

GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING



Office of the Director

MEMORANDUM

TO: D. C. Zoning Commission

FROM: *ELM*
Ellen McCarthy
Director

DATE: May 26, 2006

SUBJECT: Hearing Report on Zoning Commission Case Number 05-26 to Establish a Planned Unit Development on Property Known as 2950 Tilden Street, N.W. (Square 2234 Lot 800)

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APPLICATION

Tilden 800 LLC, the applicant, requests Zoning Commission approval of a consolidated Planned Unit Development (PUD) and an associated Map Amendment from Residential (R-2) to R-5-C encompassing the subject property.

RECOMMENDATION

The Office of Planning (OP) believes the redesigned elements of the project are headed in the right direction, especially the internal penthouse, and large setback of the rear courtyard. However, OP has indicated to the applicant that a maximum 5-story maximum building with no penthouse is a better transition of height from the existing high-rise building to the south and the semi-detached homes to the north, and would provide more privacy and light to the neighbors.

OP cannot make a final recommendation at this time, pending receipt of:

- a copy of the District Department of Transportation (DDOT) report on this proposal;
- further exploration of a 5-story building option by the applicant; and
- a preliminary construction management plan.

OP will submit a supplemental report after receipt of the DDOT report and the other information.

BACKGROUND

During the Zoning Commission meeting on January 9, 2006, to consider scheduling this application for public hearing, the Commission and Office of Planning raised several issues required further explanation including:

- Status of the existing fire lane: Clarify whether the fire lane is improved and any planned changes;
- Zoning relief: Confirmation that this unique design will not require any additional relief beyond the request map amendment;
- Architecture: More detailed plans and illustrations of the building architecture and the relationships between this project and the surrounding buildings;
- Affordable Housing: Specifics about the size, type, and location of the affordable units, the affordability levels of the units and the duration of the affordability commitment;
- Loading and service: Review with the District Department of Transportation options for providing a loading space 55-feet long; and
- Environmental Impacts: Consideration of the benefits of engineering the building design and systems to qualify for Leadership in Energy and Environmental Design (LEED) certification.

OP also noted during its presentation that the related map amendment to an R-5-C zone district would enable to the applicant to develop approximately 49 dwelling units in a multi-story building rather than eight (8) 3-story dwellings allowed under the current R-2 zone district.

SITE AND AREA DESCRIPTION

The subject vacant property is an interior lot 34,686 square feet (0.81 acre) in size located approximately 233 feet from the intersection with Connecticut Avenue, N.W. Along the Tilden Street frontage is a row of less-than-a-dozen tree stumps, and in the southwest quadrant of the property is a gravel area that appears to have been used for vehicle parking. A 20-foot wide fire lane for the apartment building to the south extends along the rear property boundary, and metal chain-link fences border the eastern and western (side) property boundaries. In response to the Commission inquiry about the surface of the fire lane OP has confirmed that it would continue to be a grass area.

Surrounding development consists of 2½-3 story one-family semi-detached dwellings to the north across Tilden Street, a nine-story residential building (3883 Connecticut Avenue, N.W.) immediately adjacent to the south, the Kuwaiti Embassy on the adjacent property to east, the Melvin C. Hazen Park to the southeast, and Tilden Hall, a 5-story condominium apartment building on the corner lot to the west (3945 Connecticut Avenue). The subject property and properties to the north and east are in a Low-Density Residential (R-2) zone district. Properties to the south and west are in a Medium-High Density Residential (R-5-D) zone district (please refer to Exhibit 1). The site is also approximately 1,200 and 1,800 feet, respectively, from entrances to the underground Washington Metropolitan Transit Authority (WMATA) Van Ness-University of the District of Columbia and Cleveland Park Metro rail stations.

ZONING REVIEW

The R-2 zone district allows one-family detached and semi-detached dwellings up to 40 feet and 3-stories in height, and a maximum lot occupancy percentage of 40% with no limit on the floor area ratio (FAR). The original proposal would have constructed a 2-6 story building with 98,000 square feet of floor area, 60 dwelling units and a 2.8 FAR to a maximum height of 67 feet (not including the rooftop penthouse) with a lot occupancy percentage of 57%. The building would extend from the front property line to approximately 26 feet from the rear boundary. The applicant therefore requested approval of a PUD including a zone map amendment that would change the current R-2 zone district to an R-5-C zone district. Approval of the PUD and zone change would allow a multiple dwelling with up to a 4.0 residential FAR, a 75% lot occupancy and maximum height of 75 feet with no limit on the number of stories.

In the Pre-Hearing Statement dated March 13, 2006, the applicant reduced the scale of the project slightly. After continued discussions with the community and the Office of Planning, the applicant submitted a modified Pre-Hearing Statement dated May 22, 2006 that proposes:

- a 2-6 story building with 87,500 square feet of floor area (an approximate floor area reduction of 11%);
- an 2.52 FAR (approximately a 10% reduction);
- on-site parking for 110-120 vehicles (more than 2 vehicles per unit);
- a *total* maximum height of 67 feet (*incorporating* the mechanical equipment areas into the sixth floor and basement);
- a lot occupancy percentage of 49% (a 14% reduction);
- a 10-foot setback from the front property line;
- A 36-foot deep rear yard that in combination with the existing 20-foot emergency access lane creates a 56-foot separation between the new project and the central section of the existing 3883 Connecticut Avenue building; and
- A “carve out” of the central third of the sixth floor.

The applicant indicated that there will 49 dwelling units. Mechanical penthouse will be incorporated *into* the top floor so the maximum building height is 67 feet. The middle portion of the 6th floor has also been removed and the depth of the rear open court increased to a maximum depth of 56 feet from the rear property line. These changes are intended to reduce the building scale and provide more light and air to the adjacent condominium tower at 3883 Connecticut Avenue. OP had indicated a preference for a maximum 5-story building with no penthouse (the mechanical equipment is tucked into the top floor and the basement). The applicant filed the supplemental information still showing the partial 6th floor. OP requested a shadow study to better illustrate the impacts of the proposed changes on neighboring properties. In response, the applicant provided a study of a previous 9-story version of this project (refer to Exhibit 3).

Revised plans have relocated the 12 x 30 foot delivery area from the south end of the driveway to the garage entrance to the Tilden Street frontage, making it more accessible. The submitted landscape plan also increased the variety and density of the overall landscaping, particularly along the western property boundary with 3945 Connecticut Avenue, N.W.

The subject property exceeds the minimum 15,000 square feet required for a PUD in the proposed R-5-C zone district. This revised proposal would be subject to the following zoning limits:

Standard	R-2 Requirement	R-5-C PUD Requirement	Proposal	Required Relief
Minimum Area for PUD	--	15,000 s.f.	34,686 s.f. ¹	None
Height	40 feet/ 3 stories	75 feet Unlimited stories	65 feet 6 stories	None
Floor Area Ratio (residential)	--	4.0 FAR (138,744 s.f.)	87,500 s.f. 49 units/2.52 FAR	None
PUD bonus density	8 units ²	--	41 unit bonus ²	--
Affordable Housing	--	--	3 units	--
Side Yard	8 ft.	Side yard along western boundary	0 ft. /20 ft. along western boundary	None
Rear Yard	20 feet	4 inches/foot of height, min. 15 feet	26.3 ft. (22.3 ft.)	None
Lot Occupancy	40%	75%	49%	None
Penthouse Height	18.5 feet	Same	0 ft.	None
Loading/Service	N/A	None	1 truck space 12 x 30 ft. deep	None
Open Court Width	4 in./vertical ft., not less than 15 ft.	3 in./vertical ft., not less than 10 ft.	91 feet (17 feet)	None
Parking (on-site)	1 space/unit	1 space/3 units (16 spaces)	100-120 spaces (2+ spaces/unit)	None

Although PUD approval and the zone district change would generally accommodate the proposed building, the applicant originally requested relief from § 411 of the Zoning Regulations to allow the roof structure to have less than a 1:1 setback from the irregular exterior building walls, and from the requirement under § 2201.1 for a loading berth 55 feet deep. Incorporating the mechanical equipment into the top floor eliminated the need to comply with § 411. Upon further review, OP determined that providing less than 50 dwelling units eliminates the need to comply with the referenced loading requirements.

Accordingly this proposal would not require any additional zoning relief if the requested map amendment were approved.

¹ based on D.C. land records

² Difference between number of dwellings suggested in the current R-2 zone district and the PUD proposal

ANALYSIS

In deciding a Planned Unit Development application, the Zoning Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.

OP's review of this proposal considered whether it is generally consistent with the intent of the Zoning Regulations, the District of Columbia Comprehensive Plan and with specific PUD criteria per § 2403 of the Zoning Regulations:

- *The impact of the project on the surrounding area and upon the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.*

The most significant impact is anticipated to be on traffic circulation. The transportation analysis prepared by Wells & Associates, LLC for the applicant indicates the current levels of service at the Tilden Street/Connecticut Avenue intersection would "... remain relatively unchanged from existing conditions" and concluded, "The proposed site access will operate acceptably under stop control for the northbound driveway approach" so that "No turn lanes are required..." The consultant also concluded in a supplement dated April 14, 2006 that, "... the number of trucks generated by the proposed residential development is not expected to be significant."

OP encouraged the applicant to consult with DDOT about this proposal. The agency is preparing a report on its findings.

FLEXIBILITY REQUESTED

Based on the above analysis, no additional zoning flexibility is required beyond the requested map amendment.

BENEFITS AND AMENITIES

- *Public benefits are superior features of a proposed planned unit development 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.*

The principal public benefits of this PUD are urban design; (superior) architecture; site planning; transportation; 49 housing ownership opportunities including 3 affordable ownership units; and the additional public benefit of a \$100,000 contribution for the maintenance and upkeep of the Pierce Mill and Rock Creek National Park, and \$35-40,000 for the Hearst Recreation Center.

- Besides the provision of affordable housing, the proposed building design would create a significant architectural statement on the site and in the neighborhood. The neighborhood has a range of eclectic architectural styles from traditional brick homes to deco and early modern houses. The proposed design is contemporary but several alterations have been made to integrate it carefully into the neighborhood. *OP has asked the applicant to provide material samples at the hearing.*
- Moving the building back from Tilden Street, depressed gardens areas in front yard, enlarged rear courtyard and overall landscape enhancements would definitely add to the attractiveness of this area to the benefit of neighboring properties. OP notes that the rear setback creates a yard depth of 56 feet between the center portion of 3883 Connecticut Avenue and the proposed building. There are units in 3883 that have only northern facing windows (i.e. facing the proposed building). This rear yard was carefully placed to create a separation equal to that of a standard residential street between those units and the proposed new building. OP is very supportive of this rear yard distance.

In the existing R-2 zone, the matter-of-right building height is 40 feet and the required rear yard is 20 feet (2 feet per every 1 foot). As proposed the central portion of the proposed building would only rise 54 feet above Tilden and will have a 56-foot rear yard (1 foot per every 0.96 foot),

- OP is also very supportive of the alternative placement of the mechanical equipment. Tucking the equipment into a room attached to the top floor and putting other equipment into the basement has relieved the building of a penthouse that would exaggerate the appearance of the building's height, detract from the design, and possibly interfere with views from 3883 Connecticut Avenue.
- OP worked with the applicant to lower the height of the building to increase the light and privacy to the existing units in 3883 Connecticut Ave. The applicant prefers a carve-out of the central third of the sixth floor. OP believes that the privacy and light should not be unduly impacted for the central units in this portion of 3883. But OP is concerned about the end units of 3883. The proposed building steps nearer 3883 at the eastern and western ends with a rear yard of approximately 28 feet and increases in height to 67 feet as measured from Tilden. To be fair, OP must note that the rear yard requirement appears to be only 18 feet for the R-5-C zone district for a building of this height.

OP recognizes that the eastern and western units of 3883 have windows facing east and west and not ONLY directly into the proposed building. Therefore OP does not object to the 26 feet rear yard at these corners. But in combination with the increased height, OP believes the corners begin to feel crowded and dense. OP encourages the applicant to continue to explore a 5-story option.

- *Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following, or additional, categories:*

(a) Urban design, architecture, landscaping, or creation or preservation of open spaces;

As stated in Pre-Hearing Statement, "From sustainability perspective, high density uses located near transit nodes is good urban design." According to the Statement, "... the project provides an important opportunity to provide addition housing opportunities ... (while maintaining) the general character of Tilden Street." The applicant has made great strides in grappling with the complexities of this difficult site. The obvious attention to scale, architectural materials and details has resulted in a significant architectural statement.

OP agrees that density is appropriate near Metro stations and that these principles are echoed in the Comprehensive Plan. *However, OP continues to recommend reduction of the overall building height to 5 stories while incorporating the mechanical equipment into the top floor.* A 5-story building would provide increased density from the current R-2 and would offer a better transition between the condominium tower at 3883 Connecticut Avenue to the south and the 2 ½-3 stories dwelling across Tilden Street to the north. It would also reduce the visual impact of this building from the Tilden Street sidewalk.

(b) Site planning, and efficient and economical land utilization;

Current R-2 zone district would allow 3-story buildings 40 feet in height. The PUD proposal would increase the potential residential density onsite but utilize less than 65% of the allowable FAR, and less than the allowable height of 75 feet and the allowable 75% lot occupancy.

Based on the shadow study of a previous 9-story building proposal provided by the applicant (refer to Exhibit 3), the 6-story proposal would have minimum impact on the air and light available to neighboring properties. While OP supports additional density on this site, the current scale of the building continues to be a concern. The DDOT report will address issues related transportation circulation impacts, loading and deliveries. *The report is needed for OP to complete its assessment of this standard.*

(c) Effective and safe vehicular and pedestrian access; transportation management measures, connections to public transit service, and other measures to mitigate adverse traffic impacts;

The site is nearly equidistant from entrances to the underground Washington Metropolitan Transit Authority (WMATA) Van Ness-University of the District of Columbia and Cleveland Park Metro rail stations, and has easy access to multiple transit lines that service Connecticut Avenue, N.W.

Conclusions of the Traffic Impact Study prepared for the applicant by Walls & Associates LLC are discussed above. *OP is unable to complete its assessment of this standard until DDOT completes its report.*

(d) *Housing and affordable housing;*

This proposal would provide approximately 49 residential ownership units including 3 affordable housing units. The applicant indicated that the affordable units will be rentals affordable to households earning 80% the Area Median Income according to HUD affordability standards. Making the affordable units rental avoids the problem of relatively-lower income residents having to pay mortgage costs and fees assessed by the home owner association.

The applicant has not provided requested specifics about the size, type (1, 2, and 3 bedroom), and location of the affordable units and the duration of affordability. In very early discussions with the applicant (and prior to set-down of the Inclusionary Zoning legislation). OP agreed with the applicant that due to the economically high-end nature of the project and the exceptionally large sized units (between 1,500-2,000 square feet) that more and smaller units would be acceptable rather than a comparably sized unit. *OP is unable to complete its assessment of this standard until additional information is provided.*

(e) *Environmental benefits, such as storm water runoff controls and preservation of open space;*

The introduction of required storm water management controls, limited impervious surface of the alley improved, the expanded landscaped courtyard, significant landscaping across the site and "greening" of the terraces are all measure that are environmentally-friendly. *In particular, OP advised the applicant that special care and consideration must be given to the relationship of this site to the adjoining Melvin Hazen Park to the southeast.*

(f) *Uses of special value to the neighborhood or the District of Columbia as a whole;*

The applicant has proposed a \$100,000 contribution for the maintenance and upkeep of the Pierce Mill and Rock Creek National Park, and \$35-40,000 for the Hearst Recreation Center.

(g) *Other public benefits and project amenities and other ways in which the proposed planned unit development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan. None.*

In summary, OP needs critical information to complete its assessment of several of the listed standards to make a conclusion regarding the balance of the project amenities and public benefits and the degree of zoning relief requested and the anticipated impact of the proposed project.

COMPREHENSIVE PLAN

The Generalized Land Use Map designates the subject property for High Density residential land uses characterized by high-rise apartment buildings as predominant uses that may include low, moderate and *medium density* housing. The R-5-C zone district proposed under this PUD is designated a *medium density* residential zone district (refer to Exhibit 2).

During the meeting to consider this request for a public hearing, the Commission questioned the inconsistency of the existing R-2 zoning with the Generalized Land Use Map designation. OP's research determined that the subject property was originally part of larger parcel with an apartment building on the corner of Connecticut Avenue, N.W. The referenced designation was placed on the entire property. The property was subsequently subdivided, and has retained the High-Density residential designation. The site has been in this high-density category since 1984 and not been changed through several cycles of Comprehensive Plan amendments, nor was it flagged during those amendment cycles to be changed.

The corner property at 3945 Connecticut Avenue, N.W., that used to be part of the same lot, is now in an R-5-D zone district and developed with a 5-story apartment building.

This PUD proposal furthers several other Comprehensive Plan themes and policies:

- The Comprehensive Plan, which is the legal basis for zoning in the District, emphasizes, as its first principle, the importance of stability for residential neighborhoods. Under Section 101, Major Themes, the plan states:

“The District elements of the Plan propose that the residential character of neighborhoods be maintained and improved. ...

Ensuring good quality neighborhoods is of utmost importance to the District. ...”

- Major Themes of the Comprehensive Plan in § 101 include:

- “(a) Stabilizing and improving the District’s neighborhoods; ...
- (e) Respecting and improving the physical character of the District...
- (f) Preserving and ensuring community input; ...”

- § 102 Stabilizing and Improving the Districts Neighborhoods includes:

“102.4 Promoting and ensuring good quality neighborhoods is of utmost importance to the District. The District elements of the Plan’s policies and strategies on increasing housing opportunities, neighborhood commercial facilities, and improving transportation in some neighborhoods will be combined with other District policies on historic preservation, environmental quality, and public facilities to conserve functioning, stable neighborhoods, and to stabilize or improve those which need redirection.”

- **Housing objectives under § 302 include the following:**

“302.1 The general objectives for housing are to stimulate production of new rehabilitated housing to meet all levels of need.

302.2 The policies established in support of the general objectives for housing are as follows:

- (a) Encourage the private sector to provide new housing to meet the needs of present and future District residents at locations consistent with District land-use policies and objectives ...**
- (e) Encourage housing on suitably located public or private properties that are vacant, surplus, underutilized, or unused, and encourage adaptive reuse of surplus schools and other available public buildings as housing, with particular emphasis upon the needs of low- and moderate-income residents;**
- (f) Encourage the private sector to meet housing needs through the development of infill housing and permit the use of appropriate manufactured and modular construction techniques; ...”**

- **Policies to support Improving Air Quality include:**

“403.1 The objective of improving air quality is to improve the quality of air in the District and the region so as to meet public health and environmental standards.

403.2 The policies established in support of the improving air quality objective are as follows: ...

- (c) Promote land use patterns and transportation services which decrease reliance on automobiles for commuting and other routine trips. (Measures which reduce dependence on automobiles for a significant number of trips are essential to a reduction of regional air pollution. Clustering of residences, shopping, and work places where they can be served efficiently by Metrorail or frequent bus service promotes this essential independence.); ...”**

- **General guidance in the Transportation Element includes the following:**

“502.2 The policies established in support of the general transportation objectives are as follows:

- (a) Support land use arrangements that simplify and economize transportation services, including mixed-use zones that permit the co-development of residential and nonresidential uses to promote higher density residential development at strategic locations, particularly near appropriate Metrorail stations; ...”
- The Urban Design Element of the Plan include the following:
 - “702.1 The urban design objectives are to do the following:
 - (a) Maintain and enhance the physical integrity and character of the District as the Nation’s Capital; ...”
- Area of Stable Character objectives include:
 - “711.2 The policies established in support of the areas of stable character objectives are as follows:
 - (a) Encourage in-fill development to be complementary to the established character of the area. In-fill development in stable areas should not create sharp changes in physical pattern which might lead to deterioration; ...”
- Objectives for Residential Neighborhoods, in the Land Use Element of the Plan under § 1102, states the residential neighborhood objectives are as follows:
 - “(a) To conserve the essentially satisfactory qualities of the District's many stable residential neighborhoods; ...”
- Ward 3 Actions to Implement the Plan related to housing include following under § 1402:
 - “1402.1 Preface: ...
 - (h) While new housing is needed, all development proposals must be evaluated to avoid adverse impacts on neighborhood stability, traffic, parking, and environmental quality. ...
 - 1402.4 Policies in support of the general housing objectives: The District government should do the following:
 - (a) Work with the private sector (both owners and community groups) to identify sites and increase housing development opportunities in appropriate locations designated in the Land Use Element; ...

- (c) Provide zoning flexibility for the production of new housing, especially for the elderly and for low- and moderate-income households, through the following mechanisms: ...

- (5) Giving zoning preference to projects that include housing near each of the ward's Metrorail stations; ..."

- Ward policies related to urban design include:

"1406.9 Objectives and policies for areas of strong architectural character and areas of stable character include following design guidelines:

- (a) Height: Relate the overall height of new construction (including additions) to that of adjacent structures. As a general rule, construct new buildings to a height roughly equal to the average height of existing buildings. Avoid new construction which greatly varies in height (too high or too low) from older buildings in the vicinity; ...
- (c) Massing: Break up uninteresting box-like forms into smaller, varied masses. Variety of form and massing are elements essential to the character of the streetscape. Avoid single, monolithic forms which are not relieved by variations in massing. Box-like facades and forms are intrusive when placed in a streetscape of older buildings which have varied massing and facade articulation; ..."

- Ward policies with regard to land use include:

"1409.2 Relation of Ward 3 to the declaration of major policies in the Land Use Element of the Comprehensive Plan. The objectives and policies for land use/zoning in Ward 3 are as follows:

- (g) Correct or prevent inconsistencies between zoning and land uses designated in the Comprehensive Plan, and between building permit issuances and the Comprehensive Plan; ...
- (k) Maintain and expand the existing housing stock, where feasible and consistent with the Comprehensive Plan to ensure a greater variety of housing types, opportunities, and choices; ..."

1409.4 Residential neighborhood objectives, policies, and actions are as follows: ...

- (c) Where the production of new housing is desirable per this plan, zoning flexibility should be considered, especially for the elderly and for low- and moderate-income populations:

- (1) Consider increased residential densities (consistent with design scale and infrastructure capacity) in exchange for incorporating low- and moderate-income or elderly housing in development projects;
- (2) Consider the provision of elderly and low/moderate-income housing, when it is a substantial portion of a project, as an important amenity in Planned Unit Developments, provided that such housing shall be on site (given the need for affordable housing in Ward 3, off-site housing shall be disfavored); ...
- (5) Give zoning preference to projects which include housing near each of the ward's Metrorail stations; ...”

This proposal supports referenced goals and objectives by:

- Locating residential development at an appropriate density on property identified for high-density residential use on the current Comprehensive Plan Generalized Land Map.
- Providing approximately 49 new residential ownership opportunities on one of the few remaining developable lots of any size proximate to Connecticut Avenue proximate to the referenced Metro rail stations and multiple transit routes.
- Providing home ownership opportunities on a site within walking distance of the two Metro stations.
- Providing substantial parking on-site thus not putting additional demands on limited on-street parking resources;
- Creating a building architecture that evokes the array of eclectic architectural styles along Tilden Street and Connecticut Avenue.
- Arriving at a unique architectural solution that provides a front yard setback from Tilden Street, reflects the “rhythm of openings” of semi-detached homes across Tilden Street, incorporates area building materials (pre-cast concrete), and maintains an intimacy at the streetline by moving that additional height toward the rear of the property, thereby “respond(ing) to the site and contextual constraints with elegance, creating a superior design unlike anything else in Washington;”
- Continuing to seek community input during the PUD process on the design and selection of appropriate project amenities;
- Providing infill housing at market and below-market prices on an otherwise underutilized site in support of the referenced housing goals;
- Otherwise this proposal “... would transform a passive, vacant lot into a compelling new housing community” that “would soften the transition between existing high density and low density (residential) uses;” and
- The proposed project would be consistent with the Comprehensive Plan land use designation. The requested zoning will result in the production of new housing and the provision of affordable housing for moderate income near Metro stations as anticipated by the Ward Plan in § 1402.4.

OP concludes this PUD proposal is not inconsistent with Comprehensive Plan and supports more specific housing and urban design goals identified in the Plan. However, additional information is needed regarding details of the benefits and amenities provided by the project (affordable housing) to balance the additional density requested with the associated map amendment and PUD.

COMMUNITY COMMENT

The applicant has continued to meet with Advisory Neighborhood Commission (ANC) 3F, OP, and other interested residents. In response to comments received, the applicant has made a number of changes listed in the original and amended Pre-Hearing Statements. Previously, the applicant also expressed a willingness to execute a construction management plan *however no construction management plan was provided in this submission.*

In spite of these changes, the record file includes nearly 50 letters in opposition to the development proposal presented in the original Pre-Hearing Statement, including letters from The Unit Owners Association for 3883 Connecticut Avenue Condominiums, the Coalition to Stop Tenleytown Overdevelopment and Councilperson Kathy Patterson. The ANC voted on May 15 to oppose the application. OP will continue to encourage the applicant to work with surrounding neighbors on plan changes. *OP also recommends that the construction management plan of particular interest to these neighbors be added to the public record prior to final action.*

AGENCY COMMENTS

The D.C. Department of Transportation (DDOT) is preparing a report for the Zoning Commission on this proposal.

RECOMMENDATION

Although the current proposal shows significant improvement, OP cannot make a final recommendation at this time, pending receipt of:

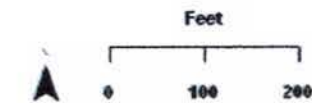
- a copy of the District Department of Transportation (DDOT) report on this proposal;
- further exploration of a 5-story building option by the applicant; and
- a preliminary construction management plan.

Attachments: Exhibit 1 Aerial with Zoning
 Exhibit 2 Planned Land Use
 Exhibit 3 Shadow Study of Previous 9-story Proposal)

EMc/afj



Zoning Commission Case No. 05-26
2590 Tilden Avenue, N.W.
(Aerial and Zoning)



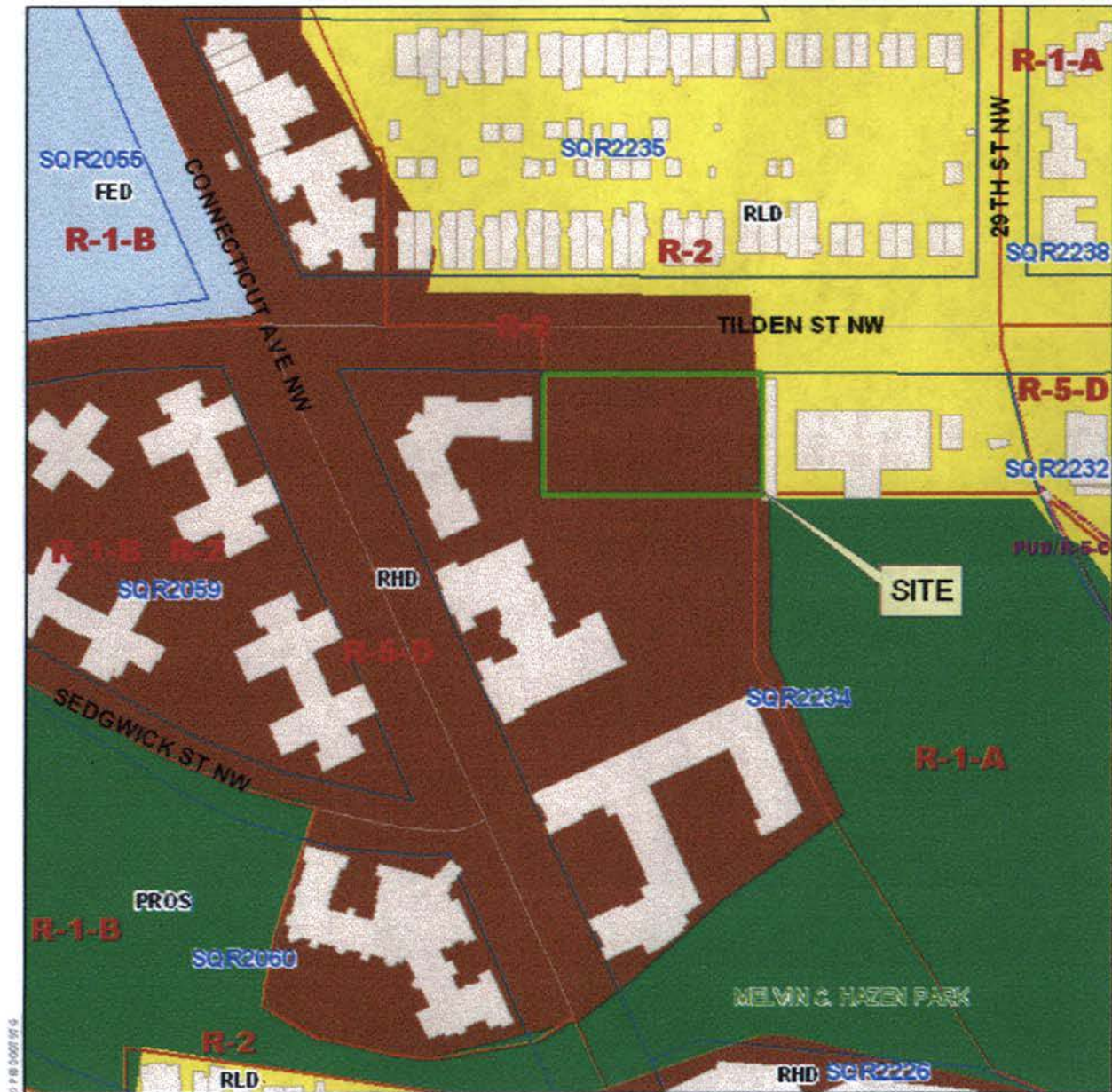
☆☆☆ Government of the
 District of Columbia
 Anthony A. Williams, Mayor

Office of Planning - December 22, 2005

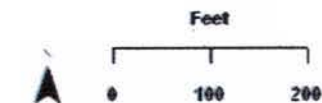
This map was created for planning
 purposes from a variety of sources.
 It is neither a survey nor a legal document.
 Information provided by other agencies
 should be verified with them where appropriate.

LEGEND

- Water
- Street Centerlines
- Property Squares



Zoning Commission Case No. 05-26
2590 Tilden Avenue, N.W.
(Land Use and Zoning)



*** Government of the
 District of Columbia
 Anthony A. Williams, Mayor

Office of Planning ~ December 22, 2005

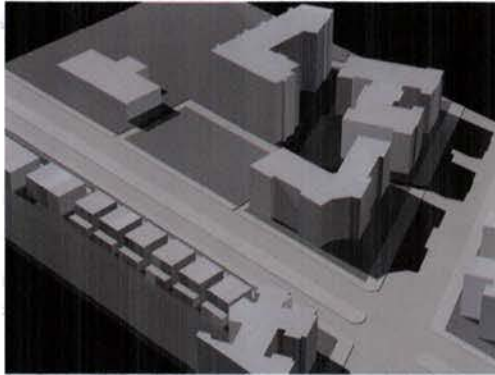
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LEGEND

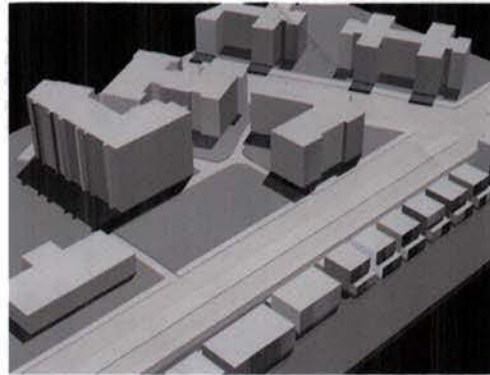
- Water
- Street Centerlines
- Property Squares
- Buildings

LOT 800 of square 2234 - TILDEN STREET, NW
Washington, DC

NOVEMBER 10, 2004

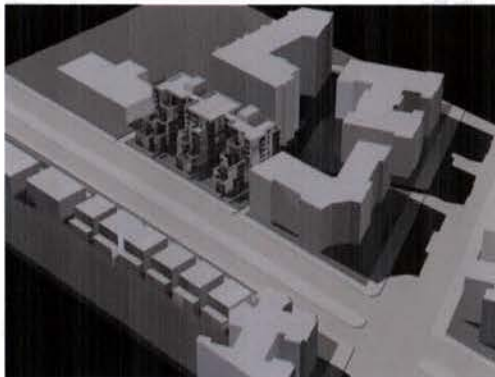


EXISTING CONDITION: 9AM, JUNE 21

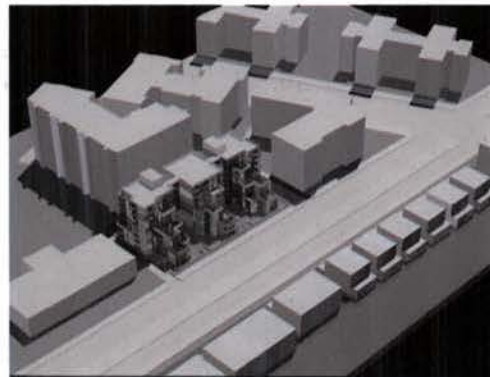


EXISTING CONDITION: 3PM, JUNE 21

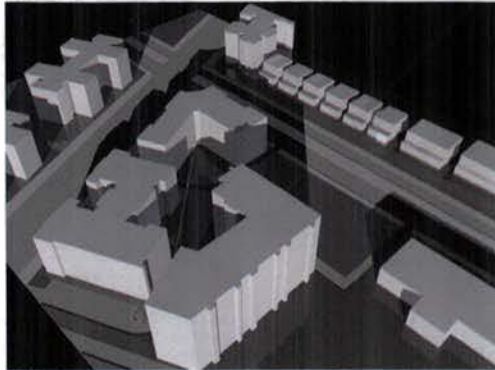
(05.12.2008) NOTE:
THESE STUDIES REPRESENT A PREVIOUS MASSING
DESIGN FOR THE PROJECT. THE CURRENT DESIGN
IS SMALLER IN SCALE AND SHORTER IN HEIGHT
AND WOULD THEREFORE CAST SMALLER SHADOWS
THAN SHOWN IN THESE STUDIES.



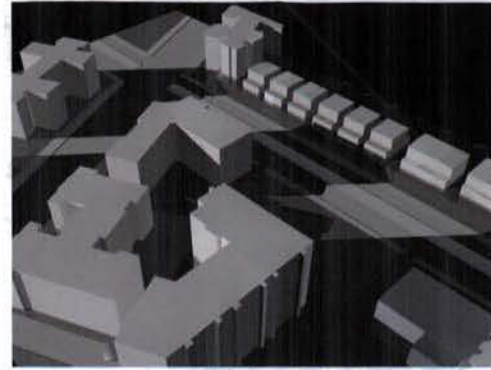
PROPOSED BUILDING: 9AM, JUNE 21



PROPOSED BUILDING: 3PM, JUNE 21

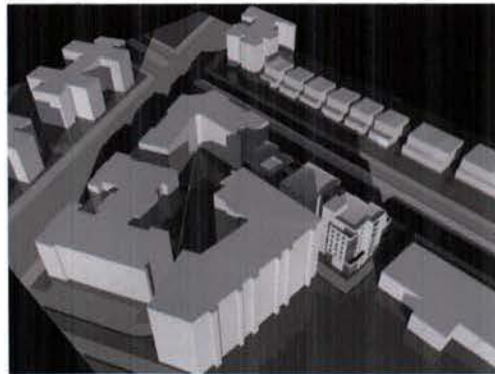


EXISTING CONDITION: 9AM, DECEMBER 21

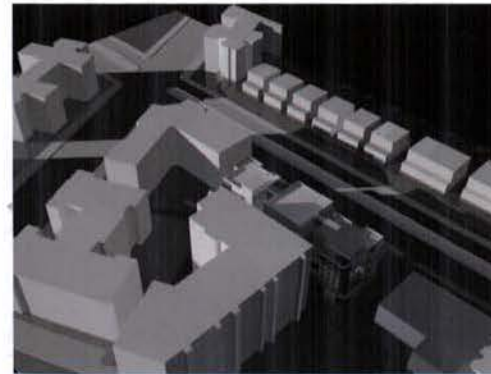


EXISTING CONDITION: 3PM, DECEMBER 21

(05.12.2006) NOTE:
THESE STUDIES REPRESENT
DESIGN FOR THE PROJECT.
IS SMALLER IN SCALE AND
AND WOULD THEREFORE C
THAN SHOWN IN THESE ST



PROPOSED BUILDING: 9AM, DECEMBER 21



PROPOSED BUILDING: 3PM, DECEMBER 21