

ADVISORY NEIGHBORHOOD COMMISSION 3E
TENLEYTOWN • AMERICAN UNIVERSITY PARK • FRIENDSHIP HEIGHTS
www.anc3e.org

November 10, 2005
Public Meeting
St. Mary's Armenian Church
4125 Fessendon St. NW

November Meeting Minutes

The meeting was called to order at 7:41 PM by Commissioner Amy McVey. Commissioners Amy Hoang Wrona, Chapman Todd, Anne Sullivan were present. Commissioner Lucy Eldridge came at 7:45.

ANC Business/Actions:

The following checks were approved:

Check number 1209 to Verizon for \$65.64 for telephone services

The Commission approved the following:

The Commission voted unanimously to adopt the minutes of the February 2005 meeting

The Commission voted unanimously to approve the October Treasurer's report

The Commission voted unanimously to approve the Quarterly Treasurer's Report

Authorization to have Commissioner Todd write a letter opposing the public space permits.

Announcements

- Commissioner Todd stated that the **Public Space Permit** for the Brazilian Military attaché at **4632 Wisconsin Ave NW** to build a fence has been withdrawn by the applicants. However, the ANC will write a letter to oppose the fence in case the application is not withdrawn in time
- Commissioner Eldridge stated that Starting Nov 21, 2005– March 31, 2006 – **Reno Rd from NE to Military** will be one way westbound
- Commissioner McVey made announcements about upcoming traffic studies

Open Forum

- **Marilyn Simon**- On Sept 29, 2005 – Ellen MacCarthy agreed to withdraw the UWACS in a meeting with Councilman Kwame Brown. She stated that the two traffic studies are also flawed. Planning should have a planning overlay that limits the heights and densities and PUDs to matter of right development.
- **Marilyn Simon - Giant at Chevy Chase Shopping Center** are going to start construction in early 2006 and will be open early summer 2006.

- **Marvin Tievsky** – what’s going on with World Market? Lucy says that the process is continuing

Report from 2nd District Police

- Lt. Aiello described the crime in PSA 202 in October 2005. 5 robberies and 11 burglaries in the last 30 days. It is an increase by 2 each from October 2004.

River Road Traffic Barrier Update

Doug Noble – DDOT presenting:

- **An announcement for burned out street lights.** There is a 72 hour turnaround for the first inspection for street lights. Please call 727-1000 if there is a problem. If there is no movement in 72 hours, call 671-2700 which is traffic service number for updates.
- **Question about Firehouse-** Contractor claims that firehouse is opening in March 2006. Questionable if this will happen.
- **River Road Barrier** – DDOT has 2 proposed recommendations. One was continuing to have median barrier but having left turn lane for traffic or having a traffic circle. Welcome comments. Once design is agreed to, 4-6 weeks to finalize design and get funding. Will likely move forward after Thanksgiving.
 - Doug Zansky asks how to get comments. Emailing is the best way ddot.traffic@dc.gov. Please put on the header “River Road Barrier”.
 - Comment from the audience that channeling traffic back into Ellicott not welcomed. Doug Noble acknowledges that.
 - Question about next steps. Doug Noble says that there will be additional community meetings and then DDOT will ask ANC for vote.
 - Any consideration re. taking away barrier in the interim? – no
 - What about other intersections discussed at Friendship Heights Transportation Study – Noble – you need to program money for that. Lead time for capital construction projects is pretty significant. Very difficult to reprogram money.
 - Any analysis of north south traffic going across Western? No

Presentation by Developers submitting proposal to WMATA for the redevelopment of the Western Bus Garage

Commissioner Todd introduced the situation, explained that the community wants to see what the four developers planned and how they will fit with the neighborhood. Friendship Neighbors Association will do a short presentation since they are the only group that has registered with WMATA regarding these issues.

Friendship Neighbors Association – stated that the matter of right is already very dense. Buffer zones are required in Montgomery County, but no such thing exists for the WMATA and Buick sites. There is presently a portion of moderate density townhouses at 43rd st and Jennifer and Military Road and are examples of buffer zones. Densities in WMATA solicitations are nonstarters and totally inappropriate for this site. Gina

Margligiano walked the public through comparisons of Land area and project square footage, project height, and project density.

Akridge Presentation

Akridge proposes to build bus garage underground beneath a mixed use residential project with ground floor retail and public park and amenity space. Smith are the architects.

Basic information includes:

- Buses enter and exit facility on 44th St.
- FAR = 4.5-5
- Retail configuration: one and two stories along Wisconsin Ave with public space opening into site interior. One story retail at Jenifer and 44th St. corner.
- Proposed heights are 44th St – 60 ft. Wisconsin Ave – 90 ft. Jenifer St – 110 ft
- Loading dock access off 44th St and public alley
- 2 automobile garage entrance points (1260 spaces) – 700-800 for residential and the rest for retail

Questions:

- Taking air up to the roof. There are viable water and sewer from all three streets. There is capacity.
- PUD is a fair exchange. What would justify this? – Three things. First significant amount of public space for retail dining. Integration of historic bus garage façade. Taking bus garage out of sight.
- Are there going to be any alterations to the barrier? There are no plans to do anything with the barrier.
- Is there a requirement from DDOT to keep the bus barn in that location? There are conflicting objectives from WMATA.
- Akridge will do remediation
- Further questions should be sent to rgoode@akridge.com Header should say WMATA site.

LCOR

Mike Smith from LCOR. Will do the White Flint site too. HOK are the architects and master planners.

- Presenting a first idea of what they think the space should be. LCOR will apply for PUD. Construct under
 - C2B to R5B FAR is 6 on commercial property and 3 on residential. 253000 sq ft of development and 90 feet max height.
 - R5B 365000 sq ft.
 - They are looking to go up to the PUD maximums
- Wisconsin Ave maxing out at 60 ft. with retail on the ground floor.
- Opening up 44th St. Pushing out short side of the building and landscaped courtyards and vehicular dropoffs.
- Retail on Jenifer Street.
- Certain units will have internal courtyard views and the predominant views would be allowing views through internal courtyards through the streets
- 350 houses units. 350000 sf of retail. Parking will be belowgrade. Lots of parking. Will have 1 _ parking spaces per unit. So about 550 parking spaces.

- LCOR will pursue the idea of relocating bus site and will contribute to environmental remediation
- Primarily residential site with no buses retail along street faces. Residential orientation and masses building towards FH metro and away from residential.
- Amenities – will work with community to figure that out.
- Further questions to Mike Smith at msmith@lcor.com

Questions

- 2 parking ramps that go directly belowgrade into the building both off of 44th. Loading is occurring in the alley in the building
- Unit sizes are averaging 1300 sf. 2 bedrooms, 1 br with den.
- There will be affordable housing component
- Will join efforts to find solution for bus use

Trammel Crow

- Will retain bus facility on site and will sink it
- Activate all three streets by providing retail
- Bus ramp and loop facilities underground to minimize curb cuts
- Want architectural feature over the metro entrance
- Whether its apartments or condos depend on how WMATA dispenses the land. Typically through their history WMATA has not sold its land
- Further questions to jwooldridge@tcresidential.com

Questions

- Will you be building up to maximum heights and FARs? Other groups are maximizing that. Really important to have dense residential. Originally, they went with the upper Wisconsin plan and now they are revisiting that issue
- Are you considering matter of right? Nothing is out of the question.
- What depth to dig? 20 ft for bus barn. Probably going down 40-50 feet

Avalon Bay

Chris Helsabeck from Avalon Bay. Partnering with SK&I Architecture. Will present two schemes. One is PUD but lower than normal transit oriented development. Second is FAR for MOR.

Option 1: Higher Density Scheme

- 750000 total sf development. There are three buildings in this schema.
 - 1st building is 9 story building steps down to 5 story building on Wisconsin.
 - 2nd building 9 story building on Jenifer st.
 - Third building is 9 stories stepping down to 4 stories facing 44th St.
 - 650 total units

Option 2: Lower Density Scheme

- 350000 sf of development. There are also three buildings in this schema with same FAR as MOR
 - 5 story building on Wisconsin
 - 6 story building on Jenifer

- 4 story stepping down to 3 story townhouses on 44th
- Parking is tucked below four levels
- 350 total units
- Further questions to chelsabeck@yahoo.com

Questions

- Still working on Parking but it should be 1 – 1.5 spaces. Botique retail than destination retail
- Combo of rentals and condos
- Audience feeling of retail on Jenifer is positive.
- Proposal is that bus barn should be somewhere else. But will work with WMATA and the city as to what they want.
- Both have private roads going among the buildings. Will not give it back to the city. Trash, service, deliveries would be Avalon Bay.
- Incorporating moderate housing is yet to be determined.
- What about green space? Street-scaping. Green spaces are in and around the building. No consolidated green space
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ANC Business

- The quarterly financial report was passed 5-0. Commissioner Hoang-Wrona moved it, Commissioner McVey seconded.
- The monthly financial report for the period ending October 31, 2005 was passed 5-0. Commissioner Hoang-Wrona moved it, Commissioner McVey seconded.
- The Commission tabled the approval of the October minutes pending revision. Commissioner Hoang-Wrona moved it, Commissioner McVey seconded.

No other business being moved, the meeting was adjourned by a motion by Commissioner Eldridge and seconded by Commissioner Hoang-Wrona at 10:31 PM.

Sincerely,

Amy Hoang-Wrona
Secretary