

May 18, 2018



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VIA IZIS

Frederick Hill, Chairperson
Board of Zoning Adjustment
441 4th Street NW Suite 210S
Washington, DC 20001

Re: BZA Application 19722 - 923-927 5th Street NW
Applicant's Update for Continued Hearing Date: June 20, 2018

Dear Chairperson Hill and Members of the Board:

On behalf of Kline Operations, LLC (the "Applicant"), please find enclosed a powerpoint presentation containing the Applicant's supplemental update. As stated during the preliminary matters at the BZA meeting on Wednesday May 16, 2018, the Applicant indicated that it would provide this information to further explain the relief requested in the BZA application. The requested relief has not changed, but after continuing to work with the Office of Planning since the initial hearing on April 4, the Applicant identified that the enclosed slides would further clarify the requested relief, particularly pertaining to the penthouse side setback, rear yard, and loading.

Thank you for your attention to this matter. We look forward to presenting at the continued hearing scheduled for June 20, 2018.

Sincerely,

COZEN O'CONNOR

A handwritten signature in blue ink, appearing to read 'Meridith H. Moldenhauer', written over a horizontal line.

Meridith H. Moldenhauer
Alyssa L. Bigley
1200 19th Street NW
Washington, DC 20036

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)

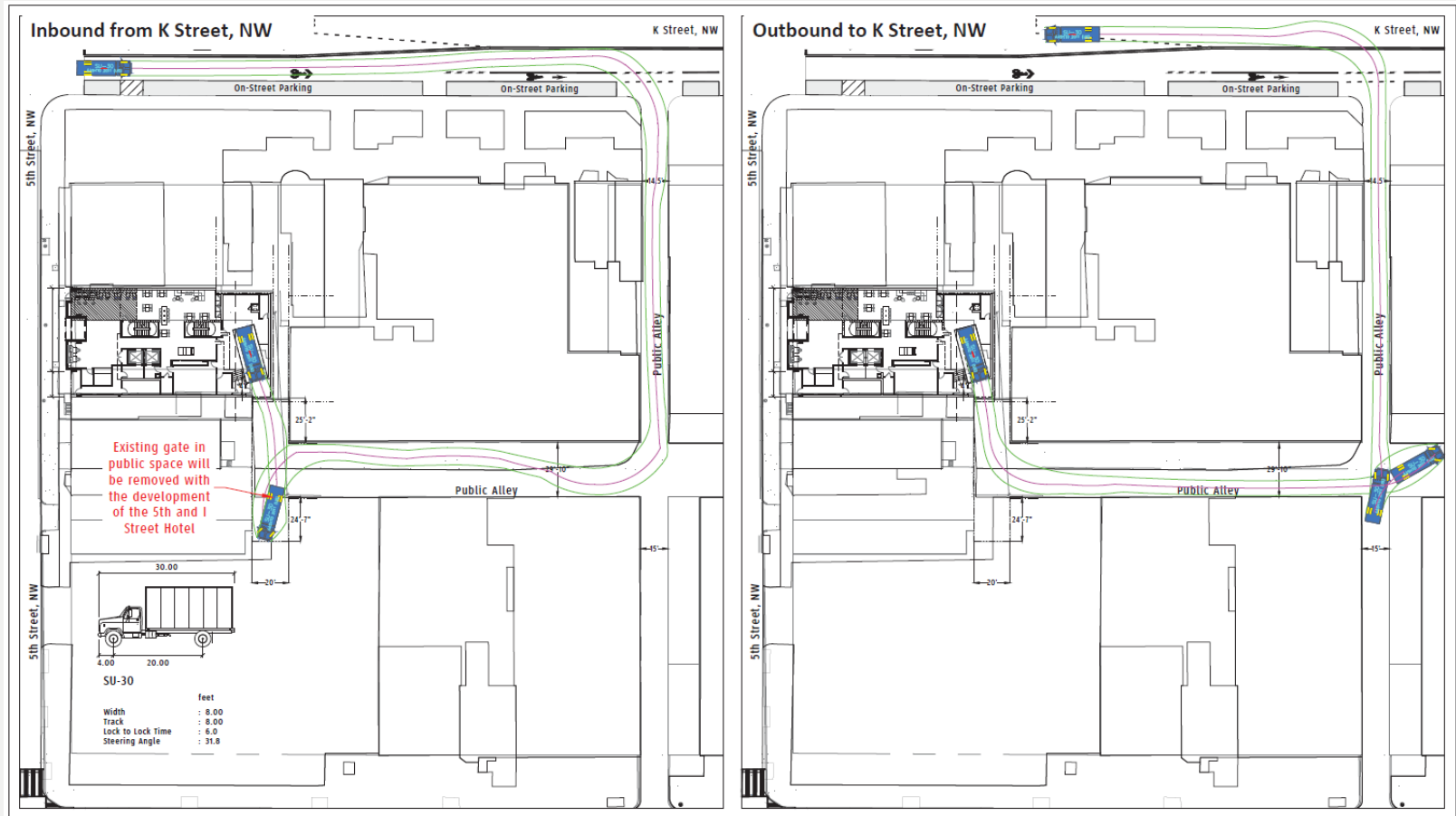
June 20, 2018 Continued Hearing will Address the Following:

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 Comprehensive Transportation Review was required
 - Gorove Slade's calculations were "conservative and acceptable"
 - Valet trip calculations proposed by opposition were inaccurate
 - Proposed loading and truck turning in alley is typical and acceptable in the District

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
- Vertical window treatments will add privacy
- The Property use will be neither residential nor as an office

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

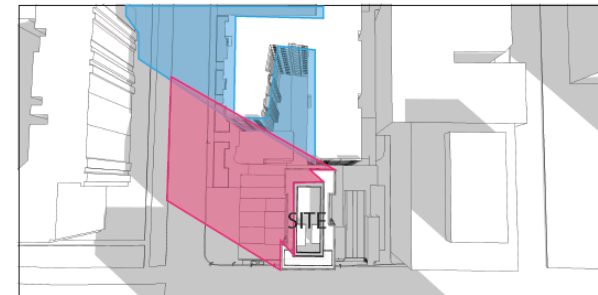
PROPOSAL



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Rear Yard and Sun Study: Summer

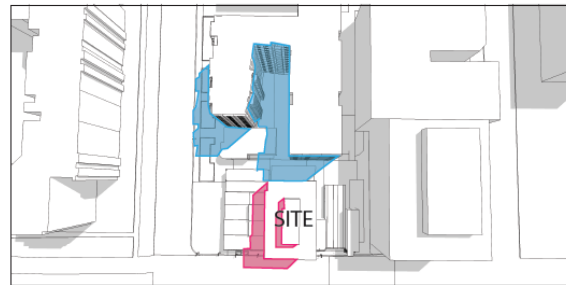
JULY 20TH

- SHADOW OF PROPOSED BUILDING
- SHADOW OF 450K APARTMENT

MATTER OF RIGHT



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PROPOSAL



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12:00 PM



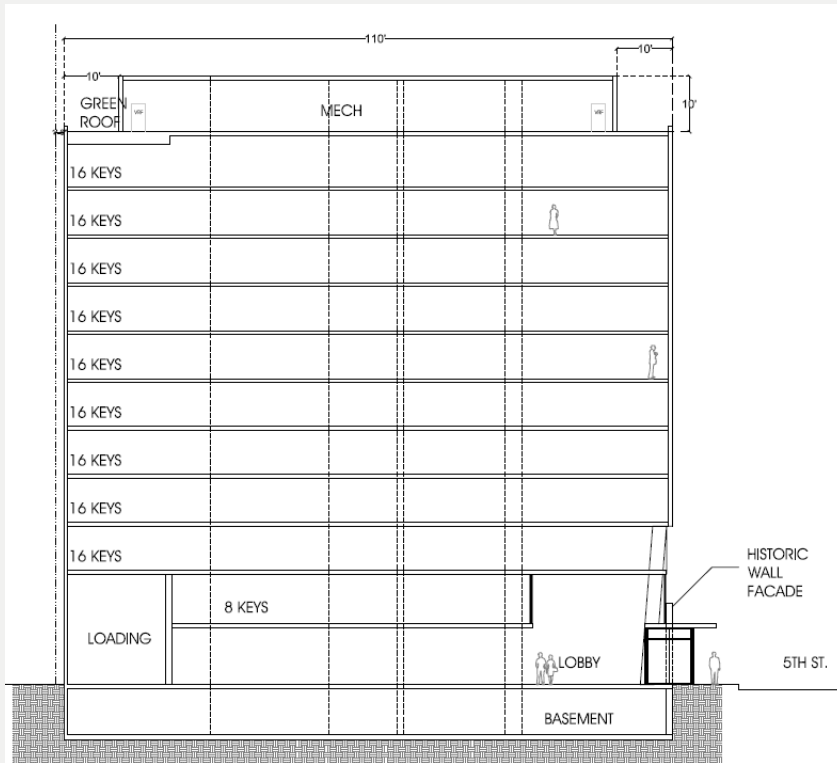
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Special Exception for Penthouse Side Setback Relief

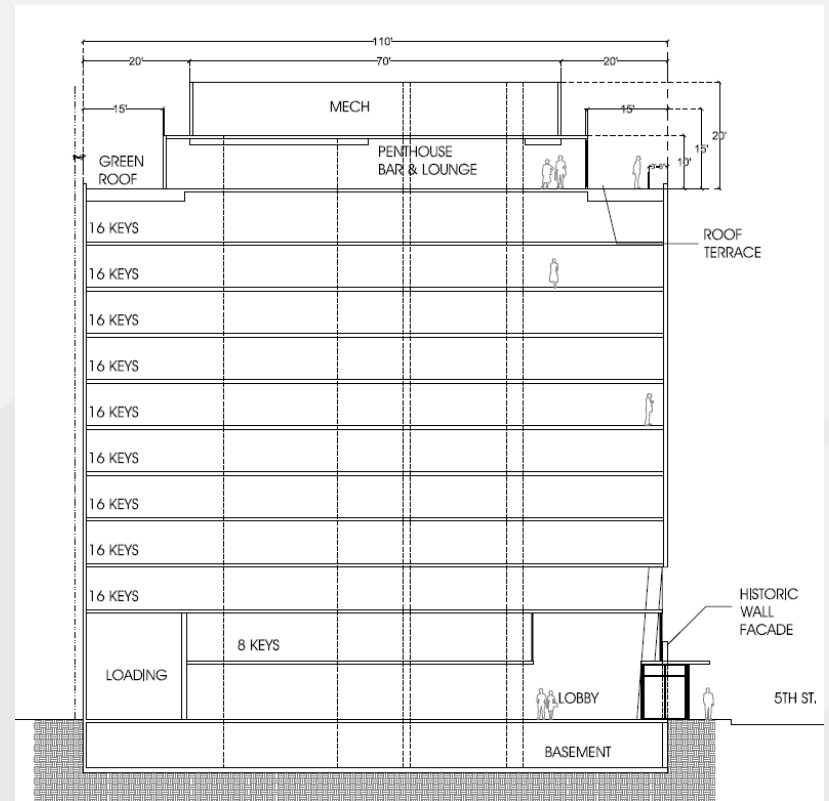
- Proposed design is fully compliant with the setback requirement from the front and rear
 - Provides more setback from historic street frontage and rear distance to residential buildings than an all-mechanical penthouse
- Side setback relief will not tend to adversely affect the light and air to neighboring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

Penthouse Setback Comparison Information

Mechanical Only



Proposed Penthouse



Penthouse Articulated and Set Back from Façade



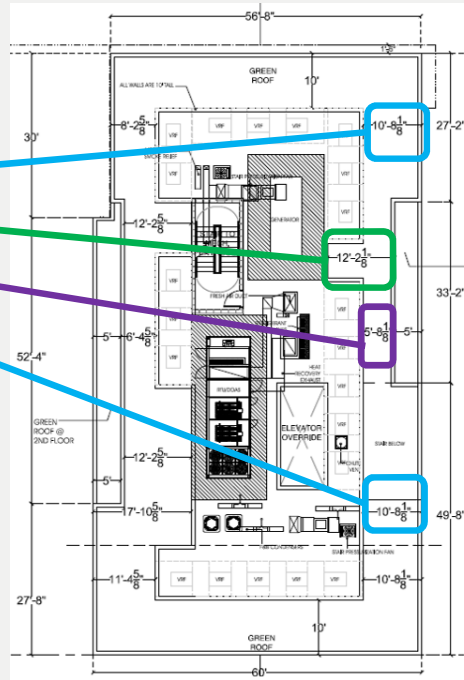
High Level Comparison of Side Setback Ratios: South Side Setbacks

Mechanical Only

Proposed Penthouse

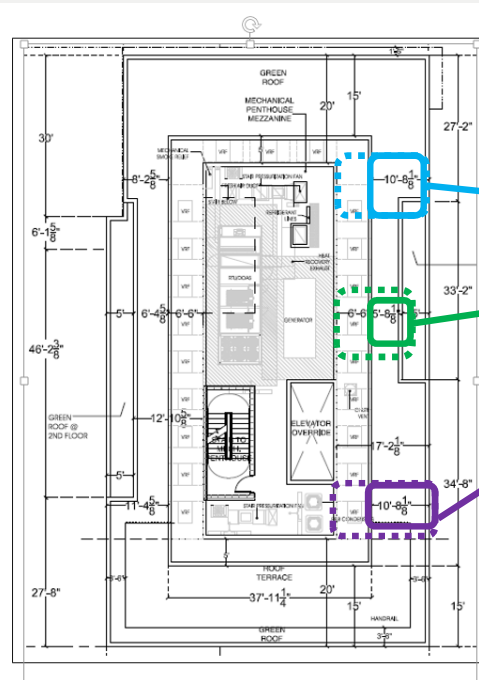
Mechanical Only

- South A/D: 1.07
- South B: 1.22
- South C: 0.57
- South A/D: 1.07



Proposed Penthouse

- North A1 (@ 10'-story) : 0.71
- South A2 (@ 20'-story): 0.86
- South B1 (@ 10'-story): 0.38
- South B2 (@ 20'-story): 0.61
- South C1 (@ 10'-story): 0.71
- South C2 (@ 20'-story): 0.86

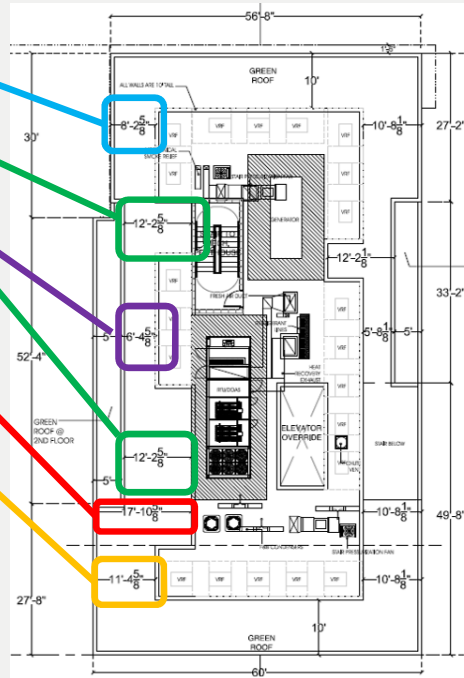


High Level Comparison of Setback Ratios: North Side Setbacks

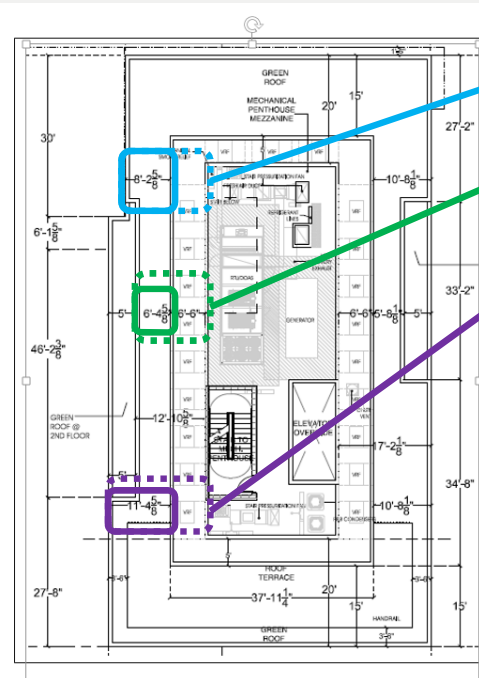
Mechanical Only

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

Mechanical Only



Proposed Penthouse



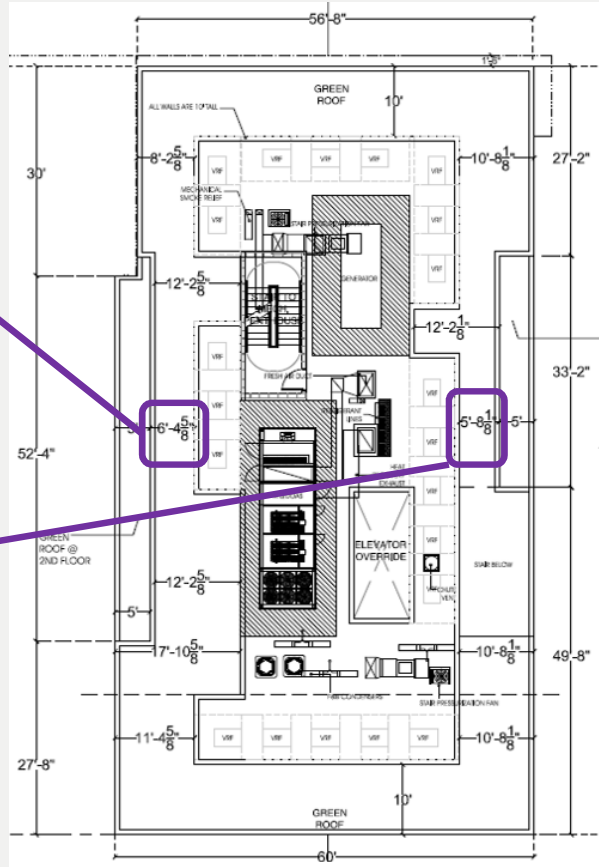
Proposed Penthouse

North A1 (@ 10'-story): 0.55
 North A2 (@ 20'-story): 0.74
 North B1 (@ 10' - story): 0.43
 North B2 (@ 20' - story): 0.64
 North C1 (@ 10'-story): 0.76
 North C2 (@ 20' - story): 0.89

In Most Constrained Area, Proposed 20' More Compliant

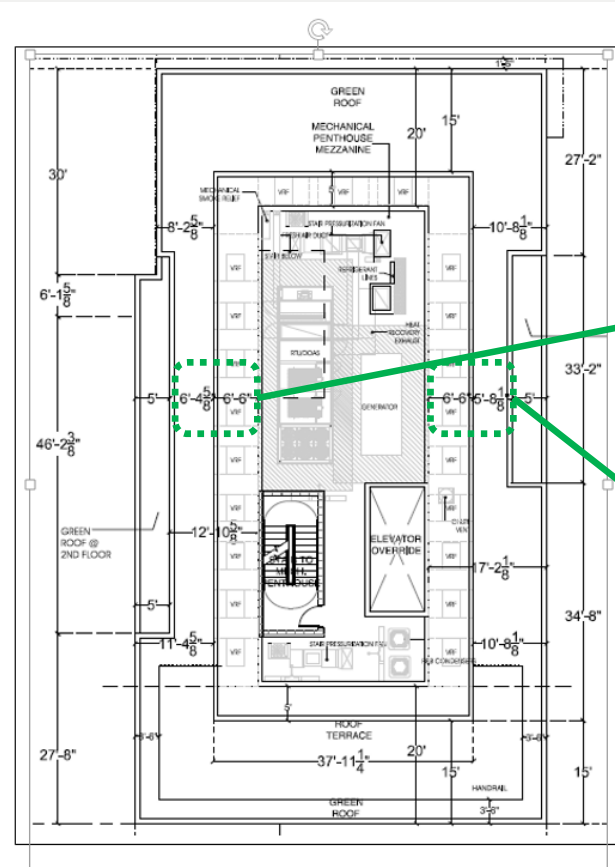
Mechanical Only

- 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

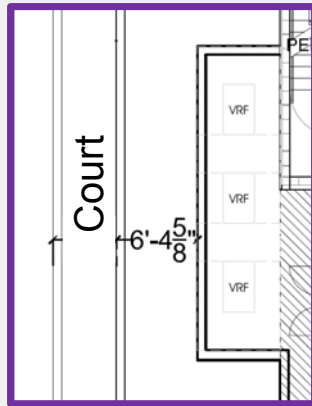
- North A1: 0.55
- North A2: 0.74
- North B1: 0.43
- North B2: 0.64
- North C1: 0.76
- North C2: 0.89
- South A1: 0.71
- South A2: 0.86
- South B1: 0.38
- South B2: 0.61
- South C1: 0.71
- South C2: 0.86



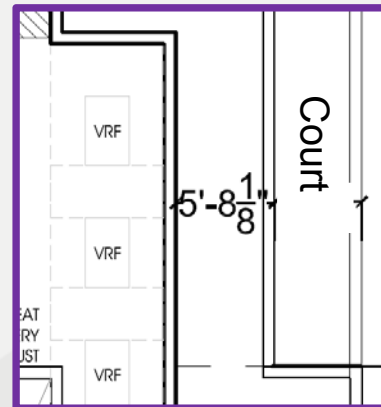
In Most Constrained Area, Proposed 20' More Compliant

Mechanical Only

North C Setback
 $6.39' : 10' = \mathbf{0.64 : 1}$

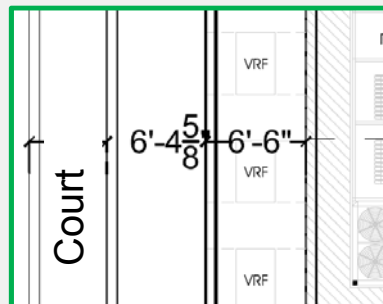


South C Setback
 $5.68' : 10' = \mathbf{0.57 : 1}$

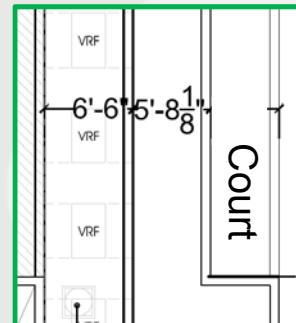


Proposed Penthouse

North B2 Setback
 $12.89' : 20' = \mathbf{0.64 : 1}$



South B2 Setback
 $12.18 : 20' = \mathbf{0.61 : 1}$

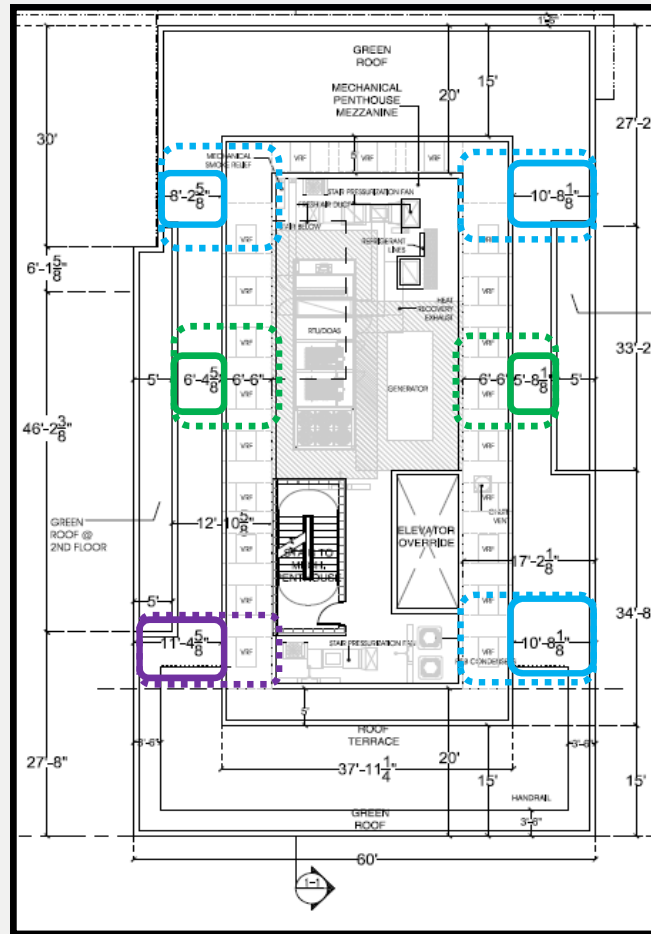


Proposed Penthouse Meets 0.5 : 1 Setback Everywhere Except on Courts

North A1: 0.55
North A2: 0.74

North B1: 0.43
North B2: 0.64

North C1: 0.76
North C2: 0.89

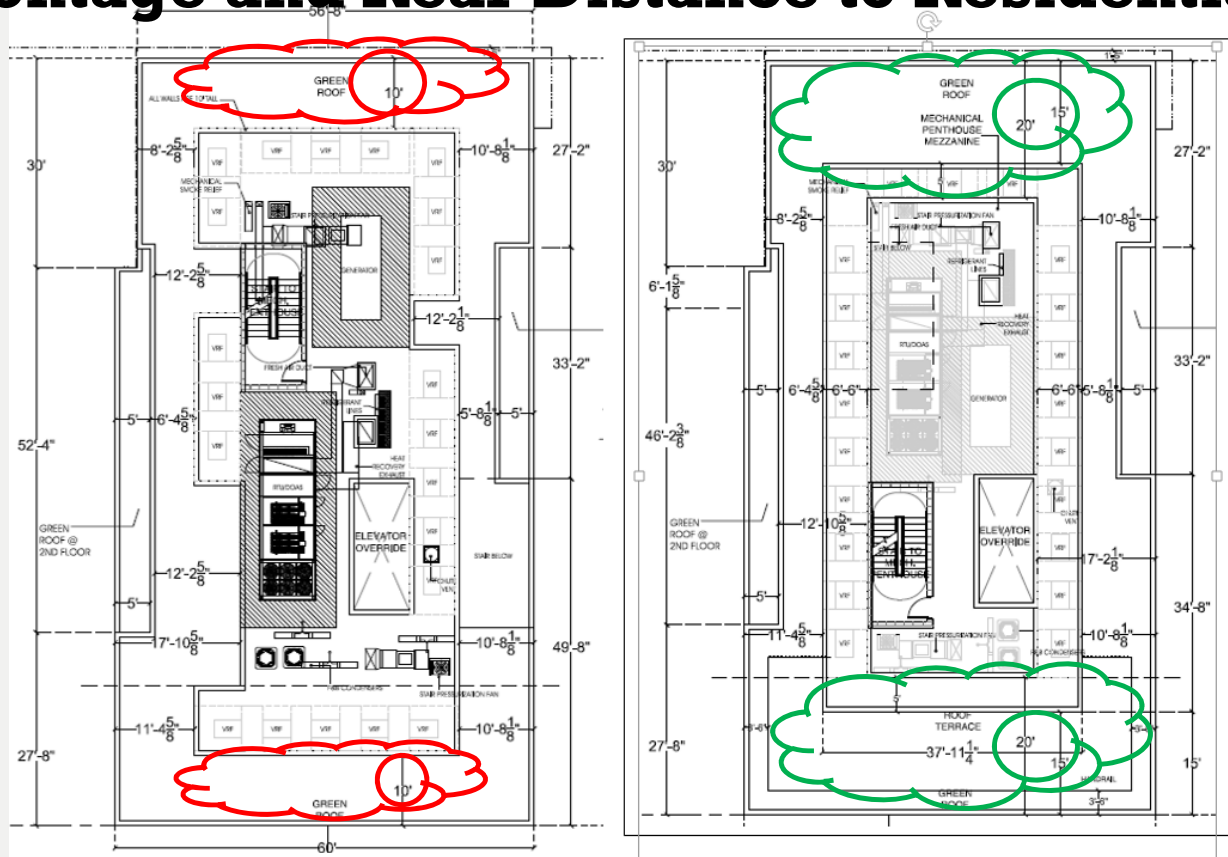


South A/C1: 0.71
South A/C2: 0.86

South B1: 0.38
South B2: 0.61

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

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



**Following detailed
breakdown of penthouse
setback areas supports
quoted figures**

Proposed Penthouse

North A1

North A2

North B1

North B2

North C1

North C2

South A/C 2

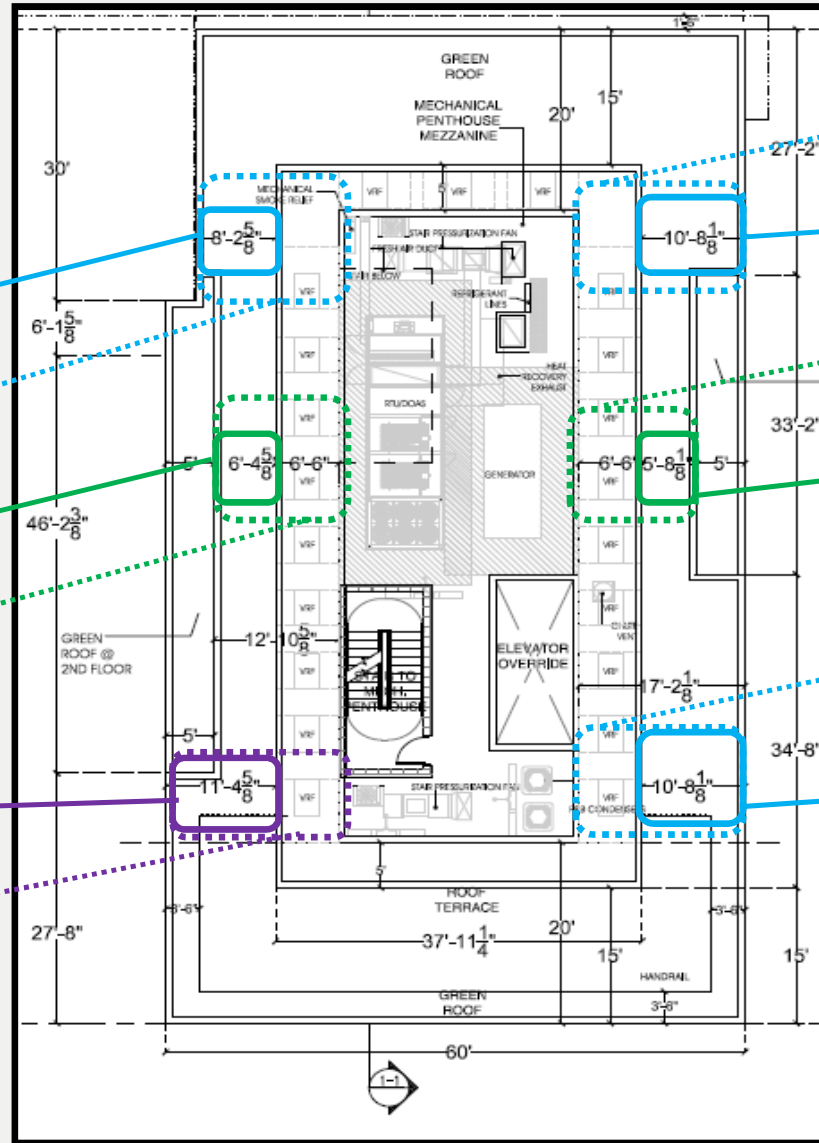
South A/C 1

South B 2

South B 1

South A/C 2

South A/C 1



Detail Sheet of Proposed Penthouse

North A1 Setback
 $8.22' : 15' = 0.55 : 1$

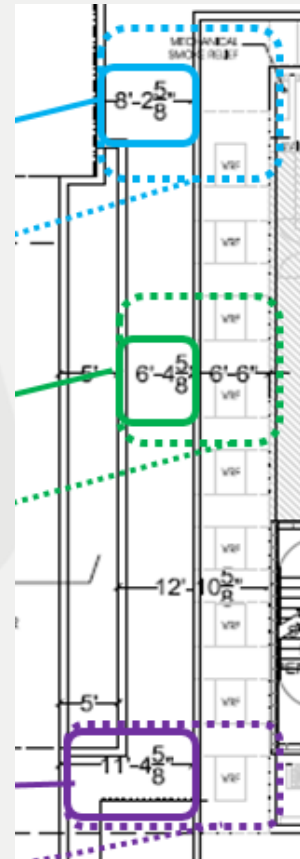
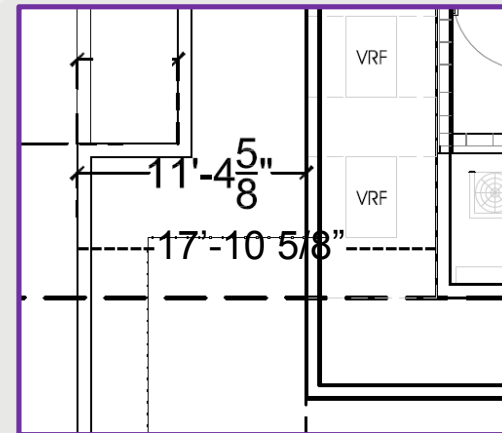
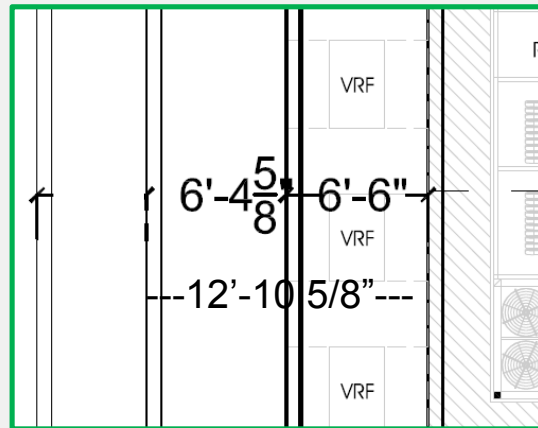
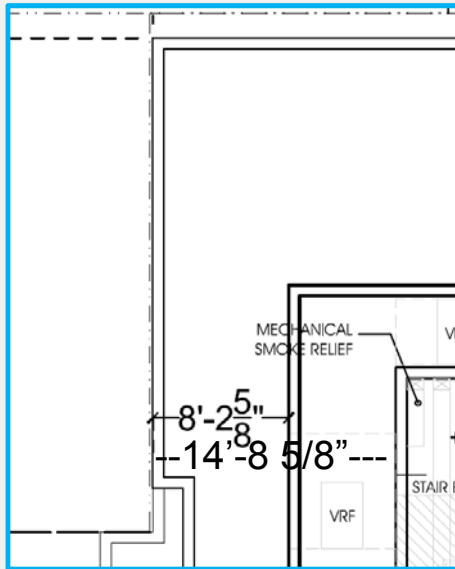
North A2 Setback
 $14.72' : 20' = 0.74 : 1$

North B1 Setback
 $6.39' : 15' = 0.43 : 1$

North B2 Setback
 $12.89' : 20' = 0.64 : 1$

North C2 Setback
 $11.39' : 15' = 0.76 : 1$

North C2 Setback
 $17.89' : 20' = 0.89 : 1$



Detail Sheet of Proposed Penthouse

South A1 Setback
 $10.68' : 15' = 0.71 : 1$

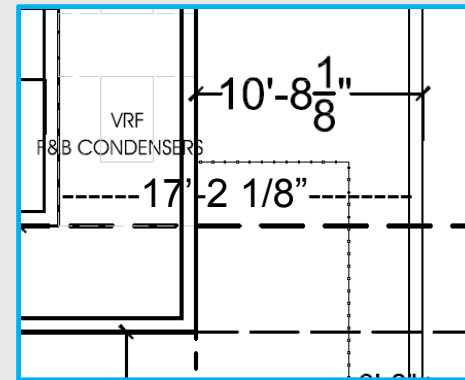
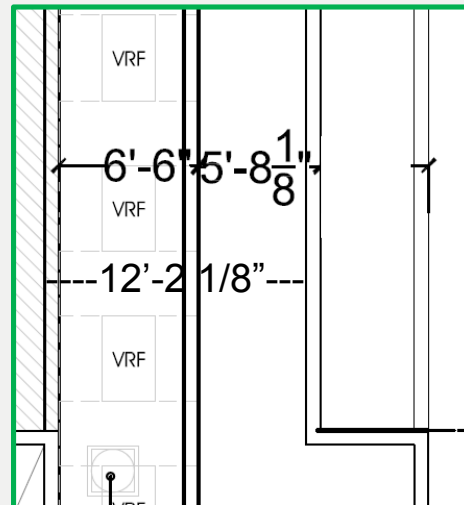
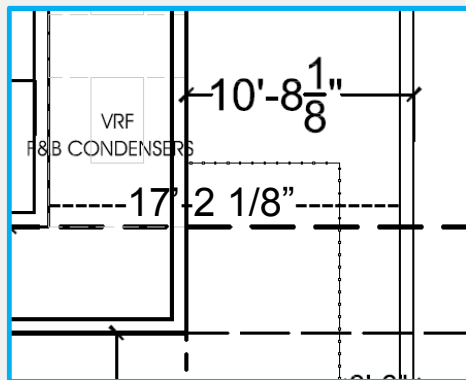
South A2 Setback
 $17.18' : 20' = 0.86 : 1$

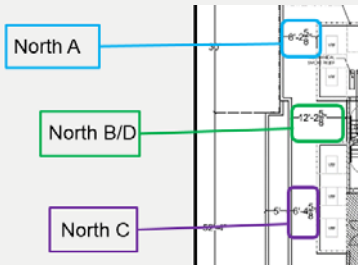
South B1 Setback
 $5.68' : 15' = 0.38 : 1$

South B2 Setback
 $12.18' : 20' = 0.61 : 1$

South C1 Setback
 $10.68' : 15' = 0.71 : 1$

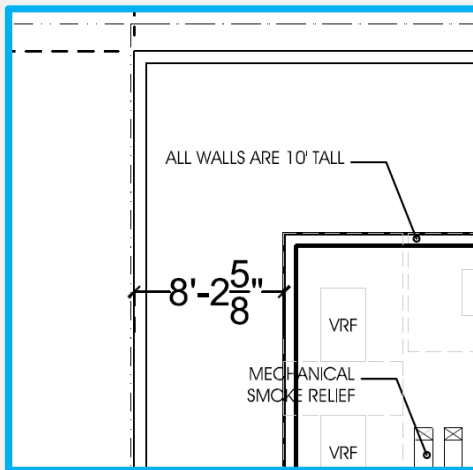
South C2 Setback
 $17.18' : 20' = 0.86 : 1$



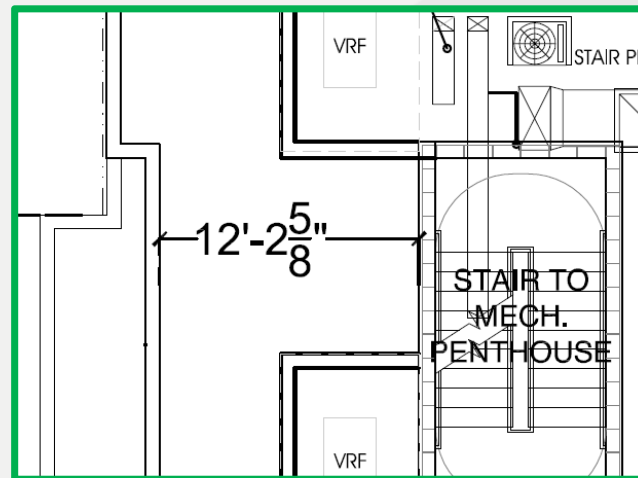


Detail Sheet of Mechanical Only Penthouse Plan

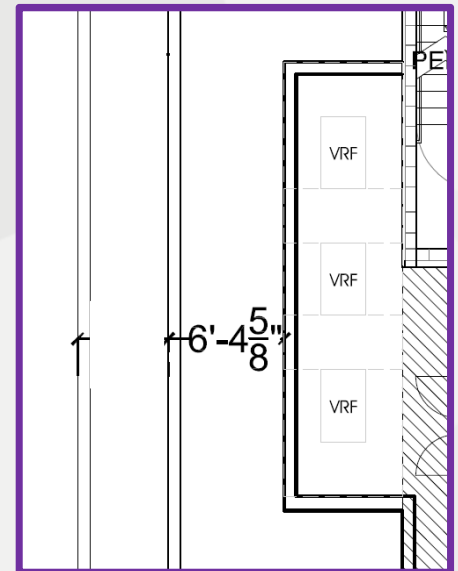
North A Setback
8.22' : 10' = 0.82 : 1

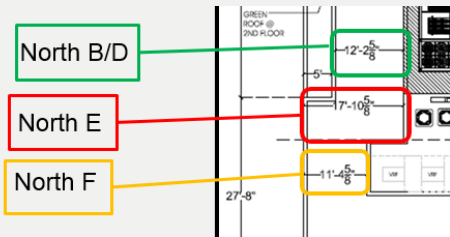


North B/D Setback
12.22' : 10' = 1.22 : 1



North C Setback
6.39' : 10' = 0.64 : 1



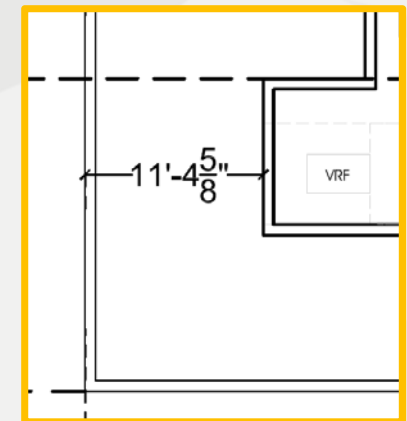
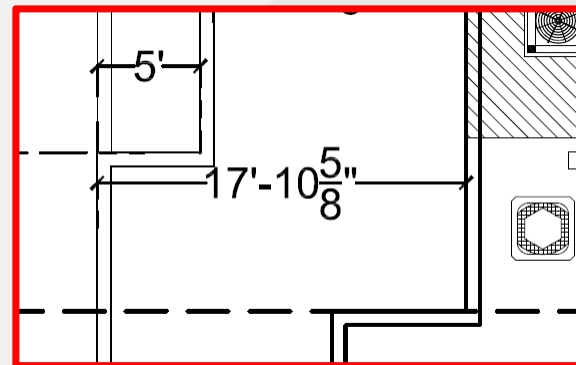
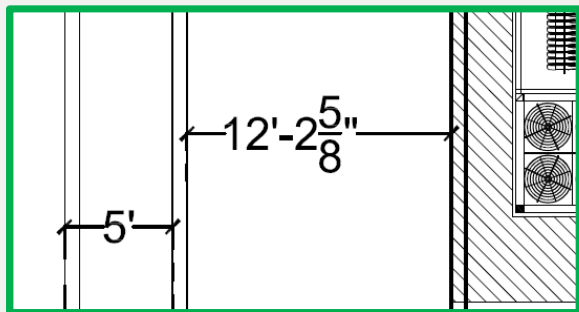


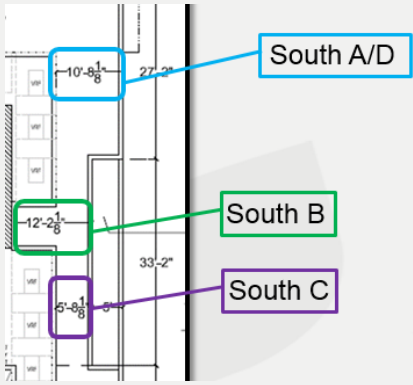
Detail Sheet of Mechanical Only Penthouse Plan

North B/D Setback
12.22' : 10' = 1.22 : 1

North E Setback
17.89' : 10' = 1.79 : 1

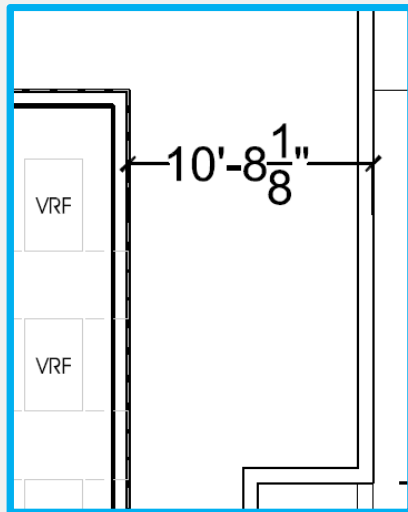
North F Setback
11.39' : 10' = 1.14 : 1



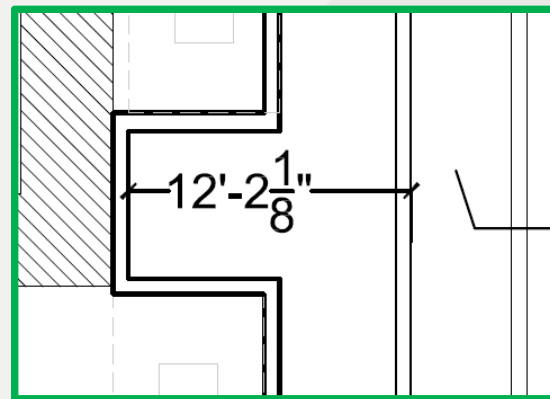


Detail Sheet of Mechanical Only Penthouse Plan

South A/D Setback
 $10.68' : 10' = 1.07 : 1$



South B/D Setback
 $12.18' : 10' = 1.22 : 1$



South C Setback
 $5.68' : 10' = 0.57 : 1$

