

BOARD OF ZONING ADJUSTMENT SUBMISSION  
2000- 2002 11TH ST, NW  
Washington, DC 20001  
Square 0304, LOT 27, 30, 31  
Zoning District: CR/ARTS



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- A1 COVER SHEET
  - A2 ZONING TABULATIONS
  - A3.1 EXISTING SITE PHOTOS
  - A3.2 VICINITY MAP
  - A4 EXISTING CIVIL PLAN
  - A5 PROPOSED CELLAR PLAN & BIKE RACK SPECIFICATIONS
  - A6 PROPOSED FIRST FLOOR PLAN
  - A7 PROPOSED SECOND/ THIRD FLOOR PLAN
  - A8 PROPOSED FOURTH FLOOR PLAN
  - A9 PROPOSED FIFTH- NINTH (TYPICAL) FLOOR PLAN
  - A10 PROPOSED TENTH FLOOR PLAN
  - A11.1 PROPOSED PENTHOUSE PLAN
  - A11.2 PROPOSED ROOF PLAN
  - A12 PROPOSED EAST ELEVATION
  - A13 PROPOSED SOUTH ELEVATION
  - A14 PROPOSED WEST ELEVATION
  - A15 PROPOSED NORTH ELEVATION
  - A16 PROPOSED BUILDING SECTION (LOOKING WEST)
  
  - A17 DIAGRAM: REAR YARD INFEASIBILITY (PLAN)
  - A18 DIAGRAM: REAR YARD INFEASIBILITY (ELEVATION)
  - A19 DIAGRAM: PUBLIC SPACE INFEASIBILITY (PLAN)
  - A20 DIAGRAM: PUBLIC SPACE INFEASIBILITY (ELEVATION)
  - A21 DIAGRAM: PARKING INFEASIBILITY (FIRST FLOOR)
  - A22 DIAGRAM: PARKING INFEASIBILITY (CELLAR)

NEIGHBORHOOD DEVELOPMENT COMPANY

July 8th, 2015- BZA SUBMISSION Updated December 9th 2015

Square 304, Lot 27 - Lot 30 - Lot 31			
Zoning Requirements	Permitted/Required		Proposed
District / Overlay	CRI/ARTS		Unchanged
Lot Area	5,850.0 sf		5,850.0 sf
Lot Occupancy - Ground Floor / Commercial	100%	5,850.0 sf	77%   2,427.0 sf   2,101.0 sf   4,528.0
Lot Occupancy - Residential (w/ IZ Bonus)	80%	4,680.0 sf	55%   0.0 sf   3,245.0 sf   3,245.0 sf
FAR - Total (Bays Excluded)	7.7	45,045.0 sf	6.2   4,854.0 sf   31,520.0 sf   36,374.0 sf
FAR - Commercial	3.0	17,550.0 sf	1.2   4,854.0 sf   2,101.0 sf   6,955.0 sf
Offstreet Parking - Total	14		0 (Variance for 14)
Offstreet Parking - Commercial	3		0
Offstreet Parking - Residential	In excess of 3,000 sf, one space for each additional 750 square feet of gross floor area 1 space per 3 dwelling units (33/3) = 11		0
Loading Requirement - Total	0		0
Loading Requirement - Commercial	0 No requirement if less than 5,000 sf of gross floor area and cellar floor area		0
Loading Requirement - Residential	0 (<50 Units)		0
Rear Yard	21'-6" 3 inches per foot of vertical distance from the horizontal plane upon which the residential use begins to the highest point of the main roof or parapet wall, but not less than 12 feet Vertical Height = 86'-0"; 86x3 = 258; 258/12 = 21'-6"		0'-0" (Variance)
Side Yard	No side yard shall be required; but if a side yard is provided, it shall be at least 3 inches wide for each foot of height of building, but not less than 8 feet.		0'-0" (None Proposed)
Courts - Open	Where an open court is provided in a CR District, the court shall have the following minimum dimensions: (a) Residential building: Three inches per foot (3 in./ft.) of height of court, but not less than ten feet (10 ft.). Therefore @ 80 ft. Court - Minimum Width = 20 ft.		No Open Court Proposed
Building Height (w/ Overlay Bonus)	100'-0" Per 1909.1, maximum building height shall not exceed 100'-0"		100'-0"
Inclusionary Units	GFA devoted to residential use = 29,419 sf 8% of 29,419 sf = 2,354 sf Bonus IZ FAR able to be used = 0.22 = 1,268 sf 50% of 1,268 sf = 634 sf Per 2603.3, 8% of GFA devoted to residential use or 50% of bonus density utilized for inclusionary units, whichever is greater		> 2,354 sf of Gross Floor Area to Inclusionary Units
Roof Structure	(i) single structure (ii) single height (iii) setback 1:1 on all sides		(i) single structure (ii) single height (iii) setback 1:1 on east, west and south sides (setback not required on north side)
Bicycle Parking Requirement	Total		11 spaces
Bike Parking - Commercial	Non-Required		0 spaces
Bike Parking - Residential	Per DCMR Title 18, Chapter 12, Section 1214.4 - # of bike spaces shall be = at least 1 secured space/3 residential units. Therefore @ 33 Units, total bicycle spaces required = 11		11 spaces
Green Area Ratio (GAR)	0.20		0.20
Public Space at Ground Level	5850 * 0.1 = 585 sf Per 633.1, 10% of total lot area		0 sf (Variance)

Building (FAR) GFA - Bays and Penthouse Excluded			
Floor Level	Commercial (FAR) GFA		Residential (FAR) GFA
	Existing Bldg	New Bldg	
Lower Level (Cellar)	2,427.0 sf	3,086.0 sf	164.0 sf
First Floor	2,427.0 sf	2,101.0 sf	1,047.0 sf
Second Floor	2,427.0 sf	0.0 sf	3,245.0 sf
Third Floor	-	0.0 sf	3,245.0 sf
Fourth Floor	-	0.0 sf	3,061.0 sf
Fifth Floor	-	0.0 sf	3,200.0 sf
Sixth Floor	-	0.0 sf	3,200.0 sf
Seventh Floor	-	0.0 sf	3,200.0 sf
Eighth Floor	-	0.0 sf	3,200.0 sf
Ninth Floor	-	0.0 sf	3,200.0 sf
Tenth Floor	-	0.0 sf	2,821.0 sf
Penthouse	-	0.0 sf	992.0 sf
Subtotal	4,854.0 sf	2,101.0 sf	29,419.0 sf
<b>Total Building</b>	<b>36,374.0 sf</b>		

11th Street Overlay District - Uptown Arts-Mixed Use (ARTS)		
Item	Required	Proposed
Residential Lot Occupancy (per 1909.1)	75% for CR. IZ Zoning permits a 5% Bonus Density increase to 80%	55% Lot Occupancy
Driveways (per 1903.2)	No driveways that provide access from a pedestrian street to required parking spaces or loading berths are permitted	U Street streetwall to remain unchanged; 11th Street streetwall not applicable
Building Setback (per 1903.3)	≥ 75% of streetwall up to a height of 15'-0" shall abut the property line along the street right-of-way	U Street streetwall to remain unchanged; 11th Street streetwall not applicable
Display Window (per 1903.4)	≥ 50% of streetwall surface area at ground level = commercial/lobby entrances + display window glass	U Street streetwall to remain unchanged; 11th Street streetwall not applicable

# NEIGHBORHOOD DEVELOPMENT COMPANY

July 8th, 2015- BZA SUBMISSION Updated December 9th 2015

INDUSTRIAL BANK      SITE      LINCOLN CONDOMINIUMS



① 11TH STREET (LOOKING SOUTHWEST)

INDUSTRIAL BANK      SITE



② U STREET (LOOKING NORTHWEST)

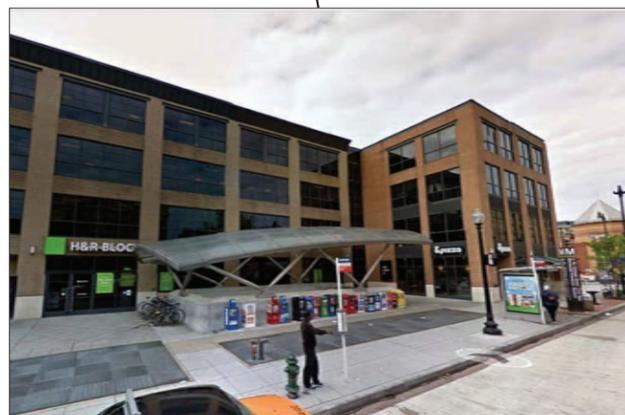
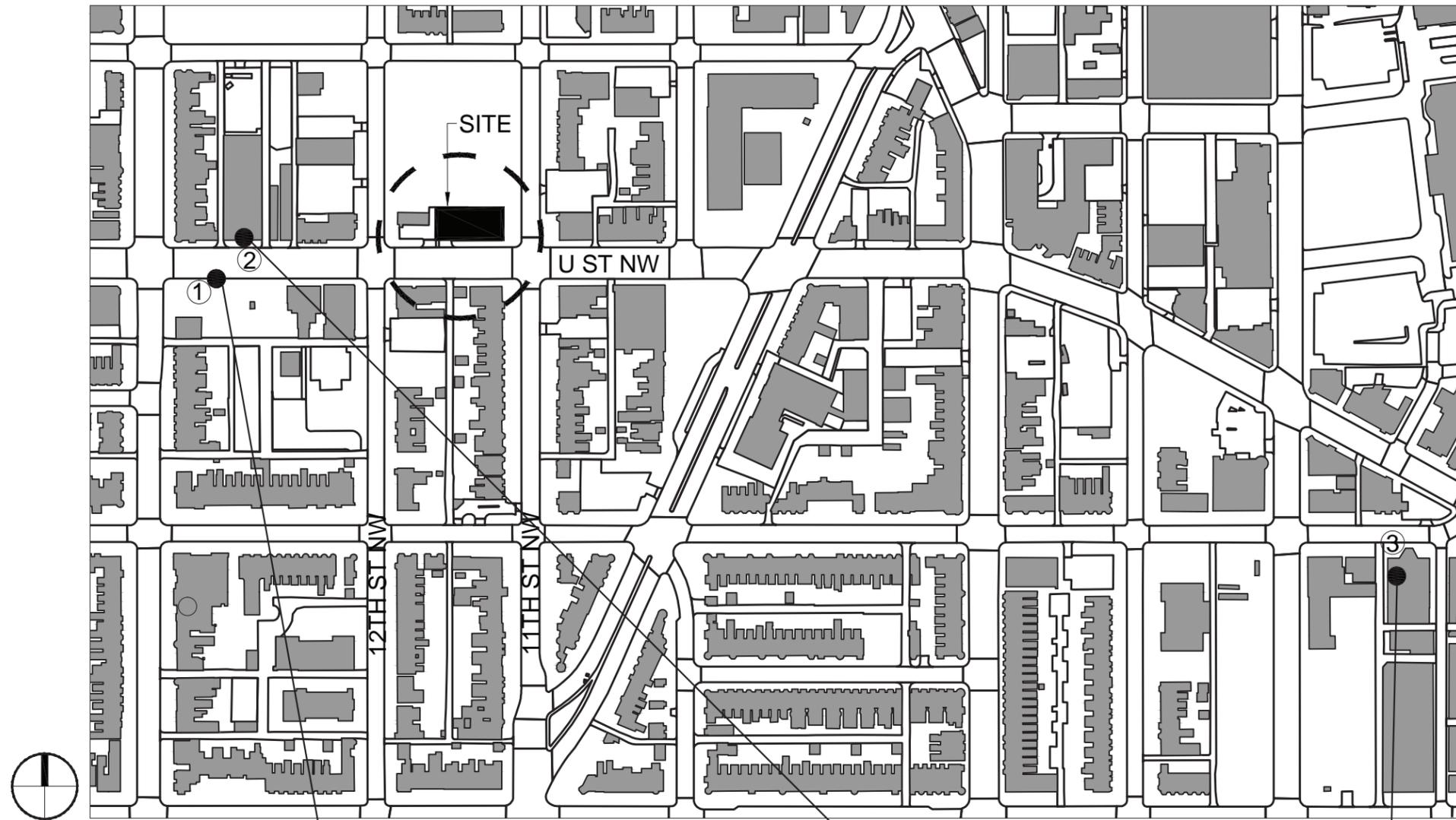
SITE



③ U STREET (LOOKING EAST)

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1 U STREET METRO STOP - 1240 U ST, NW



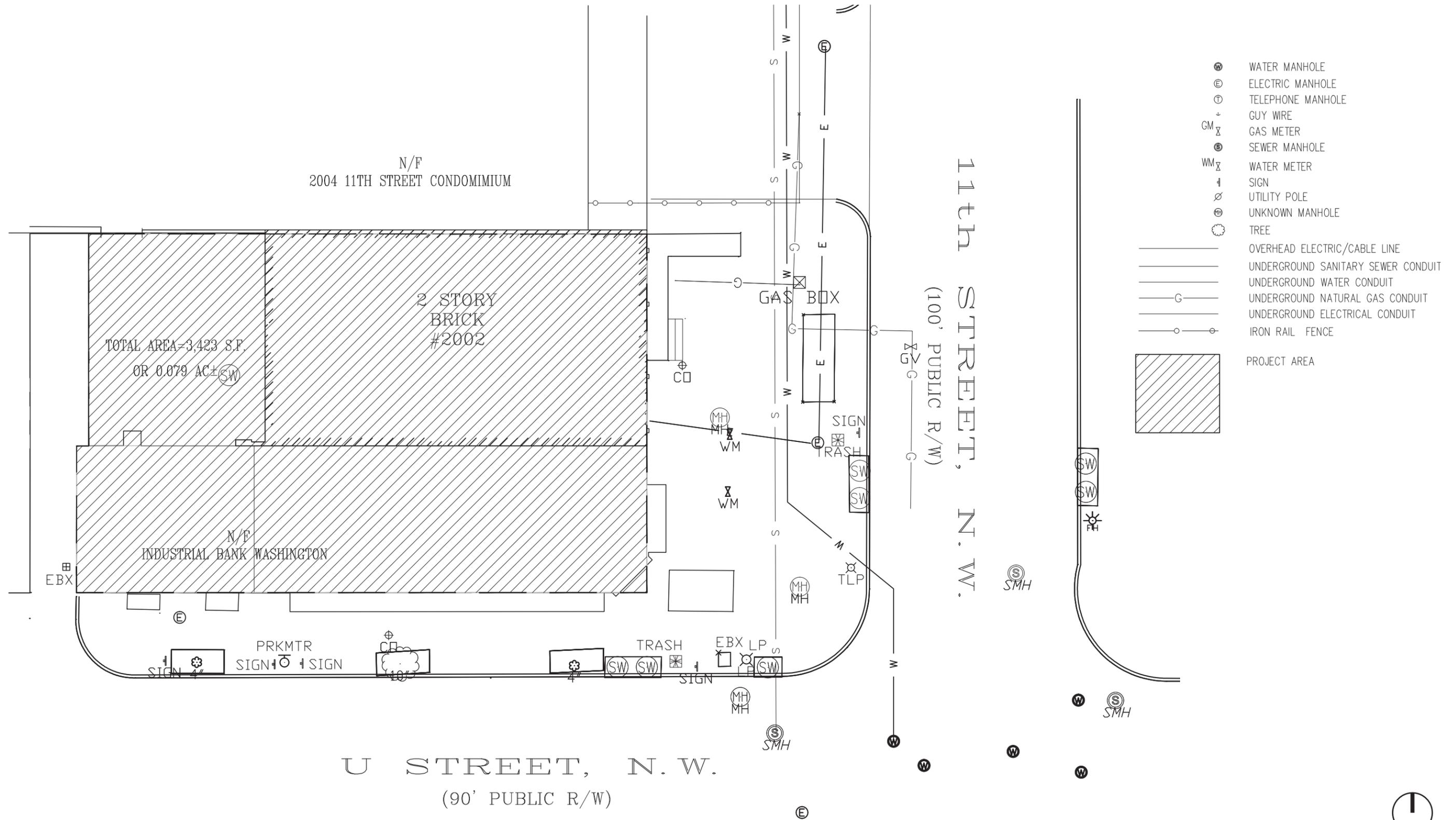
2 LINCOLN THEATER - 1215 U ST, NW



3 HOWARD THEATRE - 620 T STREET, NW

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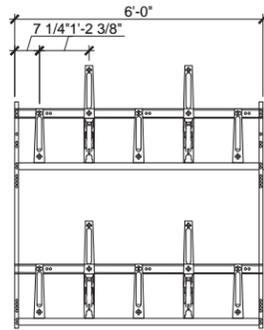
EXISTING CIVIL SITE PLAN

1/16" = 1'-0"

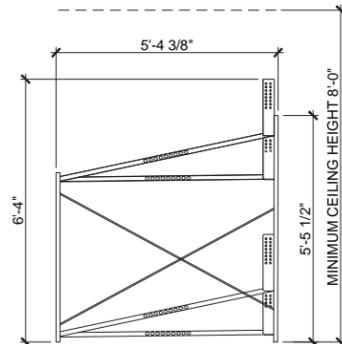
2000-2002 11th Street NW

**A4** Bonstra | Haresign  
ARCHITECTS

**FRELON**

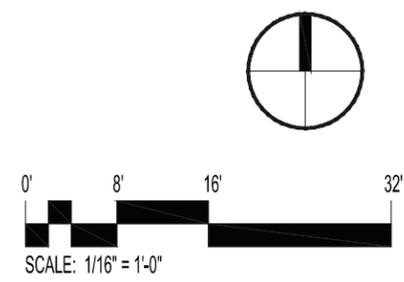
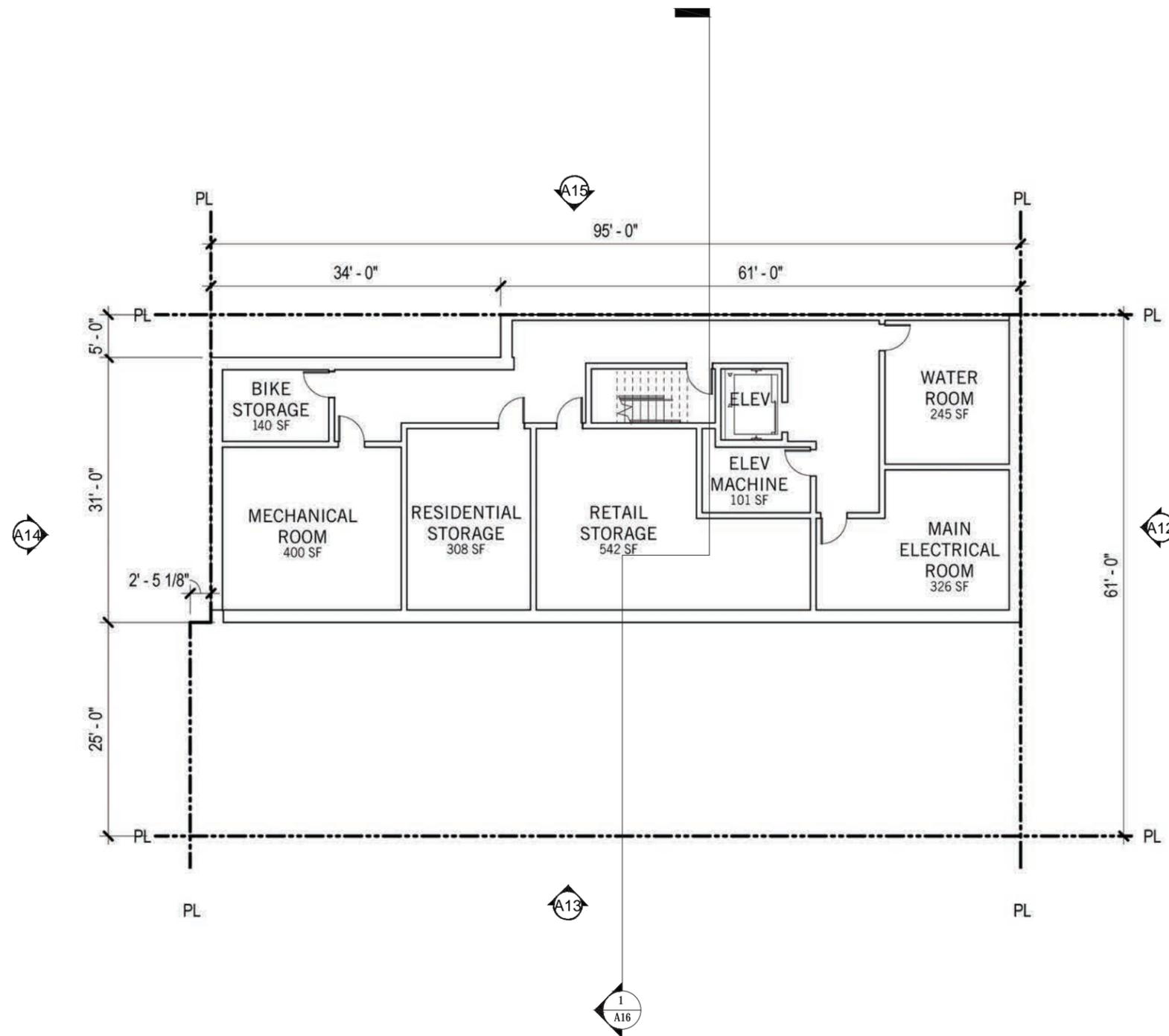


FRONT VIEW



SIDE VIEW

BIKE RACK



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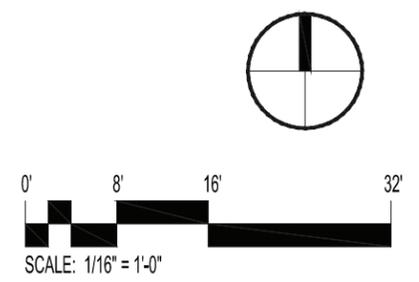
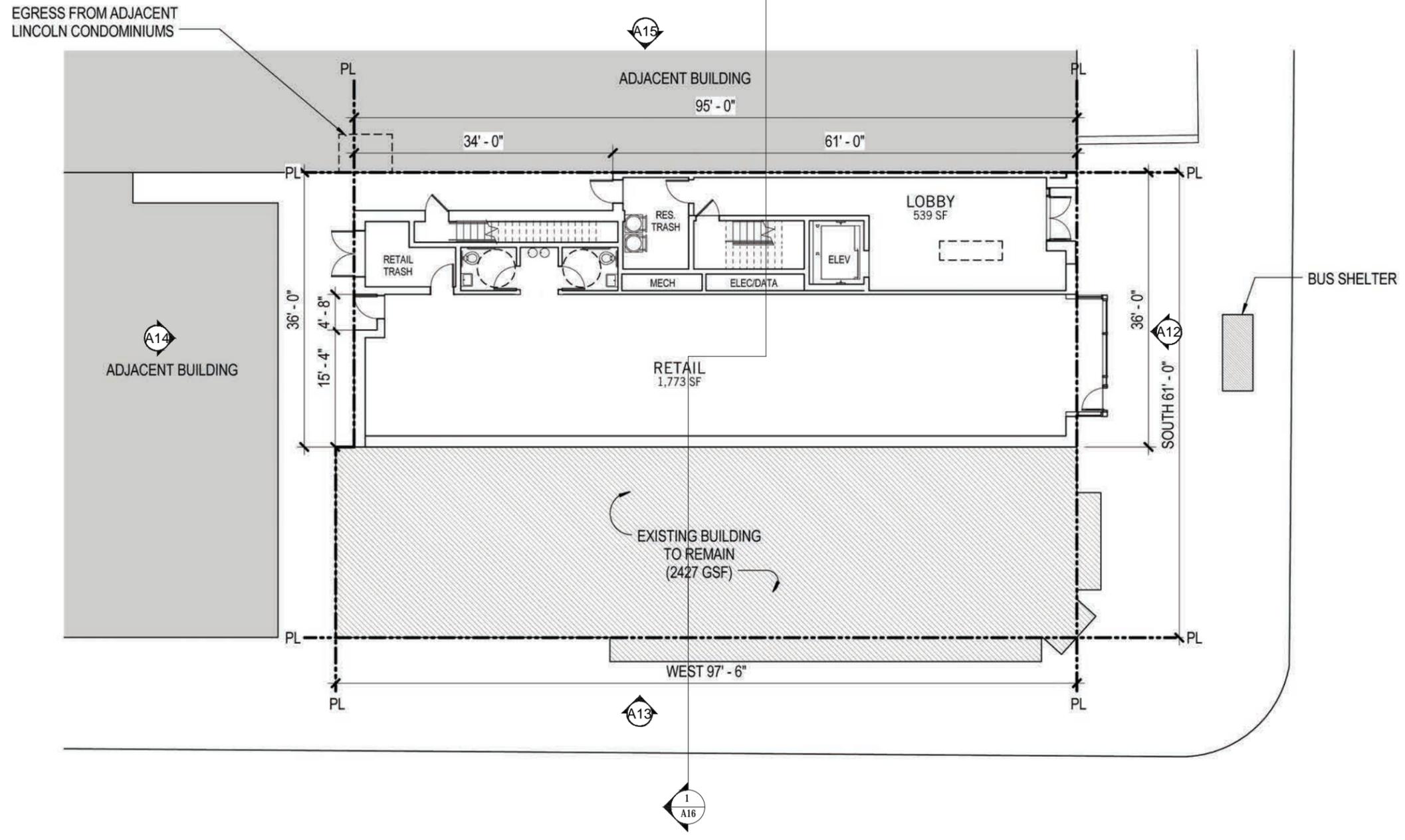
PROPOSED CELLAR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A5** Bonstra | Haresign  
ARCHITECTS

**FRELON**



NEIGHBORHOOD DEVELOPMENT COMPANY

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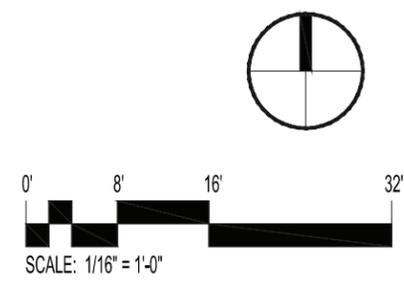
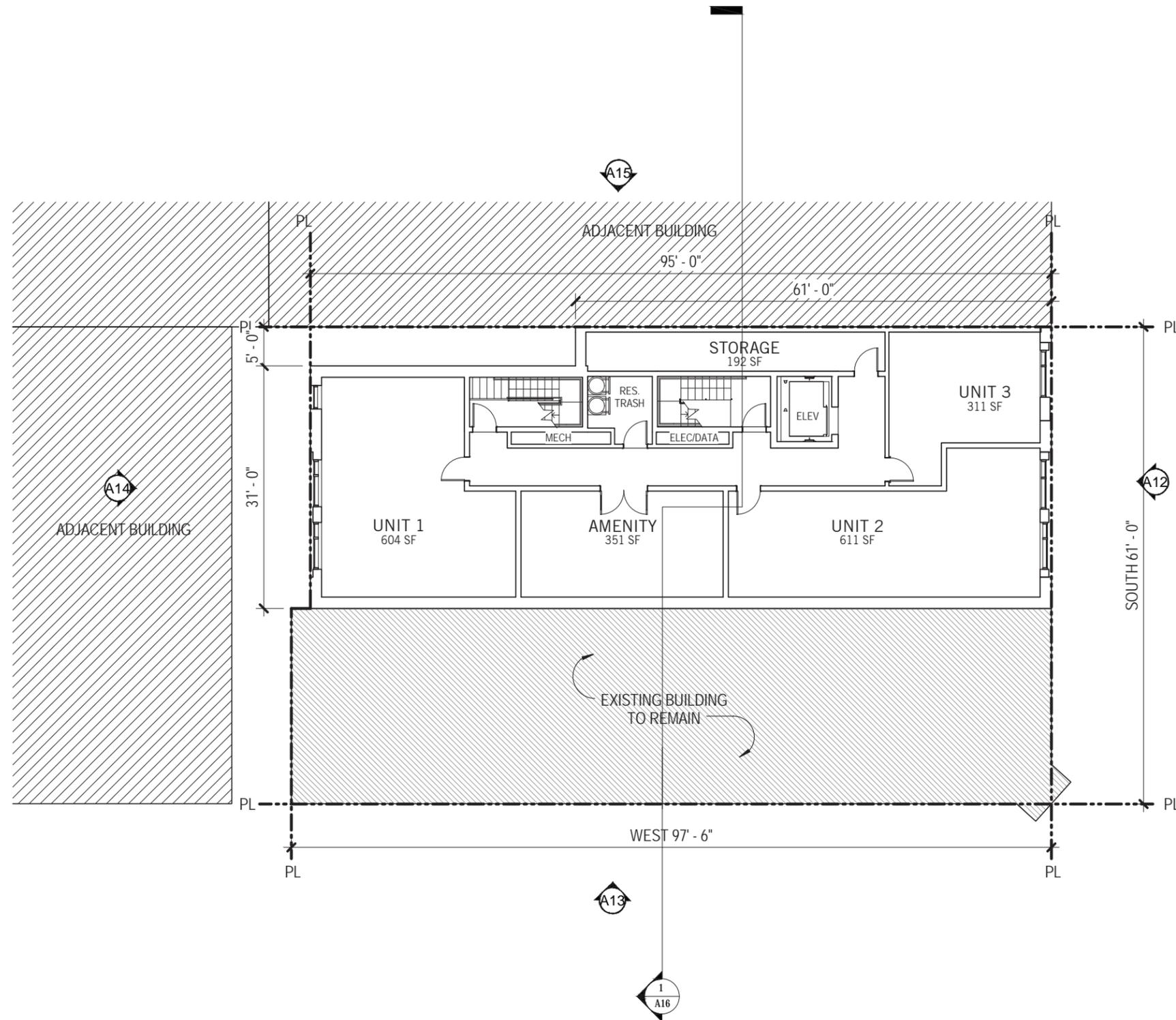
PROPOSED FIRST FLOOR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A6** Bonstra Harsign ARCHITECTS

**FRELON**



NEIGHBORHOOD DEVELOPMENT COMPANY

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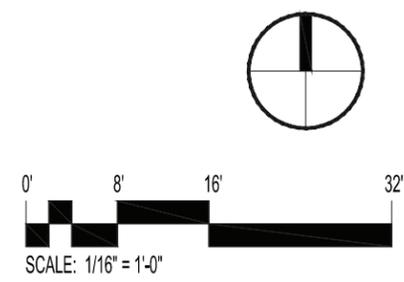
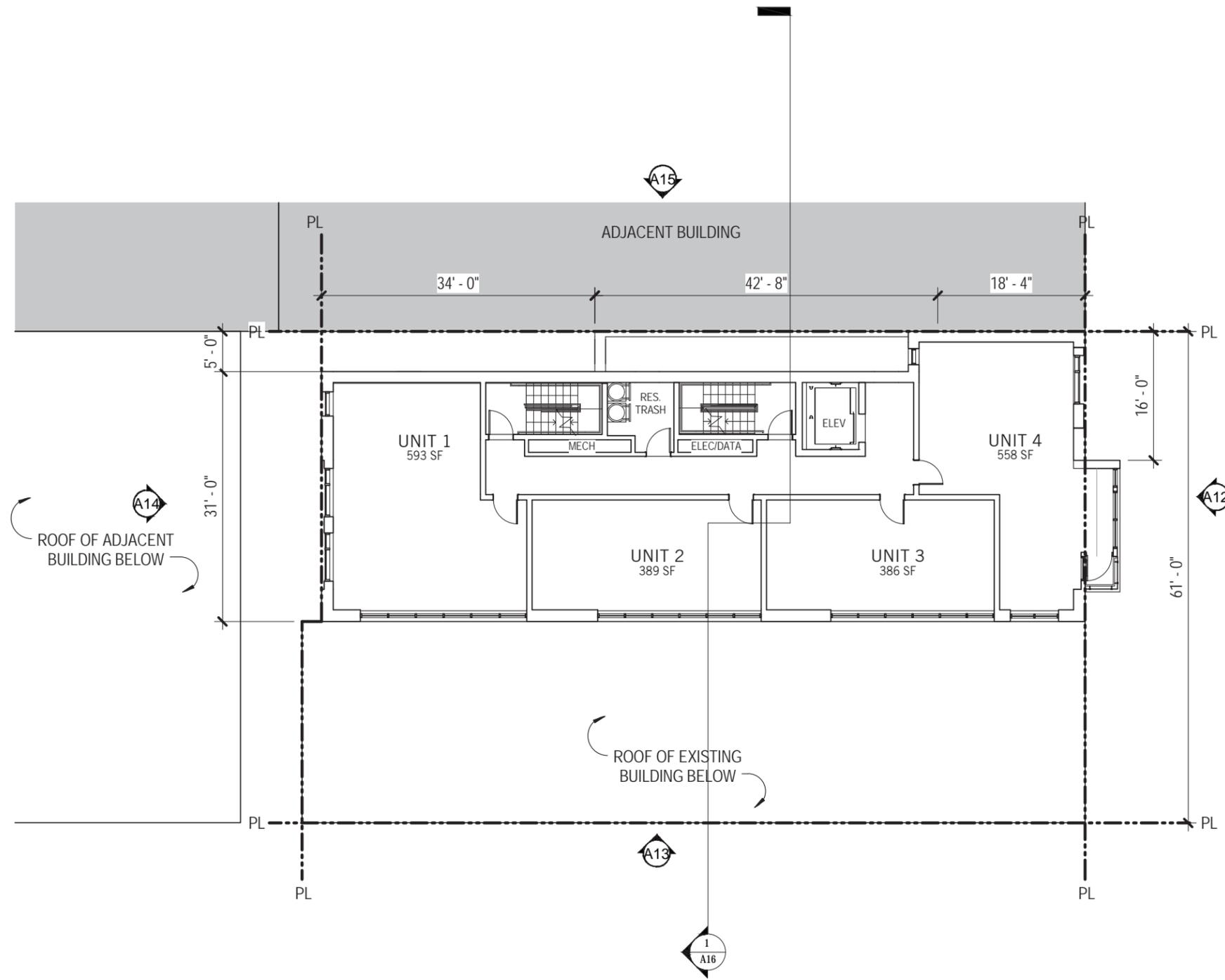
PROPOSED SECOND/ THIRD FLOOR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A7** Bonstra Harsign  
ARCHITECTS

**FRELON**



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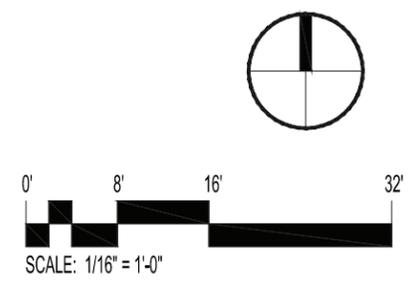
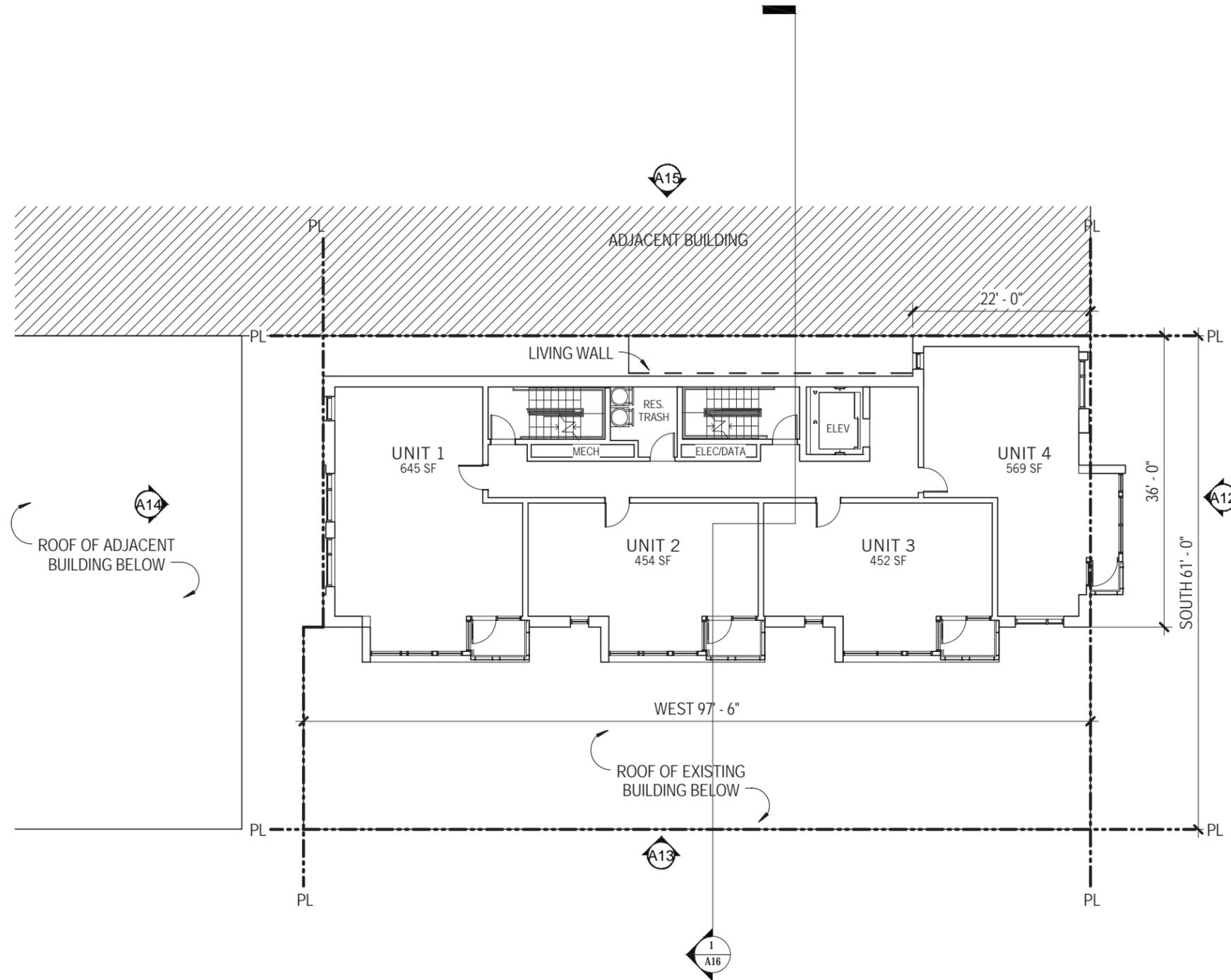
PROPOSED FOURTH FLOOR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A8** Bonstra Harsign  
ARCHITECTS

**FRELON**



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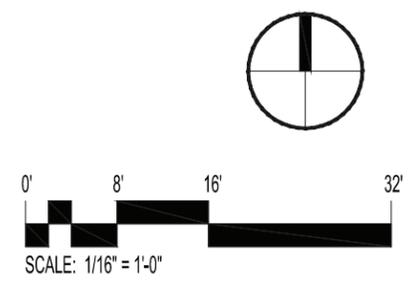
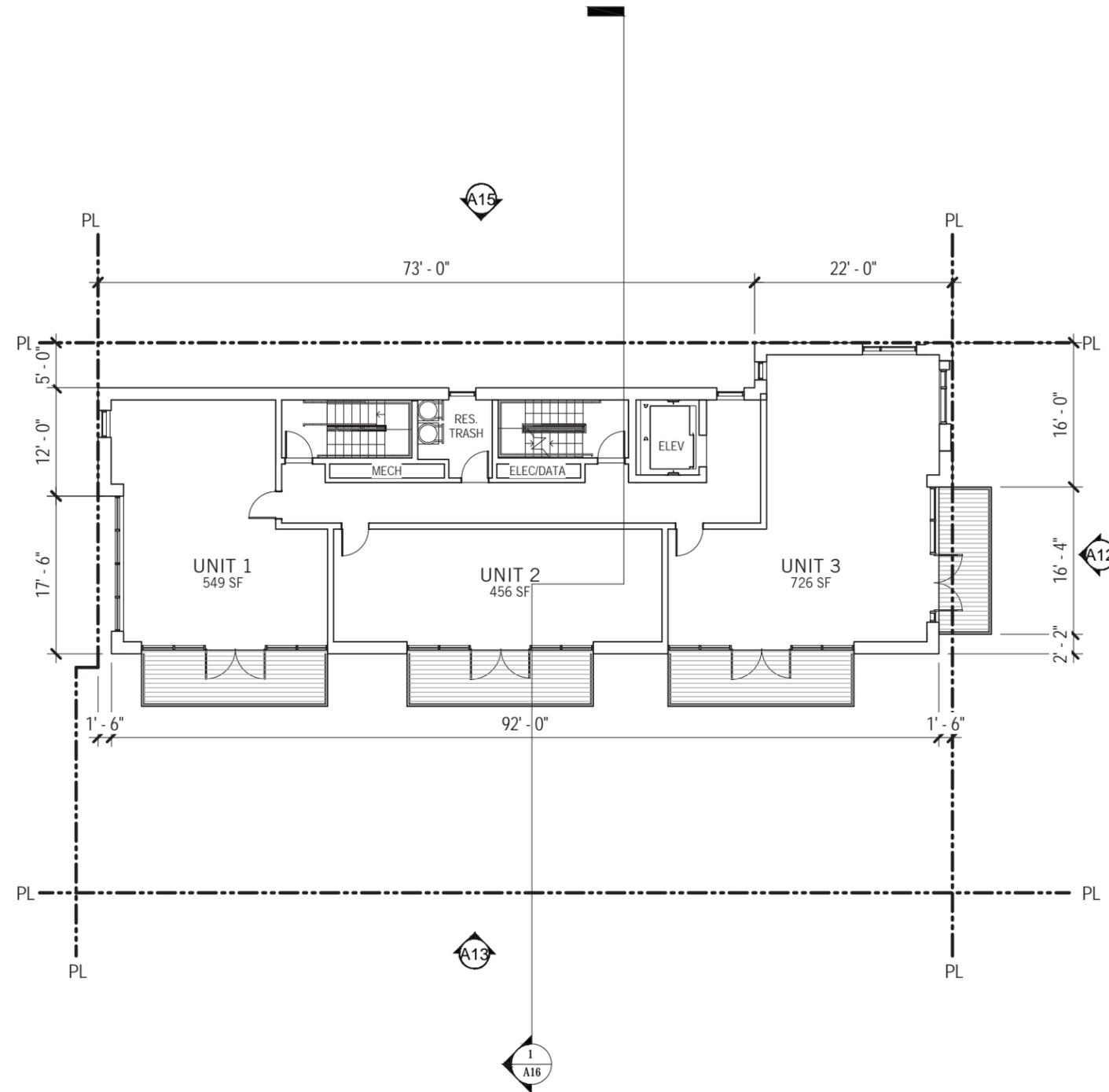
PROPOSED FIFTH- NINTH FLOOR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A9** Bonstra | Haresign  
ARCHITECTS

**FRELON**



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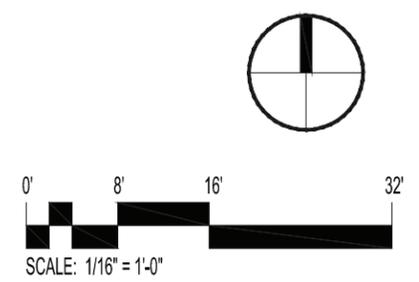
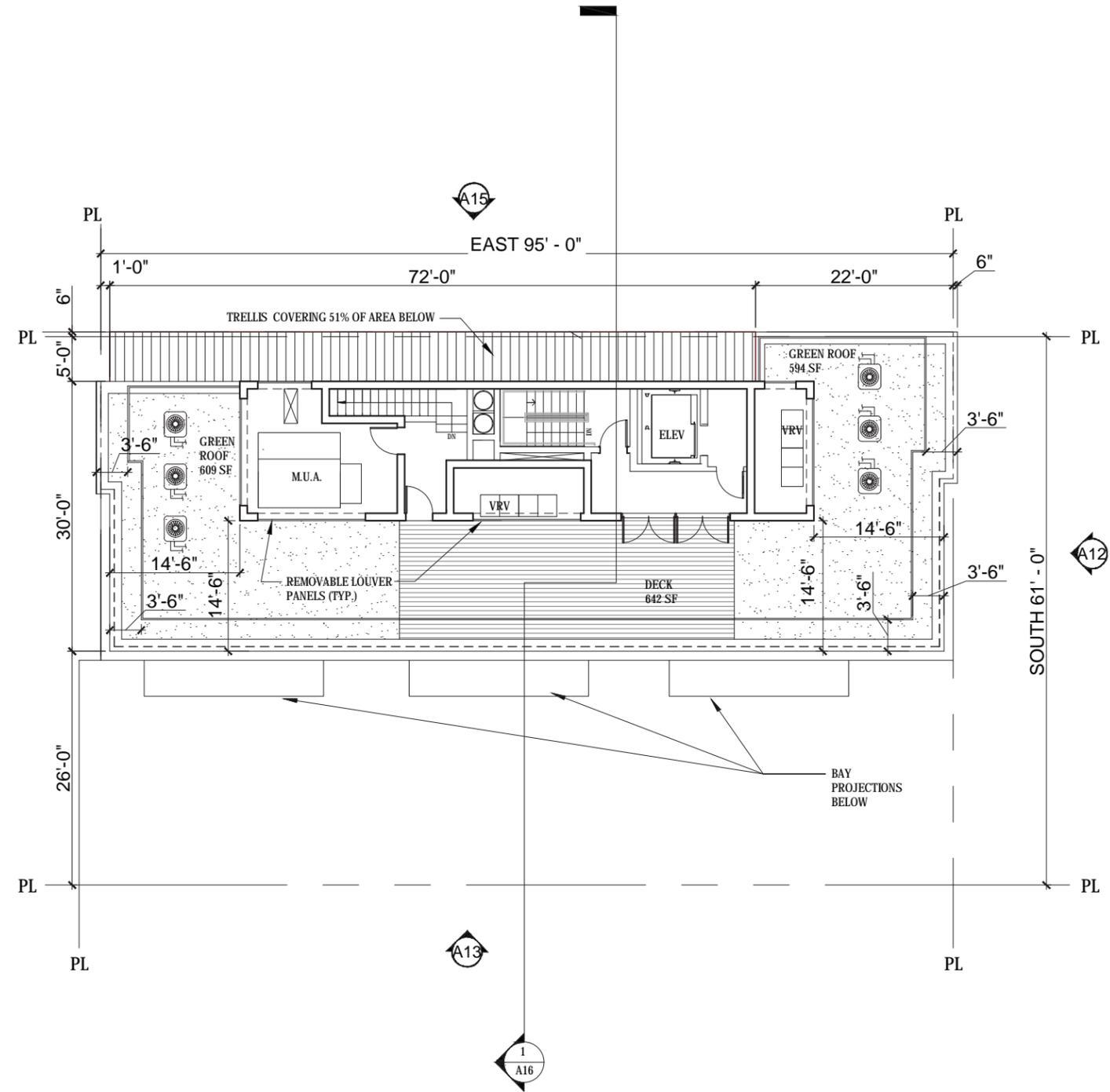
PROPOSED TENTH FLOOR PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A10** Bonstra | Haresign  
ARCHITECTS

**FRELON**



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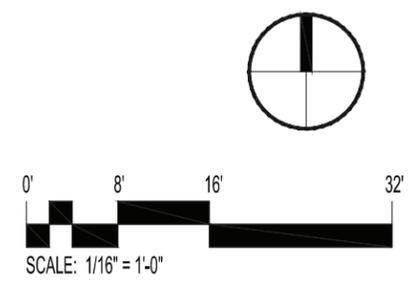
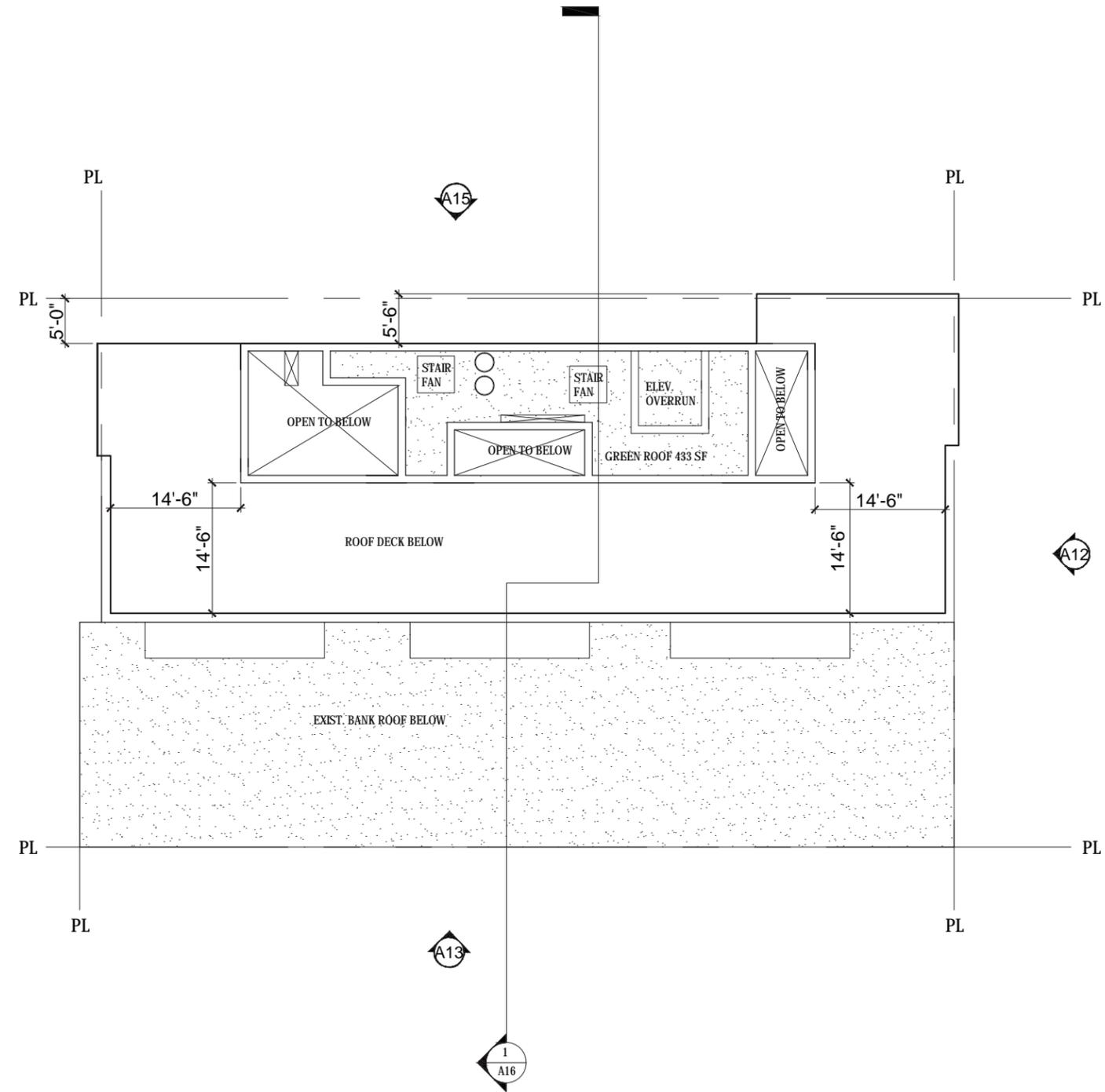
PROPOSED PENTHOUSE PLAN

1/16" = 1'-0"

2000-2002 11th Street NW

**A11.1** Bonstra | Haresign  
ARCHITECTS

**FRELON**



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PROPOSED ROOF PLAN

1/16" = 1'-0"

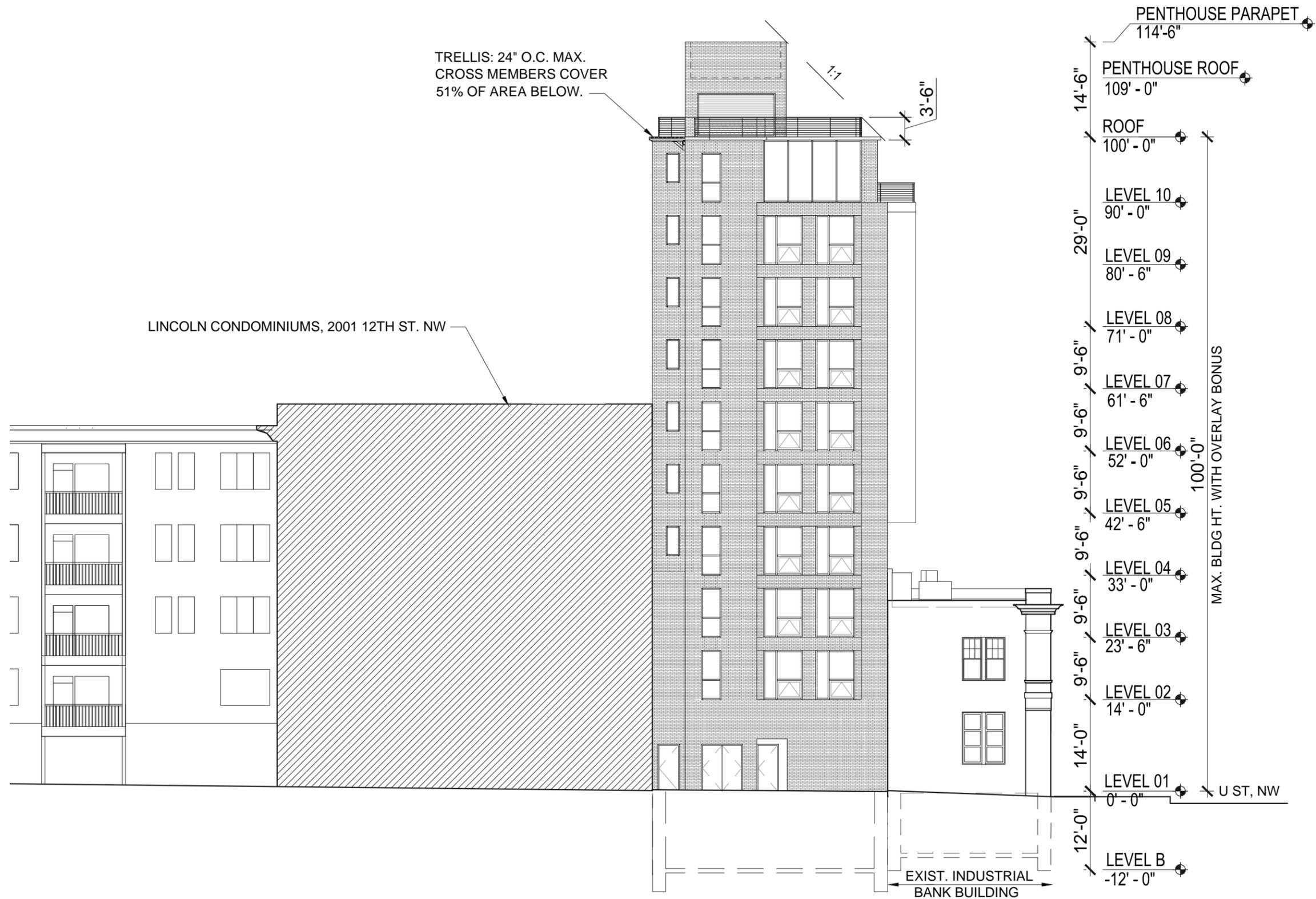
2000-2002 11th Street NW

**A11.2** Bonstra | Harsign  
ARCHITECTS

**FRELON**







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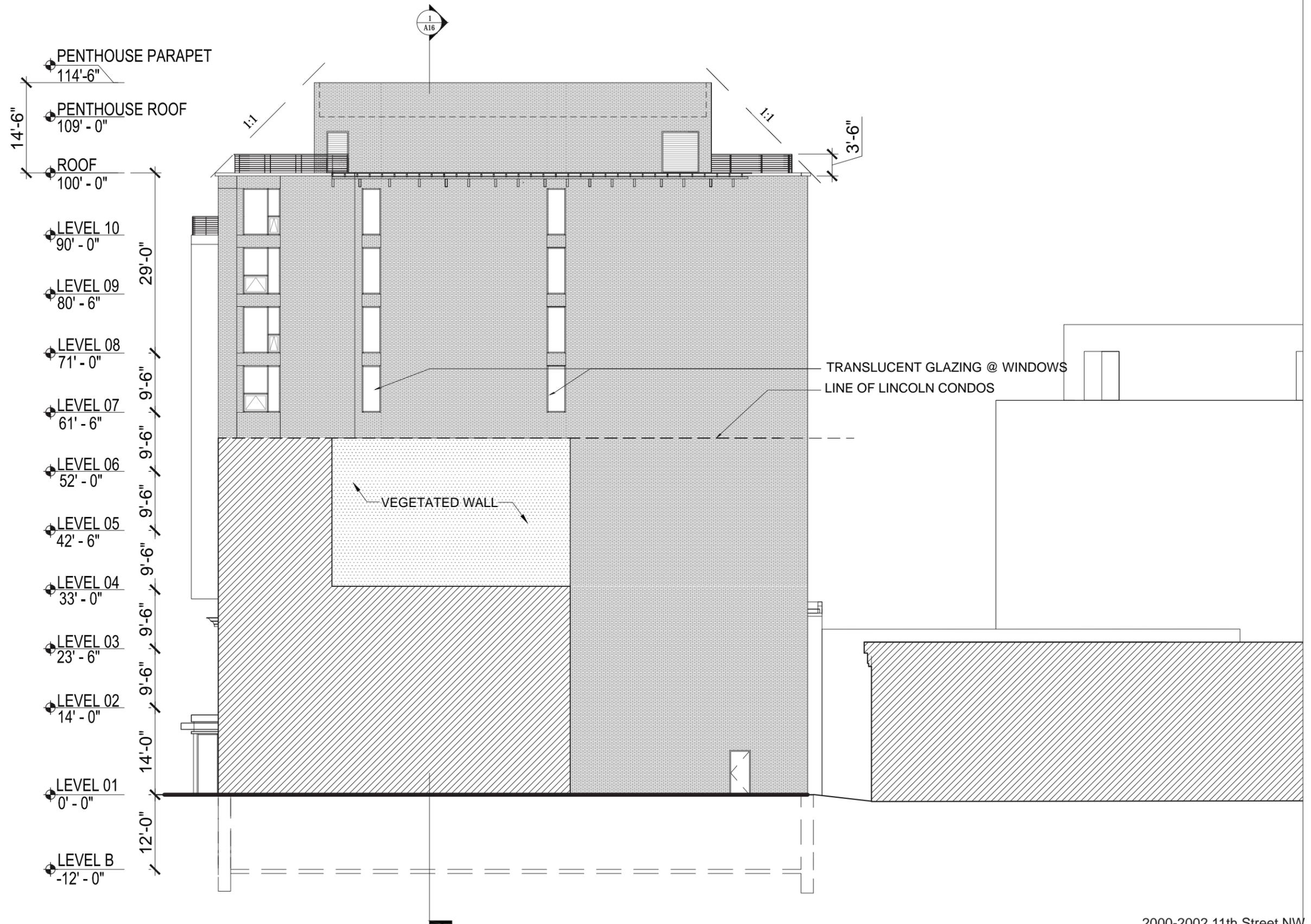
PROPOSED WEST ELEVATION

1/16" = 1'-0"

2000-2002 11th Street NW

**A14** Bonstra | Haresign  
ARCHITECTS

**FRELON**



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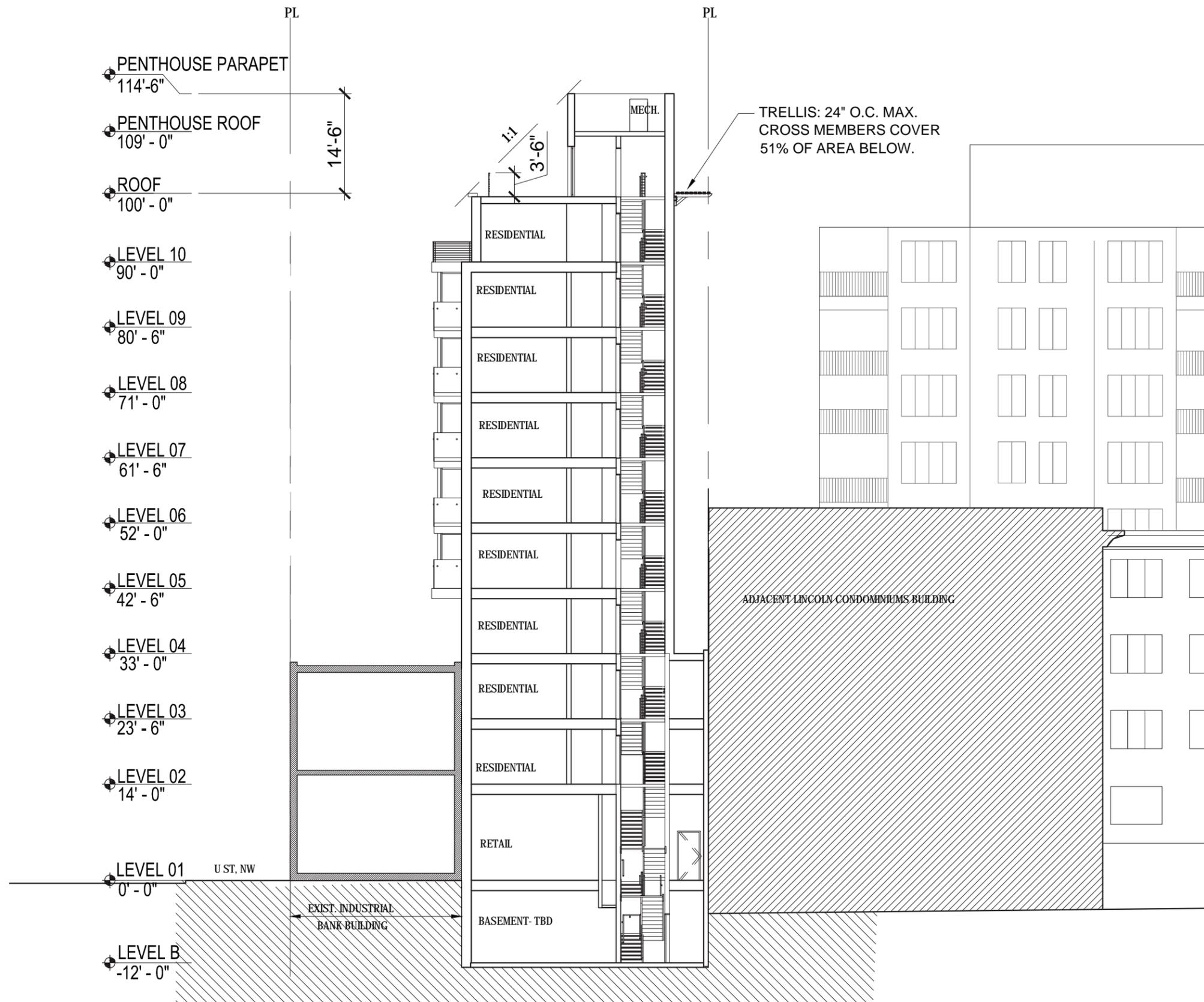
PROPOSED NORTH ELEVATION

1/16" = 1'-0"

2000-2002 11th Street NW

**A15** Bonstra | Harsign  
ARCHITECTS

**FRELON**



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PROPOSED SECTION

1/16" = 1'-0"

2000-2002 11th Street NW

A16

Bonstra Harsign  
ARCHITECTS

FRELON

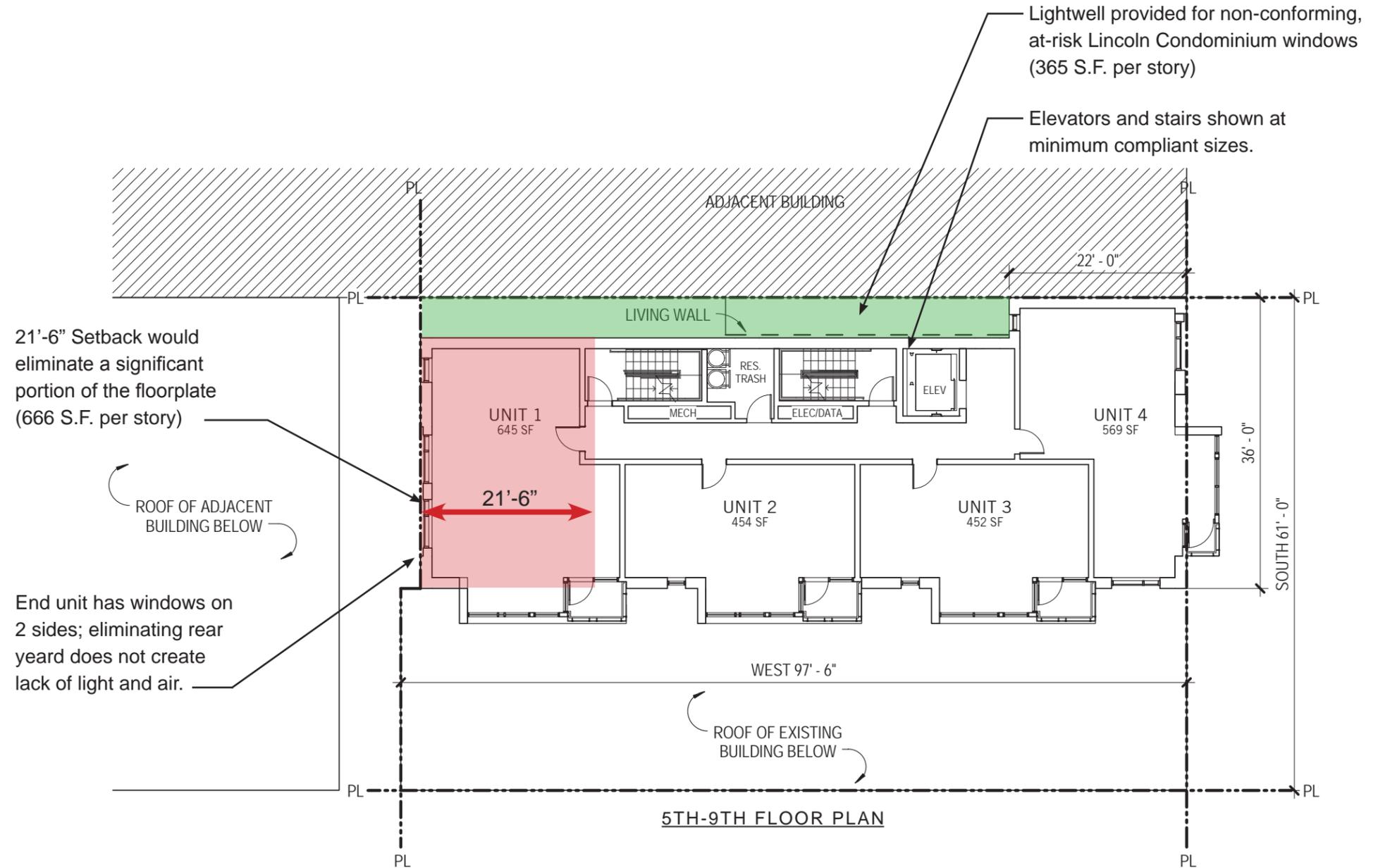
## VARIANCE: REAR YARD

### Required: 21'-6" Rear Yard Setback

- Providing setback as required would result in loss of 9 units (out of 33 total) = 27% fewer units.
- Ideal efficiency ratio for multi-family: 85%-90% (central core, double-loaded corridors).
- Theoretical efficiency ratio with 21'-6" setback: 60% (not viable; area needed for core/ services disproportionate to usable residential area).
- Providing rear setback would necessitate filling in lightwell and blocking light to 8 units in existing Lincoln Condominium.

### Provided: 0'-0" Rear Yard Setback

- Allows for viable floorplan, with lightwell for non-conforming Lincoln Condominium windows.
- Massing and facade design is complementary to Industrial Bank.
- Echoes rear yard setback of historic Industrial Bank.
- Allows for continuous 'rhythm' of south facade.
- Does not diminish light and air provided to westernmost units as they have additional windows on the south side.



**VARIANCE: REAR YARD**

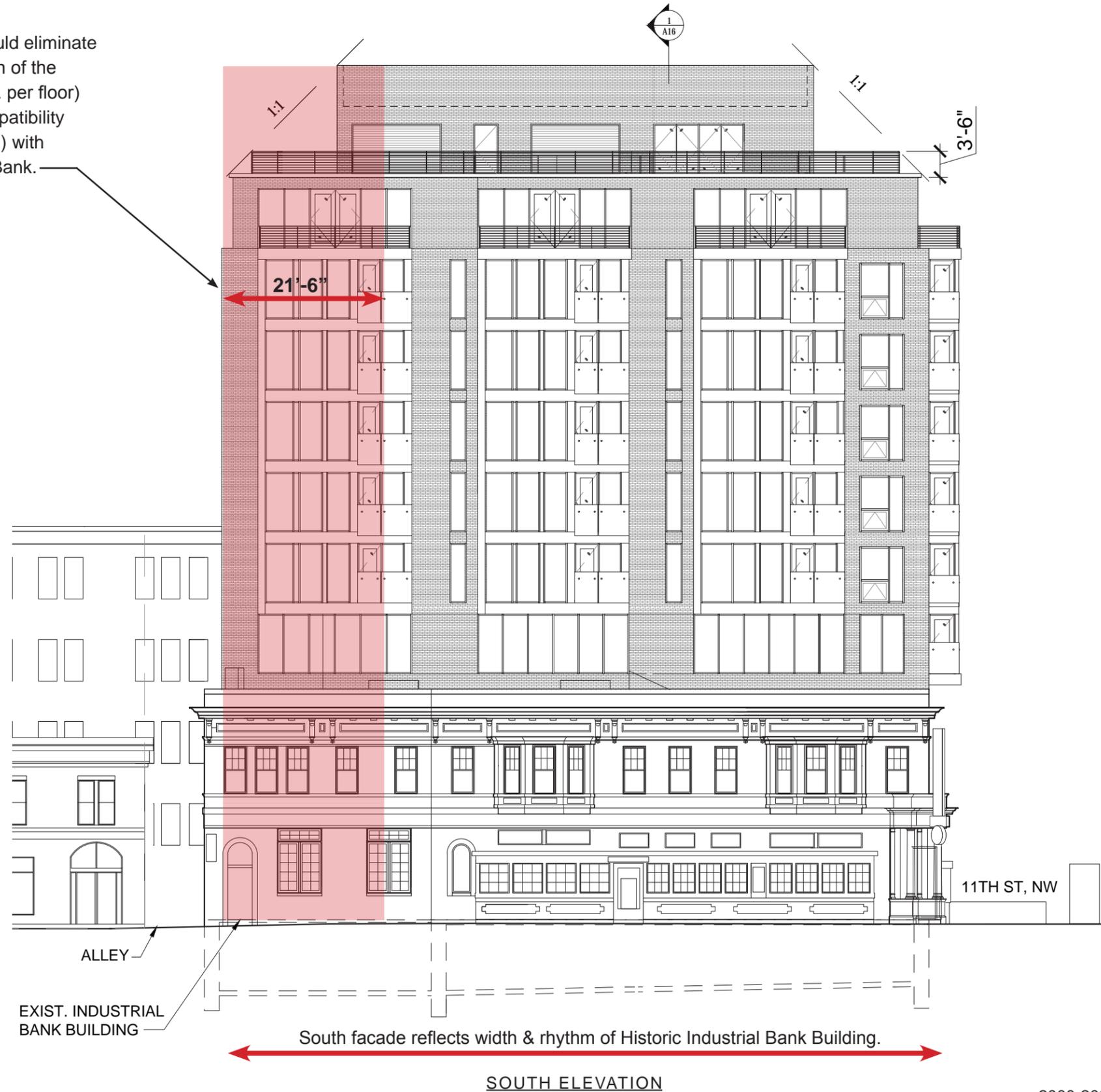
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21'-6" Setback would eliminate a significant portion of the floorplate (666 S.F. per floor) and decrease compatibility (massing & rhythm) with historic Industrial Bank.



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**DIAGRAM: REAR YARD INFEASIBILITY (ELEVATION)**

2000-2002 11th Street NW

**A18** Bonstra | Haresign ARCHITECTS

**FRELON**

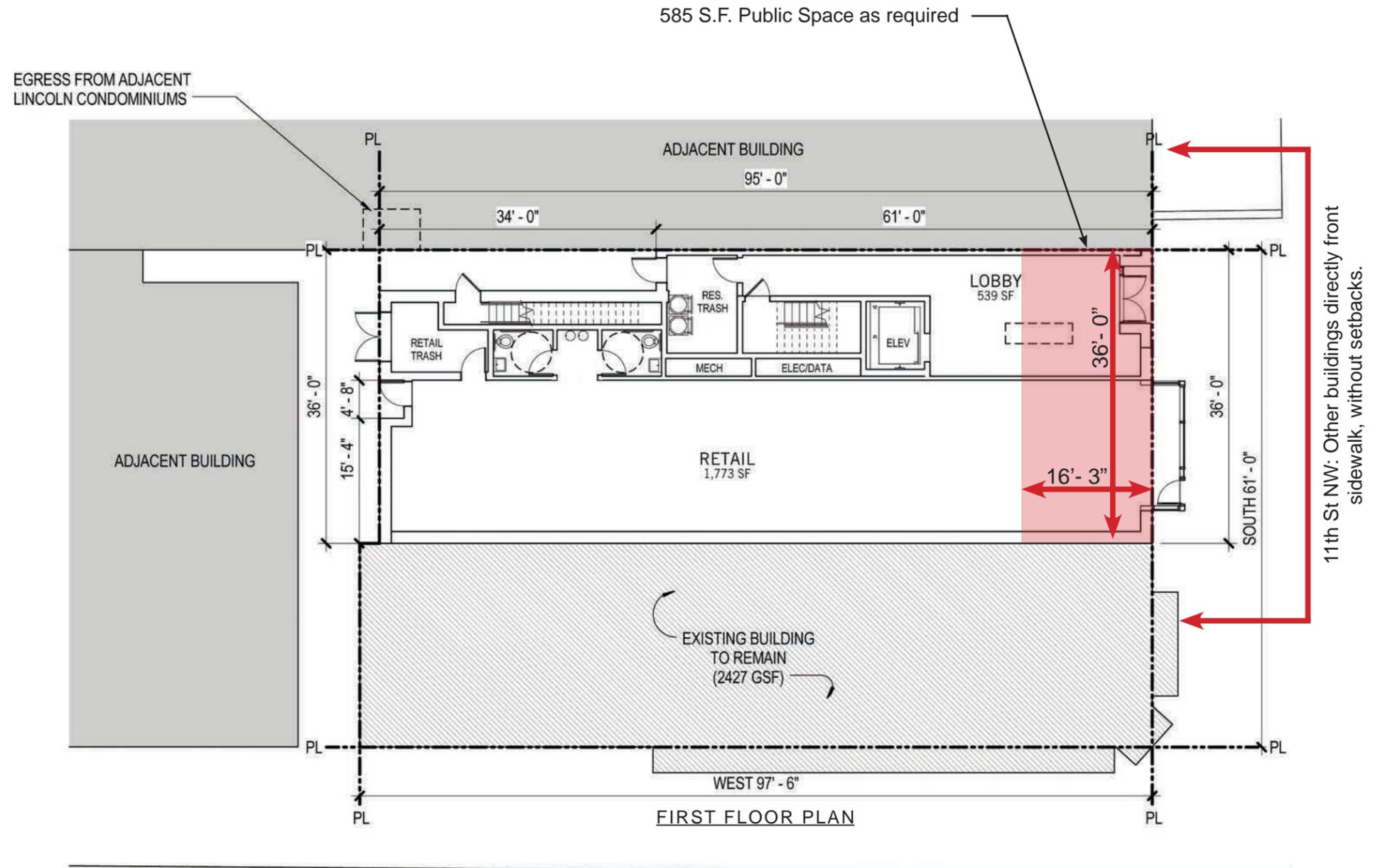
**VARIANCE: PUBLIC SPACE**

Required: 10% of Lot Area = 585 S.F.

- Would create narrow, inset, overshadowed space, not conducive to recreation.
- Limited natural light due to adjoining buildings.
- Discontinuation of street facade. Detrimental to creating a coherent, pedestrian-friendly environment.
- Not in character with commercial nature of street.

Provided: 0 S.F.

- Allows for welcoming and appealing retail facade.
- Enhances the pedestrian experience by adding variety and rhythm to the streetscape.
- Follows the historic building line.
- Allows for viable floor plan.



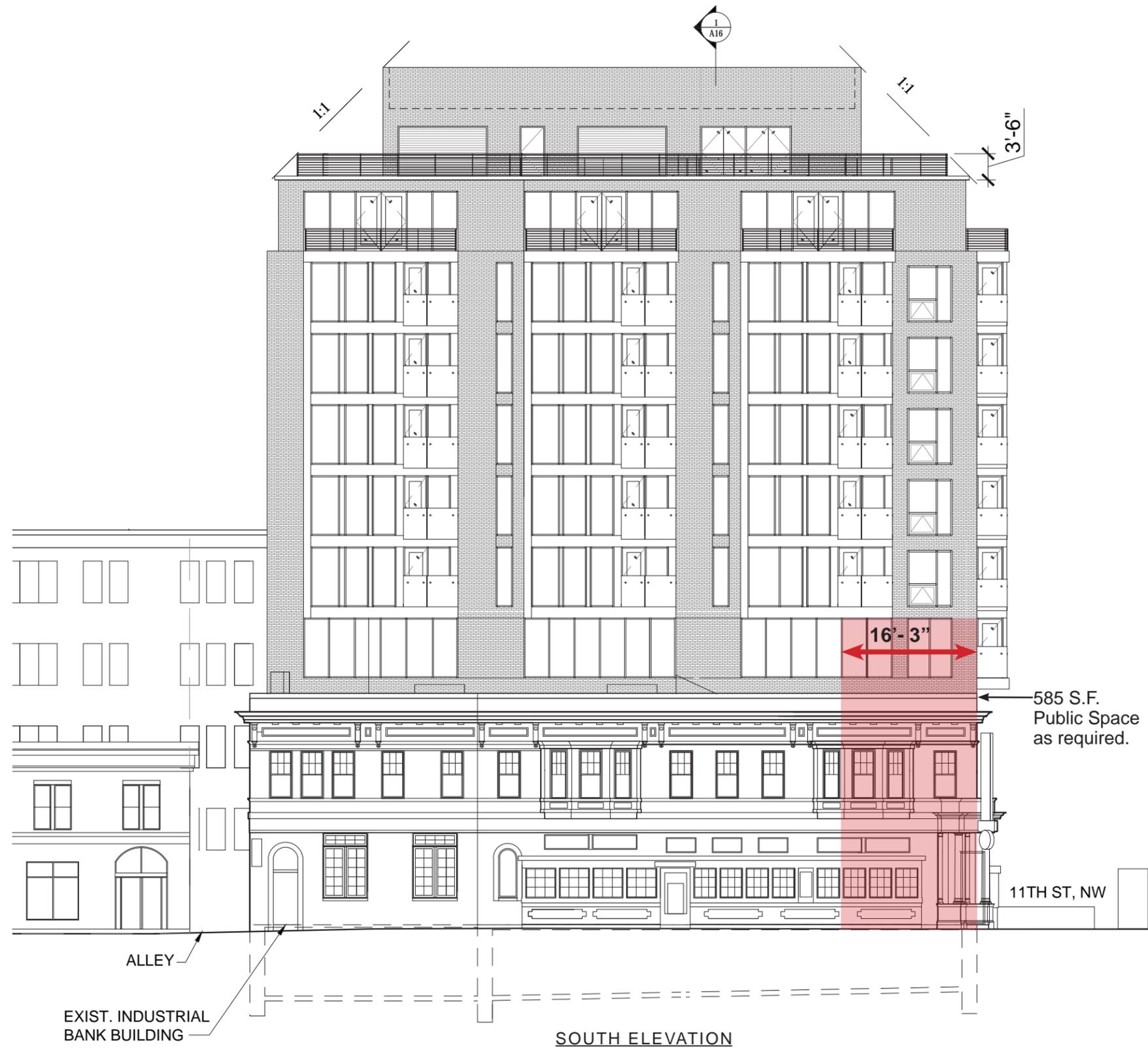
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**DIAGRAM: PUBLIC SPACE INFEASIBILITY (ELEVATION)**

2000-2002 11th Street NW

**A20**

**Bonstra | Haresign**  
ARCHITECTS

**FRELON**

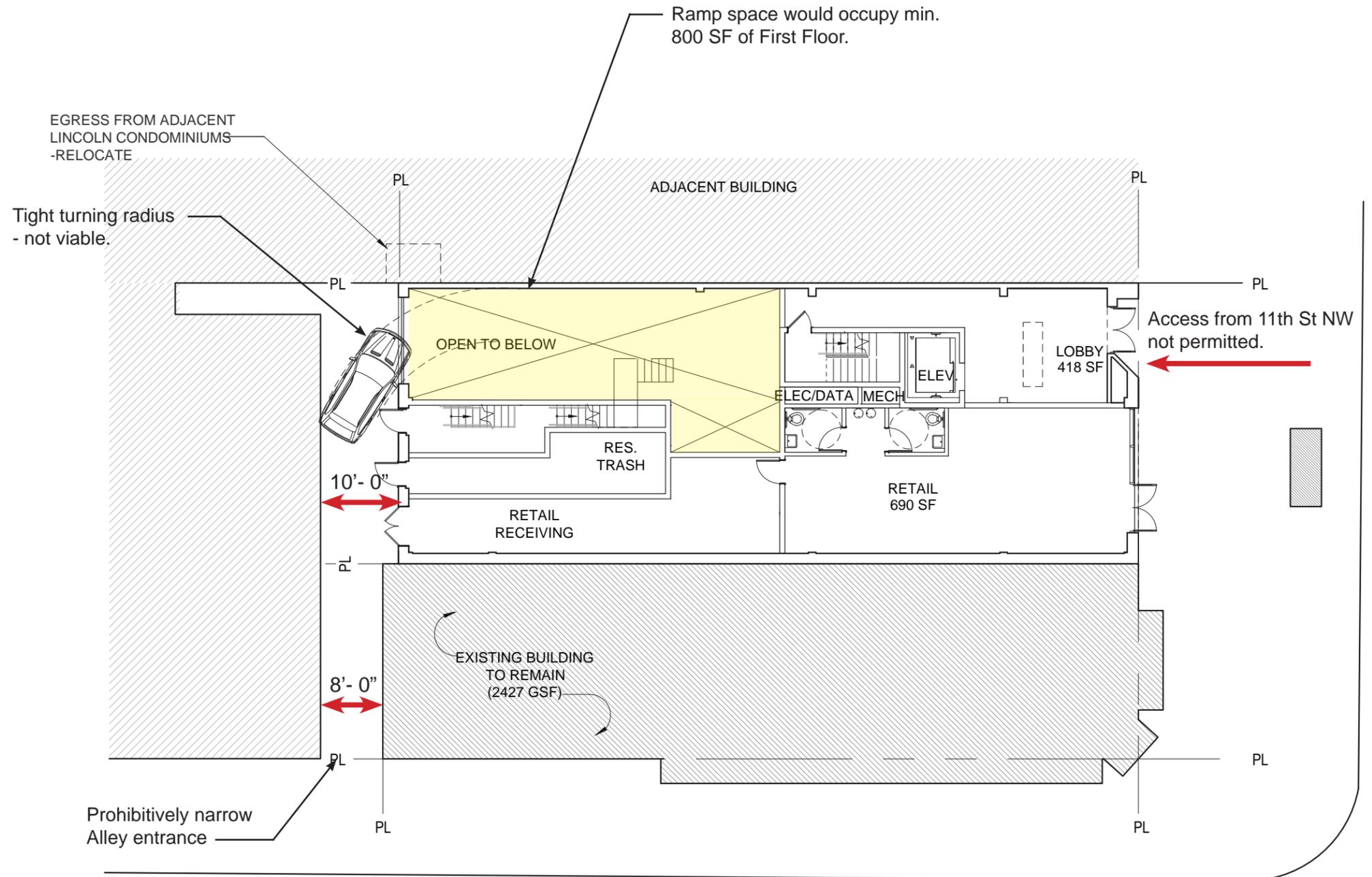
**VARIANCE: OFF-STREET PARKING**

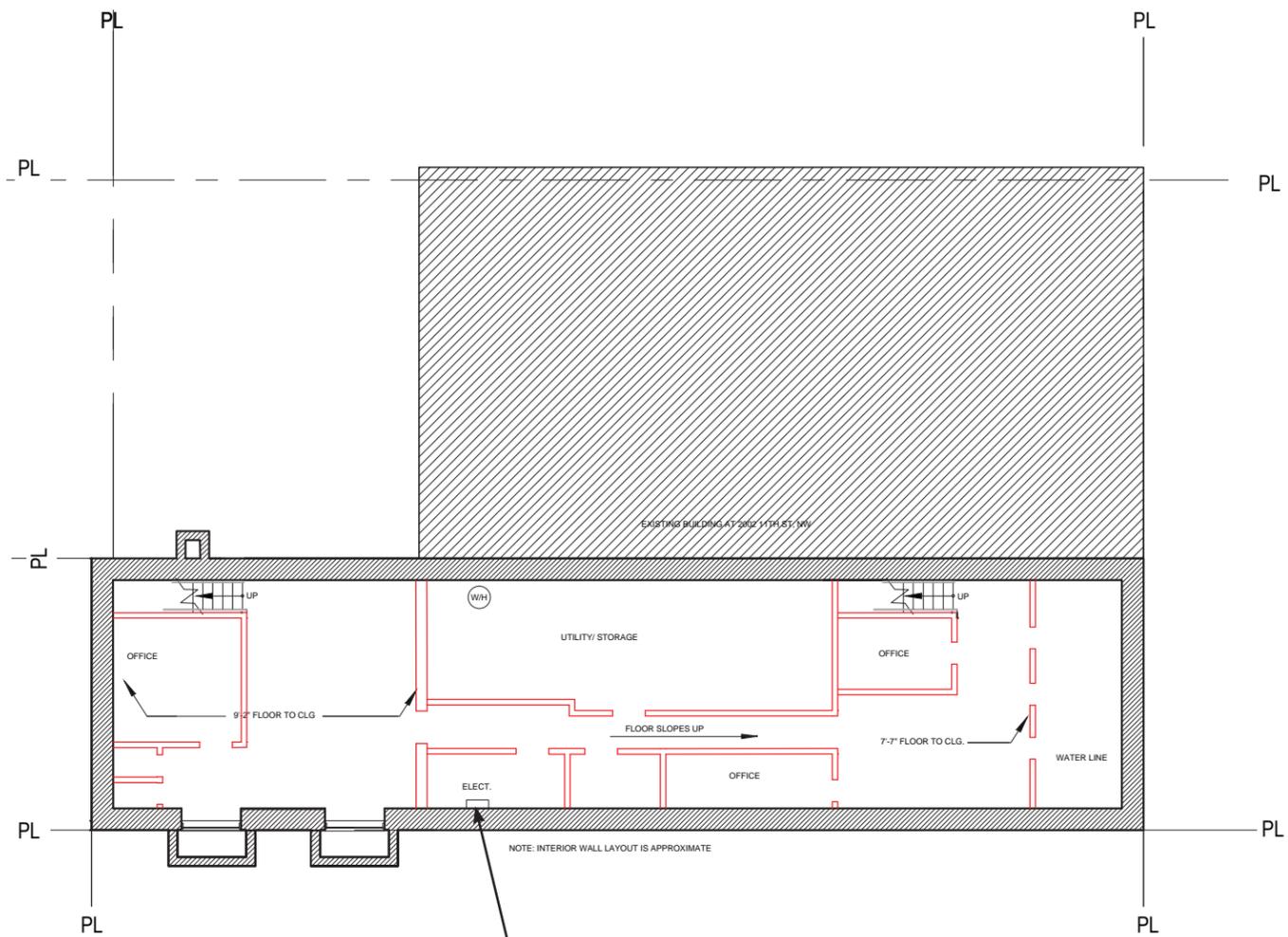
Required:  
 1 Space per 3 dwelling units = 11 spaces  
 Commercial: 3 spaces  
**Total = 14 spaces Required**

- Physical lack of space to create 14 spaces. Surface parking not viable as would cover most of site and require access through narrow alley.
- Explored option of underground parking over entire site (including underneath the Industrial bank)
- This would provide maximum 4 spaces, with significant structural challenges and possible damage to the historic Industrial Bank.
- Would necessitate loss of existing Industrial Bank basement, currently used as office and storage space for bank operations.
- Requires removal and support of almost 50 linear feet of historic, solid masonry wall (structurally very challenging).

**Provided: 0 Spaces**

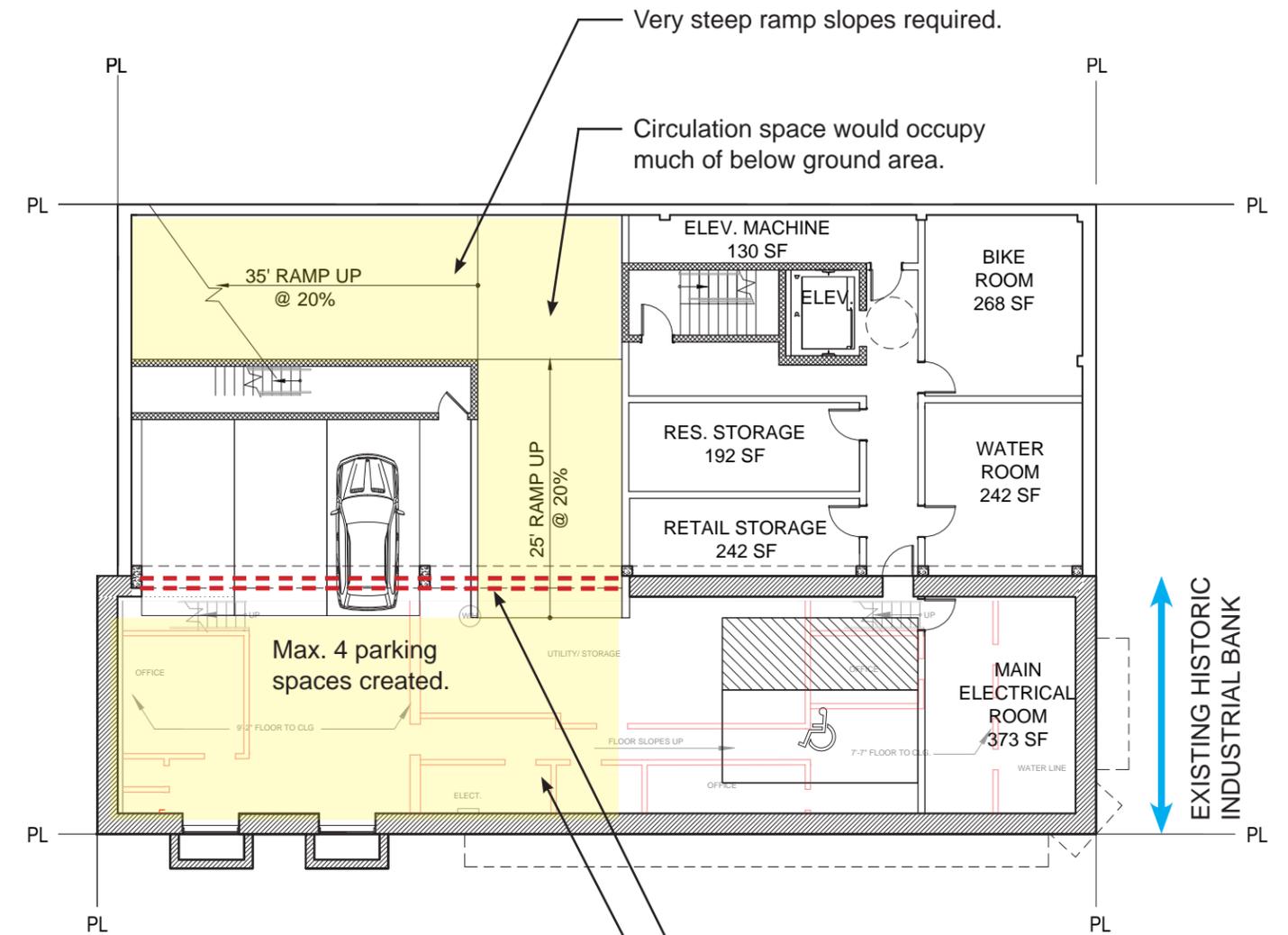
- Low demand for parking in urban neighborhood with excellent public transportation (1 block to Metro, multiple bus lines).
- Alternative parking available elsewhere.





Existing partition walls, Utilities, offices and storage throughout basement would require removal and the floor slab would require deepening/ levelling.

**EXISTING INDUSTRIAL BANK BASEMENT**  
(Proposed to remain).



Removal of approximately 47' of historic, solid masonry basement wall  
Relocation of bank utilities, offices and storage space.

**THEORETICAL BELOW-GRADE PARKING SCENARIO**  
(including existing historic Industrial Bank basement)