

Affordable Housing Available by Ward

Developments since 2015

Ward	New Construction	Preservation	Replacement Public Housing	Total Units	Total %
1	820	313	237	1,370	8.5%
2	147	575	0	722	4.5%
3	89	0	0	89	0.5%
4	977	859	0	1,836	11.4%
5	1,114	473	0	1,587	9.9%
6	2,491	558	274	3,323	20.7%
7	1,439	1,277	126	2,842	17.7%
8	2,244	1,468	592	4,304	26.8%
TOTAL	9,321	5,523	1,229	16,073	100.0%

- Ward 3 is contributing about **.5%** of the affordable housing stock for the city since 2015

Transit Options

Summary

▶ Issues

- ▶ Opponents suggested that there was non-existent Public Transportation infrastructure
- ▶ The ANC was concerned about providing a range of transit options, connectivity between those options, and managing them.

▶ Responses

▶ Public Transit Options

- ▶ The N system of buses that runs on Massachusetts Avenue functions reliably and on a regular basis, connects to downtown and the Friendship Heights Metro station, and has plenty of capacity.
- ▶ The property is about .87 miles from the Tenleytown Metro station, a little distant but the same distance that one commissioner walks all the time to ride Metro.
- ▶ Property is also about 1.4 miles from the Friendship Heights Metro station via the N system of buses or about a mile walk as the crow flies.

▶ The ANC asked the developer to address connectivity to Tenleytown Metro station.

- ▶ The Developer agreed to provide \$100,000 for connecting to Metro, currently envisioned as a geo-fenced ride hailing service.
- ▶ Developer is also offering transit subsidies to residents as well as other TDM measures

▶ The ANC asked the developer to create a diverse selection of transit options for both residents and neighbors to utilize in making transit choices

- ▶ Developer added 4 car share parking spaces in the garage
- ▶ Developer, in concert with DDOT, will designate the western side of 48th Street between Yuma and Warren streets as an alternative transit block where car shares, electric scooters, mopeds, bikes and any other future transit options can be located and organized.
- ▶ A Capital Area Bikeshare station will be installed in the near future on Massachusetts Avenue in front of the adjacent AU Spring Valley Building

Transit Options

Major Transit Facilities

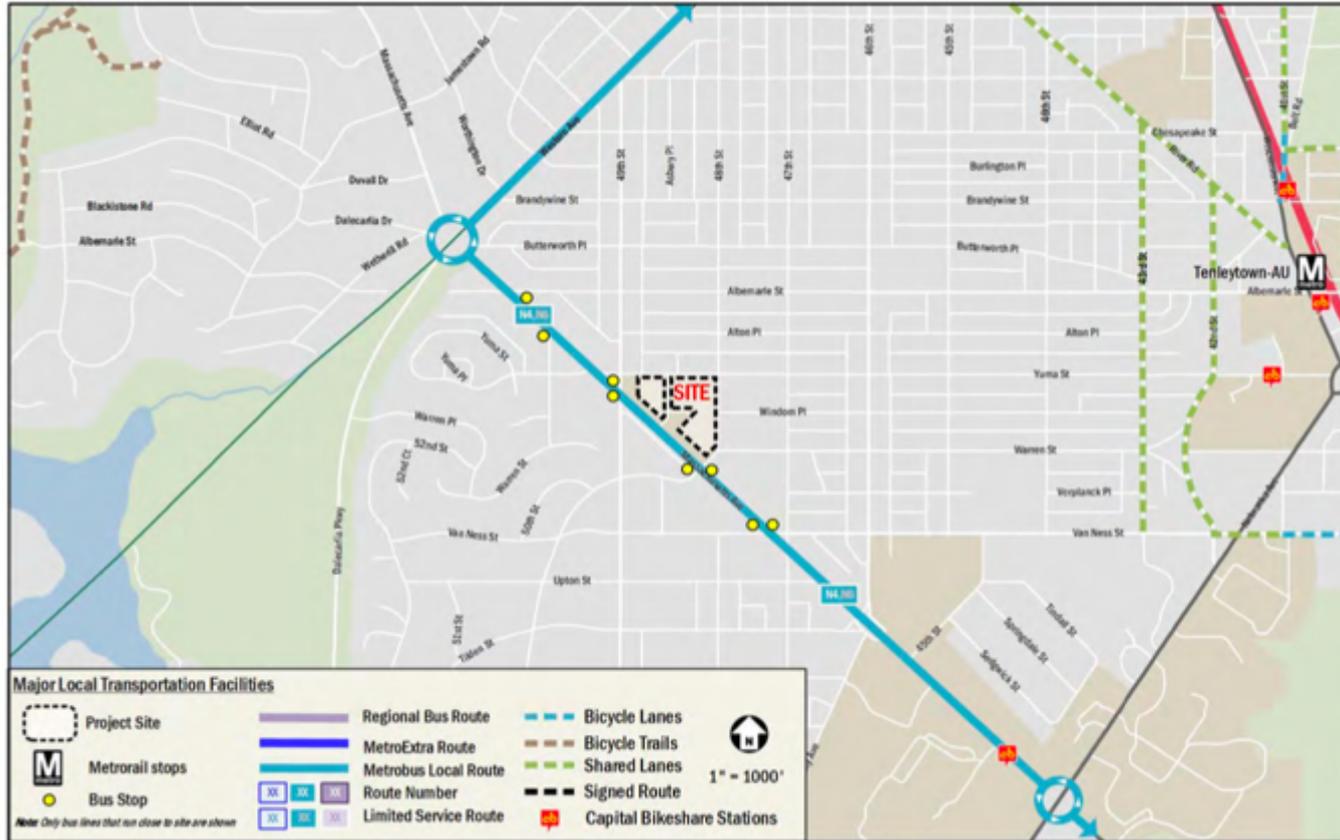


Figure 5: Major Local Transportation Facilities

- The project site is well-served by numerous and diverse transit options.

Traffic

Summary

▶ Issues

- ▶ ANC and opponents were concerned about traffic and what effect the development would have on surrounding neighborhood

▶ Responses

▶ Traffic Mitigations around site

- ▶ Developer will fund a HAWK signal on Massachusetts Avenue pending DDOT approval. This is intended to create safer and more convenient pedestrian pathways on Massachusetts Avenue when connecting the two sides of the street in an increasingly busy commercial area.
- ▶ Developer, working with DDOT, will mitigate traffic and pedestrian concerns at four intersections adjacent to site including: 48th and Warren, 48th and Windom Place, 48th and Yuma, and 49th and Yuma. These will include curb extensions, crosswalk striping, and curb ramps. In addition
- ▶ ANC is working with DDOT to warrant a three-way stop sign at 48th and Warren, preferably in the near term rather than waiting for the project.

▶ Transit Availability

- ▶ Developer has agreed to a TDM plan as detailed in the CTR.

▶ Transit Diversity

- ▶ The ANC has asked the Developer, in concert with DDOT, to identify areas on Yuma Street and 48th Street for both alternative transit modes and temporary loading and unloading.

▶ Vehicular Traffic on Mass and adjoining streets

- ▶ The ANC has asked the Developer to fund a study of the area from 49th Street to 48th Street, using the data collected from the CTR, to recommend improvements of Mass Ave for both vehicles and pedestrians.

▶ AU Shuttle Stop on 48th Street

- ▶ The ANC is working with AU to evaluate moving the AU Shuttle stop on 48th Street to Massachusetts Avenue.

Traffic

Pedestrian Improvements

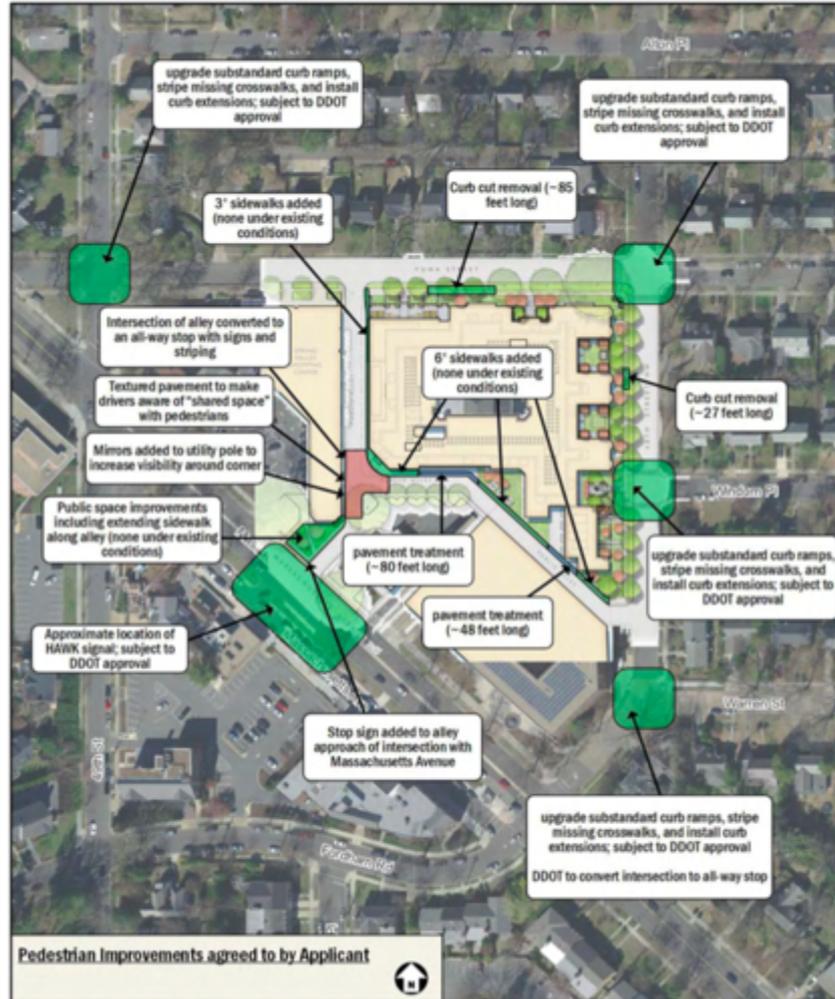


Figure 13: Pedestrian Improvements agreed to by Applicant

Parking

Summary

▶ Issues

- ▶ The AU parking easement
- ▶ Ability of tenants to obtain RPP Permits
- ▶ Whether amount of parking provided is sufficient

▶ Responses

- ▶ Developer agreed to providing parking spaces in ratio that the community asked for, i.e. a one-to-one unit to parking space ratio, regardless of any third party agreements
- ▶ Developer agreed to a No-RPP policy similar to policies other developers have implemented
- ▶ The ANC will work with DDOT to examine 24 hour RPP Restrictions versus the limited times currently.

Parking

Table of Parking Space Allocation

Table 2: Summary of Proposed Parking

Level	Parking Spaces	User Group
G1	86 spaces	Grocery/Retail
G2	121 spaces	Residential
	56 spaces	American University Parking*
G3	107 spaces	Residential
Total	370 spaces	

**parking for monthly pass holders from American University*

Alleyway Operations

Summary

▶ Issues

- ▶ Opponents, the ANC, and the Zoning Commission expressed concerns about how the alleyway functioned and whether it was safe for pedestrians.

▶ Responses

- ▶ The Developer reconfigured the design of the alley, especially the southwest corner where the two alleys converge, for better pedestrian paths, clearer indications of slower traffic, and better awareness of pedestrians and vehicles via mirrors.
- ▶ Developer is also considering ways of widening alley without moving the building, possibly with vertical compactors (a suggestion from the community) for the MAPS buildings, in order to widen the north/south alley sidewalk.
- ▶ Developer's traffic consultant has verified, with DDOT's approval, that loading and unloading operations can be safely and efficiently performed from the alley.

Groundwater and Stormwater

Summary

▶ Issues

- ▶ Opponents suggested that there were issues with groundwater, specifically underground streams that might run under the project site

▶ Responses

- ▶ ANC investigated the history and topography of the site and found any historical underground streams that haven't been diverted to stormwater pipes do not run under site.
- ▶ Developer's Civil Engineering submission shows a significant reduction in stormwater outflows once project is complete versus the current outflows from an impermeable surface parking lot that spans almost 1.5 acres.

Groundwater and Stormwater Analysis

➤ Groundwater

Site Hydrology



➤ Stormwater

THROUGH THE USE OF LOW-IMPACT DEVELOPMENT STRATEGIES AND STORMWATER MANAGEMENT TECHNOLOGIES, THE APPLICANT WILL MEET THE REQUIRED ON-SITE RETENTION OBLIGATION. ADDITIONALLY, AS A RESULT OF THE INCLUSION OF THE AFOREMENTIONED COMPONENTS, THE 2-YR STORM EVENT STORMWATER DISCHARGE FROM THE SITE WILL BE REDUCED FROM 8.49 CFS TO 2.37 CFS. AS REQUIRED BY REGULATION, THE POST-CONSTRUCTION 15-MIN STORM EVENT DISCHARGE WILL NOT EXCEED THE CURRENT 14.19 CFS DISCHARGE RATE. AS A RESULT, THE STRESS ON THE EXISTING STORM SEWER SYSTEM AND DOWNSTREAM INFRASTRUCTURE WILL BE REDUCED.

Possibility of Toxic Chemicals Onsite

Summary

▶ Issues

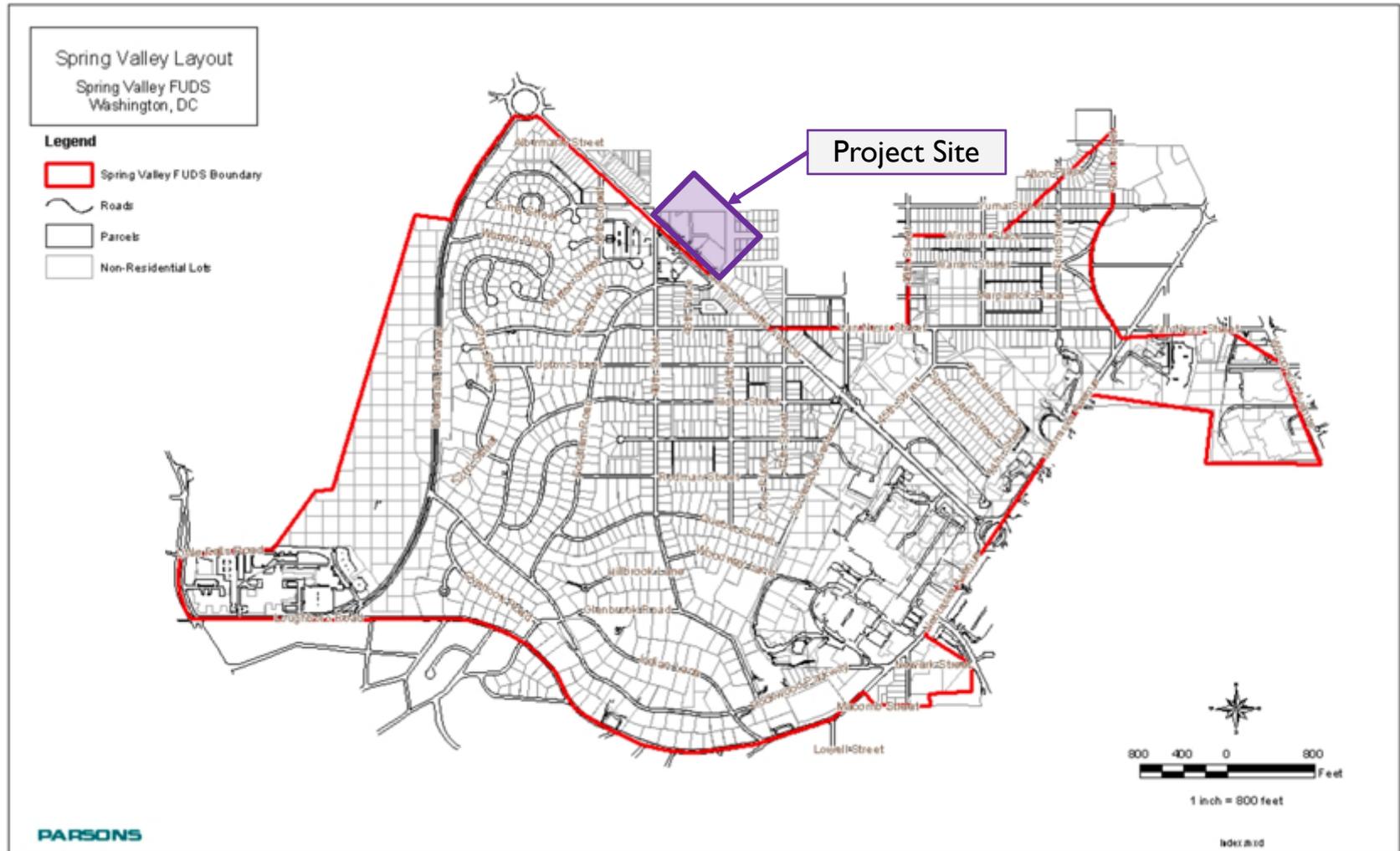
- ▶ Opponents asked whether there were any toxic chemicals onsite

▶ Responses

- ▶ ANC asked the Developer to investigate initial soil samples report. Report was negative for toxic chemicals.
- ▶ ANC also researched whether site was in the Spring Valley Formerly Used Defense Site (FUDS) boundary. It is not.

Possibility of Toxic Chemicals Onsite

Spring Valley Formerly Used Defense Site



Comparable Developments

Summary

▶ Issues

- ▶ ANC examined other developments in area in order to compare impacts

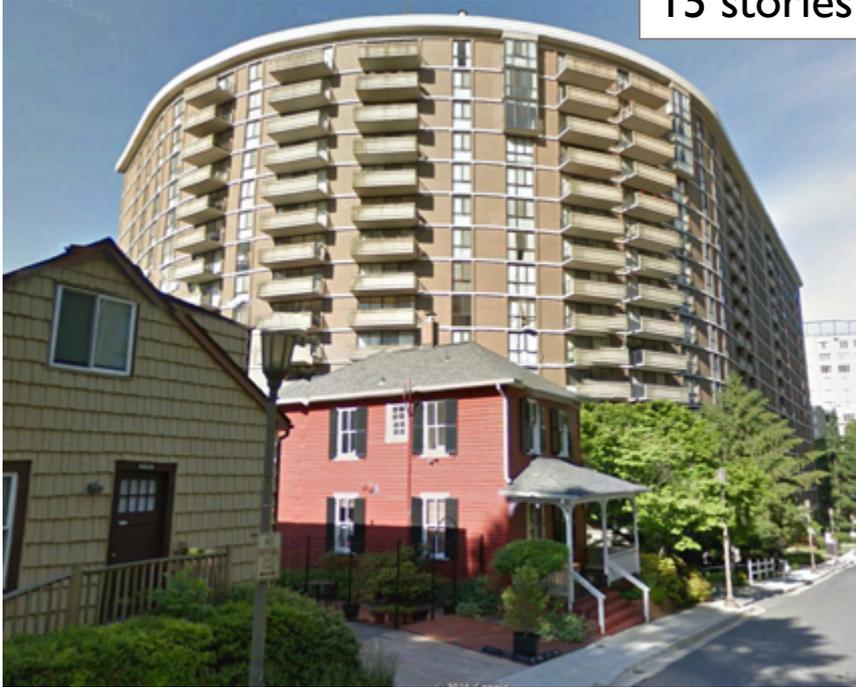
▶ Responses

- ▶ ANC found a wealth of developments in the area that were much larger in scale and additional uses (groceries, retail, etc) that did not have a large impact on the surrounding neighborhood.

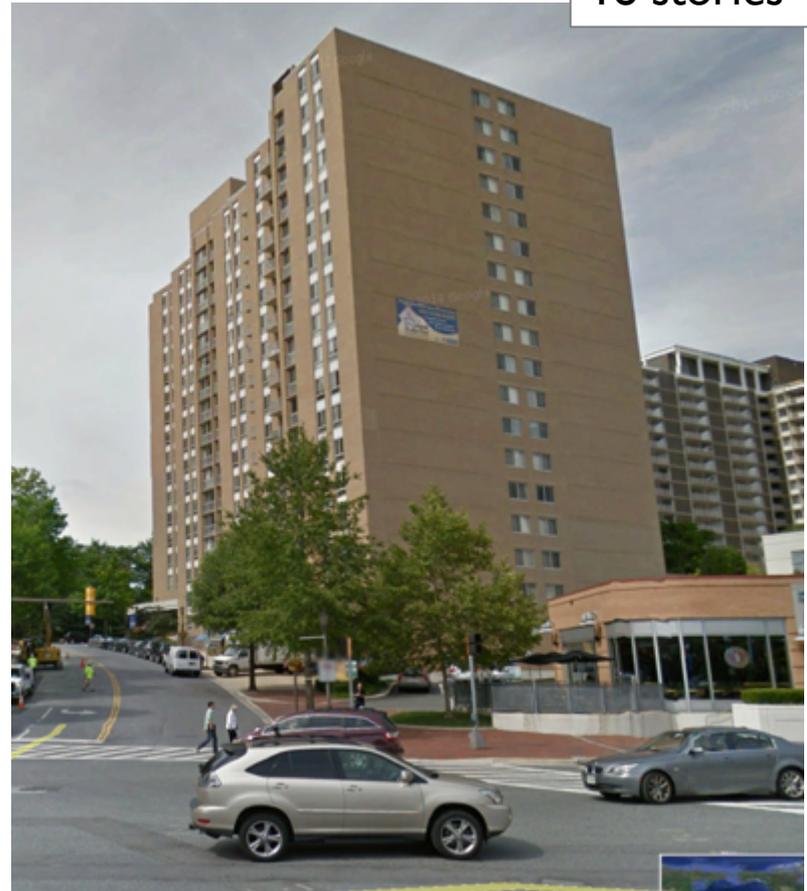
Comparable Developments

Friendship Heights

15 stories

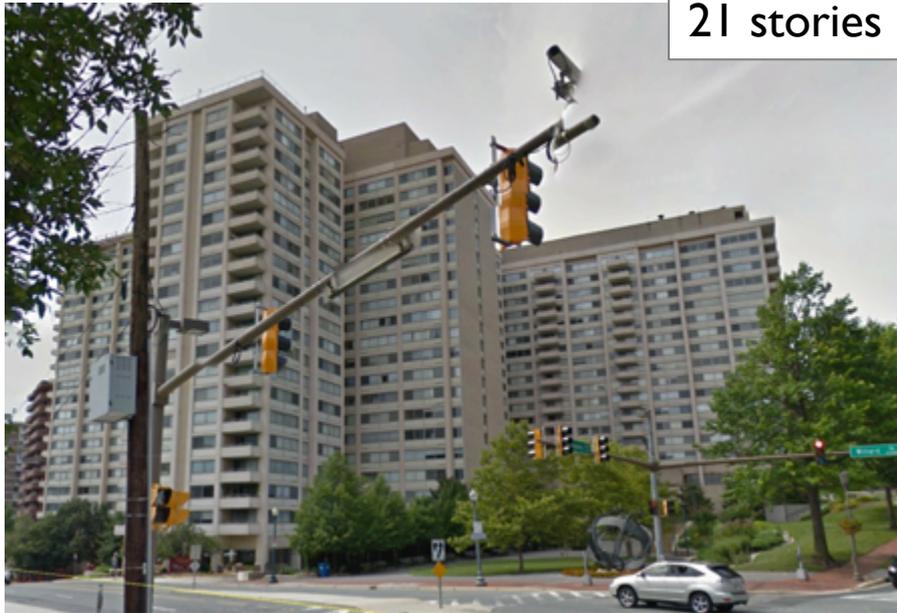


18 stories



Comparable Developments

Friendship Heights



Comparable Developments

Friendship Heights

8 stories



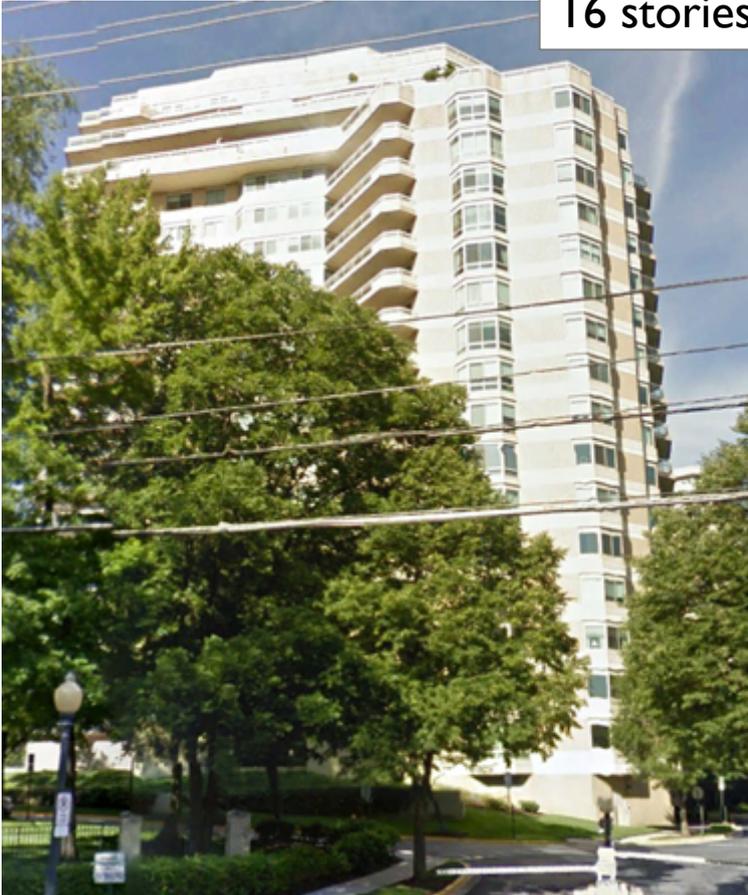
10 stories



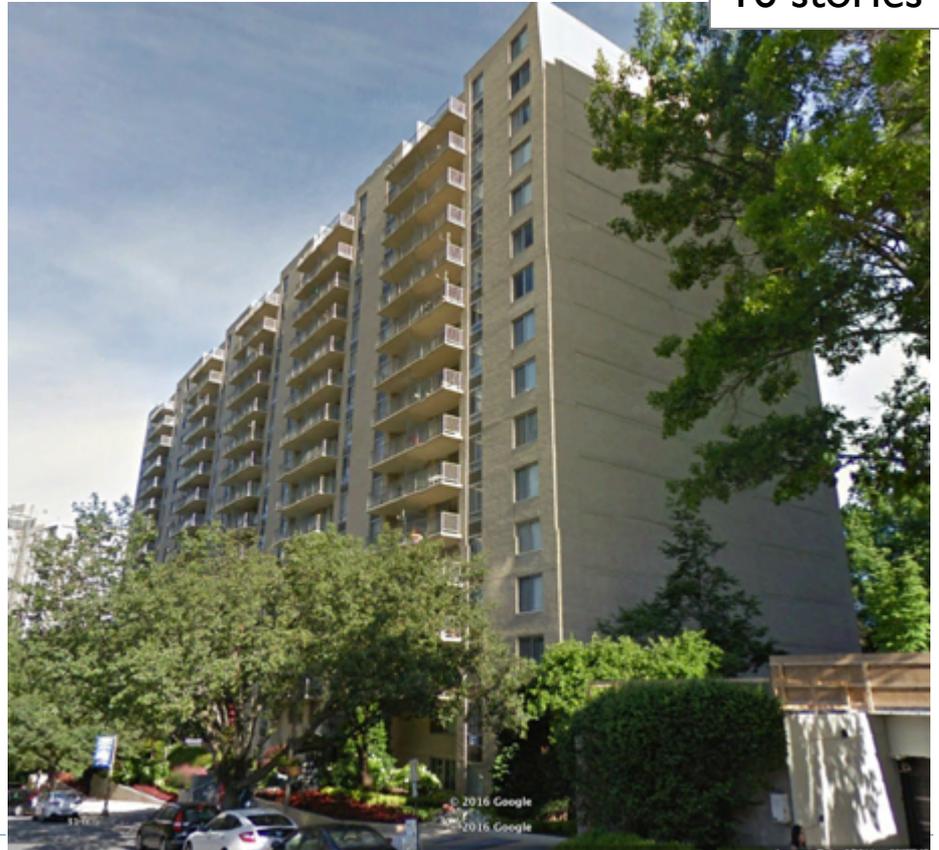
Comparable Developments

Friendship Heights

16 stories



16 stories



Comparable Developments

Cathedral

10 stories



11 stories



Comparable Developments

Cathedral

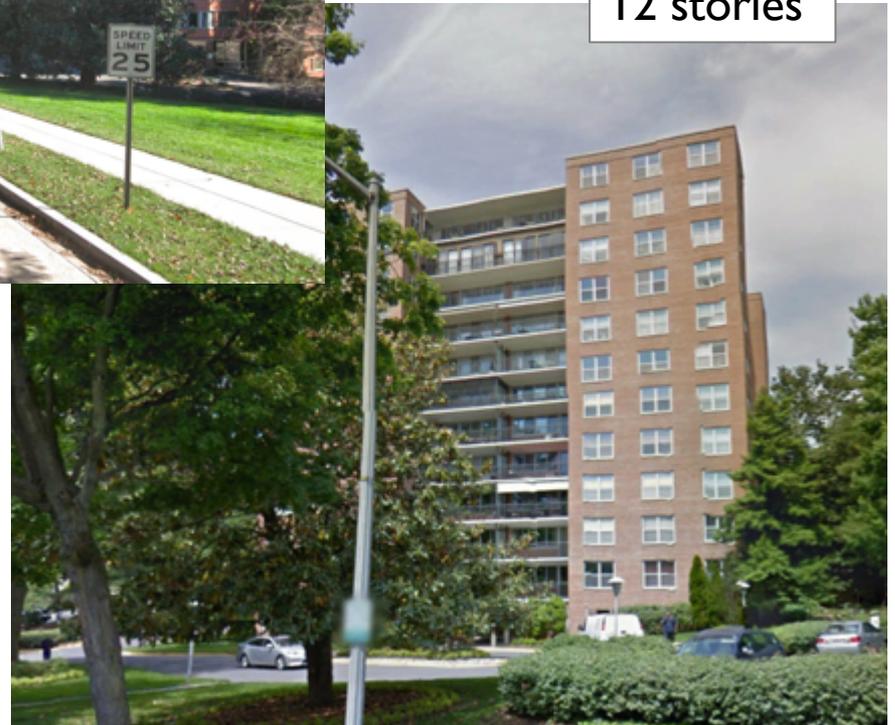
The quiet Cathedral Avenue NW



13 stories



12 stories



Comparable Developments

Cathedral

9 stories

