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2010 APR -6 PM 3:46

GEORGE R. KEYS, JR.*
*Also Admitted in Maryland

March 11, 2010

OF COUNSEL:
HAROLD E. JORDAN

HAND-DELIVERED

Meredith H. Moldenhauer, Esq., Chairperson
District of Columbia Board of Zoning
441 4th Street, N.W. - Room 210 South
Washington, D.C. 20001

Re: BZA Application No. 17337 - Application of N Street Follies LP

Dear Ms. Moldenhauer:

This firm represents N Street Follies LP (the "Applicant") in connection with the remand of the special exception case from the D.C. Court of Appeals to the Board. At the conclusion of the March 23, 2010 public hearing, the Board requested that the Applicant submit three (3) items on or before April 6, 2010: (i) all photographs and sketches shown by the project architects during the course of their rebuttal testimony; (ii) a statement by the architects as to the context for the rear facade of the proposed project; and (iii) exhibits from O.R. George & Associates, Inc. referred to in his rebuttal testimony regarding traffic accident statistics for the nearest intersection to the public alley and 17th Street, N.W. and the vehicle gap analysis performed on October 9, 2010.

We submit herewith the architects' material responsive to the Board's request in a notebook. Pages 1-23 provide the rear facade context and pages 24-71 are all of the images projected by the architects during the public hearing. By separate attachment we include the letter from O.R. George & Associates, Inc. transmitting the requested traffic data.

Very truly yours,


George R. Keys, Jr.

Enclosures

cc: Kinley R. Bray, Esq.
Advisory Neighborhood Commission 2B
Arlova Jackson (OP)
Morton A. Bender

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17337
EXHIBIT NO. 120
Board of Zoning Adjustment
District of Columbia
CASE NO. 17337
EXHIBIT NO. 120

April 2, 2010

District of Columbia, Board of Zoning Adjustment
ATTN: Chairperson Meridith H. Moldenhauer, Esquire,
441 4th Street N.W, Suite 210
Washington, DC 20001

VIA

George Keys, Esquire,
JORDAN & KEYS, PLLC
1400 Sixteenth Street, N.W., Suite 710
Washington, DC 20036

Re: BZA Application No. 17337 - N Street Follies Development:
Submission of Supplementary Traffic Data

Dear Madame Chairperson:

In accordance with the Board's request at the recently-concluded public hearing in the referenced matter, we are pleased to provide the following items of information on behalf of the Applicant:

- a) **Documents substantiating the source of accident data:** Two pages of data are attached, with the fax cover sheet showing the source as the District of Columbia Department of Transportation - Traffic Safety, Standard and Data Analysis Division).
- b) **Data substantiating Gap Study summaries for Square 158 alley access onto 17th Street N.W:**
The survey results are summarized in two attached tables, representing one hour during both the morning and afternoon weekday peak periods. The "time" column of the table was formatted in "Hours:Minutes:Seconds" in order to illustrate the nearest 5-second interval when the inbound and outbound vehicle movements occurred. We believe this format greatly facilitates the presentation. However, the Board may please note that the gap summaries presented on each page of the survey may vary slightly from the statistics presented during the rebuttal testimony.

We trust that this submittal fully satisfies the Board's requirements on these items. Thank you.

Respectfully yours,
O. R. GEORGE & ASSOCIATES, INC.



Osborne R. George, P.E., PTOE
President

Attachments: As Noted



District Department of Transportation

Infrastructure Project Management Administration
Traffic Safety, Standard and Data Analysis Division
Phone (202)671-2800 Fax (202)741-5958

Fax

To: Osborne R. George Fax: 301-794-4400
From: Eric Walden Phone: 202-741-5328
Pages: 3 Date: 3-24-2000
Re: Accident Reports cc:

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

● Comments:

Attached are the documents you
requested.

Location:

SEVENTEENTH ST And N ST

Quadrant:

NW

2006		2007		2008	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
7	5	5	2	3	1

2006 - 2008 SUMMARIES**Contributing Factors:**

Diver:	Vehicle:	Roadway:	Unknown:
7 46.67%	0 0.00%	1 6.67%	6 40.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
6	1	0	1	3	0	0
Fixed Object:	Ran Off Road:	Pedestrian:	Backing:	Non Collision:	Other:	
0	0	0	1	0	0	

Accident Times:

Time	2006		2007		2008	
	# ACC	Percent	# ACC	Percent	# ACC	Percent
07:30-09:30	0	0.00%	0	0.00%	1	33.33%
09:30-11:30	1	14.29%	1	20.00%	0	0.00%
11:30-13:30	0	0.00%	0	0.00%	1	33.33%
13:30-16:00	2	28.57%	0	0.00%	0	0.00%
16:00-18:30	1	14.29%	3	60.00%	1	33.33%
18:30-07:30	3	42.86%	1	20.00%	0	0.00%

Total	7	100.00%	5	100.00%	3	100.00%
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Weekday	4	57.14%	4	80.00%	3	100.00%
Weekend	3	42.86%	0	0.00%	0	0.00%

Location:

MASSACHUSETTS AVE And SEVENTEENTH ST

Quadrant:

NW

2006		2007		2008	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
7	3	9	4	5	2

2006 - 2008 SUMMARIES**Contributing Factors:**

Diver:	Vehicle:	Roadway:	Unknown:
11 52.38%	0 0.00%	0 0.00%	6 28.57%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked:
2	1	1	3	3	0	1
Fixed Object:	Ran Off Road:	Pedestrian:	Backing:	Non Collision:	Other:	
1	0	1	1	0	0	

Accident Times:

Time	2006		2007		2008	
	# ACC	Percent	# ACC	Percent	# ACC	Percent
07:30-09:30	0	0.00%	1	11.11%	2	40.00%
09:30-11:30	3	42.86%	2	22.22%	2	40.00%
11:30-13:30	0	0.00%	0	0.00%	0	0.00%
13:30-16:00	0	0.00%	1	11.11%	0	0.00%
16:00-18:30	3	42.86%	1	11.11%	0	0.00%
18:30-07:30	1	14.29%	4	44.44%	1	20.00%
Total	7	100.00%	9	100.00%	5	100.00%
Weekday	4	57.14%	4	44.44%	4	80.00%
Weekend	2	28.57%	1	11.11%	0	0.00%

Inbound and Outbound Movements (8:00 - 9:00 AM)

Survey Date: 10/02/2009, Friday

[illegible]

Source: Field Survey by O. R. George & Associates, Inc.

Legend: Inbound Vehicle
Outbound Vehicle

Data Summary:
Total Vehicles (In) = 53
Total Vehicles (Out) = 8

Inbound
Average Gap = 66 seconds
Minimum Gap = 3 seconds
Maximum Gap = 245 seconds

Outbound
Average Gap = 379 seconds
Minimum Gap = 5 seconds
Maximum Gap = 1344 seconds

BZA CASE NO: 17337
SQUARE 158 Alleyway - Vehicular Activity
Peak Period Vehicle Gap Survey Data
Inbound and Outbound Movements (4:00 - 5:00 PM)

[illegible]

*Time: Hours:Minutes:Seconds

Source: Field Survey by O. R. George & Associates, Inc.

Legend: Inbound Vehicle
Outbound Vehicle

Data Summary:
Total Vehicles (In) = 11
Total Vehicles (Out) = 23

Inbound
Average Gap = 356 seconds
Minimum Gap = 40 seconds
Maximum Gap = 850 seconds

Outbound

Average Gap = 136 seconds
Minimum Gap = 20 seconds
Maximum Gap = 325 seconds



Andrulis Janezich Architects pllc

1777 Church Street, NW
Washington, DC 20036

www.ajarchitects.com

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*N Street Pollies
1743 - 55 N Street NW
Square 158 Lots 69, 835 and 836
Supplemental requested information
BZA Case Number 17337
April 06, 2010*

*District of Columbia
Office of Zoning
Board of Zoning Adjustments*



The N Street Follies Hotel addition responds to its overall context as well as its alley in a number of ways. The manner in which material, height, scale, and articulation are manipulated responds in a modern vocabulary to the contributing building neighbors. The design respects the integrity of the site's and neighboring contributing structures.

Of prime importance is the N Street streetscape. Except for the glass hotel entry, which through its transparency complements the richly detailed masonry contributing structures, the hotel's addition is placed so as to not have visual impact on N Street. The addition and its penthouse are set back significantly and again contrast with the existing by their transparency.

The addition further responds to the N Street buildings by its placement. It is positioned on the northern property line, as far away as possible from the rear facades of 1755, 1753, and 1751, the site's most significant existing buildings. This move reinstates a traditional garden out of what is currently a parking lot. It also creates a dynamic buffer space between the masonry of the old and the glass of the new. The garden, accessed from N Street through the turn of the century passage between 1751 and 1745 is open to the sky and its northern neighbors.

Alley

The addition strives to be contextual in several ways.

Material:

The addition in essence is "L" shaped with the interior of the "L" fronting a garden. The faces of the addition on the garden are composed of glass curtain wall. The perimeter of the addition, in response to its brick neighbors is composed in a modern masonry vocabulary true to its epoch but also sympathetic to its neighbors' turn-of-the-century brick.

Height:

The addition is in general scale with the surrounding structures. The addition's roof height is just four foot above the eastern neighbor's roof height and two foot below the western neighbor's roof. The northeastern portion of the addition steps down one floor to relate more closely in height and horizontal dimension to the rearmost portion of 1737 N Street.

Module:

The neighboring contributing buildings fronting the alley possess a horizontal module of modest dimension that is fairly random and generally somewhere in the range of 20' to 30'. The existing structures on the Follies site also share this characteristic. Within the relatively shallow depth of the rear facade the addition relates to this rhythm. By the use of projecting brick planes that float against a differentiated brick base layer as well as its projecting metal and glass vertical window bays the facade, recalls the traditional varied horizontal building module of the contributing structures in a 21st. century manner.

Walled Gardens:

The alley currently contains what from the alley appear to be three traditional walled gardens. The addition uses the notion of the garden wall and incorporates it into the facade as a strong horizontal masonry base. This relates directly to the adjacent Tabard Inn as well as in a more subtle manner to the alleys other garden walls.

Carriage House Doors:

Several of the alley's 19th century carriage houses remain. Within their alley facade there remain carriage house doors or in some instances the visual evidence of these forgotten openings. With new black metal and translucent glass doors the rear addition's facade eludes to these historic elements at its loading dock and car park entrances.

Stacked Fenestration:

The majority of the contributing buildings fronting the alley have a common attribute in their fenestration. It is stacked vertically. Some of the properties also use the bay as a device to group their fenestration. The addition's alley facade repeats these characteristics in the use of its three story projecting bay windows.

Black Metal:

The visitor to the alley will recognize another detail that is fairly universal in the contributing buildings, and was so before their listing. The fact that they are serviced by metal fire escape systems, usually painted black. The addition takes the abundance of black metal on the older buildings and uses it as a departure point for the detailing and color of its black metal projecting bays.

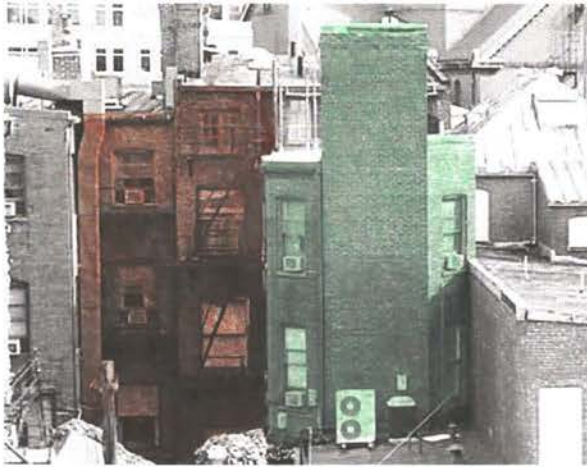


Existing North Elevation

The addition is in general scale with the surrounding structures. The addition's roof height is just four foot above the eastern neighbor's roof height and two foot below the western neighbor's roof. The northeastern portion of the addition steps down one floor to relate more closely in height and horizontal dimension to the rearmost portion of 1737 N Street.



Proposed North Elevation



The neighboring contributing buildings fronting the alley possess a horizontal module of modest dimension that is fairly random and generally somewhere in the range of 20' to 30'. The existing structures on the Follies site also share this characteristic. Within the relatively shallow depth of the rear facade the addition relates to this rhythm. By the use of projecting brick planes that float against a differentiated brick base layer as well as its projecting metal and glass vertical window bays the facade, recalls the traditional varied horizontal building module of the contributing structures in a 21st. century manner.





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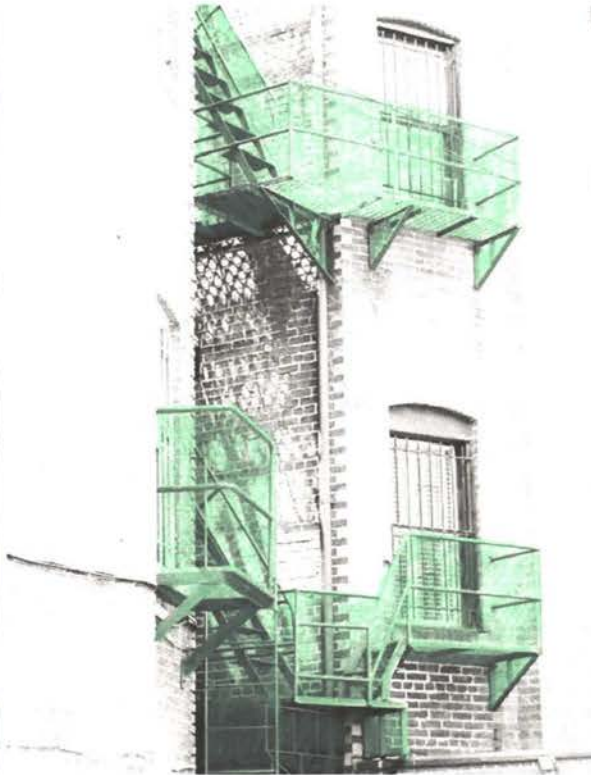
9/11

Carriage Doors

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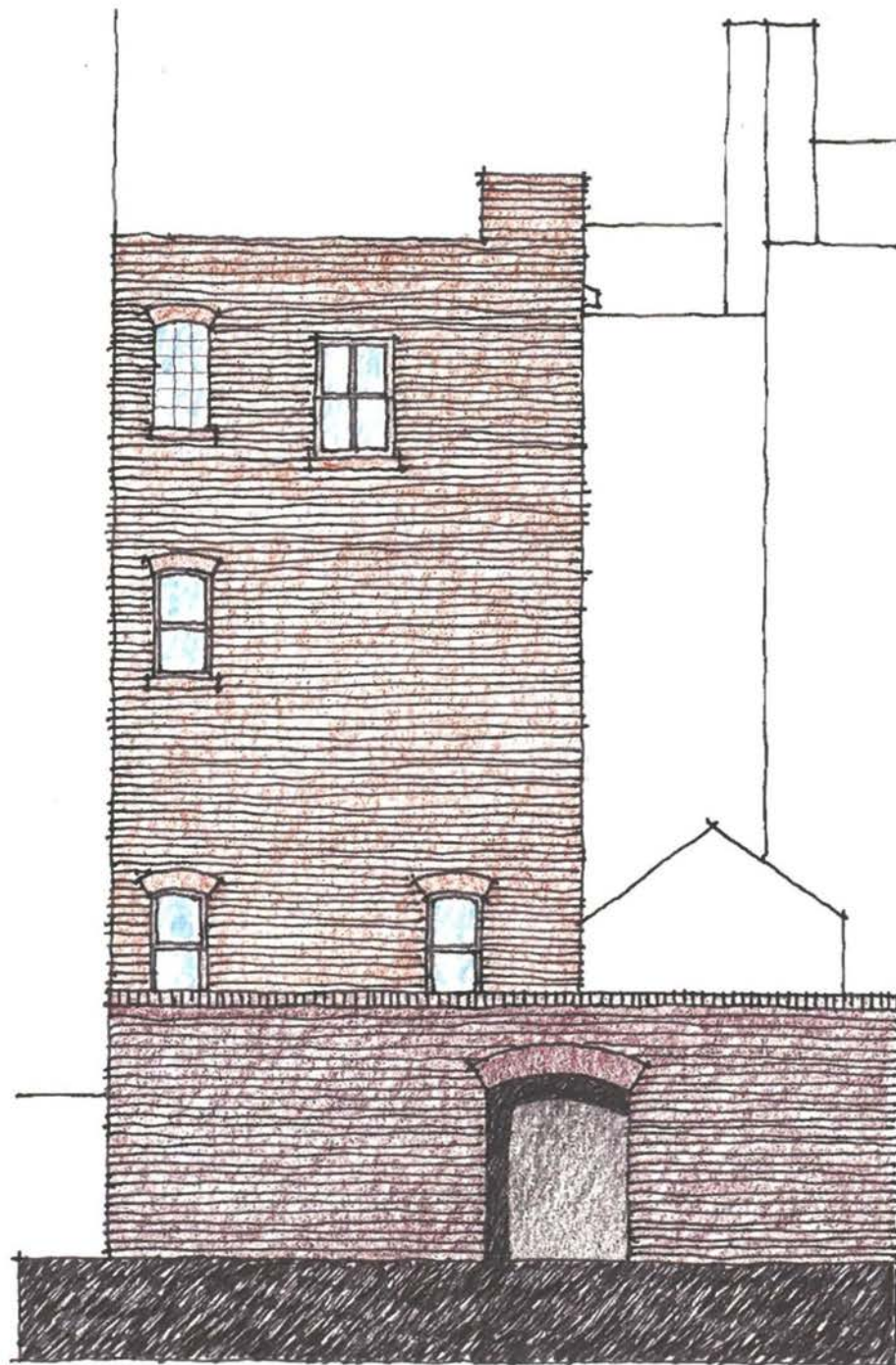
The majority of the contributing buildings fronting the alley have a common attribute in their fenestration. It is stacked vertically. Some of the properties also use the bay as a device to group their fenestration. The addition's alley facade repeats these characteristics in the use of its three story projecting bay windows.



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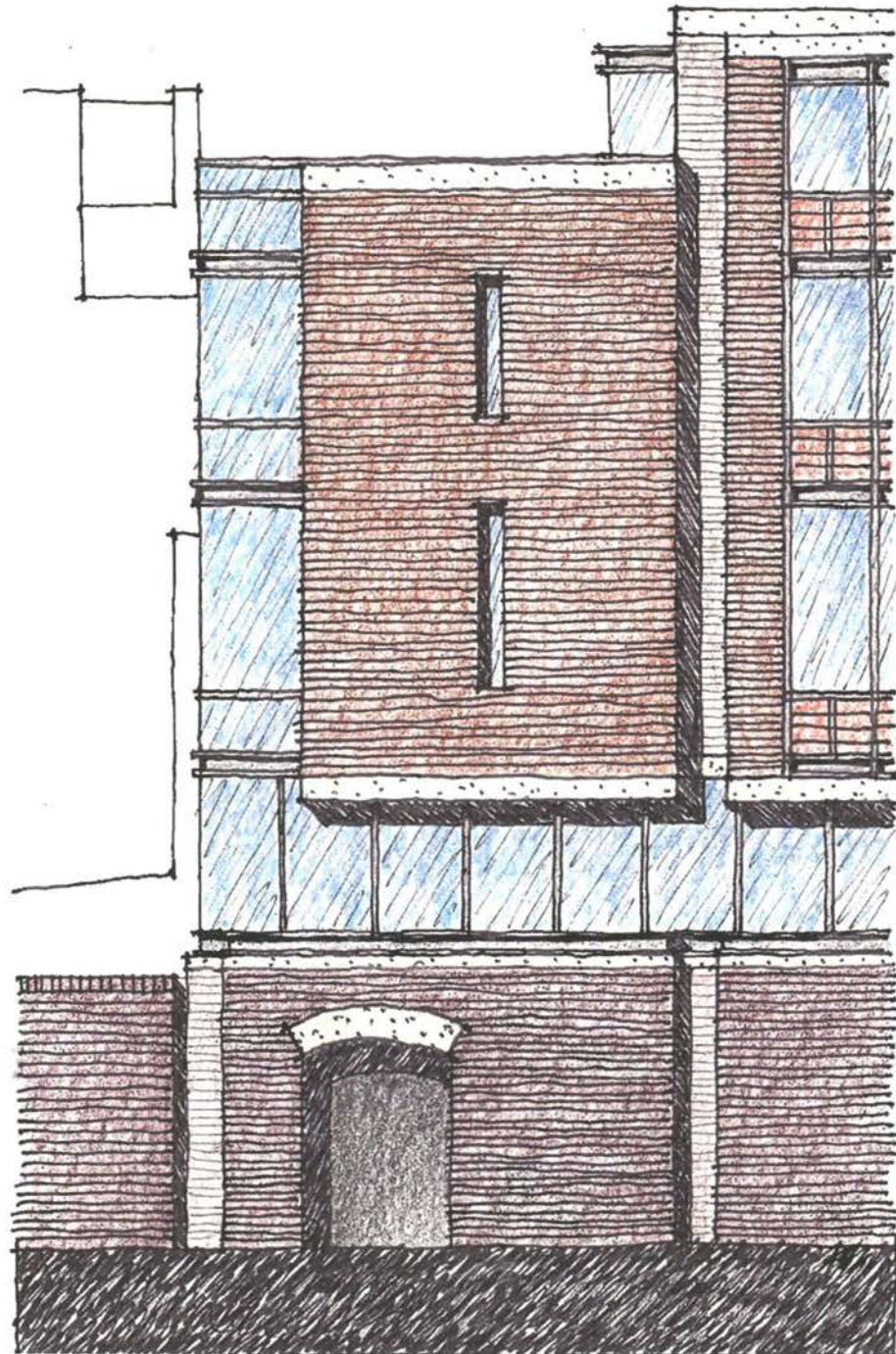


14/71

1737

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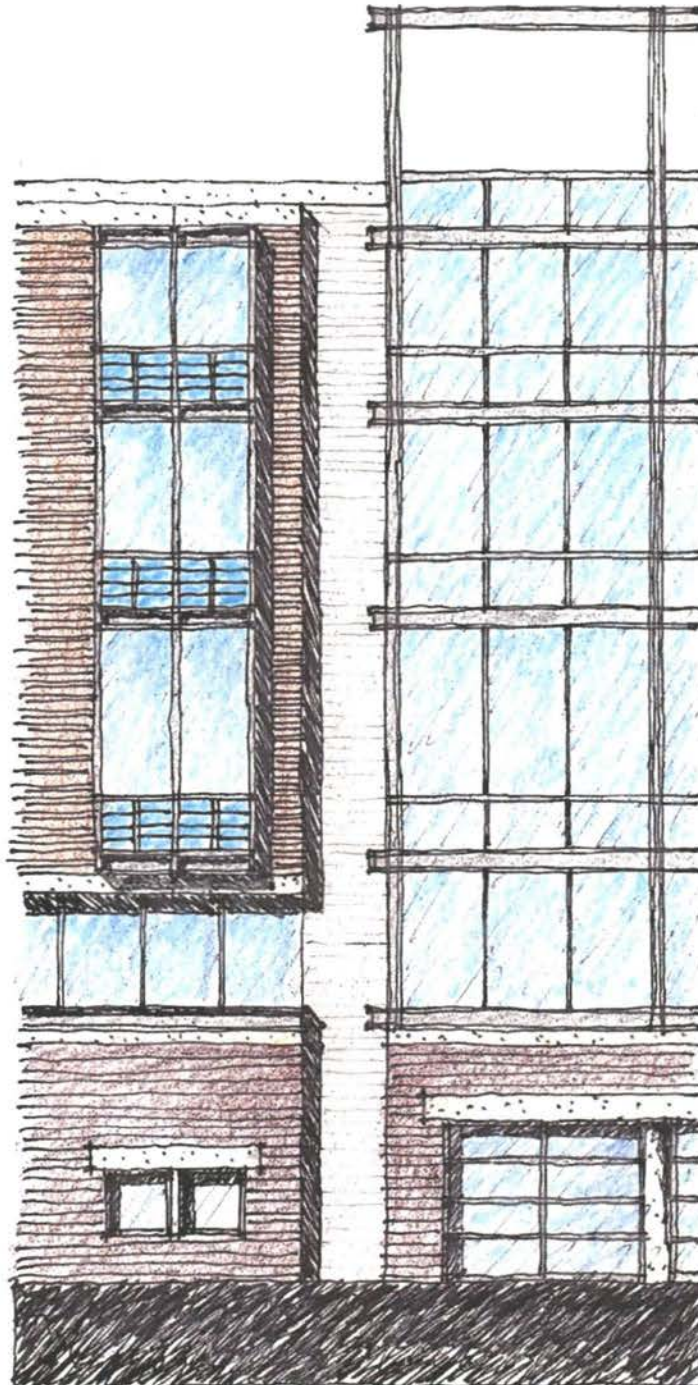










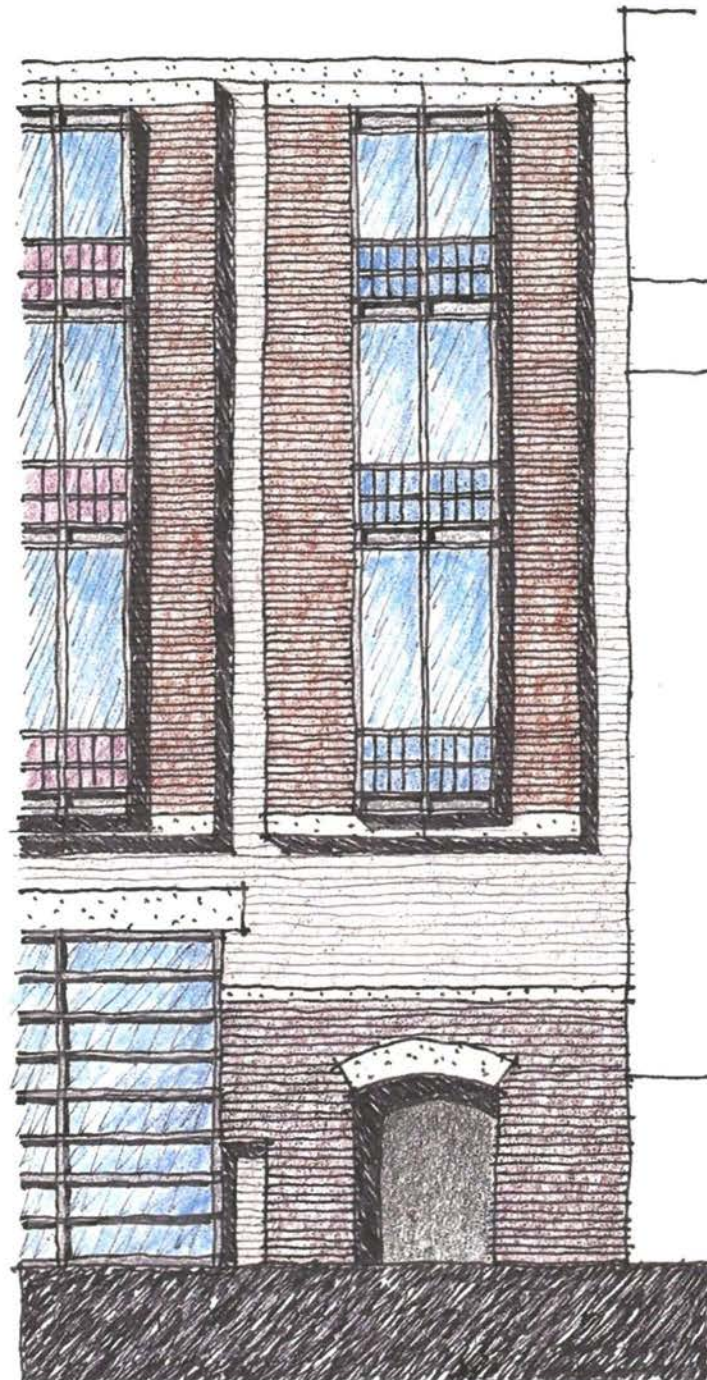


20/71

1751 East / 1751 West

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22/71

1753 | 1755

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Images shown at 23 March 2010 DZA meeting

HISTORY OF THE INN
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Photo Gallery

ROOMS & RATES
Rooms Tour
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Shared Bath

THE RESTAURANT
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RESTAURANT

The Restaurant

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Dine on New American cuisine in one of Washington D.C.'s oldest hotels. Chef Paul Pelt's ever-changing seasonal dishes soar with culinary expression.

Chef Paul Pelt's ever-changing seasonal dishes reflect global influences with a regional twist. With a commitment to sourcing ingredients of the highest quality, our kitchen creates a daily menu based on what is local, fresh, and seasonal to bring inspired dishes to your table.

Aromatic sauces, engaging appetizers, and the pristine quality of our seafood, meat and poultry entrees will entice even the most sophisticated palates. Take a look at our brick-walled garden patio and meet our chef and staff, who provide you with world-class cuisine. Reservations can only be taken one month in advance and we highly recommend making brunch reservations at least one to two weeks in advance. We do accept walk-ins but expect a wait. Call 202.331.8528 for restaurant reservations!

RESTAURANT HOURS

Breakfast:

No reservations required, except for parties of 8 or more.

Monday-Friday: 7 am - 10 am

Saturday: 8 am - 9:45 am

Sunday 8 am - 9:15 am

Lunch:

Reservations recommended.

Monday-Friday: 11:30 am - 2:30 pm

Brunch:

Reservations strongly recommended.

We usually book up a week or more in advance.

Saturday: 11 am - 2:30 pm

Sunday: 10:30 am - 2:30 pm

Dinner:

Reservations strongly recommended.

Sunday-Thursday: 6 pm - 9:30pm

Friday-Saturday: 6 pm - 10 pm

For Reservations call 202.331.8528

Reviews and Press

Over the years the Tabard Inn has garnered praise from some of the most discerning critics, press, and patrons alike.

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Hotel Tabard Inn
1739 N Street NW

Hotel: 202.785.1277
Restaurant: 202.331.8528

User Login

RESTAURANT HOURS

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<http://www.tabardinn.com/restaurant>

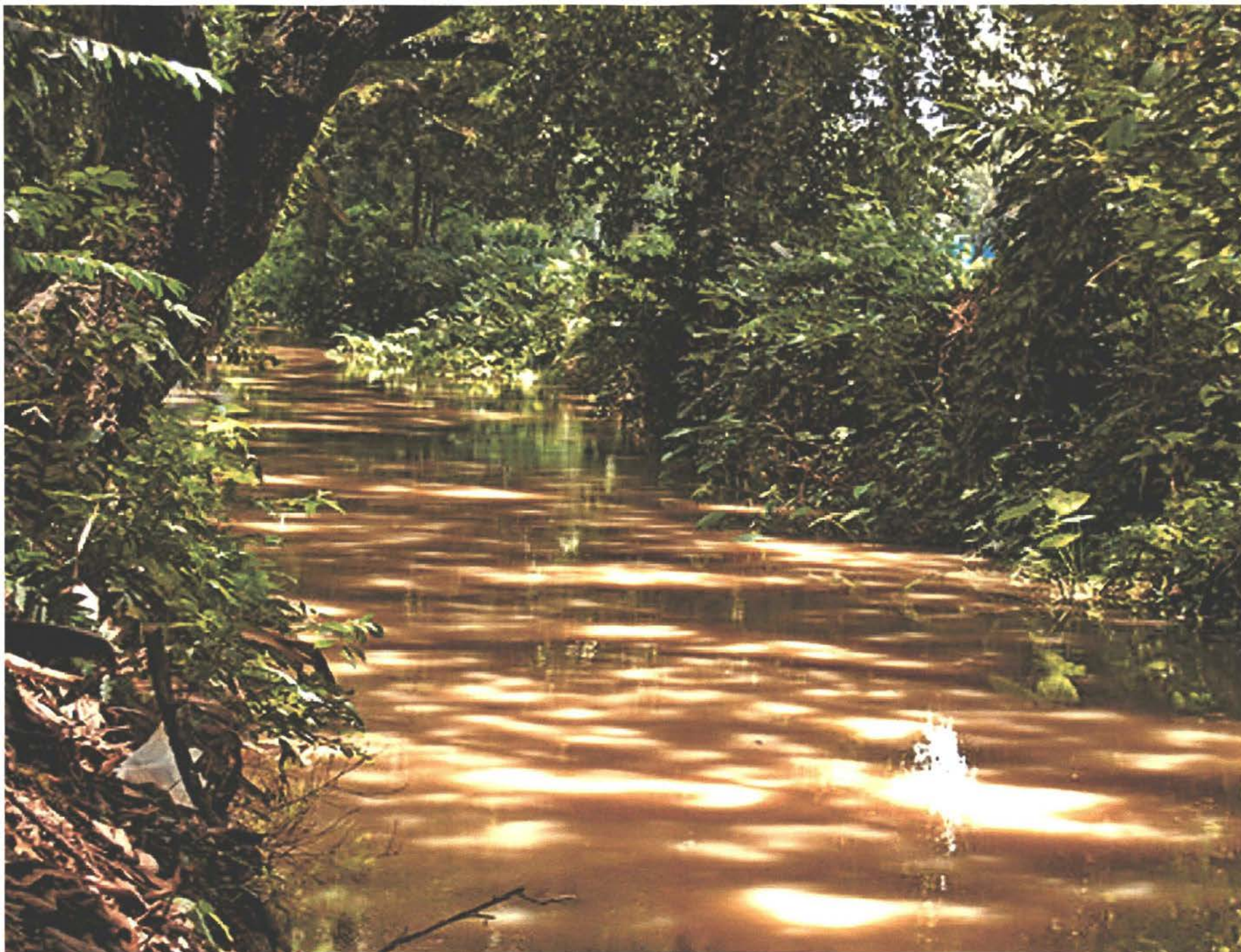
3/28/2010

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Menu

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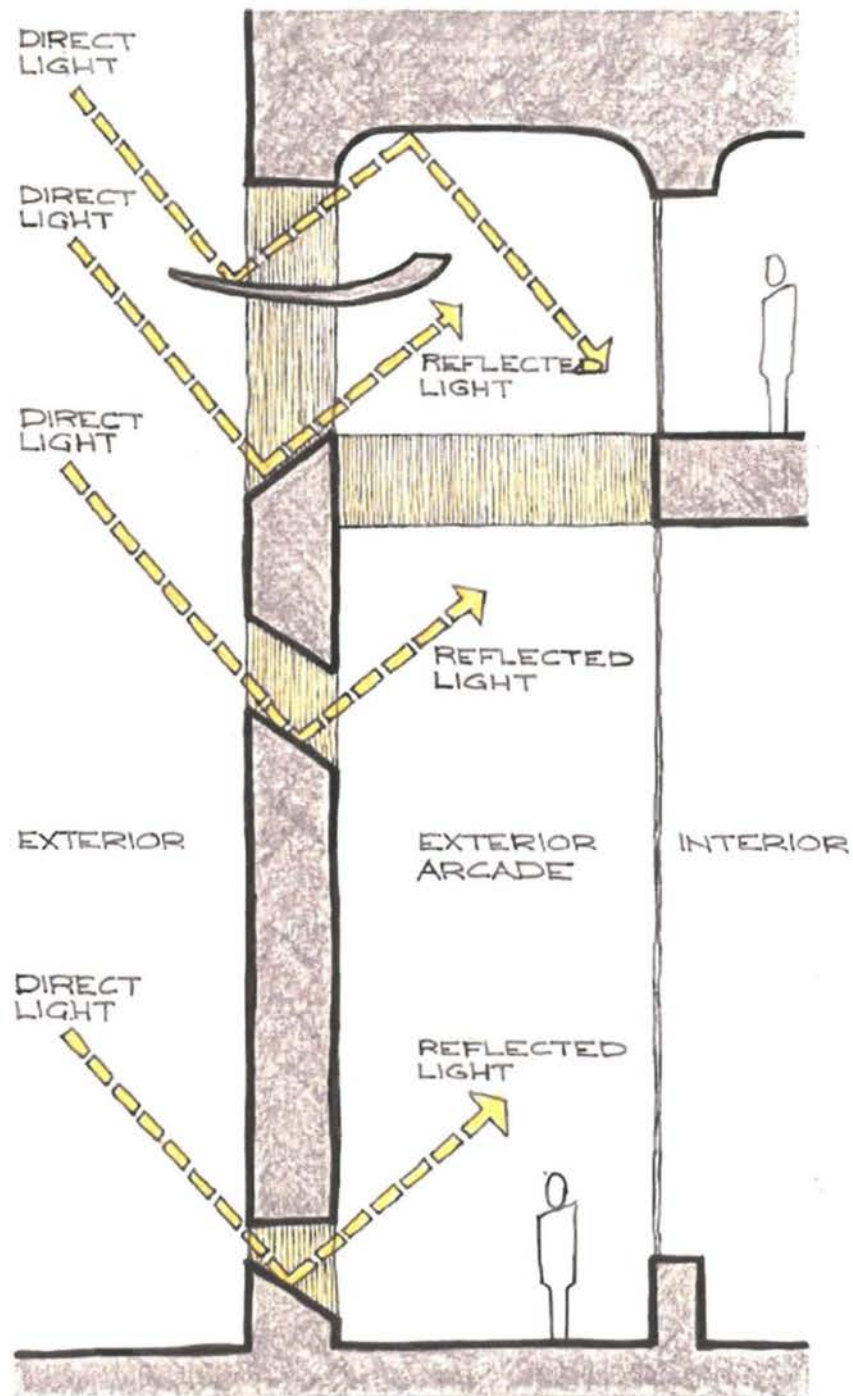
28/71

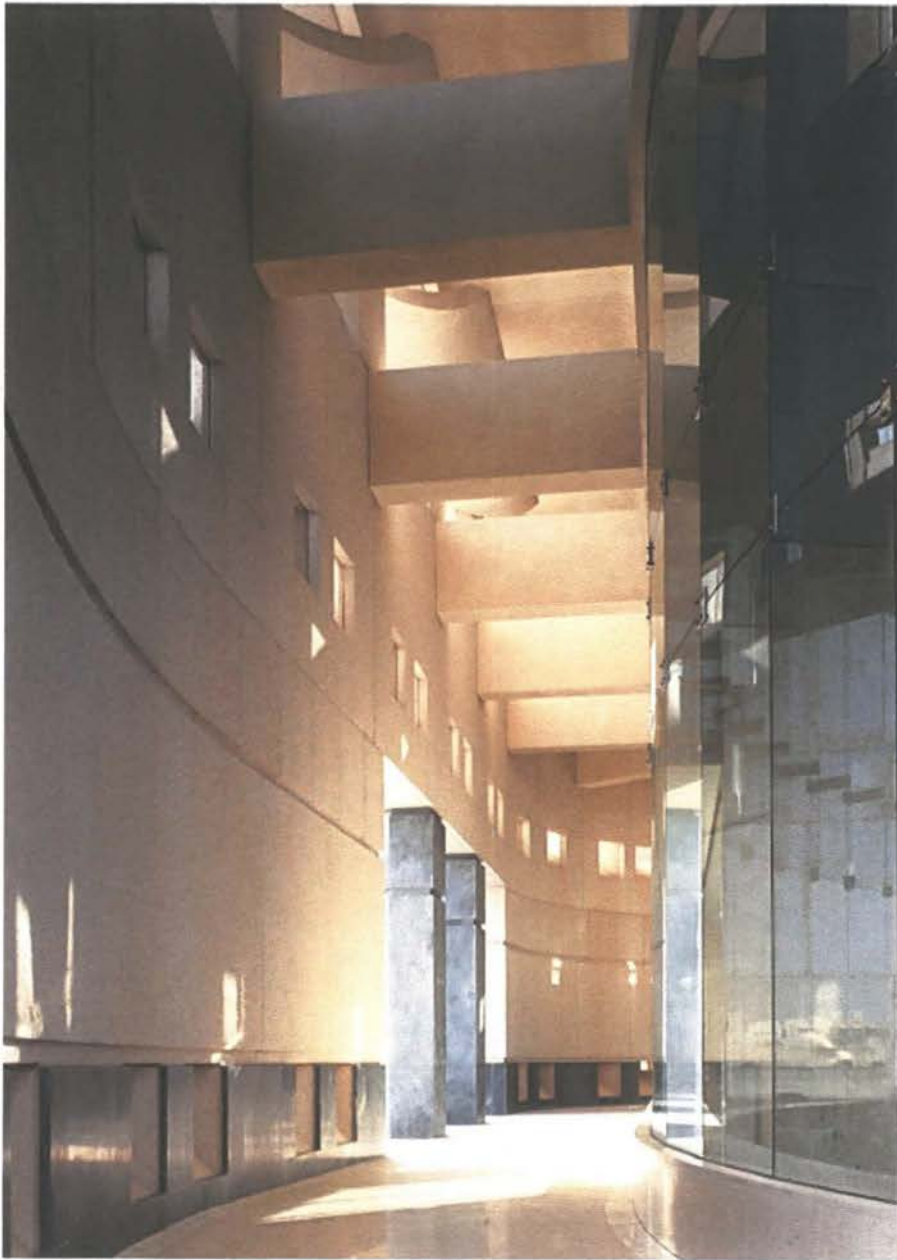
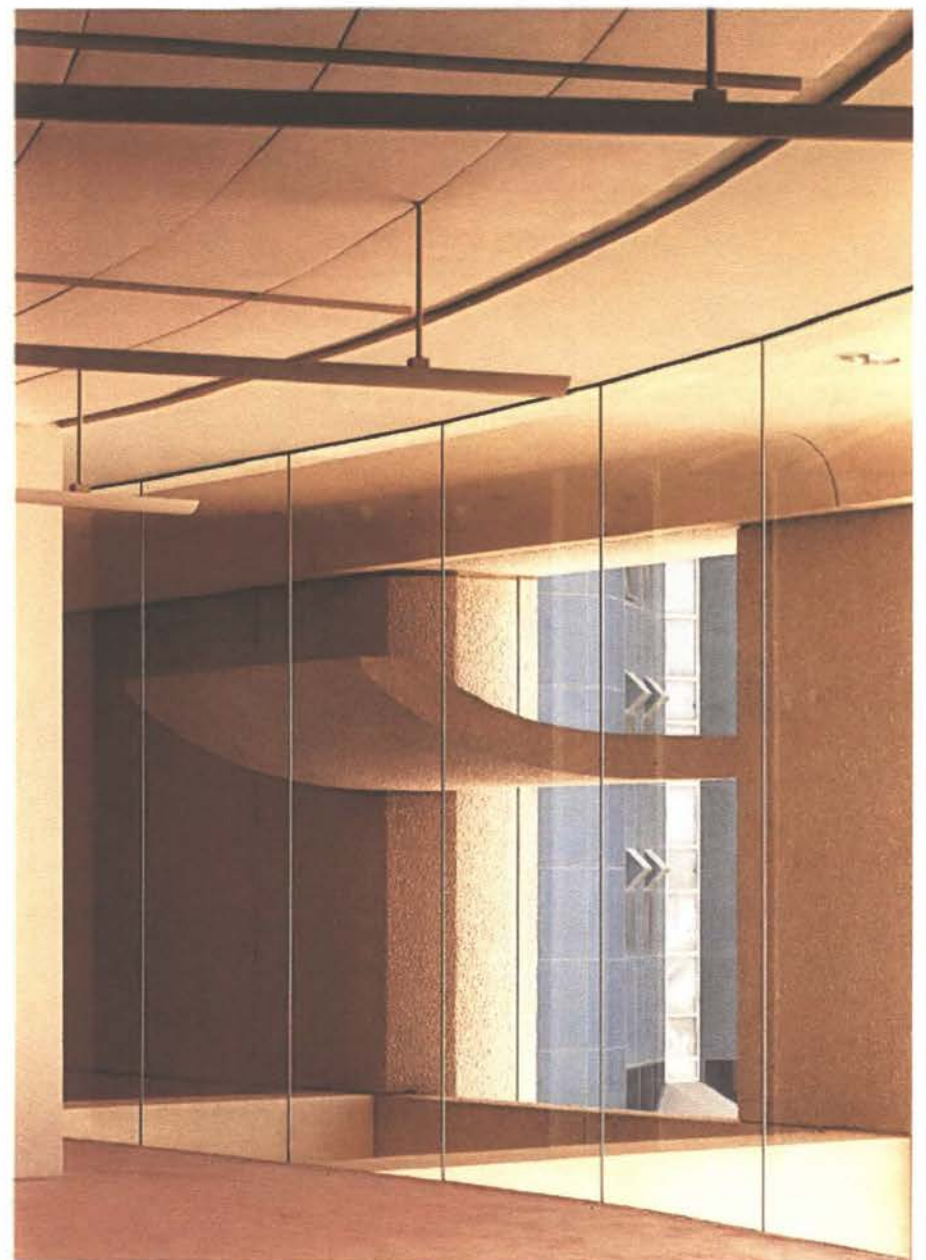
Dappled Light No. 2

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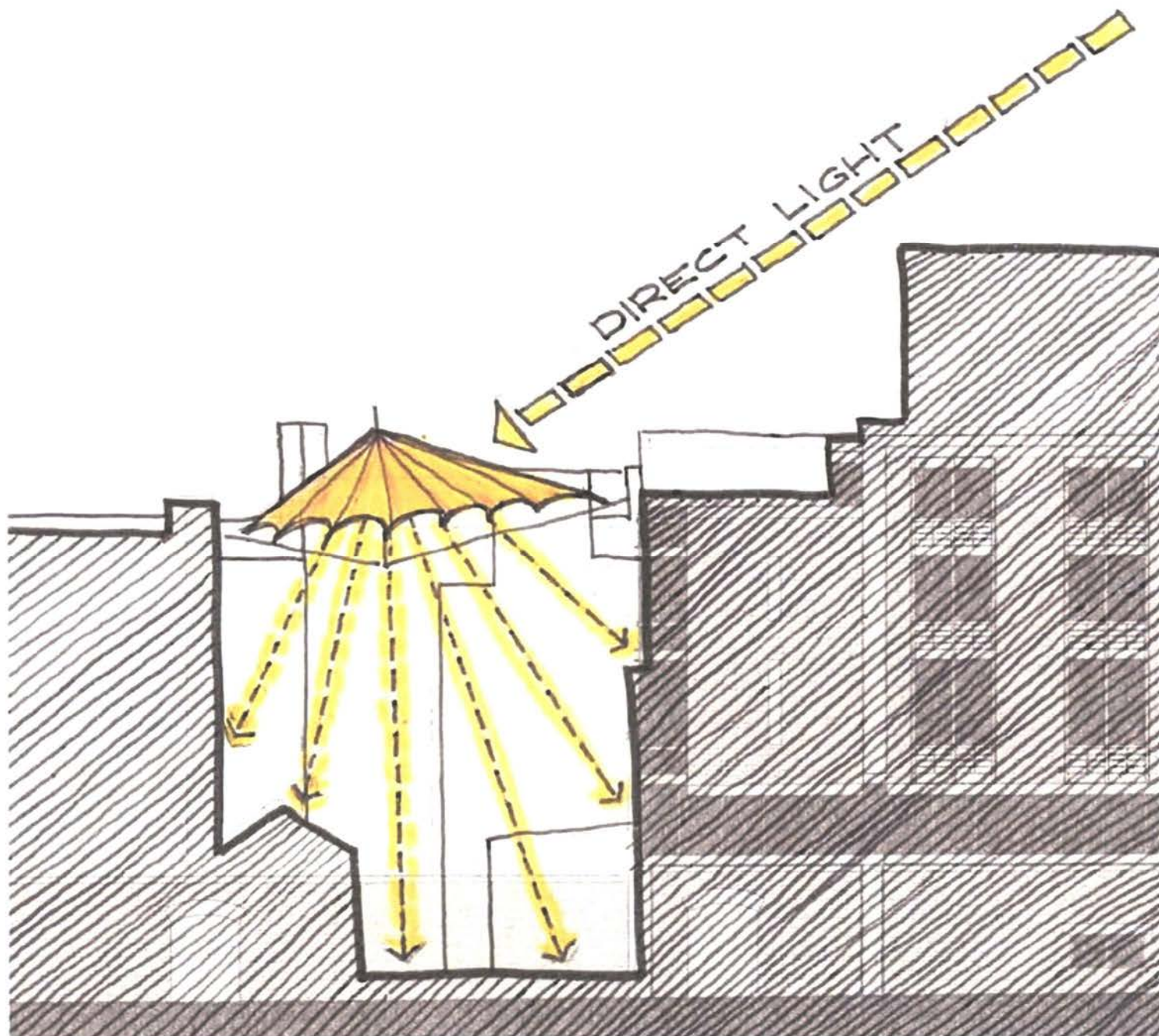


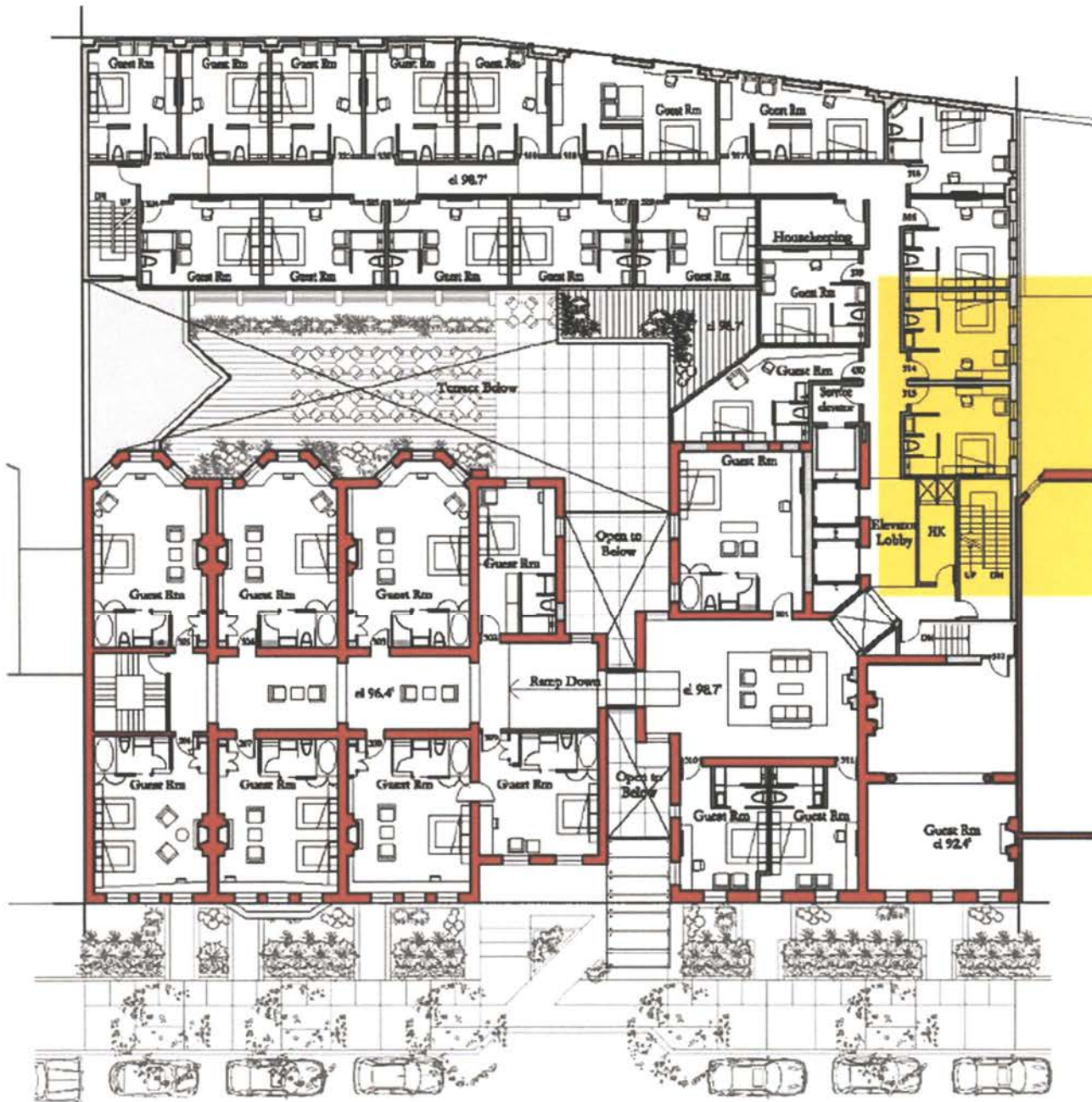


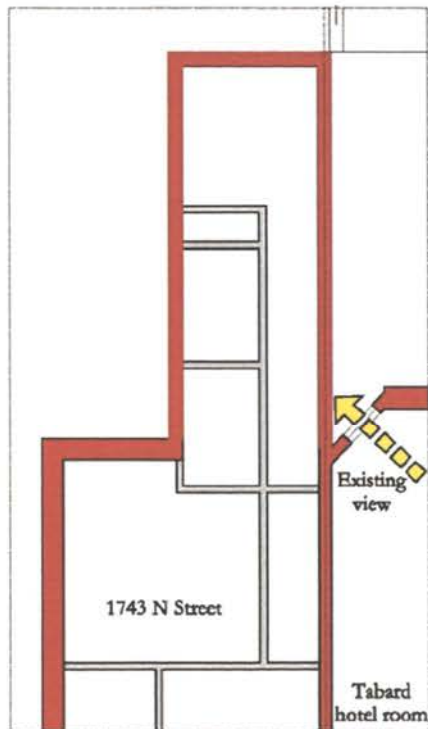
34/71

Garden Parachute

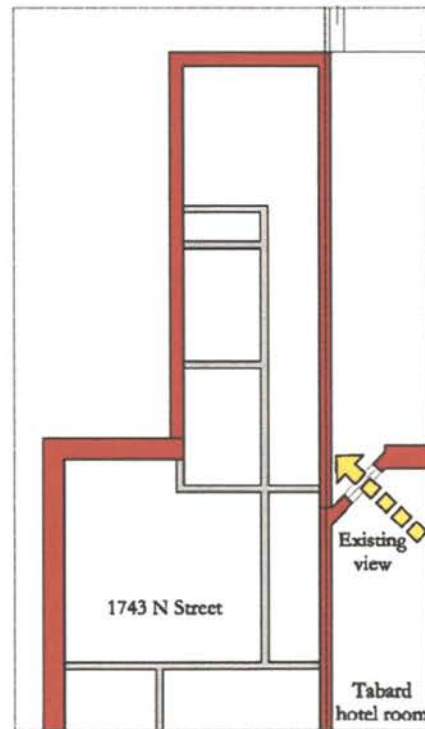
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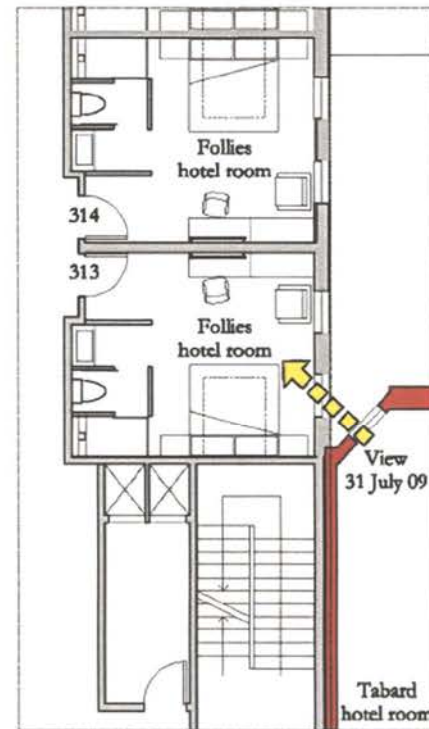




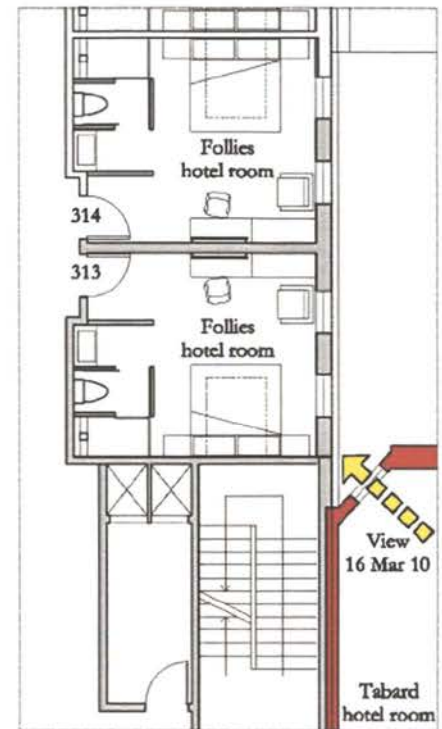
JULY 31, 2009 EXISTING EAST PARTY WALL



MARCH 16, 2010 - EXISTING EAST PARTY WALL



JULY 31, 2009 - EAST PARTY WALL

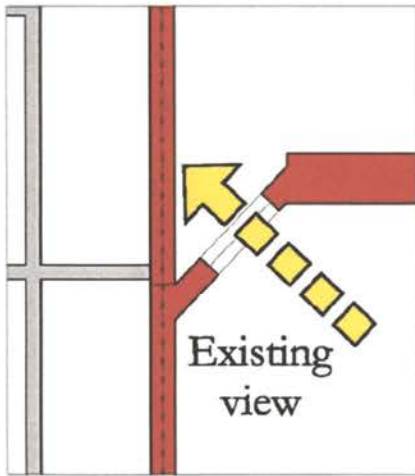


MARCH 16, 2010 - EAST PARTY WALL

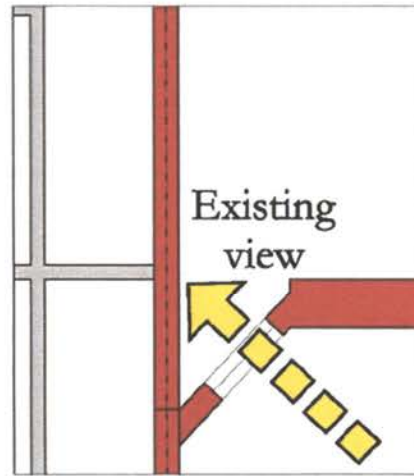
37/71

Follies Third Floor Window Detail No. 1

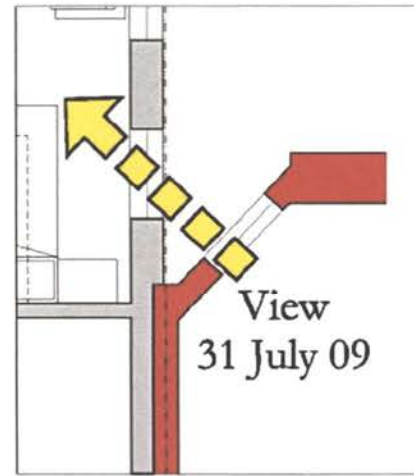
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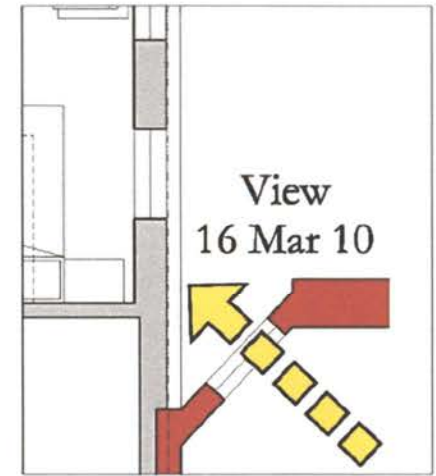
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MARCH 16, 2010 - EXISTING EAST PARTY WALL



JULY 31, 2009 - EAST PARTY WALL

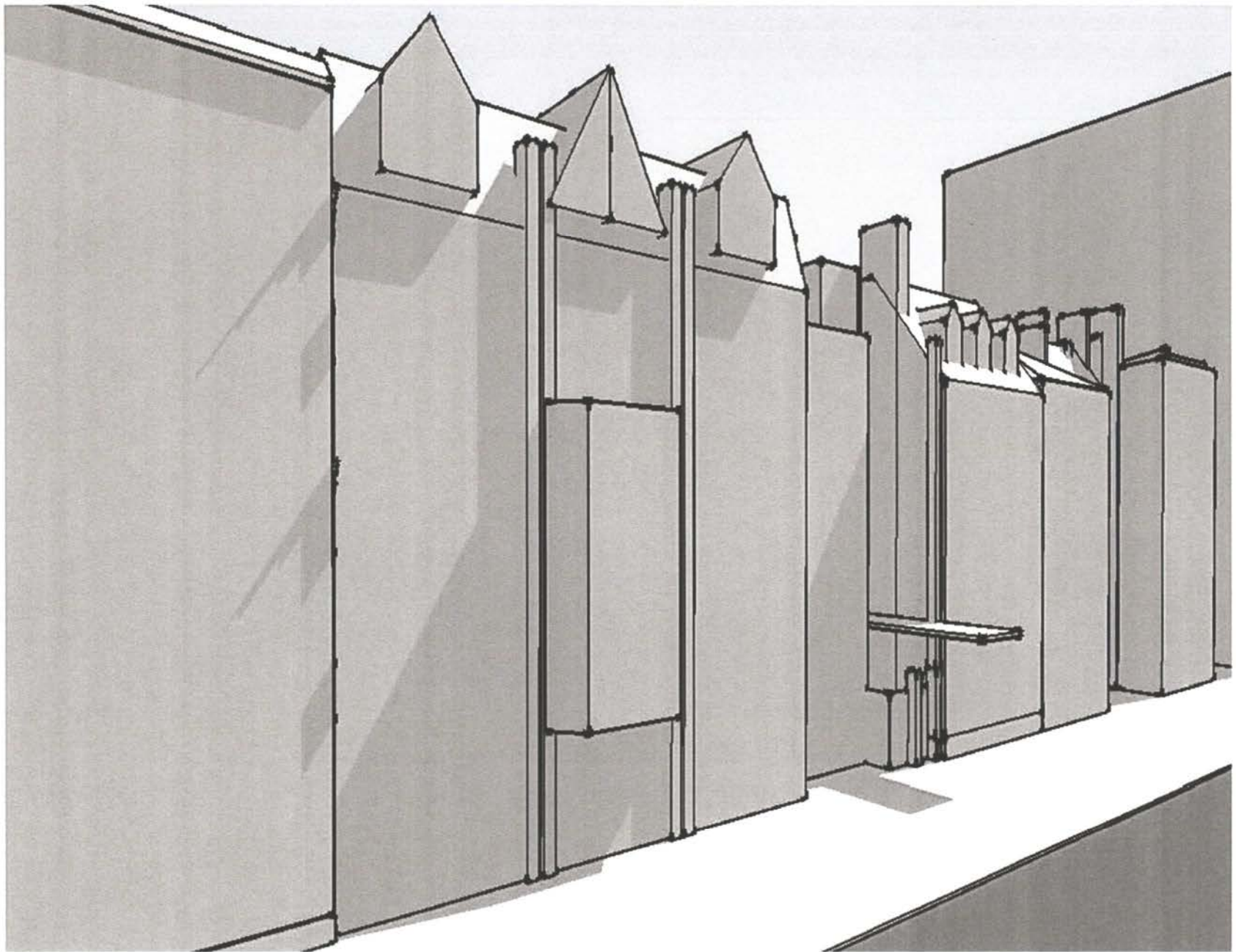


MARCH 16, 2010 - EAST PARTY WALL

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Follies Third Floor Window Detail 2

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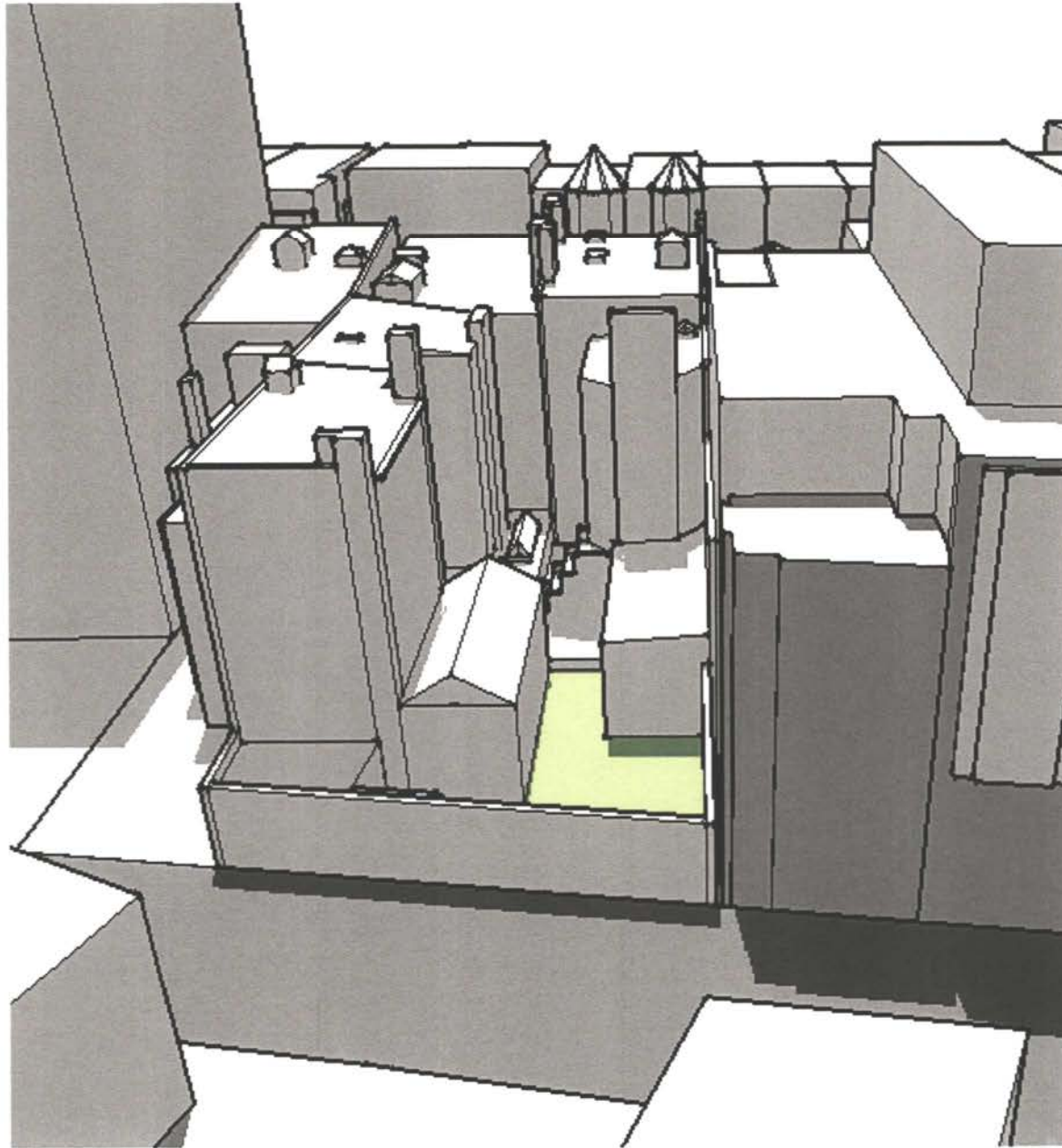


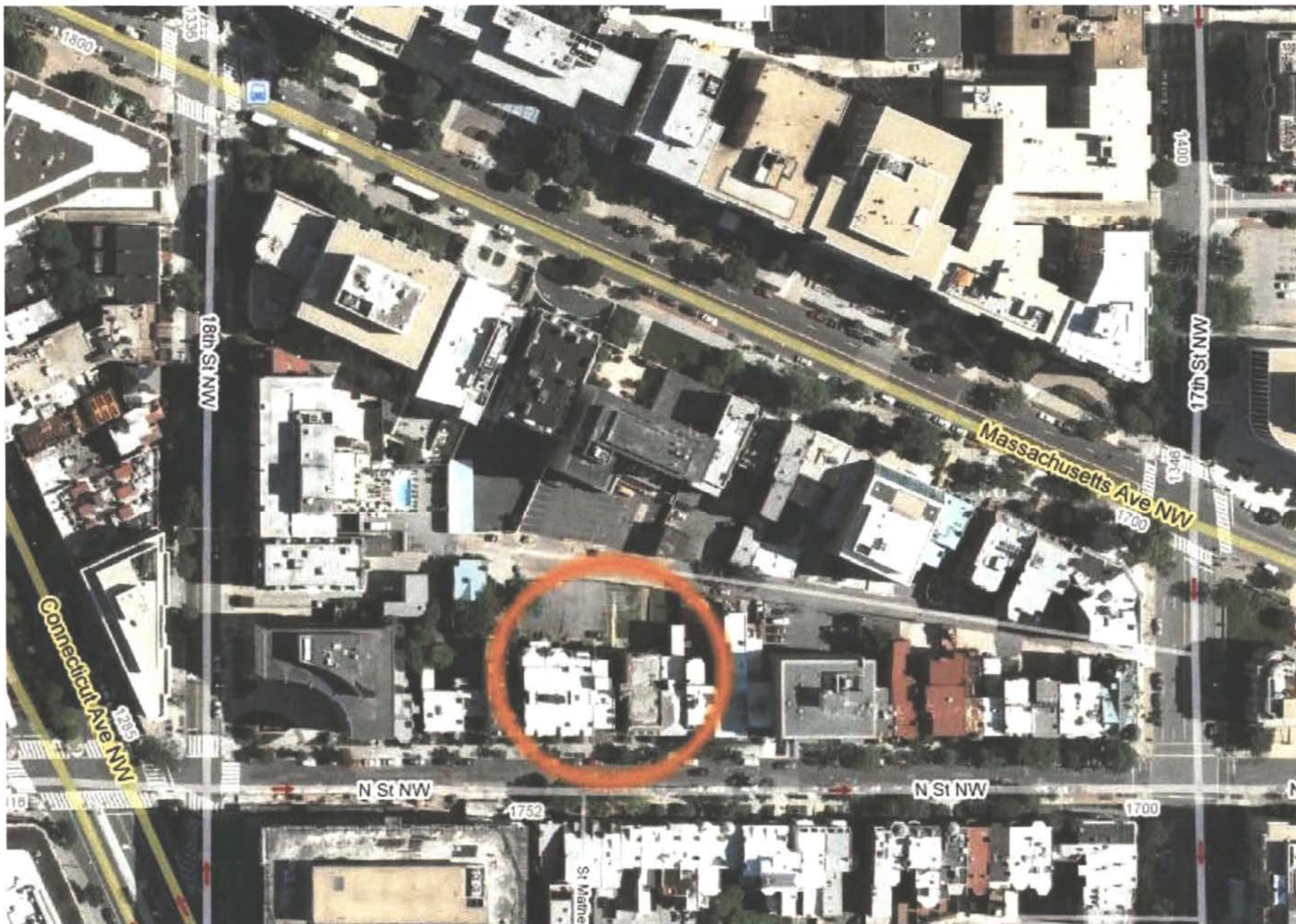
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Follies, N Street Sketch

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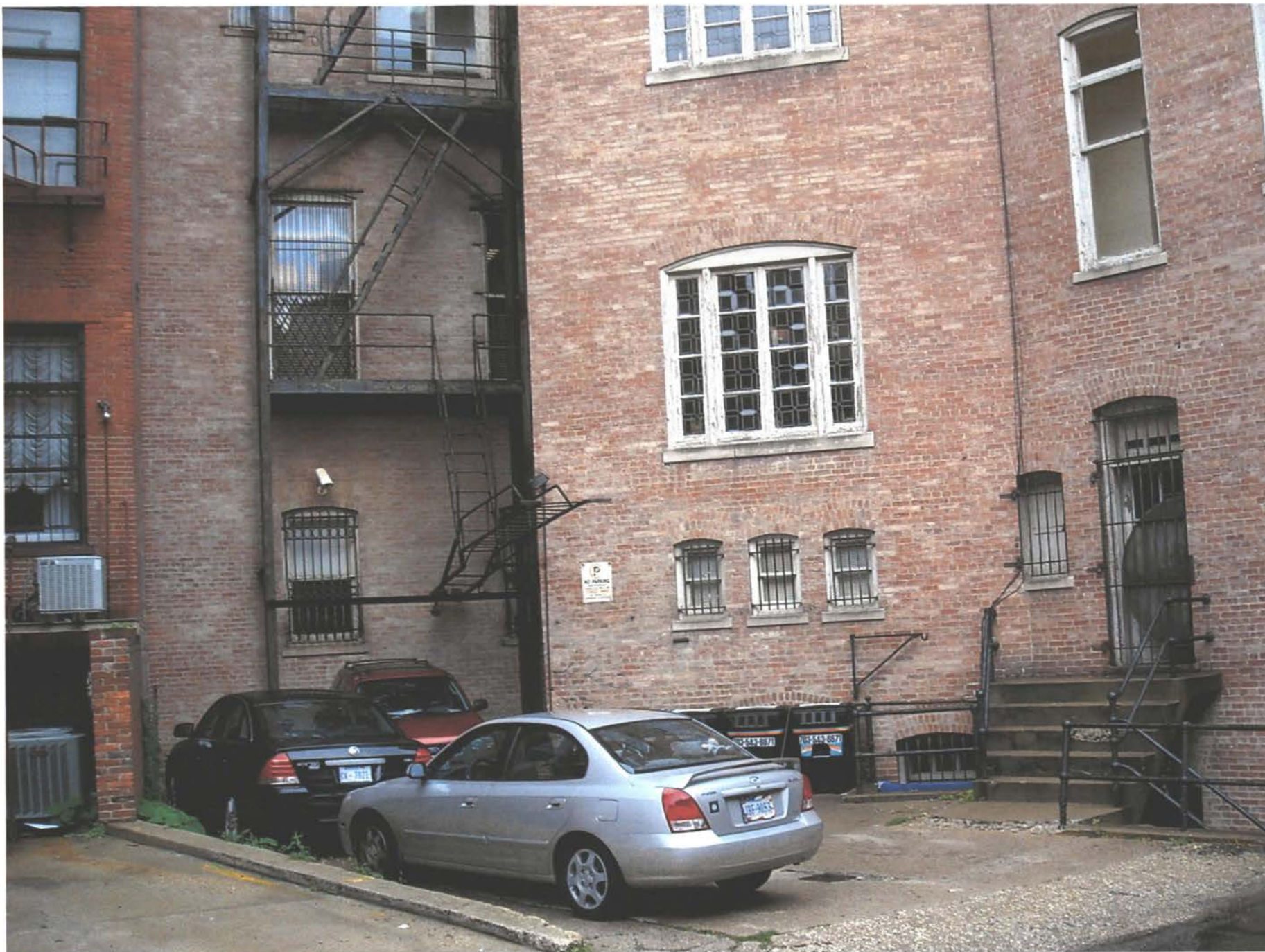




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17th Street Alley Entrance

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Alley Looking North No. 3

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Alley Looking North No. 7

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Alley Looking North No. 8

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Alley Looking North No. 9

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Alley Looking North No. 10

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Alley Looking South No. 1

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Alley Looking South No. 2

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Alley Looking South No. 3

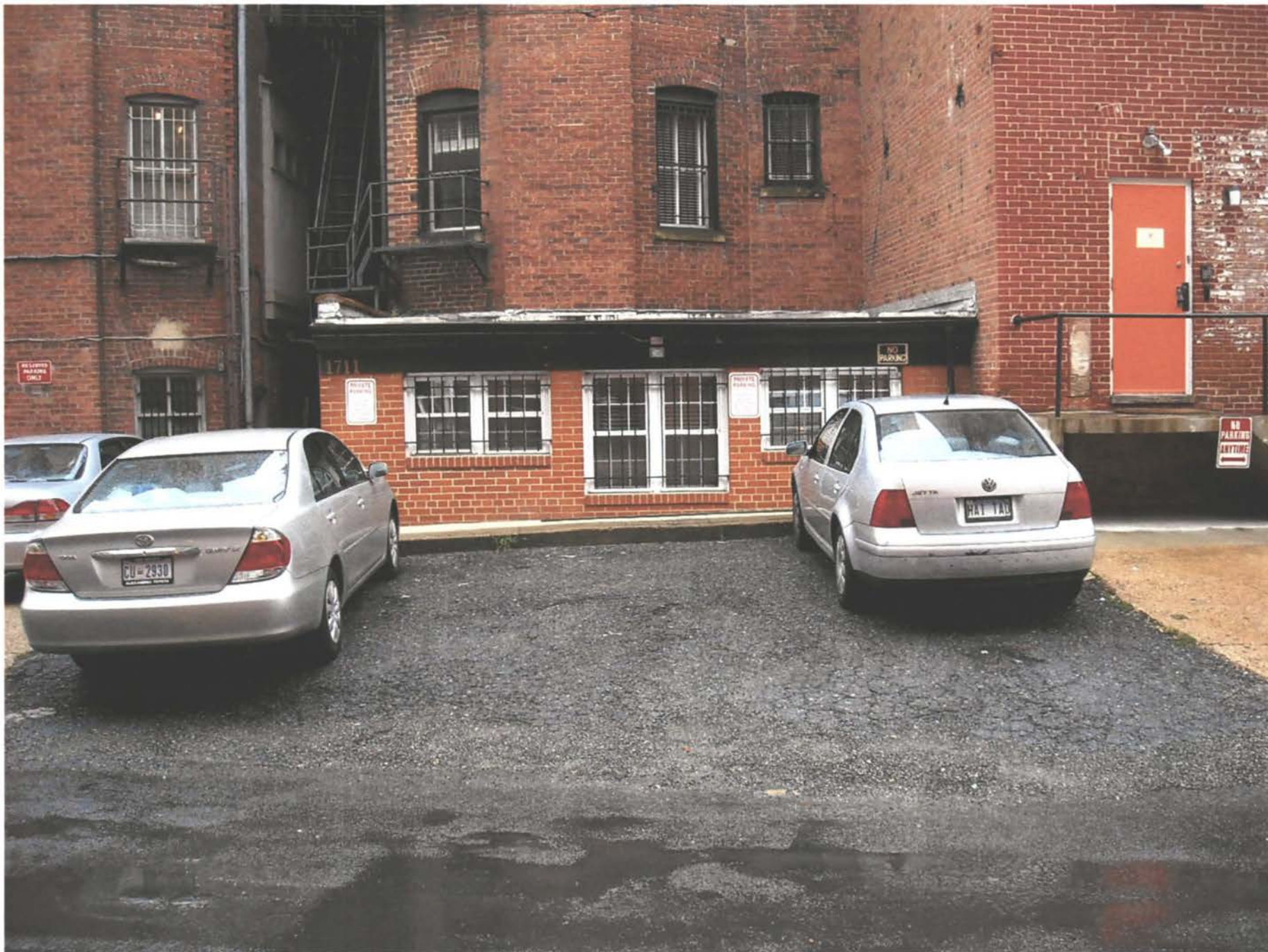
06 April 2010 AJArchitects.com



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Alley Looking South No. 4

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58/71

Alley Looking South No. 5

06 April 2010 AJAarchitects.com



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Alley Looking South No. 6

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Alley Looking South No. 7

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Alley Looking South No. 8

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Alley Looking South No. 9

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Alley Looking South No. 10

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Alley Looking South No. 11

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Alley Looking South No. 12

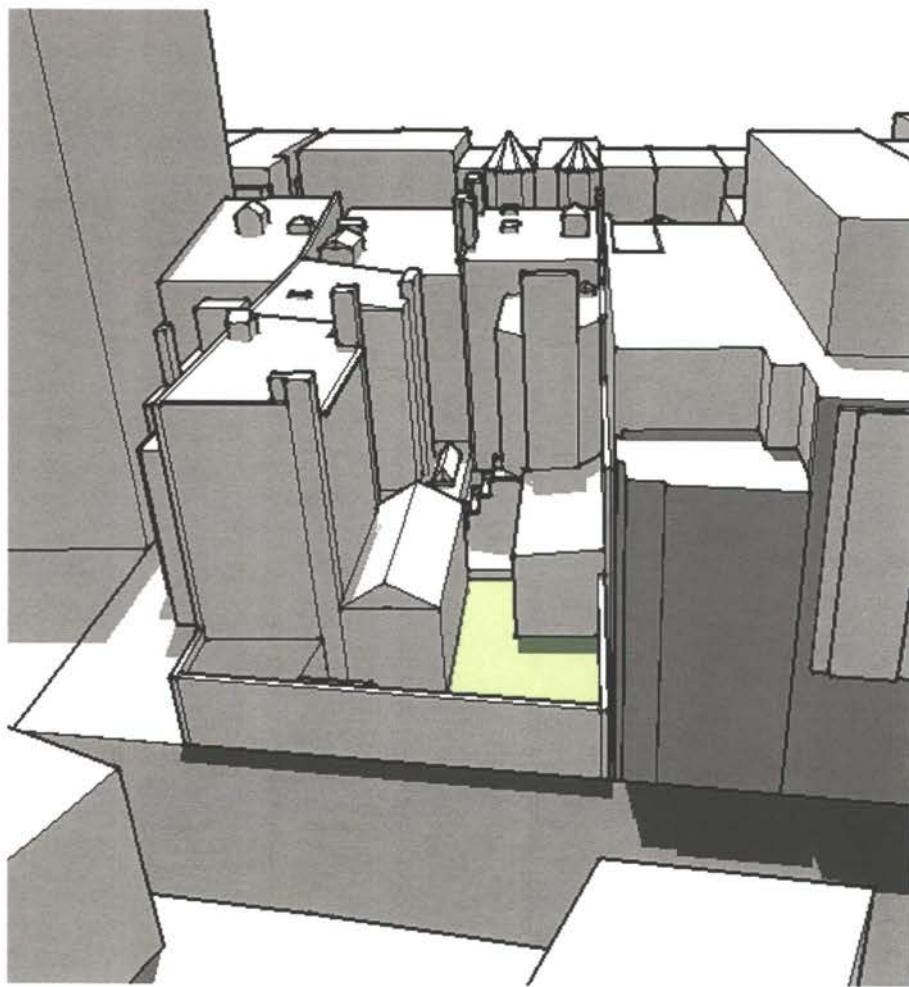
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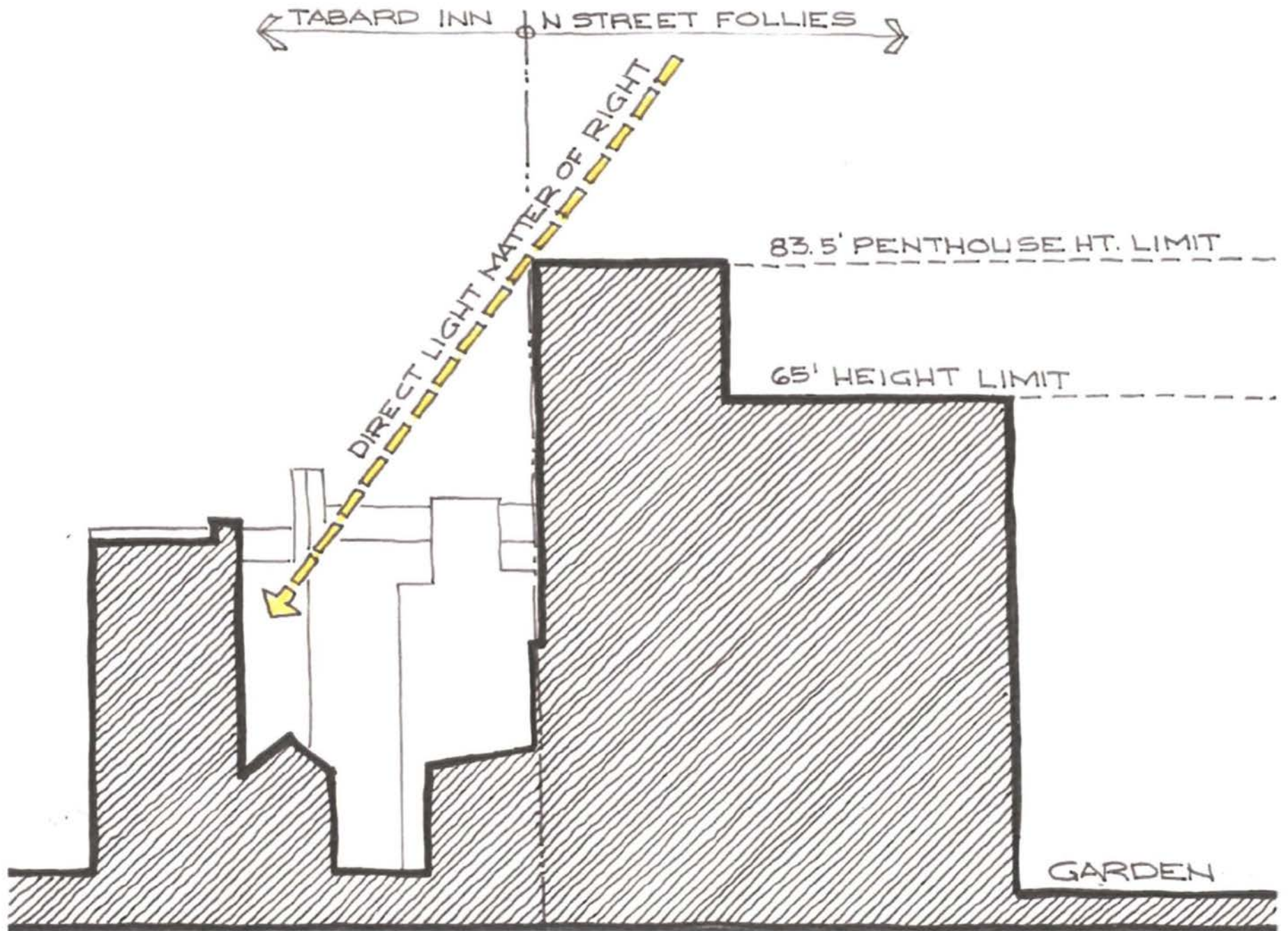


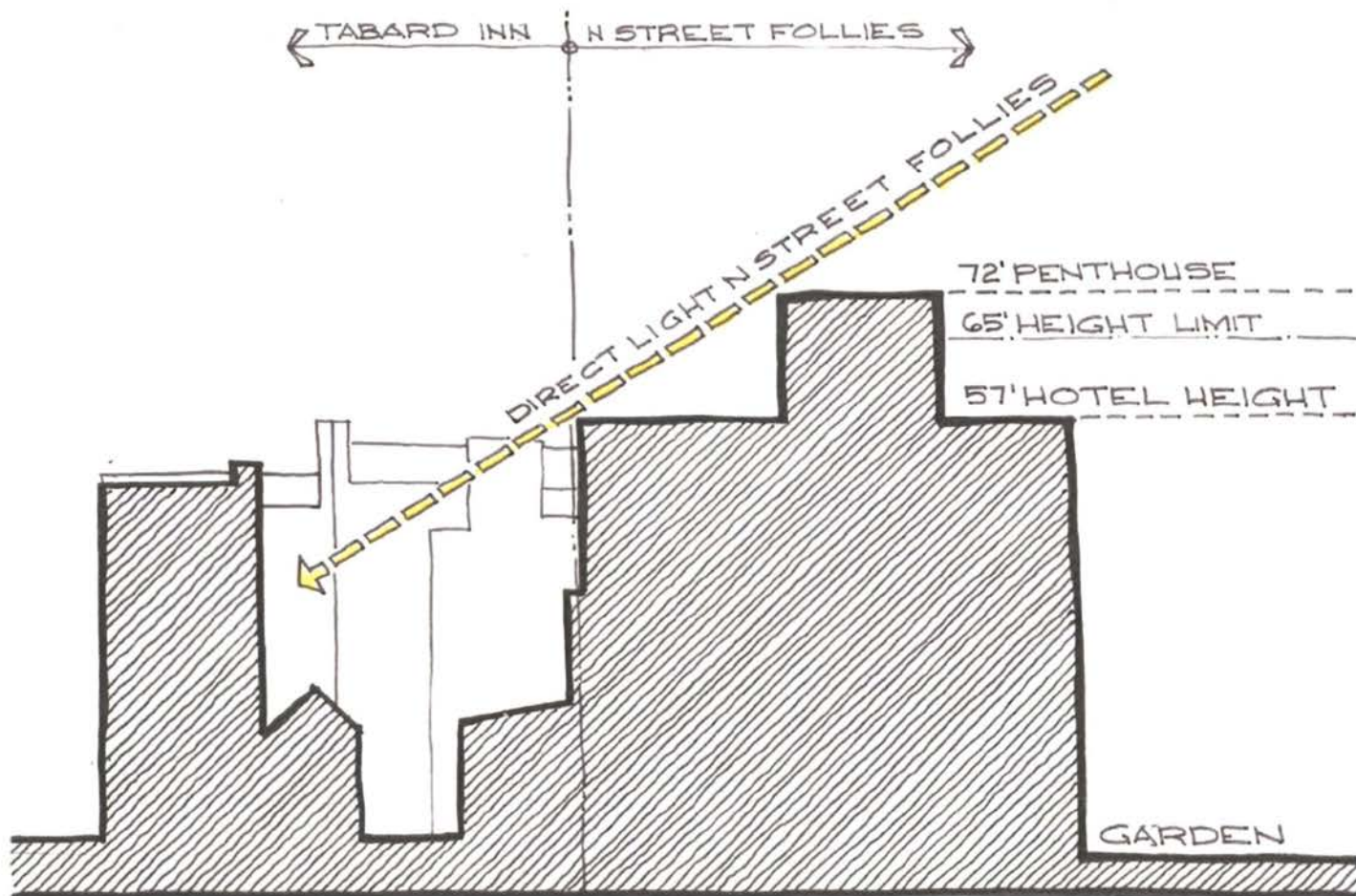
66/71

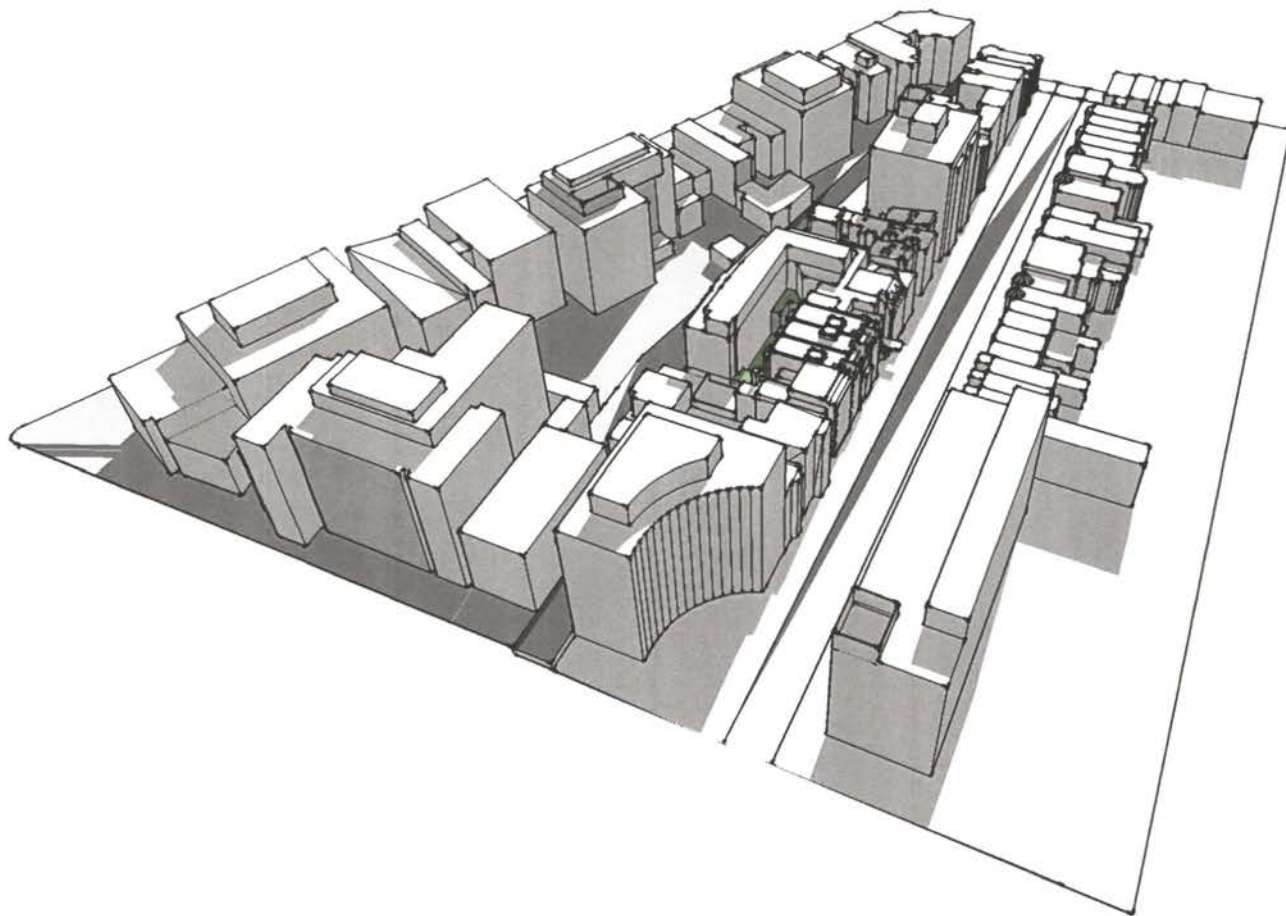
Follies, Open Air Garden Sketch

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71/71

N Street Follies Image No. 2

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