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# 3400 CONNECTICUT AVENUE

OWNER: VELOCITY PROPERTY MANAGEMENT

ARCHITECT: KASA

MIXED-USE RETAIL & MULTI-FAMILY BUILDING ADDITION

SQUARE: 2069 LOT NO: 817-821 ZONE: NC-3

BOARD OF ZONING ADJUSTMENT SUBMISSION

FEBRUARY 21<sup>ST</sup>, 2020



# LEGEND

1971

## Recommended Map Amendment

Proposed map amendment recommended for adoption by the Office of Planning. Recommended amendments may be modified from the original proposal in extent or classification.

### Residential Land Use Categories



#### Low Density Residential

Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.



#### Moderate Density Residential

Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.



#### Medium Density Residential

Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.



#### High Density Residential

Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

### Commercial Land Use Categories



#### Low Density Commercial

Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.



#### Moderate Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.



#### Medium Density Commercial

Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.



#### High Density Commercial

Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.

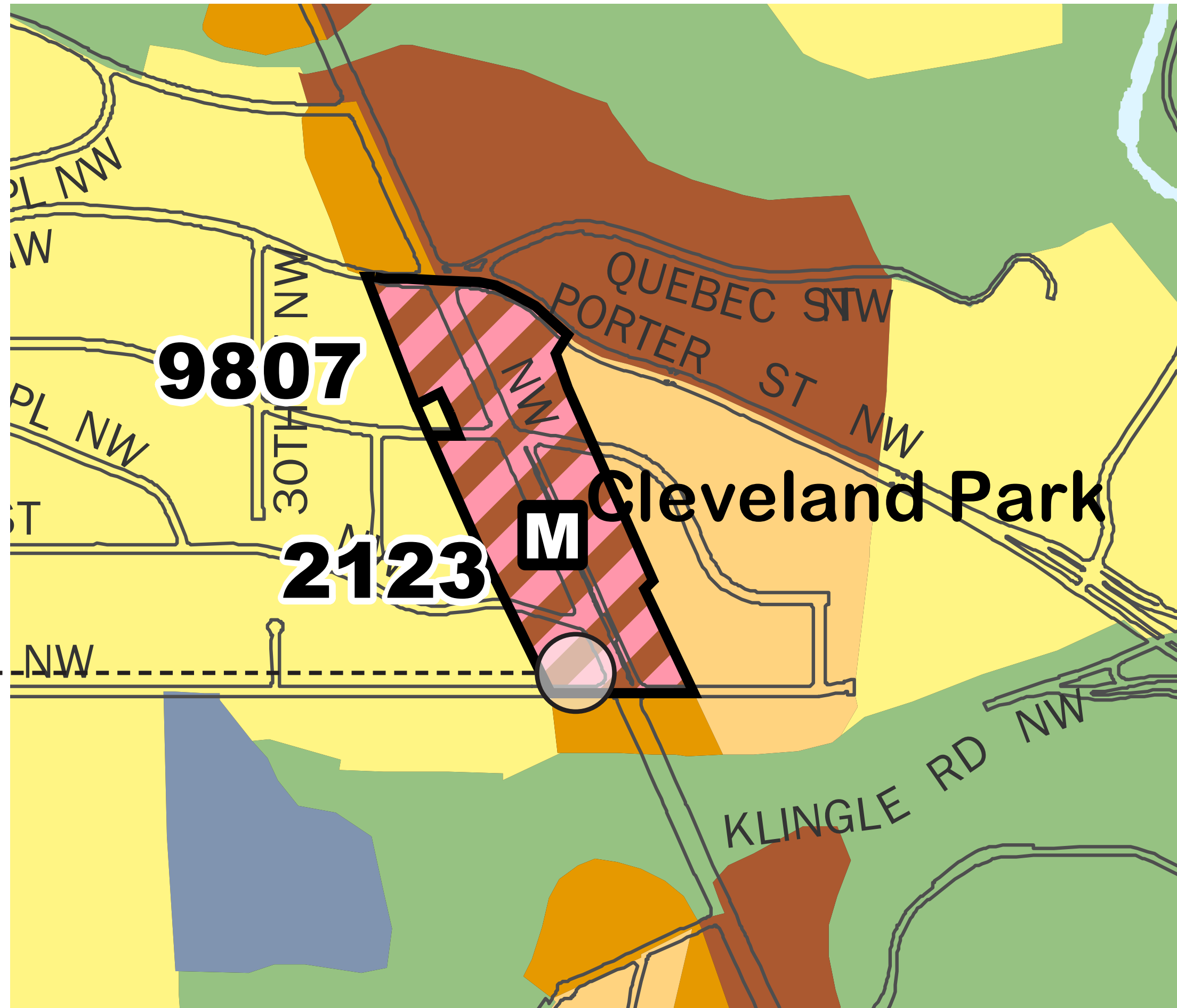


#### Production, Distribution, and Repair

This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

**SITE**

**MIXED LAND USE:  
HIGH DENSITY RESIDENTIAL  
MODERATE DENSITY COMMERCIAL**





- - - **PROJECT SITE**  
**NC-3 (W/ INCLUSIONARY ZONING)**  
**2.4 FAR ALLOWED**  
**45' HEIGHT LIMIT**  
**75% LOT OCCUPANCY**

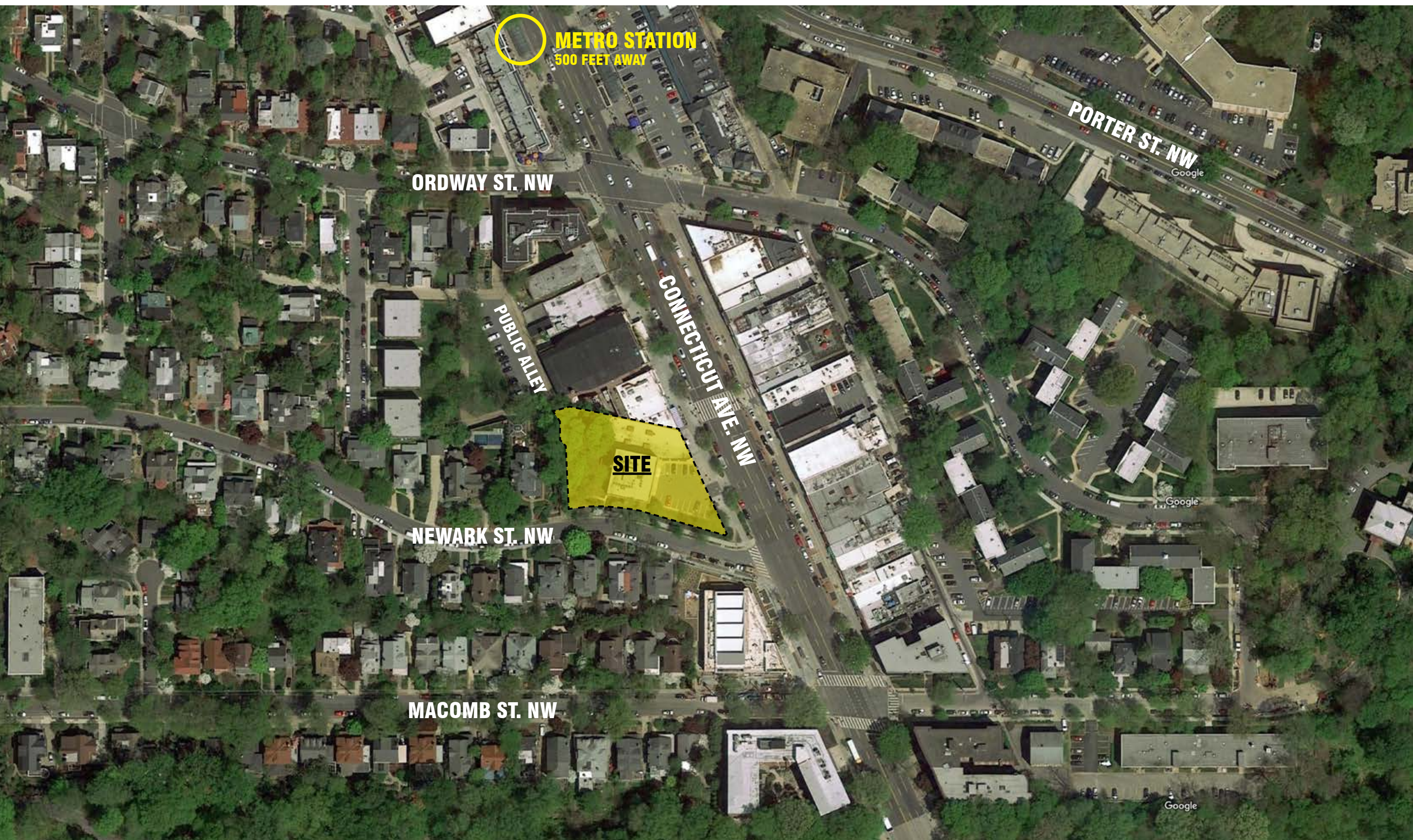
<b>ZONING SUMMARY</b>			
<b>3400-3406 CONNECTICUT AVE</b>			
	<b>ALLOWED / REQUIRED</b>		<b>PROPOSED</b>
<b>ZONE</b>	NC-3		
<b>SQUARE NUMBER</b>	2069		
<b>LOT NUMBER</b>	817, 818, 819, 820 & 821		
<b>SITE AREA</b>	29,923 sf.		
<b>HISTORIC DISTRICT</b>	Cleveland Park Historic District		
<b>HISTORIC BUILDING</b>	No historic building, however portions have been determined to be contributing to Cleveland Park Historic District		
<b>EXISTING STRUCTURES</b>	YES / One 1-story Masonry Building on Lot 818 & One 4-story Masonry Building on Lot 819		
<b>FAR</b>	By-Right	w/ IZ	1.99
	2.0	<b>2.4</b>	
<b>HEIGHT</b>	By-Right	w/ IZ	LOT 817
	40 ft.	<b>45 ft.</b>	45 ft. 0 in.
<b>PENTHOUSE HEIGHT</b>	12 ft. (15 ft. Mechanical)		LOT 817
			9 ft. 3 in. Roof Access Enclosure / 15 ft. Mechanical Enclosure (Elev.)
<b>LOT OCCUPANCY</b>	By-Right	w/ IZ	42.7%
	60% Residential	<b>75% Residential</b>	
<b>GAR</b>	0.3		0.3
<b>PARKING</b>	Residential	Retail	Not Provided. See Appendix A
	8 Spaces @ 1 per 6 Units	9 Spaces @ 0.67 per 1,000 sq. ft. in excess of 3,000 sq. ft.	
<b>RESIDENTIAL BIKE PARKING</b>	Long Term	Short Term	16 Spaces
	12 Spaces @ 1 per 3 New Units	2 Spaces @ 1 per 20 New Units	
<b>RETAIL BIKE PARKING</b>	Long Term	Short Term	7 Spaces
	2 Spaces @ 1 per 10,000 sq. ft.	5 Spaces @ 1 per 3,500 sq. ft.	
<b>LOADING</b>	None		One 18 ft. Berth
<b>REAR YARD</b>	15 ft.		15 ft.
<b>SIDE YARD</b>	None (2 in. per ft. of height of building but no less than 6 ft. if provided)		N/A
<b>OPEN COURT</b>	4 in. per ft. of height of court, 10 ft. minimum for Residential 2.5 in. per ft. of height of court, 6 ft. minimum for Retail		Complies











**METRO STATION**  
500 FEET AWAY

**ORDWAY ST. NW**

**PORTER ST. NW**  
Google

**PUBLIC ALLEY**

**CONNECTICUT AVE. NW**

**SITE**

**NEWARK ST. NW**

Google

**MACOMB ST. NW**

Google









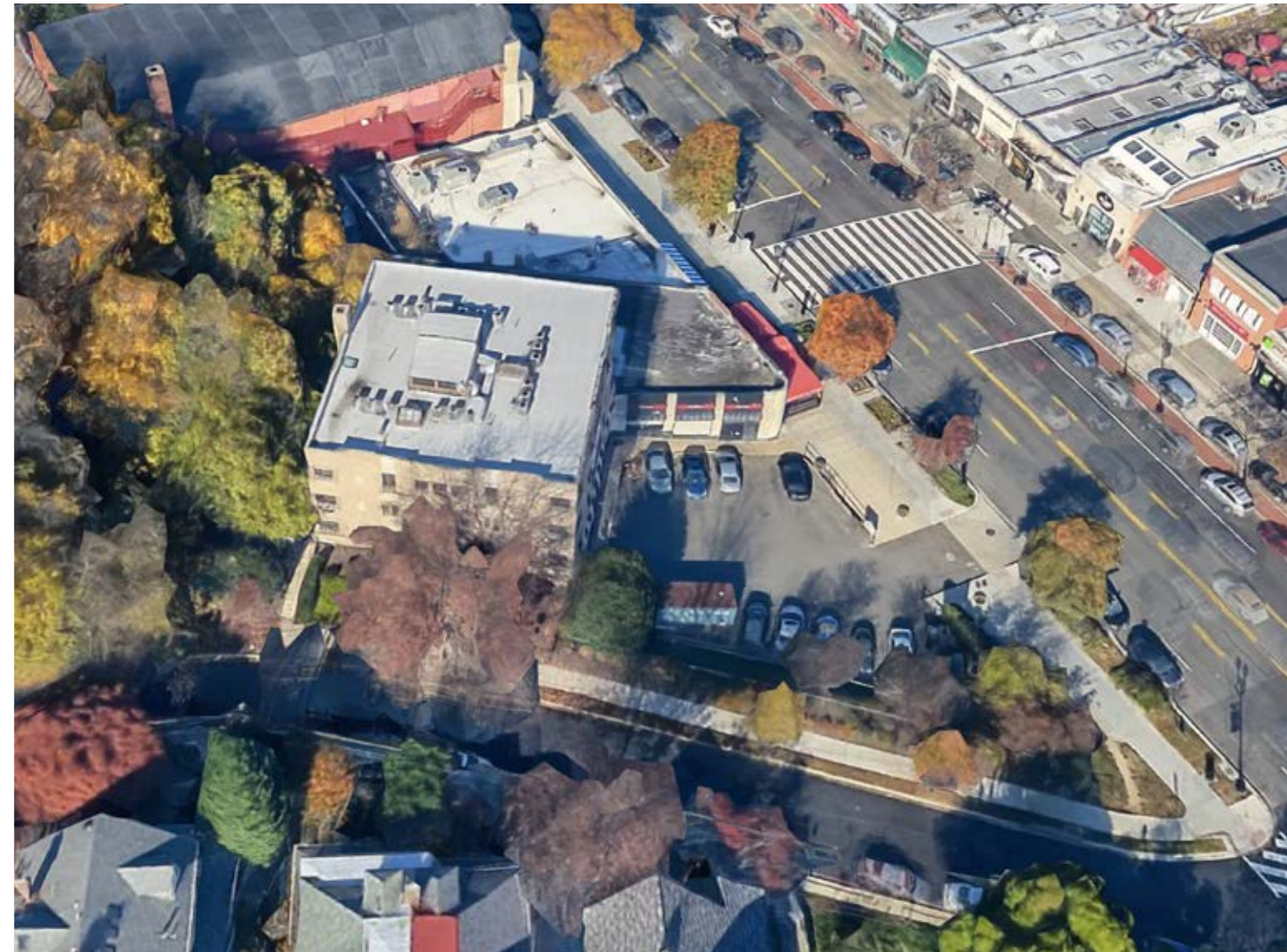






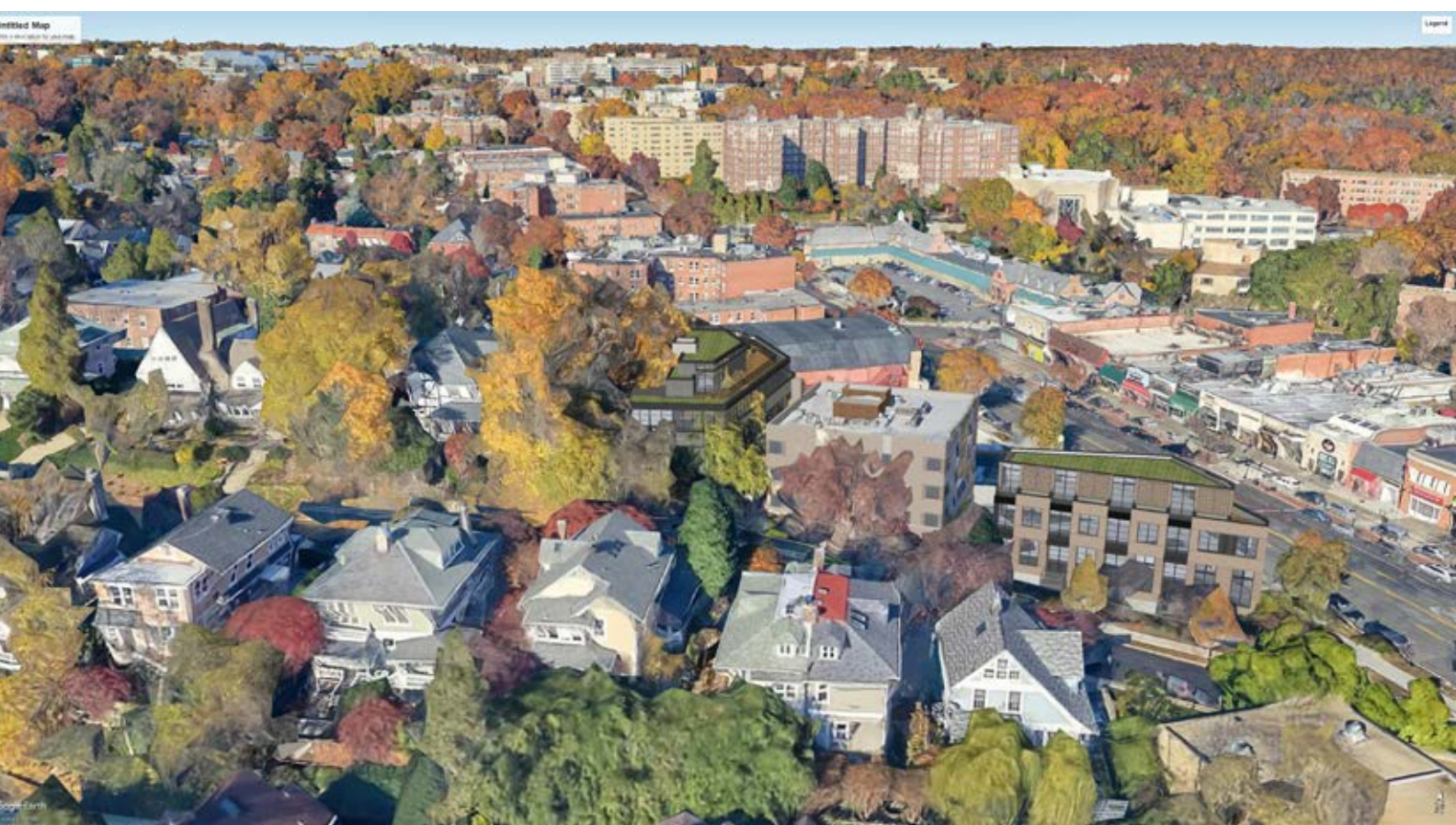
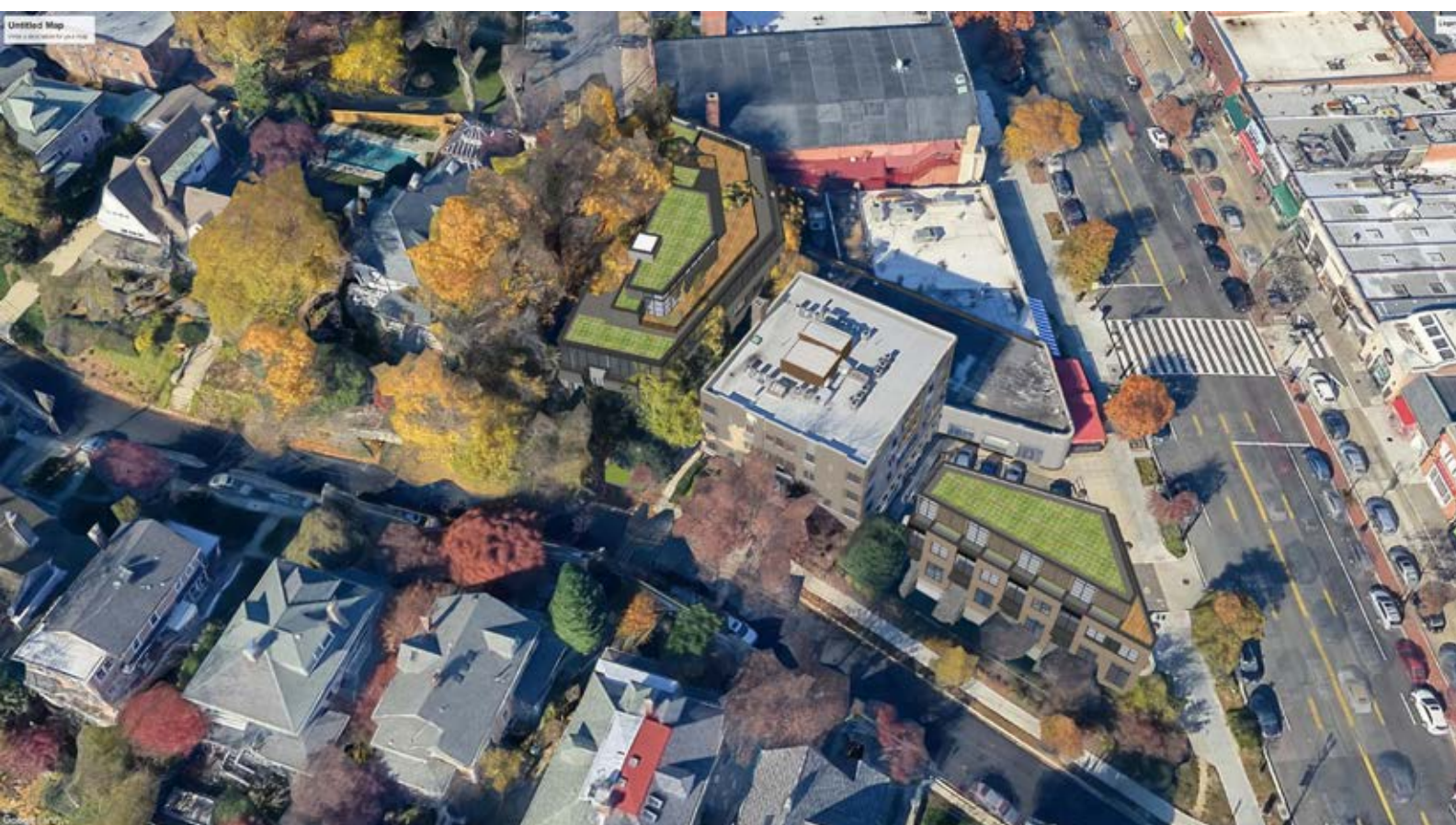






**NOTE:**  
BUILDING DESIGN TO BE UPDATED PENDING COORDINATION  
WITH HPO STAFF AND HPRB HEARING SCHEDULED 3/26



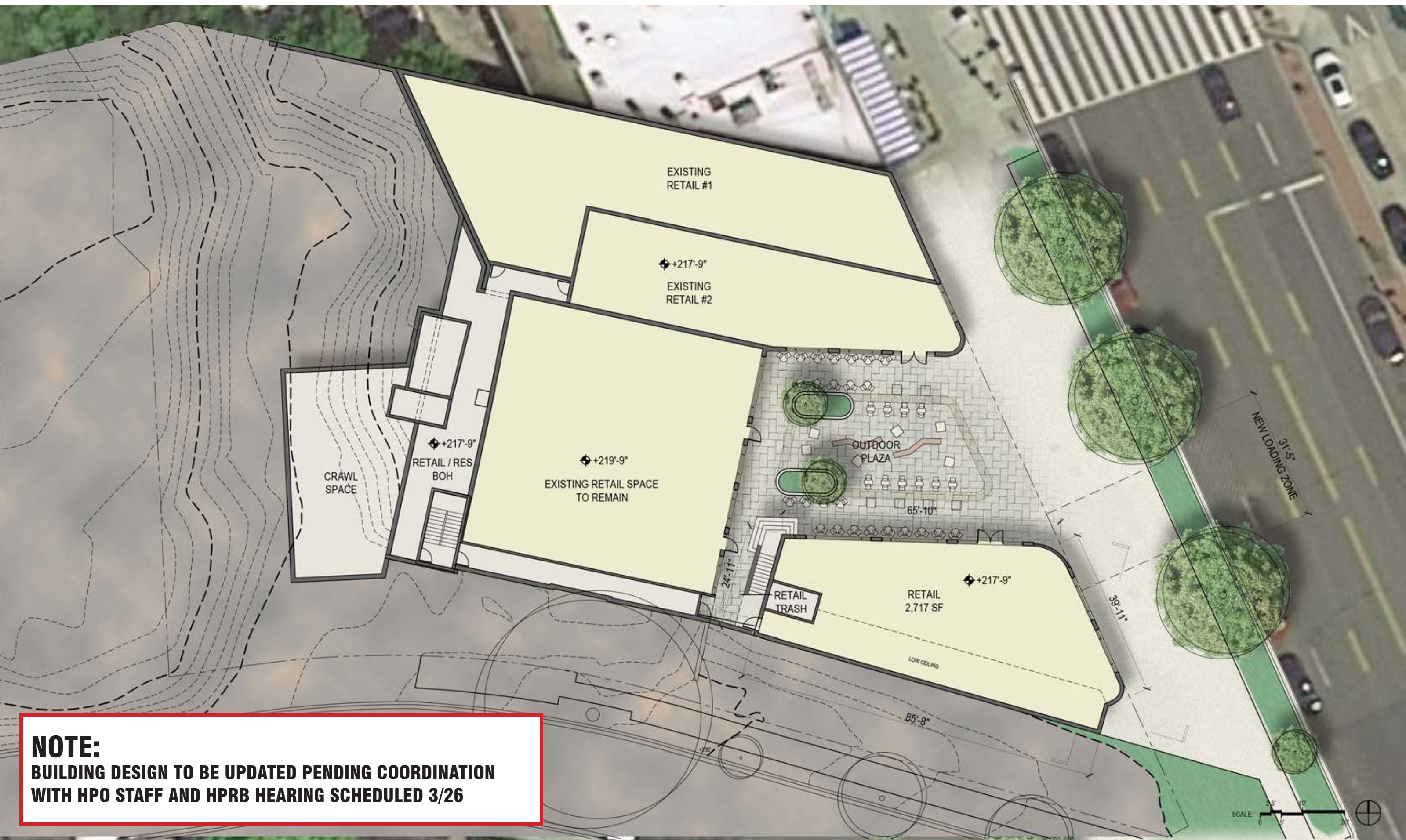






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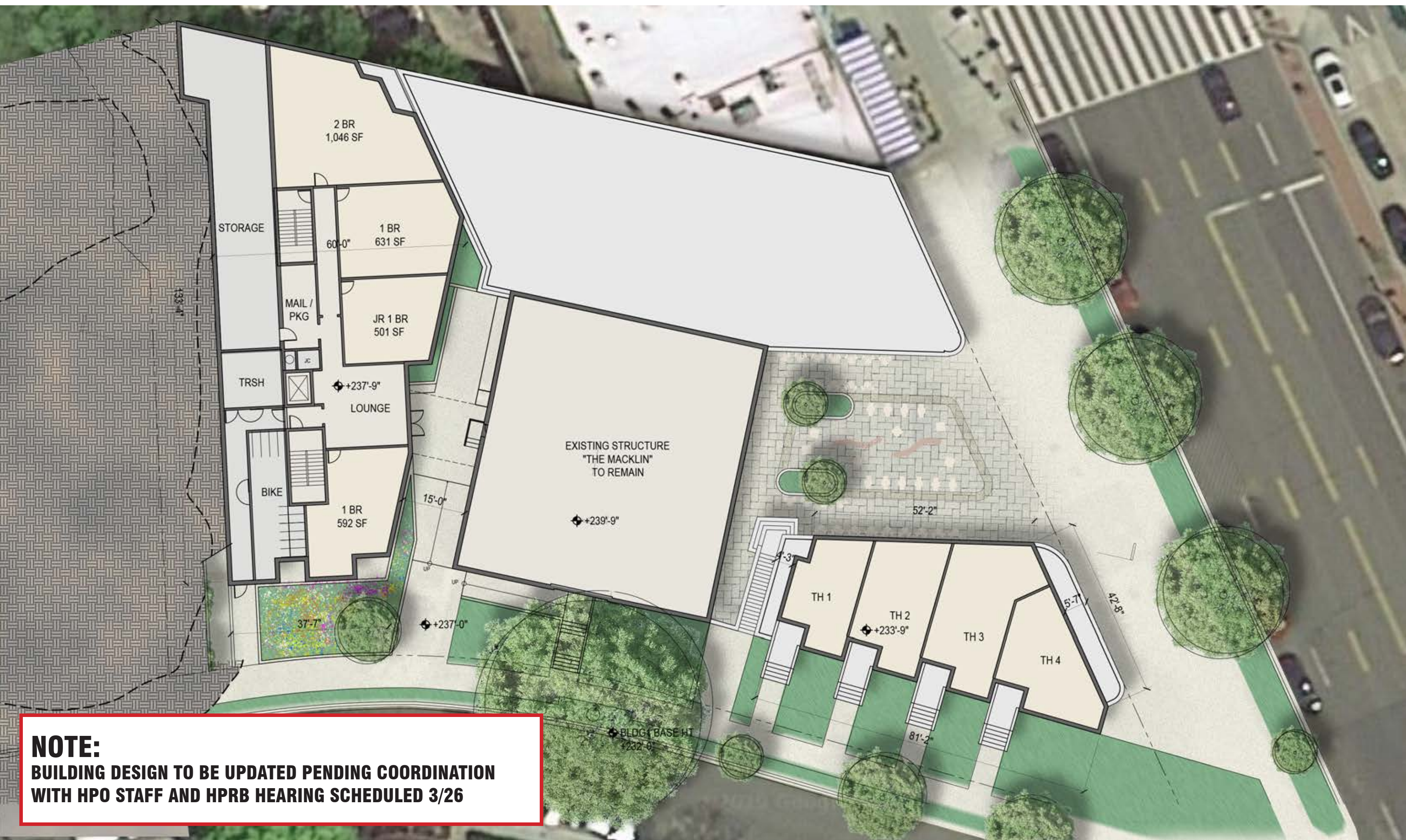
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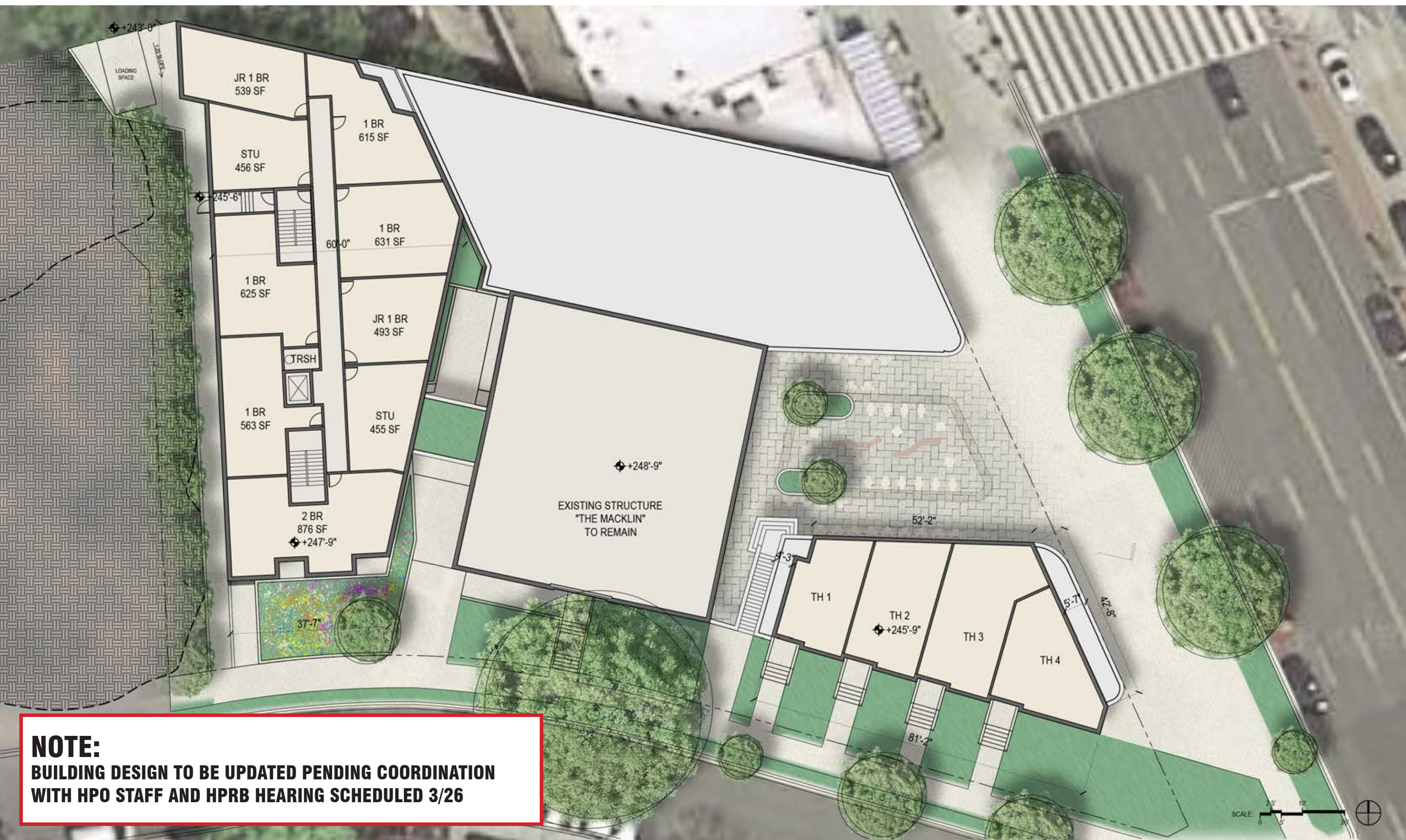
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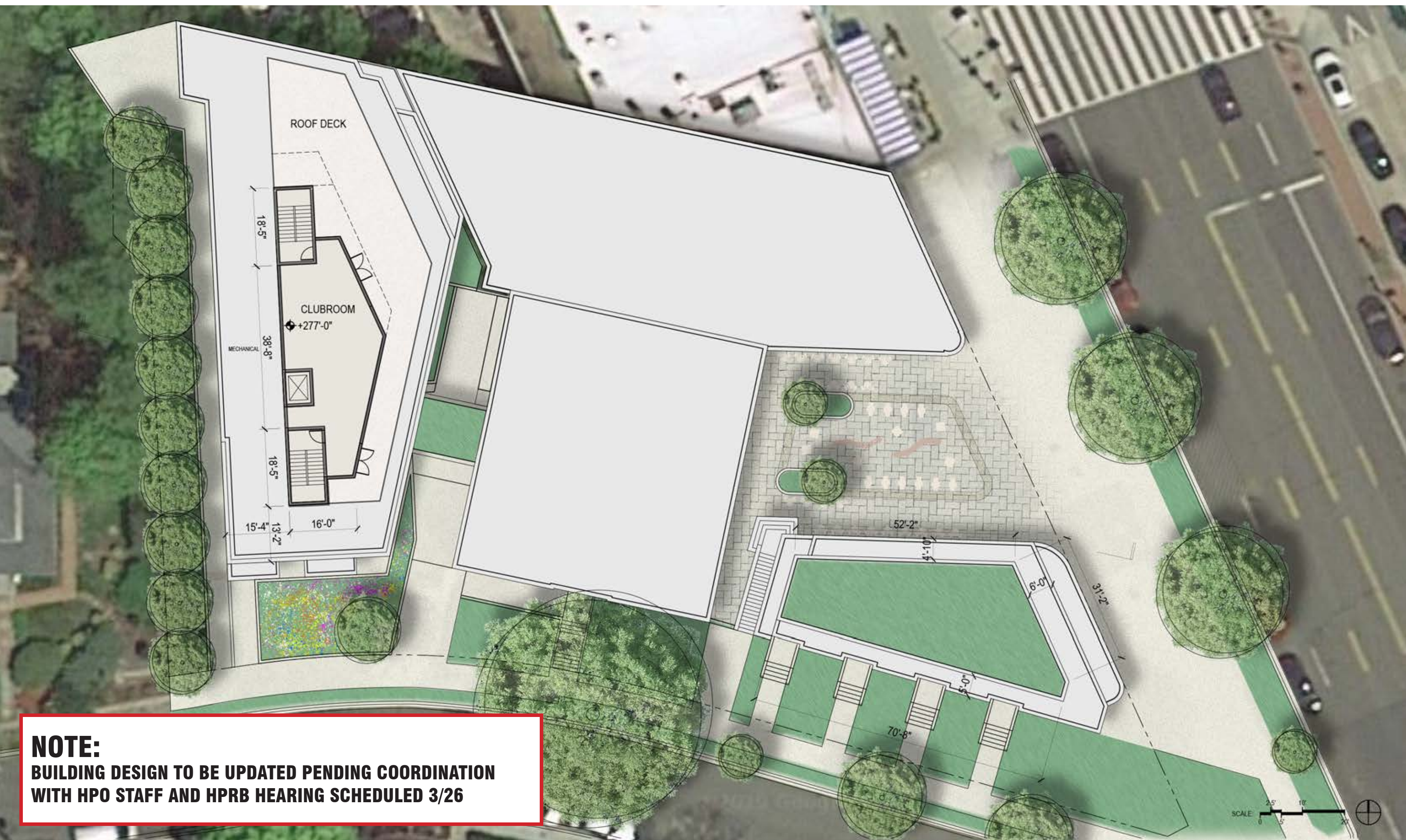
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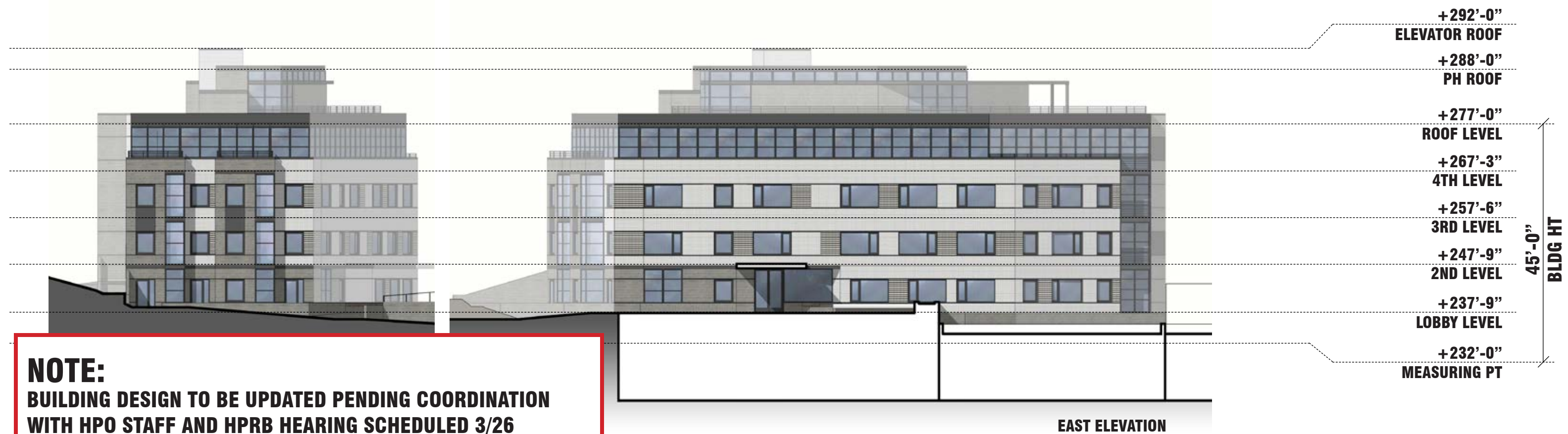
**CONNECTICUT AVE NW - PROPOSED STREET ELEVATION**



**NEWARK STREET - PROPOSED STREET ELEVATION**

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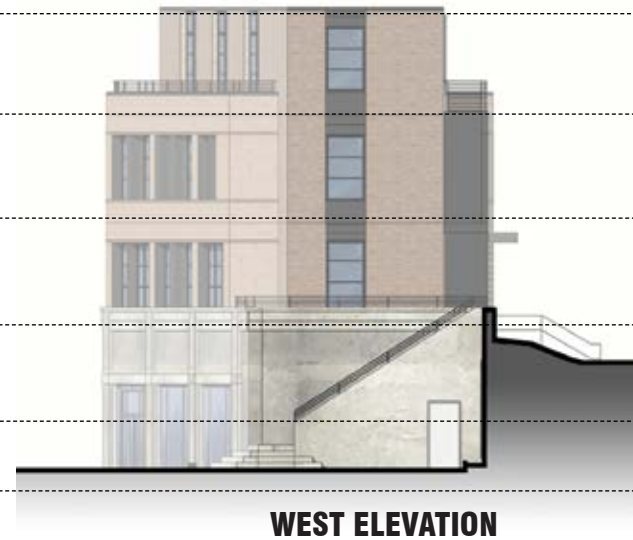


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**NORTH ELEVATION**



**WEST ELEVATION**

+265'-9"  
**ROOF LEVEL**  
 +255'-9"  
**4TH LEVEL**  
 +244'-9"  
**3RD LEVEL**  
 +233'-9"  
**2ND LEVEL**  
 +232'-0"  
**MEASURING PT**  
 +217'-9"  
**RETAIL LEVEL**

33'-9" BLDG HT



**SOUTH ELEVATION**



**EAST ELEVATION**

+265'-9"  
**ROOF LEVEL**  
 +255'-9"  
**4TH LEVEL**  
 +244'-9"  
**3RD LEVEL**  
 +233'-9"  
**2ND LEVEL**  
 +232'-0"  
**MEASURING PT**  
 +217'-9"  
**RETAIL LEVEL**

33'-9" BLDG HT

**NOTE:**

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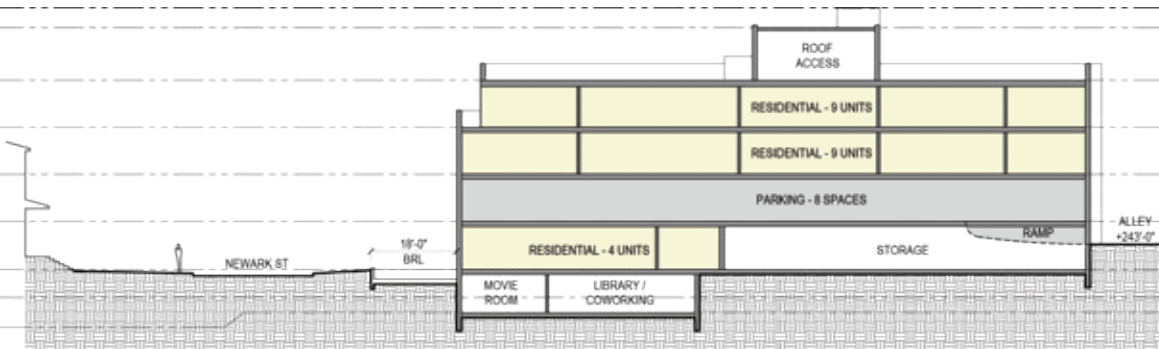
**APARTMENT BUILDING PARKING EXPLORATION:**

- Cannot build below grade parking due to lack of width of site & excavation requirement
- Investigated solution provides ramp from public alley to North, connecting to 2nd floor level of Apartment Building.
  - Above grade parking - not desired
  - Maneuvering is difficult due to tight layout
  - One full floor of units (9 units) removed from project
  - Must relocate stair/elevators to accomodate parking, creates very inefficient unit layouts above.

\*\*\*Therefore, parking within Apartment Building is infeasible.



**APARTMENT 2ND LEVEL PLAN W/ PARKING LEVEL**



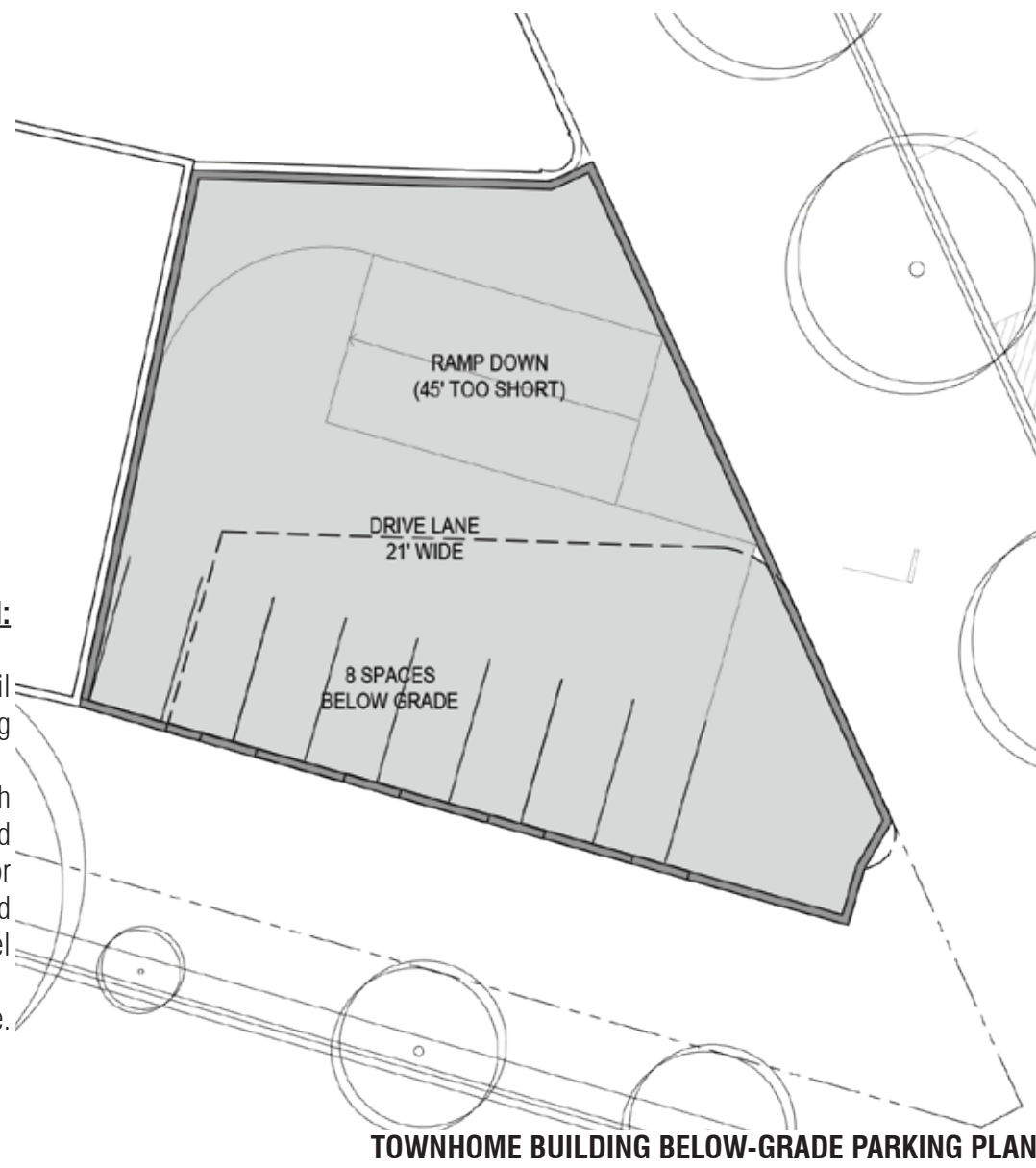
**APARTMENT BUILDING SECTION W/ PARKING LEVEL**

**TOWNHOME BUILDING PARKING EXPLORATION:**

Only possible solution is to provide parking below grade, below retail level of the Townhome Building

- Required ramp not long enough
- Curb cut required from Connecticut Avenue - not allowed
- Would effectively eliminate public plaza, a public amenity for the neighborhood
- Undesired excavation near Metro tunnel

\*\*\*Therefore, parking below Townhome Building is infeasible.



**TOWNHOME BUILDING BELOW-GRADE PARKING PLAN**