

**SUMMARY OF A PUD AND MAP AMENDMENT APPLICATION**

**1711 FLORIDA AVENUE, N.W.**

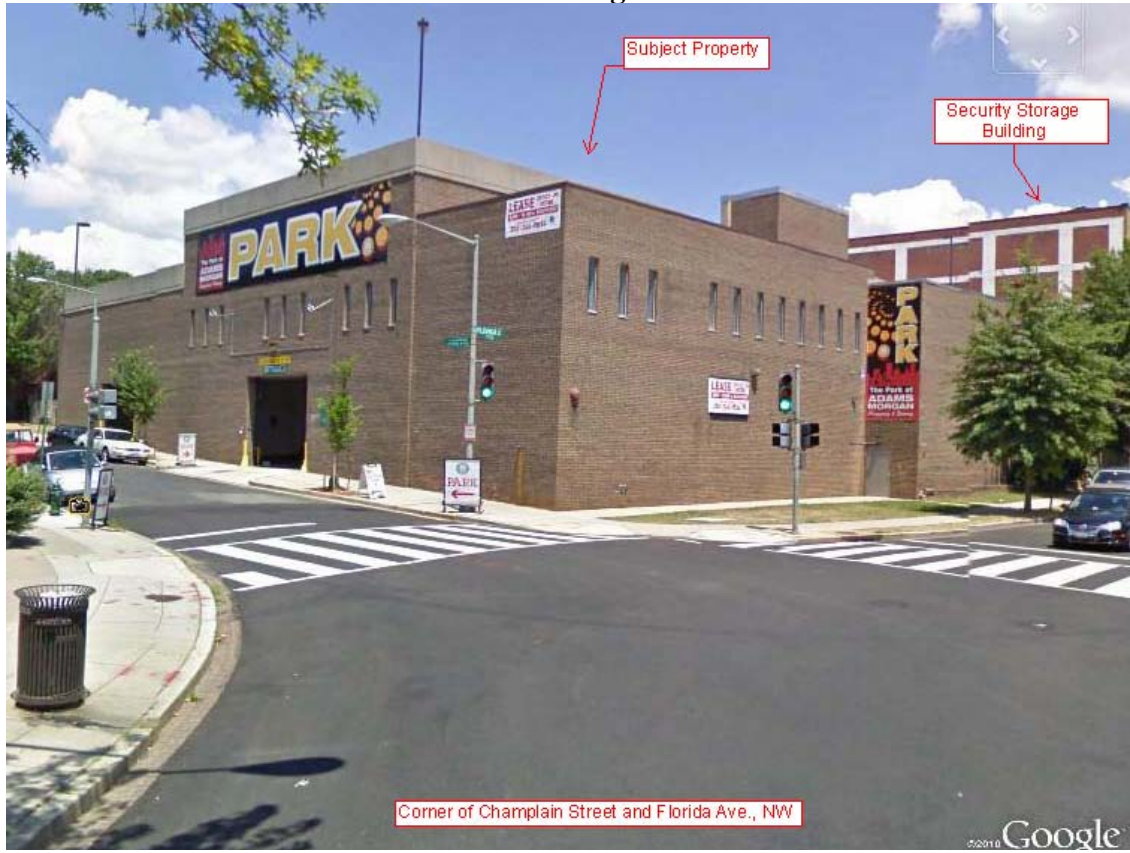
**Zoning Commission Case No. 11-11**

**The Application**

1711 Florida Avenue Property, LLC (“Applicant” or “Owner”) has filed an application for the consolidated review and approval of a Planned Unit Development (“PUD”) and corresponding amendment to the District of Columbia Zoning Map for the Property. The Site, at the northeast corner of Florida Avenue and Champlain Street, consists of 0.60 acres (25,921 sq. ft.) of land. The existing building was constructed as a C&P Telephone service truck dispatch and maintenance garage. The proposed redevelopment of an unattractive, three-story brick public garage with rooftop parking into a mixed-use neighborhood development containing 125-130 residential units, community-oriented street-level commercial uses and parking garage space (“Project”) will recapture the overall character of the neighborhood at this key Florida Avenue gateway to Adams Morgan.

The Property is in the C-2-B Zone and located at the southwestern corner of the Reed-Cooke Overlay District (the “Overlay”). In conjunction with the PUD, the Applicant has requested a map amendment to change the zoning of the Property from RC/C-2-B to C-2-B. Though the Property would be removed from the Overlay, the Owner has proposed to record a Declaration of Covenants prohibiting the Site from being used for certain disfavored uses, such as a restaurant with a tavern ABC license.

## Existing



## Proposed



## Building Context

The Property is unique to the neighborhood because of its use (as a public garage) and large size, the neighboring uses, the topography of the immediate area and its location at the edge of Reed-Cooke. Whereas Reed-Cooke is primarily a very densely developed neighborhood characterized by narrow streets and few open spaces, the subject site and its immediate surrounds are characterized by open spaces and public facilities. In addition, the PEPCO substation to the north poses development challenges and limits use alternatives at its lower levels since residential occupants of the new development will avoid units that look directly into unsightly electrical equipment. The retention and adaptive reuse of the existing building will form the foundation for the new construction, which will include upper level housing and commercial space. Because the existing garage is at a much lower elevation than points north, the residential addition will blend in with the existing neighborhood building heights and density.



## **Reed-Cooke Overlay**

The Applicant seeks zoning map amendment approval to remove the Property from the

Reed-Cooke overlay for the following reasons:

- (i) The Project will more effectively advance the purposes of the Reed-Cooke Overlay than if the Property were to remain subject to the Overlay by “provid[ing] for the development of new housing,” “encourage[ing] small-scale business development” and “protect[ing]... nearby residences from damaging traffic, parking... and (other) impacts.”
- (ii) The site is located at the southern and western edges of the Overlay at its topographic low point, and is separated and isolated from the Reed-Cooke area by the Marie H. Reed Center and the PEPCO substation.
- (iii) The Property’s current use as a parking garage is incompatible with the intent of the Reed-Cooke Overlay.
- (iv) The height and density of the Project will have no adverse impacts on nearby and adjacent property, including a PEPCO substation, the Security Storage building and Marie H. Reed Recreation Center Park and Play Fields.

## **Zoning Relief**

The building will have a total Floor Area Ratio (“FAR”) of 5.8 and a building height of 79 feet 8 inches. The FAR and height are both below the maximums allowed for Planned Unit Developments within the C-2-B underlying zoning. The Reed-Cooke Overlay generally restricts height to forty (40) feet.

As part of the PUD application, the Applicant has requested approval of several zoning variances, including relief from the rear yard requirement. A 15 foot rear yard is required but no rear yard is possible due to the location of the adjacent Security Storage building. In lieu of a rear yard, the Project will provide two (2) courtyards. The Applicant has also requested relief from the loading requirements. The minimum loading required for an apartment house with more than 50 units is one berth at 55 feet deep, one platform at 200 square feet and one service/delivery space at 20 feet deep. Because the Project will provide one berth at 30 feet deep and one platform at 100 square feet and because the configuration of the existing curb cuts and

the constraints of retaining and adaptively reusing the existing building make it impossible to provide the required 55 foot loading berth, zoning relief has been requested.

### **Urban Design and Architecture – Bonstra | Haresign Architects**

The Project will create a unique building and a new residential community that will contribute to the vitality of the surrounding Adams Morgan/Dupont Circle neighborhoods and stimulate the use of the adjacent parks and retail services.

Along Florida Avenue and Champlain Street there will be six levels of residences above the re-established commercial street frontage and existing parking levels. The project design also steps down in height from the corner to the east and north by setting back the seventh floor at a 1:1 ratio. Colorful brick and stone façade materials and wood veneer panels in warm colors will act to weave the building into its context.

The design will incorporate “green” features in a number of significant ways. A continuous trellis is located above the private terraces at the setback seventh floor. Sustainable features include landscaping at the street level, a landscaped main courtyard that provides a lush focal point for the interior residences as well as orienting trees to form a visual screen from the adjacent PEPCO substation, and a secondary internal courtyard along the east party wall. There will be planting beds on the roof deck for tenant use and balconies for most of the residential units.

The height of the building is generally consistent with the height of the adjacent Security Storage building. As a result of topography and the wide spaces between the Project and the residential townhouses to the south of the Property, no shadows will be cast as a result of the height of the building. The mixed-use Project will serve as a transitional buffer area between the residentially zoned area to the south and the commercial and institutional areas to the north and west.



## Parking

Parking within the Project will be adequate to meet the needs of its residents and visitors. The Project will provide 95 parking spaces within the building. Forty-eight are required. The residential unit owners will have first priority for use of parking spaces and will be offered discounted monthly parking packages. Unused parking spaces within the building will be available to the public and the Project's commercial customers. To meet changing transportation preferences, there will be up to three car charging stations within the building and substantially reduced parking rates for five or more low-emitting, high fuel efficient vehicles. The Project hopes to include parking for a car sharing service to benefit both the residents of the Project and surrounding community.

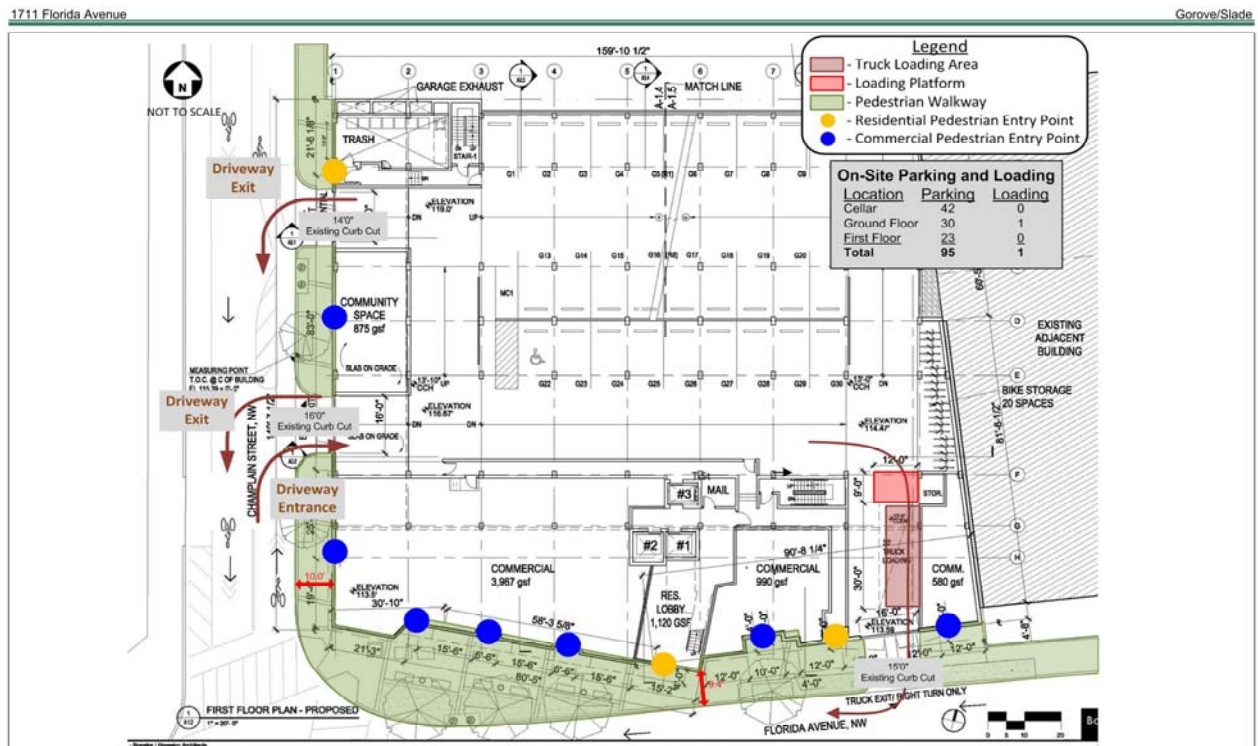


Figure 1  
Site Access, Parking and Circulation Plan  
May 31, 2011

## **Public Benefits**

**Affordable Housing and Artist Studios.** Ten percent (10%) of the residential units (more than the 8% required by law) will be devoted to affordable housing. It is hoped that a portion of this total will be allocated to art studio spaces to promote the arts in the community.

**Community Space.** The ground floor facing Champlain Street will include 875 square feet of space which is planned to be dedicated for community oriented use. The space could serve any number of useful purposes for surrounding community groups including coordination of sports activities, public meetings, art showings, creative writing center and similar activities.

**Marie H. Reed School and Park.** The Applicant will continue the community dialogue with regard to present and future local needs, open space needs, and improving and maintaining the playing fields.

**Bike Share.** The Applicant intends to provide a bike share station along Champlain Street. In addition, the Applicant proposes a total of twenty-eight bicycle parking spaces, of which twenty will be provided in the enclosed parking area and eight will be provided in bike racks on the sidewalk in front of the building on Florida Avenue. The Applicant will make provisions to expand the number of bicycle and/or motorcycle and scooter parking spaces as demand warrants.

### **Key Environmental Elements.**

- (i) Adaptive reuse of an existing parking garage Adaptive reuse reduces construction debris, the demand for virgin building materials, and erosion (with less brown water runoff). It also imposes less site disruption on the neighborhood during construction.
- (ii) Recycle on-site construction waste.
- (iii) Use low VOC adhesives, paints, and other construction materials to promote indoor air quality.
- (iv) Plant native or adapted vegetation that provides habitat and promotes biodiversity.
- (v) Provide two landscaped courtyards and rooftop areas, totaling 25% of the site.
- (vi) Provide up to three car charging stations, create incentives for high fuel efficient vehicles, offer an area within the parking garage to house approximately 20 bikes (only two are required), participate in car sharing program, if feasible, and install a bike share station.