

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
OFFICE OF THE ZONING ADMINISTRATOR**



November 7, 2012

Norman M. Glasgow, Jr.
Holland & Knight LLP
2099 Pennsylvania Avenue, N.W. Suite 100
Washington, D.C. 20006

Re: 6000 New Hampshire Avenue, N.W.

Dear Mr. Glasgow:

This is to follow-up on our meeting on Wednesday, October 17, 2012, which included John Dapogny of Comstock, concerning the above-referenced property, also known as Lot 40 in Square 3719. The property is part of a larger property subject to a planned unit development approval by the Zoning Commission granted in Case No. 05-30 and extended in Orders No. 05-30A and 05-30B.

The PUD approved a maximum of 169 dwelling units, including 38 single-family dwellings, 73 townhomes, and 58 condominium apartments. The plans approved by the Commission included a site plan, unit plans, landscaping plans and computations for the various buildings to be constructed.

You have asked me to approve certain minor rearrangements of the units shown on the site plan, as I have more fully described below. In total, these site plan revisions do not change the basic zoning parameters of the approved plans. There will be no increase in the number of units, no change in the overall gross floor area or lot occupancy and no reduction in the number of parking spaces proposed.

You have proposed the following changes in the site plan, with reference to the Site Plan marked as Sheet S01 of the approved Zoning commission Plans, Exhibit No. 83 of the record in Case No. 05-30:

- Relocation of four townhouse units from the Sligo Mill Road area, between the two existing buildings, marked as lots J-1 through J-4, to the end of the two rows of townhouse units adjacent to the great lawn. Those units, which are on the lots designated AA-1 through AA-3 and Z-1 through Z-3, would go from two groups of three units each to two groups of five units each. The number of townhouse units (73) would not change and the square footage depicted upon the site plan of the great lawn would remain essentially the same. However, a terraced area next to the great lawn would be slightly narrower than as shown on the approved site plan. The decrease in open space on one

side of the site would be offset by an increase in open space on the area where the townhouses were located near the Sligo Mill Road frontage. Under those circumstances, the relocation would not increase lot occupancy and not decrease green space within the PUD.

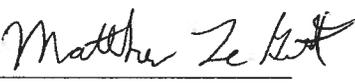
- Shifting the three units on the lots marked as P-1 through P-3 and the three units on the lots marked as Lots Q-1 through Q-3, so that the those houses formed a row of six units, rather than two rows of three units each. The units were formerly 8 feet apart. This shift moves the east end of the row of units 8 feet further away from the house on lot S-1, thereby facilitating access to the parking garage for that house.
- Realigning the unit on Lot N-1 so that it is parallel to and more compatibly aligned with the other units on Lots N-2 through N-4. There would be no change in the footprint of this house nor in the floor area.

A copy of the referenced Sheet S01 is attached, as well as an annotated version of the plan showing the changes described above.

I conclude that all of those changes are minor modifications of the approved site plan. Most of them are internal to the site, and the one change on the exterior edge of the property actually reduces the density along Sligo Mill Road. These changes are all minimal deviations from the approved site plan and all achieve the flexibility of design provided to the Zoning Administrator under the Regulations. Accordingly, I conclude that construction as you have proposed above would be consistent with the overall PUD approval.

You also advised that you are working with the District Department of Transportation (DDOT) regarding the configuration of the intersection of Quackenbos Place with New Hampshire Avenue. As long as Quackenbos Place continues to intersect with New Hampshire Avenue, the plan would be in compliance with the approved site plan. DDOT has complete authority over public space and how that intersection would function. If DDOT determines to restrict turning movements through the intersection, that is not something within the scope of the PUD approval.

Please let me know if I may be of further assistance.

Sincerely, 
Matthew Le Grant
Zoning Administrator

Attachments

File: Det Let re 6000 New Hampshire to Glasgow 11-7-12