



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

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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



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.