



# 10TH AND V

2023 11TH ST  
N.W.  
DEVELOPMENT

12/18/2024

BZA CASE  
NUMBER 20281

APPLICANT:  
BEACON  
COMMUNITIES  
& CHRISTIAN  
TABERNACLE  
CHURCH

Holland & Knight

GOROVE SLADE  
Transportation Planners and Engineers

Board of Zoning Adjustment  
District of Columbia  
CASE NO. 2023-0000  
EXHIBIT NO. 38

# Requested Zoning Relief

- Lot Occupancy: Special exception to permit lot occupancy of 88% where 80% is permitted.
- Open Court Width: Special exception to permit court widths of 11.67 feet and 13.33 feet, respectively, where 25.33 feet are required.
- Loading: Special exception to provide no on-site loading/delivery where one loading berth and one service/delivery space are required.
- Penthouse Setback: Special exception to permit a reduced penthouse setback adjacent to an open court.
- Parking: Special exception to provide 16 parking spaces where 20 are required.
- Garage Ramp Slope: Area variance to permit a garage ramp slope of 20% where a maximum 12% is required.

2023 11TH ST N.W. DEVELOPMENT

12/18/2024

BZA CASE NUMBER 20281

ARCHITECTURAL PLANS AND  
DRAWINGS

PROPOSED SITE DIAGRAM

BZA SUBMISSION

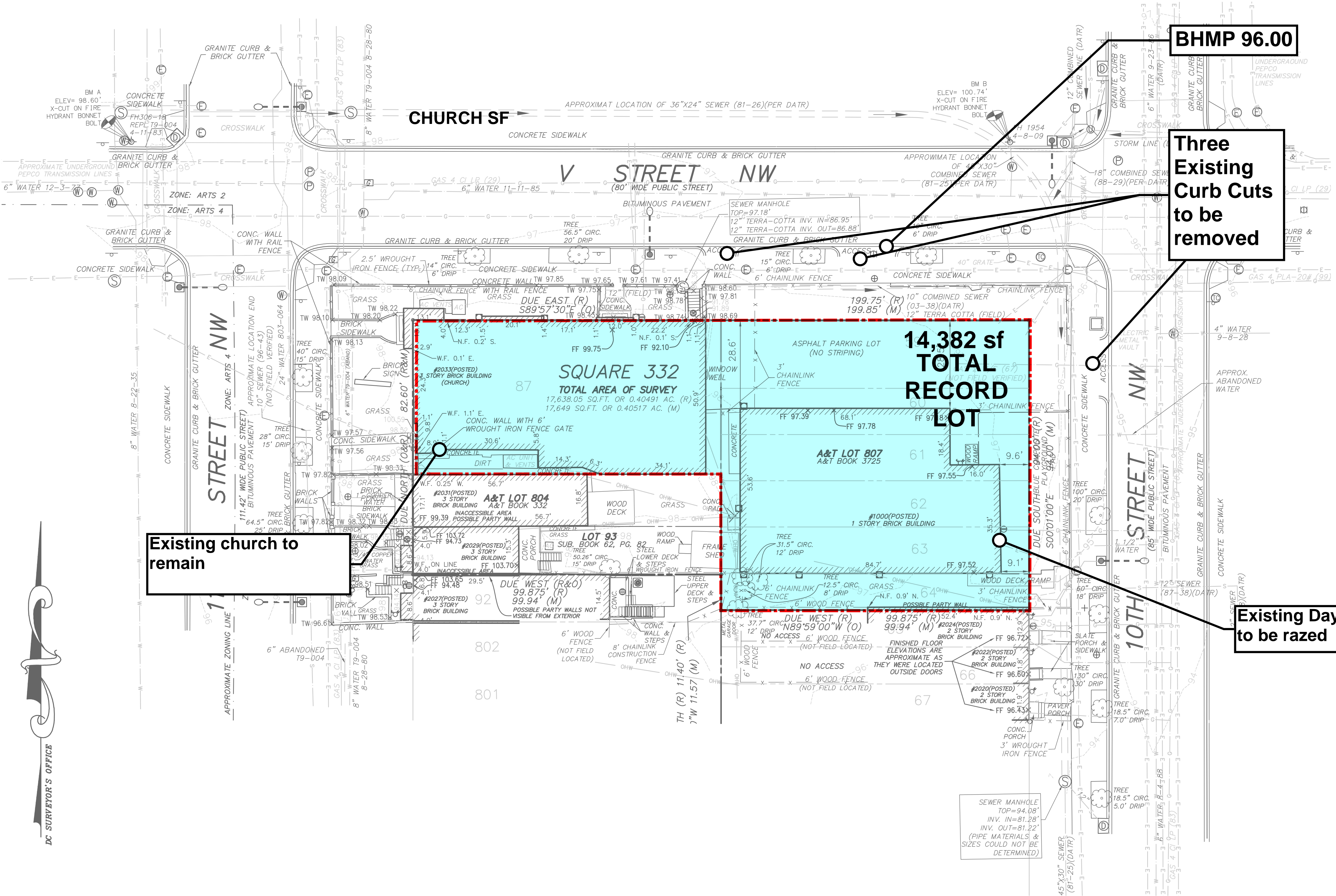
CHRISTIAN TABERNACLE  
2033 11TH ST NW  
WASHINGTON, DC 20001

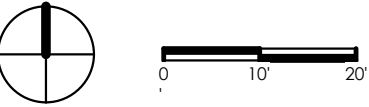
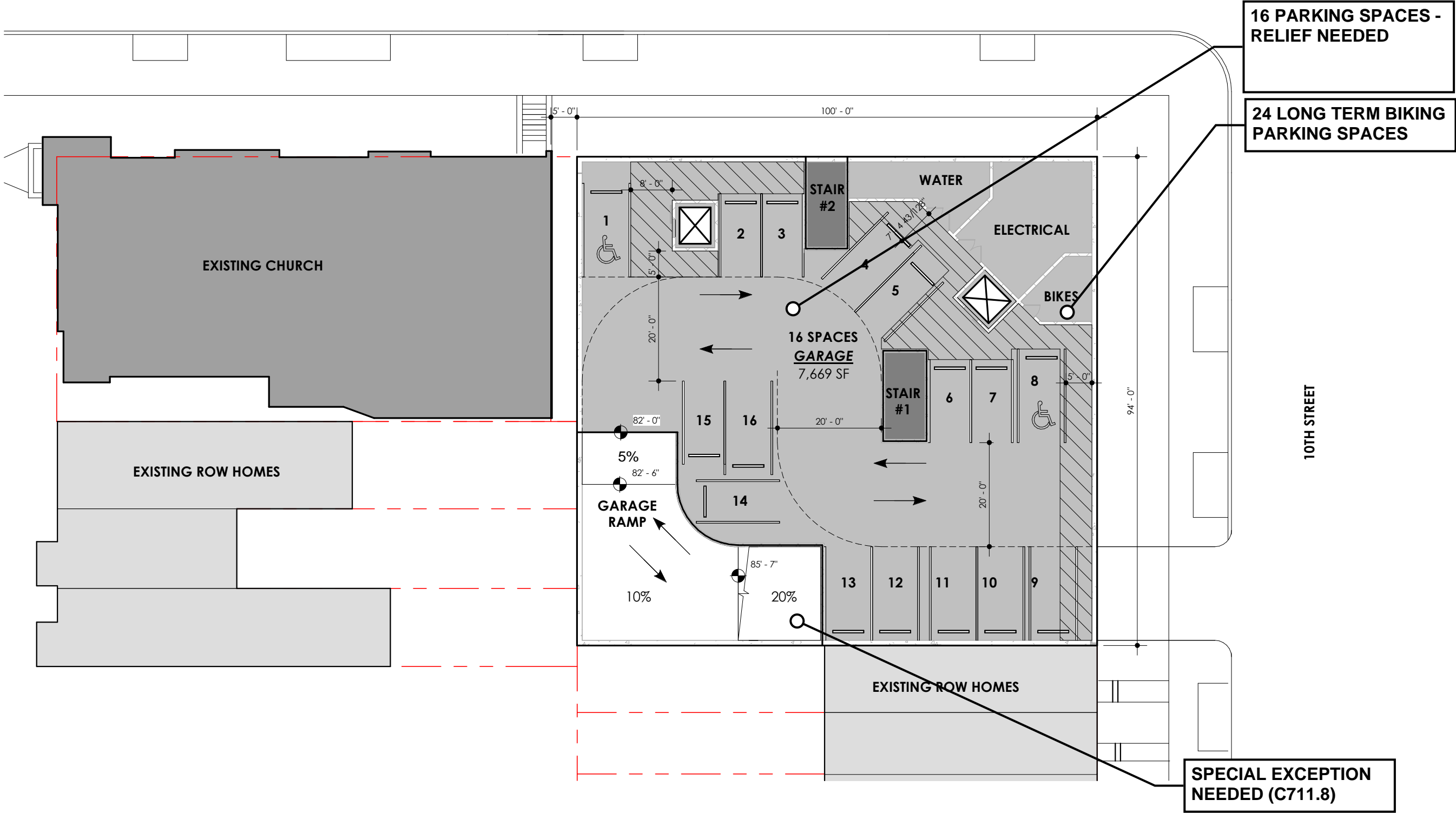
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GARAGE AREA PLAN - EL.  
(82'-0")

BZA SUBMISSION

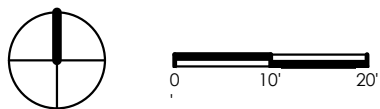
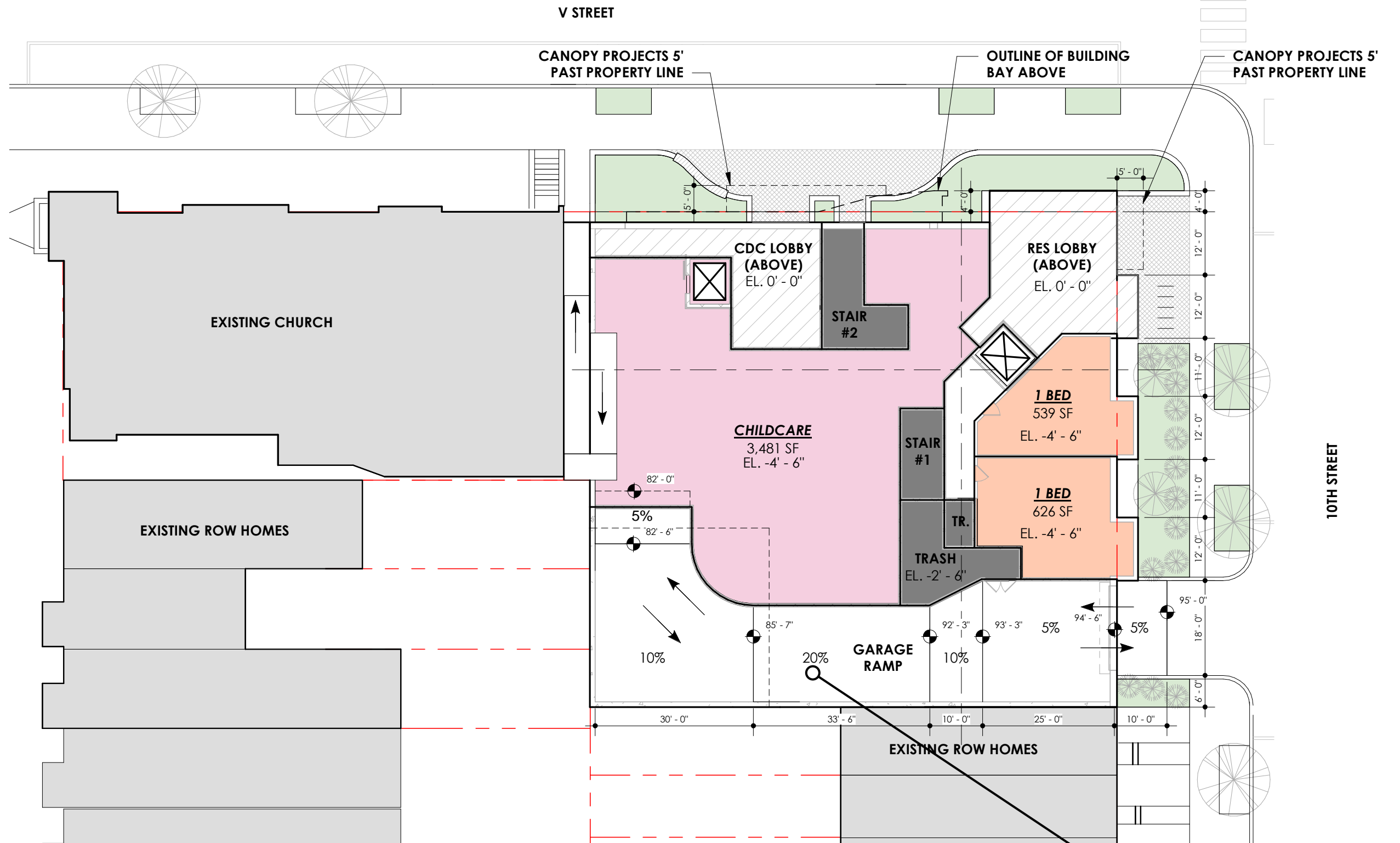
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CELLAR FLOOR AREA - EL.  
(91'-6")

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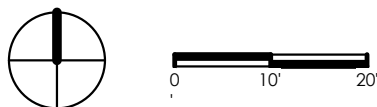
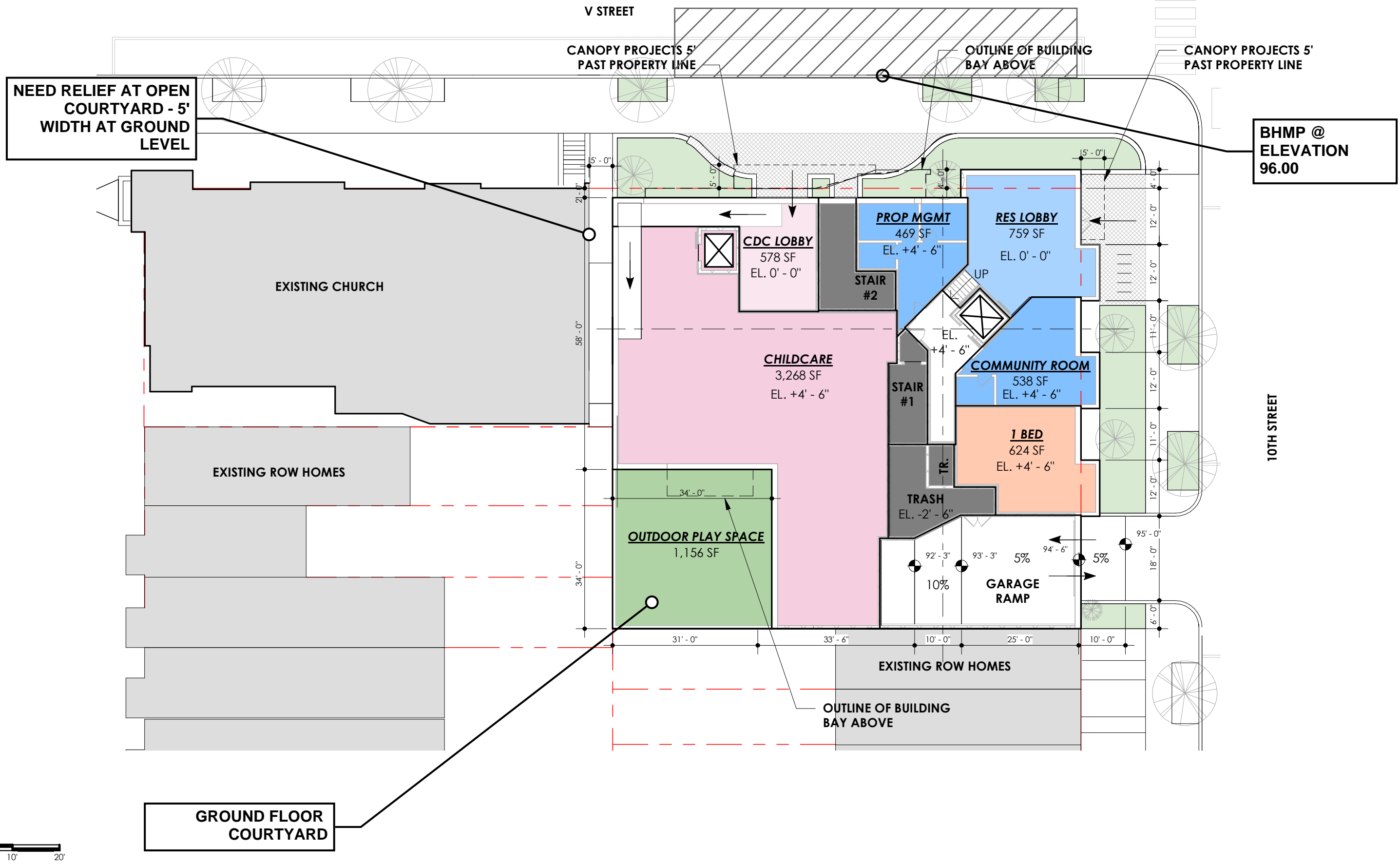
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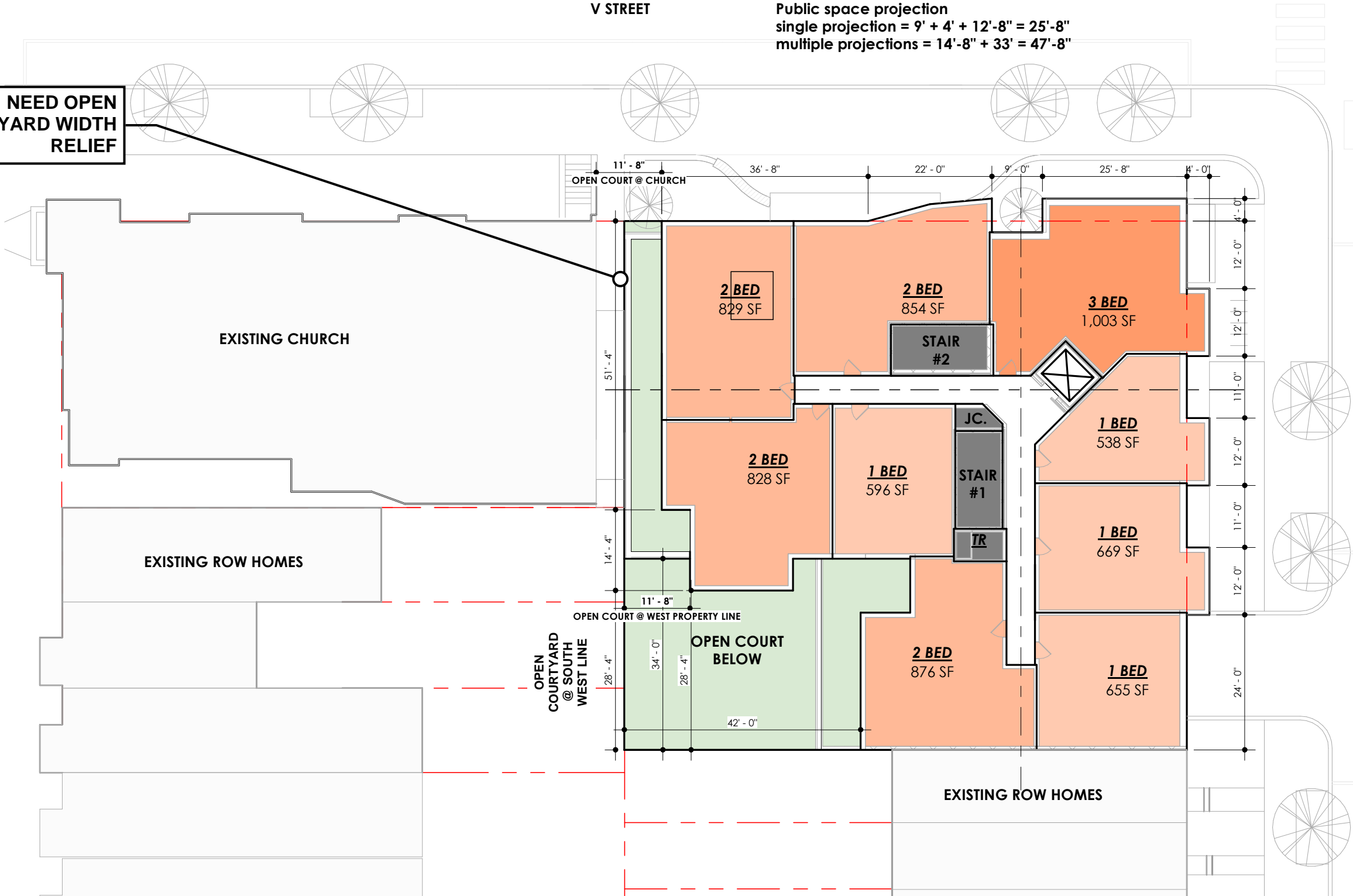


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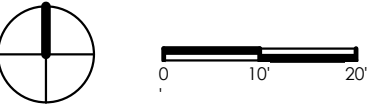
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NEED OPEN  
COURTYARD WIDTH  
RELIEF



Public Space Projections  
single projection = 9' + 4' + 11' - 8" = 24' - 8"  
multiple projections = 14' - 8" + 30' = 44' - 8"



FLOORS 2-5 AREA PLAN

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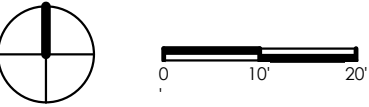
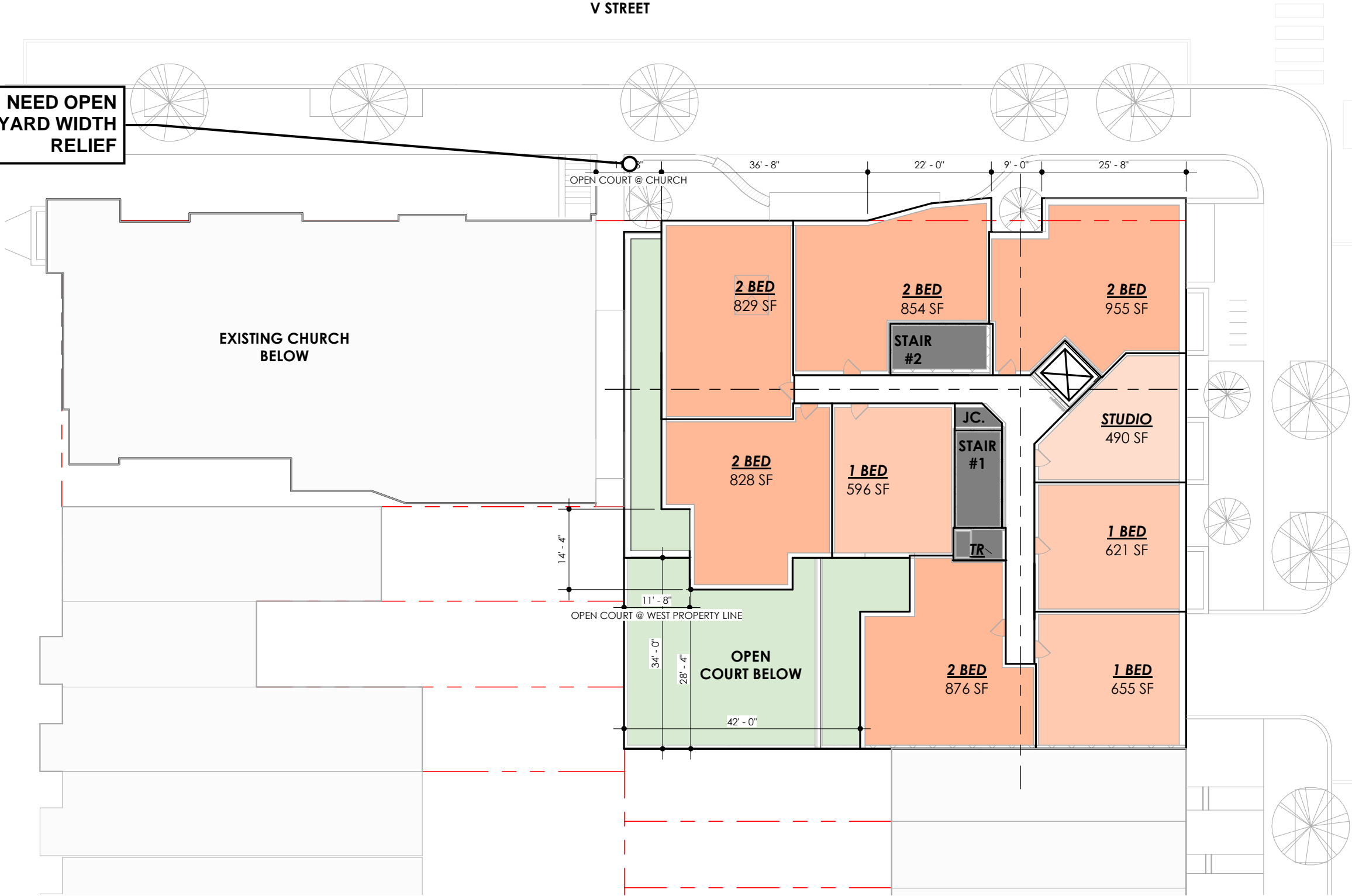
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NEED OPEN  
COURTYARD WIDTH  
RELIEF



FLOORS 6-7 AREA PLAN

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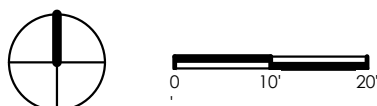
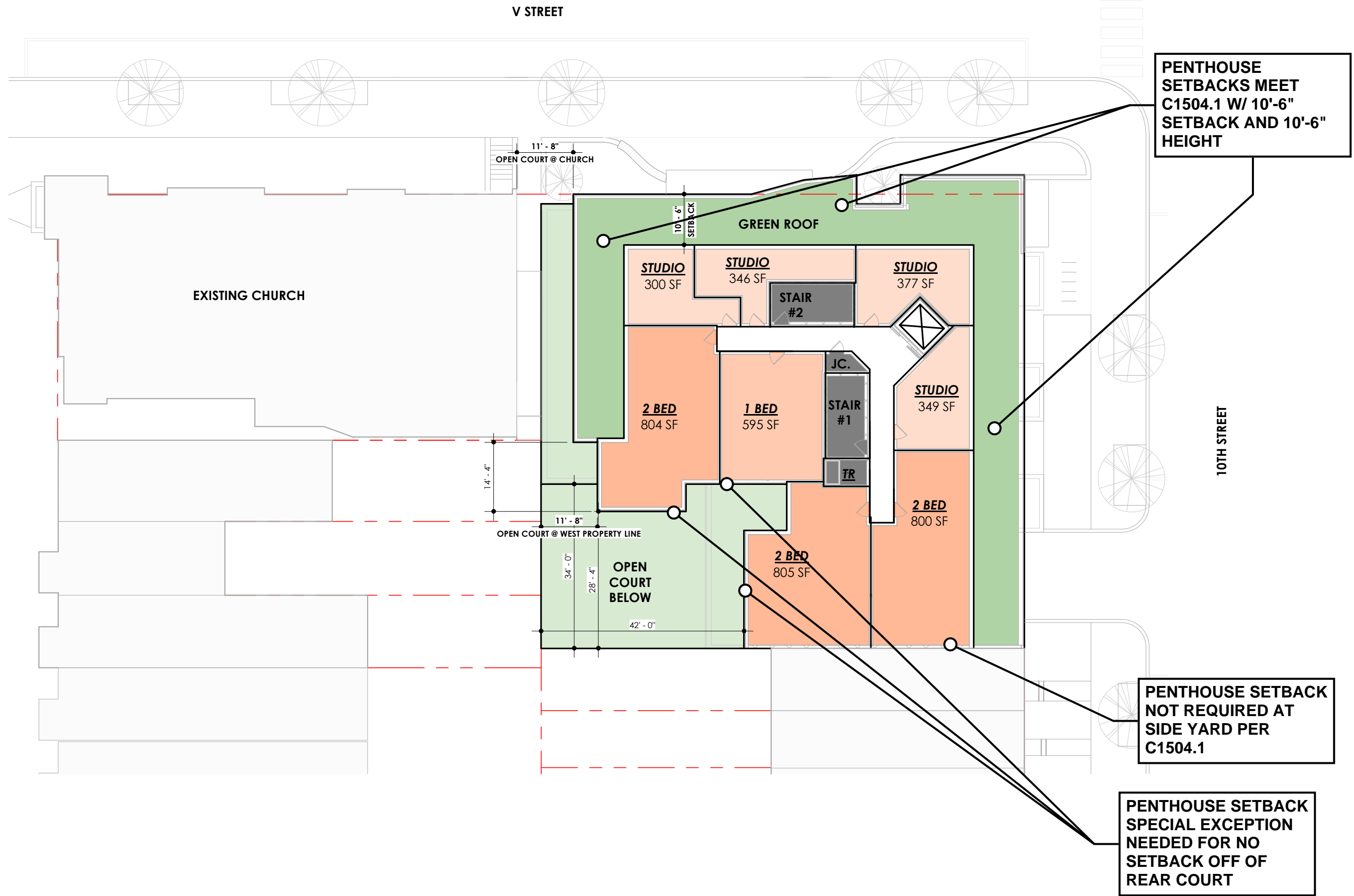
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# PENTHOUSE FLOOR AREA PLAN

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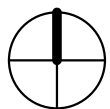
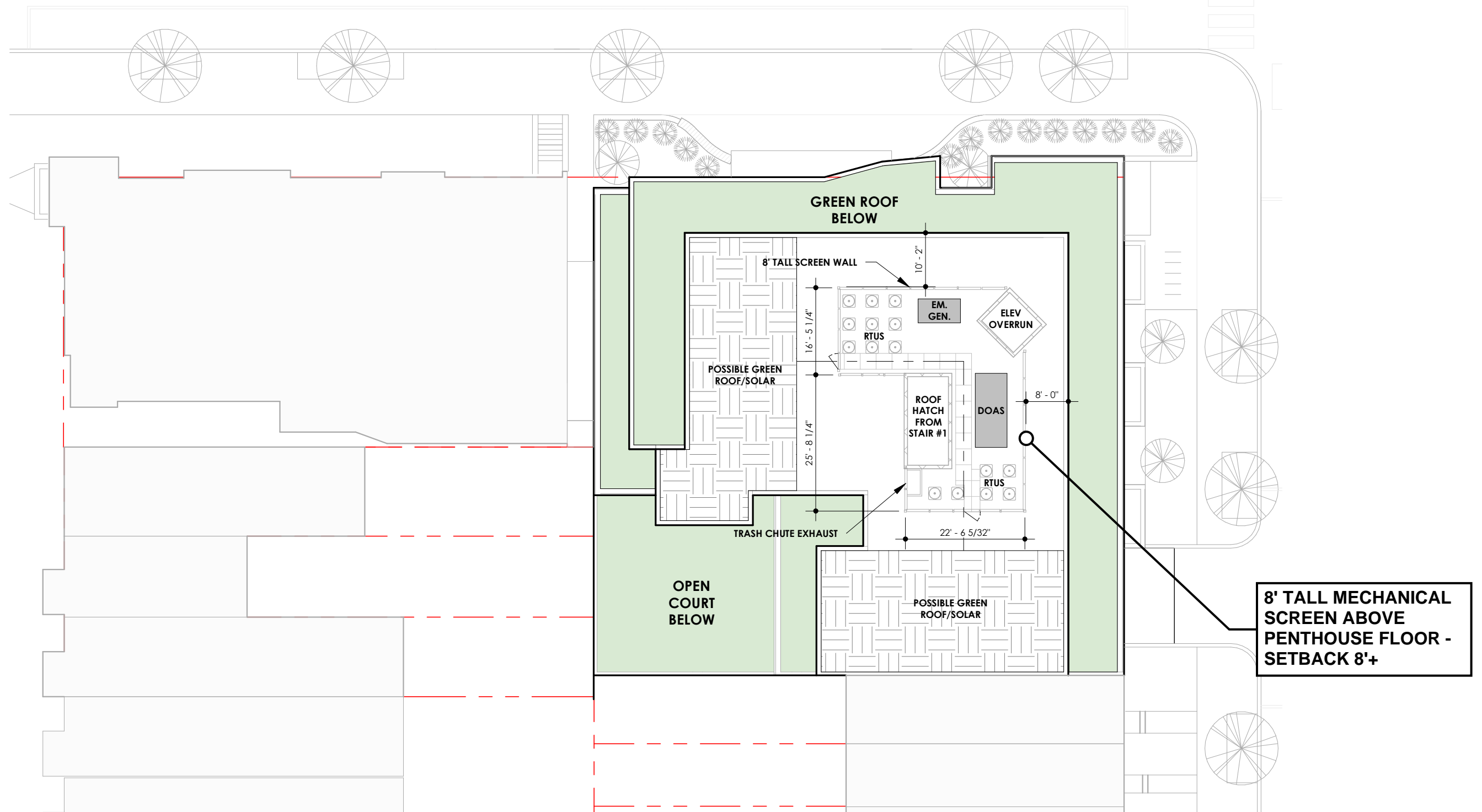
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0 10' 20'

# PENTHOUSE ROOF PLAN

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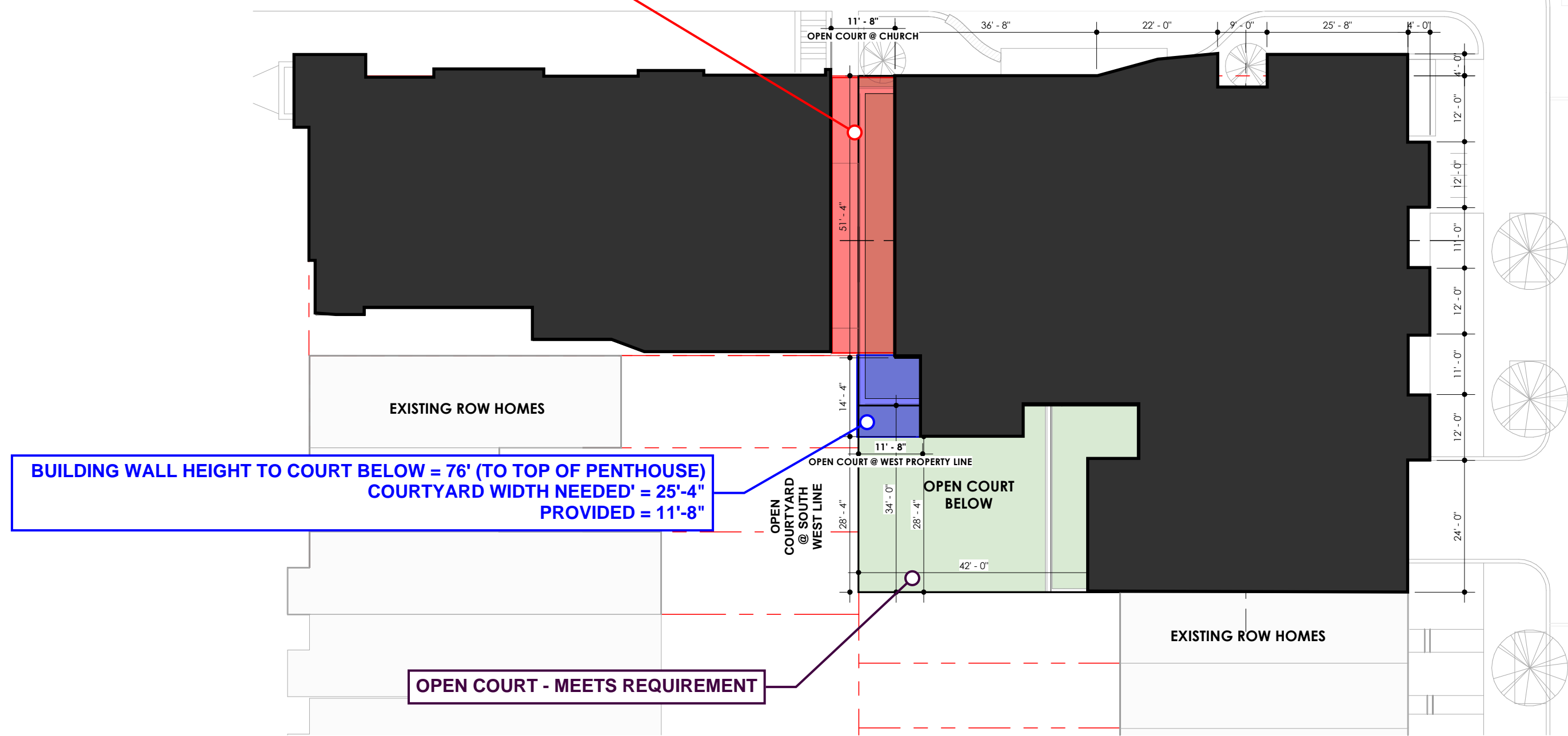
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CHURCH WALL HEIGHT TO GRADE = 40'  
 BUILDING WALL HEIGHT TO GRADE = 70'  
 COURTYARD WIDTH NEEDED = 13'-4"  
 PROVIDED = 11'-8"

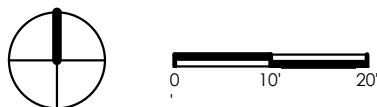
V STREET

Public space projection  
 single projection = 9' + 4' + 12'-8" = 25'-8"  
 multiple projections = 14'-8" + 33' = 47'-8"



10TH STREET

Public Space Projections  
 single projection = 9' + 4' + 11'-8" = 24'-8"  
 multiple projections = 14'-8" + 30' = 44'-8"



# OPEN COURT DIAGRAM

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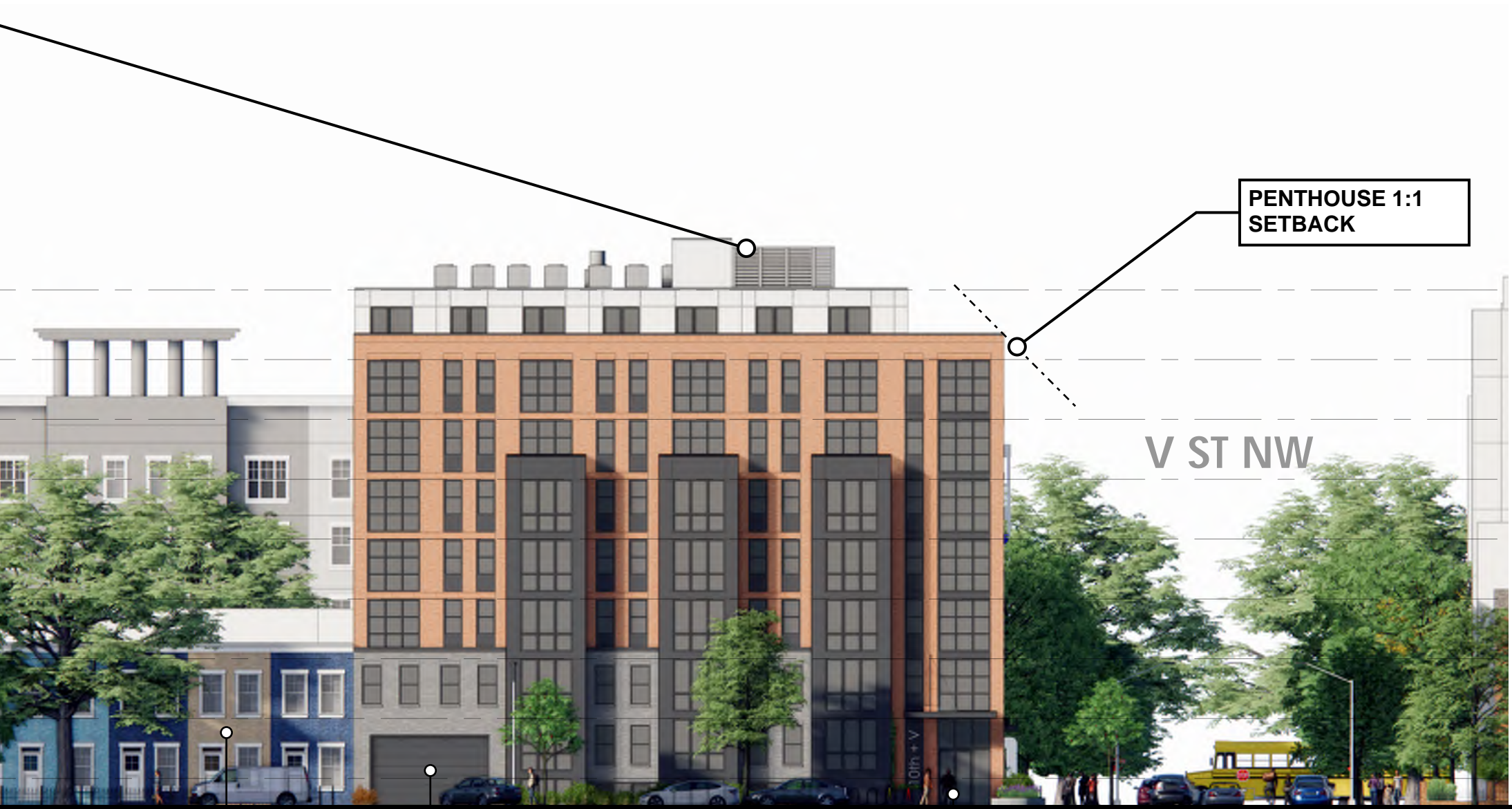
**1 V ST ELEVATION**  
1" = 20'-0"



8' TALL  
MECHANICAL  
SCREEN

PENTHOUSE 1:1  
SETBACK

- +76'-6" - PENTHOUSE ROOF  
174.00 (174' - 0")
- +67'-6" - PENTHOUSE  
163.50 (163' - 6")
- +58'-6" - LEVEL 7  
154.50 (154' - 6")
- +49'-6" - LEVEL 6  
145.50 (145' - 6")
- +40'-6" - LEVEL 5  
136.50 (136' - 6")
- +31'-6" - LEVEL 4  
127.50 (127' - 6")
- +22'-6" - LEVEL 3  
118.50 (118' - 6")
- +13'-6" - LEVEL 2  
109.50 (109' - 6")
- +4'-6" - LEVEL 1  
100.50 (100' - 6")
- 0'-0" - LOBBY  
96.00 (96' - 0")
- 4'-6" - CELLAR  
91.50 (91' - 6")
- 13'-6" - GARAGE  
82.00 (82' - 0")



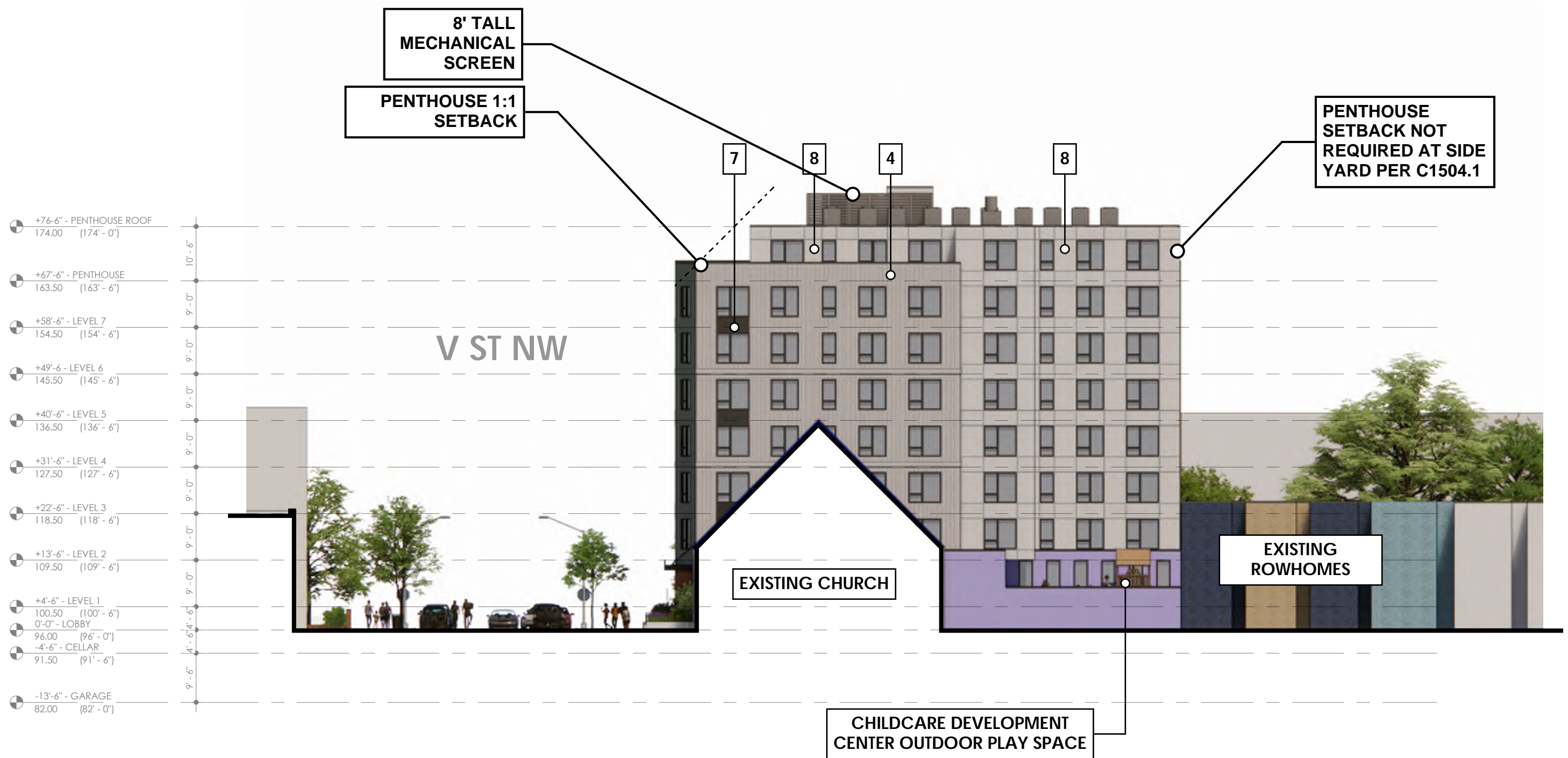
EXISTING 2-STORY  
ROWHOMES  
(ARTS-2)

GARAGE  
/ TRASH

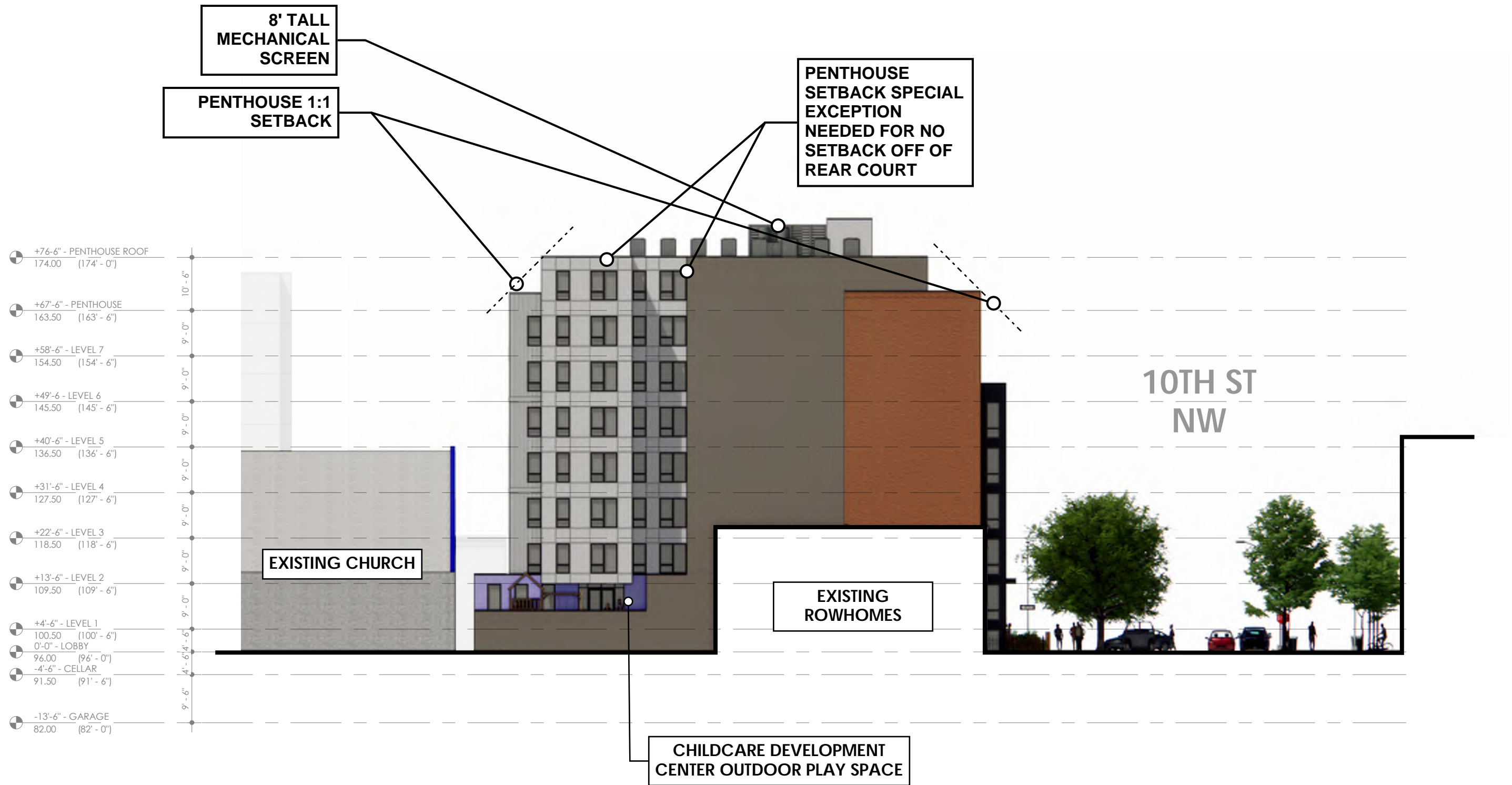
RESIDENTIAL  
ENTRY

1 10TH ST ELEVATION  
1" = 20'-0"





**1 WEST ELEVATION**  
1" = 20'-0"

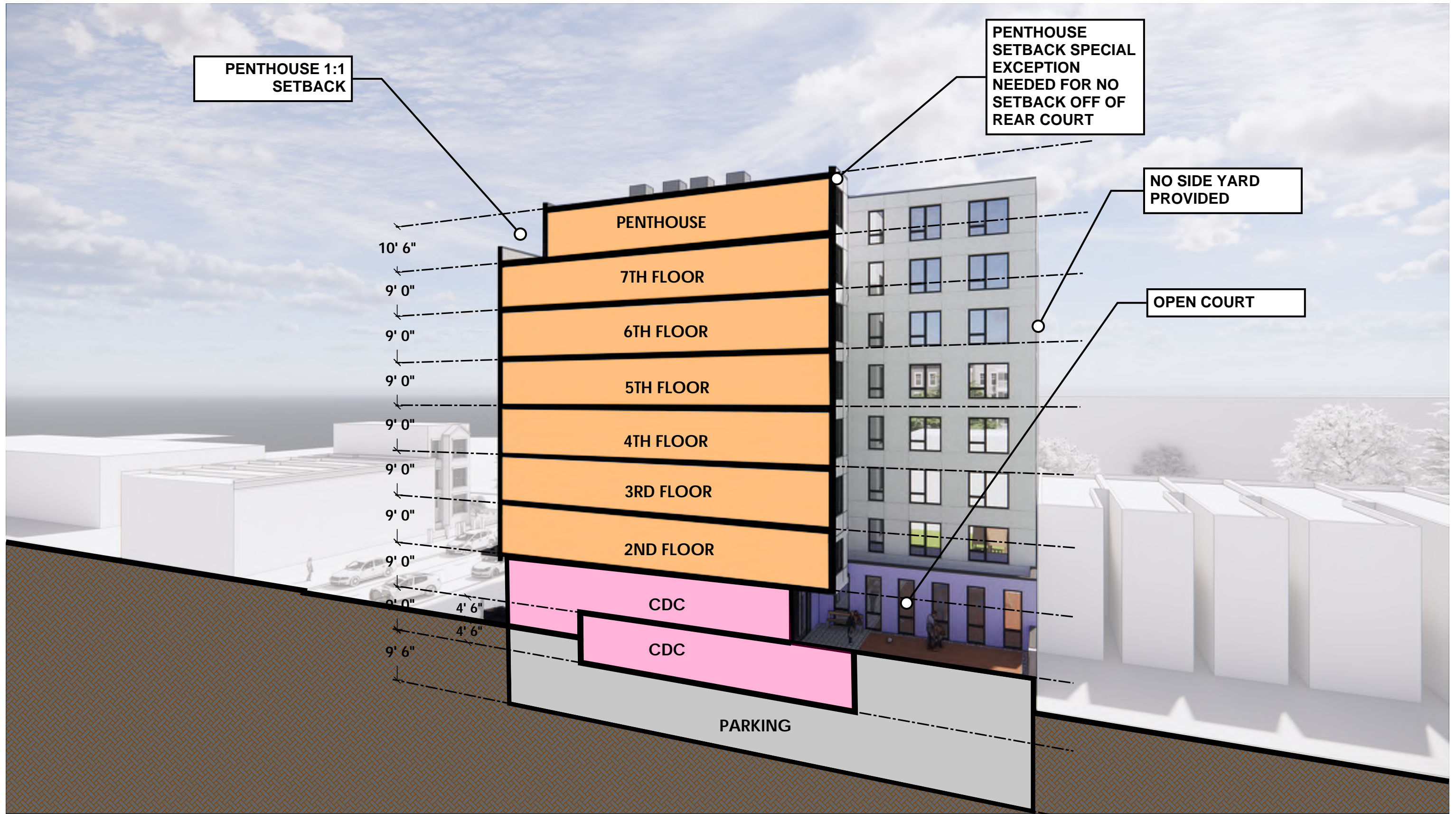


# 1 SOUTH ELEVATION

1" = 20'-0"







DIAGRAMMATIC SECTION  
- V ST.

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RENDERING - V ST.

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RENDERING - V ST. AND 11TH  
CORNER

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Transportation Planners and Engineers

**2033 11<sup>th</sup> Street NW**  
**Transportation Presentation**  
**BZA Case No. 21208**

December 18, 2024

# Site Location

## Metrorail (Green Line)

- U Street/African-American Civil War Memorial/Cardozo Station (within ¼ mile)

## Bus

- Metrobus Major Routes: 90, 92, 96, 63, 64, 70
- Bus-only lanes on Georgia Avenue NW
- Future Bus Priority Projects on U Street NW and 14<sup>th</sup> Street NW

## Bicycle Facilities

- Protected Bicycle Lanes: 9<sup>th</sup> Street NW, 15<sup>th</sup> Street NW, New Hampshire Avenue NW
- Capital Bikeshare (three (3) stations, 67 docks total) within 4-minute walk



# Access, Circulation, and Parking

## Access

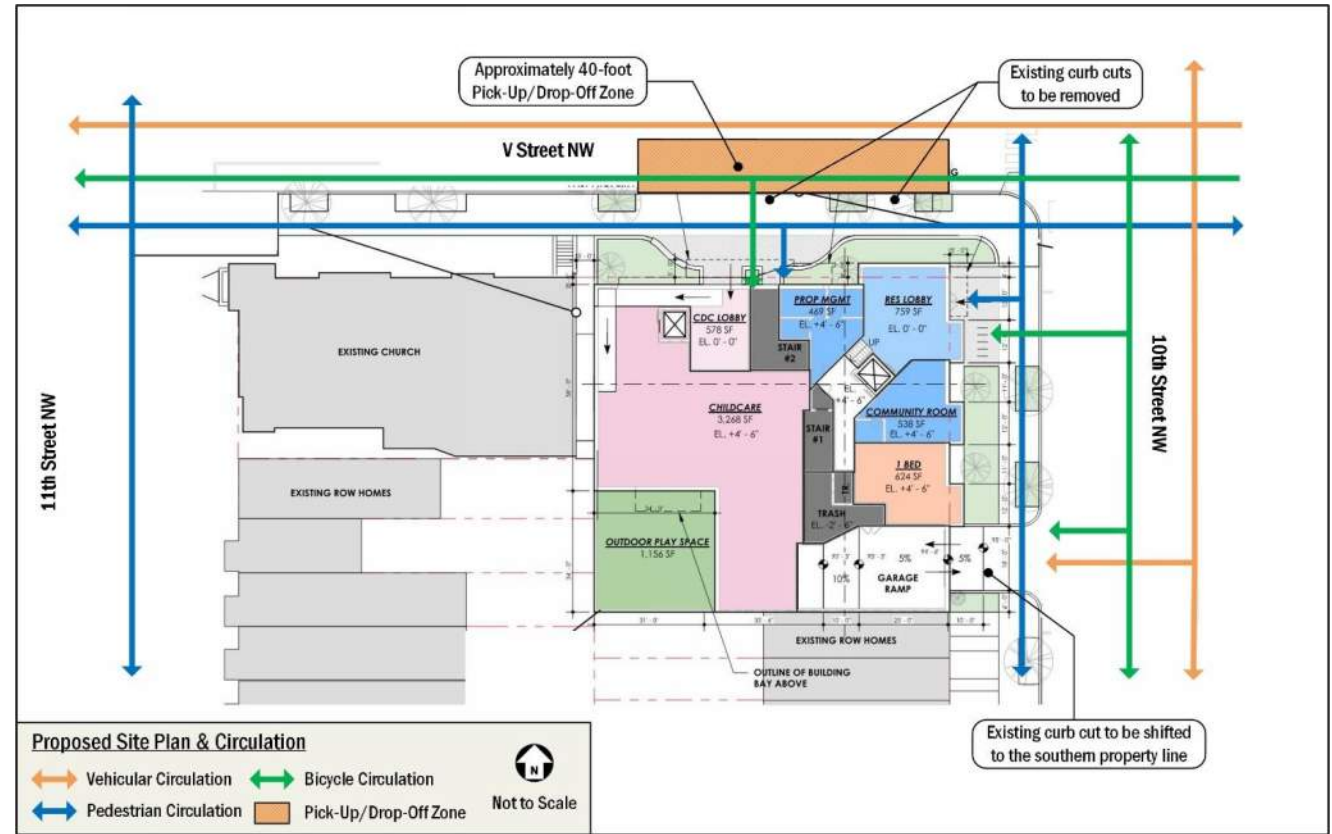
- Two (2) existing curb cuts to be removed;
  - one (1) curb cut to be relocated
    - Area variance requested for ramp to have 20% slope
- Pedestrian access to Daycare Center via V Street NW, Residential lobby via 10<sup>th</sup> Street NW
- Daycare pick-up/drop off zone along V Street NW
- Bicycle access: long- and short-term bike parking via 10<sup>th</sup> Street NW

## Vehicular Parking

- Sixteen (16) below-grade parking spaces (20 required)
  - Relief request from four (4) spaces
  - Shared parking between Daycare Center and Church

## Loading

- Relief requested from one (1) loading berth & one (1) service/delivery space due to site constraints
  - Intense move-in/move-out activity not anticipated, conducted through reserved curbside space through DDOT's TOPS
- Back-in, front-out trash operations via 10<sup>th</sup> Street NW
- Loading Management Plan (LMP) established to ameliorate any potential impacts



## Bicycle Facilities

- Long-Term: 24 spaces (23 required)
- Short-Term: 10 spaces (4 required)

# Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Compliance with District's parking cash-out law (2020) and Commuter Benefits law (2014) if Daycare Center exceeds 20 employees
- Provide TDM materials to new residents
  - Includes SmarTrip card with \$50.00 value & one (1) complimentary Capital Bikeshare coupon good for a free ride
- Exceed zoning requirements for bicycle parking
- Accommodate non-traditional sized bicycles (cargo, tandem, kids' bikes, etc.) and outlets for e-bike charging

# Loading Management Plan

- Designates residential loading manager
  - Coordinate/schedule loading activities, will be on-site while loading occurs
  - Distribute suggested truck routing maps and other flyer materials
  - In event of truck back-in use of garage ramp, will manage inbound and outbound maneuvers and conflicts with traffic
  - Place traffic cones in loading zone during deliveries and move-in/move-out as needed
  - Call 311 for parking restriction
- Approximately 40-foot pick-up/drop-off zone demarcated by “No Parking” signs
- Building staff to ensure trash bins rolled out to and returned from curb expeditiously
- Requires tenants to obtain “Emergency No Parking” signs during duration of move-in/move-out (20-ft trucks or greater)

# DDOT Coordination

## Comprehensive Transportation Review

- Multimodal assessment performed
- Scoping document finalized on November 18, 2024
- Transportation Statement submitted on November 18, 2024
- Revised Transportation Statement submitted on December 12, 2024

## DDOT has no objection to the approval of the application with the following conditions:

- Close existing curb cuts to V and 10<sup>th</sup> Streets and improve streetscape as illustrated in architectural plans - **Agree**
- Implement the Transportation Demand Management (TDM) plan for the life of the project – **Agree**
- Implement the Loading Management Plan (LMP) for the life of the project – **Agree**

**Applicant will engage in continued coordination with DDOT as part of Public Space permitting.**

# **Criteria for Special Exception Relief**

## **Lot Occupancy and Court Width**

ARTS Zone Sub. K, Sec. 813

## **Loading**

Sub. C, Sec. 909.1, 909.2, 909.5

## **Penthouse Setback**

Sub. C, Sec. 1506.1

## **Parking**

Sub. C, Sec. 703

**General Special Exception Criteria Sub. X, Sec. 901.2**

# Relief from Lot Occupancy and Open Court Width Requirements Compliance with Criteria in Sub. K, Sec. 813

Subtitle K § 813.1(a) - The uses, buildings, or features at the size, intensity, and locations proposed, will **substantially advance the purposes of the ARTS zones and will not adversely affect neighboring property** or be detrimental to the health, safety, convenience, or general welfare of persons living, working, or visiting in the area.

Subtitle K § 813.1(b) - The architectural design of the project will enhance the urban design features of the immediate vicinity in which it is located; provided, **if a historic district or historic landmark is involved, the Board of Zoning Adjustment shall refer the application to the Historic Preservation Office for review and report.**

Subtitle K § 813.1(c) - Vehicular access and egress are located and designed so as to **minimize conflict with principal pedestrian ways, to function efficiently, and to create no dangerous or otherwise objectionable traffic conditions.**

# Relief from Loading Requirements Compliance with Criteria in Sub. C, Sec. 901.1

Subtitle C § 909.1 – This section provides flexibility from the loading requirements when providing the required number or dimensions of loading spaces would be (a) **impractical due to the shape or configuration of the site constraints**; (b) unnecessary due to a lack of demand for loading; or (c) contrary to other District of Columbia regulations.

Subtitle C § 909.2(a) – The BZA may grant relief from the number of loading berths or service/delivery spaces required by Subtitle C § 901.1, as a special exception under Subtitle X, Chapter 9, and under the Applicant's demonstration that the use or structure will generate a lower loading demand than the minimum loading standards of Subtitle C §§ 901 and 905 require, as a result of: (1) the nature of the use or structure; or (2) **a loading demand management plan filed in the case record and approved by DDOT, the implementation of which shall be a condition to the BZA approval**, that will result in a lower loading demand than the minimum loading standards.

Subtitle C § 909.5 - When granting a special exception under this section, **the Board of Zoning Adjustment may impose conditions** as to screening, lighting, coping, setbacks, fences, location of entrances and exits, widening of abutting alleys, loading management or transportation demand management practices, or any other requirement it deems necessary to protect adjacent or nearby property and promote the public health, safety, and welfare.

# Relief from Penthouse Requirements Compliance with Criteria in Sub. C, Sec. 1506.1

Subtitle C § 1506.1(a) - The special exception requirements of Sub. X, Ch. 9;

Subtitle C § 1506.1(b) - The applicant's demonstration **that reasonable effort has been made for the housing for mechanical equipment, stairway, and elevator penthouses to be in compliance with the required setbacks;** and

Subtitle C § 1506.1(c) - The applicant's demonstration of at least one (1) of the following ... (1) **The strict application of the requirements of this chapter would result in construction that is unduly restrictive, prohibitively costly, or unreasonable, or is inconsistent with building codes.**

# Relief from Parking Requirements

## Compliance with Criteria in Sub. C, Sec. 703

Subtitle C § 703.1 - This section provides flexibility from the minimum required number of parking spaces when providing the required number of spaces would be **(a) impractical due to the shape or configuration of the site; (b) unnecessary due to a lack of demand for parking, or the site's proximity to transit options;** or (c) contrary to other District of Columbia regulations.

Subtitle C § 703.2 – The BZA may grant a full or partial reduction in the number of required parking spaces, as a special exception pursuant to Subtitle X, Chapter 9, and subject to the applicant's demonstration to the Board's satisfaction of **at least one (1) of the following criteria listed.**

**Subtitle C § 703.2(b):** The use or structure is particularly well served by mass transit, shared vehicle, or bicycle facilities.

**Subtitle C § 703.2(c):** Land use or transportation characteristics of the neighborhood minimize the need for required parking spaces.

**Subtitle C § 703.2(f):** All or a significant proportion of dwelling units are dedicated as affordable housing units.

## Compliance with General Special Exception Standards in Sub. X, Sec. 901.2

The Board is authorized to grant special exceptions where, in the judgment of the Board, the special exceptions:

- (a) will be in harmony with the general purpose and intent of the Zoning Regulations and the Zoning Maps;
- (b) will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps; and
- (c) will meet such special conditions as may be specified.

# Area Variance for Garage Ramp Slope Compliance with Burden of Proof

Under D.C. Code § 6-641.07(g)(3) and Subtitle X § 1000.1, the Board is authorized to grant an area variance where it finds that three conditions exist:

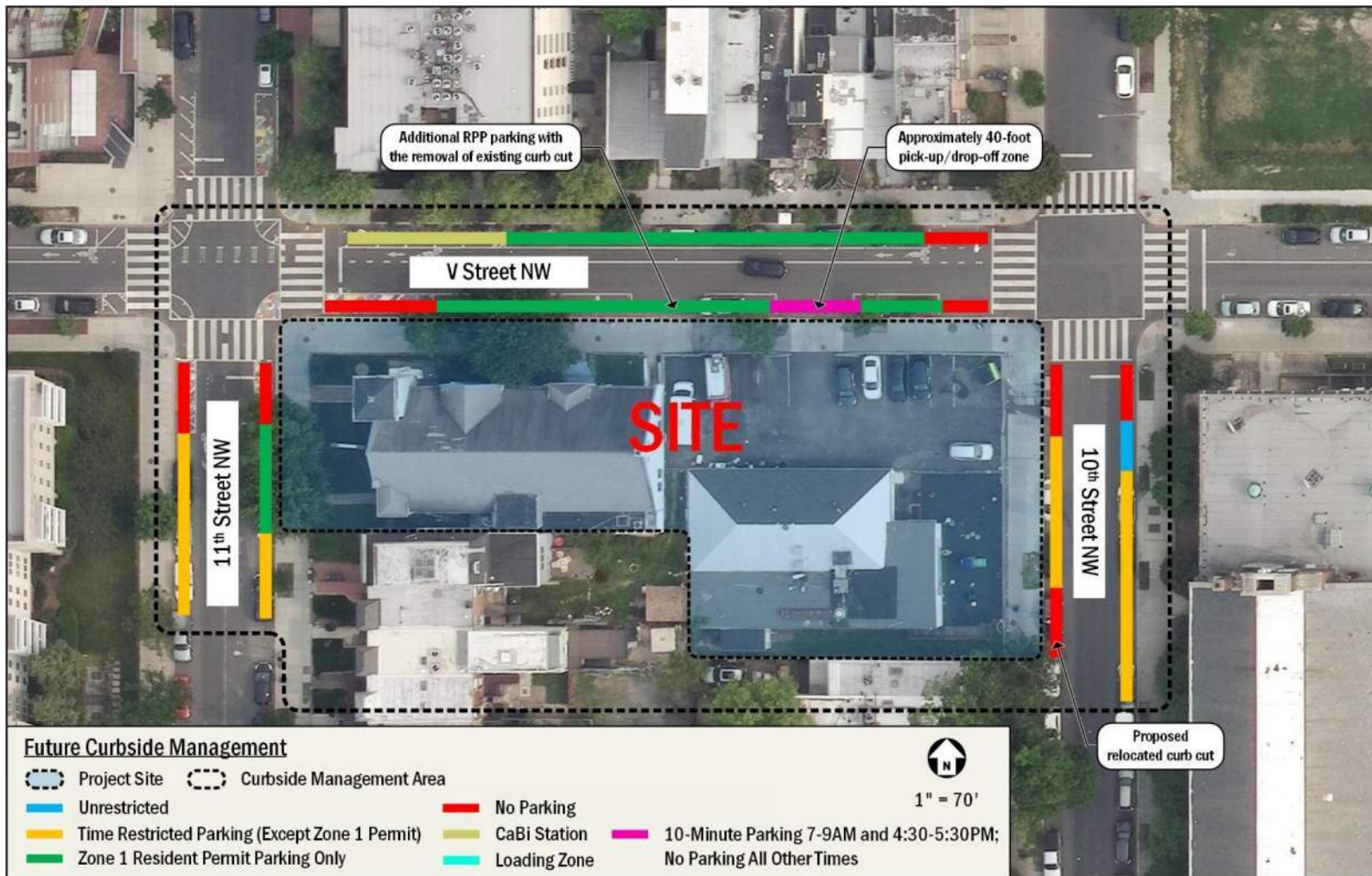
1. The property is affected by exceptional size, shape, or topography or other extraordinary or exceptional condition or situation;
2. The owner would encounter practical difficulties if the zoning regulations were strictly applied; and
3. The variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose, and integrity of the zone plan as embodied in the Zoning Regulations and Map.

# Conclusion

- ▶ Application satisfies the various criteria for special exception relief as requested, including submitting a Loading Management Plan and Transportation Demand Plan accepted by DDOT.
- ▶ Application meets the area variance test for relief for the garage ramp slope.
- ▶ ANC 1B voted in support of the application at its regularly scheduled meeting on November 7, 2024.
- ▶ OP recommends approval of the application; DDOT has no objection to the application.
- ▶ Requests BZA Approval of the application.



# Curbside Management





RENDERING - REAR COURTYARD BZA SUBMISSION

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