

PARTY STATUS APPLICATION

Notice: See other side of party status form for instructions.

NAME: Last First Middle I.
Greene, William A. (representing Science Service, Inc.)
ADDRESS: Street Apt. # (if any) City State Zip Code
1719 N Street N.W. - Washington D.C. 20036
Phone No. Fax No. E-Mail
202-872-5150 202-822-8735 bgreene@sciserv.org

I, hereby request to appear and participate as a party. Signature Date
William A. Greene Dec. 22, 2009

Will you appear as a(n) ☐ Proponent ☒ Opponent Will you appear through legal counsel ☐ Yes ☒ No

If yes, please enter the name and address of such legal counsel.

NAME: Last First Middle I.
ADDRESS: Street Ste. # (if any) City State Zip Code
Phone No. Fax No. E-Mail

Please answer all of the following questions referencing why the above person should be granted party status.
(If you require additional space, please attach an additional sheet.)

1). How will the property owned or occupied by such person, or in which the person has an interest be affected by the action requested of the Board?

Please see attached documentation!

2). What legal interest does the person have in the property? (i.e. owner, tenant, trustee, or mortgagee)

ll ll ll

3). What is the distance between the person's property and the property that is the subject of the appeal or application before the Board? (Preferably no farther than 200ft.)

216 ft.

4). What are the environmental, economic or social impacts that are likely to affect the person and/or the person's property if the action requested of the Board is approved or denied?

Please see attached!

5). Describe any other relevant matters that demonstrate how the person will likely be affected or aggrieved if the action requested of the Board is approved or denied.

ll ll ll

6). Explain how the person's interest will be more significantly, distinctively, or uniquely affected in character or kind by the proposed zoning action than that of other person's in the general public.

Please see attached!



December 22, 2005

Geoffrey Griffis, Chair
Board of Zoning Adjustment
441 Fourth Street, N.W., Second Floor
Washington D.C. 20001

RE: BZA Case # 17737, Application of N Street Follies
Request for Party Status and Statement of Opposition to
Application

Dear Chairman Griffis:

On behalf of Science Service, 1719 N Street and in agreement and conjunction with the UAW, 1757 N Street, and the National League of American Pen Women (Pen-Arts Bldg.), 1300 17th Street, and the Middle East Institute, 1759-61 N Street, we hereby request party status in the above mentioned application. We seek status as a party in opposition to the application of the N street Follies, Ltd. for special exceptions to allow hotel use of the properties and for other zoning relief along with other variances that are requested in the application. We would strongly request that this Board deny the above referenced application.

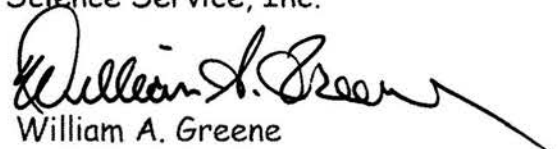
In requesting party status, Science Service, Inc. with the support of the above referenced organizations, will not be using legal counsel. We will appear in opposition to the application because of the tremendous impact the result of the application will have on the traffic flow in the alley where the applicant seeks to direct traffic to its hotel and where Science Service and its associated organizations are located. Currently the alley, which varies in width, has significant difficulty handling two-way traffic. It has only one egress point onto a public street (17th Street N.W.) and that is only 10 feet wide. Only one vehicle can enter and/or exit the alley at a time and the

overall condition of the surface in the alley is certainly not conducive to any increase in traffic. The application for the proposed development is not required to provide additional parking spaces because of its historic designation. As a result, the applicant is proposing to build a garage that would house 120 or more vehicles. These vehicles would have only one entry and exit point - through the alley described above. Additionally, because of the very nature of the type of business proposed by this application, there will certainly be a tremendous increase in the number of commercial vehicles (delivery and service) in the alley as well - not to mention, the whole construction process that could take well over a year and put many large commercial vehicles traveling in this same alley.

Science Service and its associated organizations believe that this will be an almost untenable situation for all who occupy the buildings facing this alley and for those who currently use this alley on a daily basis. All of us involved in seeking this party status realize the importance economically, historically and aesthetically of restoring the buildings referenced in this application to their former beauty, grandeur and use capabilities; however, we do not believe that this particular application and its long term effects will be good for either our street, our alley, our neighborhood or ultimately our city.

Sincerely,

Science Service, Inc.

A handwritten signature in black ink, appearing to read "William A. Greene", with a long, sweeping horizontal line extending to the right.

William A. Greene
Director of Operations

Encls.



INTERNATIONAL UNION, UNITED AUTOMOBILE, AEROSPACE & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA – UAW

RON GETTELFINGER, President

ELIZABETH BUNN, Secretary-Treasurer

VICE PRESIDENTS

GERALD D. BANTOM • NATE GOODEN • BOB KING • CAL RAPSON • RICHARD SHOEMAKER

January 5, 2006

IN REPLY REFER TO
1757 N STREET, N.W.
WASHINGTON, D.C. 20036
TELEPHONE: (202) 828-8500
FAX: (202) 293-3457

Board of Zoning Adjustment
Attn: Chairperson Geoffrey H. Griffis
441 4th Street, N.W., Suite 210
Washington, D.C. 20001

Dear Chairperson Griffis and Members of the Board:

On behalf of the International Union, UAW, I write in opposition to the application of N Street Follies, Ltd. (hereinafter "the Follies") for special exceptions and variances to row houses located at 1743 - 1755 N Street, NW. The UAW owns and occupies the building located at 1757 N Street, adjoining the most westerly of these row houses.

At the outset, I emphasize that we wish to see the Follies' property developed and occupied. For too many years, until recent condemnation proceedings were initiated, the owner neglected these beautiful historic buildings and allowed them to deteriorate, to the detriment of nearby neighbors and the larger community. We would like to see the buildings renovated and inhabited, not only to increase the street's safety and to enhance the neighborhood's vibrancy, but also to have the property contributing to the District's tax base. We are mindful that a hotel is one of the highest uses for purposes of generating taxes.

Nonetheless, we have a number of objections to the current application. Our primary objection to the Follies' plan concerns its adverse effect on the alley behind our building, between N Street and Massachusetts Ave. The alley is closed at 18th Street and therefore both ingress and egress is from 17th Street. Unfortunately, at 17th Street, the alley is only wide enough for one vehicle at a time. The UAW's Washington office is primarily a legislative office, and the lobbyists park behind our building. Throughout the work week, we frequently traverse the alley as we drive to and from Capitol Hill. We are very concerned that the proposed 128-car garage will result in traffic tie-ups in the alley and on 17th Street. While the alley may support some additional traffic, in our judgment, the Follies' proposal for 128 additional vehicles far exceeds reason.

Our additional concerns relate to the requests for variances on height and set-back. The UAW has a brick patio and small garden in the back of our building. Five trees would have to be removed if the Follies were to obtain variances to permit building up to our property line and to the alley. Moreover, an adjoining structure with such height and depth variances would adversely affect our enjoyment of the patio and significantly reduce both our light and air circulation.

For these reasons, we strongly oppose the Follies' BZA application No. 17337. Thank you for taking our views into consideration when you decide this matter.

Sincerely yours,

A handwritten signature in black ink, appearing to read "B. Somson", followed by a long horizontal line extending to the right.

Barbara C. Somson
Deputy Legislative Director

BS:cw
opeiu494
(1211)
cc: Bob Greene



THE NATIONAL LEAGUE OF AMERICAN PEN WOMEN • PEN ARTS BUILDING • 1300 17TH STREET, NW • WASHINGTON, DC 20036-1973 • TELEPHONE (202) 785-1997

Fax: 1-202-452-6868

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September 16, 2005

William A Greene
Director of Operations
Assistant Business Manager
1719 N Street, NW
Washington, DC 20036

Dear Mr. Greene (Bill):

It was my pleasure to meet you the other day and to speak freely about the situation on N Street. Jeremiah did stop by to speak with me and I was pleased to interact with him and to get a clearer picture of what has been happening from his perspective.

I am going to New York and will be returning on September 28, at which time, I will be prepared to sign the document you had carried with you. Please understand that my concern as National President of NLAPW, which has owned the PenArts building since 1951, is that the neighborhood maintains its historic integrity. I am very much concerned about the empty buildings on N St, which certainly give a very negative message to passers by and to members of the community and/or future real estate investors.

We are on the same team!

Sincerely,


Anna Di Bella
National President

Board of Zoning Adjustment
Attn: Chairperson Geoffrey H. Griffis
441 4th Street, NW
Suite 210
Washington, DC 20001

Regarding: Opposition to the proposed Boutique Hotel at 1743-1755 N Street

Dear Mr. Griffis:

The Middle East Institute would like you to take our views in regards to this issue in consideration.

To this effect I am attaching our letter to the DC Architectural Historian at the Historic Preservation Office from September 13, 2005.

Sincerely,



Alix Kauffman
Vice President for Administration

Cc:
Mr. Bill Greene
Science Service
1719 N Street, NW
Washington, DC 20036



Middle East Institute

Edward S. Walker, Jr.
President

September 13, 2005

Mr. Stephen Callcott
DC Architectural Historian
Historic Preservation Office
801 North Capitol Street, NW
Washington, DC 20002

Re: Opposition to the proposed Boutique Hotel at 1743-1755 N Street

Dear Mr. Callcott:

The Middle East Institute, located since 50 years at 1761 and 1763 N Street, one building over from the proposed project, would be pleased to see the above mentioned buildings developed and used. However we would expect utilization with deference to the existing zoning and historical regulations.

A 100% footprint on the plat and a height of up to 8 stories will have a negative impact on the ambiance of 17th Street and Dupont Circle's historic district where the majority of the buildings on N Street are 5 floors high.

The Middle East Institute has considered building on its property; however it did not occur to us to blatantly ask for this many zoning exemptions.

The planned loading dock and parking garage for over 120 cars will adversely impact the traffic in the alley between N street and Massachusetts Avenue which is only accessible from 17th Street and is not well maintained by the city. Its entrance is less than 10 feet wide and can only be used in one direction at a time. Currently this is not a serious problem as the main traffic flow in the morning is east to west and in the evening west to east. However, increased traffic by 120 cars would have a major impact and could cause back ups in the morning into Massachusetts Avenue as 17th Street is one way between about 7:00AM and 9:30AM. Any car that has to back up has to do so over the pedestrian walkway into 17th Street.

At the moment the users of the alley include, in addition to staff of the Middle East Institute, various associations and embassies, SAIS, the Topaz Hotel, the Tabard Inn, as well as Heldref Publishing and the Palladium condominium complex, which are located on 18th Street.

To conclude, we would appreciate the development of the vacant buildings but we are opposed to the variances that would be required for a project this huge in footprint and heights on this historic part of N street. We are worried about the traffic impact of a hotel of the proposed size on N street and especially on the alley, which accommodates the parking, and waste management traffic for this block including parts of 18th Street, Massachusetts Avenue and N street. And we are concerned about the impact of such a project on the value of the properties in the neighborhood and on the viability of existing zoning regulations.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Walker, Jr.", with a long horizontal flourish extending to the right.

Edward S. Walker, Jr.
President

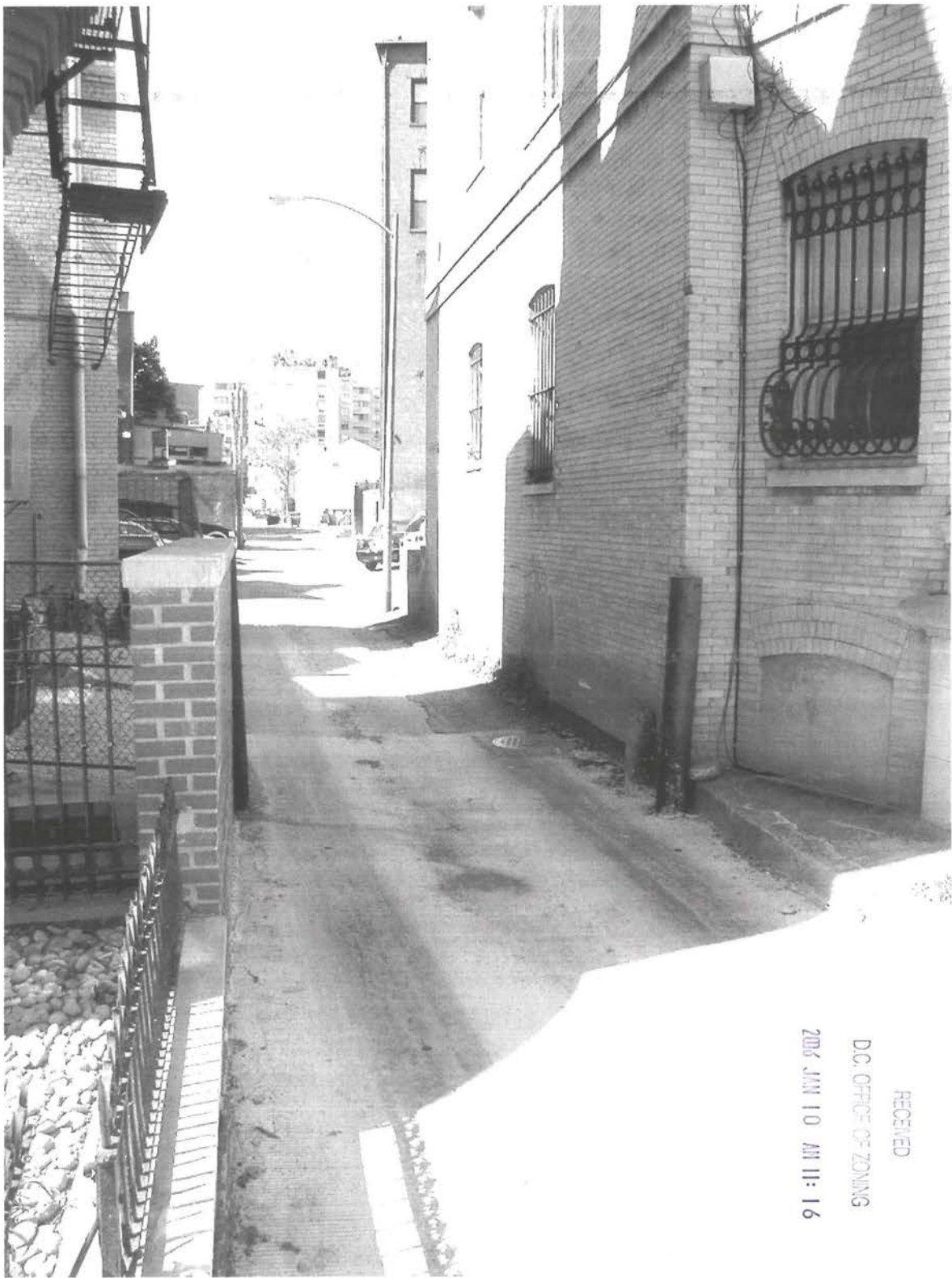
Cc: ANC2B, Washington DC



- Applicant
- Those seeking Party status

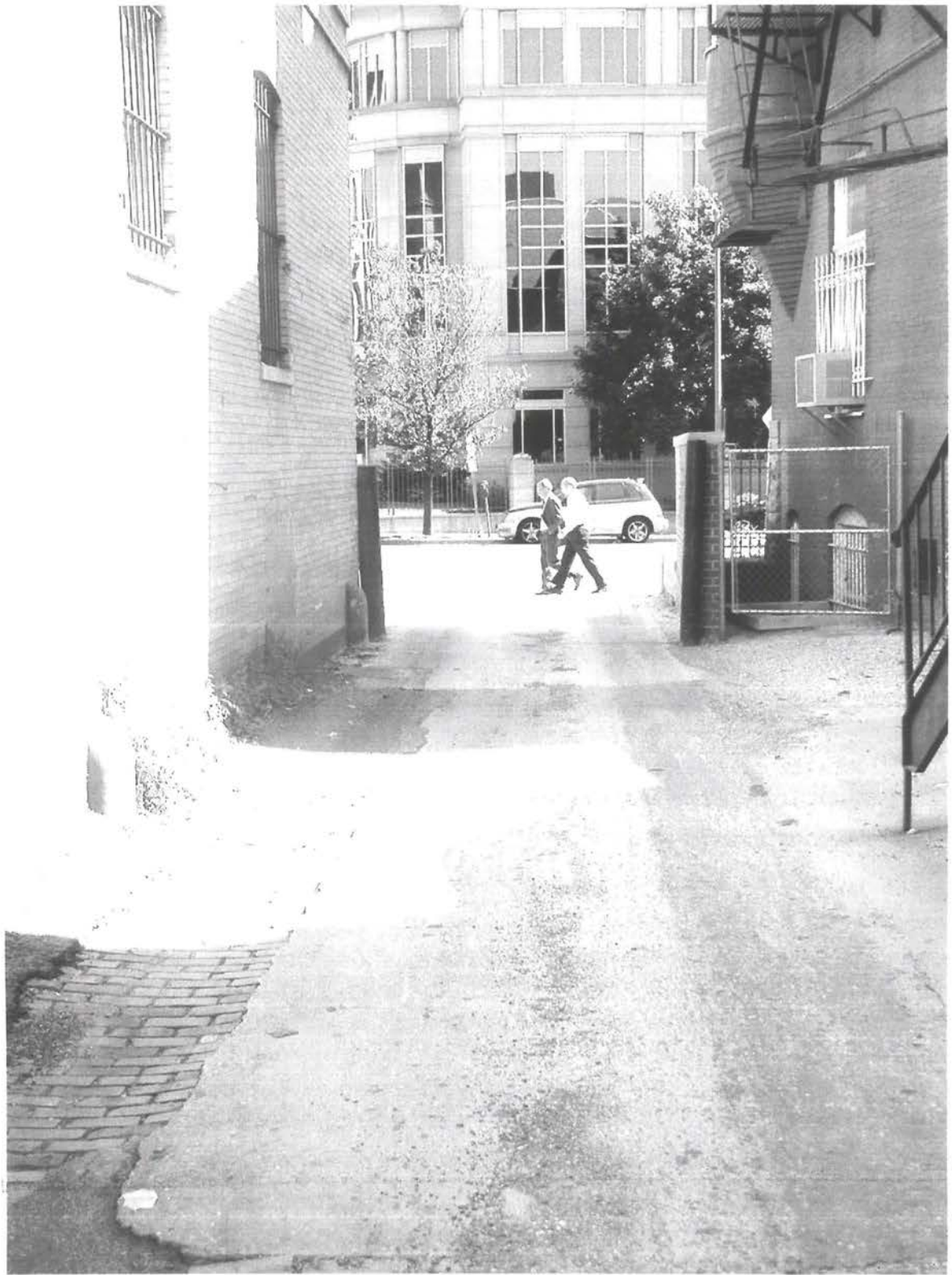
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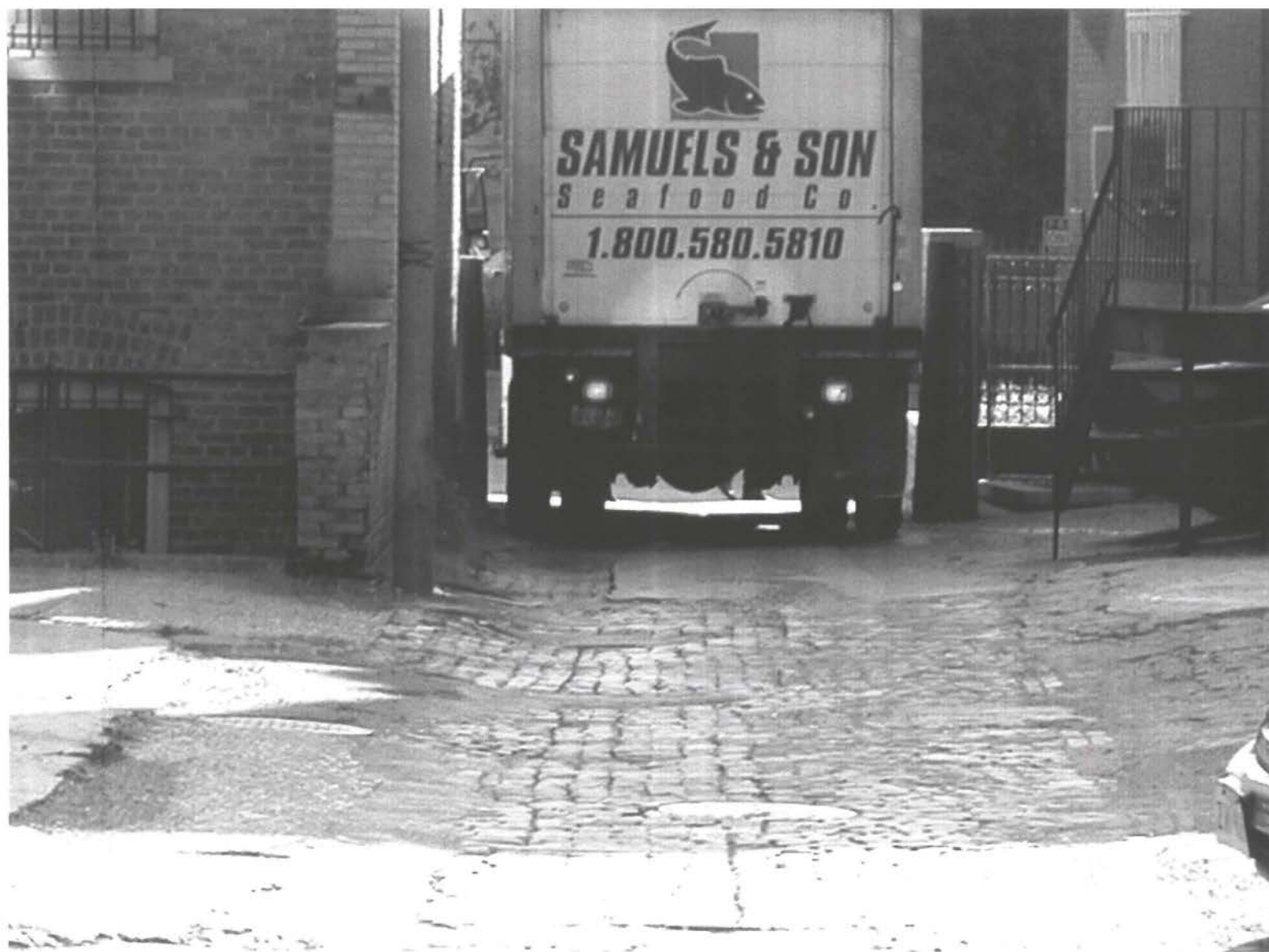






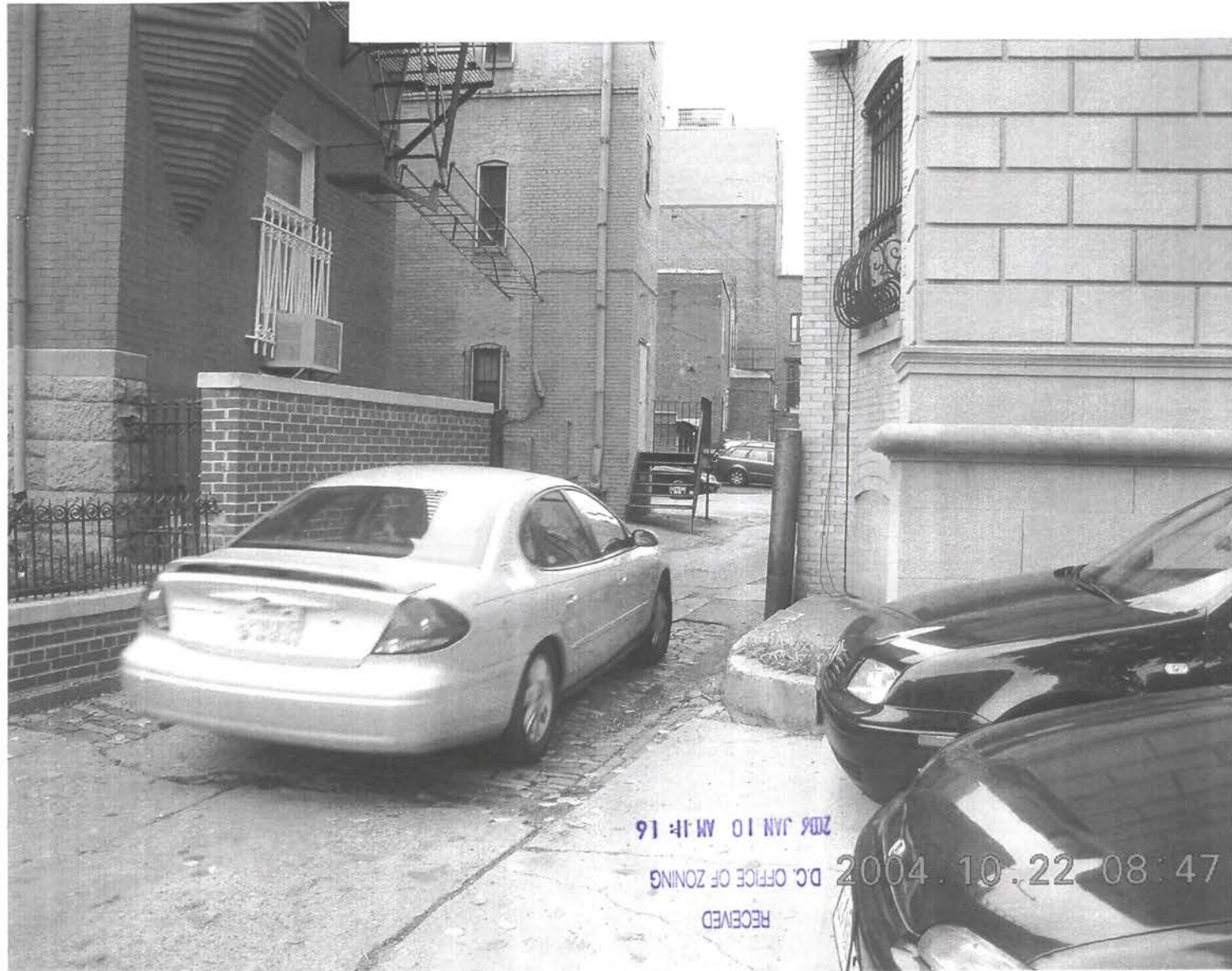








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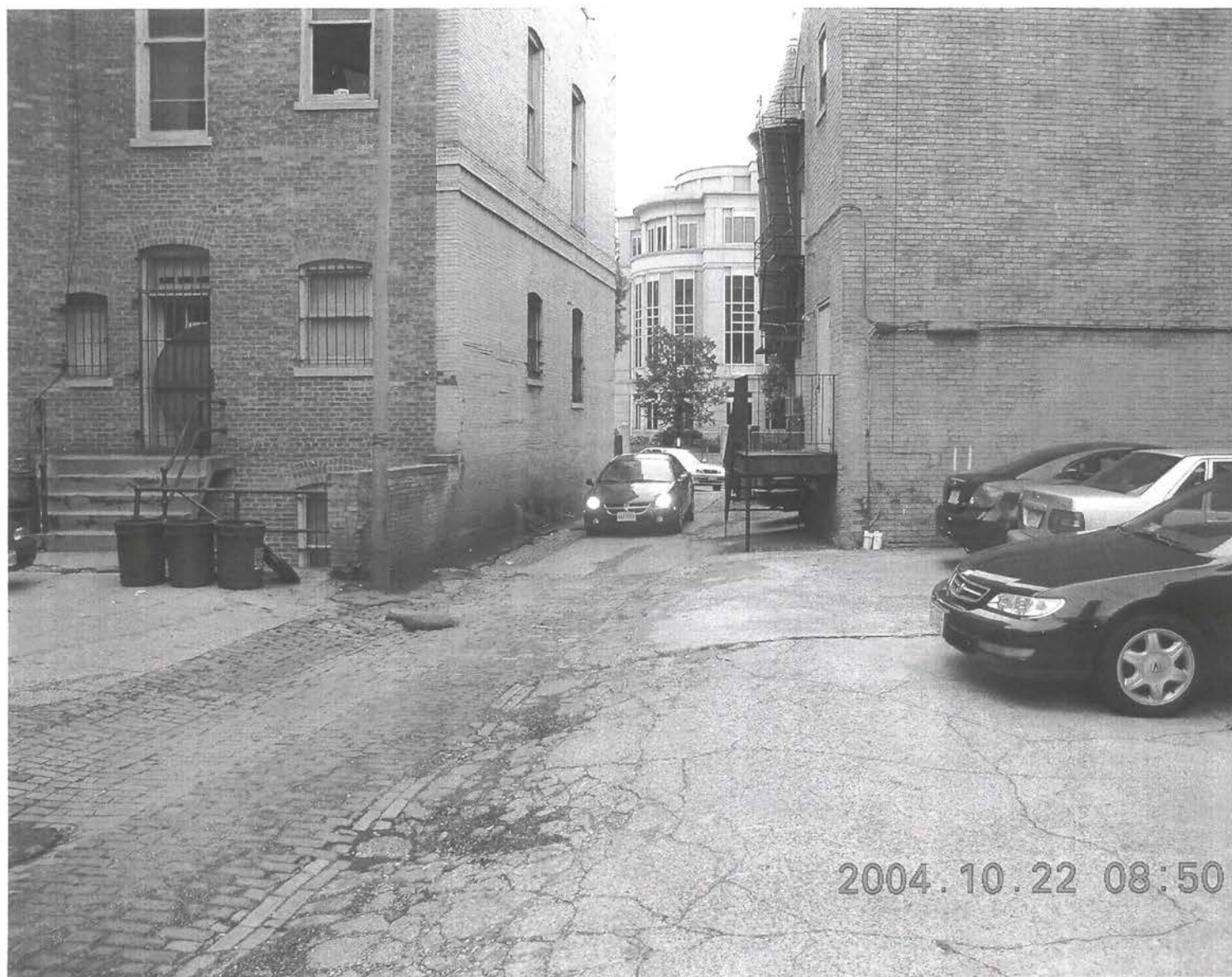
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VII. TRANSPORTATION ANALYSIS

Traffic Analysis

Mixed Use Planned Unit Development

1743-45-51-55 N Street, N.W.

Introduction

A Planned Unit Development (PUD) is proposed for improving the property on the north side of N Street, numbers 1743, 1745, 1751, and 1755, between 17th and 18th Streets, in Northwest Washington. The site location is shown on Figure 1.

The properties are currently improved with four and five story masonry townhouses that contain approximately 50,000 square feet of floor space.

The PUD would provide a mix of offices and apartments, with 88,947 square feet of office space and 35,695 square feet of apartment space (36 units). There would be underground parking for 131 cars (one for each residential unit and 95 for the offices) with access from N Street..

To determine how this improvement would affect traffic operating conditions in the area, a traffic analysis has been made. This report summarizes the findings and the conclusions of that analysis.

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Existing Conditions

N Street, which provides access to the PUD, is a one-way eastbound connector street from 18th Street to 17th Street, approximately 34 feet wide, with two-hour residential permit parking on both sides. On an average day it carries approximately 2000 vehicles past the subject site.

Seventeenth Street is a minor arterial street, approximately 50 feet wide, that operates two-way except during morning rush hours on week days when it is one-way southbound. On an average day it carries approximately 14,000 vehicles.

Eighteenth Street is a minor arterial street, approximately 34 feet wide, that operates one-way northbound south of N Street and two-way north of N Street. On an average day it carries approximately 15,000 vehicles.

Connecticut Avenue is a major arterial street, with a median divider leading to an underpass under Dupont Circle north of N Street. On an average day it carries approximately 26,000 vehicles.

The intersections of N Street with 18th Street and with Connecticut Avenue are signalized. The intersection of N Street with 17th street is controlled by a stop

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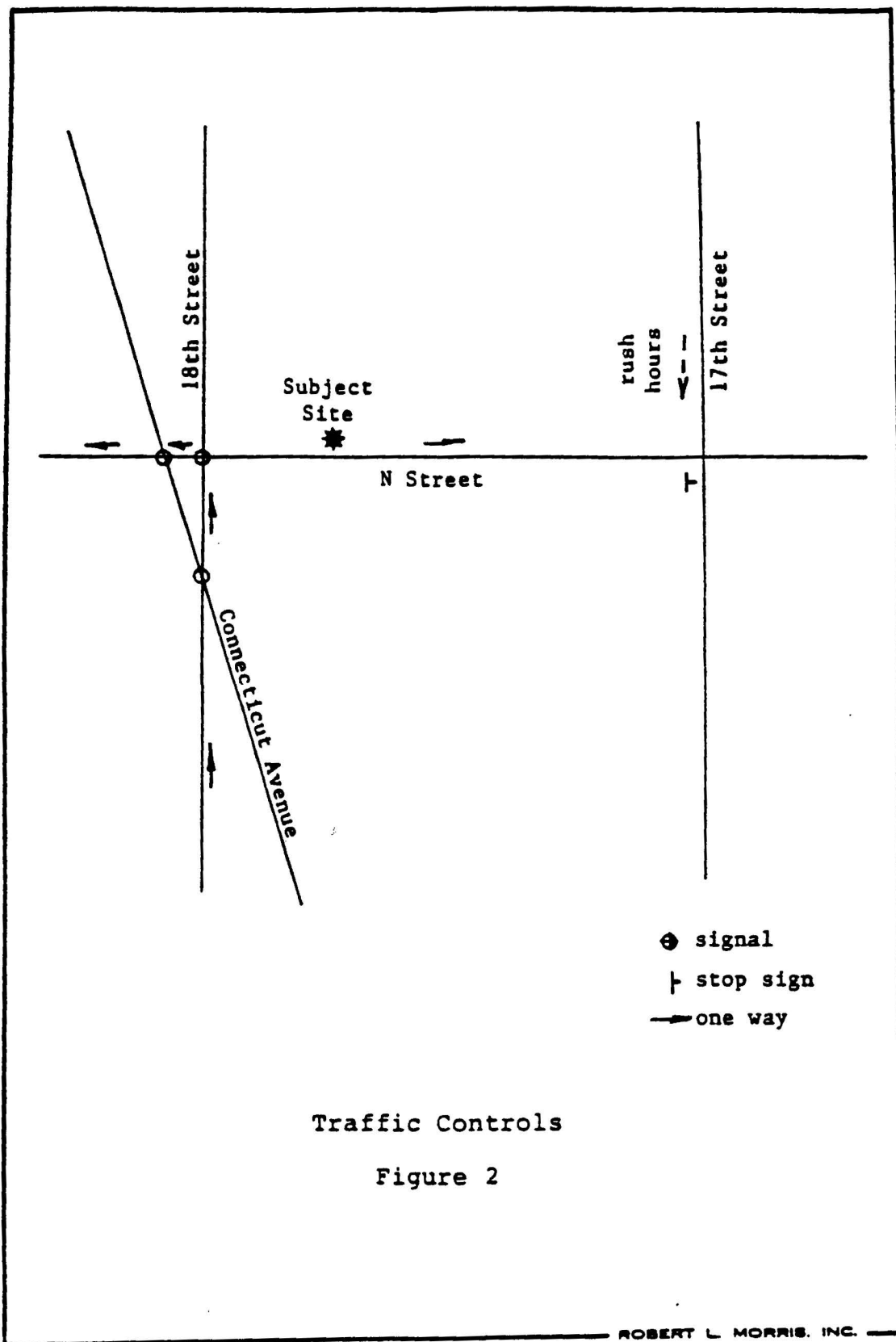
sign. Traffic controls in the area are shown on Figure 2.

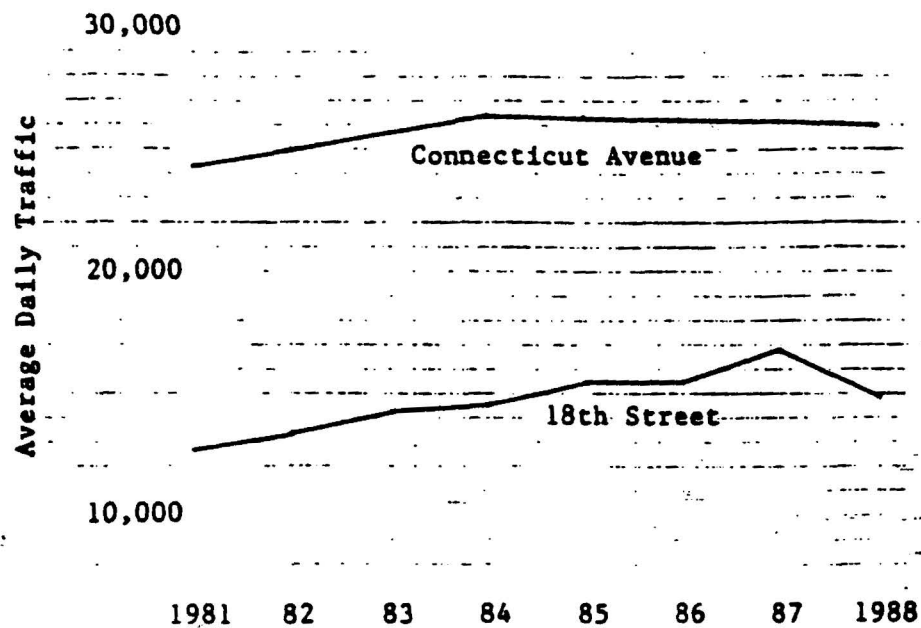
Current peak hour operating conditions are:

	AM	PM
N Street & Connecticut Avenue	B	C
N Street & 18th Street	A	A
N Street & 17th Street	A	A

Traffic trends on the principal streets closest to the subject site - 18th Street and Connecticut Avenue - as reported by the D.C. Department of Public Works, are shown on Figure 3. It will be seen that traffic volumes have been relatively stable in recent years.

The Dupont Circle Metrorail station is about a block and a half from the subject site. There are nine Metrobus routes on Connecticut Avenue, less than half a block away: H1, L3, L9, N2, N4, N6, P1, 40, and 42.





Traffic Trends

Figure 3

Effect of the PUD

An office building with 88,947 square feet of floor space would have approximately 300 employees. With the excellent public transportation that serves the area, the probable modal split would be:

68% transit

20% auto drivers

12% auto passengers

With a normal absentee factor of 10%, the number of private vehicles that would be brought to the site on an average day would be

$$300 \times 0.20 \times 0.90 = 54$$

With provision for 63 office-related parking spots, there would be nine spaces available for visitors.

The average car ownership per residential unit in the subject area is 0.39, so that a provision of one space per unit would be more than adequate for the needs of residents and their visitors.

There should not be any need for on-street parking for the proposed PUD.

With 50% of employee trips occurring during peak hours (8:00-9:00 AM and 5:00-6:00 PM), and with a typical trip generation rate of 0.4 per residential unit, the number of peak hour trips would be:

— ROBERT L. MORRIS, INC. —

	In	Out
AM Peak Hour	27	14
PM Peak Hour	14	27

All vehicles approaching the site would pass through the intersection of 18th and N Streets; all vehicles leaving the site would pass through the intersection of 17th and N Streets. With a maximum of 27 peak hour movements through an intersection, there would be no change from current levels of service, which are well within acceptable standards for the District of Columbia. (Level of service D or better is considered to be acceptable by the D.C. Department of Public Works.)

As noted above, access to the parking would be from N Street. This access is both appropriate and desirable for safe and efficient traffic operations. The property abuts an existing alley to the rear; however, this alley has varying widths, and its connection to the street system, at 17th Street, is through a 10-foot wide passageway that legally operates two-way but which can only handle traffic in one direction. For the subject development, with some vehicles approaching the offices while other vehicles are leaving the residences in the morning peak hour, and with the reverse movements in the evening peak hour, use of the alley would have an

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adverse impact on traffic. There would be occasions, for example, when a vehicle would enter the alley only to confront another vehicle headed toward it; in these circumstances, the one vehicle would have to back across the sidewalk into N Street, with hazards to both pedestrians and vehicles on N Street. The N Street access to the subject site would obviate these problems.

As there would be adequate parking to assure no overflow onto local streets, and as peak hour traffic conditions at nearby intersections would be acceptable, and as a safe and efficient access to the site's parking has been designed, it is concluded that there would be no adverse impact resulting from the proposed development.

From a traffic engineering viewpoint, the proposed Mixed Use Planned Unit Development at 1743-45-51-55 N Street, N.W., would be appropriate.

ROBERT L. MORRIS, INC.