



923-927 5TH STREET HOTEL

BZA DRAWING SET

ADDRESS | 923-927 5TH STREET, N.W., WASHINGTON D.C. 20001

OWNER | KLINE OPERATIONS

ARCHITECT | FILLAT + ARCHITECTURE

Applicant's Update for Continued Hearing

BZA Case 19722

List of Requested Relief

Variance

- Number of Loading Berths: C § 901.1
- Loading Access Width: C § 904.2
- Closed Court Dimensions: I § 207.1
- Floor-to-Ceiling Clearance (MVT Sub-Area): I § 612.4

Special Exception

- Penthouse Use as Cocktail Lounge: C § 1500.3(c)
- Penthouse Side Setback: C § 1502.1(c)(4)
- Rear Yard: I § 205.1

Community Outreach and Support

- ANC Support
- DDOT Support
- OP Supports approval of all areas of relief except for special exception from C § 1502.1(c)(4)

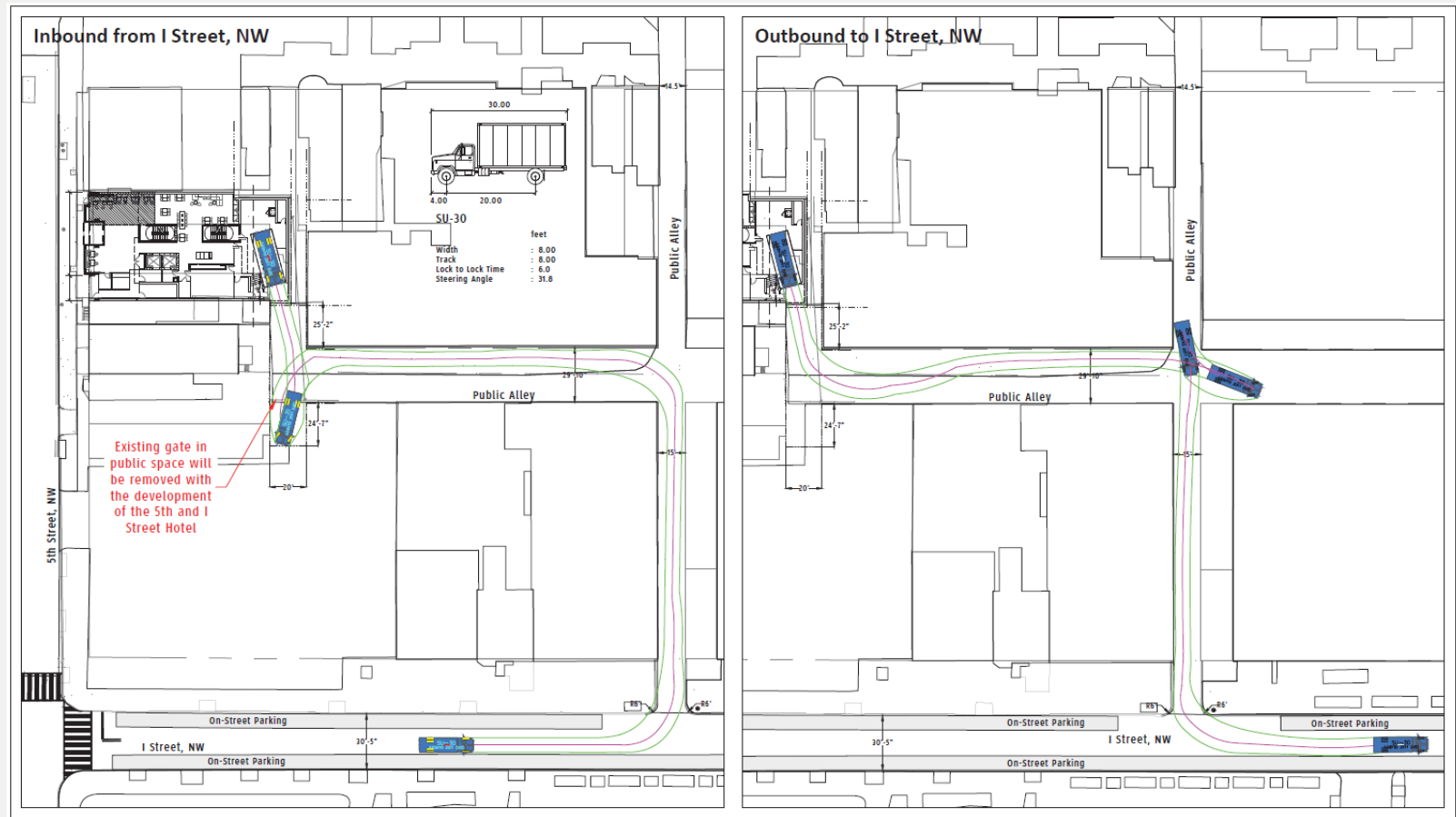
The Applicant's Additional Testimony will Address the Following:

1. Loading and Traffic
2. Rear Yard and Sun Study
3. Penthouse Side Setback Relief

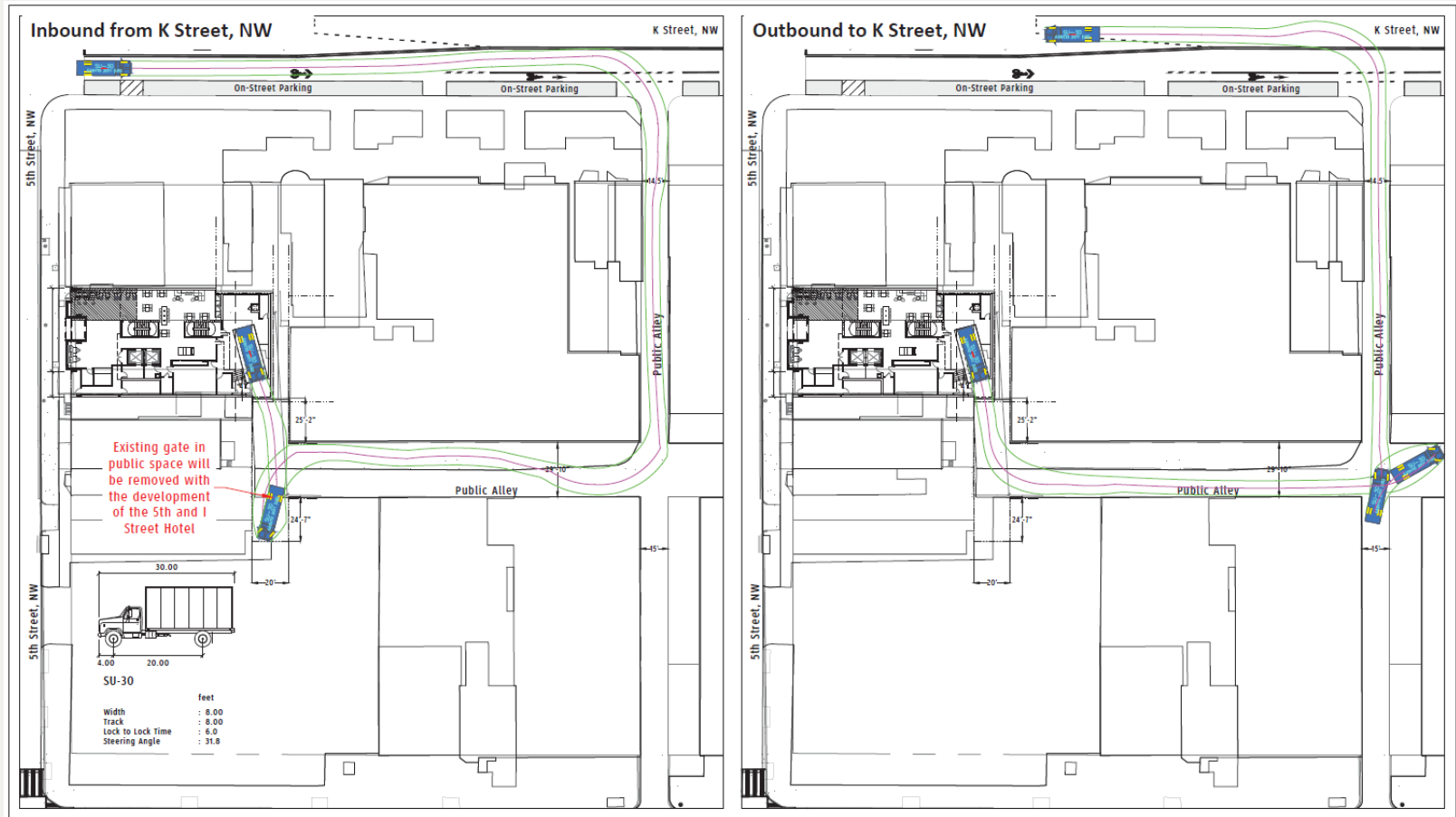
Loading Relief Supported by DDOT

- DDOT confirms in supplemental report that:
 - No Full Comprehensive Transportation Review is required
 - Grove Slade's calculations are "conservative and acceptable"
 - Zoning action for loading relief does not warrant full CTR (no TIA component required)
 - Proposed loading and truck turning in alley is typical and acceptable in the District

Loading / Truck Turning Diagram from I Street



Loading / Truck Turning Diagram from K Street

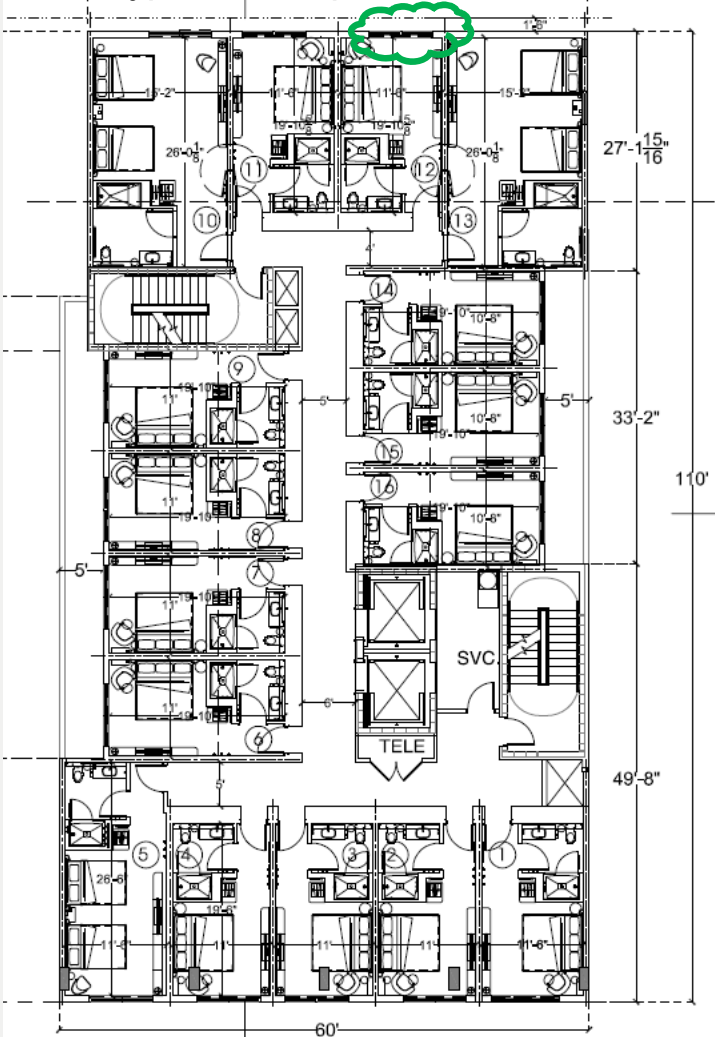


Special Exception for Rear Yard Relief

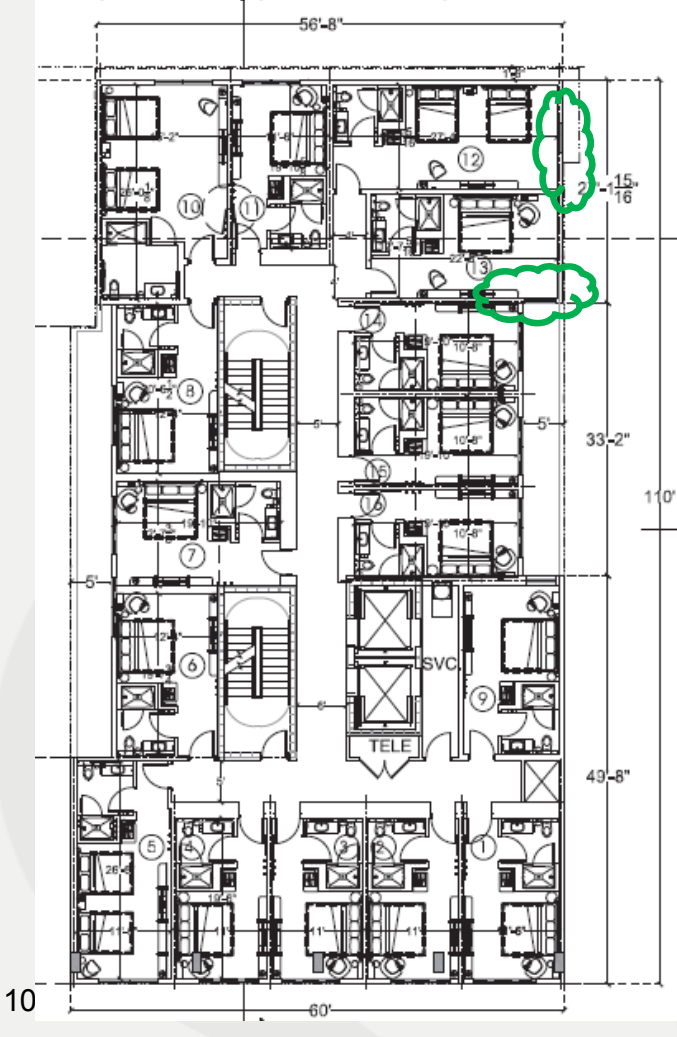
- 1.5-foot rear yard will increase the flow of light and air to the area behind the Property
- Updated plan removes those windows directly facing 450 K Street windows
- The Property use will be neither residential nor as an office
- Rear yard relief will not adversely affect the use of neighboring properties

Revised Floor Plan Removes Southeast Windows

Initial Typical Floorplan



Proposed Typical Floorplan



Rear Yard and Sun Study: Winter

JANUARY 20TH

- SHADOW OF PROPOSED BUILDING
- SHADOW OF 450K APARTMENT

MATTER OF RIGHT



9:00 AM



12:00 PM



3:00 PM

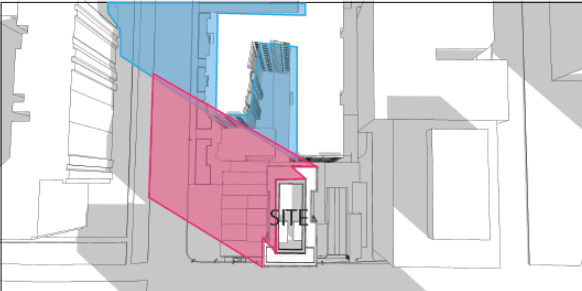
PROPOSAL



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Rear Yard and Sun Study: Summer

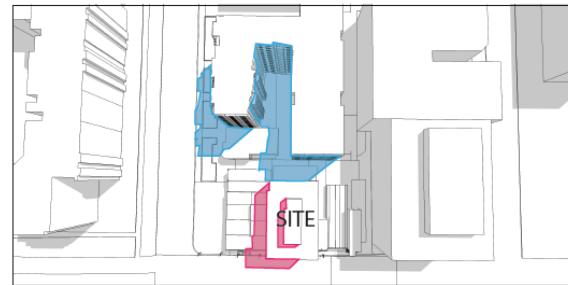
JULY 20TH

- SHADOW OF PROPOSED BUILDING
- SHADOW OF 450K APARTMENT

MATTER OF RIGHT



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PROPOSAL



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12:00 PM



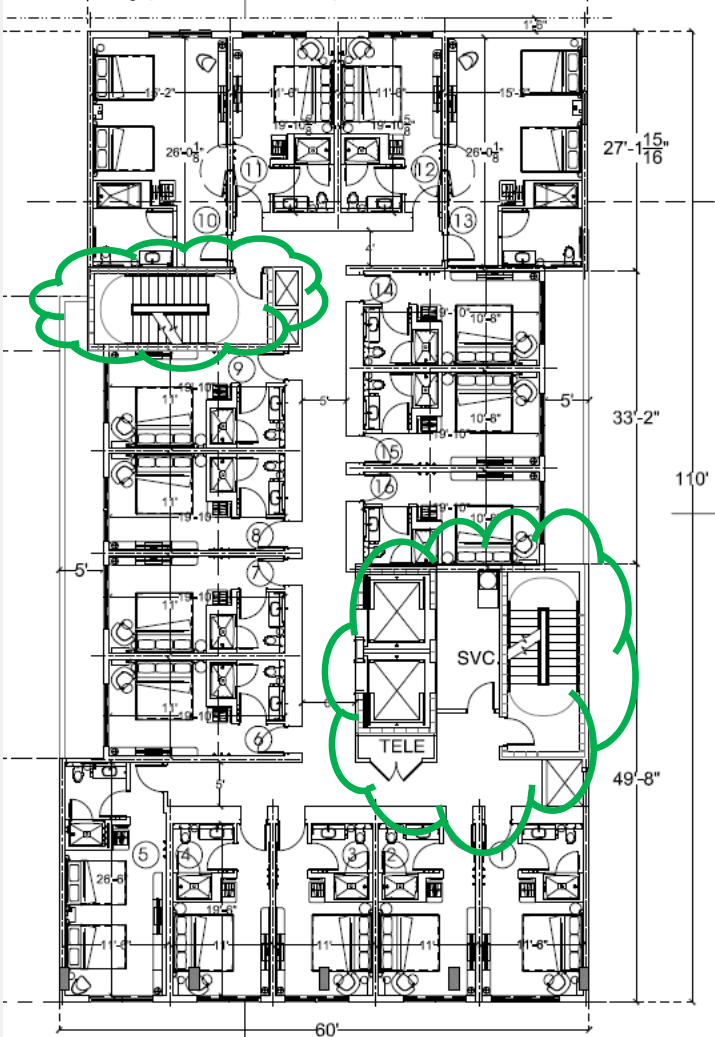
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Special Exception for Penthouse Side Setback Relief

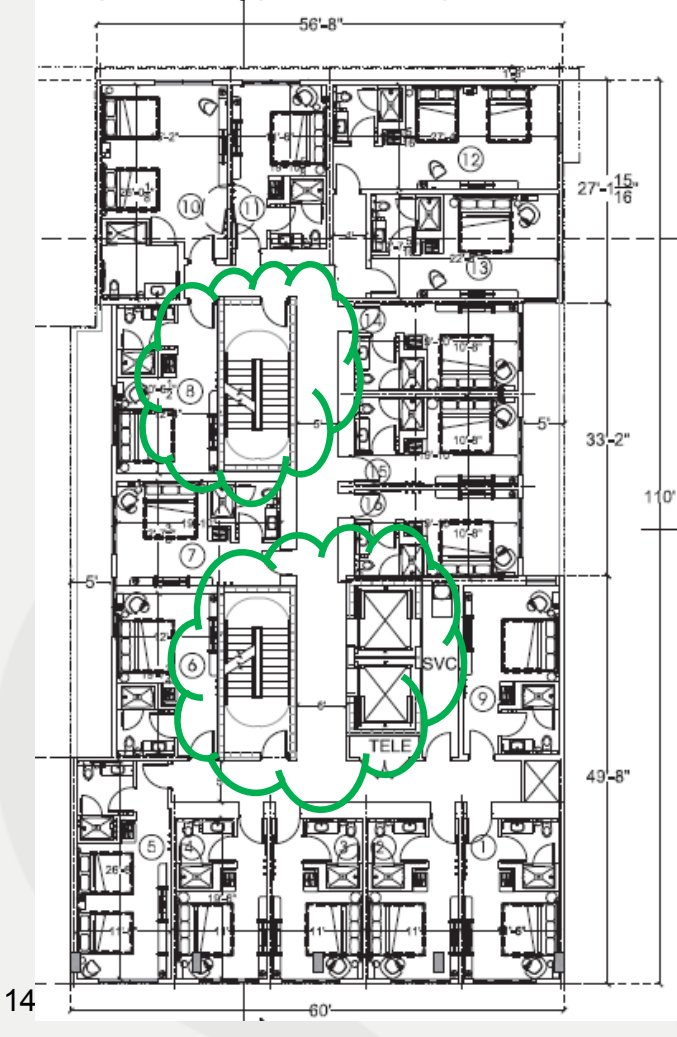
- ❑ Proposed design is fully compliant with the setback requirement from the front and rear
 - Provides more setback from historic street frontage and rear distance to residential buildings than an all-mechanical penthouse
- ❑ Side setback relief will not tend to adversely affect the light and air to neighboring properties
- ❑ Habitable space does not drive the need for relief
- ❑ Below comparison slides demonstrate that mechanical-only penthouse would still require side setback relief

Revised Floor Plan to Reduce Penthouse Relief

Initial Typical Floorplan

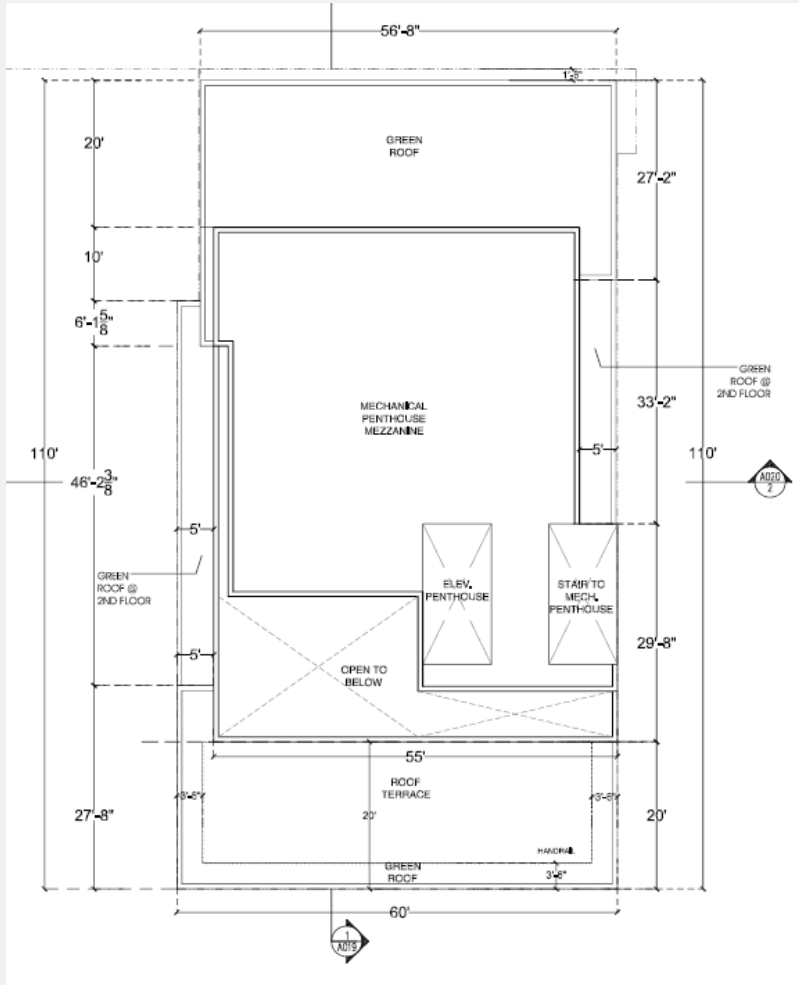


Proposed Typical Floorplan

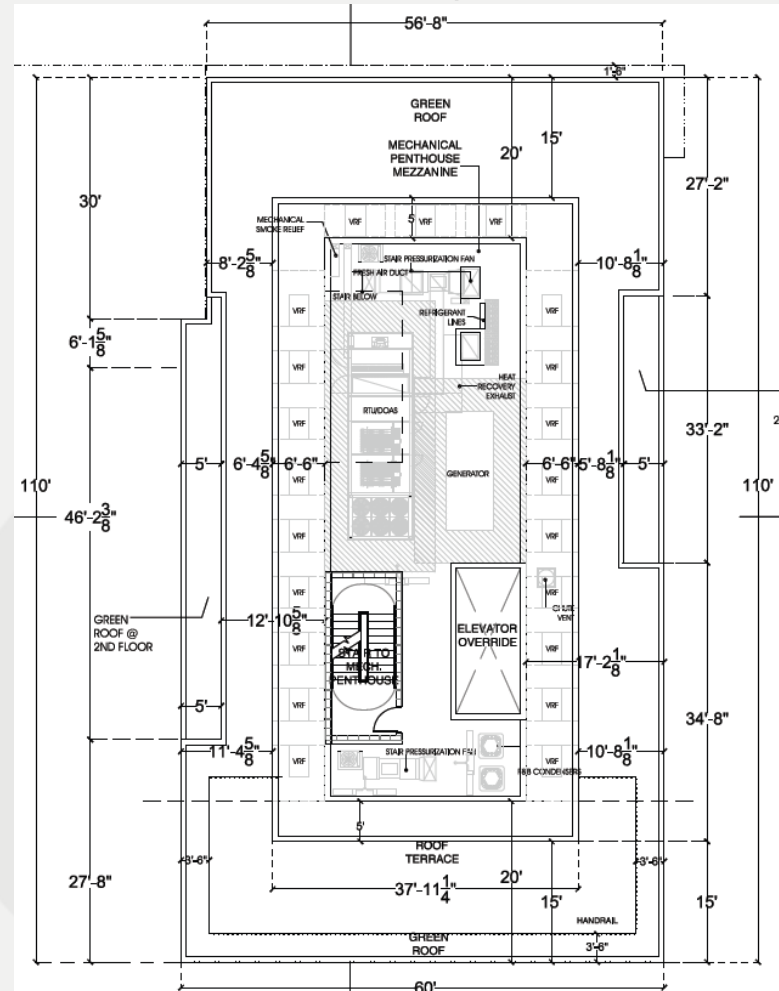


Floorplan Change Permits Reconfigured Penthouse

Initial Penthouse



Proposed Penthouse



Penthouse Articulated and Set Back from Façade

Initial Penthouse Design



Proposed Penthouse



Penthouse Articulated and Set Back from Façade

Initial Penthouse Design

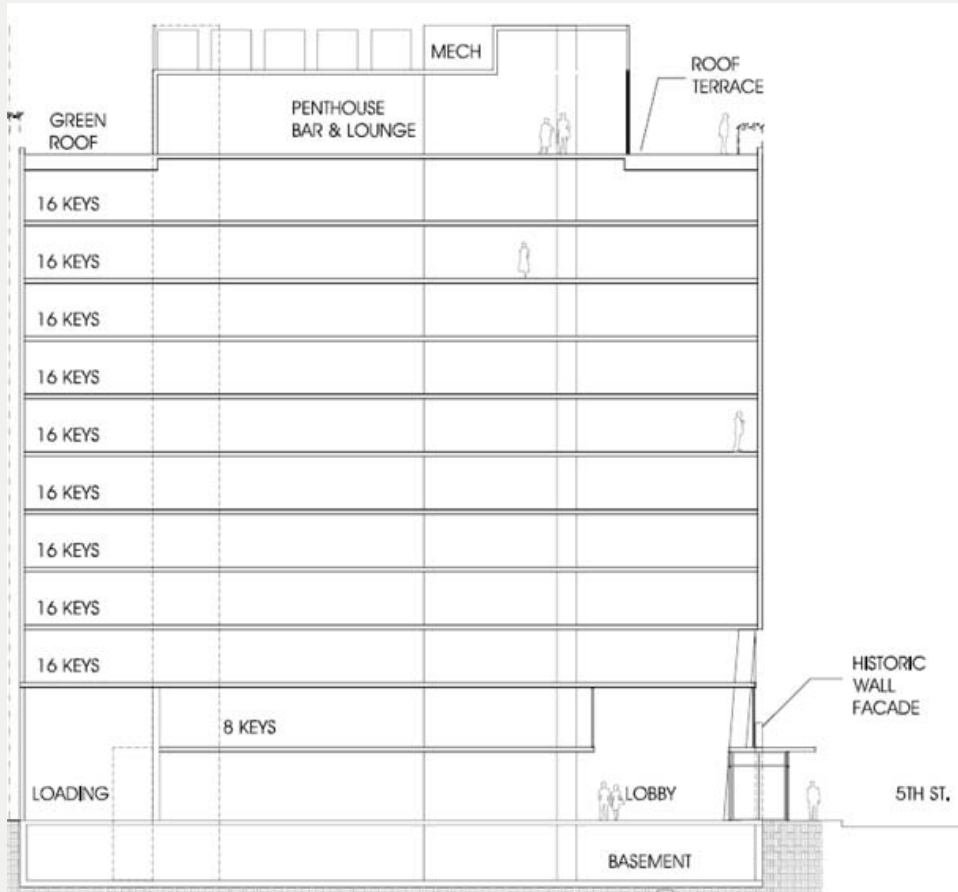


Proposed Penthouse

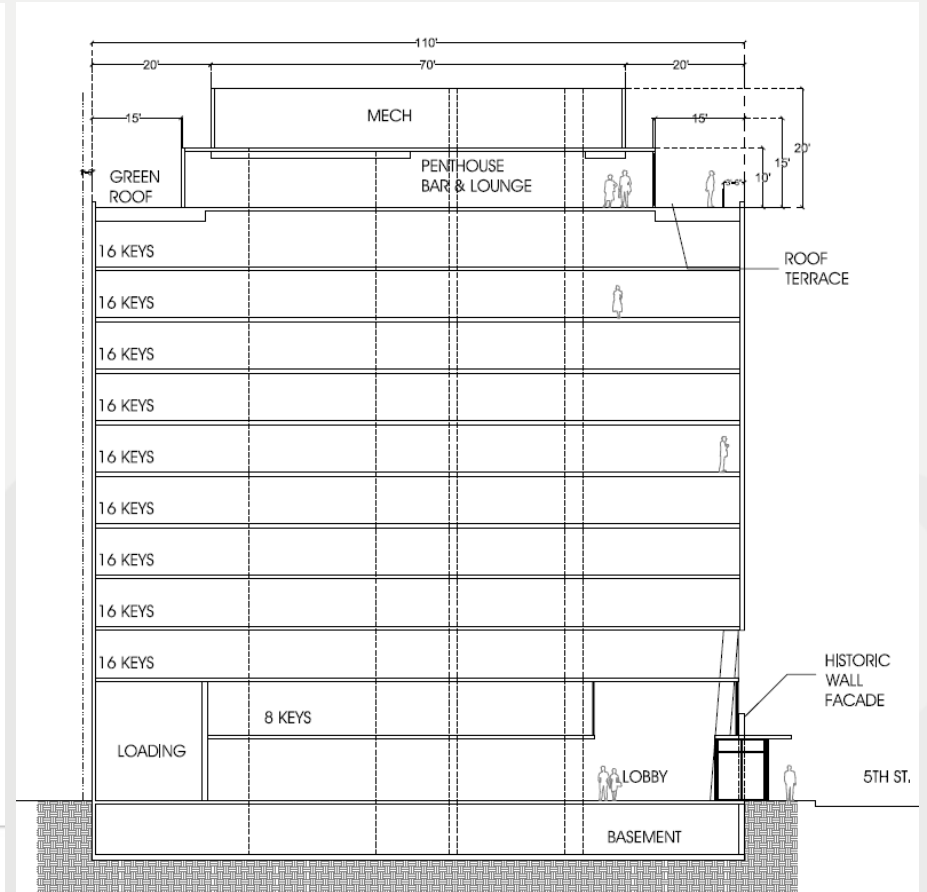


Penthouse Setback Comparison Information

Initial Penthouse Design

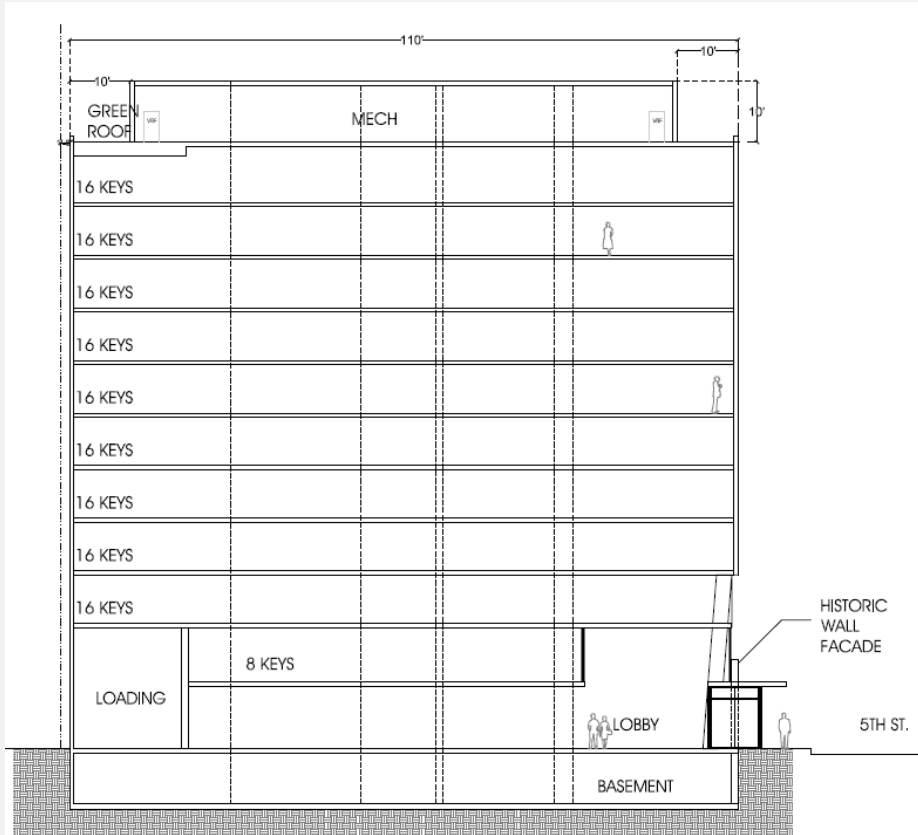


Proposed Penthouse

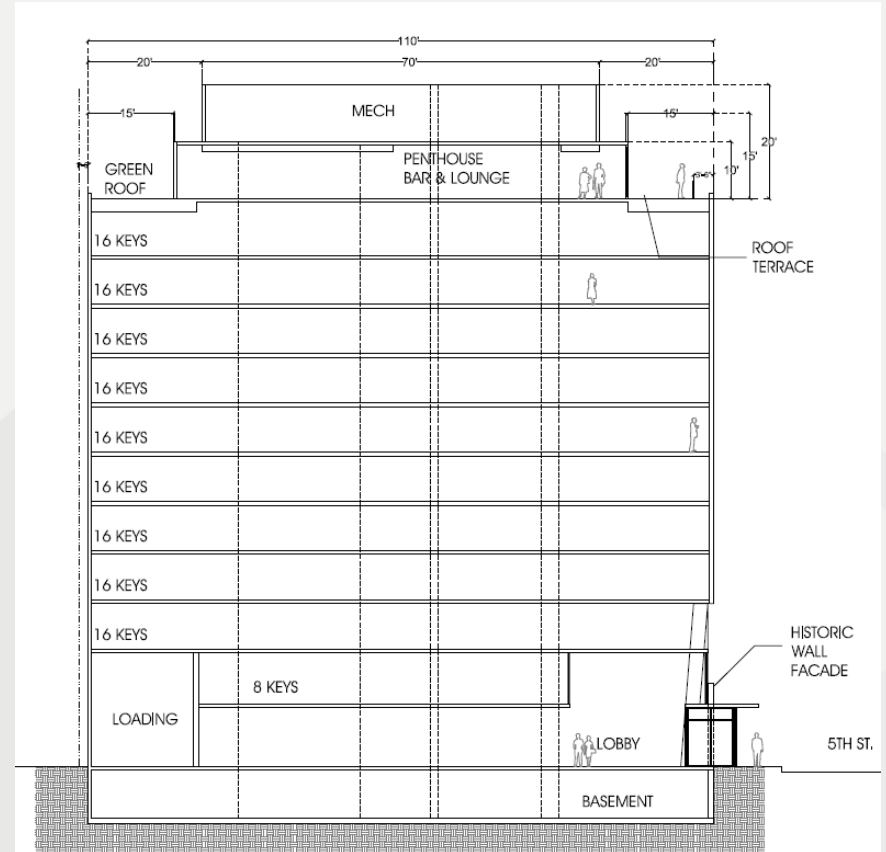


Penthouse Setback Comparison Information

Mechanical Only



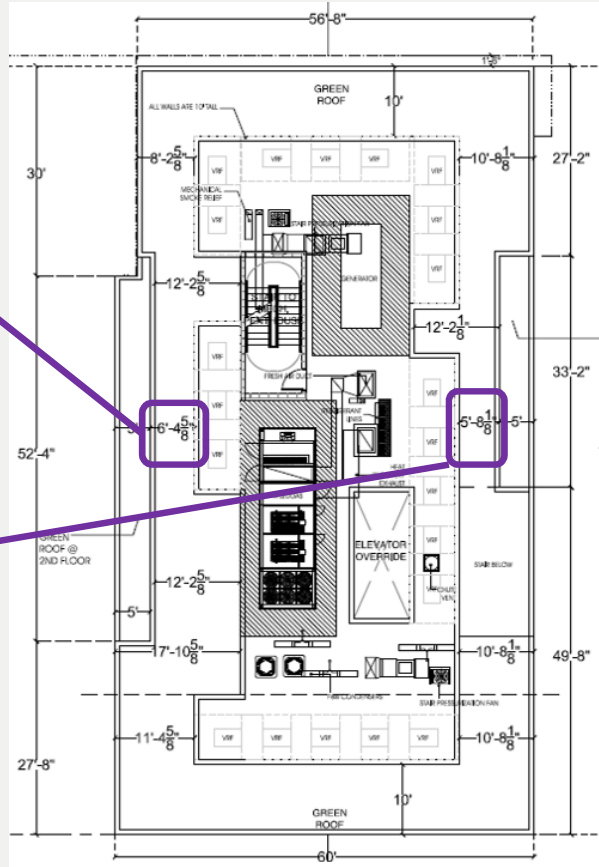
Proposed Penthouse



In Most Constrained Area, Proposed 20' More Compliant

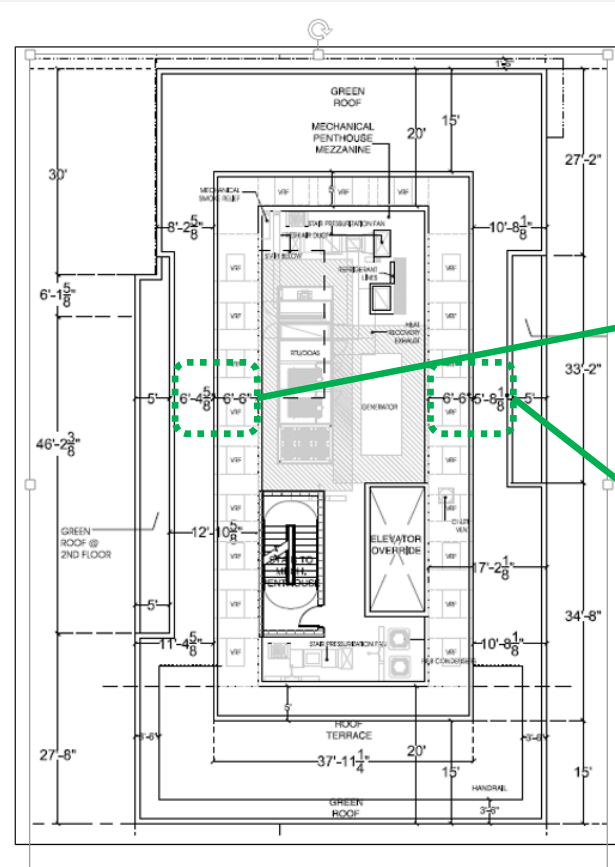
Mechanical Only

- North A: 0.82
- North B/D: 1.22
- North C: 0.64
- North B/D: 1.22
- North E: 1.79
- North F: 1.14
- South A/D: 1.07
- South B: 1.22
- South C: 0.57
- South B/D: 1.22

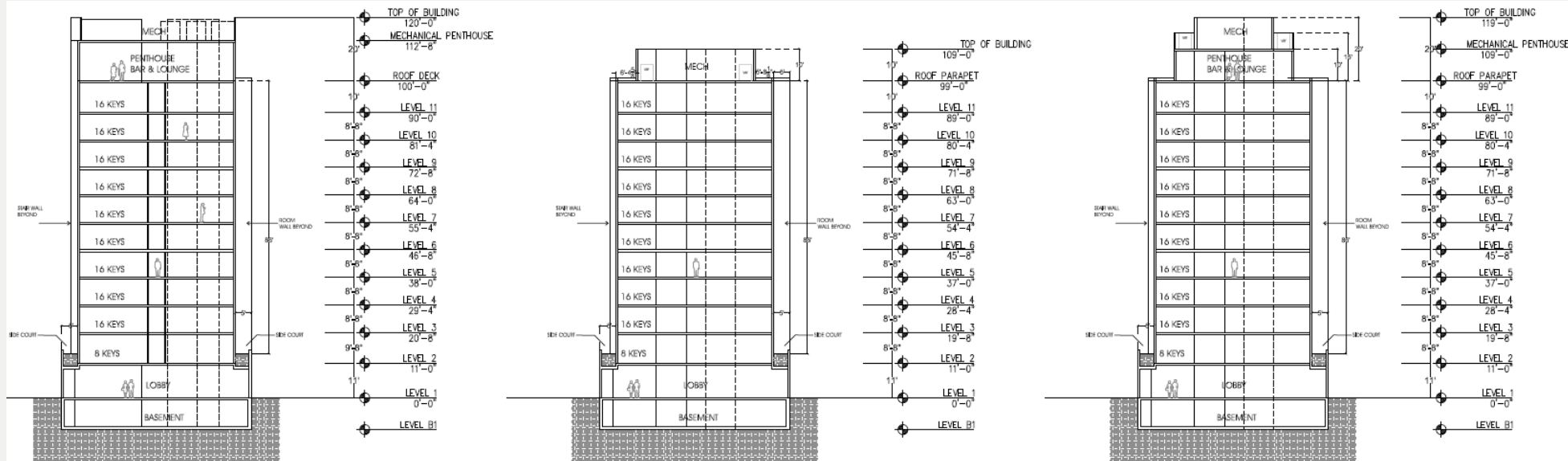


Proposed Penthouse

- North A1: 0.55
- North A2: 0.74
- North B1: 0.43
- North B2: 0.64
- North C1: 0.76
- North C2: 0.89
- South A1: 0.71
- South A2: 0.86
- South B1: 0.38
- South B2: 0.61
- South C1: 0.71
- South C2: 0.86



Section Diagrams of Penthouse Designs

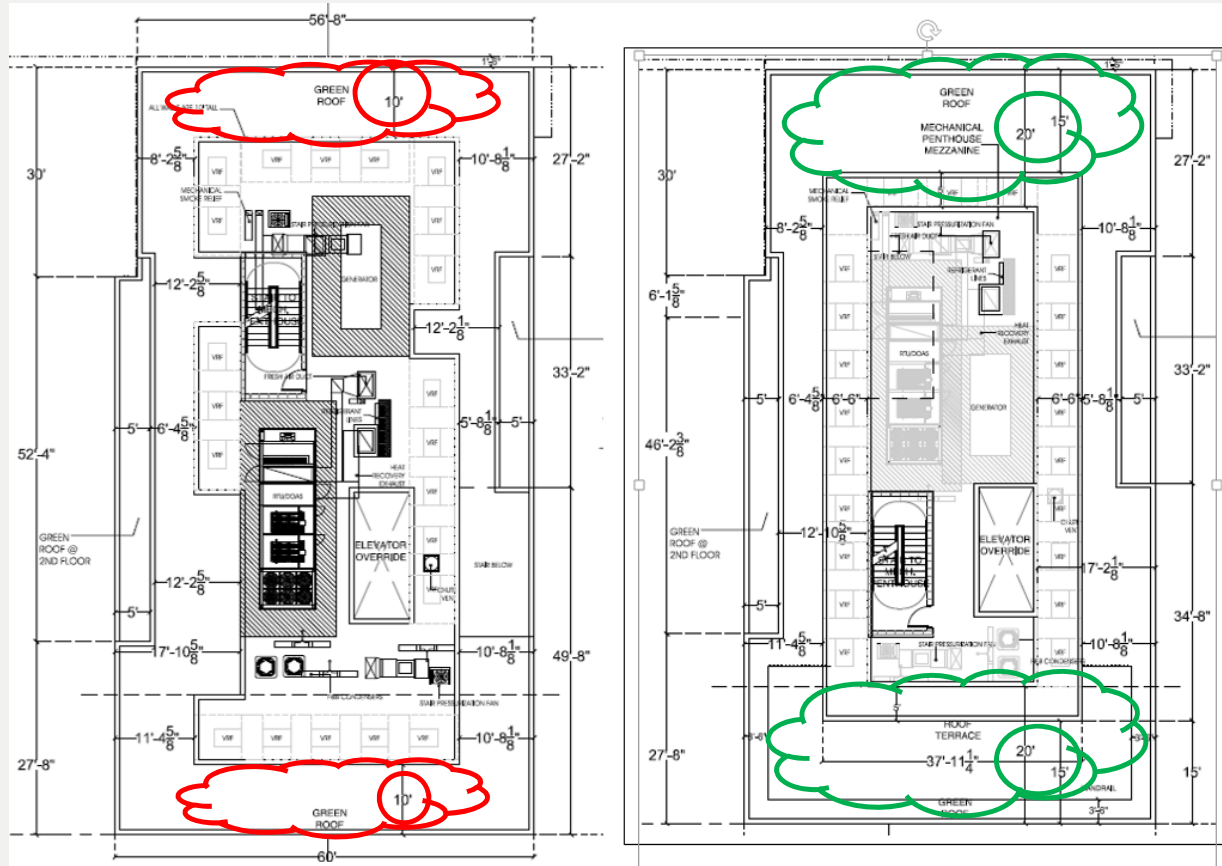


ORIGINAL

ALL MECHANICAL

PROPOSED

Proposed Design Provides More Setback from Historic Street Frontage and Rear Distance to Residential Buildings

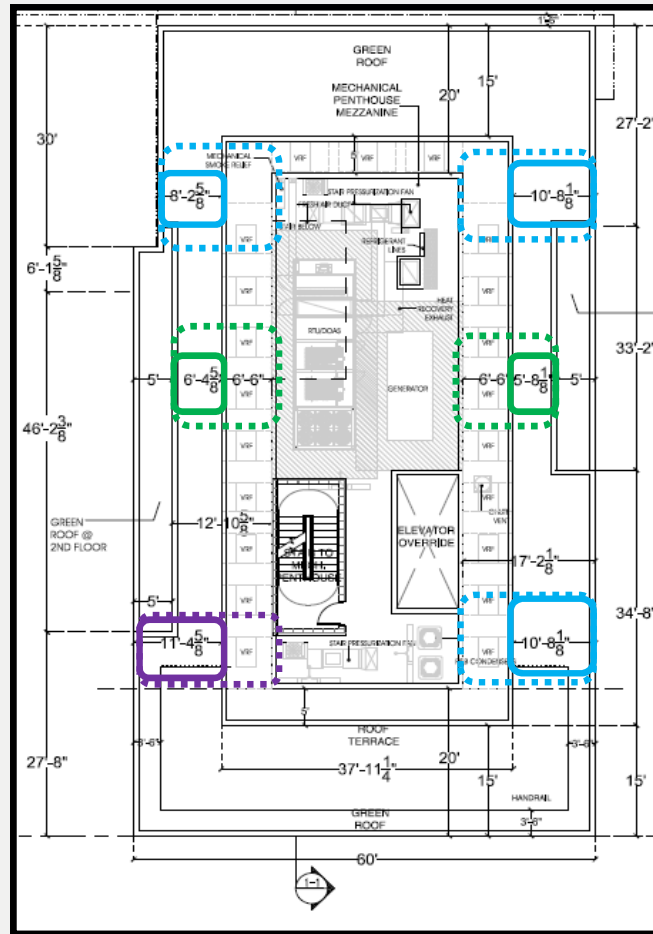


Proposed Penthouse Meets 0.5 : 1 Setback Everywhere Except on Courts

North A1: 0.55
North A2: 0.74

North B1: 0.43
North B2: 0.64

North C1: 0.76
North C2: 0.89



South A/C1: 0.71
South A/C2: 0.86

South B1: 0.38
South B2: 0.61

South A/C1: 0.71
South A/C2: 0.86



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