


MEMORANDUM

TO: District of Columbia Zoning Commission
FROM:  Joel Lawson, Associate Director, Development Review
DATE: April 23, 2018
SUBJECT: Large Tract 2017-07 – NASH-Roadside 3900 Wisconsin LLC (Square 1823, Lot 801)

I. SUMMARY

On September 19, 2017, NASH-Roadside 3900 Wisconsin LLC submitted and the Office of Planning accepted an application for Large Tract Review (LTR) for a development within Square 1823. The applicant proposes a mixed-use development, including the redevelopment of the existing “Equitable Life/Fannie Mae” building along with new mixed-use construction. The property is approximately 423,192 square feet in area, and is located within Ward 3.

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 square feet) or more gross floor area (above grade) and cellar area (below grade); ...*”. This development proposal is intended to be by-right to zoning, but is subject to Large Tract Review because it is a mixed-use development which includes more than 50,000 square feet commercial or mixed-use commercial development. It is located within the MU-5A District.

The Office of Planning (OP) has referred the LTR application to other District agencies, to the Advisory Neighborhood Commission (ANC), and to area property owners consistent with the LTR requirements. Comments received are summarized or included in this report.

OP has completed its review, and concludes that the application generally addresses the intent 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.

Although regulations state that the LTR process is to be completed within 60 days (which would have resulted in a completion date in mid-November 2017), OP received requests from the community and the ANC for additional time for review, which were granted. The report was further delayed slightly to allow the applicant to respond to a series of questions and clarifications requested by OP.

As with all Large Tract Review applications, this is not a review that results in an “approval” or “denial” of the proposed development. Rather, the following report provides a brief description of this by-right to zoning proposal, analysis of the proposal against the standards of the Large Tract Review, 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, or raises issues that will properly be

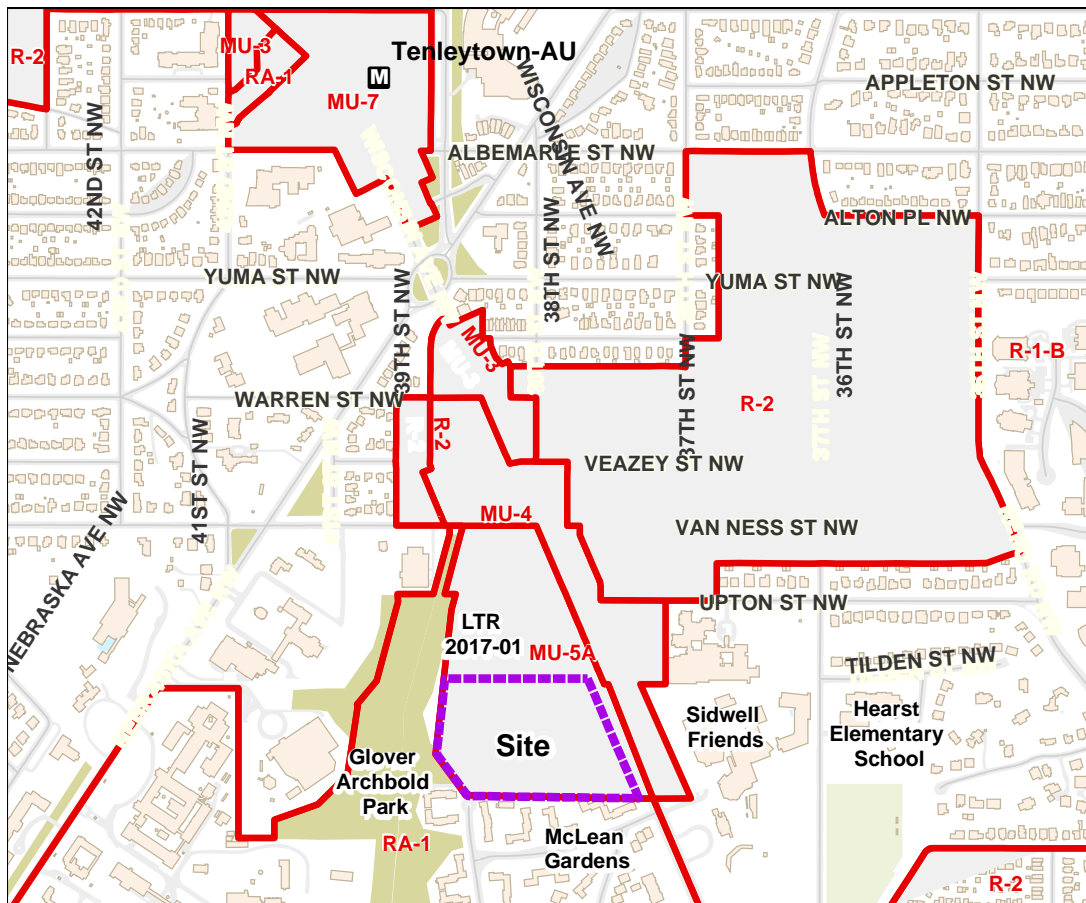
addressed at the building permit stage. The applicant is encouraged to continue discussions with DDOT, DOEE and other district agencies to address these issues. The applicant is also encouraged to continue discussions with the ANC and community, particularly to address construction and traffic related issues raised through this process.

Finally, the applicant is strongly encouraged to undertake additional, meaningful coordination with the developer of the by-right development to the north (LTR 2017-01), to address exact use mix and locations, relationships between the two large developments, and internal and external circulation patterns.

II. LOCATION AND SITE DESCRIPTION

Address	3900 Wisconsin Avenue, N.W.
Applicant	NASH-Roadside 3900 Wisconsin LLC
Legal Desc'n	Square 1238 Lots 801
Ward / ANC	Ward 3; ANC 3C.
Zone	MU-5A Zone, which permits mixed use development including the uses proposed in this development. The development is intended to conform to the zoning regulations – no Zoning Commission or Board of Zoning Adjustment action is anticipated to be required. Detailed review of the final proposal by DCRA and other District agencies will occur through the normal permitting processes.
Lot Characteristics	The large, roughly pentagon shaped lot is about 9.7-acres (just over 423,000 sq.ft.) in size. It fronts Wisconsin Avenue NW and a short segment of 39 th Street NW. The site's topography is variable, descending over 30 feet from the front lot line on Wisconsin to the rear lot line along Glover Park, although much of the sloping terrain is at the rear of the lot. The site also slopes down along Wisconsin Avenue NW, approximately fifteen feet from south to north. As such, the site currently has areas of significant grade change as well as relatively flat area; areas of cut and areas of fill; and large retaining walls that present design challenges for access and connectivity, particularly with the neighboring property to the north, and through the site.
Existing Development	<p>The site is currently developed with the headquarters building of Equitable Life/Fannie Mae, which has housed just over 1,000 employees. Additional employees were housed in other nearby buildings. At the front of the lot, along Wisconsin Avenue, is a large open lawn with some mature trees. There is a large structured parking area for over 500 cars at the rear of the lot.</p> <p>Vehicular access is currently from Wisconsin Avenue, via a private driveway along the north property line. There is also a circular driveway from Wisconsin Avenue across the broad lawn to the front entrance of the existing building, and a connection with 39th Street NW at the rear of the lot, which is gated and, OP understands, was only used during office rush hours to provide access for workers to this site.</p>
Historic Preservation	The former headquarters building, known as the "Equitable Life/Fannie Mae" building, and the portion of the site between the building and the street were approved for historic designation by the Historic Preservation Review Board at the November 16th, 2017 meeting. Additions or alterations to this building or the space between the building and Wisconsin Avenue NW will require review by the Historic Preservation Review Board. Other changes to the rear of the property will not require this review.

Adjacent Properties	<p>To the west of the Property is National Park Service land - Glover Archbold Park which includes a walking trail and a small stream. To the immediate south of the property sits the McLean Gardens residential community. The property immediately to the north of the site is currently an office building with some retail space, but the site is proposed for redevelopment as a mixed residential / retail redevelopment (Large Tract Review #2017-01), with about 700 residential units. To the east, across Wisconsin Avenue, is a US Post Office building, and the Sidwell Friends School for which alterations and additions are also planned.</p> <p>There appears to have been limited creative coordination between the developers of this site and the one to the north, to the detriment of both developments.</p>
Surrounding Neighborhood Character	<p>Low to moderate rise commercial or mixed-use properties line this portion of Wisconsin Avenue, with a few civic uses such as the Tenleytown Library. The broader Tenleytown neighborhood is predominately residential in character. Hearst Elementary School is located two blocks to the east; Deal Middle School and Wilson High School are less than a mile from the site, to the north. There are also private schools in the general area; the closest being Sidwell Friends across Wisconsin Avenue to the east. Glover Park, Hearst Park and Fort Reno Park are within walking distance of the site. The Tenleytown-AU Metro Station is just over 1/2 mile to the north, and Wisconsin Avenue NW is served by many Metro Bus routes.</p>



LOCATION AND ZONING MAP

III. PROJECT DESCRIPTION

The proposed development, as described in the applicant's submission, would consist of nine mixed-use structures, including adaptive reuse of existing buildings and new construction. The project will total approximately 1,088,000 square feet of mixed use development for a total floor area ratio (FAR) of under 2.7 (4.2 would be permitted by right), and to a maximum defined height of 70 feet as permitted by the zoning. New development will include multi-family residential, hotel, office, retail including a full-service grocery store, a health club, and a theater. New private streets through the site will create internal blocks and provide both vehicular and pedestrian connectivity to 39th Street NW and Wisconsin Ave NW. More specifically, the project will include:



- Approximately 700 residential units, mainly 1 or 2 bedroom units, and likely including both rental and condo units. Affordable housing consistent with the District Inclusionary Zoning program (IZ) will be required. Any habitable space in the penthouses will trigger an additional affordable housing requirement at 50% MFI – the applicant is encouraged to provide those units onsite;
- A hotel with 140 – 150 rooms; or if not developed as hotel, this space would also be devoted to residential use likely amounting to 70 – 75 additional units;
- Approximately 200,000 square feet of commercial space including a new full-service grocery store;
- 68,000 sq.ft. of office/cultural/arts space;
- Approximately 1,400 parking spaces in mainly underground parking structures, well in excess of the required number of parking spaces under zoning;
- Open green space throughout the site, including a large community event green space located in the main building, fronting Wisconsin Ave. NW; and
- New internal circulation pattern.

OP is supportive of the overall plan and use mix, including the provision of public green spaces, the provision of retail and office space, and the provision of new housing including affordable housing. OP encourages the applicant to continue working with the National Park Service to provide a direct pedestrian passageway from Glover Archbold Park to the new central street artery of the project. The project will comply with the IZ requirements and OP encourages the provision of additional affordable units whenever possible, and provision of all required units, including ones generated by penthouse space, on-site.

The site's redevelopment will provide new ground floor retail uses and improved design, streetscape, and public space elements. Historic Preservation review and approval would be required for any alterations to the existing landmarked building or the green space between that building and Wisconsin Avenue; new buildings at the rear of the site would not require such review. The new residential buildings, located immediately behind the existing building, would be designed in a more modern style, as shown in the preliminary illustrative drawings, with articulated balconies and overhangs. OP is generally supportive of the overall building layout and design. The applicant is encouraged to continue to pursue innovative and creative architectural solutions which ensure that the buildings relate well to each other and to the context in their design, materials, and color palette, while also providing sufficient variety that the buildings read well individually and do not create a sense of a "compound".

New buildings would have significant areas of green roof, and OP agrees with DOEE that the applicant should explore all possible ways to incorporate innovative stormwater management and renewable energy technology into the design, including significant areas devoted to solar panels.

The applicant advises that the building would conform to current zoning requirements; this will be reviewed in detail as part of the building permit review process.

Commercial Uses

Overall, up to 268,000 square feet of retail and service uses, including a full-service grocery space, 68,000 square feet of office and cultural/arts uses, including an arthouse movie theater, a possible hotel, and a health club. OP is supportive of the new retail and employment opportunities, and would support commitments to the provision of a broad range of neighborhood-serving retail.

Residential Uses

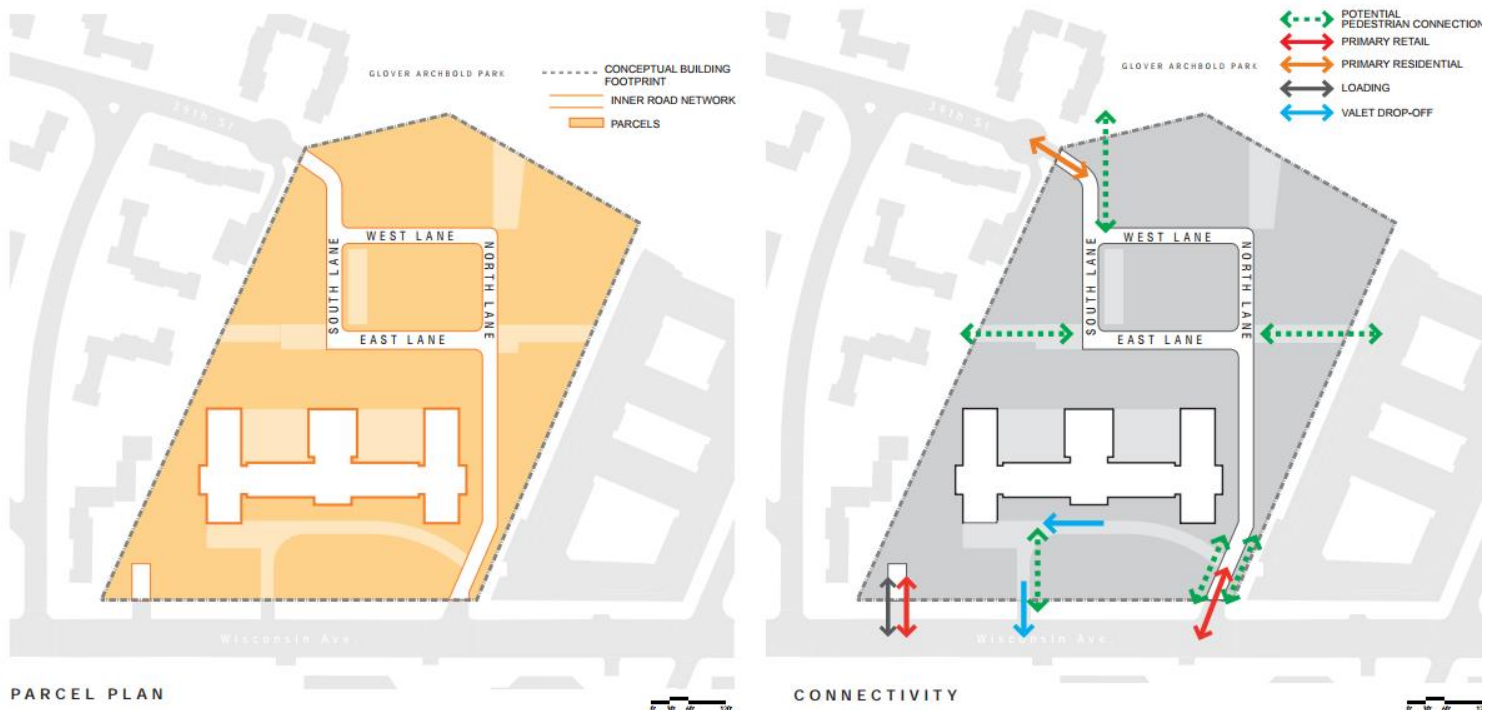
The approximately 700 proposed units are intended to include both rental housing and ownership opportunities. The applicant generally envisions a unit mix oriented to a broad range of households, including young professionals, families and older residents who wish to age-in-place. The project will also adhere to the Inclusionary Zoning requirements, ensuring a mix of market-rate and affordable housing units. OP encourages the applicant to provide on-site all required affordable units (including affordable space required for the penthouse space), and to work with DHCD on the unit mix, to provide larger sized affordable units.

Transportation - Parking, Loading, Access, and Circulation

The existing semicircular driveway along Wisconsin Avenue would be reconfigured so that the driveway would connect to the new private street, shown as the 'North Lane' and one of the existing curb cuts would be removed. The reconfigured semi-circular drive would continue to be used for pick-up and drop-off circulation.

A new curb cut would be created from Wisconsin Avenue towards the southern end of the property, which requires approval from DDOT and the Public Space Committee. This new driveway would be the sole ingress and egress point for loading vehicles, in addition to providing another access point for the below grade parking for private vehicles. The applicant has agreed to measures to mitigate the potential impact of this driveway on the adjacent McLean Gardens residential units to the south.

The new surface streets, shown as West Lane, South Lane, East Lane and North Lane, would provide for vehicular, pedestrian and bicycle connectivity and circulation as well as provide other access points to below grade parking. It is regrettable that convenient access to and from the new development to the north has not been adequately addressed.



The applicant's Comprehensive Transportation Review (CTR) is available on the [Office of Planning website](#), and highlights the following:

- The site has a walk score of 78 (very walkable), a transit score of 62 (good transit), and a bike score of 67 (bikeable). The site is served by numerous bus lines and is within walking distance of a metro station.
- A total of approximately 1,400 parking spaces would be provided below grade, including about 600 for residential use and the remainder to other on-site uses.
- Fourteen loading and service / delivery spaces would be located below grade, serving all uses including the grocery store and other retail.
- The project will provide all zoning required parking, loading, and bicycle facilities.
- Pedestrian connections to the site would generally be from Wisconsin Avenue; connections to the properties to the north and south require coordination with those property owners, and the applicant is coordinating with NPS for a connection to Glover Archbold Park to the west.
- Seven intersections were identified as impacted by the proposed development – analysis included the pending new developments at 4000 Wisconsin Avenue to the north, and Sidwell Friends, directly to the east. The applicant has proposed mitigation measures, such as signal timing improvements, peak parking restrictions, and new or upgraded curb ramps and crosswalks.
- A new traffic signal at Wisconsin Avenue and their proposed new south curb cut (for parking and loading) is proposed, and DDOT notes no objection to this signal (p. 4 of the attached DDOT report), subject to a number of conditions to which the applicant has agreed.

The Applicant also proposes the following general TDM measures: (CTR Page 13):

- unbundle the cost of residential parking from the cost of lease or purchase;
- identify TDM Leaders (for planning, construction, and operations), to work with residents and employees in each building to distribute and market various transportation alternatives and options;
- provide TDM materials to new residents in the Residential Welcome Package materials;
- install Transportation Information Center Displays (electronic screens) within residential, office, and hotel lobbies, containing realtime information related to local transportation alternatives;
- provide bicycle repair stations within the bicycle rooms in the development; and
- install electric vehicle (EV) parking spaces within the parking garage.

DDOT analysis of the CTR and the TDM Plan is provided in the report dated February 15, 2018 and attached in full to this report. In summary, the DDOT report accepts the methodology for the development of the CTR, and recommends that, to mitigate impacts on intersections, the applicant “focus on improving the pedestrian experience and implementing a robust TDM plan...” (p 3). DDOT accepts the TDM Plan as sufficient, but notes that the 1,400 parking spaces is high given the size of the development and its proximity to a metro station, and that this encourages driving with associated impacts on the street system. In addition to the TDM measures noted above, DDOT recommends (page 5) the following to assist in adequately mitigating the impacts of the project:

- provide shopping cars for use by residents of each of the residential buildings;
- charge for residential parking at market rate for the area;
- meet or exceed all short and long-term bike parking requirements;
- install EV charging stations to serve a minimum of twenty parking spaces;
- offer at least four parking spaces for carshare; or provide one annual Bikeshare membership to each residential unit at initial occupancy;
- fund the installation of a 24-dock Capital Bikestation, plus fund a minimum of one year of maintenance and operation; and
- fund and construct the missing segment of sidewalk around the 39th Street cul-de-sac.

The applicant has confirmed agreement with each of these TDM measures, with clarification of the last bullet point, for which the applicant has agreed to:

- fund and construct the missing segment of sidewalk, on the east side of the 39th Street cul-de-sac.

ZONING

The Property is within the MU-5A (formerly C-2-B) Mixed-Use zone, which permits matter-of-right moderate to medium density mixed use development. In this zone, residential development is incentivized, and retail, service, hotel, cultural uses, and office uses are all permitted by right. The application is consistent with the type and scale of development permitted under the MU-5A District Regulations. A summary of the project as submitted against the existing Regulations is provided in the table below (information provided in the application); a detailed review against zoning and other regulations will happen as part of permit review.):

Standard	MU-5A By Right (w/IZ)	Proposed
Lot Area		423,192 sq.ft.; 405,410 sq.ft. net of roads ¹
Height	65 ft., 70 feet with IZ	70 feet maximum
FAR	4.2 FAR Residential 1.5 FAR Non-Residential 4.2 FAR (maximum)	1.69 FAR Residential .99 FAR Non-residential 2.68 Total FAR
Max SF Residential Non-Residential	Residential: 1,777,406 sq.ft. max Non-Residential: 634,788 sq.ft. max. Total - 1,777,406 sq.ft. max	Residential: = 685,000 sq.ft Non-Residential: 403,000 sq.ft. Total - 1,088,000 sq.ft.
Lot Occupancy	100% (commercial) 75% (residential)	64%
Parking (spaces)	Approximately 656 spaces	Approximately 1,400 plus street parking; 600 residential 800 non-residential
Bike Parking Long-Term and Short-Term	181 long term min. 64 short term min.	181 Long Term min. 64 Short Term min.
Loading	8 – 30' loading berths 3 service delivery spaces 8 loading platforms	8 – 30' loading berths 3 service delivery spaces 8 loading platforms
Green Area Ratio	0.3 min	0.3 min.
Penthouse	20 feet max. 1:1 setback min.	20 feet max. 1:1 setback min.

The applicant has indicated that no relief from zoning is needed. The drawings submitted, however, appeared to show penthouse area which may not provide the required 1:1 setback (see applicant submission drawing 17). The applicant confirmed that all penthouses would provide all required setbacks, and provided an updated roof plan, attached to this report as Attachment I.

¹ Excludes portions of the private streets that do not provide access to service, loading, or automobile parking areas.

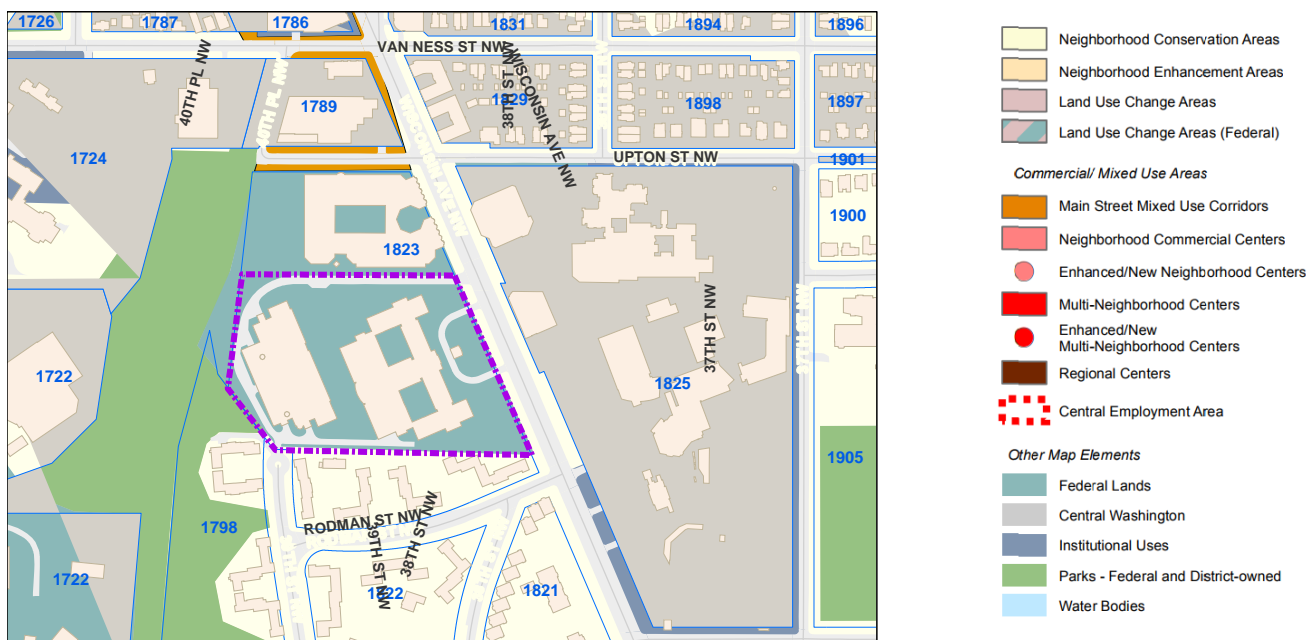
IV. COMPREHENSIVE PLAN MAPS AND POLICIES

A. Future Land Use Map



The Future Land Use Map designation for the Property is Low Density Commercial for the east portion of the site along Wisconsin Avenue NW, and Moderate Density Residential for the west portion of the site. The proposed use mix and the overall density and building height would be not inconsistent with the Map designation.

B. General Policy Map



The Generalized Policy Map identifies the subject site as “Federal”, a reflection of the property at the time of the latest Comprehensive Plan update. In this case, however, the property is now privately owned and is zoned (MU-5A).

C. Comprehensive Plan Policies

The Property is located within the Upper Northeast Area of the Comprehensive Plan. There are several policies within the Rock Creek West Area Element, and specifically within the Wisconsin Avenue Corridor Policy Focus Area. A mix of uses is encouraged, particularly for underutilized areas proximate to the Metrorail Station and a variety of transportation options along the corridor. In addition, the proposal would particularly further policies of the Land Use, Transportation, Housing, Environmental Protection, Economic Development, Parks Recreation and Open Space and Urban Design Area Elements of the Comprehensive Plan, as outlined below. Opportunities to better address specific policy statements are also noted below.

Rock Creek West Area Element (RCW):

Policy RCW-1.1.4: Infill Development Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANCs, residents, and community organizations to encourage projects that combine housing and commercial uses rather than projects that contain single uses. Heights and densities for such development should be appropriate to the scale and character of adjoining communities. Buffers should be adequate to protect existing residential areas from noise, odors, shadows, and other impacts. 2308.5

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 and the entire District of Columbia. Each station should be treated as a unique place and an integral part of the neighborhood around it. 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. Careful transitions from development along the avenues to nearby low-scale neighborhoods must be provided. 2308.7

Policy RCW-1.1.10: Conservation of Historic Estates Conserve the historic estates in the neighborhoods west of Rock Creek Park, including those that are formally landmarked and those that may be eligible for landmark status. Require that the future use of these sites is compatible with their landmark status and protects the integrity of their architectural and landscape design. In the event development does occur, it must be sensitive to surrounding natural areas and adjacent low density residential uses, and not harm historic resources on the site. The use of conservation easements to protect open space on these properties should be considered. 2308.11

Policy RCW-1.1.11: Managing Transportation Demand Improve traffic service levels on the area's thoroughfares by developing transportation systems management programs, transportation demand management programs, and other measures to more efficiently use the area's road network and reduce the volume of vehicle trips generated by new development. Ensure that new development does not unreasonably degrade traffic conditions, and that traffic calming measures are required to reduce development impacts. This policy is essential to protect and improve the quality of life and the residential character of the area. 2308.12

Policy RCW-1.1.12: Congestion Management Measures Ensure that land use decisions do not exacerbate congestion and parking problems in already congested areas such as the Friendship Heights, Tenleytown, and Connecticut/Van Ness Metro stations. When planned unit developments are proposed in these areas, require traffic studies which identify the mitigation measures that must occur to maintain acceptable transportation service levels—and secure a commitment to implement these measures through transportation management plans. Traffic studies and mitigation plans should consider not only the impacts of the project under consideration but the cumulative impact of other projects which also may impact the community, as well as the impact of non-resident drivers using local streets. Car-sharing, bicycle facilities, and designs which promote transit use should be encouraged as mitigation measures, in addition to measures addressing passenger and service vehicles. 2308.13

Policy RCW-1.2.1: Urban Design Focus Focus urban design efforts in the Rock Creek West Planning Area on its commercial centers and major avenues, historic landmarks, historic districts, and areas with significant environmental and topographical features. 2309.1

Policy Focus Area: Wisconsin Avenue Corridor

Policy RCW-2.2.1: Housing Opportunities Recognize the opportunity for additional housing with some retail and limited office space on the east side of Wisconsin Avenue between Albemarle and Brandywine Streets, on the Lord and Taylor parking lot, on the Metro (WMATA) bus garage site west of the Friendship Heights metro station, and on underutilized commercially zoned sites on Wisconsin Avenue. Any development in these areas should be compatible with the existing residential neighborhoods. 2312.8

Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue Ensure that future development along Wisconsin Avenue is physically compatible with and architecturally sensitive to adjoining residential neighborhoods and is appropriately scaled given the lot depths, widths, and parcel shapes. Use a variety of means to improve the interface between commercial districts and residential uses, such as architectural design, the stepping down of building heights away from the avenue, landscaping and screening, and additional green space improvements. 2312.12

This large infill mixed use development along a major corridor and close to a Metro station would address policies of the Rock Creek West Area Element. The applicant is encouraged to continue to work with DDOT, and to work cooperatively with the community and other new developments in the area to address traffic and pedestrian / bicyclist safety issues.

In its comments, the ANC also noted the following policy statement and questions “the compatibility of the grocery store with the D.C. comprehensive plan (ANC Report, pg.3):

Policy RCW-1.1.5: Preference for Local-Serving Retail Support new commercial development in the Planning Area that provides the range of goods and services necessary to meet the needs of local residents. Such uses are preferable to the development of new larger-scale or “big-box” retail uses that serve a regional market. “Destination” retail uses are not appropriate in smaller-scale commercial areas, especially those without Metrorail access. Regardless of scale, retail development must be planned and designed to mitigate traffic, parking, and other impacts on adjacent residential areas. 2308.6

The project will include a large grocery store (a use which helped to trigger this large tract review application for this otherwise by-right development) as well as other commercial establishments. A grocery store, including a supermarket, is a use permitted by-right in the zone without a size limitation, and is specifically called out as not being included within the definition of the “Large Format Retail” use, which is permitted only by special exception.

OP does not agree that the grocery store use is incompatible, or inconsistent, with the noted Comp Plan provision. While the grocery store could be a draw people to the site from other parts of the city, it would also provide a range of goods and services necessary to meet the needs of local residents. The provision notes a *preference* for smaller scale retail establishments, and describes “destination retail uses” as not appropriate in smaller-scale commercial areas, particularly ones without Metro access. However, this site is within the Wisconsin Avenue / Tenleytown commercial mixed-use corridor, and is within an easy walk of the Tenleytown Metro station. However, as noted elsewhere in this report, OP supports the applicant also providing a range of neighborhood-serving retail options on the site.

Citywide Elements:

Land Use Element

LU-1.2.2: Mix of Uses on Large Sites Ensure that the mix of new uses on large redeveloped sites is compatible with adjacent uses and provides benefits to surrounding neighborhoods and to the city as a whole. 305.7

Policy LU-1.2.7: Protecting Existing Assets on Large Sites Identify and protect existing assets such as historic buildings, historic site plan elements, important vistas, and major landscape elements as large sites are redeveloped. 305.12

Policy LU-1.4.1: Infill Development Encourage infill development on vacant land within the city, particularly in areas where there are vacant lots that create “gaps” in the urban fabric and detract from the character of a commercial or residential street. Such development should complement the established character of the area and should not create sharp changes in the physical development pattern. 307.5

Policy LU-2.2.4: Neighborhood Beautification Encourage projects which improve the visual quality of the District’s neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, improvement or removal of abandoned buildings, street and sidewalk repair, and park improvements. 310.5

Policy LU-2.3.2: Mitigation of Commercial Development Impacts Manage new commercial development so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas. Before commercial development is approved, establish requirements for traffic and noise control, parking and loading management, building design, hours of operation, and other measures as needed to avoid such adverse effects. 311.4

Transportation Element

T-1.1 Land Use-Transportation Coordination In general, the demands on our transportation system are reduced when homes are located close to places of employment and shopping... The transportation system as a whole benefits when more compact residential and employment areas are situated along major transit routes. Travel times are reduced and there is better use of public transportation investments. ... Future opportunities will arise to strengthen the linkage between land use and transportation as new development takes place. 403.1, 403.2

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. 403.10

T-2.3.2: Bicycle Network Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike-use infrastructure, such as bike-sharing programs like Capital Bikeshare, and identify bike boulevards or bike-only rights of way. 409.9

T-2.3.A: Bicycle Facilities Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users. 409.11

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. 410.5

The developer has been working cooperatively with DDOT and the community to generally address traffic related concerns, although additional discussion and coordination is needed, particularly with respect to potential impacts on Wisconsin Avenue, and to address concerns of residents of McLean Gardens regarding access to the site for residents from 39th Street NW. The applicant will continue to work with DDOT to refine elements related to the proposed use of public space and traffic mitigation.

Housing

Section and 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...500.18

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. 500.19

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. 503.4

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. 503.5

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. 505.6

The proposed development as submitted would provide approximately 700 residential units where none currently exist on a large site with proximity to a metro station, bus lines, and trails, helping to address the need for new housing on currently non-residential sites in the District. As part of this, the applicant would meet inclusionary zoning requirements for the provision of affordable housing; the ANC has encouraged the applicant to exceed these requirements and OP would support that recommendation. The applicant is also encouraged to provide additional units sized for families with children – typically three bedrooms and up, and to provide larger sized affordable units.

Environmental Protection Element

Policy E-2.2.4: Alternative Energy Sources Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. 610.6

Policy E-2.2.5: Energy Efficient Building and Site Planning The planning and design of new development should contribute to energy efficiency goals. 610.7

Policy E-3.1.1: Maximizing Permeable Surfaces Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce urban runoff. 613.2

Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff Promote an increase in tree planting and landscaping to reduce stormwater runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces. 613.3

Policy E-4.2.3: Control of Urban Runoff Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands. 619.8

Bio-retention swales, landscaping where none exists, tree retention / plantings and extensive green roofs would be included. OP would encourage the applicant to incorporate other site sustainability and energy efficiency measures on the site, as recommended by the District Department of the Environment and Energy (DDOE), such as the provision of solar panels.

Economic Development

ED-1.1.5: Use of Large Sites Plan strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversify the District economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing sites. 703.13

The new mixed-use development, including new uses such as a grocery store, a movie theatre, a health club, and other office, retail and service space would provide a variety of important employment opportunities.

Parks, Recreation and Open Space

PROS-1.4.3: Parks on Large Sites Include new neighborhood and/or community parks on large sites that are redeveloped for housing and other uses that generate a demand for recreational services. The potential for such parks to enhance the connectivity of parks and open spaces throughout the city should be an important planning and design consideration, particularly where multiple large adjacent sites are being redeveloped. 807.6

PROS-3.1.6: Compatibility with Parklands Maintain and design public and private development adjacent to the edges of open spaces and parks to be compatible with these parklands and improve park access and safety. 812.14

Policy PROS-4.3.3: Common Open Space in New Development Provide incentives for new ... buildings to include "green roofs", rain gardens, landscaped open areas, and other common open space areas that provide visual relief and aesthetic balance. 819.5

The proposal would retain the green space along Wisconsin Avenue, and a number of large trees would be retained or relocated on the site. While this would not be a publicly owned park, it would be accessible to the public.

Urban Design

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. 906.4

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. 906.9

UD-2.2.8: Large Site Development Ensure that new developments on parcels that are larger than the prevailing neighborhood lot size are carefully integrated with adjacent sites. Structures on such parcels should be broken into smaller, more varied forms, particularly where the prevailing street frontage is characterized by small, older buildings with varying facades. 910.16

UD-2.3.3: Design Context for Planning Large Sites Ensure that urban design plans for large sites consider not only the site itself, but the broader context presented by surrounding neighborhoods. Recognize that the development of large sites has ripple effects that extend beyond their borders, including effects on the design of transportation systems and public facilities nearby. 911.6

V. Analysis of Compliance with 10 DCMR, Chapter 23, Large Tract Review Procedures

The proposal for the development project 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:

2301.3(a) - A completed certification form (forms shall be provided by the Office of Planning);

Provided.

2301.3(b) – Name, Address and Signature of All Owners and the Property Involved in the Application or the Signature of an Authorized Agent:

Provided.

2301.3(c) – A map showing location of the proposed project and the existing zoning of the site:

Provided.

2301.3(d) – Statement indicating the contribution of the project toward implementing city and community goals and policies:

The applicant's statement of support outlines the project's contributions, as defined by relevant Comprehensive Plan goals and objectives, to the District overall and specifically for this neighborhood.

2301.3 (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;

Provided.

2301.3 (f) A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building;

Provided (Sheets 10 – 15)

2301.3 (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;

Provided (Sheets 2 and 9).

2301.3 (h) – Typical floor plan:

While somewhat schematic, the applicant has provided parking, ground level, and typical floor level plans for all the buildings (Sheets 10 - 15). The applicant also provided building elevations and sections (Sheets 16 and 17) and renderings (Sheets 18-21).

2301.3 (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.

2301.3 (j) Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections; and

The applicant submitted a traffic study commensurate with the scoping guidance of the District Department of Transportation (DDOT). DDOT comments are attached.

2301.3(k) – Other information needed to fully understand the final building proposed for the site:

The site currently contains a number of large trees, and the applicant has agreed to a tree preservation and relocation plan. This plan has been developed following consultation with the Urban Forestry Division of DDOT, and the applicant states that they have started the necessary steps required to relocate some of the large existing trees - the “root systems of the large trees subject to preservation or relocation were pruned in the late fall of 2017 and a specialized irrigation system is currently being installed. The team worked with UFA to finalize the plan and has met with Casey Trees to share the plan details. Going forward, the plan is to provide protections and necessary irrigation for these trees during the construction phase of the project.” A tree transplant plan is attached as Attachment II.

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

2302.1 (a) - Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;

As described above, the proposed project would generally be not inconsistent with the Comprehensive Plan. As noted above, the project would further a number of policies of the Plan, including ones in the Land Use, Transportation, Housing, Environmental Protection, Economic Development, Parks, Recreation and Open Space, and Urban Design Citywide Elements, and policies from the Rock Creek West Area Element, including the Wisconsin Avenue Policy Focus Area. The project could more completely fulfill the goals of the Housing Element of the Plan by the provision of additional units sized for families with children, such as three and four-bedroom units; and with the goals of the Environmental Protection Element by incorporating DOEE suggested initiatives.

2302.1 (b) Potential traffic, neighborhood and design impact;

OP defers to the DDOT report 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. OP supports the DDOT recommended mitigation and TDM measures.

The design could be improved by providing enhanced connections to the property to the north, 4000 Wisconsin Avenue, which is also proposed to be redeveloped with residential and retail uses. As currently designed, connections are minimal. Pedestrian connections for residents of McLean Gardens to the south, and to Glover Archbold Park are also encouraged.

2302.1 (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. OP also encourages the applicant to continue discussions with the ANC and the neighborhood to address any remaining construction management questions.

VI. AGENCY COMMENTS

The application was referred to the following government agencies for review and comment:

- Department of Housing and Community Development (DHCD);
- Department of Energy and the Environment (DOEE);
- Department of Transportation (DDOT);

- District of Columbia Water
- Fire and Emergency Medical Services Department (FEMS); and
- DC Public Schools (DCPS).

In addition to direct meetings between the applicant and the Office of Planning, OP hosted an interagency meeting on November 13th, 2017 on the application. Agencies in attendance included the following:

- Department of Energy and Environment;
- District Department of Transportation; and
- Office of Planning

The applicant indicated the following additional meetings with individual District agencies:

- DDOT on 2/8/17, 5/23/17, 8/15/17, 10/25/17, 12/1/17, 1/24/18, and 2/5/18
- Urban Forestry Administration (UFA) on 7/28/17 and 11/21/17
- DCRA on 5/25/17 and 11/3/17
- DOEE on 6/15/17
- Fire and Emergency Services (FEMS) on 10/25/17
- DC Water on 6/27/17

Collaboration with these agencies is anticipated to be ongoing throughout the development of this project. Agencies' report received are included as follows:

Department of Housing and Community Development (DHCD):

Comments were provided by email and discussed at the Interagency Meeting. DHCD indicated no objection to the project. However, they would like further discussion regarding the specific unit mix as the applicant begins to refine the target demographic(s). The applicant has advised that the units will be predominantly one and two bedroom and would be primarily oriented towards younger adult (single, small family), retirement age and some larger family sized units.

District Department of Energy and Environment:

By email to OP on November 13, 2017 the following comments were submitted:

- DOEE would strongly support the project's efforts to incorporate district energy, alternative energy generation, and/or waste to energy strategies for the site. Incentives including DC PACE or potential products being developed for the DC Green Bank may be able to provide support for this effort. In addition, the agency is glad to provide regulatory or technical support as needed.
- A separate meeting with DOEE staff to discuss deep green strategies and how we may be of support is recommended. DOEE and DCRA are exploring options for expedited permit review for projects pursuing deep green (Living Building Challenge, Net-zero, etc.) strategies and rating systems and may be able to pilot those programs with this project, thus saving time and money.

DOEE provided subsequent written comments for this applicant, attached as Attachment III. In summary, the comments relate to stormwater management, green area ratio; consideration of neighborhood-scale energy systems; energy conservation measures; and financial tools that may be available to the applicant.

Further, the memo notes the critical goal of the Sustainable DC Plan to increase the use of renewable energy to make up 50% of the District's energy use, and that DOEE supports the applicants' ambitious renewable and district energy goals and is glad to be a resource as the project moves forward. OP encourages the applicant to continue to work with DOEE throughout the permitting process to address these comments

District of Columbia Water:

The applicant has met with DC Water, with details of water and sewer connections to be reviewed during the permitting process.

Fire and Emergency Medical Services (FEMS)

In summary, the FEMS noted no objection to the proposed development. The applicant informed OP that they are currently addressing FEMS need for access to hydrants on-site. The provision of these requirements would be fully reviewed at the building permit process.

District Department of Transportation (DDOT)

DDOT provided a detailed report with analysis and recommendations, attached as Attachment IV. In summary, DDOT has accepted the comprehensive traffic analysis (CTR) provided by the applicant, and notes continued coordination is needed regarding public space; TDM mitigations; the provision of a curbside management and signage plan; traffic signal design, phasing, construction and timing; installation of traffic calming measures on residential streets after the development has been building and opened to traffic; bus shelter location; preservation and protection of existing trees; and Transportation Demand Management (TDM) issues. .

These are all issues that would normally be addressed through the permitting process and OP advises the applicant to continue discussions with DDOT to ensure that these issues are resolved. The applicant has advised OP that the new bus shelter location has not yet been specifically determined but the applicant will do so in coordination with DDOT, WMATA, and the ANC, with such work at the cost of the applicant. As part of the larger signals/signage plan that covers the stretch from the north drive south to Rodman, the applicant will study and design any necessary changes to curbside usage in consultation with (and approval by) DDOT. As noted earlier, the applicant is also coordinating with the Urban Forestry Division of DDOT on tree retention and protection measures.

The applicant has met with the Public Space Committee, but a final report from PSC was not provided prior to the issuance of this report. The applicant will be required to address all PSC requirements.

Metropolitan Police Department: (MPD):

MPD provided no comments to the file at the writing of this report. The applicant has stated their intention of continuing to reach out and work with MPD.

National Park Service (NPS):

The applicant noted an intent to discuss a more direct pedestrian connection from the new 'North Lane' to Glover Archbold Park.

District of Columbia Public Schools (DCPS):

DCPS expressed concerns of existing crowding in the local schools; the DCPS Master Facilities Plan notes that the closest public schools are at or close to capacity, including Hearst Elementary School (95% capacity);

Deal Middle School (94% capacity), and Wilson High School (103% capacity). DCPS requested of the applicant that they look into the provision of a new K-6 grade school on site.

The applicant responded that they were unable to provide such a facility on-site, however, they indicated discussions with the Washington School of Ballet to accommodate a new facility of approximately 40,000 sq. feet.

All agency comments have been forwarded to the applicant.

VII. COMMUNITY OUTREACH AND COMMENTS

The applicant has noted numerous community meetings with the ANC and the community since the proposal was introduced for the site's redevelopment. The applicant also undertook additional community outreach, including meetings with Hearst PTS, Casey Trees, and DC Preservation League. OP also met with representatives of the ANC.

ANC 3C issued a comprehensive report on February 20, 2018. This report is attached (Attachment V). In summary, the ANC report notes the following:

- That any connection from the site to 39th Street (through McLean Gardens) should be restricted to residents only and traffic calming measures and resident only parking should be explored;
- The effects of the truck entrance to be located next to residential, as proposed, would be mitigated by the applicant, but concerns remain regarding truck turning movements to and from the site – the design should minimize these impacts, or retailers should be required to use smaller trucks;
- Planning for traffic resulting from multiple new projects along this section of Wisconsin Avenue is needed, addressing traffic flow, signal timing, signage, and road conditions to address congestion and pedestrian safety;
- Objects to any removal of parking along Wisconsin Avenue;
- Urges the provision of larger sized units and more affordable units than required by the mandatory Inclusionary Zoning program; and
- Encourages additional coordination between the developer of this site and the site to the north (Donohoe Acquisitions LLC) regarding truck traffic, trash pickup, and construction vehicles.

OP requested community comments from residents through a mailer to residents within a 200 foot radius. OP received emails from many residents in the area, mainly from residents of the McLean Gardens neighborhood to the south of the site. Many indicated general support for aspects of the proposal, including the additional housing, open space, and retail with particular desire for the grocery store, as proposed.

However, residents also raised significant concerns about traffic and construction management. Of particular concern to residents of McLean Gardens was the potential vehicular access to the new development from 39th Street, which connects to Wisconsin Avenue through their community. Residents who contacted OP were generally opposed to an unregulated connection, raising potential noise and safety concerns of cut-through traffic. The applicant has advised OP that this entrance is not proposed to be restricted and will be open at all times. This entrance would not be restricted to residents of the subject site only but they believe that the design of the project will not lend itself to non-residents utilizing this entrance to a great degree – i.e. the design of the project orients commercial traffic from and toward Wisconsin Avenue. The applicant further noted that there are no traffic calming measures specifically proposed by the project at this time. The approach that was discussed at the Public Space Committee and

with DDOT staff was that once the project is operational, traffic patterns would be studied (particularly safety issues relating to the 39th Street entrance) and traffic calming measures would be implemented, as necessary. The applicant is strongly encouraged to continue to work with DDOT, the ANC and residents to address these traffic and access concerns.

Some residents also expressed concerns about the previously proposed removal of parking along Wisconsin Avenue; the applicant has noted to OP that parking along Wisconsin Avenue NW is no longer proposed to be removed.

Other residents noted the extensive public outreach process to date, the desire for space for a farmer's market on the site, the need to minimize traffic concerns, construction noise, and the desire to allow the proposal to move forward expeditiously.

With regards to concerns raised by the ANC and many residents about the potential loss of parking along Wisconsin Avenue, the applicant has noted to OP that parking along Wisconsin Avenue NW is no longer proposed to be removed.

All comments from the ANC and residents have forwarded to the applicant and to DDOT.

VIII. LTR APPLICATION FINDINGS

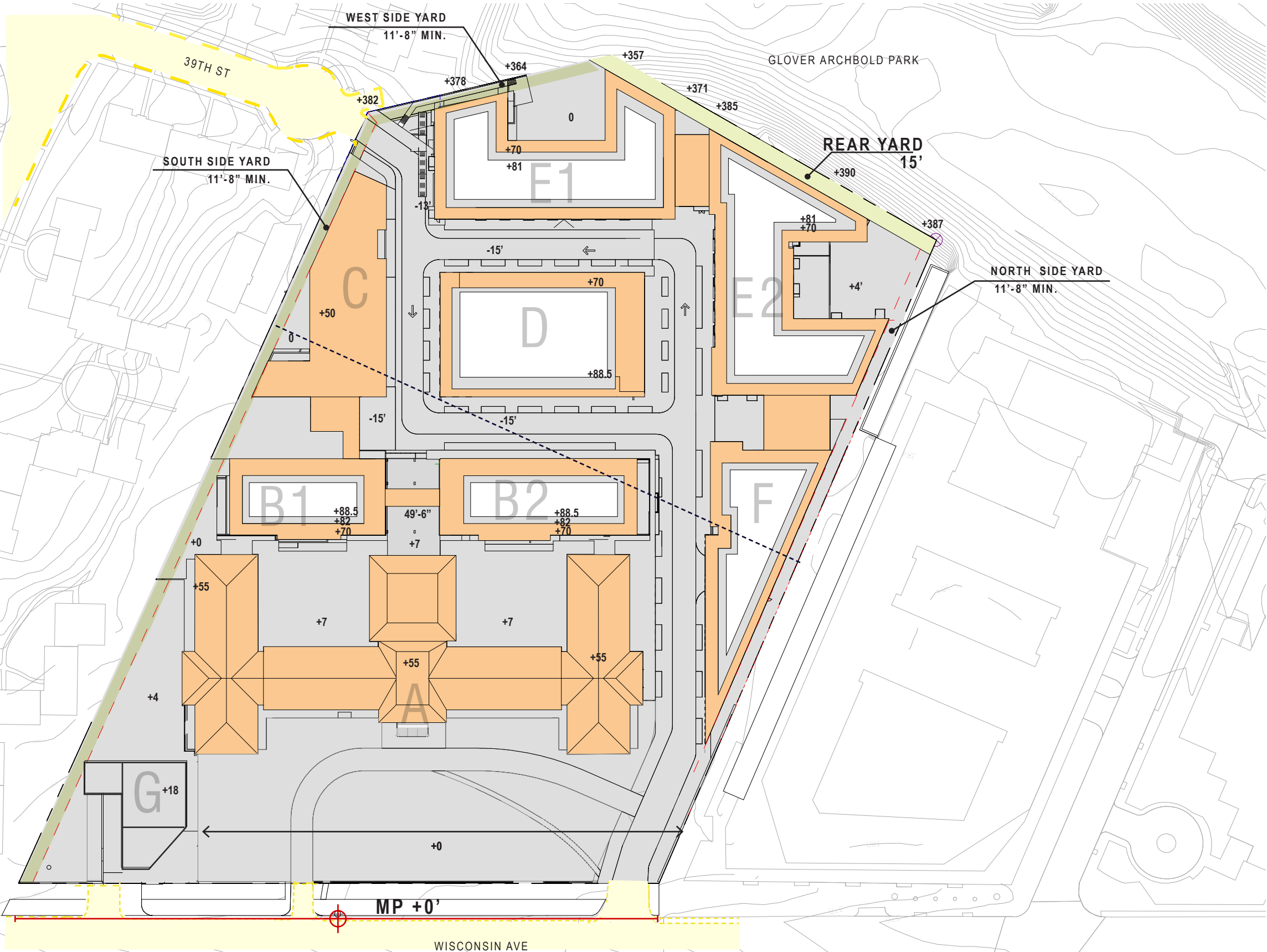
The project is generally consistent with the purposes and goals of the LTR regulations, and is not inconsistent with the Comprehensive Plan. The applicant will continue to work with all District agencies to resolve any outstanding issues prior to or during the building permit review process. The applicant is also encouraged to continue to work with the ANC and the community, particularly the residents of McLean Gardens, to address construction management, traffic, and circulation concerns.

It is disappointing and unfortunate that there was not better coordination between the development of this parcel and the one to the north, as advocated by OP and the ANC. Both of these developments are by-right, so such coordination efforts would have to be instigated by the developers. Issuance of this report should not be interpreted as a "closing" of that opportunity, and OP remains willing to work with each of the developers to achieve a more coordinated site design and circulation plan. Both developments could greatly benefit from this coordination, and benefits to the neighborhood could be maximized.

Proposed uses for the large site would provide important amenities, and retail, employment, and housing options for residents of Ward 3 while maintaining the large open green at the front of the site. The development's mix of uses would contribute positively to pedestrian activity and the overall vitality within the walkshed of the Tenleytown Metrorail Station.

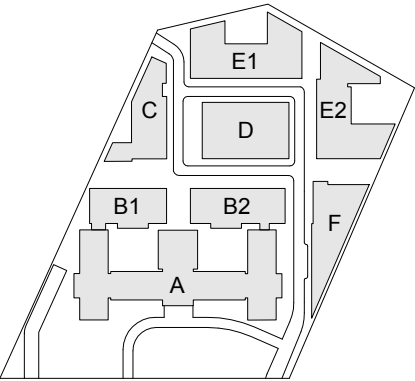
Attachments:

- I. Updated Roof Plan
- II. Planting / Landscape Plan
- III. DOEE Report
- IV. DDOT Report
- V. ANC Report



- SITE BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY
- YARD
- ROOF PERIMETER
- ROOF STRUCTURE
- ALLOWABLE ROOF STRUCTURE SETBACK
- ALLOWABLE MECHANICAL PENTHOUSE SETBACK

Rooftop Structures	Building
RS - B1	B1
RS - B2	B2
RS - D	D
RS - E1	E1
RS - E2	E2
RS - F	F



BUILDING KEY PLAN

3900 WISCONSIN AVE WASHINGTON, DC

SCALE: 1" = 100'-0"

MASTER PLAN LTR

SITE PLAN 01



NASH Advisory Services, LLC
A NORTH AMERICA SEKISUI HOUSE COMPANY

April 19, 2018

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WASHINGTON, DC

REVISIONS:

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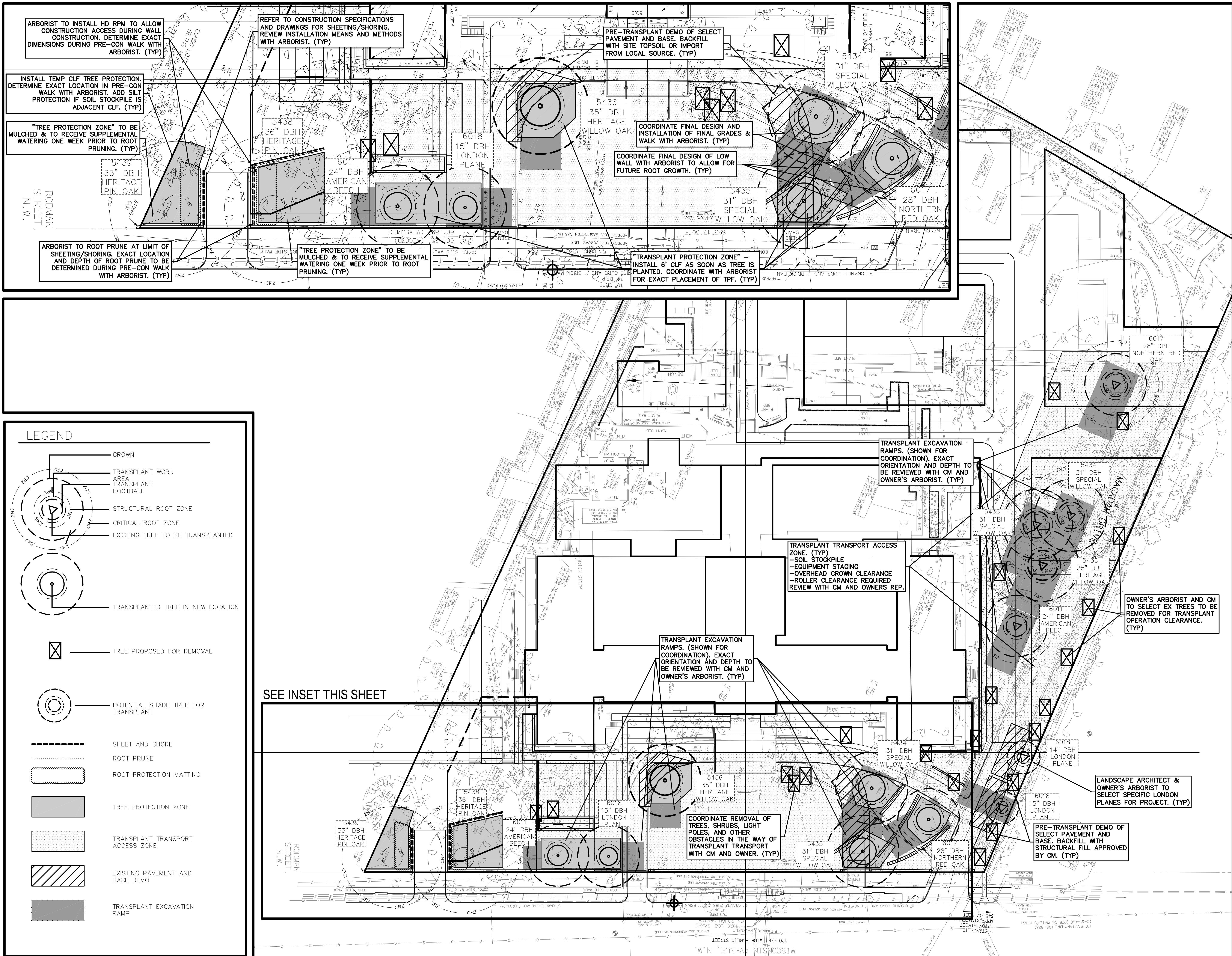
DATE
OCTOBER 12, 201

SCALE

DRAWING NUMBER

LJ-1

MVLA PROJECT NO. 6203.0



LTR 2017-17, Fannie Mae Site at 3900 Wisconsin Ave. NW
DOEE Comments

- Given that this parcel is not located in a combined-sewer overflow area, all stormwater is directed to 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. Solar panels may be mounted horizontally over mechanical penthouses or integrated into an extensive green roof system provided that they comply with all other district rules and regulations including zoning regulations and fire code. Solar panels used in conjunction with green roof would qualify for GAR credit for both systems.
- 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. DOEE supports the applicants ambitious renewable and district energy goals and is glad to be a resource as the project moves forward.
- Neighborhood-scale energy systems greatly expand the flexibility of supplying 100% renewable energy. The District is also committed to microgrids and district energy systems, which are key topics in the Clean Energy DC plan. The District Government has had discussions about district energy options with public and private partners at a number of different sites and support Roadside's efforts to develop a district energy or microgrid system for this site, incorporating a significant amount of renewable energy. It would allow a low-carbon, resilient alternative for the new development while potentially adding resilience and sustainable infrastructure for the neighborhood.
- 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.

- 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.
- 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.


GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Planning and Sustainability Division

MEMORANDUM

TO: Joel Lawson
Office of Planning

FROM: Jim Sebastian
Associate Director 

DATE: February 15, 2018

SUBJECT: Large Tract Review Case No. 2017-07 – 3900 Wisconsin Avenue NW

PROJECT SUMMARY

NASH-Roadside 3900 Wisconsin LLC (the “Applicant”) seeks to redevelop the existing Fannie Mae campus with a 1,088,000 SF mixed-use development. The site is located at 3900 Wisconsin Avenue NW (Square 1238, Lot 801) and is bounded by Wisconsin Avenue NW to the east, the 4000 Wisconsin Avenue NW development to the north, park land to the west, and a residential neighborhood to the south.

The proposed development program includes:

- 702 residential dwelling units;
- 140 hotel rooms;
- 86,000 SF grocery store;
- 650-seat movie theater;
- 37,566 SF health club;
- 68,112 SF office;
- 35,500 SF cultural/performing arts;
- 40,988 SF restaurant;
- 1,400 vehicle parking spaces;
- Eight (8) loading berths (three at 55-feet) and three (3) 20-foot delivery spaces; and
- 294 long-term and 91 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 re-use and re-configure the existing Fannie Mae building as a hotel, grocery store, and restaurant;
- At the rear of the Fannie Mae building, a mixed use development with a new private street network is proposed;
- The new private street grid is proposed to connect to the cul-de-sac at 39th Street NW and the site's primary driveway connection (North Lane) to Wisconsin Avenue NW;
- Two (2) access points to the parking garage are proposed, one on Wisconsin Avenue NW and the other from private North Lane;
- The existing circular driveway in front of the Fannie Mae building is proposed to be reconfigured as a one-way loop connecting North Lane and Wisconsin Avenue NW and will only be used for pick-up and drop-off at the hotel;
- All loading activities are proposed underground with access provided via the southern driveway on Wisconsin Avenue NW;
- All truck turning maneuvers will occur entirely on private property allowing for only head-in and head-out movements through the public realm;
- The proposed southern access drive on Wisconsin Avenue NW is currently shown as 200 feet centerline-to-centerline from Rodman Street NW, which does not meet DDOT's standard practice of 300 feet of separation for signalization;
- Signalization of the southern driveway on Wisconsin Avenue is proposed to allow for full access movements;
- Large delivery trucks turning southbound right into the southern signalized driveway will utilize all three (3) southbound travel lanes on Wisconsin Avenue NW but will not cross the center line; and
- The Applicant is proposing to provide electric vehicle charging stations to serve 20 vehicle spaces in the underground garage.

Travel Assumptions

- There are 1,400 vehicle spaces proposed with this project, which is a significant increase from the 523 spaces currently on site and more than double the 656 spaces required by ZR16;

- The proposed redevelopment of the site is expected to generate a significant amount of vehicle, transit, and walking trips;
- The site is projected to generate a total of 501 vehicle trips in the weekday AM peak hour, 987 vehicle trips in the weekday PM peak hour, and 1,165 vehicle trips during the Saturday midday peak hour;
- As compared to existing conditions with Fannie Mae in operation, the redevelopment proposal is projected to add 318 AM vehicle trips, 741 PM vehicle trips, and 1,154 Saturday mid-day peak hour vehicle trips to the transportation network; and
- It is anticipated that the future grocery store will make their deliveries during off-peak times and during the middle of the night so as not to disrupt traffic on Wisconsin Avenue NW.

Analysis

- The Applicant used sound methodology in developing the Comprehensive Transportation Review (CTR) study and the subsequent supplemental memorandums that evaluated site access and operations;
- There was significant coordination with the 4000 Wisconsin Avenue NW property when scoping the CTRs for both developments. Traffic projections for the Sidwell Friends expansion of 400 students and 70 faculty/staff were also accounted in future scenarios;
- The CTR identified six (6) intersections that are impacted by traffic generated by a combination of the 3900 and 4000 Wisconsin Avenue NW sites and proposes signal timing adjustments and removal of on-street parking for additional capacity to improve level of service;
- The CTR's suggested changes to the transportation network should not be made directly in conjunction with the 3900 Wisconsin Avenue development. DDOT can re-evaluate vehicular traffic conditions along the Wisconsin Avenue NW corridor in a holistic manner and adjust signal timings and parking policies or implement traffic calming measures, as necessary, after nearby developments and building expansions have been completed and site traffic has materialized;
- To mitigate impacts to intersections, DDOT recommends the Applicant instead focus on improving the pedestrian experience and implementing a robust TDM plan to further reduce the amount of vehicles driving to and from the site (see Mitigations section below);
- Per ZR16 Subtitle C §707.3, additional TDM mitigations such as bicycle parking, street trees electric charging stations, carsharing stations, or bike share stations, may be required since the amount of vehicle parking proposed is more than double the required amount;
- The proposed 1,400 vehicle spaces is high for this project given the sizes and mix of the land uses proposed, the ½ mile walk distance to Tenleytown-AU Metrorail Station, the ability to share spaces between land uses (i.e., movie theater and office), and that ZR16 only requires 656 spaces (per the Applicant's calculations);
- DDOT recommends the Applicant encourage future tenants to reduce their individual parking needs and share spaces with other components of the project with the goal of reducing the overall number of spaces to be constructed. A large supply of available vehicle parking encourages driving and discourages transit usage and active transportation modes;

- Reducing the amount of vehicle parking on-site may also bring the amount of parking below the threshold that triggers the ZR16 Subtitle C §707.3 TDM mitigations;
- DDOT notes that the proposed TDM plan is sufficiently robust to offset the parking provision and mitigate traffic impacts to intersections (see Mitigations section below);
- The missing segment of sidewalk at the end of the 39th Street cul-de-sac is a critical pedestrian connection for the surrounding neighborhood seeking to access the site. The Applicant should construct this segment of sidewalk;
- DDOT concurs with the Applicant's proposal to signalize the southern site driveway with the conditions noted below in the Mitigations section; and
- The new one-way pick-up and drop-off loop should be designed to prohibit left-outs and all inbound vehicles from Wisconsin Avenue NW.

Mitigations

In order to address the impacts of the 3900 Wisconsin Avenue NW development, DDOT requests the Applicant implement the following mitigation measures:

- DDOT does not object to the installation of a traffic signal at the southern site driveway on Wisconsin Avenue NW with the following conditions, all subject to DDOT approval:
 - Construct the proposed southern curb cut and traffic signal a minimum of 200 feet (measured center line-to-center line) north of Rodman Street NW to provide as much queuing space as possible between the two clustered traffic signals;
 - Fund, design, construct, and upgrade all necessary traffic signal equipment and software at the southern site driveway, Rodman Street, and North Lane on Wisconsin Avenue NW;
 - Fund, design, and upgrade all pedestrian facilities, as necessary, to full ADA compliance including pedestrian signal heads, at all three (3) signalized intersections mentioned above;
 - Fund and implement the relocation of the existing bus stop at the northwest corner of Wisconsin Avenue and Rodman Street NW to another appropriate location, that includes all necessary electrical conduit work, subject to DDOT and WMATA approval;
 - Fund and install closed circuit television (CCTV) cameras at the three (3) signalized intersections on Wisconsin Avenue NW along the site frontage;
 - Fund and install an electronic LED blank out no-left turn sign on the northbound approach to the southern driveway traffic signal. This electronic sign would only be activated by DDOT at a later time if it is determined that inbound lefts should be prohibited during certain periods;
 - The southern driveway and apron will be constructed with reinforced concrete to minimize damage done to the surface by larger trucks;
 - The circular driveway curb cut to remain on Wisconsin Avenue NW must be restricted as a right-out only with the portion of the driveway and curb cut in public space to be physically designed to prohibit left-outs and all inbound vehicles. The Applicant should fund and construct this change to curb cut configuration; and

- The proposed site entrance at the 39th Street cul-de-sac should be open at all times.
- Implement the following TDM program as discussed and agreed upon with the Applicant on February 14, 2018:
 - The Applicant will identify TDM Leaders (for planning, construction, and operations). The TDM Leaders will work with residents and employees in each building to distribute and market various transportation alternatives and options;
 - The TDM Leaders will provide their contact information to goDCgo and DDOT's TDM team;
 - All TDM strategies available to residents and patrons, as well as transportation alternatives will be listed on each tenant's or building's website.
 - The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials;
 - The Applicant will install Transportation Information Center Displays (electronic screens) within residential, office, and hotel lobbies, containing real-time information related to local transportation alternatives;
 - The Applicant will provide four (4) shopping carts at each of the six (6) residential buildings (total of 24 shopping carts) for residents to use to shop at the grocery store on site or run errands;
 - The Applicant will unbundle the cost of residential parking from the cost of lease or purchase. Residential parking will be charged at market rates within 1.0 mile of the site;
 - The Applicant will meet or exceed zoning requirements for short- and long-term bicycle parking;
 - The Applicant will provide bicycle repair stations within the long-term bicycle rooms in the development;
 - The Applicant will install enough electric vehicle (EV) charging stations to serve at least 20 parking spaces within the parking garage;
 - The Applicant will offer at least 4 parking spaces in the parking garage for a carshare company with right of first refusal. If a carshare company refuses to use the four (4) spaces then one (1) annual Capital Bikeshare or carshare membership will be provided to each residential unit at initial occupancy; and
 - The Applicant will fund the installation of a 24-dock Capital Bikeshare station (in one or two stations), in a location in Ward 3 to be determined by DDOT, and provide funding for one year of maintenance and operations.
- Fund and construct the missing segment of sidewalk around the 39th Street NW cul-de-sac, subject to DDOT approval.

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 should be coordinated with DDOT as the Applicant pursues public space permits:
 - The opening and closing of curb cuts on Wisconsin Avenue and 39th Street NW will require PSC approval;
 - The southern site driveway on Wisconsin Avenue should be designed as a street with curb ramps instead of a commercial driveway with mountable curbs;
 - The access drive to 39th Street NW should meet DDOT's standards for commercial driveways and have a curb cut between 18 and 24 feet wide;
 - The circular driveway curb cut to remain on Wisconsin Avenue NW should be designed as a right-out only with appropriate channelization;
 - All curb ramps and sidewalks near the three (3) signalized intersections on Wisconsin Avenue NW should be brought up to full ADA compliance;
 - The new segment of sidewalk around the 39th Street cul-de-sac, requested by DDOT, should be a minimum of 6 feet wide;
 - A minimum of one (1) new street tree should be installed in the location of the northern circular driveway curb cut to be closed on Wisconsin Avenue NW;
 - Determine a final location on private or public space immediately adjacent to the site for the requested 19-dock Capital Bikeshare station; and
 - Determine final locations on private or public space for any ZR16 required short-term bicycle spaces, street trees, or bikeshare stations.
- Coordinate with the Zoning Administrator regarding any TDM mitigations that may be required by ZR16 Subtitle C §707.3 and coordinate with DDOT Planning and Sustainability Division (PSD) if they are to be proposed in public space;
- Provide a curbside management and signage plan, assumed to include multi-space meter installation at the Applicant's expense, consistent with current DDOT policies. Coordinate with DDOT Parking and Ground Transportation Division (PGTD), PSD, and TOSD to further evaluate the appropriateness of removing on-street parking along both sides of Wisconsin Avenue NW and the implementation of lane transitions;
- Continue coordination with Sidwell Friends and the United States Postal Service regarding the consolidation of driveways and reconfiguration of the eastern leg of the signalized intersection with North Lane;
- Coordinate with DDOT's Traffic Engineering and Signals Division (TESD) on the design, phasing, construction, and timing of new and existing traffic signals along Wisconsin Avenue NW;

- Continue to coordinate with TOSD and the community on the appropriateness of installing traffic calming measures on residential streets after the development has been built and opened to traffic;
- Coordinate with DDOT's Transit Delivery Division (TDD) and WMATA to determine the final cost and appropriate location of the relocated bus shelter currently at the northwest corner of the intersection of Wisconsin Avenue and Rodman Street NW. Also, there should be coordination with PEPCO regarding running conduit and supplying electricity to the shelter; and
- Coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 3 arborist regarding the preservation and protection of existing trees, as well as the planting of new street trees, in bioretention facilities or a typical tree planting box.

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.

The Applicant submitted a CTR, dated September 18, 2017, a Comprehensive Access Analysis, dated January 11, 2018, and a South Driveway Operations Analysis, dated Revised February 14, 2018, all prepared by Gorove/Slade Associates.

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 (3) driveways, two (2) on Wisconsin Avenue NW (at North Lane and the southern signalized driveway) and one (1) via the cul-de-sac on 39th Street NW. A reconfigured one-way semi-circular driveway serving as the pick-up and drop-off area for the proposed hotel will be provided in front of the 3900 Wisconsin Avenue property connecting from North Lane to Wisconsin Avenue.

There will be two (2) access points to the underground parking garage. One is proposed from Wisconsin Avenue NW at the southern end of the site. This entrance will be proposed to be signalized and also will serve as the only access point for delivery trucks (see discussion in Mitigations section regarding signalization). The other entrance to the garage will be at the northern end of the site from North Lane approximately 300 feet west of the existing signal. There was initially a third entrance to the parking garage proposed near the driveway from 39th Street NW, however that has been removed in recent iterations of the site plan. Figure 1 below shows the most current proposed site layout.

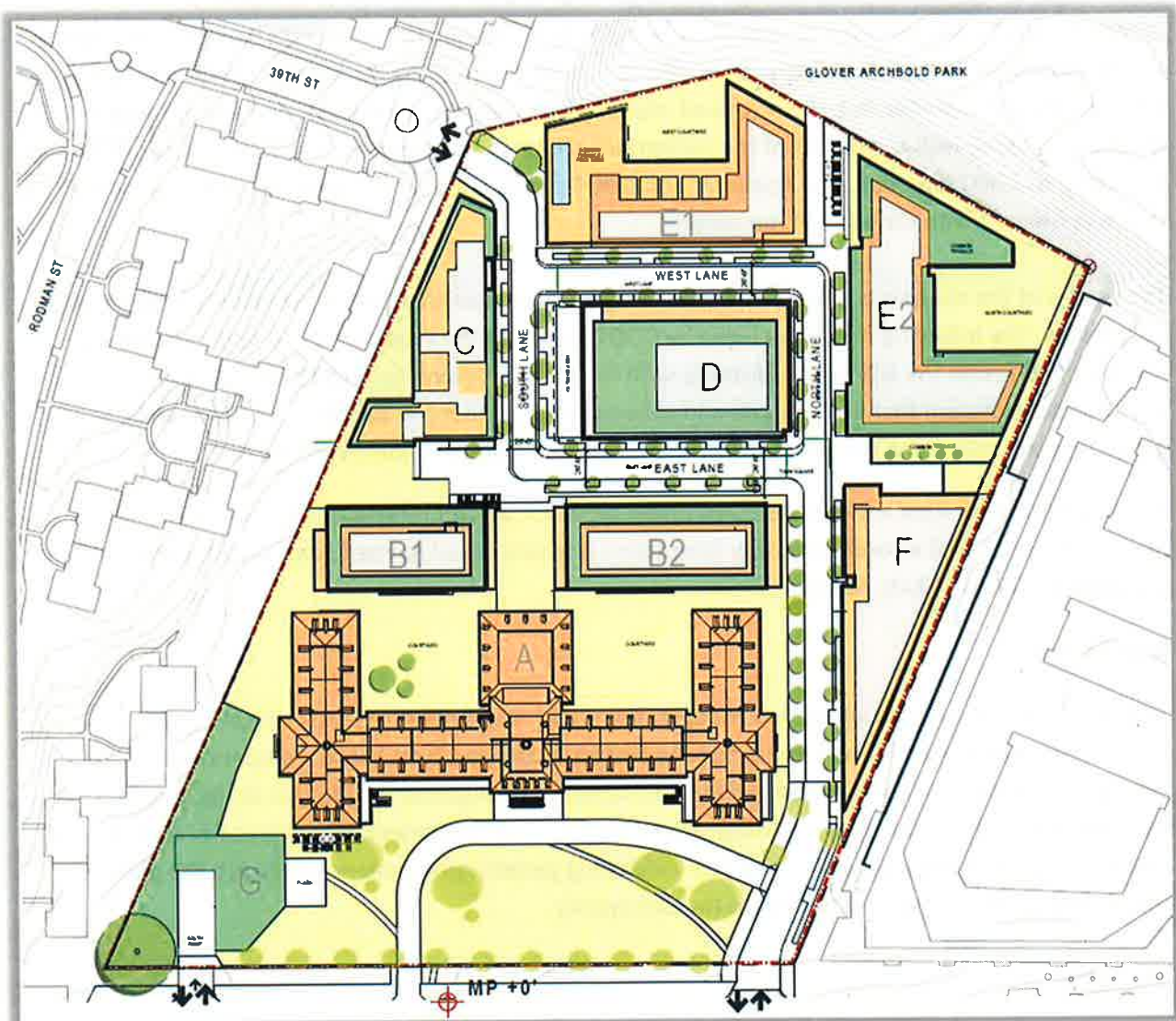


Figure 1 – Site Plan (Source: Shalom Baranes Associates, 1/4/18, Z-02)

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 eight (8) loading berths and three (3) 20-foot delivery spaces. The Applicant is proposing to meet the zoning requirements by providing three (3) 55-foot loading berths serving the grocery store, five (5) 30-foot berths supporting the residential and other retail uses, and three (3) delivery spaces. Additionally, as shown below in Figure 3, a truck turnaround loop is provided in the P2 loading area so that trucks can exit the garage to Wisconsin Avenue NW with head-out maneuvers only.

Under the most recently proposed concept, the Applicant is proposing one (1) wide inbound lane and two (2) outbound lanes at the signalized southern site driveway. The additional space provided with the inbound lane will allow for extra turning space for trucks entering the garage. Large delivery trucks turning southbound right into the site will need to utilize all three (3) southbound travel lanes but will not cross the center line. The Applicant anticipates that the future grocery store will make their deliveries during off-peak times and during the middle of the night so as not to disrupt traffic on Wisconsin Avenue NW.

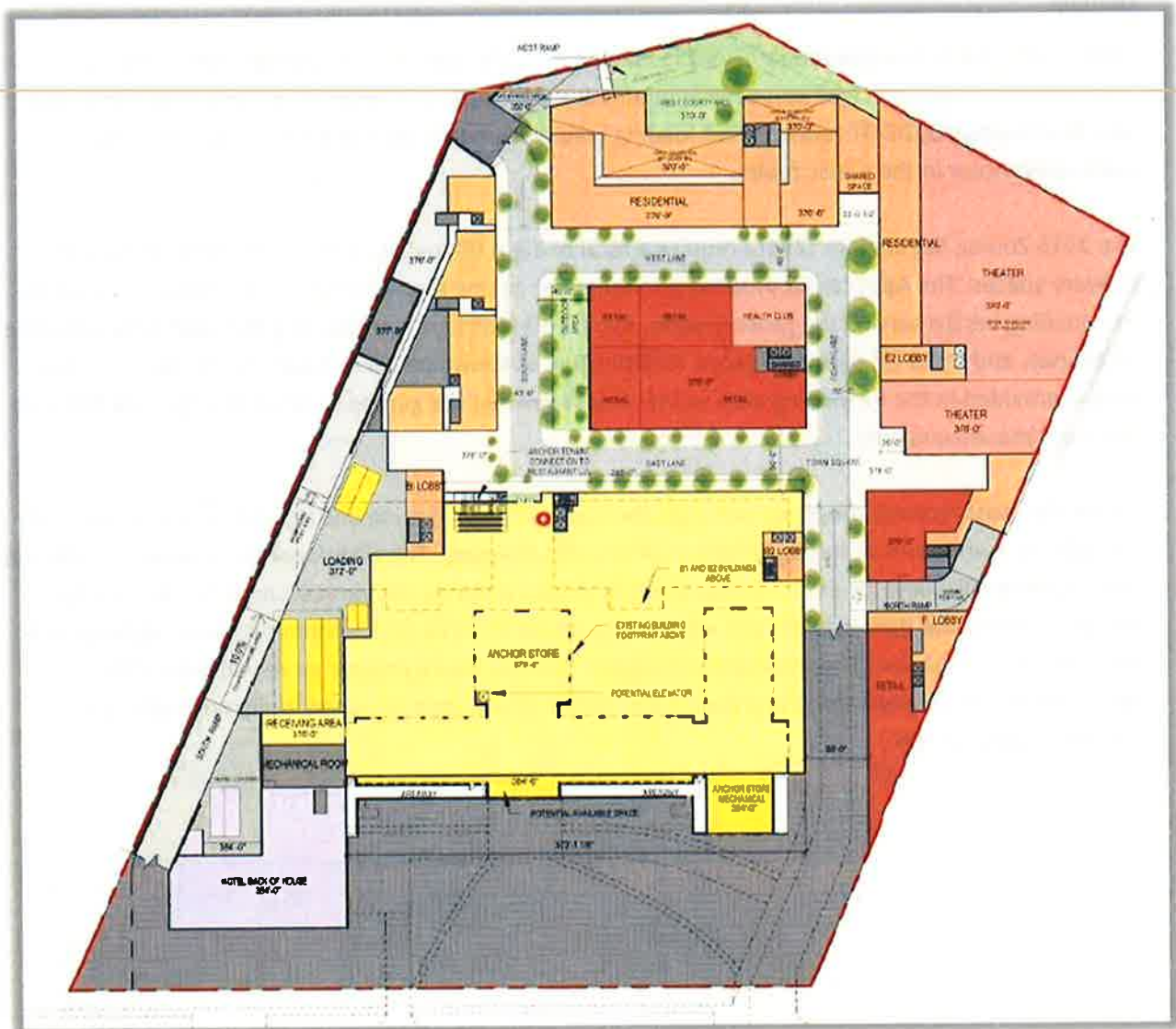


Figure 2 – Ground Level Loading Area (Source: Shalom Baranes Associates, 9/18/17, Page 12)

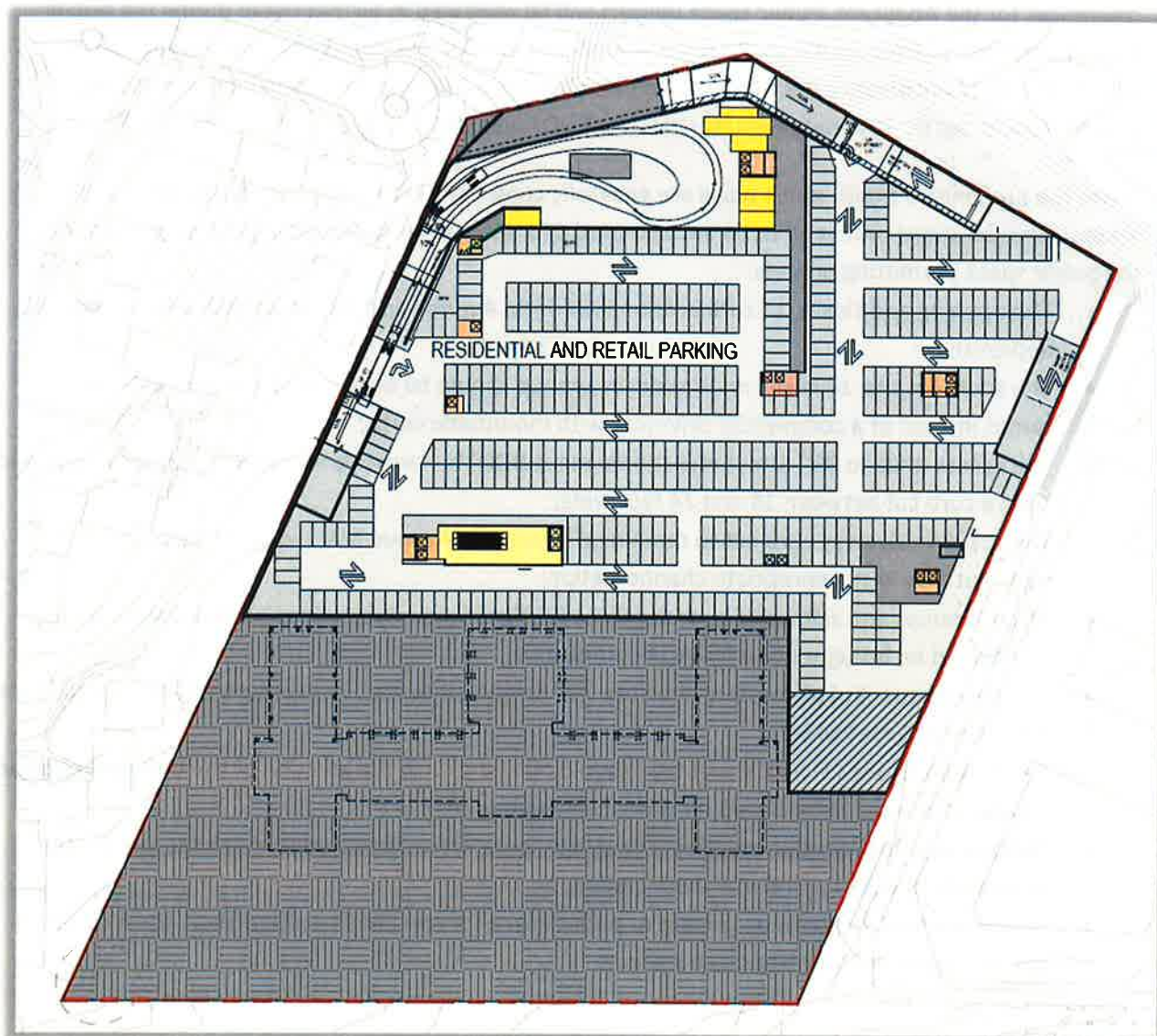


Figure 3 – P2 Level Loading Area (Source: Shalom Baranes Associates, 9/18/17, Page 12)

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 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 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:

- The opening and closing of curb cuts on Wisconsin Avenue and 39th Street NW will require PSC approval;
- The southern site driveway on Wisconsin Avenue should be designed as a street with curb ramps instead of a commercial driveway with mountable curbs;
- The access drive to 39th Street NW should meet DDOT's standards for commercial driveways and have a curb cut between 18 and 24 feet wide;
- The circular driveway curb cut to remain on Wisconsin Avenue NW should be designed as a right-out only with appropriate channelization;
- All curb ramps and sidewalks near the three (3) signalized intersections on Wisconsin Avenue NW should be brought up to full ADA compliance;
- The new segment of sidewalk around the 39th Street cul-de-sac, requested by DDOT, should be a minimum of 6 feet wide;
- A minimum of one (1) new street tree should be installed in the location of the northern circular driveway curb cut to be closed on Wisconsin Avenue NW;
- Determine a final location on private or public space immediately adjacent to the site for the requested 19-dock Capital Bikeshare station; and
- Determine final locations on private or public space for any ZR16 required short-term bicycle spaces, street trees, or bikeshare stations.

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. The Applicant should coordinate with DDOT's Urban Forestry Division (UFD) and the Ward 3 arborist regarding the preservation and protection of existing trees, as well as the planting of new street trees, in bioretention facilities or a typical tree planting box.

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.

In comparably sized Planned Unit Developments (PUD), DDOT typically requests at least one (1) vehicle parking space be served by an electric vehicle charging station for every 50 vehicle parking spaces in the proposed garage. For a garage containing 1,400 vehicle parking spaces, a total of approximately 28 spaces would be appropriate. The Applicant has agreed with DDOT to provide enough charging stations to serve 20 spaces (see TDM Plan in Mitigations section later in this report).

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.

Background Developments and Regional Growth

As part of the analysis of future conditions, DDOT requires applicants to account for future growth in traffic on the network or what is referred to as background growth. The Applicant coordinated with DDOT and the 4000 Wisconsin Avenue NW project team on the appropriate travel forecasting methodology to include in the analysis. The CTR for 3900 Wisconsin Avenue NW accounted for the full build-out of the mixed-use development program of 4000 Wisconsin Avenue NW (LTR 2017-01) and the Sidwell Friends School expansion of 400 students and 70 staff/faculty (BZA 17703A).

DDOT also requires applicants account for regional growth. This can be done by assuming a general growth rate or by evaluating growth patterns forecast in MWCOC's regional travel demand model. The Applicant coordinated with DDOT on an appropriate regional growth rates based on volume projections at two different time periods within the model. Annually compounding background growth rates of between 0.25% and 0.50% were utilized depending on peak hour and street.

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 523 spaces in a parking garage at the rear of the site. The Applicant proposes to demolish the existing garage and redevelop that portion of the site. Vehicle parking will be moved to a new underground garage with approximately 1,400 spaces. DDOT considers this amount of vehicle parking to be high for a project of this scale with the sizes of the land uses proposed, the ½ mile walk distance to the Tenleytown-AU Metrorail Station, the 1.0 mile walk to the Van Ness Metrorail Station, the ability to share spaces between uses (such as the movie theater and office), and the zoning

requirements for fewer spaces. Providing a significant number of available parking spaces would discourage transit usage, walking, and bicycling while encouraging driving a personal vehicle to and from the site. DDOT recommends the Applicant work with future tenants regarding their individual parking needs and encourage them to minimize or share spaces with other components of the site.

As noted later in this report, the proposed TDM Plan agreed to by DDOT and the Applicant is sufficiently robust to offset the impacts associated with additional vehicles on the transportation network due to the proposed parking provision.

The Applicant may be required to provide TDM mitigations, per Subtitle C §707.3 of the Zoning Regulations (ZR16), since the amount of vehicle parking provided is more than double the required amount. According to the Applicant's calculations, 656 spaces are required and 1400 spaces are proposed. These may include additional bicycle parking spaces, street trees, electric vehicle charging stations, carshare spaces, and bikeshare stations. The Applicant should coordinate with the Zoning Administrator to determine the specifics of this requirement. Reducing the number of vehicle spaces may also bring the amount of parking below the threshold that triggers ZR16 Subtitle C §707.3 TDM mitigations.

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 mode split and vehicle trip generation estimates.

Land Use	Mode			
	Auto	Transit	Bike	Walk
Residential	45%	45%	3%	7%
Retail	40%	30%	5%	25%
Grocery	62%	25%	3%	10%
Fitness Center	45%	25%	10%	20%
Movie Theater	60%	30%	3%	7%
Hotel	60%	25%	3%	12%
Office	50%	40%	3%	7%
Cultural Arts Center	50%	30%	5%	25%

Figure 4 – Mode Split Summary (Source: CTR, Gorove/Slade Associates, Table 3, 9/18/17)

		Net Trip Generation								
		AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
3900 Wisconsin Avenue	Existing Site Trips	-155	-28	-183	-21	-225	-246	-5	-6	-11
	New Site Trips	242	259	501	529	458	987	612	553	1165
	Net New Site Trips	87	231	318	508	233	741	607	547	1154

Figure 5 – Vehicular Trip Generation Summary (Source: CTR, Gorove/Slade Associates, Table 11, 9/18/17)

As shown above, the proposed development is expected to generate a significant number of vehicle trips during the weekday morning, weekday evening, and Saturday mid-day peak hours, (501 AM vehicle trips, 987 PM vehicle trips, and 1,165 mid-day Saturday vehicle trips). As compared to existing conditions with Fannie Mae site in operation, the redevelopment proposal is projected to generate an additional 318 AM vehicle trips, 741 PM vehicle trips, and 1,154 Saturday mid-day peak hour vehicle trips. Also, based on the mode split assumed, the site is projected to significant number of transit and walking trips. A full breakdown by travel mode is provided on page 23 in Table 5 of the September 18, 2017 CTR.

Study Area and Data Collection

The Applicant in conjunction with DDOT identified 13 existing intersections along Wisconsin Avenue and Van Ness Street NW (plus the future southern signalized site driveway) 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 development due to the dispersal of vehicle trips at each intersection.

The Applicant collected weekday intersection traffic count data between 6:30 AM-9:30 AM and 4:00 PM-7:00 PM on April 4, 2017 and Saturday traffic counts between 11:00 AM-2:00 PM on April 1, 2017 while school and Congress were in session. DDOT is in agreement with 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 (2022 Background) conditions, future conditions with development (2022 Future), and future conditions with development and mitigation (2022 Future with Mitigation) scenarios.

It is noted that under 2022 Future conditions, existing traffic that will no longer serve the 3900 and 3939 Wisconsin Avenue NW sites were subtracted out from the anticipated future traffic volumes on the transportation network.

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 in the CTR identified six (6) 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 or noticeably worsened by a combination of 3900 and 4000 Wisconsin Avenue NW site traffic:

- Van Ness Street and 40th Place NW – the delay for the northbound approach in the weekday morning peak is projected to worsen its current LOS F condition due exclusively to the 4000 Wisconsin Avenue NW project, therefore no mitigations are requested of the 3900 Wisconsin Avenue NW project.
- 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, primarily due to traffic generated by the 4000 Wisconsin Avenue NW project. The CTR recommends a signal timing adjustment to improve several individual movements. Since the entire Wisconsin Avenue corridor would need to be retimed, it is not feasible for DDOT to make the change in conjunction with one of these two developments. In lieu of this improvement, the Applicant should include additional strategies in the TDM plan. DDOT can consider retiming the corridor at a later time if the traffic generated by this development and others nearby materializes as projected in the CTR.
- Wisconsin Avenue and Upton Street NW – the southbound shared through-right movement is projected to have queues increase longer than 150 feet during the weekday afternoon and Saturday peak hours. The CTR recommends a signal timing adjustment as mitigation. As noted above, in lieu of a signal timing adjustment, the Applicant should include additional strategies in the TDM plan to offset the identified traffic impacts. DDOT can consider retiming the corridor at a later time if the traffic generated by this development and others nearby materializes as projected in the CTR.
- Wisconsin Avenue and North Lane/Sidwell Friends Driveway – the westbound and northbound approaches are projected to degrade to LOS E during the weekday morning and Saturday afternoon peak hours, respectively, due to combined site-generated traffic. The CTR recommends removing on-street parking from Wisconsin Avenue NW to add capacity and improve traffic flow on the primary corridor. In lieu of making this change in conjunction with one of these two developments, the Applicant should include additional strategies in the TDM plan to offset the identified traffic impacts. DDOT can work with the community and nearby

property owners on the possibility of no longer allowing on-street parking on this segment of Wisconsin Avenue NW after both 3900 and 400 Wisconsin Avenue projects have been opened and site-generated traffic has materialized on the transportation network.

- Wisconsin Avenue and Quebec Street NW – the westbound approach is projected to degrade to LOS F during the weekday evening peak hour due to southbound through volumes generated by the two sites (two-thirds attributable to 3900 Wisconsin Ave and one-third to 4000 Wisconsin Ave). The CTR explored several intersection mitigations such as installing a traffic signal (does not meet warrants) and separating left- and right-turn movements (not wide enough) but ultimately concluded that no action be taken at this intersection. Since a remedy to the identified LOS deficiency was not proposed, and it is not clear if a physical improvement could be made, the Applicant should include additional strategies in the TDM plan to offset the identified traffic impacts.
- Wisconsin Avenue and Porter Street NW – delay for several movements and the overall intersection during all study periods are projected either degrade to LOS E or F or to worsen current deficient conditions due to combined site traffic. The CTR recommends a signal timing adjustment as mitigation. As noted above, in lieu of a signal timing adjustment, the Applicant should include additional strategies in the TDM plan to offset the identified traffic impacts. DDOT can consider retiming the corridor at a later time if the traffic generated by this development and others nearby 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 and approximately 1 mile from the Van Ness Metrorail Station. Both stations are serviced by the Red Line. Headways for Metrorail trains servicing this station are 4 to 8 minutes during the weekday morning and evening commuter rush hours and 12 to 18 minutes during all other times and days of the week. The site is also within ¼ mile radius of bus stops serving nine (9) Metrobus routes (30N, 30S, 31, 33, 37, 96, H2, H3, and H4). Metrobus headways for these routes are shown in the following table:

Route Number	Route Name	Service Hours	Headway	Walking Distance to Nearest Bus Stop
30N, 30S	Friendship Heights-Southeast Line	Weekdays: 4:30 AM – 2:18 AM Weekends: 4:37 AM – 2:40 AM	20-30 min	<0.1 miles, 1 minute
31, 33	Wisconsin Avenue Line	Weekdays: 5:15 AM – 12:10 AM Weekends: 5:50 AM – 12:00AM	12-30 min	<0.1 miles, 1 minute
H2, H3, H4	Crosstown Line	Weekdays: 5:08 AM – 1:35 AM Weekends: 5:18 AM – 1:35 AM	10-40 min	<0.1 miles, 1 minute
37	Wisconsin Avenue Limited Line	Southbound: 6:52 AM – 9:30 AM Northbound: 4:34 PM – 7:35 PM	15-20 min	0.2 miles, 4 minutes
96	East Capitol Street-Cardozo Line	Weekdays: 5:51AM – 12:52 AM Weekends: 5:56AM – 12:45 AM	20-35 min	<0.1 miles, 1 minute

Figure 6 – Metrobus Route Information (Source: CTR, Gorove/Slade Associates, Table 17, 9/18/17)

As shown in the Figure 7 below, there are several bus stops on both sides of Wisconsin Avenue NW in the vicinity of the site. Due to the installation of a signal at the southern site entrance, the existing bus shelter will need to be relocated since it will be in between two traffics signals less than 200 feet apart. This Applicant should coordinate with WMATA and DDOT Transit Delivery Division (TDD) on an appropriate alternate location in the general vicinity. The Applicant should also ensure that conduit is run to the new shelter location so that it can be powered by electricity.

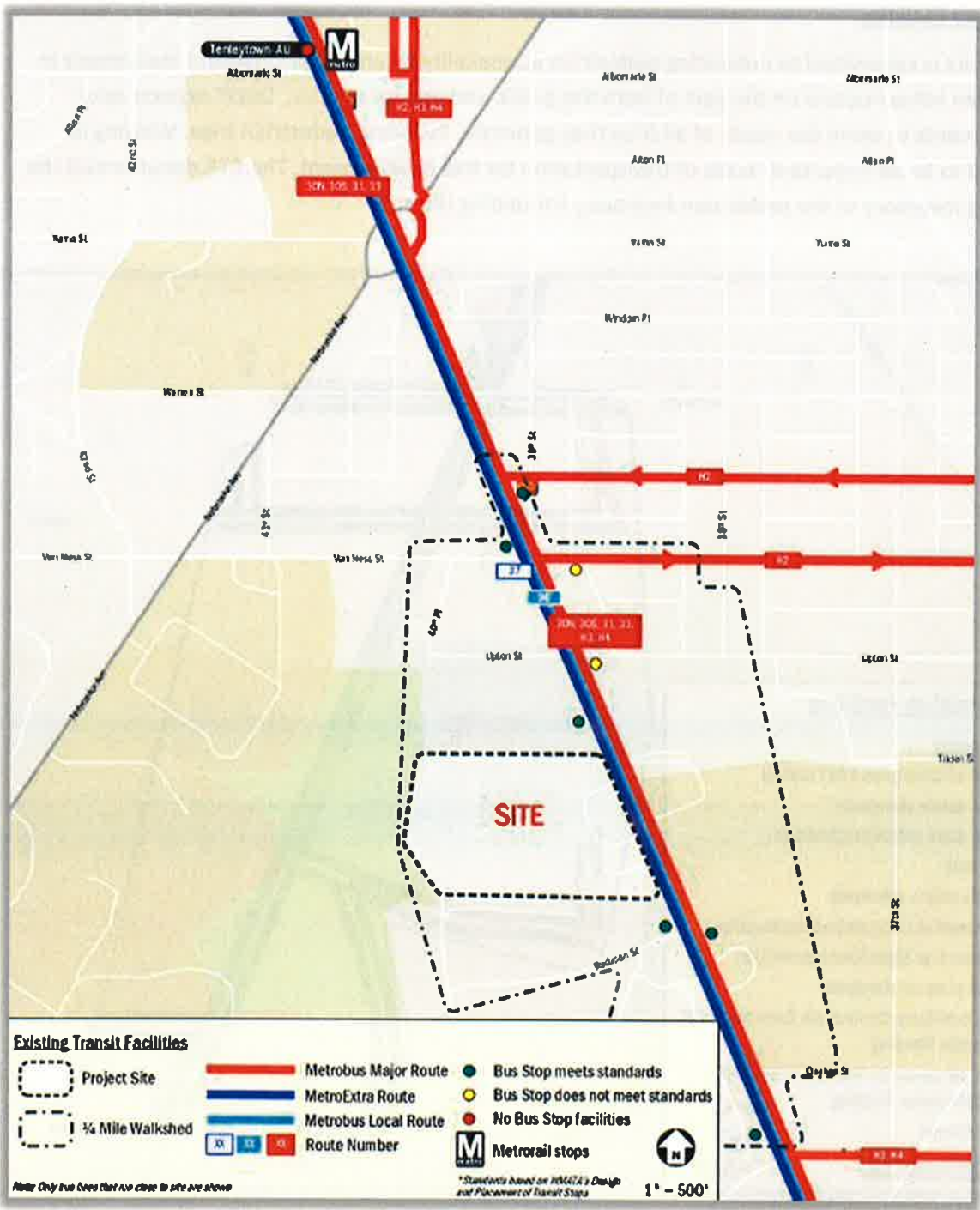


Figure 7 – Existing Transit Service (Source: CTR, Gorove/Slade Associates, Figure 28, 9/18/17)

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 CTR documented the following inventory of the pedestrian facilities surrounding the site:

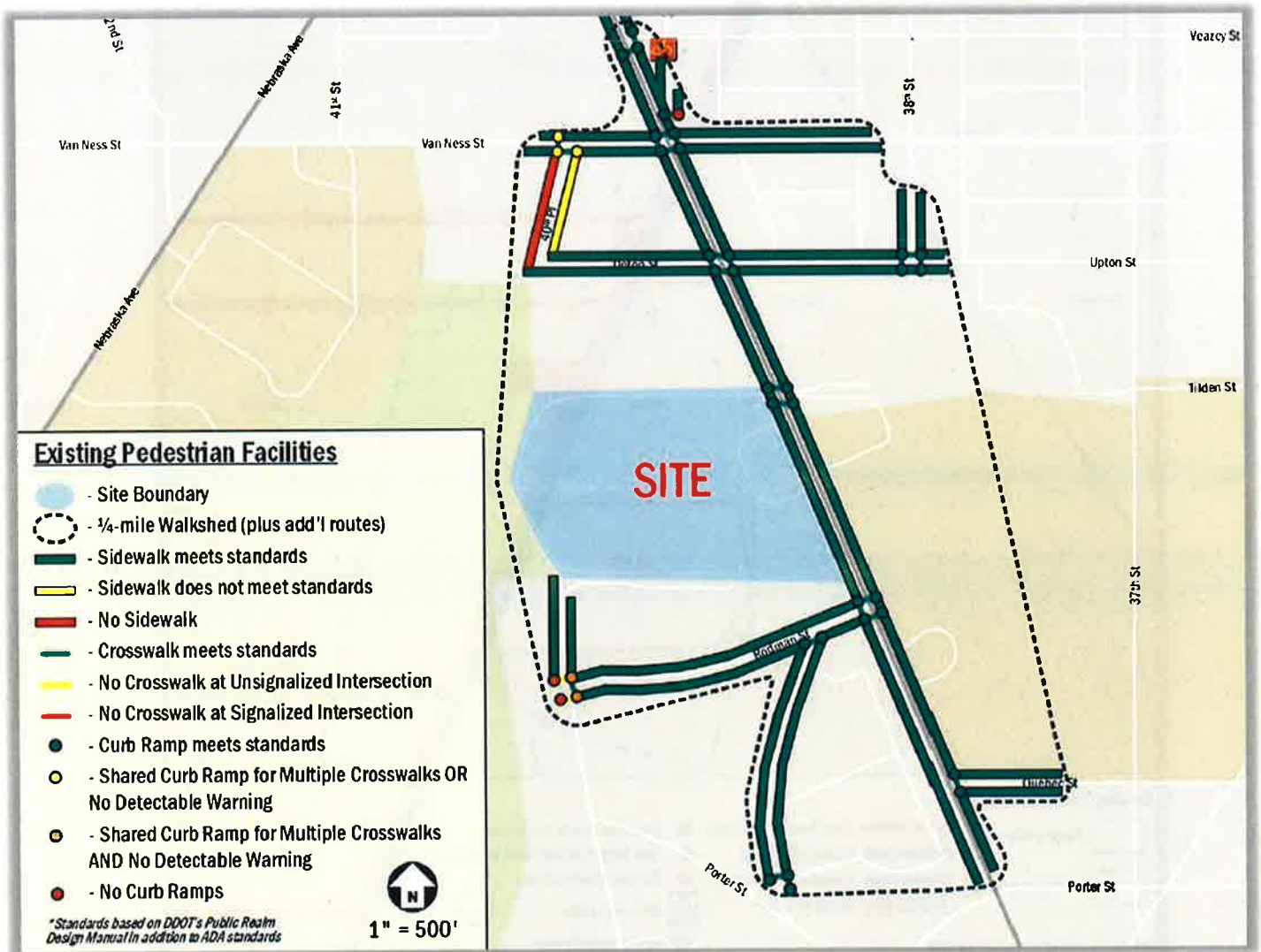


Figure 8 – Existing Pedestrian Infrastructure (Source: CTR, Gorove/Slade Associates, Figure 31, 9/18/17)

As shown above, the pedestrian network surrounding the site is almost entirely complete and up to DDOT standards. There is a missing segment of sidewalk at the end of the 39th Street NW cul-de-sac that would provide a critical pedestrian connection for the neighboring community to the new development. The Applicant should construct this missing sidewalk in conjunction with the 3900 Wisconsin Avenue project.

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.

Per the Applicant's calculations, ZR16 Subtitle C §802.1 requires approximately 294 long-term and 91 short-term bicycle parking spaces. These bicycle parking spaces are not currently shown on the plans, however the CTR states that the Applicant will meet the zoning minimum. As noted in the Vehicle Parking section above, the Applicant may be required to provide additional bicycle parking spaces and a Capital Bikeshare station as zoning-required TDM mitigations (Subtitle C §707.3) for being more than double parked. The Applicant should coordinate with DDOT on the locations of proposed short-term bicycle parking in public space or private property and on the locations for any additional bicycle parking spaces or bikeshare stations as required by the Zoning Administrator.

There are currently no on-street bicycle facilities in the vicinity of the site, however 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. The closest Capital Bikeshare station is located several blocks north of the site at 39th Street and Veazey Street NW.

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 one (1) intersection within the study area that has a crash rate of 1.0 Million Entering Vehicles (MEV) or higher. The following table provides a breakdown of the types of collisions observed at the intersection:

Intersection	Rate per MEV	Right Angle	Left Turn	Right Turn	Rear End	Side Swiped	Head On	Parked	Fixed Object	Ran Off Road	Ped. Involved	Backing	Non-Collision	Under/Over Ride	Unspecified	Total
Wisconsin Avenue & Upton Street NW	1.45	1 2%	4 6%	1 2%	18 28%	16 25%	2 3%	5 8%	2 3%	0 0%	4 6%	3 5%	0 0%	8 13%	0 0%	64

Figure 9 – Crash Type Breakdown (Source: CTR, Gorove/Slade Associates, Table 21, 9/18/17)

DDOT concurs with the conclusion of the CTR that the relatively high number of sideswipes and rear end crashes are due primarily to the presence of a traffic signal and a high amount of bus activity on the

northbound approach. It is anticipated that the additional traffic associated with the redevelopment of 3900 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 changes to the transportation network (e.g., signal retimings and removing on-street parking along Wisconsin Avenue NW to increase capacity) to offset the impacts generated by this proposal not be made directly in conjunction with 3900 or 4000 Wisconsin Avenue developments. DDOT can re-evaluate vehicular traffic conditions along the Wisconsin Avenue NW corridor in a holistic manner after both developments have been constructed and adjust signal timings and parking policies, as necessary.

Traffic Signal at Southern Site Driveway

DDOT initially requested the Applicant consider constructing the southern site driveway as a right-in/right-out unsignalized driveway restricted only to delivery trucks since the originally proposed distance of 170 feet center line-to-center line (140 feet curb-to-curb) from Rodman Street NW did not meet DDOT's standard practice of 300 feet curb-to-curb for signalization. The Applicant has since worked with DDOT to increase the separation to 200 feet center line-to-center line (approximately 170 feet curb-to-curb) which will provide additional queuing space for vehicles between the two signals. The most recently revised curb cut location will also include a two (2) outbound lane and one (1) inbound lane rather than one (1) of each.

The Applicant submitted two supplemental memorandums to DDOT – Comprehensive Access Analysis, dated January 11, 2018, and South Driveway Operations Analysis, dated Revised February 14, 2018, both prepared by Gorove/Slade Associates. These memorandums argue that signalization of the southern driveway on Wisconsin Avenue NW should be permitted by DDOT because it would 1) allow for delivery trucks to make left-outs to access the Capital Beltway without needing to go further into the District to turnaround, 2) allow left-ins for site traffic which will relieve traffic pressures generated by the 1.088 million SF development at the existing Rodman Street and North Lane signals, and 3) minimize the

amount of site-generated traffic driving through residential neighborhoods along Rodman Street and 39th Street NW.

After reviewing the supplemental memorandums and meeting with the Applicant on both January 24 and February 5, 2018 to discuss signalization of the southern site driveway on Wisconsin Avenue NW, DDOT does not object to the Applicant's proposal to install a traffic signal at this location so long as the Applicant also takes the following actions:

- Construct the proposed southern curb cut and traffic signal a minimum of 200 feet (measured center line-to-center line) north of Rodman Street NW to provide as much queuing space as possible between the two clustered traffic signals;
- Fund, design, construct, and upgrade all necessary traffic signal equipment and software at the southern site driveway, Rodman Street, and North Lane on Wisconsin Avenue NW;
- Fund, design, and upgrade all pedestrian facilities, as necessary, to full ADA compliance including pedestrian signal heads, at all three (3) signalized intersections mentioned above;
- Fund and implement the relocation of the existing bus stop at the northwest corner of Wisconsin Avenue and Rodman Street NW to another appropriate location, that includes all necessary electrical conduit work, subject to DDOT and WMATA approval;
- Fund and install closed circuit television (CCTV) cameras at the three (3) signalized intersections on Wisconsin Avenue NW along the site frontage;
- Fund and install an electronic LED blank out no-left turn sign on the northbound approach to the southern driveway traffic signal. This electronic sign would only be activated by DDOT at a later time if it is determined that inbound lefts should be prohibited during certain periods;
- The southern driveway and apron will be constructed with reinforced concrete to minimize damage done to the surface by larger trucks;
- The circular driveway curb cut to remain on Wisconsin Avenue NW must be restricted as a right-out only with the portion of the driveway and curb cut in public space to be physically designed to prohibit left-outs and all inbound vehicles. The Applicant should fund and construct this change to curb cut configuration; and
- The proposed site entrance at the 39th Street cul-de-sac should be open at all times.

Transportation Demand Management

As part of all major development review cases, DDOT requires the Applicant to produce a comprehensive Transportation Demand Management (TDM) plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

DDOT finds the following TDM plan, as agreed to by the Applicant and DDOT staff on February 14, 2018, sufficiently robust to offset the site's parking provision and mitigate the traffic impacts identified in the September 18, 2017 CTR:

- The Applicant will identify TDM Leaders (for planning, construction, and operations). The TDM Leaders will work with residents and employees in each building to distribute and market various transportation alternatives and options;
- The TDM Leaders will provide their contact information to goDCgo and DDOT's TDM team;
- All TDM strategies available to residents and patrons, as well as transportation alternatives will be listed on each tenant's or building's website.
- The Applicant will provide TDM materials to new residents in the Residential Welcome Package materials;
- The Applicant will install Transportation Information Center Displays (electronic screens) within residential, office, and hotel lobbies, containing real-time information related to local transportation alternatives;
- The Applicant will provide four (4) shopping carts at each of the six (6) residential buildings (total of 24 shopping carts) for residents to use to shop at the grocery store on site or run errands;
- The Applicant will unbundle the cost of residential parking from the cost of lease or purchase. Residential parking will be charged at market rates within 1.0 mile of the site;
- The Applicant will meet or exceed zoning requirements for short- and long-term bicycle parking;
- The Applicant will provide bicycle repair stations within the long-term bicycle rooms in the development;
- The Applicant will install enough electric vehicle (EV) charging stations to serve at least 20 parking spaces within the parking garage;
- The Applicant will offer at least 4 parking spaces in the parking garage for a carshare company with right of first refusal. If a carshare company refuses to use the four (4) spaces then one (1) annual Capital Bikeshare or carshare membership will be provided to each residential unit at initial occupancy; and
- The Applicant will fund the installation of a 24-dock Capital Bikeshare station (in one or two stations), in a location in Ward 3 to be determined by DDOT, and provide funding for one year of maintenance and operations.

JS:az

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>
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ANC3C Resolution 2018-003
Regarding a Large Tract Review Application by NASH-Roadside 3900
Wisconsin LLC

WHEREAS, NASH-Roadside 3900 Wisconsin LLC (the Applicant) seeks to redevelop 3900 Wisconsin Avenue NW (a parcel of approximately 10 acres), currently the headquarters of Fannie Mae, and has filed with the D.C. Office of Planning a Large Tract Review Application;

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 Applicant has successfully petitioned the Historic Preservation Review Board (HPRB) to designate the main Fannie Mae building a historic structure, and the HPRB has approved the Applicant's conceptual design;

WHEREAS, the Applicant plans to raze nonhistoric structures on the site and incorporate the landmarked Fannie Mae building into a new mixed-used project, which will consist of nine structures, containing a hotel of between 140 and 150 rooms, an 85,816 square-foot grocery store (Wegmans) with an additional 6,483 square-foot restaurant inside the store, 700 residential units, a 37,566 square-foot health club, 34,056 square feet of office space, 34,056 square feet of cultural/arts space, a 28,080 square-foot movie theater and 47,437 square feet of retail (restaurants and a coffee shop);

WHEREAS, the project is to include a 1,400-space underground parking garage, 300 long-term bike spaces, 100 short-term bike spaces, nine loading berths and three loading spaces;

WHEREAS, the Applicant plans to preserve and transplant several existing large trees on the property, preserve the existing front lawn and use it for cultural events, and install green roofs to reduce storm water runoff;

WHEREAS, the project abuts McLean Gardens, a quiet neighborhood of 31 garden-style residential brick buildings, raising concerns among residents about increased traffic, parking problems and noise;

WHEREAS, the Applicant has held numerous meetings with neighborhood residents and ANC 3C to keep residents updated and discuss concerns about the project;

WHEREAS, the Applicant has designed the project to put higher density uses on the north of the parcel to help shield McLean Gardens residents from activity on the redeveloped site;

WHEREAS, the Applicant plans to eliminate a curb cut on Wisconsin Avenue toward the north end of the parcel and build a new 36-foot wide, signalized curb cut to the south of the property, 80 feet from the property line, for trucks and other vehicles to enter and exit the property;

WHEREAS, the Applicant anticipates the site will generate between 36 and 43 trucks daily, which means between 72 and 86 truck trips in and out of the development;

WHEREAS, according to the District Department of Transportation, large delivery trucks will have to use all three lanes of traffic when turning right into the property from Wisconsin Avenue;

WHEREAS, the neighborhood is concerned about the proximity of the new vehicle entrance to residential buildings;

WHEREAS, the Applicant plans to build a berm to help conceal the trucks and other vehicles that use the new south entrance, and plans to route all south entrance traffic into the underground parking garage to conceal the noise, sight and fumes;

WHEREAS, the Applicant has offered to install additional landscaping on its property and on McLean Gardens' property to shield residents from the trucks, and has offered to conduct acoustical tests prior to construction and after the project is fully operational to determine the need to soundproof windows in the McLean Gardens building closest to the south driveway entrance;

WHEREAS, the Applicant has shown that alternatives to the proposed south entrance would negatively impact the neighborhood by diverting commercial traffic onto residential streets;

WHEREAS, residents and visitors will be charged to park in the new development, which has raised concerns in the neighborhood that visitors to the new development will park on neighborhood streets and walk into the new development to avoid paying for parking and the inconvenience of entering and exiting a parking garage;

WHEREAS, the Applicant's traffic study predicts that the site will generate a significant amount of traffic, much of it because of Wegmans, which elsewhere has proven to be a regional draw. For instance, the study says that just in a single morning peak hour, evening peak hour and Saturday peak hour, the site will generate 309 net additional auto trips, 958 net additional trips and 1,767 net vehicle trips respectively, which represents a significant increase in weekend traffic;

WHEREAS, the Applicant in its LTR application, based on conversations with DDOT and stakeholders, suggested eliminating parking from sections of Wisconsin Avenue to help mitigate the traffic impacts of the development, and DDOT has left the matter open to be revisited after construction;

WHEREAS, Fannie Mae opens its 39th Street entrance only during rush hour Monday through Friday, but the Applicant plans to open the 39th Street entrance to vehicles 24 hours a day, prompting neighborhood concerns about increased traffic throughout the neighborhood, particularly on 39th Street NW;

WHEREAS, the Applicant has said the 39th Street entrance is to be used primarily by residents of the new development, and the Applicant will use the site design to discourage visitors to the commercial areas of the project from using 39th Street to access the project;

WHEREAS, the District Department of Transportation (DDOT) recommends that the 39th Street entrance be widened to accommodate commercial traffic (to between 18 and 24 feet);

WHEREAS, two other major nearby developments are scheduled to come online at the same time: 4000 Wisconsin Avenue, a mixed-use project that will include 34,436 square feet of retail space; 716 residential units; a 17,327 square-foot health club, an underground parking garage with 883 vehicle spaces; and Sidwell Friends, which is planning to expand by moving its lower school, now located in Bethesda, to its Wisconsin Avenue facility;

WHEREAS, the city also is planning a construction project at Hearst Park, consisting of a planned park and an outdoor swimming pool;

WHEREAS, the Comprehensive Plan calls for development to be managed in a way that is compatible with and enhances neighborhoods; calls for traffic studies and mitigation plans to consider the cumulative impacts of nearby projects; and discourages regional destination retail uses in smaller-scale commercial areas (see Policy RCW-1.1.5: Preference for Local-Serving Retail);

WHEREAS, there is an affordable housing crisis in the city, particularly a lack of affordable housing for families;

THEREFORE, BE IT RESOLVED that the ANC3C:

1. Commends the Applicant for working with the neighborhood to mitigate the impacts of the development, including taking steps to shield the truck entrance and route commercial traffic away from residential streets; for planning green initiatives, including saving large trees, installing green roofs and sending truck traffic underground; and for preserving the lawn area and using it as a community space;
2. Finds that while many are excited at the prospect of a Wegmans grocery store in the neighborhood and many see it as a positive sign of economic development, the location at the site raises questions as to the compatibility of the grocery store with the D.C. comprehensive plan;
3. Finds that although the Applicant plans for the 39th Street entrance to be used primarily by residents of the new development, vehicles will be able to access the commercial areas by using 39th Street, which will encourage cut-through traffic through the neighborhood;
4. Further finds that many visitors to the site likely will cut through the neighborhood to reach the Wisconsin Avenue entrance to the development, avoiding more congested sections of Wisconsin Avenue;
5. Anticipates that the project will cause a significant increase neighborhood traffic, including not only on 39th Street but also Porter, Rodman and Macomb Streets;
6. Urges the Applicant to take all measures possible -- including installing a resident-only gate at the 39th Street entrance -- to limit traffic coming through the neighborhood to access the new project to residents of the new development;
7. Urges DDOT to work with the neighborhood and the Applicant to install appropriate traffic calming measures to discourage cut-through traffic to the project;
8. Finds that it is not desirable for a truck entrance to be located near a residential building but that its effects will be mitigated by the Applicant's plan to send traffic underground and screen the entrance, and that alternatives would have more negative impacts on the neighborhood;
9. Is concerned about the safety hazard posed by large grocery delivery trucks that will have to use all three lanes of traffic to turn right into the property and therefore urges DDOT and the Applicant to work together to find a way for large trucks to make right turns into the site without crossing any lanes of traffic. Or the Applicant should require Wegmans and other retailers to use smaller trucks - defined as trucks that can turn right into the project without crossing lanes of traffic - to make deliveries to this location;

10. Finds that the project will generate a large amount of traffic on Wisconsin Avenue that, combined with traffic generated by the new developments at 4000 Wisconsin Avenue and Sidwell Friends, will degrade the level of service on Wisconsin Avenue. We therefore urge DDOT and the Office of Planning to start planning now for the traffic that will be generated by all the new area projects by looking holistically at the Wisconsin Avenue corridor from Porter Street to Van Ness Street and planning appropriate upgrades to area roads, considering traffic flow, signal timing, signage and roadway conditions, aiming to address traffic congestion and pedestrian safety;
11. Finds valid the concerns that some visitors to the new development will park in the neighborhood, exacerbating an already difficult parking situation. ANC3C therefore urges DDOT to work with the neighborhood to implement a form of resident-only permitted parking in the neighborhood if residents and ANC3C determine that is what is needed;
12. Objects to any removal of parking from Wisconsin Avenue;
13. Urges the Applicant to include three-bedroom and four-bedroom units in the residential mix (without increasing the number of units), and urges the Applicant to make 20 percent of the residential units affordable housing under the Inclusionary Zone definition;
14. Urges DDOT to work with the Applicant and Donohoe Acquisitions LLC (the developer of 4000 Wisconsin Avenue) to coordinate construction truck traffic to avoid impacting Wisconsin Avenue traffic during peak hours;
15. Urges the Applicant and Donohoe Acquisitions LLC to coordinate with each other regarding truck traffic and delivery times, including trash pickup, to avoid impacting Wisconsin Avenue traffic during peak hours;

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

A handwritten signature in black ink, appearing to read "Nancy J. MacWood".

Nancy J. MacWood
Chair, on Feb. 20, 2018

This resolution was approved by a roll call vote of 6-0 on February 20, 2018, at a scheduled and noticed public meeting of ANC 3C at which a quorum (a minimum of 5 of 9 commissioners) was present.