VERNMENT OF THE DISTRICT OF COL BIA
OFFICE OF PLANNING

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Office of the Director

**MEMORANDUM**

**TO:** D.C. Zoning Commission

**FROM:** Andrew Altman
Director

**DATE:** October 4, 2004

**SUBJECT:** Case No. **ZC-03-27:** Final Report for a Planned Unit Development for 4600-14 Wisconsin Avenue, N.W. (Square 1732, Lots 817 and 820), filed by Shaw Pittman LLP.

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**APPLICATION**

4600 Brandywine Associates, LLC, the applicant, seeks approval of a consolidated Planned Unit Development (PUD) for the construction of a mixed-use building consisting of:

- 42 condominium apartment units;
- 1,650 square feet of retail space; and
- 49 garage parking spaces on the subject property.

The site is located within the C-2-A Zone District and the Tenleytown Metrorail Station Housing Opportunity Area

**SUMMARY RECOMMENDATION**

The Office of Planning has determined that the proposed consolidated PUD is not inconsistent with the Comprehensive Plan, will bring needed housing to the District and will provide for a mixed use building in close proximity to a Metrorail station. Therefore, the Office of Planning recommends that the application be **APPROVED** as submitted by the applicant.

**BACKGROUND**

The subject property consists of approximately 12,661 square feet of area and is located at the northwestern corner of Wisconsin Avenue and Brandywine Street, N.W. It is described as Square 1732, Lots 817 and 820. The two lots are known as 4600 and 4614 Wisconsin Avenue. Lot 820 is improved with a one-story commercial building constructed in 1949 and Lot 817 is improved with a two-story commercial building constructed in 1910. The subject property is not located within a historic district and contains no buildings that have been designated as historic.

ZONING COMMISSION
District of Columbia
CASE NO. 03-27
EXHIBIT NO. 34

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**SITE AND AREA DESCRIPTION**

The subject property is located within the C-2-A Zone District and surrounded on all sides by commercial zone districts. Adjacent to the subject property to the north and within the C-2-A Zone District is a four-story office building with ground floor retail. To the west is a one-story office building (Friendship Animal Hospital) within the C-2-A Zone District, beyond which are single-family and semi-detached dwellings within the R-2 Zone District. To the east, across Wisconsin Avenue, are retail and office buildings, radio and television transmission towers and a five-story office building within the C-2-A Zone District. To the south, across Brandywine Street and within the C-3-A Zone District, are a five-story office building with ground floor retail, and a two-story office building. Two blocks south on Wisconsin Avenue (approximately 1,000 feet) are the entrances to the Tenleytown-AU Metrorail Station (Red Line) at Albemarle Street.

**PROPOSAL**

The application proposes the construction of a mixed-use building that will require the approval of one waiver and one variance, as described below. The remainder of the project is in conformance with the minimum requirements for a PUD within the C-2-A Zone District.

Project Description

The proposed development will provide for a mixed-use building (commercial and residential) within close proximity to a Metrorail station (Tenleytown-AU) at a location recommended for mixed use (moderate density commercial and medium density residential) on the Generalized Land Use Map, and it will provide for additional housing within a housing opportunity area. Of the housing provided, 18 percent of the bonus density is proposed as affordable, or in this case one one-bedroom unit. The building will also include the planting of shade and ornamental trees within planting beds, a green roof, which will serve to reduce storm water runoff, and an outdoor terrace. The location of the outdoor terrace on the west side of the building with a 32 foot rear yard effectively provides a buffer between existing development on the west side of the square by locating the structure along the Wisconsin Avenue frontage.

The building is proposed to consist of 42 condominium apartment units, broken down as follows:

| | |
|---|---|
| One-bedroom: | 11 |
| One-bedroom with den: | 22 |
| Two-bedroom: | 9 |

Residential pedestrian access to the building will be from Brandywine Street, separate from the retail entrance at the corner of Wisconsin and Brandywine. Vehicular access to

the garage and the delivery space will also be from Brandywine Street, minimizing vehicular conflicts with the heavier traffic on Wisconsin Avenue.

**ZONING**

The building will be 95.7 percent residential, in excess of the minimum required 80 percent. As a result the subject application is in conformance with § 2401.1, enabling the Commission to reduce the minimum PUD area to 12,661 square feet because the proposed building is a minimum of 80 percent residential and because the proposed development is exceptional merit and in the best interest of the City.

| | C-2-A | PUD/C-2-A | Proposal |
|---|---|---|---|
| Minimum PUD Area | N/A | 15,000 sf | **12,661 sf*** |
| Maximum Building Height | 50 feet | 65 feet | 65 feet |
| Maximum Lot Occupancy | 60 percent | 60 percent | 60 percent |
| Minimum Rear Yard | 15 feet | 15 feet | 32 feet |
| Maximum Residential FAR | 2.5 | 3.0 | 2.87 |
| Maximum Other FAR | 1.5 | 2.0 | 0.13 |
| Maximum Total FAR | 2.5 | 3.0 | 3.00 |
| Minimum Residential Recreation Space | 20 percent | 20 percent | **12.66 percent**** |

* Waiver requested
** Variance requested

Minimum Residential Recreation Space

The minimum residential recreation space required within the C-2-A Zone District under § 773.3 of the Zoning Regulations is 20 percent. The subject application proposes 12.66 percent, or 63 of the minimum required. The residential open space proposed consists of a 4,600 square foot landscaped courtyard at the rear (west side) of the building. This courtyard is designed for passive recreation and will include an outdoor terrace planted with five (5) shade trees for use by residents of the building. Although the application requests a reduction in the amount of residential recreation space provided, the design of the building, through the provision of private balconies and private roof decks (for passive recreation), and the location of the subject property only one block from Fort Reno Park (for active recreation), will reduce the demand on residential recreation space. Approximately 81 percent of the units will have a private balcony or balconies, a private roof deck, or a combination of both. Therefore, due to the design of the building and its location within close proximity to a public park, the Office of Planning recommends that the residential recreation be reduced to 12.66 percent.

Public Benefits and Project Amenities

The applicant proposes the following public benefits and project amenities package:

"*Public benefits and project amenities of the proposed PUD may be exhibited and documented in any of the following or additional categories*" (§ 2403.9)

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

The urban design and architecture of the proposed development are proffered as amenities by the applicant. The height of the building is similar to surrounding buildings, including the 5-story building to the south across Brandywine Street and other 5-story buildings to the east of Wisconsin Avenue. The façade of the building is articulated, adding visual interest to the building, and the penthouse level is stepped back from the edge of the building and will be finished in a lighter color than the rest of the building, reducing its visibility and therefore its impact on the neighborhood.

The retail space proposed by the application will be at the corner of Wisconsin and Brandywine, where the retail entrance will be at grade with the public sidewalk. A second retail space on the north side of the building is not proposed, as the site slopes downward from south to north. As a result, any entrance on the north side of the building along Wisconsin Avenue would not be at grade with the public sidewalk and would require the installation of retaining walls to provide for a level entrance into the building. Such designs, although capable of providing sufficient entrance into the building, tend to appear to not be connected with the public way due to the grade separation. Therefore, the applicant's design choice to limit the retail to the corner is a more desirable alternative than the provision of retail across the entire Wisconsin Avenue frontage.

The rear of the building, which will face the animal hospital to the west and be visible from residential properties on the west of the public alley parallel to Wisconsin Avenue, is not designed as a "back wall". Rather, it will contain two colors of brick, metal panel frames and metal railings, with the fenestration on the 5th floor loft level varying from that of the rest of the building so as to create a more interesting visual experience and create a "cap" for the building. There will also be no "back of the building" activities associated with the back of this building, as is so commonly the case, such as garage doors.

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

The applicant proposes to construct a five-story building with a 32-foot rear yard, more than twice the minimum fifteen (15) feet required. This large rear yard is designed as an outdoor terrace for use by the residents of the building, with a

green buffer to be planted with five (5) shade trees against the adjoining commercial properties to the north and west. The effect of the trees will be to soften the appearance of the residential portion of the structure.

Vehicular access to the garage will not be from the rear of the building, but from the side at Brandywine Street. The entrance to the garage will be under the outdoor terrace, as far west as possible on this site. The benefit of locating the garage entrance as far west as possible is that it separates garage traffic from Wisconsin Avenue traffic to the extent possible and allows for the animal hospital building to block any views of the garage entrance from residential properties to the west, in part because the garage entrance will be set back from the front wall of the animal hospital building. One delivery space, although not required, will be provided from Brandywine Street to reduce any impact deliveries at the proposed building may have on traffic movements.

*"(e) Employment and training opportunities;*

The applicant has proffered to enter into an agreement to participate in the Department of Employment Services First Source Employment Program to promote and encourage the hiring of District residents. The applicant also proffers to enter into a Memorandum of Understanding with the Local Business Opportunity Commission to use local business enterprises in the development of the site. The combination of these two will contribute to the employment of District residents and businesses.

*"(f) Housing and affordable housing;*

The proposed development will result in the creation of 42 new dwelling units, including one affordable unit to be located at the front of the building on the first floor facing Wisconsin Avenue. The Office of Planning has determined that the amount of affordable housing required should be equal to or greater than fifteen (15) percent of the floor area of the proposed building in excess of that which could be constructed on the site as a matter of right. The proposed building will consist of 6,330.5 more square feet than permitted as a matter-of-right, and the application proposes one one-bedroom unit consisting of 1,152 square feet, or eighteen (18) percent of the additional floor area. The Office of Planning strongly supports the provision of on-site affordable housing as an amenity, and the Ward 3 Plan encourages the provision of affordable housing on-site due to the lack of affordable housing within the Ward.

*"(h) Environmental benefits, such as stormwater runoff controls and preservation of open space or trees;*

The application indicates that the site will conform to stormwater runoff standards, as required by the Department of Public Works. In addition, the

Proposed Landscape Plan submitted as a part of the application indicates that in addition to the planting of five (5) shade trees at the rear of the site, eight (8) shade trees will be planted within the tree boxes along Brandywine Street and Wisconsin Avenue and 11 ornamental trees will be planted within the area between the sidewalk and the building. However, the most significant environmental aspect of the proposal will be located on the roof.

A green roof is proposed to be located on the roof of the penthouse, occupying the majority of the penthouse roof. It will be planted with sedum plantings, which require little maintenance and are able to tolerate extremes in temperature and moisture. Storm water runoff from the building will be reduced by the amount absorbed by the green roof. Green roofs also reduce energy consumption, improve air quality and reduce surface temperatures. Therefore, the provision of a green roof is a significant environmental feature.

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

The application indicates that the addition of 42 new households to the subject property will generate additional tax revenues to the District in the form of property, sales, income and employment taxes. The subject property is also located within the Tenleytown Metrorail Station Housing Opportunity Area.

The location of these new housing units is consistent with the provisions of the Ward 3 Plan. These new housing units will add special value to the neighborhood because the subject property is located within a housing opportunity area. The housing opportunity area designation indicates that the Comprehensive Plan has determined that the area is underutilized, and one in which new development should be directed. The Comprehensive Plan also indicates that Tenleytown was designated as a housing opportunity area to prevent its "*redevelopment with primarily medium density office space – threatening its multi-neighborhood retail services and the opportunity for significant new housing.*" (10 DCMR § 1409.5(a)(1)) The subject application primarily proposes housing with some retail and no office space. The subject property currently provides no housing.

*"(j) Other public benefits and project amenities and other ways in which the proposed PUD substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan."*

The applicant has offered the following:

1. Janney Elementary School PTA: $75,000 for the replacement of the wooden play equipment on the lower playground and additional play equipment for the older students, including necessary storm water management and soil erosion measures at Janney Elementary School.

2. Friends of the Tenley Library: $25,000 for the purchase or maintenance of information technology (IT) resources for the Tenleytown Branch of the D.C. Public Library.
3. Wilson Senior High School PTA: $20,000 for necessary repairs to the Wilson Senior High School buildings, including the repainting of the cupola.
4. Friends of Fort Bayard Park: $15,000 to help fund the renovation and rehabilitation of Fort Bayard Park, as approved by the National Park Service.
5. DC Fire Department – Tenleytown Area: $47,427 for the purchase of a hazardous materials POD for use by the DC Fire Department.

The above listed amenities will be funded by the applicant prior to the issuance of building permits.

Minimum PUD Area

The minimum required area for a PUD within the C-2-A Zone District, as per § 2401.1(c) of the Zoning Regulations, is 15,000 square feet. The subject property consists of 12,661 square feet, or 84.4 percent of the minimum requirement. Section 2401.2 permits the Commission to waive up to 50 percent of the minimum area, provided "*the development is of exceptional merit and in the best interest of the city or country*" and that "*at least 80 percent (80%) of the gross floor area of the development shall be used exclusively for dwelling units and uses accessory thereto.*"

**COMPREHENSIVE PLAN**

The area has been identified on the Generalized Land Use Map as mixed use, medium density residential and moderate density commercial land use categories.

Mixed Use: *"A combination of land use categories are depicted in areas where a variety of uses are to be encouraged. Mixed use areas include existing commercial areas and areas proposed for significant land use changes."*

Medium Density Residential Land Use Category: *"Multiple-unit housing and mid-rise apartment buildings are the predominant uses; may also include low and moderate density housing."*

Moderate Density Commercial Land Use Category: *"Shopping and service areas that generally provide a much broader range of goods and services are the predominant uses. Chain drug stores and grocery stores as well as branches of department stores, some specialty shops, and personal service establishments may be present."*

Housing Opportunity Areas

The Generalized Land Use Policies Map 2 identifies the subject property within the Tenleytown Metrorail Station Housing Opportunity Area. The Land Use Element of the Comprehensive Plan, under § 1118.6, defines housing opportunity areas as those "*where the District expects and encourages a significant amount of new housing or rehabilitated*

*housing.*" The Land Use Element further notes that *"[t]he conversion of existing non-residential buildings for housing... will result in additional housing units."* (§ 1118.6)

Within Ward 3 the housing opportunity areas have been identified as those locations that are underdeveloped and which should be the focus of new development. They should also be located within corridors that have the best access to shopping and transportation, such as Wisconsin Avenue. In addition, as the Ward Plan identifies Ward 3 as predominantly developed, the housing opportunity areas are the best opportunities for development without requiring the *"breakup of the few remaining large estates."* (§ 1409.4(a)(1)). Wisconsin Avenue is a corridor improved with underdeveloped sites, including one and two-story commercial buildings, that provides access to shopping, Metrobus and Metrorail.

Tenleytown was designated as a housing opportunity area to prevent its *"redevelopment with primarily medium density office space – threatening its multi-faceted neighborhood services and the opportunity for significant new housing..."* (§ 1409.5(a)(1)) As a PUD within the Tenleytown Metrorail Housing Opportunity Area, the applicant proposes to provide new housing within a predominantly residential building.

Comprehensive Plan
The application is not inconsistent with Comprehensive Plan objectives and policies, including:

**204 STIMULATING PRIVATE SECTOR GROWTH**

204.2 The policies established in support of the stimulating private sector growth objective are as follows:

(m) **Place a high priority on stimulating and facilitating a variety of commercial, retail, and residential development investments appropriate to selected Metrorail station areas outside of the Central Employment Area,** consistent with the Land Use Element and any ward and small area plan, and with sensitivity to surrounding areas.

The subject application will provide a retail and residential development near the Tenleytown-AU Metrorail Station, consistent with the Land Use Element for the Ward 3 Plan. The Land Use Element, under § 1118.6, "expects and encourages a significant amount of new housing" to be located within housing opportunity areas. The subject property is located within the Tenleytown Metrorail Station Housing Opportunity Area. Therefore, provision of 42 new housing units within this housing opportunity area is consistent with the Comprehensive Plan.

**302 HOUSING: GENERAL**

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

(d) **Designate, as residential development opportunity areas, sites where significant housing development can appropriately occur and encourage multi-unit housing development near selected Metrorail stations**, at locations adjacent to Downtown, and adjacent to proposed employment centers and office areas;

303.2 The policies established in support of the low- and moderate-income housing objectives are as follows:

(d) Provide zoning incentives, as appropriate, to developers prepared to build low- and moderate-income housing, such as **permitting additional densities in exchange for incorporating low- and moderate-income housing in development projects**; tie provision of housing into large-scale commercial developments where zoning benefits are sought; and **give zoning preferences to mixed-use sites that include housing near appropriate Metrorail stations**;

The subject property is located within a housing opportunity area near the Tenleytown-AU Metrorail station and the subject application is for a multi-unit housing development. The applicant is requesting additional building height and FAR as a PUD for the proposed development. Within the context of a PUD within the C-2-A Zone District additional building height and FAR are permitted subject to approval by the Commission. The applicant proposes to take advantage of these incentives offered by the Zoning Regulations in order to provide a mixed-use (predominantly residential) building of apartments and retail space within a designated housing opportunity area that is currently underutilized as one and two-story commercial buildings, and within an area recommended for mixed use (medium density residential and moderate density commercial land uses.)

**403 IMPROVING AIR QUALITY**

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.);

The location of the proposed mixed use building on a commercial corridor will have the potential to decrease reliance on the automobile for commuting and other routine trips. Residents of the proposed building will have the opportunity to take advantage of the retail outlets within walking distance of the subject property, especially along Wisconsin Avenue, or to take advantage of either Metrobus or Metrorail, both of which are available on Wisconsin Avenue, increasing the number of "walk trips".

## 502 TRANSPORTATION: GENERAL

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 subject property is recommended for mixed use on the Generalized Land Use Map and the subject application is for a mixed-use building, consisting of residential and retail uses, near the Tenleytown-AU Metrorail Station. The location of the proposed building will result in a land use arrangement that will simplify and economize transportation services within an area recommended for mixed use. This proposal, which requests a higher density of residential development, will capitalize on the existing public transit system already in place by locating this mixed use building within walking distance of Metrobus routes and a Metrorail station.

## 1100 DECLARATION OF MAJOR POLICIES

1100.2 District neighborhoods are the cornerstones of the District's social and physical environments:

(b) The Land Use Element supports incentives for residential and commercial development east of the Anacostia River. In addition, **it encourages a substantial amount of new housing, primarily in housing opportunity areas and near Metrorail stations**, in order for the District to perform its critical role as the region's urban center providing the greatest density of jobs and housing. In fulfilling this role, the District relieves many of the transportation and related environmental problems of the region.

1100.7 Among the specialized planning mechanisms to guide the future physical development of the District are the following:

(c) **Housing opportunity areas are areas where the District expects and encourages a significant amount of new housing or rehabilitated housing;**

The subject application is for the provision of 42 new housing units within a housing opportunity area and near the Tenleytown-AU Metrorail Station.

**1118 SPECIALIZED PLANNING AREA CLASSIFICATIONS**

1118.6 **Housing opportunity areas are areas where the District expects and encourages** either **new housing** or rehabilitated housing. These housing opportunity areas are not the only areas where new housing units will become available, but **represent locations of significant concentrations. Most Metrorail stations outside the Central Employment Area,** and some within, **will support additional housing units. The conversion of existing nonresidential buildings for housing** and the return of vacant units to the housing market are two (2) additional devices which **will result in additional housing units.**

The subject application proposes the replacement of two nonresidential structures with a structure that will contain 42 new housing units near the Tenleytown-AU Metrorail Station and within the Tenleytown Metrorail Station Housing Opportunity Area. The Comprehensive Plan recommends that new housing be directed to be located within housing opportunity areas. Within Ward 3, the Comprehensive Plan recommends notes that there is limited area available for development and that the Ward's best opportunity to accommodate new housing is through the provision of additional housing within the housing opportunity areas, especially Tenleytown because of the location of the Tenleytown-AU Metrorail Station. The subject application will replace two nonresidential buildings with a mixed use consisting of 42 apartment units.

**1401 WARD 3 ECONOMIC DEVELOPMENT**

(b) The priority for stimulating and facilitating a variety of commercial, retail, and residential development investments appropriate to selected Metrorail station areas outside the Central Employment Area should be consistent with the Land Use Element and accompanying maps. **Residential development adjacent to Metrorail stations in the ward should include** "starter homes" and **owner-occupied housing**.

The subject application is for the provision of owner-occupied housing (condominium apartments) near the Tenleytown-AU Metrorail Station, consistent with the Land Use Element.

**1402 WARD 3 HOUSING**

1402.3 General housing objectives for Ward 3:

(b) Where new development is permitted or is prescribed in the Land Use Element, **use such development to provide additional housing, particularly for** the elderly and **low-to moderate-income populations**. Encourage a mix of populations within new or renovated multi-family structures, with up to twenty percent (20%) of the units set aside for low- and moderate-income residents.

1402.4 Policies in support of the general housing objectives: The District government should do the following:

(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:

(1) **Permitting increased residential densities** (consistent with design scale and infrastructure capacity) in exchange for incorporating low- and moderate-income or elderly housing in development projects;

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

This application is for the provision of housing, including one affordable housing unit (equal to 18 percent of the bonus density), near the Tenleytown-AU Metrorail Station. The application requests a reduction in the percent of residential recreation space provided in exchange for the provision of the affordable housing unit, in addition to other public amenities and project benefits proposed.

**1409 WARD 3 LAND USE**

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:

(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**;

The applicant's proposal will expand the housing stock, consistent with the Comprehensive Plan and contribute a greater variety of housing types, opportunities and choices.

## COMMUNITY COMMENTS

**ANC 3E**, in which the subject property is located, unanimously voted to support the application at a special meeting on September 28, 2004.

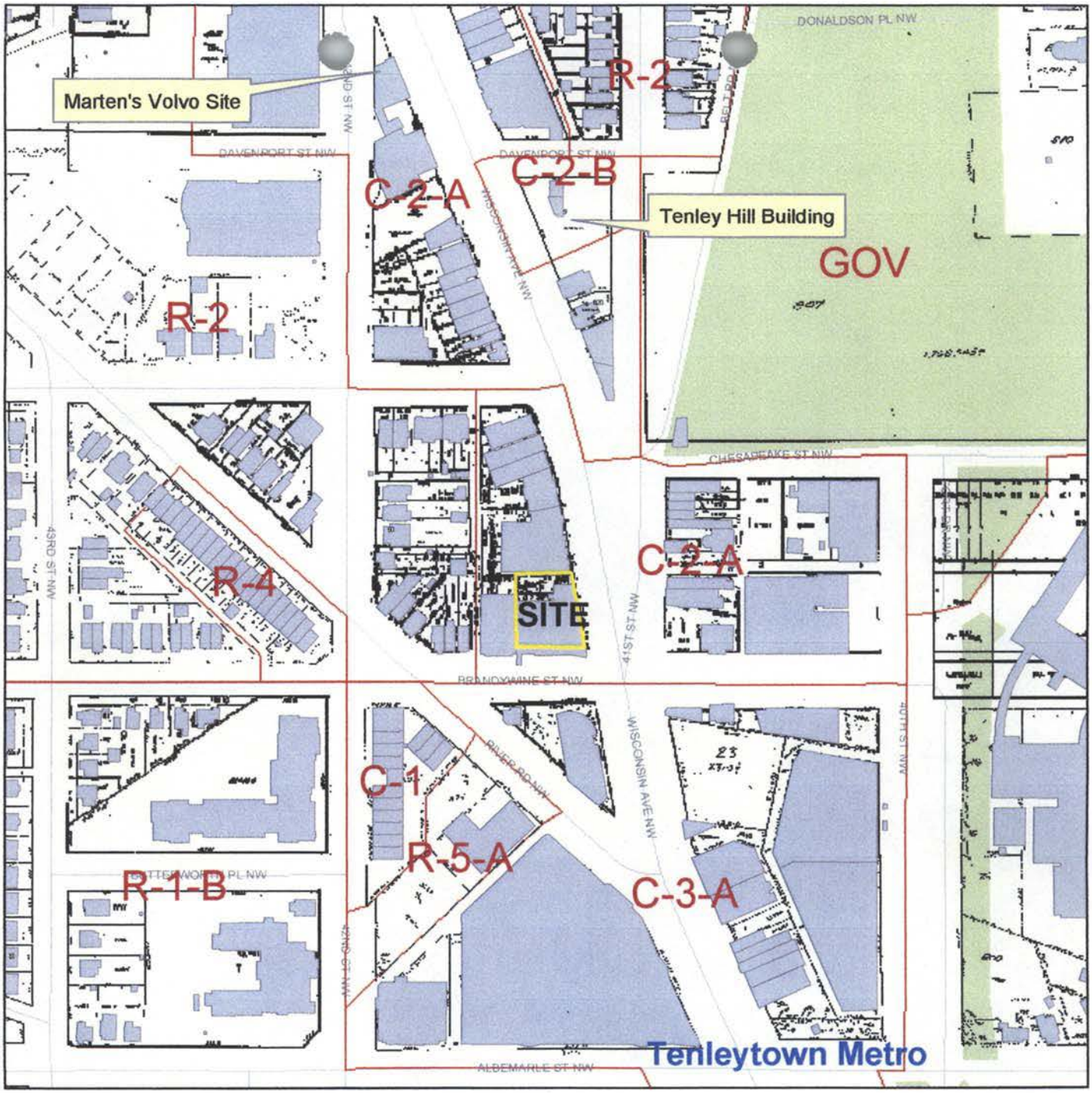
Although the subject property is located within the boundaries of ANC 3E, the applicant presented the project to ANC 3F as a courtesy because is located within 200 feet of its boundary. **ANC 3F** resolved that they would not object to the application if it were revised, subject to a list of conditions.

## CONCLUSION

The Office of Planning has reviewed the proposed public benefits and project amenities and determined that they are consistent with the relief requested through the PUD. Although the proposal will increase the FAR and height of the building over that permitted as a matter-of-right within C-2-A Zone District, the proposed project will reduce the impact on the environment through the provision of a green roof and reduce the impact on the surrounding streets through the provision of a predominantly residential mixed use building within a housing opportunity area that is only 1,000 feet from the entrances to a Metrorail station and close to commercial uses on Wisconsin Avenue. In addition, the subject application will proffer improvements to many of the public facilities that will be impacted by the proposed development, mitigating the impact that this proposal will have on those facilities.

The subject application is also consistent with the provisions of the Comprehensive Plan. It will provide 42 new housing units within a housing opportunity area, an area directed by the Comprehensive Plan and the Generalized Land Use Policies Map 2 as one in which new housing should be directed. It will provide for a mixed use building that will increase housing density on Wisconsin Avenue within easy walking distance of a Metrorail station and Metrobus service, reduce reliance on the automobile, and not require the breakup of one of the last remaining large estates within Ward 3. Specifically, it will provide for a predominantly residential building within Tenleytown and avert the development of the site as medium density office space, in conformance with the Ward 3 Plan.

The application is also not inconsistent with many of the principles of and recommendations for a transit-oriented neighborhood as defined in "Trans-Formation:




# Zoning Map

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Feet

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

**Office of Planning ~ October 21, 2003**

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.

Street Centerlines

Zoning Districts

Buildings

Recreating Transit-Oriented Neighborhood Centers in Washington D.C.", dated September 2002. Those principles and recommendations include a "mix of uses", "maintain consistent building setbacks", "create an attractive and interesting sidewalk streetscape" and "maintain a continuous and active street wall of development."

The only variance to the Zoning Regulations required by the subject proposal is a reduction of the Residential Recreation Space from 20 percent to 12.66 percent. The subject property is located within close proximity of public recreational facilities and the amenities package will contribute to the improvement of many public facilities within the neighborhood. Therefore, the Office of Planning has determined that the proposed amenities package is commensurate with the relief requested.

**RECOMMENDATION**

The subject application is consistent with the provisions of the Comprehensive Plan and will result in the provision of 42 new dwelling units within a mixed use building through the redevelopment of a site currently used for commercial purposes only. The proposed consolidated PUD will bring needed housing to the District and will provide for a mixed use building in close proximity to a Metrorail station. The proposed amenities package is commensurate with the relief requested. Therefore, the Office of Planning recommends **APPROVAL** of the proposed Planned Unit Development for 4600-14 Wisconsin Avenue, N.W., Square 1732, Lots 817 and 820 as submitted by the applicant.

AA/sjm,AICP