 3C, and the ANC held three public meetings on the application: a community meeting specifically focused on this project, a Planning and Zoning Committee meeting, and a full ANC meeting, at which they adopted a resolution regarding the application. The resolution, while generally supportive, offered recommendations for the redevelopment of the site, including to coordinate with 3900 Wisconsin Avenue on truck traffic, include three- and four-bedroom units, make 20% of all units affordable, allocate space to daycare, coordinate with 3900 Wisconsin Avenue on the overall mix of uses, and work with the National Park Service (NPS) to create an improved access point to the Glover-Archbold trail. The complete ANC resolution can be found at Exhibit 3. OP supports all of these comments of the ANC, particularly the recommendations to have a significant portion of the building be dedicated to three- and four-bedroom units, and to coordinate more closely with the development to the south and the NPS.

VIII. LTR APPLICATION FINDINGS

The project proposed by this Large Tract Review Application is generally consistent with the purposes and goals of the LTR regulations, and is generally not inconsistent with the Comprehensive Plan. The Office of Planning recommends that the applicant consider the following amendments:

1. Examine enhanced connections from the subject building to the redeveloping property to the south;
2. Increase the sustainability of the project as detailed in the DOEE comments, including, but not limited to:
    a. Additional stormwater retention;
    b. Rainwater harvesting;
    c. On-site energy generation;
    d. Enhanced energy efficiency;
3. Coordinate with adjacent stakeholders and revise the building program as described in the ANC comments, including, but not limited to:
    a. Include three- and four-bedroom units;
    b. Increase the number of affordable units;
    c. Allocate space to daycare;
    d. Coordinate with 3900 Wisconsin Avenue on truck traffic;
    e. Coordinate with 3900 Wisconsin Avenue on the overall mix of uses;
    f. Work with the National Park Service to create an improved access point to the Glover-Archbold trail.

4. Provide TDM measures and pedestrian safety improvements as noted in the DDOT report, including, but not limited to:
    a. Designating a TDM coordinator for the project;
    b. Unbundling vehicle parking costs from the residential unit;
    c. Price vehicle parking at market rates;
    d. Provide more short-term and long-term bike parking;
    e. Provide TDM materials to residents;
    f. Install a transportation information display in the lobby.

IX. ATTACHMENTS

1. DOEE Comments
2. DDOT Comments
3. ANC 3C Resolution

cc: Donohoe Acquisitions, LLC
DOEE
DDOT
ANC 3C

JS/mrj
Matt Jesick, Project Manager

Attachment 1
DOEE Comments

- Given that this parcel is not located in a combined-sewer overflow area, all stormwater is directed outfalls that directly discharge into the Potomac river. All efforts to capture and retain stormwater on site must be explored and maximized for the site, public rights of way, and surrounding streets. In addition, DOEE recommends that the project consider rainwater harvesting for water reuse within the building, especially for non-potable uses within the ground level community and commercial space, and for irrigation.

- A conceptual stormwater management plan was not included with the submission.
    - As a project with only part of the site categorized as major land disturbance, the design will have a combination of areas meeting either the 0.8" or the 1.2" stormwater retention volume. However, given the comprehensive scope of the project, DOEE recommends that the design maximize opportunities for stormwater retention. If properly designed, this will directly benefit the surrounding neighborhood by retaining additional water from intense rain events. Any stormwater retained above the 1.2" volume up to 1.7" would qualify for the District's stormwater retention credit trading program.

- Green Area Ratio (GAR) calculations were not included with the submission. Compliance with GAR will be reviewed during the building permit phase.

- A critical goal of the Sustainable DC Plan is to increase the use of renewable energy to make up 50% of the District's energy use. This is a major priority of the current District administration, as the Mayor signed legislation in the summer of 2016 to increase the District's Renewable Portfolio Standard (RPS) to 50% with a local solar carve out of 5.0% by 2032. This legislation has produced significant potential benefits for the business and development community as the District has the best financials for solar energy in the country. Stormwater panels may be mounted horizontally over mechanical penthouses or integrated into an extensive green roof system.

- A power purchase agreement may be executed for leased solar panels with zero up front cost. Also, for owner financed solar panels, which can be financed by DC PACE, the typical return on investment is between two and five years. Through the District's community solar program, the energy generated can be "virtually" net-metered and the residents or commercial tenants can "subscribe" into the system providing mutual benefit for both the property owner and residents.

- Given that the District is continuously updating building codes, additional gains in energy efficiency are possible and encouraged. We would encourage that the project maximize all opportunities for increased energy efficiency. While some strategies could have minimal construction cost impacts, such as improvements to the building envelope, they will also decrease utility cost and could save valuable rooftop space. Many energy conservation

measures including additional insulation, LED lighting and controls, high efficiency mechanical systems, and envelope commissioning and air sealing have a return on investment within five years and can be financed with no up-front cost through the DC PACE program.

- Financial tools like the DC Property Assessed Clean Energy (DC PACE) program and incentives from the DC Sustainable Energy Utility (DC SEU) can pay for increases in construction cost for sustainable design strategies. These could include on-site generation, any strategies that increase efficiency above the baseline code requirements, or stormwater management strategies that garner return on investment through the District's Stormwater Retention Credit Trading program. This financing does not increase debt on the property and is repaid over time as a special assessment on the property tax. DOEE recommends that the applicant investigate opportunities to take advantage of financial tools that would allow increased commitment to sustainability.

- The District has among the most stringent stormwater management, hazard remediation, air quality, energy conservation, and green building code requirements in the country. A more substantial, full regulatory compliance review by DOEE and other appropriate agencies, including the Environmental Impact Statement Form process, Stormwater Management Permit review, and Green Building Act and DC Green Construction Code compliance, will occur during the permit application process.

Attachment 2
DDOT Comments

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Planning and Sustainability Division

MEMORANDUM

TO: Matthew Jesick
Office of Planning

FROM: Jim Sebastian
Associate Director

DATE: October 18, 2017

SUBJECT: Large Tract Review Case No. 2017-01 – 4000 Wisconsin Avenue NW

PROJECT SUMMARY

Donohoe Acquisitions, LLC (the "Applicant") seeks to construct a mixed-use building at a site bounded by Wisconsin Avenue NW, Upton Street NW, park land, and a private street owned by Rhodeside Development (i.e., Fannie Mae Headquarters) at 4000 Wisconsin Avenue NW (Square 1823, Lot 9). The existing site is developed with a building containing office, retail, a health club, and a conference center.

The proposed development program includes:

- 716 residential dwelling units;
- 60,200 square feet grocery store;
- 49,388 square feet health club;
- 22,598 square feet retail;
- 900 vehicle parking spaces;
- Three (3) 55-foot loading berths, three (3) 30-foot berths, two (2) 20-foot delivery spaces; and
- 252 long-term and 72 short-term bicycle parking spaces.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life in the nation's capital by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services, and preserving the District's public space. As a means to achieve this vision, DDOT works through the Large Tract Review (LTR) process to ensure that impacts from new developments are manageable within and take advantage of the District's multimodal transportation network.

The purpose of DDOT's review is to assess the potential safety and capacity impacts of the proposed action on the District's transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

Site Design

- The Applicant is proposing to demolish the above grade portion of the existing building but maintain the sub-surface parking structure along with existing vehicle access;
- The Applicant is proposing to re-use three existing curb cuts on Upton Street NW (while shifting one slightly);
- DDOT concurs with the Applicant's proposal to provide head-in/head-out loading from Upton Street NW with all turnaround movements taking place inside of the loading area;
- DDOT finds it appropriate to remove the existing curb cut on Wisconsin Avenue NW;
- There were no Heritage Trees identified on-site by DDOT Urban Forestry Division (UFD); and
- The Applicant may be required by the Zoning Administrator to provide TDM mitigations since the amount of vehicle parking provided is more than double the required amount (361 spaces are required, 900 spaces are proposed), per Subtitle C §707.3 of the Zoning Regulations (ZR16).

Travel Assumptions

- A sizeable portion of the existing 1,035 vehicle parking spaces at 4000 Wisconsin Avenue NW serves the Fannie Mae Headquarters at 3900 Wisconsin Avenue NW and the Sidwell Friends site. Redevelopment will shift the site's travel demand to be 4000 Wisconsin Avenue NW-oriented;
- The proposed 900 vehicle spaces is high for this project given the sizes of the land uses proposed and the ½ mile walk distance to the Tenleytown-AU Metrorail Station. DDOT estimates approximately 500-600 spaces would be more appropriate for this scale of development;
- The proposed redevelopment of the site is expected to generate a significant amount of vehicle and transit trips; and
- There is a projected net decrease, as compared to existing conditions, in total weekday AM (-213) and PM (-6) peak hour vehicle trips while there is projected to be a net increase in Saturday peak hour vehicle trips (+285).

Analysis

- The Applicant used sound methodology in developing the Comprehensive Transportation Review (CTR) study;
- The CTR identified three (3) intersections that are impacted by the traffic generated by the site due to the changing directionality of inbound/outbound traffic from the new proposed land use program (see Figure 5);
- The Applicant proposes either a signal timing adjustment or an additional through lane (by removing on-street parking during Saturday peak hours) on Wisconsin Avenue NW to improve vehicle level of service. DDOT finds it not appropriate to re-time the signals along the Wisconsin

Avenue NW corridor at this time or to remove on-street parking on Saturdays to increase roadway capacity on Wisconsin Avenue NW; and

- In lieu of the signal timing changes and removal of on-street parking on Saturdays on the east side of Wisconsin Avenue NW, the Applicant should fund and construct a 19-dock Capital Bikeshare station in the immediate vicinity of the site and implement a Transportation Demand Management (TDM) plan (specifics of the TDM plan noted below in the Mitigations section).

Mitigations

To offset the impacts to the transportation network identified in the CTR, the Applicant has offered to fund and install a 19-dock Capital Bikeshare station. This should be installed in public or private space immediately adjacent to the site. DDOT finds this improvement appropriate but not sufficient to fully mitigate the site's impacts to the transportation network. The Applicant should also take the following action:

- Implement a TDM program containing the following elements:
  - Designate a TDM coordinator who is responsible for organizing and marketing the TDM plan implementation;
  - Unbundle the cost of vehicle parking from the cost to lease or purchase each unit;
  - Price vehicle parking on-site at market rates;
  - Exceed Zoning requirements for short-term and long-term bicycle parking;
  - Provide TDM materials to residents in the Residential Welcome Package; and
  - Install an Information Center Display (electronic screen) in the residential lobby containing information related to transit alternatives.

Note that the mitigations requested above do not include TDM mitigations that may be triggered by ZR16 Subtitle C §707.3, as determined by the Zoning Administrator.

Continued Coordination

Given the complexity and size of the development, the Applicant is expected to continue to work with DDOT outside of the LTR process on the following matters:

- Public space, including curb and gutter, street trees and landscaping, street lights, sidewalks, and other features within the public rights of way, are expected to be designed and built to DDOT standards. All on-site and off-site streetscape improvements will be reviewed as part of the public space permitting process and may be subject to Public Space Committee (PSC) approval;
- The Applicant should schedule a Public Review Design Meeting (PDRM) with DDOT and the Office of Planning;
- The Applicant will be required to pursue public space permits for all elements of the project proposed in public space. The following elements currently proposed in public space that should be coordinated with DDOT as the Applicant pursues public space permits:
  - Vehicle parking and loading is proposed to be accessed from three curb cuts on Upton Street NW, two of which are in close proximity. Curb cuts will require PSC approval;

- The median between the two curb cuts on Upton Street NW should be designed to allow wheel chairs to cross safely;
- Several of the Applicant's drawings show two additional curb cuts and a circular driveway on Upton Street NW. DDOT assumes these are no longer proposed;
- Bay windows and balconies on Wisconsin Avenue NW may not project more than 4-feet into public space;
- Determine final locations on private or public space for the ZR16 required short-term bicycle spaces; and
- Determine a final location on private or public space immediately adjacent to the site for the proposed 19-dock Capital Bikeshare station.

- Final locations of additional bicycle parking, bikeshare stations, street trees, car charging stations, and car-share spaces required as TDM mitigations per §707.3 of ZR16, as determined by the Zoning Administrator;
- Submit a signage and marking plan to include new signs on both Upton St and Wisconsin Avenue NW. The existing 2-hour parking on the west end of Upton Street should be converted to meters, at the Applicant's expense, subject to DDOT approval; and
- The signage and marking plan should include a design of the intersection of 40th Place and Upton Street NW as a traditional all-way stop intersection. The driveway leg may still be designed like a driveway rather than an alley. The stop bar and on-street parking may need to be pushed back slightly to normalize the intersection, subject to DDOT approval.

TRANSPORTATION ANALYSIS

DDOT requires applicants going through the Large Tract Review (LTR) process complete a Comprehensive Transportation Review (CTR) in order to determine the proposal's impact on the overall transportation network. Accordingly, an Applicant is expected to show the existing conditions for each transportation mode affected, the proposed impact on the respective network, and any proposed mitigations, along with the effects of the mitigations on other travel modes. A CTR should be performed according to DDOT direction. The Applicant and DDOT coordinated on an agreed-upon scope for the CTR that is consistent with the scale of the action.

The review of the analysis is divided into four categories: site design, travel assumptions, analysis, and mitigations. The following review provided by DDOT evaluates the Applicant's CTR to determine its accuracy and assess the action's consistency with the District's vision for a cohesive, sustainable transportation system that delivers safe and convenient ways to move people and goods, while protecting and enhancing the natural, environmental, and cultural resources of the District.

Site Design

Site design, which includes site access, loading, and public realm design, plays a critical role in determining a proposed action's impact on the District's infrastructure. While transportation impacts can change over time, the site design will remain constant throughout the lifespan of the proposed development, making site design a critical aspect of DDOT's development review process. Accordingly,

new developments must provide a safe and welcoming pedestrian experience, enhance the public realm, and serve as positive additions to the community.

Site Access

Primary vehicular access to the property will be via three curb cuts on Upton Street NW, two of which will serve the underground parking garage and the third will serve the loading dock area. There are six (6) proposed pedestrian entrances on Wisconsin Avenue NW and five (5) pedestrian entrances on Upton Street NW, as shown below in Figure 1.

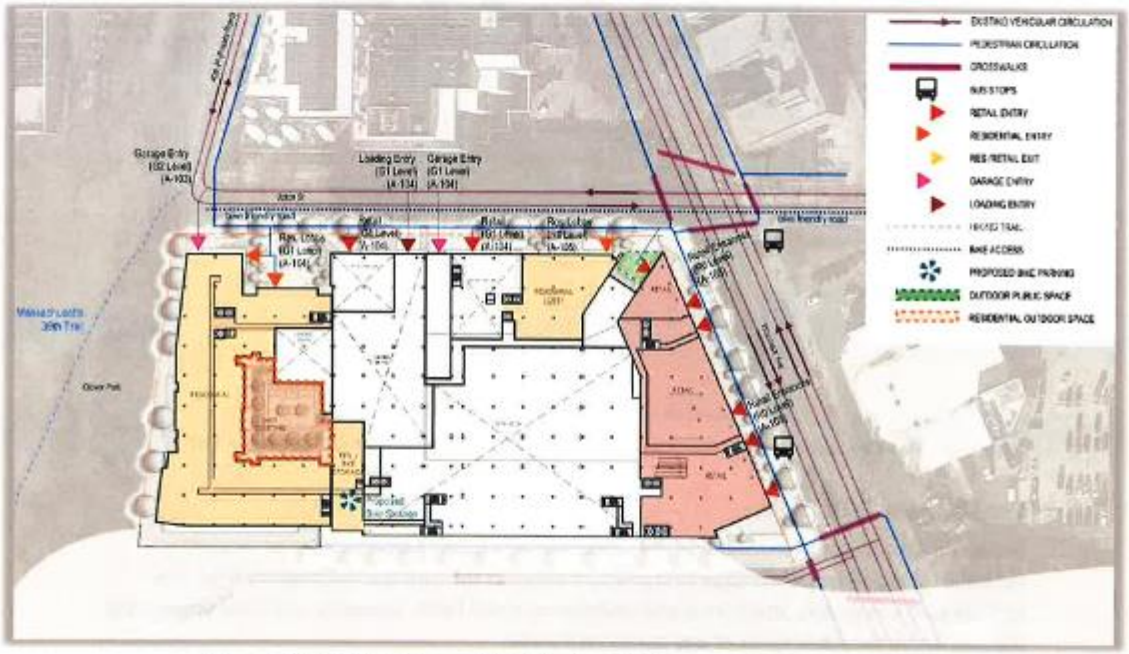


Figure 1 – Site Circulation (Source: SK+I Architecture, 3/16/17, August 2017 CTR Figure 13C)

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm.

The 2016 Zoning Regulations (ZR16) require a total of four (4) loading berths and two (2) delivery spaces. The Applicant is proposing to exceed the zoning requirements by providing three (3) 55-foot loading

berths, three (3) 30-foot loading berths, and two (2) delivery spaces. Additionally, as shown below in Figure 2, space is provided in the loading area for trucks to turnaround on-site and enter/exit the garage head-in/head-out.

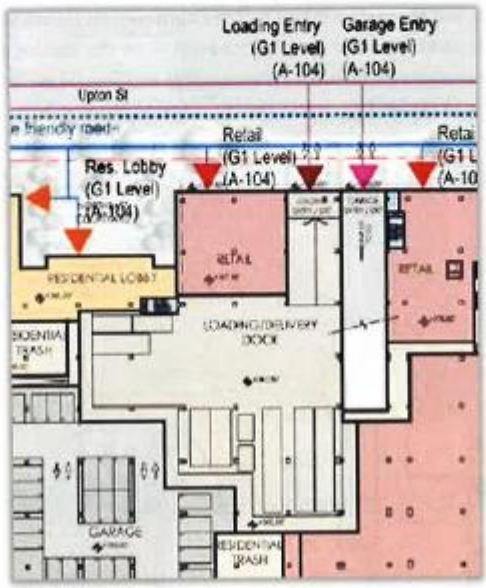


Figure 2 – Loading Dock Design (Source: SK+I Architecture, 3/16/17, August 2017 CTR, Figure 13B)

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the Office of Planning (OP) to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of the DCMR, DDOT's recently released 2017 version of the *Design and Engineering Manual (DEM)* and DDOT's *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Public space designs will be reviewed in further detail during the public space permitting process. DDOT staff will be available to provide additional guidance during these processes. DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design related issues raised by DDOT and OP.

While the preliminary public space plans, shown below in Figure 3, are generally consistent with DDOT standards, there are several considerations that need to be incorporated and items to be reviewed in greater detail during the public space permitting process:

- Public Space Committee (PSC) approval will be required for the three curb cuts on Upton Street NW, two of which are in close proximity;
- The median between the two curb cuts on Upton Street NW should be designed to allow wheel chairs to cross safely;
- Several of the Applicant's drawings (not depicted below) show two additional curb cuts and a circular driveway on Upton Street NW. DDOT assumes these are no longer proposed;
- Bay windows and balconies on Wisconsin Avenue NW may not project more than 4-feet into public space;
- Determine final locations on private or public space for the ZR16 required short-term bicycle spaces; and
- Determine a final location on private or public space immediately adjacent to the site for the 19-dock Capital Bikeshare station proposed by the Applicant.

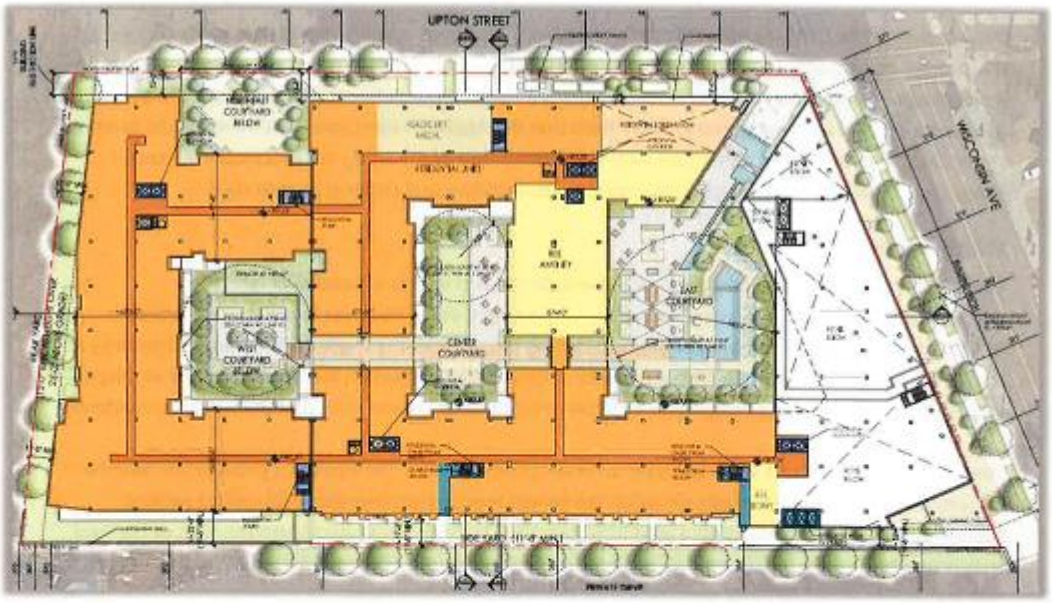


Figure 3 – First Floor Plan and Public Space Design (Source: Applicant Plan Set, Sheet A 106, 3/16/17)

Heritage Trees

Heritage Trees are defined as a tree with a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. DDOT's Urban Forestry Division (UFD) has not identified any Heritage Trees on-site.

Sustainable Transportation Elements

Sustainable transportation measures target to promote environmentally responsible types of transportation in addition to the transportation mode shift efforts of TDM programs. These measures can range anywhere from practical implementations that would promote use of vehicles powered by alternative fuels to more comprehensive concepts such as improving pedestrian access to transit in order to increase potential use of alternative modes of transportation. Within the context of DDOT's development review process, the objective to encourage incorporation of sustainable transportation elements into the development proposals is to introduce opportunities for improved environmental quality (air, noise, health, etc.) by targeting emission-based impacts.

The Applicant is not currently proposing any electric vehicle charging stations which are common with larger mixed-use development. DDOT recommends that the Applicant consider providing several stations with this project. DDOT typically requests at least one (1) electric vehicle charging station on-site for every 50 vehicle parking spaces in comparably sized Planned Unit Developments (PUD).

Travel Assumptions

The purpose of the CTR is to inform DDOT's review of a proposed action's impacts on the District's transportation network. To that end, selecting reasonable and defensible travel assumptions is critical to developing a realistic analysis. DDOT worked with the Applicant to define the scope of the CTR and agree on a set of study assumptions. DDOT finds that the Applicant used sound methodology to conduct the analysis, and DDOT is in agreement with the assumptions of the study not specifically discussed below (e.g., background developments, roadway assumptions, and regional growth rate).

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However in urban areas, other factors contribute to the demand for parking, such as the availability of high quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, and the demographic composition and other characteristics of the potential residents.

The site currently contains 1,035 spaces in an underground garage. The Applicant proposes to raze the current development and partially demolish the garage leaving approximately 900 vehicle parking spaces. DDOT considers this amount of vehicle parking is high for this project given the sizes of the land uses proposed and the ½ mile walk distance to the Tenleytown-AU Metrorail Station. DDOT estimates 500-600 spaces would be more appropriate for the scale of development.

The Applicant may be required to provide TDM mitigations since the amount of vehicle parking provided is more than double the required amount, per Subtitle C §707.3 of the Zoning Regulations (ZR16). According to the Applicant's calculations, 361 spaces are required and 900 spaces are proposed. DDOT defers to the Zoning Administrator on whether this threshold has been met and exactly how many

additional bikeshare stations, bicycle parking spaces, street trees, car share spaces, and electric vehicle charging stations that are required by ZR16.

Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

The Applicant provided multi-modal trip generation estimates by utilizing the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition* and the assumed mode splits which were based on WMATA's 2005 Development-Related Readership Survey. DDOT finds this method appropriate. Figures 4 and 5 below provide a summary of the Applicant's multimodal trip generation estimates.

Total Proposed Uses									
Total Trips	270	415	685	738	591	1,329	733	718	1,451
Non-auto Trips	*128*	*216*	*344*	*365*	*287*	*652*	*353*	*347*	*700*
Transit	**83**	**161**	**244**	**242**	**182**	**424**	**223**	**219**	**442**
Bicycle	**11**	**14**	**25**	**31**	**25**	**56**	**29**	**29**	**58**
Pedestrian	**34**	**41**	**75**	**92**	**80**	**172**	**101**	**99**	**200**
Pass-by Trips	*16*	*10*	*26*	*34*	*32*	*66*	*43*	*41*	*84*
Vehicle Trips	126	189	315	339	272	611	337	330	667

Figure 4 – Trip Generation Summary: Proposed Uses (Source: CTR, Wells & Associates, Table 10, August 2017)

Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Vehicle Trips	446	81	527	169	449	618	198	184	382
Proposed Vehicle Trips	126	189	315	339	272	611	337	330	667
Net New Vehicle Trips	(320)	107	(213)	170	(176)	(6)	139	146	285

Figure 5 – Trip Generation Summary: Proposed vs Existing (Source: CTR, Wells & Associates, Table 11, August 2017)

As shown above, the proposed development is expected to generate a significant number of vehicle and transit trips during the weekday morning and evening peak hours. However, the site is anticipated to generate fewer total weekday AM and PM peak hour trips while more trips will be generated, primarily due to the presence of retail, during the Saturday peak hour. As noted later in this report, there are traffic impacts to intersections during the AM and PM peak hours despite a net reduction in total trips

due to an increase in the directionality of the trips generated (107 additional outbound AM trips and 170 additional inbound trips).

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 11 existing intersections (plus 2 future intersections) where detailed vehicle counts would be collected and a level of service analysis would be performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site with the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection traffic count data between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM on several dates in April and May 2017 while school and Congress were in session. Additionally, counts previously collected at several intersections in 2015 were utilized. DDOT is in agreement with the Applicant on the data collection time frame and dates.

Analysis

To determine the development's impacts on the transportation network, the Applicant completed a CTR which includes an extensive multi-modal analysis of the existing (2017) baseline conditions, future with no development (2021 Background) conditions, future conditions with development (2021 Future), and future conditions with development and mitigation (2021 Future with Mitigation) scenarios.

Roadway Capacity and Operations

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes.

The analysis provided by the Applicant identified three intersections within the study area with approaches projected to operate at LOS E or LOS F during at least one peak hour either resulting from the addition of site traffic or noticeably worsened by site traffic:

- Wisconsin Avenue and Van Ness Street NW – several eastbound and westbound movements are projected to degrade to LOS E or LOS F in the morning and evening peak hours due to site-generated traffic. The CTR recommends a signal timing adjustment to improve several individual movements. Since the entire Wisconsin Avenue corridor would need to be retimed, it does not seem feasible for DDOT to make the change in conjunction with this development. In lieu of this improvement the Applicant has proposed and agreed to funding and installing a 19-dock Capital

Bikeshare station. DDOT can consider retiming the corridor at a later time if the traffic generated by this development and others nearby ever materializes as projected in the CTR.

- Wisconsin Avenue and Upton Street NW – the northbound shared left-through movement is projected to degrade from LOS B to LOS F during the Saturday afternoon peak hour due to site-generated traffic. The CTR recommends removing on-street vehicle parking along the east side of Wisconsin Avenue NW on Saturdays in order to create a third through lane. DDOT generally does not find it appropriate to expand roadway capacity as part of a land development project unless as a last resort. DDOT prefers to first focus on improving site design, expanding bicycle and walking options, and implementing transportation demand management (TDM) strategies. Additionally, DDOT and the Applicant have discussed the possibility of removing the diverter on the eastern leg of Upton Street NW, which artificially creates a right-in/right-out and effectively takes the street out of the transportation network, as a way to improve vehicle circulation in this area. However, in lieu of these improvements the Applicant has proposed and agreed to funding and installing a 19-dock Capital Bikeshare station in lieu of removing the diverter.

- Wisconsin Avenue and Porter Street NW – the westbound approach is projected to degrade to LOS F during the Saturday afternoon peak hour due to site-generated traffic. The CTR recommends a signal timing adjustment to improve this movement. Since the entire Wisconsin Avenue corridor would need to be retimed, it does not seem feasible for DDOT to make the change in conjunction with this development. In lieu of this improvement the Applicant has proposed and agreed to funding and installing a 19-dock Capital Bikeshare station. DDOT can consider retiming the corridor at a later time if the traffic generated by this development and others nearby ever materializes as projected in the CTR.

Transit Service

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located just over 1/2 mile, roughly an 8-10 minute walk, from the Tenleytown-AU Metrorail Station which is serviced by the Red Line. Headways for Metrorail trains servicing this station are 3 mins during the weekday morning and evening commuter rush hours and 6 to 18 minutes during all other times and days of the week. The site is also within ¼ mile radius of bus stops serving seven Metrobus routes (30N, 30S, 31, 33, 96, H3, and H4). Metrobus headways for these routes are shown in the following table:

Headway	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM
Friendship Heights – Southeast Line (30N, 30S)						
Min	0:30	0:27	0:31	0:25	0:07	0:30
Max	0:38	0:35	0:34	0;32	0:55	0:35
Avg	0:32	0:30	0:32	0:29	0:29	0:32
Wisconsin Avenue Line (31, 33)						
Min	0:10	0:08	0:04	0:05	0:08	0:08
Max	0:20	0:22	0:16	0:15	0:22	0:21
Avg	0:14	0:15	0:08	0:08	0:14	0:14
East Capitol St – Cardozo Line (96)						
Min	0:19	0:18	0:21	0:20	0:21	0:21
Max	0:27	0:27	0:24	0:24	0:24	0:21
Avg	0:21	0:24	0:21	0:22	0:23	0:21
Crosstown Line (H3, H4)						
Min	0:04	0:20	0:14	0:10	0:06	0:06
Max	0:18	0:33	0:18	0:32	0:32	0:22
Avg	0:08	0:31	0:15	0:21	0:24	0:12
Deal Middle School Line (D32)*						
Min	N/A	N/A	N/A	N/A	N/A	N/A
Max	N/A	N/A	N/A	N/A	N/A	N/A
Avg	N/A	N/A	N/A	N/A	N/A	N/A
Wilson High School Line (W47)†						
Min	N/A	N/A	N/A	N/A	N/A	N/A
Max	N/A	N/A	N/A	N/A	N/A	N/A
Avg	N/A	N/A	N/A	N/A	N/A	N/A

* One bus runs during the AM Peak and one bus runs during the PM Peak.
† One bus runs during the PM Peak.

Figure 6 – Metrobus Headways (Source: CTR, Wells & Associates, Table 3, August 2017)

Pedestrian Facilities

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development.

The Applicant provided the following inventory of the pedestrian facilities surrounding the site:

Figure 7 – Existing Pedestrian Facilities (Source: CTR, Wells & Associates, Figure 4, August 2017)

DDOT has identified several pedestrian network improvements needed in the vicinity the site. These improvements include the need for pedestrian heads, detectable warnings, and crosswalk striping across the two private driveways just south of the site (Fannie Mae and the Sidwell Friends sides) to ensure safe crossings for the significant pedestrian traffic projected through the intersection. The Applicant for the adjacent 3900 Wisconsin Avenue NW property has agreed to make these improvements.

Bicycle Facilities

The District is committed to enhancing bicycle access by ensuring consistent investment in bicycle infrastructure by both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips.

13

LTR Case No. 2017-01

Per the Applicant's CTR, a total of 252 secure long-term bicycle parking spaces and 72 short-term spaces are proposed. The Applicant's drawings currently do not show where the long-term or short-term spaces will be located. DDOT expects the Applicant will meet the zoning required number of bicycle parking spaces, as determined by the Zoning Administrator. The Applicant should coordinate with DDOT on the location of proposed short-term bicycle parking in public space, and on the locations for any additional spaces required by zoning as mitigation for being more than double-parked.

There is a Capital Bikeshare station with 15 docks located approximately two blocks north of the site at the intersection of 39th Street NW and Veazey Street NW. The Applicant has proposed a new 19-dock station in the vicinity of the site as in lieu of geometric improvements to the intersection of Wisconsin Avenue NW and Upton Street NW.

As shown in Figure 8 below, there are currently no bicycle facilities in the vicinity of the site, hence the pool bicycle LOS on the streets surrounding the site. There are dedicated bicycle lanes on the north side of Van Ness Street between Wisconsin Avenue NW and Nebraska Avenue. East of 38th Street, sharrows are painted on the north and south sides of Van Ness Street.

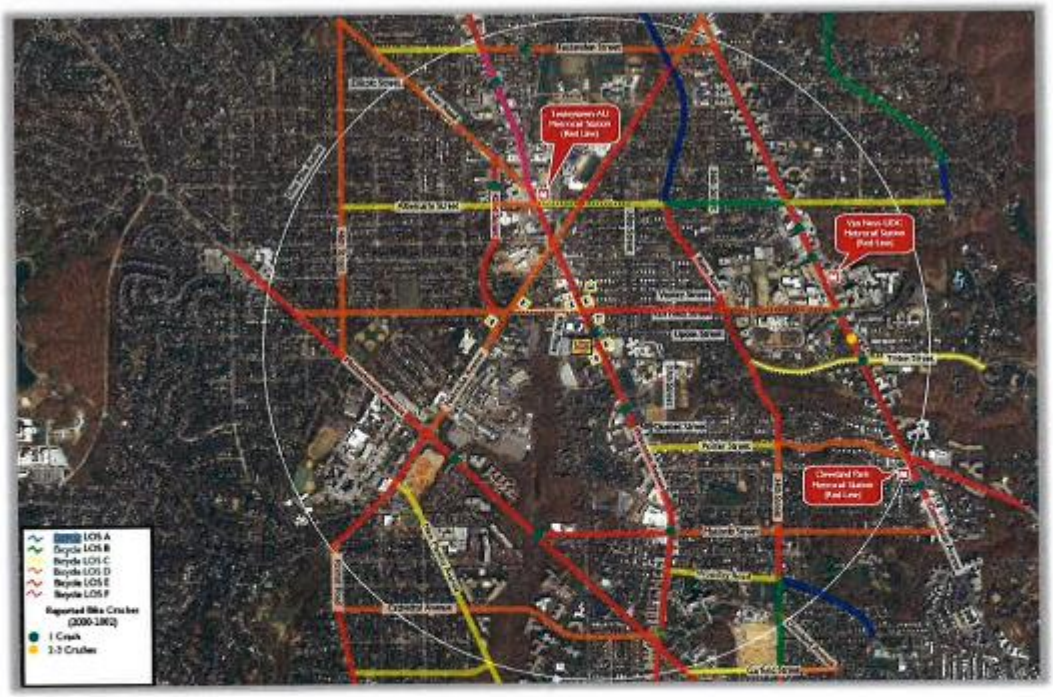


Figure 8 – Existing Bicycle Infrastructure (Source: CTR, Wells & Associates, Figure 5, August 2017)

Safety

DDOT requires that the Applicant conduct a safety analysis to demonstrate that the site will not create new, or exacerbate existing safety issues for all travel modes. DDOT asks for an evaluation of crashes at study area intersections as well as a site distance analysis along the public space where there is expected to be conflicts between competing modes (e.g. crosswalks, driveway entrances, etc.).

The Applicant's analysis of DDOT crash data reveals three (3) intersections within the study area that have a crash rate of 1.0 Million Entering Vehicles (MEV) or higher. The following table provides a summary of the intersections within the study area.

Intersection	Type of Control	No. of Crashes (3 Years)	ADT (veh/day)	Crash Rate (MEV)
Wisconsin Avenue/Van Ness Street	Signal	36	35,460	1.18
Wisconsin Avenue/Upton Street	Signal	64	30,490	1.92
Wisconsin Avenue/Rodman Street/Sidwell Driveway	Signal	22	24,890	0.81
Wisconsin Avenue/Quebec Street	One-way Stop	12	23,010	0.48
Wisconsin Avenue/Porter Street	Signal	31	24,580	1.15
Van Ness Street/Nebraska Avenue	Signal	11	23,810	0.42
Van Ness Street/40th Place	One-way Stop	3	10,100	0.27
Upton Street/40th Place	All-way Stop	0	5,290	0.00
Wisconsin Avenue/Idaho Avenue	Signal	3	26,960	0.10

Figure 9 – Summary of Crash Data (Source: CTR, Wells & Associates, Table 7, August 2017)

DDOT has evaluated the Applicant's crash analysis within the CTR and determined that there are no obvious crash trends at these intersections requiring roadway reconfiguration as part of this LTR application. It is anticipated that the additional traffic associated with the development of 4000 Wisconsin Avenue NW will not have a major impact on the existing MEV rates.

Mitigations

As part of all major development review cases, DDOT requires the Applicant to mitigate the impacts of the development in order to positively contribute to the District's transportation network. The mitigations must sufficiently diminish the action's vehicle impact and promote non-auto travel modes. This can be done through Transportation Demand Management (TDM), physical improvements, operations, and performance monitoring.

DDOT preference is to mitigate vehicle traffic impacts first through establishing an optimal site design and operations to support efficient site circulation. When these efforts alone cannot properly mitigate

an action's impact, TDM measures may be necessary to manage travel behavior to minimize impact. Only when these other options are exhausted will DDOT consider capacity-increasing changes to the transportation network because such changes often have detrimental impacts on non-auto travel and are often contrary to the District's multi-modal transportation goals.

DDOT finds that the CTR's suggested physical improvements to the roadway network to offset the impacts generated by this proposal not be made directly in conjunction with this development. DDOT can re-evaluate vehicular traffic conditions along the Wisconsin Avenue NW corridor in a holistic manner after the 4000 Wisconsin Avenue NW development has been constructed and opened.

Instead, the Applicant has offered to fund and install a 19-dock Capital Bikeshare station. This should be installed in public or private space immediately adjacent to the site. DDOT finds this appropriate but not sufficient to fully mitigate the site's impacts to the transportation network. The Applicant should also implement a TDM program containing, at a minimum, the following elements:

- Designate a TDM coordinator who is responsible for organizing and marketing the TDM plan implementation;
- Unbundle the cost of vehicle parking from the cost to lease or purchase each unit;
- Price vehicle parking on-site at market rates;
- Exceed Zoning requirements for short-term and long-term bicycle parking;
- Provide TDM materials to residents in the Residential Welcome Package; and
- Install an Information Center Display (electronic screen) in the residential lobby containing information related to transit alternatives.

Note that the mitigations requested above do not include TDM mitigations that may be triggered by ZR16 Subtitle C §707.3, as determined by the Zoning Administrator.

JS:az

Attachment 3
ANC Resolution

ADVISORY NEIGHBORHOOD COMMISSION 3C
GOVERNMENT OF THE DISTRICT OF COLUMBIA
CATHEDRAL HEIGHTS • CLEVELAND PARK
MASSACHUSETTS AVENUE HEIGHTS • MCLEAN GARDENS
WOODLAND-NORMANSTONE • WOODLEY PARK

Single Member District Commissioners
01-Lee Brian Reba; 02- Gwendolyn Bole; 03-Jessica Wasserman
04- Beau Finley; 05- Emma Hersh; 06-Angela Bradbery
07- Maureen Kinlan Boucher; 08-Malia N. Brink; 09-Nancy MacWood

P.O. Box 4966
Washington, DC 20008
Website http://www.anc3c.org
Email all@anc3c.org

ANC3C Resolution 2017-019
Regarding a Large Tract Review Application by Donohoe Acquisitions, LLC for 4000 Wisconsin Avenue NW

WHEREAS, Donohoe Acquisitions, LLC (the Applicant) seeks to redevelop 4000 Wisconsin Avenue NW (a parcel of approximately 4 acres) and has filed with the D.C. Office of Planning a Large Tract Review Application;

WHEREAS, the Applicant plans to raze the existing building and replace it with a mixed-use project that will include 34,436 square feet of retail space; 716 residential units (10 percent of which will be affordable housing under the Inclusionary Zoning rules); a 17,327 square-foot health club, an underground parking garage with 883 vehicle spaces; 325 bicycle spaces; and three inner courtyards;

WHEREAS, the Applicant plans to eliminate a curb cut on Wisconsin Avenue that now provides office drop-off access to the property and continue to rely on two entrances on Upton Street for sole vehicular access to the property;

WHEREAS, two other significant developments will be under construction nearby: 3900 Wisconsin Avenue, which is to include 600-700 residential units, a large grocery store, a community gathering space on the front lawn, a large hotel, restaurants, a health club and other retail; and Sidwell Friends, at 3825 Wisconsin Avenue, which is planning to expand by absorbing its lower school, now located in Bethesda, and has purchased Fannie Mae's Johnson building at 3939 Wisconsin Avenue and the Washington Home on Upton Street;

WHEREAS, the Applicant is not seeking zoning relief but is submitting a Large Tract Review Application, which triggers a review process by the city and the ANC to identify potential neighborhood concerns;

WHEREAS, the ANC held a community hearing on June 13 and solicited feedback from the neighborhood;

WHEREAS, the ANC appreciates that the project will be less dense than permitted by the zoning but has the following concerns and observations:

1. Traffic: The Applicant plans for all traffic in and out of the development to be on Upton Street, which could - when combined with new traffic generated by nearby developments - place a significant burden on this narrow side street. In addition, the developer's traffic study shows that key intersections of Wisconsin Avenue are expected to experience a drop in service at certain peak hours when the project is completed. Although the Applicant's study predicts an overall negligible effect on traffic, it is important to consider the traffic that will be generated by the other two new developments.

2. Affordable and family housing: The Applicant is planning to make 70 percent of the residential units studios, one-bedrooms or one-bedrooms with a den. The rest of the units will be two-bedroom or two-bedroom with a den. Many new developments in northwest cater to young singles, leaving many families with fewer options to find affordable housing.
3. 3900 Wisconsin Avenue. Roadside Development, on the property next to the Applicant's parcel, is planning a large development with many similar uses. Both projects are planning to build health clubs. Both may include grocery stores, although of varying sizes. Both plan restaurants. The potential exists for duplication to harm the businesses.
4. Connection with Glover-Archbold Park. Many people use the Glover-Archbold trail to commute as well as for recreation. The trail leads from the woods up a gravel incline to Upton Street, where there is no sidewalk. It is an inhospitable and unsafe entrance/exit point.

THEREFORE, BE IT RESOLVED that the ANC3C urges the following:

1. That the Department of Transportation look holistically at the Wisconsin Avenue corridor from Porter Street to Van Ness Street and plan appropriate upgrades to area roads, considering traffic flow, signal timing, signage and roadway conditions - aiming to address traffic congestion and pedestrian safety;
2. That the Applicant and Roadside coordinate on truck traffic and delivery times, including trash pickup, to avoid impacting Wisconsin Avenue traffic during peak hours;
3. That the Applicant include three-bedroom and four-bedroom units in the residential mix (without increasing the number of units);
4. That the Applicant make 20 percent of the residential units affordable housing under the Inclusionary Zone definition;
5. That the Applicant devote retail space to an early childhood daycare facility, given the overall lack of availability of such daycare;
6. That the Applicant and Roadside coordinate closely to ensure that the two projects work well with each other and have a balanced mix of uses; and
7. That the Applicant work with the National Park Service to create a safer and more user-friendly access point to Upton Street.

FURTHER, BE IT RESOLVED that the Chair and Commissioner for ANC3C06 or their designees are authorized to represent the Commission in this matter.

Attested by

Nancy J. MacWood
Chair, on July 17, 2017

This resolution was approved by a voice vote on July 17, 2017 at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.