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January 5, 2000

DAVID W. BRIGGS  
202-828-5001

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**VIA HAND DELIVERY**

Zoning Commission of the District of Columbia  
c/o District of Columbia Office of Zoning  
441 4<sup>th</sup> Street, N.W., Suite 210  
Washington, D.C. 20004  
Attention: Ms. Jerrily Kress, Director

Re: Application for Approval of Use of  
Air Space for an Alley Bridge, Square 514

Dear Ms. Kress:

This firm serves as legal counsel for Yale Steam Limited Partnership, a long term owner of Lots 6, 87, 67, 68, 73 , 74 in Square 514 (the "Partnership"). By this letter we submit an Application of the Partnership for Approval of Use of Air Space to permit construction and maintenance of a bridge in public air space above a fifteen (15) foot wide public alley in the southern portion of Square 514 (the "Alley"). The public alley in question separates the buildings which make up the historic Yale Steam Laundry site in Square 514.

Yale Steam Limited Partnership has proposed to adaptively re-use and develop the Yale Steam Laundry site in its entirety as a hotel. The hotel to be developed would occupy the two (2) historic Yale Steam Laundry buildings and building additions proposed to be added to each historic structure in accordance with applicable zoning.

The Yale Steam Laundry Site is zoned DD/C-2-C.

The Partnership is seeking to construct an enclosed pedestrian bridge across the Alley to connect the buildings of the Yale Steam Laundry Site, which are to be developed for a hotel. The bridge, would be one story in height, with the lowest elevation of the bridge to be located 22 feet above the Alley grade below. The bridge would connect the two (2) components of the historic site without the need to close or relocate the Alley. The bridge would occupy only a small portion of the air space above the Alley. The bridge will give hotel guests access between the buildings of the historic Yale Steam Laundry site without having to confront the elements or compete with vehicular traffic in the Alley.

DISTRIBUTION  
JAN 5 9:45 AM '00

**ZONING COMMISSION**  
 ZONING COMMISSION  
 District of Columbia  
 CASE No. 00-01  
 CASE NO. 00-01  
 EXHIBIT NO. 5  
 EXHIBIT No. 05

Ms. Jerrily Kress  
January 5, 2000  
Page 2

This application consists of the following:

1. One (1) originally executed copy of Zoning Commission Form No. 7, and twenty (20) photocopies thereof.
2. Twenty (20) copies of a statement entitled "Justification for Use of Portion of Air Space Above Public Alley for Alley Bridge" with attachments.
3. Twenty (20) copies of a key map noting the Yale Steam Laundry site and the applicable zoning in and around the site.
4. One (1) original and twenty (20) copies of a certified plat of survey prepared by the Office of the Surveyor for each of Lots 87 and 6, annotated to reflect the building location of the historic Yale Steam Laundry buildings, and the proposed addition to each building.
5. Twenty (20) copies of a plat plan drawn to a scale of 80 feet to the inch, identifying Square 514 and each of the Squares immediately abutting that Square, and street names. As we discussed and as you determined, we have noted only the lots as presently existing on Square 514 including the lots of the Yale Steam Laundry site; we have not similarly identified lots on the abutting squares.
6. A filing fee of \$500.00, made payable to the "Office of Zoning."

We will be supplying shortly a listing of property owners owning property within at least a 200 foot radius of the Yale Steam Laundry Site.

Please give me a call if you have any questions or need any additional information. We much appreciate your assistance in this matter.

Sincerely,

HOLLAND & KNIGHT LLP



David W. Briggs

Enclosures

cc: Michael Minkoff (w/encl.)  
Andrew Altman (w/encl.)  
Suman Sorg (w/encl.)

Zoning Commission Form No. 7

Justification for Use of Portion of Air Space  
Above Public Alley for Alley Bridge

## Key Map

Plats of Survey of Lots 87 and 6, Square 514

Plat Plan of Square 514 and Abutting Squares

WAS1 #788780 v1

00  
JAN-6  
1999

**Justification for Use of Portion of Air Space  
Above Public Alley for Alley Bridge**

The existing Yale Laundry Complex (the "Complex"), located on Lots 87 and 6 on Square 514, is designated as an historic landmark on the District of Columbia Inventory of Historic Places and on the National Register of Historic Places. The Complex has a street address of 437-443 New York Avenue, N.W.

The Complex consists of two (2) buildings and related land separated by a fifteen (15) foot wide public alley (the "Alley"). (See Exhibit A attached to this Justification) To the east of the public alley is the 1902 Yale Laundry Building, which had been enlarged by a 1924 addition. To the west of the public alley is the 1919 stable/garage building. The enlarged 1902 building housed the commercial laundry operations with the 1919 building being set aside for stables on the ground floor, and horse drawn and motorized delivery equipment on the upper floor.

Since the closing of the laundry operations in the early 1980s', the Complex has been vacant.

The Complex is located two (2) blocks east of the new Washington Convention Center now under construction.

The applicant, Yale Steam Limited Partnership, has proposed adaptive reuse of the Complex and Lots 87 and 6, as well as Lots 67, 68, 73, and 74 adjacent to Lot 6, for a hotel serving the new Convention Center. The 400 room hotel would be developed, using the existing historic buildings of the Complex as the public/common spaces for the hotel operations (i.e. lobby, management offices, retail shops, fitness facility and restaurant) with the guest rooms to be located in two (2) additions to the historic buildings. (See picture of model of proposed development attached as Exhibit B to this Justification and Site Plan attached as Exhibit C to this Justification.)

Since the applicant is proposing additions to a designated historic landmark buildings, the applicant submitted the proposed development design to the District of Columbia Historic Preservation Review Board (the "Review Board") for review and approval. The Review Board gave concept approval in November 1999 to the proposed project, including the applicant's proposal to erect an alley bridge across the Alley.

Having received concept approval from the Review Board, the applicant now requests approval from the District of Columbia Zoning Commission for the erection of the proposed bridge connection between the two (2) parts of the proposed project, pursuant to the District of Columbia Public Space Utilization Act of 1968.



The proposed bridge would span the Alley mid way along the Alley off of New York Avenue right of way (the "Bridge"). The Bridge would provide a pedestrian connection between the 1902 Yale Laundry Building to the east of the Alley (where many of the public/common areas of the hotel project would be located) to the guest rooms to be located in the addition to the 1919 stable/garage building to the west of the Alley. The Bridge would connect the third floor of the 1902 Yale Laundry Building to the new guest room addition of the 1919 stable/garage building.

The Bridge would be approximately 15 feet in length and 8 feet in width. The Bridge would be one (1) story high. The lowest elevation of the Bridge would be approximately 22.5 feet above the grade of the Alley immediately below. The Bridge would occupy approximately 120 square feet of air space above the Alley; the Alley contains approximately 2,273.7 square feet of land area. The Bridge as proposed would thus cover less than 5.3 % of horizontal area above the Alley below.

The Bridge is designed in an industrial vernacular complementary to the industrial character of the Complex; it would be essentially transparent, sheathed in glass, encasing a metal structural framework. (See the Depiction of the Bridge looking first northward from New York Avenue and then southward from Brown's Court attached as Exhibit D to this Justification.) The Bridge design would provide for lighting below the Bridge to illuminate the covered portion of the Alley below.

The applicant had originally proposed the closure of the Alley at its current location and the dedication of a new alley, 20 feet in width, to the west of Lot 6 in order to unify Lot 6 and Lot 87. The Alley is an original alley in the Square and connects New York Avenue to Brown's Court, a thirty (30) foot wide east-west alley bisecting the Square. Brown's Court separates the commercial uses located in the southern portion of Square 514 from the residential uses in the northern portion of the Square. Opposition to the proposed Alley closure and relocation essentially related to the loss of direct vehicular access to New York Avenue from M Street. The opposition was sufficiently strong to cause the applicant to withdraw the Alley closure application.

Use of air space above the Alley right of way for the Bridge preserves the Alley, yet provides the physical connection which is important to the efficient operation of a hotel on the Complex. While a hotel might operate without the Bridge, the presence of the Bridge makes for a more effective operation. It would provide hotel guests with protection from the elements especially in inclement weather. It will afford hotel guests a means of passage between the two (2) parts of the Complex to avoid probable pedestrian and vehicular conflicts in the Alley at grade. Finally it will provide some measure of personal safety for hotel guests moving from one part of the Complex to the other. The presence of the Bridge will not hamper traffic flow through the Alley nor impact the historic character of the Complex. In fact the presence of the Bridge, by providing a connection between the two historic buildings, can contribute to the industrial type character of the

Complex for which it was designated as an historic landmark. Bridge structures between industrial type buildings are often found in the older industrial cities of the East Coast.

If the use of the air space is approved by the Zoning Commission, the applicant would enter into a lease with the District of Columbia for leasing of the air space for the Bridge, in accordance with applicable codes and regulations of the District of Columbia.

For reasons of efficiency of operation of the Complex as whole, minimal impact on the Alley and the alley system the Square, and hotel guest safety, the Bridge makes logical and reasonable sense, and will in fact enhance the historic character of the Complex as a whole.

Exhibit A

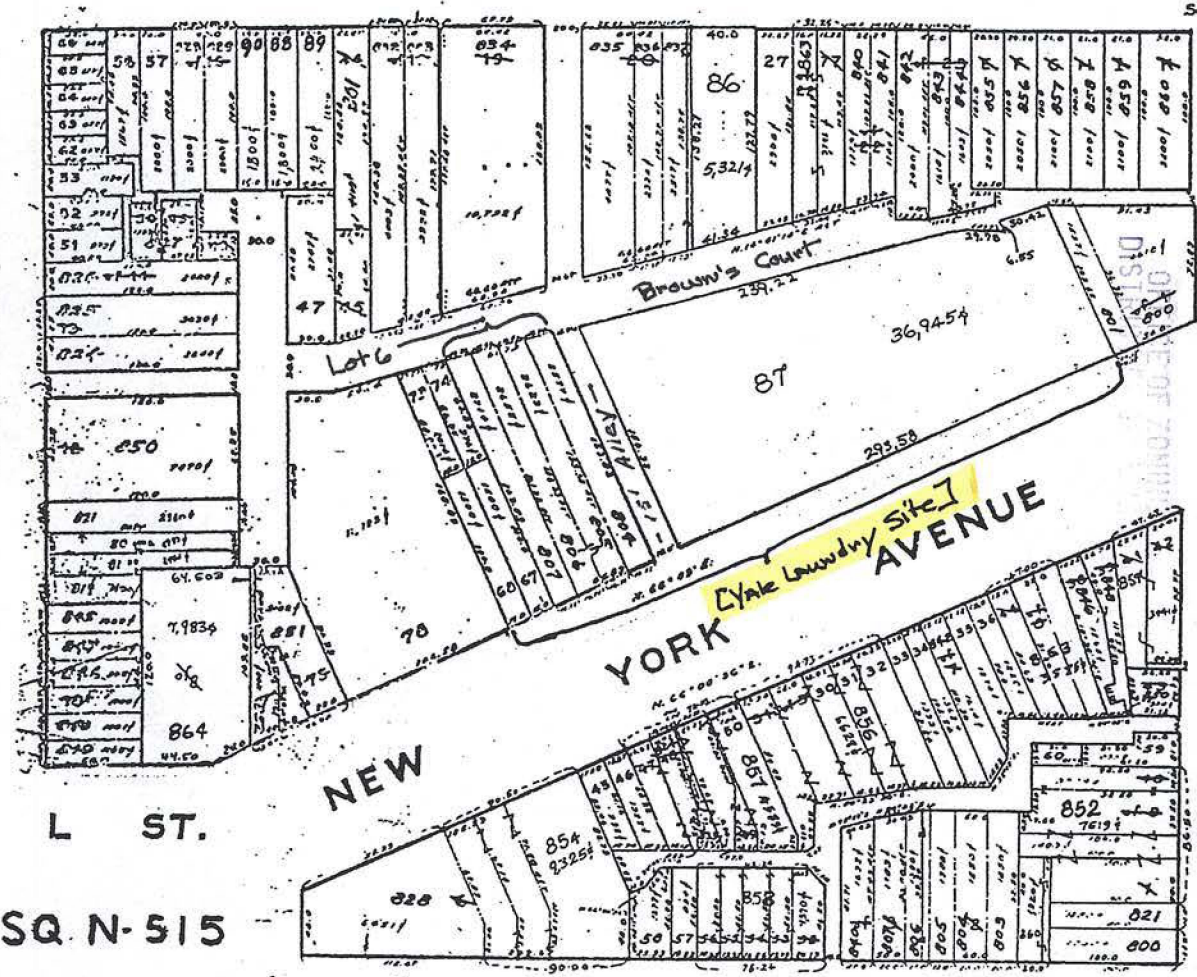
Plat of Complex/Photograph of Complex

PLAT OF COMPLEX  
JAN 6 1966

SQ. 514 M

STREET

STREET



JAN - 6 - 1946

L ST.

SQ N-515

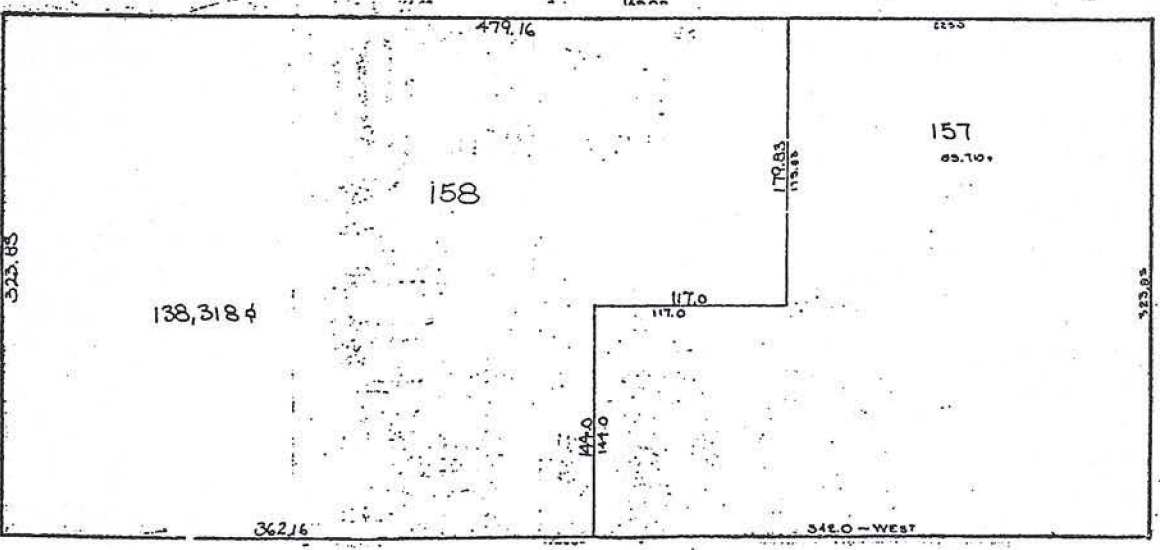
SQ. 515

L

STREET

5TH

4TH



K

STREET



FRONT VIEW

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OFFICE OF ZONING  
DISTRICT



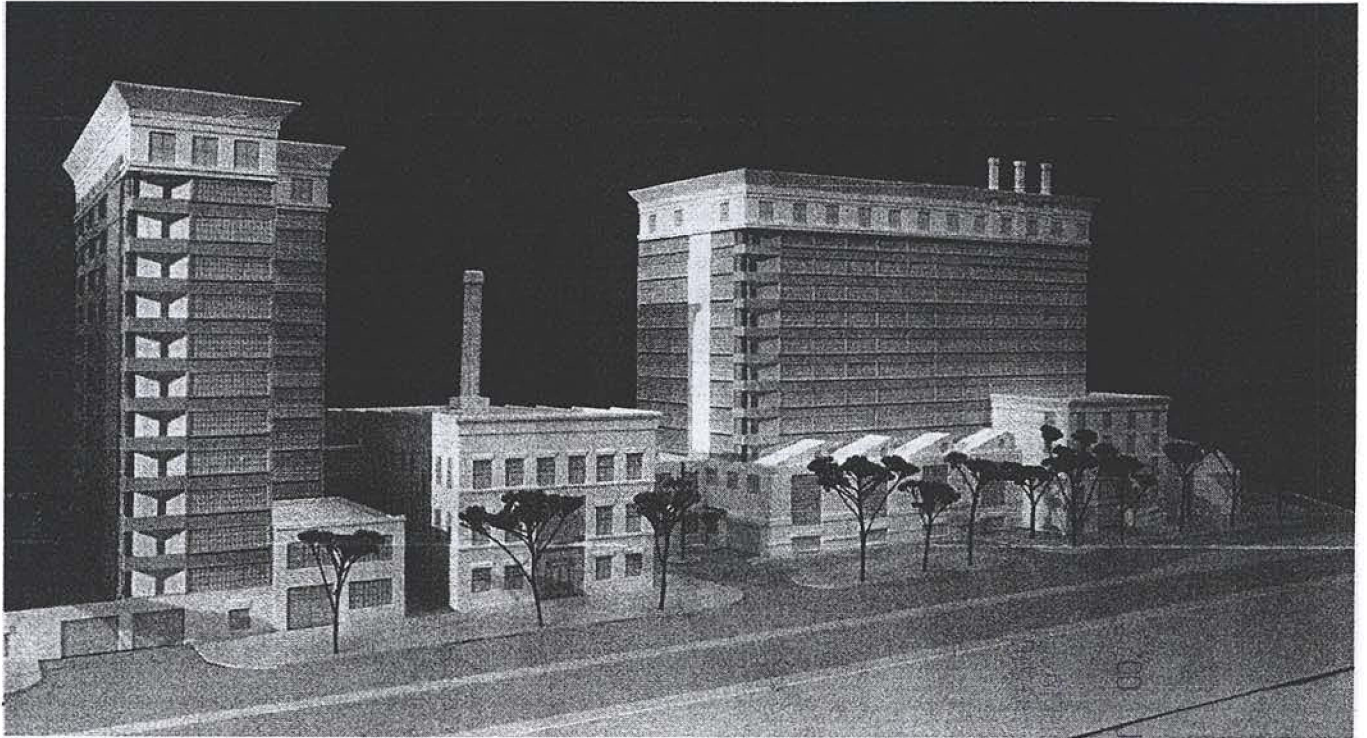
Exhibit B

Picture of Model of Complex As Enhanced

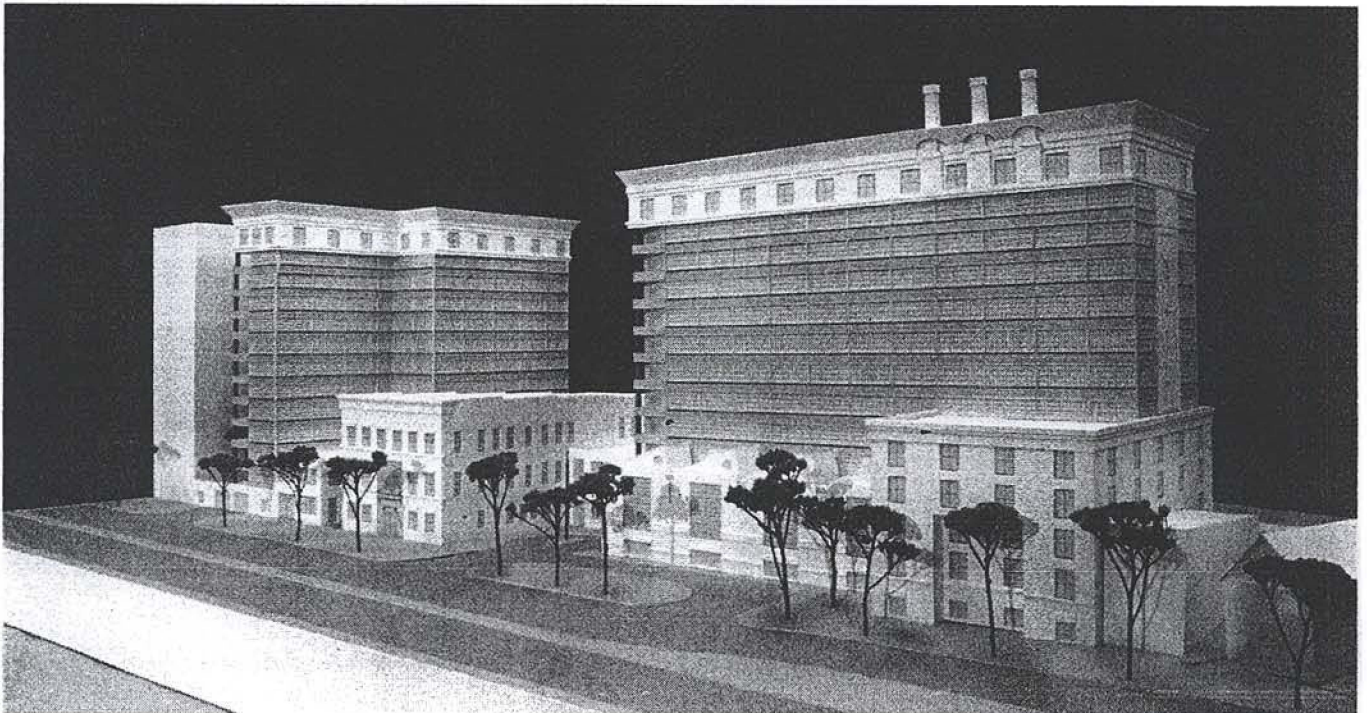
01/11/10

09:59:46 AM '10





View along New York Avenue from the West



View along New York Avenue from the East

Exhibit C

Site Plan of Complex as Enhanced

PLS  
DIST

97:6V 9-NVF 00.





Exhibit D

**Design Elevations of Bridge  
(As Viewed from New York Avenue, NW  
and from Brown's Court)**

WAS1 #787632 v4

DISTRICT

9V:6V 9-NW 00.

'00 JAN -6 19:46

DIS

BRIDGE FLOOR AREA = 120.50 SQ. FEET

22' - 5 1/16"  
(HEIGHT OF BRIDGE ABOVE PAVEMENT  
@ LEAST DIMENSION)

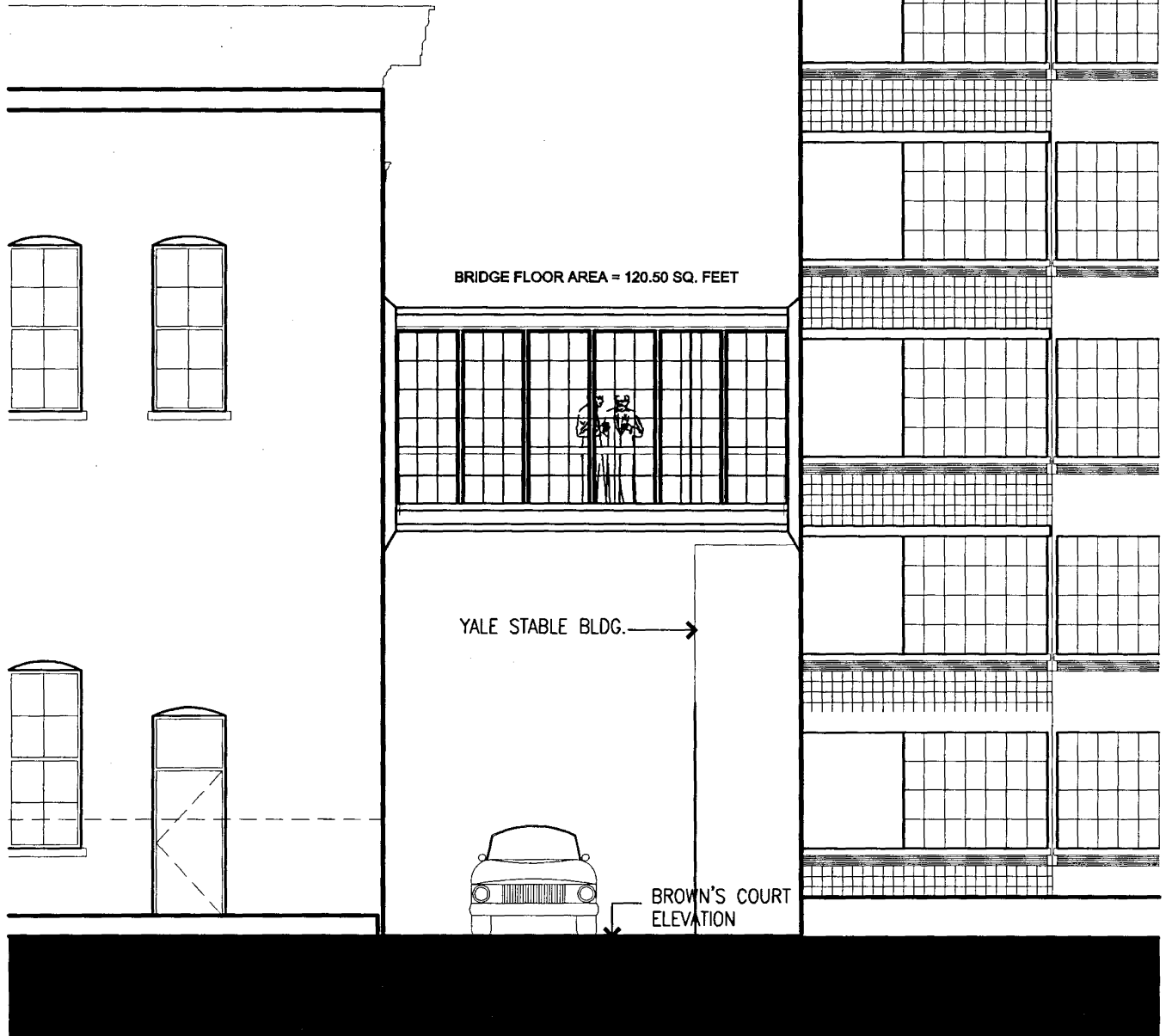
BROWN'S COURT  
ELEVATION

ALLEY PAVEMENT  
ELEVATION DIRECTLY  
BELOW BRIDGE

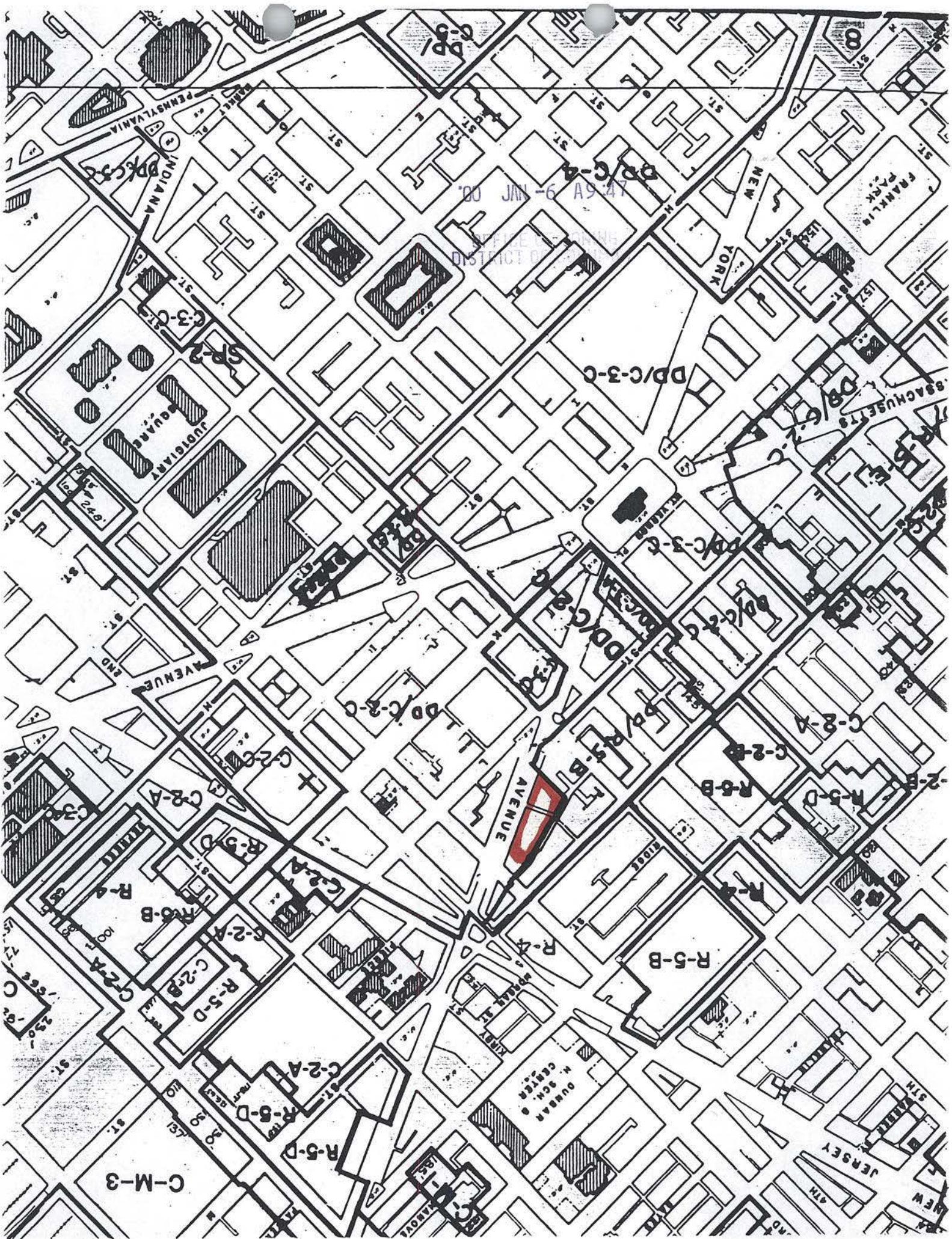
NW YORK AVE.  
ELEVATION

'00 JAN -6 19:47

DISTRICT







JAN 6 1947

INDIANA ST

JUDICIARY SQUARE

AVENUE

AVENUE

RIDGE ST

DURBAN ST

NEW JERSEY ST

NEW YORK ST

FRANKLIN PARK

C-M-3

R-5-B

C-2-A

R-5-D

C-2-B

R-5-C

C-2-C

R-5-A

C-2-D

R-5-E

C-2-E

R-5-F

C-2-A

R-5-D

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C-2-C