ZONING COMMISSION
CASE No. 05-26
EXHIBIT No. 130

Tilden Street Coalition

June 22, 2006

OVERVIEW

A UNIQUE AND HISTORICAL NEIGHBORHOOD – GATEWAY TO ROCK CREEK PARK

NIGHTMARE ON TILDEN STREET

A BETTER TILDEN STREET VISION

ZONING COMMISSION
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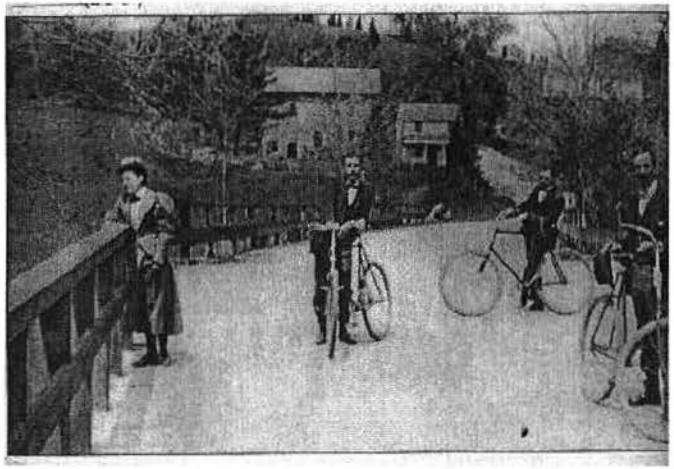
A UNIQUE AND HISTORICAL NEIGHBORHOOD – GATEWAY TO ROCK CREEK PARK



Cyclists on Tilden Street bridge in 1890s

Cyclists today at Peirce Mill

- Tilden Street is one of a few remaining streets in the area that retains some of the character it had in the early 1900s.
- Tilden Street, designed with a median running from Connecticut Avenue to Peirce Mill, serves as a graceful gateway to the park.
- Laid out in 1902, Tilden Street was first known as Peirce's Mill Road, then Quincy Street.
- Rock Creek Park, authorized in 1890, is the oldest urban park in the national park system.

GATEWAY TO ROCK CREEK PARK

One hundred year old Townhouses today

- Townhouses have been the appropriate Tilden Street transition from Connecticut Ave. to Rock Creek Park for more than a century
- Over the past century, the number of single family homes, Embassies, and town houses has increased
- No high rises were built on Tilden Street east of Connecticut Avenue.

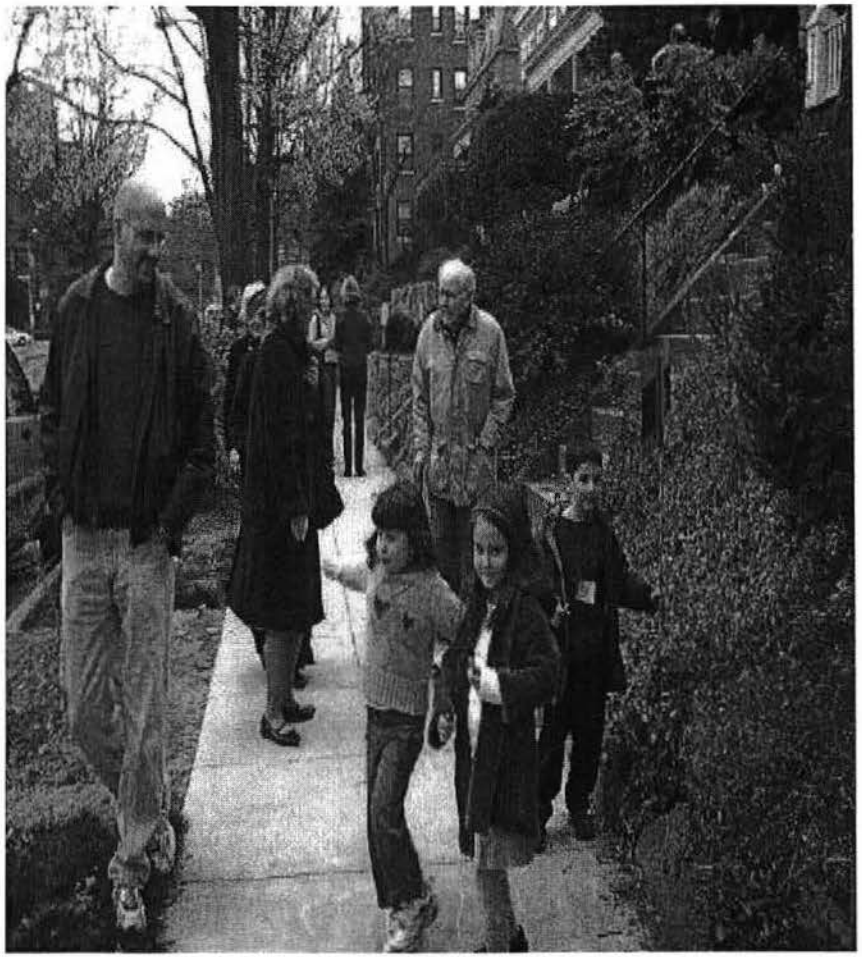
GATEWAY TO ROCK CREEK PARK

Neighbors recently marked the Centennial with a 100th birthday celebration.

Jean DiPietro in costume at Centennial celebration

GATEWAY TO ROCK CREEK PARK

- A strong and diverse community lives in the Tilden neighborhood, ranging in age from six months to ninety years.



NIGHTMARE ON TILDEN STREET

Rendering of proposed Clark building

Clark's proposed high rise will gut the character of the Tilden Street neighborhood and the scenic transition to Rock Creek Park

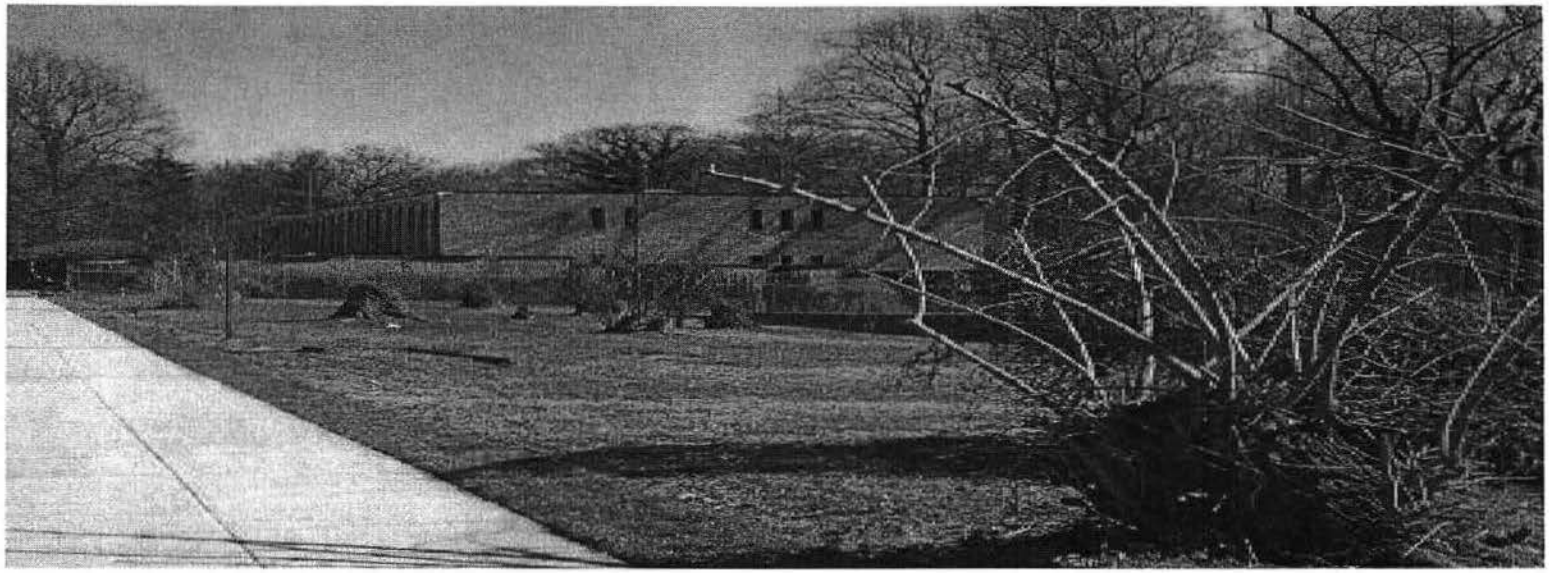
- The building is too dense and too tall for the lot.
- It would dominate the street and dwarf neighboring buildings.
- The architectural style is incompatible with the neighborhood.

NIGHTMARE ON TILDEN STREET

Lawn signs on Tilden Street

- The neighbors are unanimously opposed to Clark's proposal.

NIGHTMARE ON TILDEN STREET



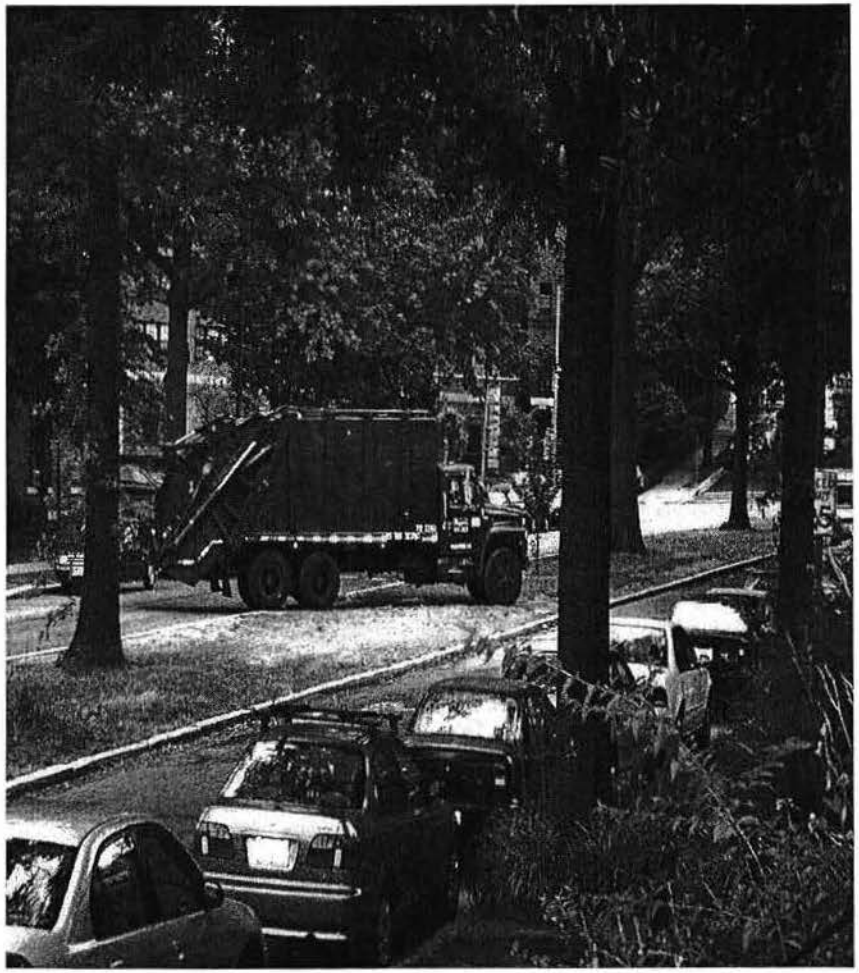
The Clark building will dominate its neighbors

- Clark's high rise will rob its neighbors of sunlight, air, privacy, and views.
- The Embassy of Kuwait next to the new building will suffer loss of sunlight, privacy, and security.
- Residents in the rear of 3901 Connecticut will be left with a view of a parking lot.

NIGHTMARE ON TILDEN STREET

Services are already a problem on Tilden Street.

- Service vehicles will congest Tilden Street, a residential side street.
- Visitors and service vehicles to Clark's High Rise will exacerbate the existing parking scarcity problem.
- Currently there are 1128 existing apartment units in the immediate neighborhood with only 551 on-site parking places.
- Residents now compete for limited street parking with suburban commuters, and all the educational and commercial properties in the area.



Trash truck crossing the median. Driver exiting driveway of 3945 Connecticut was unable to turn east on Tilden..

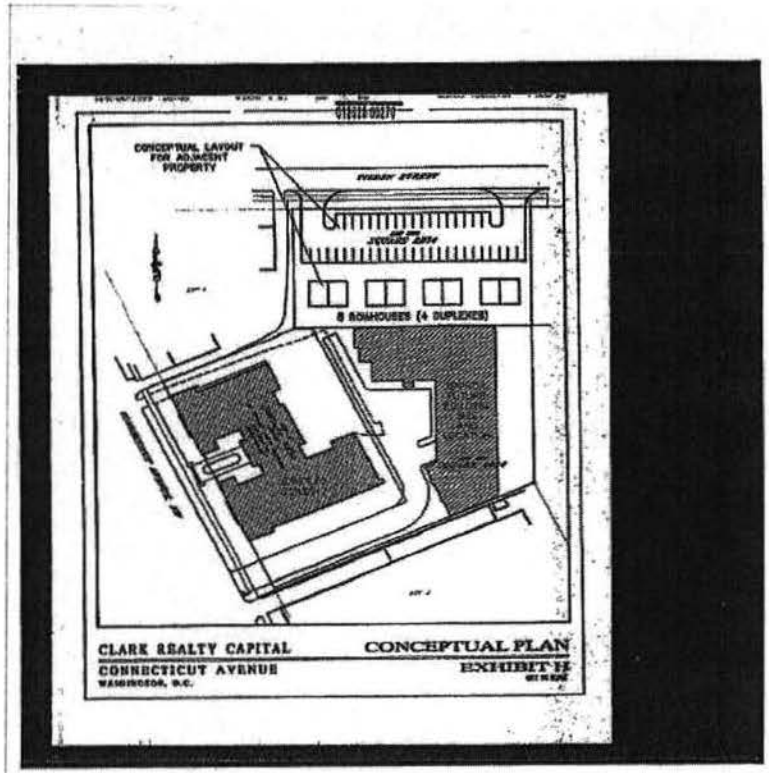
Nightmare on Tilden Street

- The Clark proposal does not meet the PUD Standards
- Bad planning; no special value to the neighborhood
- Amenities do not outweigh negative impact on community
- Inconsistent with the Comprehensive Plan's goal to protect neighborhoods
- Increases traffic congestion
- Inadequate plan for delivery of city services
- Loss of large canopy trees
- Minimal affordable housing

A BETTER TILDEN STREET VISION
supported by the neighborhood

Streetscape of townhouses to mirror those on the north side of the street

A BETTER TILDEN STREET VISION



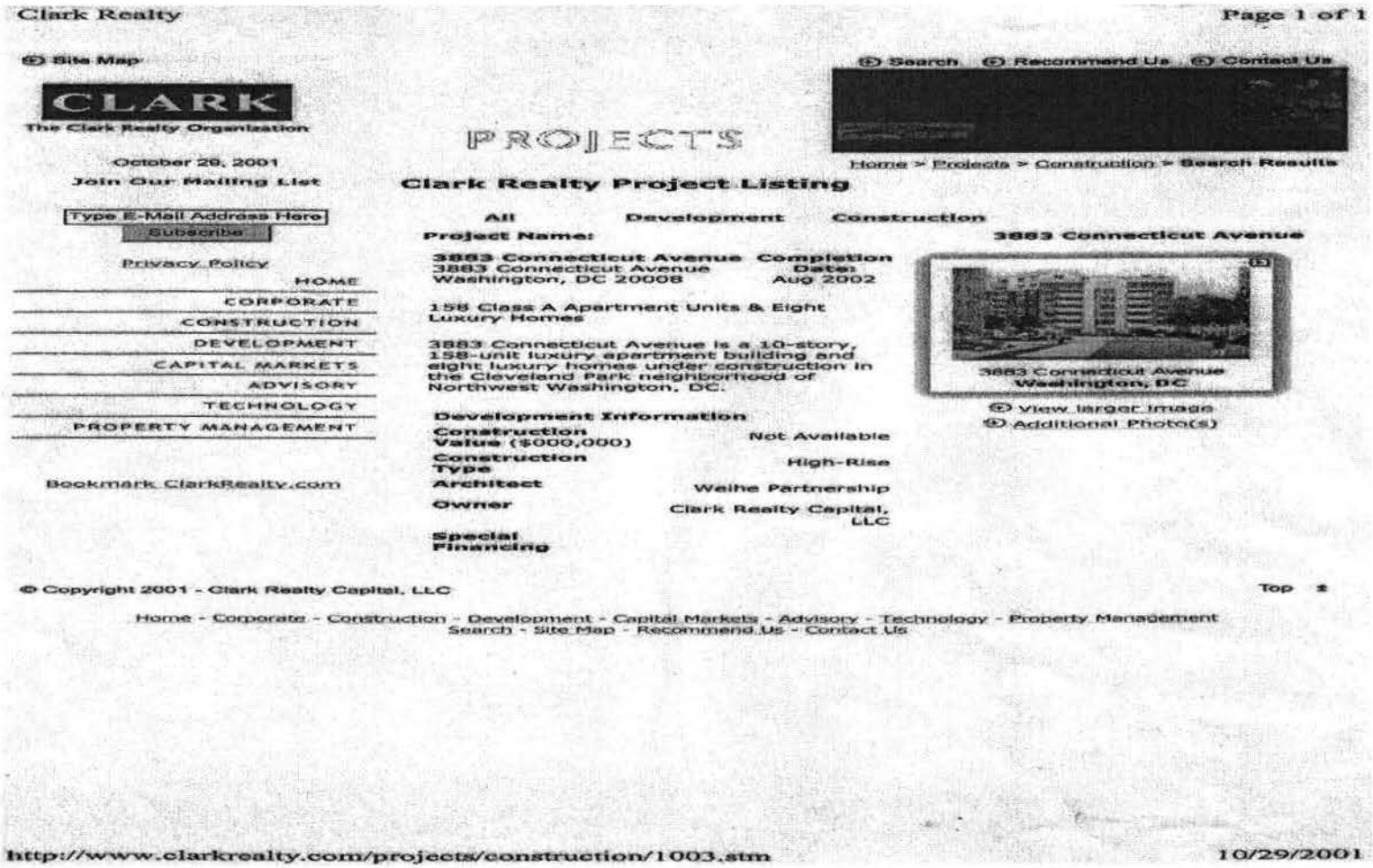
- The neighbors always had a expectation that townhouses would be built.
- Clark confirmed it in a 1999 document with a Conceptual Drawing of "8 rowhouses." (Document No.01262000270 – Recorder of Deeds)

Clark's 1999 conceptual plan

Clark's Website

You don't have to take our word for it, Clark thought

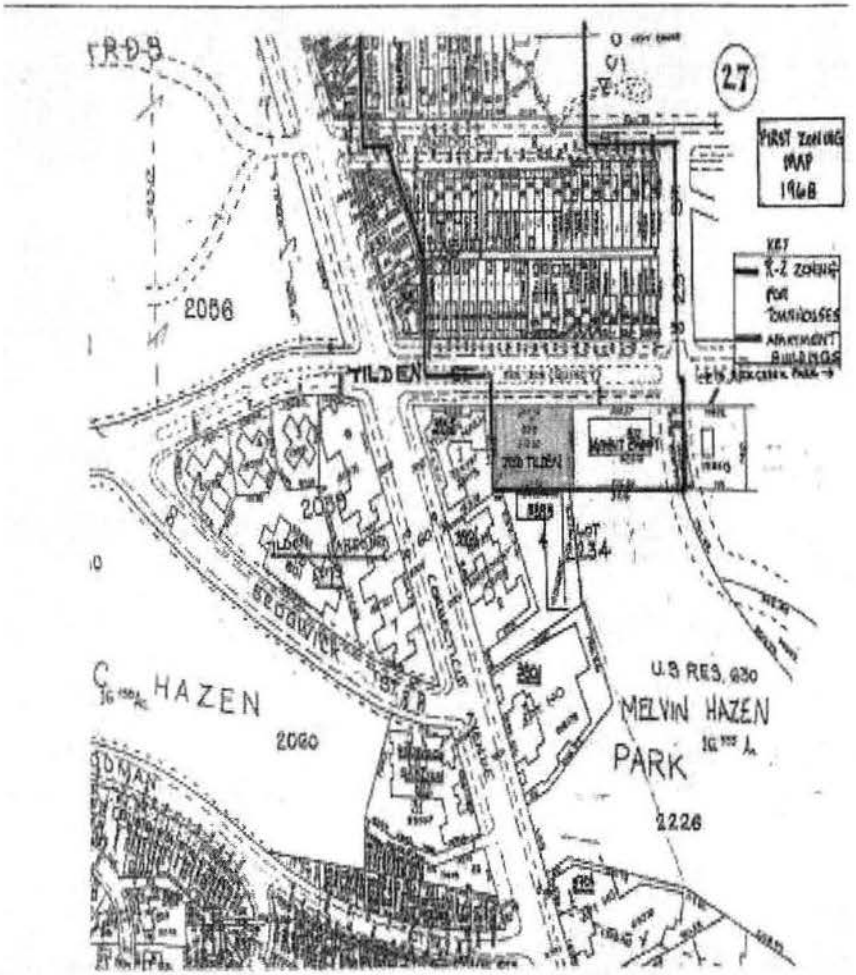
Townhouses were a good idea in 1999 and 2001



3883 Connecticut Avenue
Washington, DC 20008

A BETTER TILDEN STREET VISION

- Rowhouses would maintain the character of the streetscape.
- Rowhouses would reflect the type of housing facing them.
- The neighborhood strongly supports this vision.



1968 Zoning Map showing R-2 Zoning on both sides of Tilden Street

Neighborhood vs. Nightmare

Townhouses vs. High rise

Streetscape of Houses vs. the "Ballstonization" of Tilden Street

"Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title."

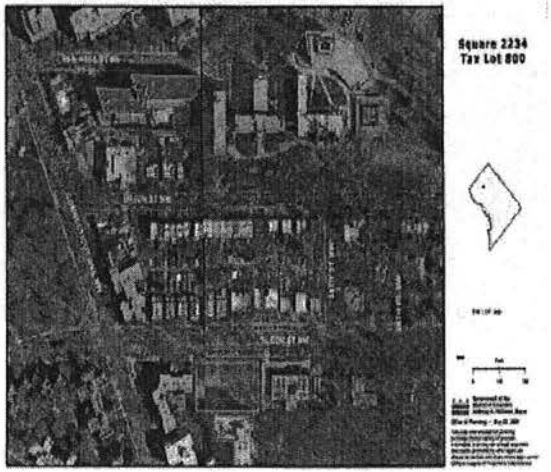
- PUD Evaluation Standards 2403.6

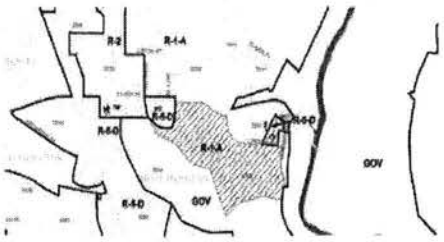
GEORGE H.F. OBERLANDER, AICP

Statement

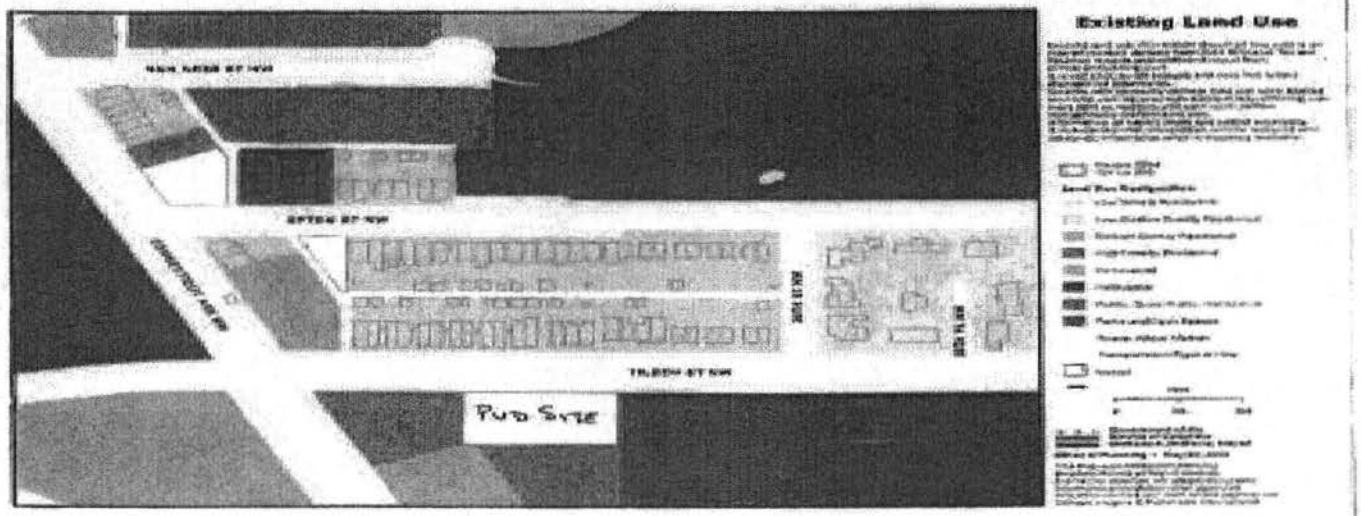
DC ZC Case No. 05-26
On behalf of
TILDEN STREET COALITION
On
A Planned Unit Development and Map Amendment
At 2950 Tilden Street, NW
Washington, D.C.
Before the
Zoning Commission for the District of Columbia
DC Zoning Case No. 05-26
June 5, 2006

- PUD & Zone change should be rejected at density & height proposed. (Overcrowding)
- Adverse impact on adjoining low density housing, Kuwait Embassy and M. Hazen Park.
- Existing zoning 798 ft. R-2 on S/S Tilden St. of which 248 would be changed R-5-D leaving 550 ft. in R-2. (Gerrymandering).
- Zoning in place since 1958 based on existing land uses.



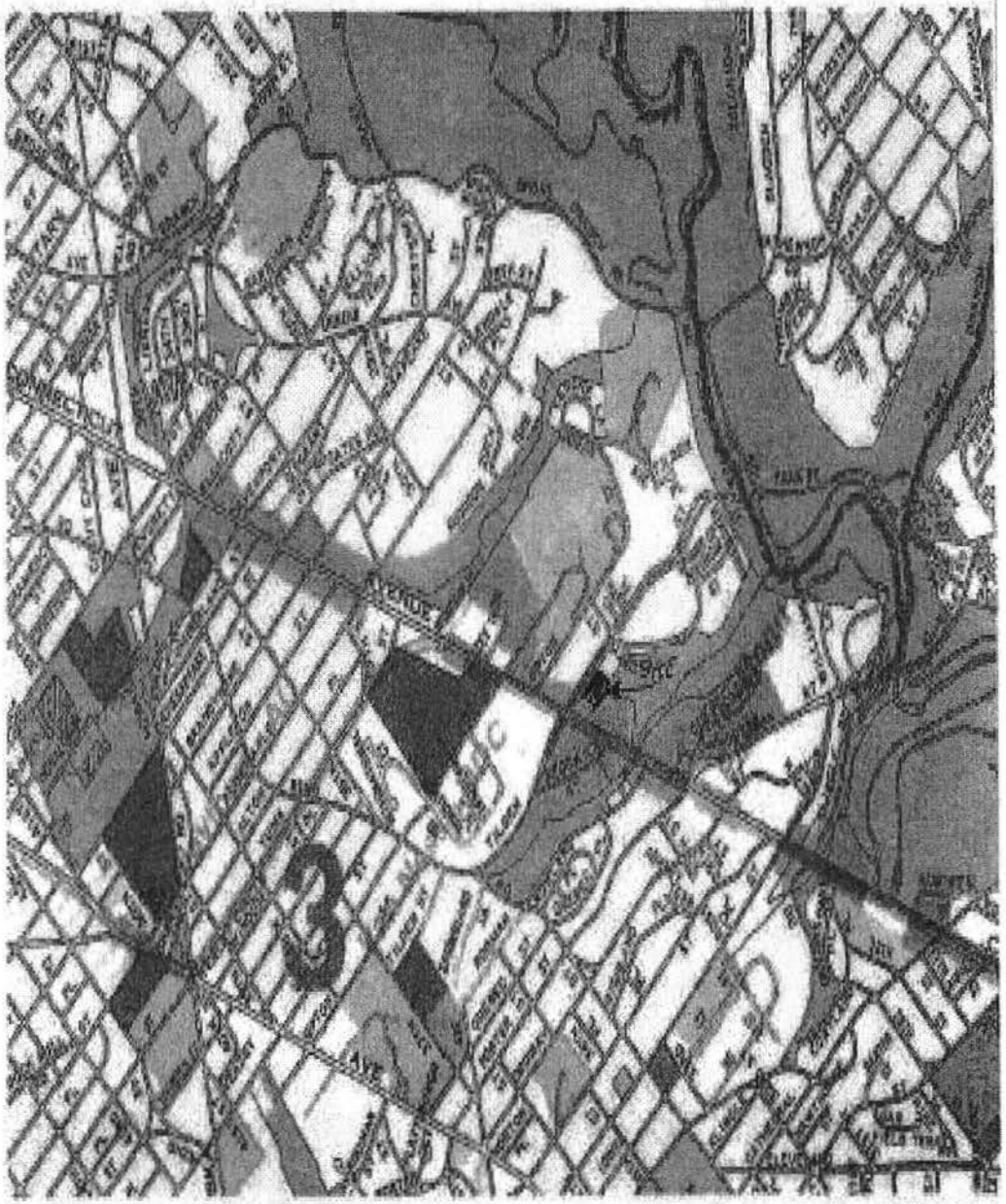


PUD SITE



- Conn. Ave frontages ONLY higher density residential development.
- Current land uses (map) shows rear of Conn. Ave frontages as low density.
- 1978 existing L.U. (board) immediate area as flats/garden Apts. (substantiated 1958 zoning).
- Why can not this site be used under R-2?

- Current Plan document shows PUD site within brown/higher density designation. (May also include moderate/medium density).
- Brown color on map may be a printing error. My experience (1965-1996) indicated high density use front onto Conn. Ave ONLY, following established zone boundary lines.
- NCPC 1970/1985 Land Use Obj. (board), both sides of Tilden St. Low-Median residential density. Basis for current Comp. Plan.



District of Columbia Generalized Land Use Map

Legend

residential land use categories

low density

moderate density

medium density

high density

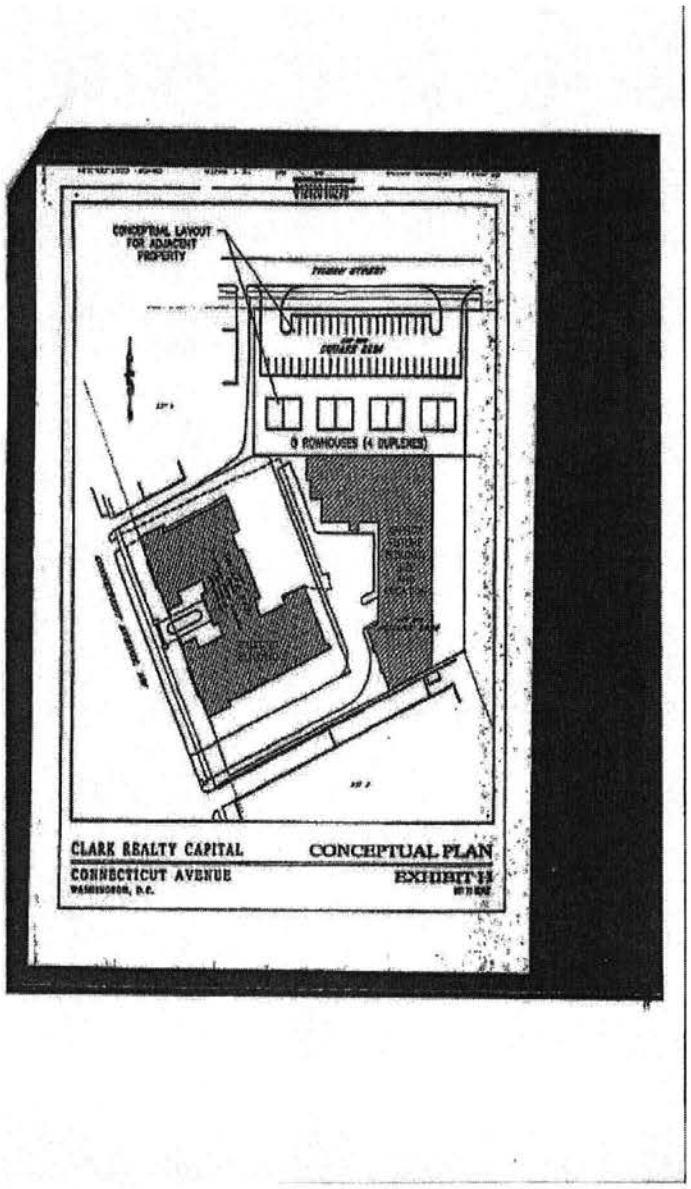
- Some exceptions: 1968 "Uptown Centers" and1984 to date "Housing/Development Opportunity Areas" (H/DOA).
- The current Comp. Plan shows **NO** H/DOA Area in vicinity.
- Regardless of printing error, very specific Ward 3 Comp. Plan policy which applies:
- Section 1404.3(a)(1)(B)

Section 1404.3(a)(1)(B)

- "Medium & high density residential uses (where designated in the Land Use Element) should be limited to the major arterials…"
- The PUD site is not along a major arterial.
- Any OP finding that PUD is "Not inconsistent with Comp. Plan" violates this Comp. Plan policy.

- OP May 26th Report not complete.
- Report cites Comp Plan general policies PUD "furthers". This is not an adequate finding of "not inconsistent with Comp. Plan" as required by the H.R.A. (Sec. 492(b)(1)).
- Page 3 lists 8 additional Ward 3 **specific policies** that PUD violates.
- As to these specific policies the OP report is silent. Call attention to Sec. 1409.7(e).

- From 1984 till 1999 Sec. 1409.7(e) identified the visual security issues for the several Embassy/Chancery along Tilden St. from new adjacent high rise development. Since 1999 "…New high-rise structures adjacent to these properties would adversely impact existing residential uses in area".
- NCPC requested the DC Council to "eliminate any discussion of security needs…covered by the NCPC Foreign Missions Element of the Comp. Plan".
- Removing this issue from the Ward 3 portion of the Comp. Plan **does not remove the security threat.** The OP Report is silent on this issue.

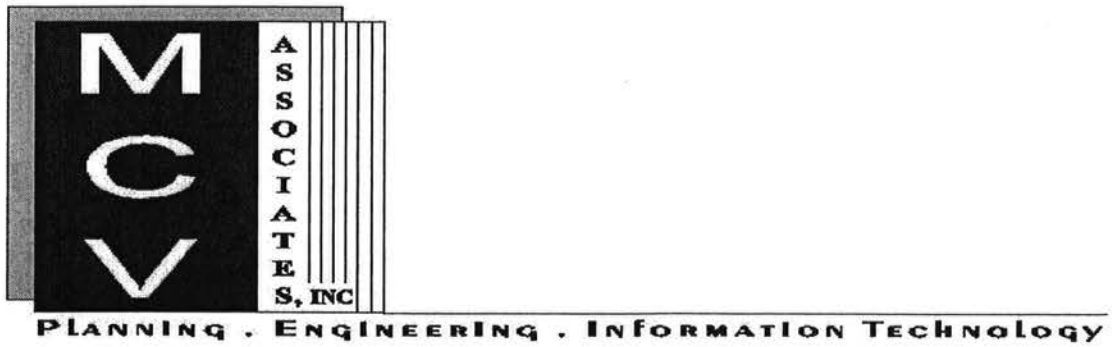


- Pages 4 & 5 of my statement list 17 reasons why the PUD should be turned down.
- Since my time is limited and you will read the entire statement anyway, I will mention a few:

* PUD too intense for site. (poor driveway design/service area)
* In 1999 applicant promoted "concept plan" for 8 row house/4 duplexes, indicating possible development of this site under R-2.
* Allowing 49 units rather than (8) 3-story units is insufficient justification to rezone.
* Existing planning & zoning seeks to protect low density properties to the rear and east of Connecticut Ave.
* Applicant economic benefit or maximize a developers profit is **not** a basis for granting PUD.

TRAFFIC ANALYSIS

Joe Mehra, P.E.
President
MCV Associates, Inc.



TRAFFIC IMPACT STUDY DEFICIENCIES

- Existing Conditions
- Future Background Conditions
- Site Traffic Analysis
- Safety
- Future Conditions with Site Developed

Existing Conditions

- Wells traffic counts on Tilden Street are 20 to 30 percent less than DDOT Study
- Existing Vehicle Queues on Tilden Street Not Recorded
- Bicycles on Tilden Street Not Counted
- Bicycle lane on Tilden Street Not Analyzed
- Safety/Accident History Not Included

Future Background Conditions

- Did Not Include Traffic from Approved Developments
- Sheridan School Traffic Not Included
- Chinese Chancery (Under Construction) Not Included
- Reduced Traffic on Tilden due to Burke School Expansion
- Assumed a right turn lane on Tilden Street

Site Analysis

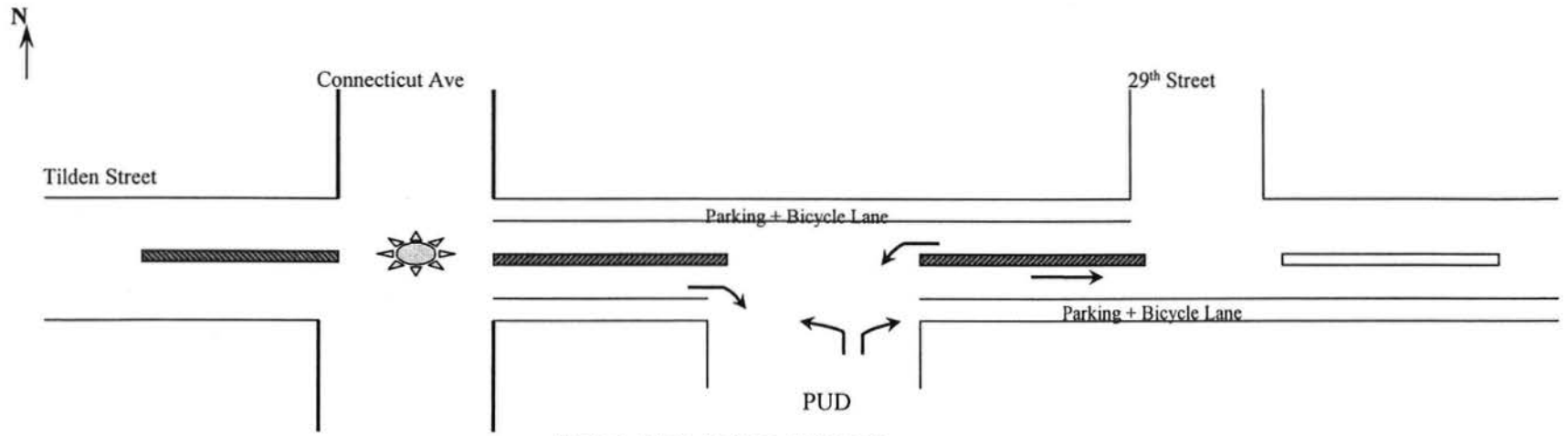
- Full access to the site placed at 1,000 feet from Connecticut Avenue by Wells
- Site driveway is Actually 235 feet from Connecticut Avenue
- Access will be blocked during peak hours
- Assumed 33 peak hour vehicle trips
- Providing up to 110 parking spaces
- Unsafe conditions for Trash pick-up

Safety

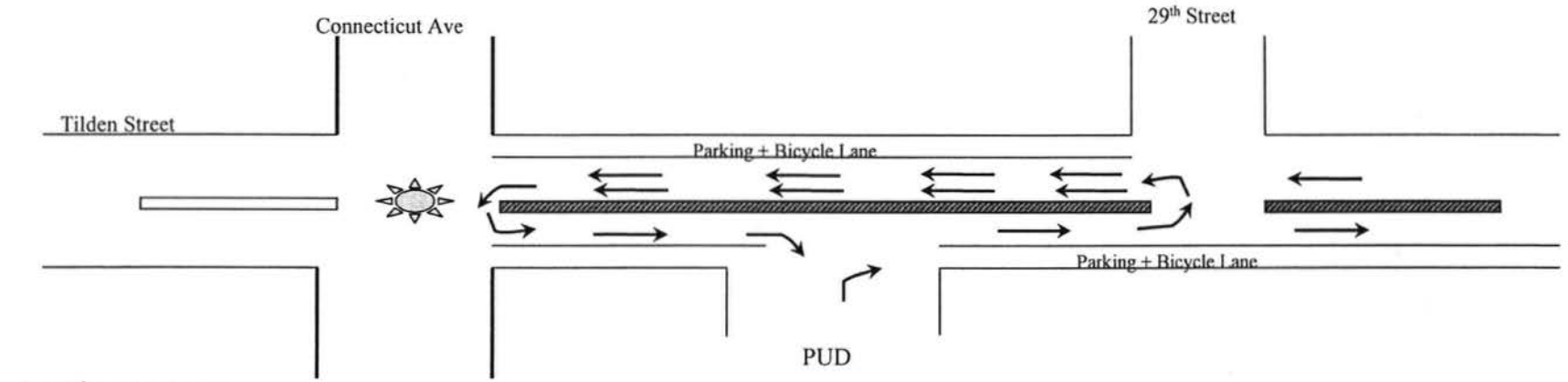
- Highest Number of Accidents at Tilden St/Connecticut Ave
- New Bicycle Lane Added on Tilden Street
- PUD Traffic would likely increase accidents
- Trash Truck back-in or out of site driveway is hazardous
- New Plan results in significant increase in U-Turns to and from the PUD

Future Conditions with Site Developed

- Assumed right turn lane on Tilden Street
- Assumed full access driveway at Tilden Street
- Increased delay to Tilden Street traffic due to PUD
- No mitigation provided by the PUD



WELLS TRAFFIC STUDY



PROPOSED PUD ACCESS

MCV ASSOCIATES, INC
PLANNING . ENGINEERING . INFORMATION TECHNOLOGY

Conclusions

- Traffic study is Not valid
  - Full access driveway
  - Right turn lane on Tilden Street
  - Site access blocked by Tilden Street traffic
  - Not included bicycle lane
- Applicant has NOT analyzed the traffic impacts of the proposed access
- PUD Results in increased delay to Tilden Street traffic
- Mitigation Not provided by PUD
- Exacerbates existing high accident location

Ms. Milanovich's Testimony

- *The projected increase in delay would be less than 10% for any given approach*
- Response (Based on Wells Report)
  - Wells data shows 14% increased delay on WB Tilden Street during AM peak hour

Ms. Milanovich's Testimony

- *The volume of traffic generated by the proposed development would have an insignificant impact on traffic operations in the study area*
- Response (Based on Wells Report)

  - Eastbound Tilden Street delay increases from less than 1 minute per vehicle to 12 minutes per vehicle in AM peak hour

  - Eastbound Tilden Street delay increases from about 2 minute per vehicle to 14 minutes per vehicle in PM peak hour