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Tom Carroll
202 419 2632
tom.carroll@hklaw.com

February 21, 2006

VIA HAND DELIVERY

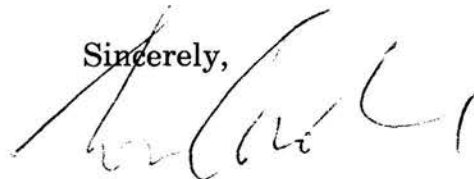
Board of Zoning Adjustment
441 4th Street, N.W.
Suite 210 South
Washington, DC 20001

Re: BZA Case No. 17337 - N Street Follies Case

Dear Board:

Enclosed please find one original and 20 copies of the following documents: 1) adjusted plans for N Street, 2) supplemental traffic study and 3) brochure re automated valet parking.

Sincerely,



Thomas J. Carroll

Encl.

3601228_v1

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 17337

EXHIBIT NO. 51

Board of Zoning Adjustment
Annapolis • Atlanta • Bethesda • Boston • Bradenton • Chicago • Fort Lauderdale • Jacksonville • Lakeland • Los Angeles • Miami • New York • Northern Virginia • Orlando • Portland • Providence • Rancho Santa Fe • Sacramento • St. Petersburg • San Antonio • San Francisco • Seattle • Tallahassee • Tampa • Washington, D.C. • West Palm Beach • Beijing • Caracas • Helsinki • Mexico City • Tel Aviv • Tokyo • *Representative Office

Index of Drawings

1743–55 N Street, N.W.

Boutique Hotel

February 21, 2006

A. Plat	A-1
B. Plat of Improvement	B-1
C. Existing Conditions	C-1 to C-3
D. Floor Plans & Elevations	D-1 to D-13
E. F.A.R.	E-1
F. Sections	F-1 to F-4
G. Public Space	G-1 to G-2
H. Landscape Plan	H-1

N Street Boutique Hotel - FAR Analysis

21-Feb-06

Story Hotel

LOT AREA: 20,648 FAR in SP-1 = 4.0

54' - 8" HIGH - 77 ROOMS

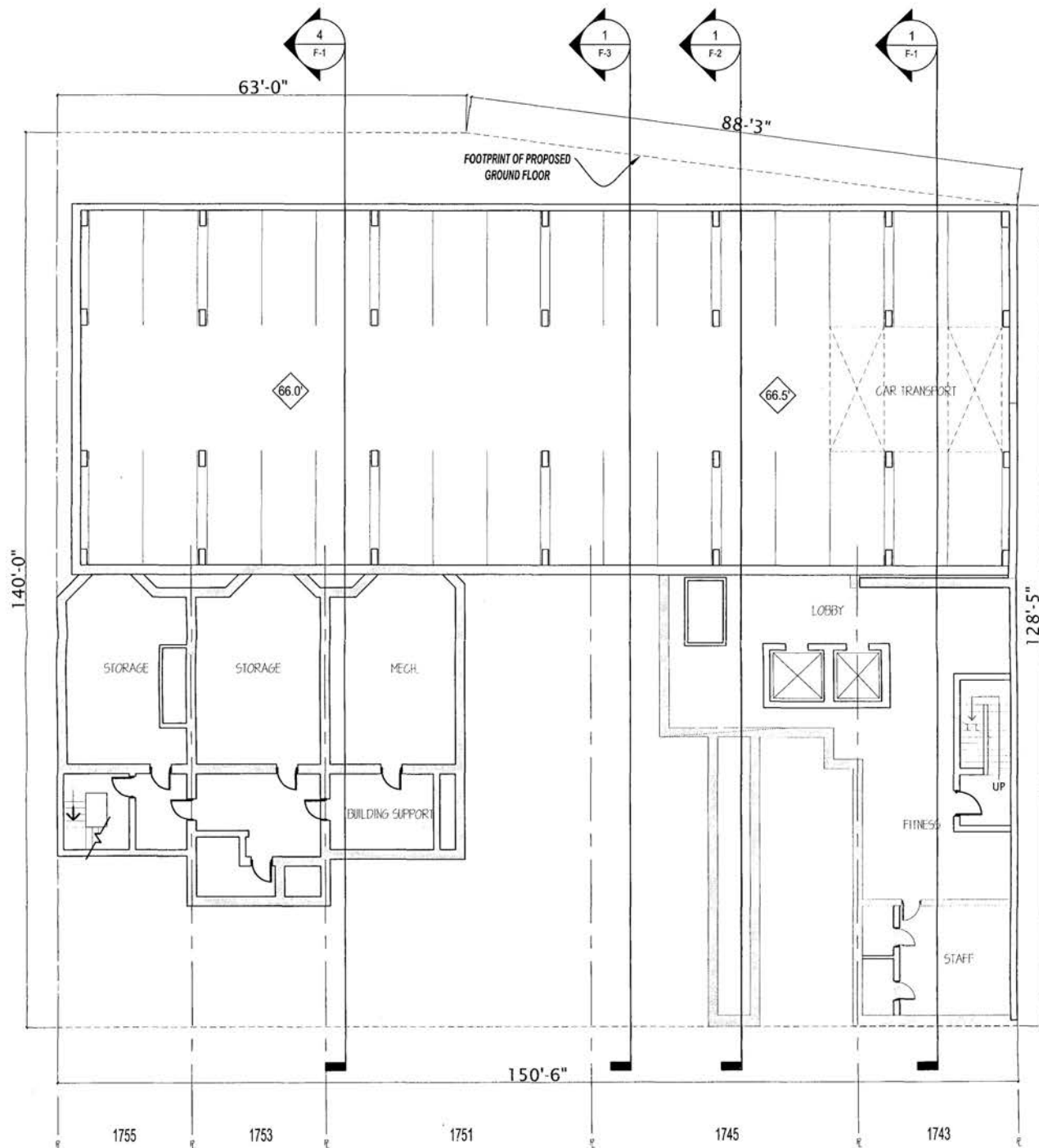
Floor	Room Count	Gross Area (s.f.)
1	0	17,550
2	11	17,329
3	23	16,453
4	23	16,453
5	17	14,623
TOTAL		77 Rooms 4.0 82,408
Allowable FAR in SP-1 = 4.0x 20,648 SF		-82592



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1



BASEMENT & PARKING (2 PARKING LEVELS BELOW) 1743-55 N STREET NW BOUTIQUE HOTEL



BASEMENT GROSS AREA: 5,986 S.F.
21.FEB.2006

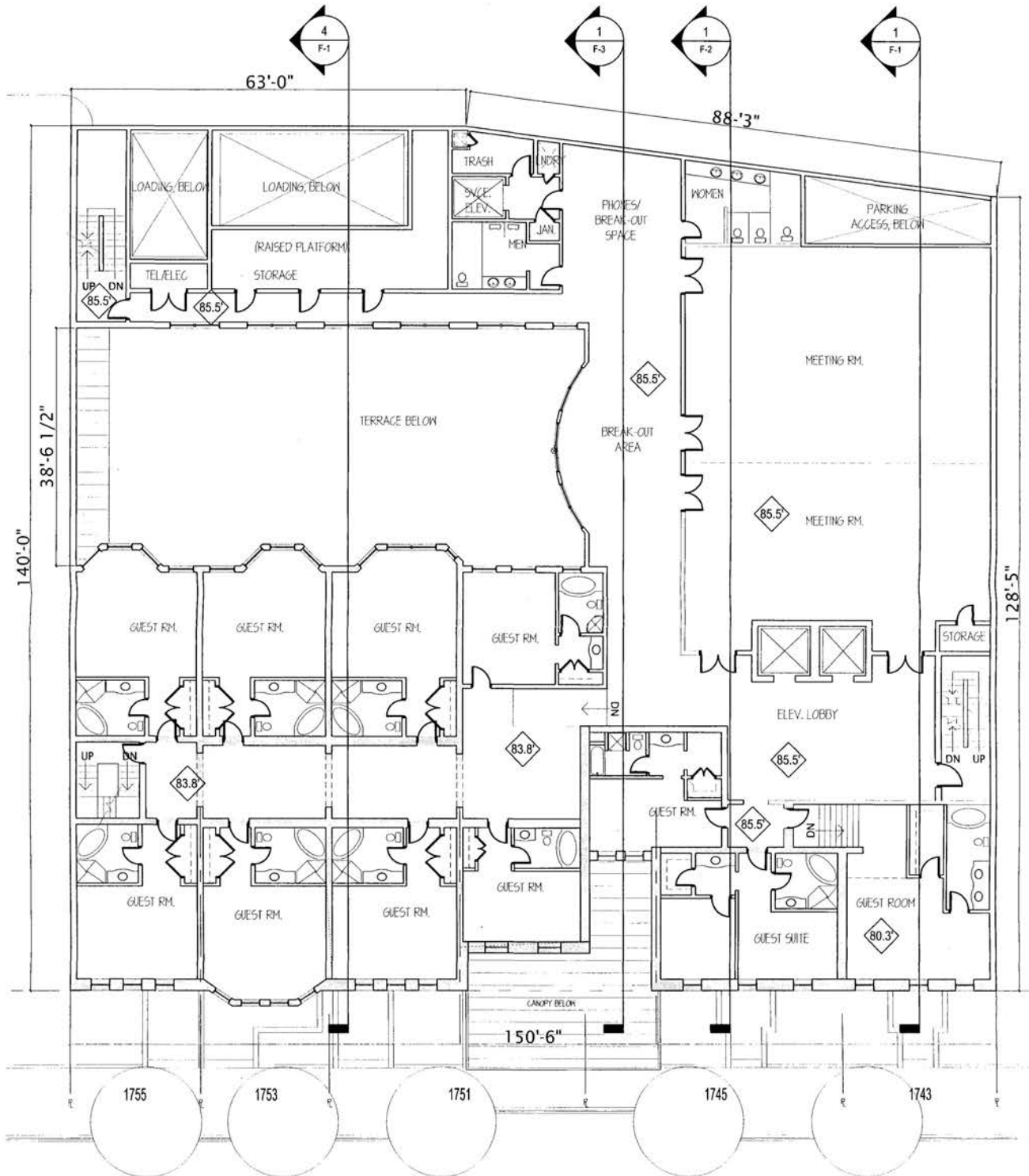
TOTAL PARKING GROSS AREA: 25,851 S.F.
32 PKG. SPACES PER PARKING LEVEL
96 PKG. SPACES TOTAL

SHADED LINES INDICATE EXISTING WALLS TO REMAIN
CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

THE INTERIOR LAYOUTS SHOWN ON THE FLOOR
PLANS ARE SCHEMATIC. CHANGES NOT AFFECTING
THE EXTERIOR ENVELOPE MAY OCCUR.



4157 Georgia Ave.
N.W. Suite 200
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2ND FLOOR

1743-55 N STREET NW BOUTIQUE HOTEL



GROSS AREA: 17,329 S.F., 11 GUEST ROOMS
21.FEB.2006

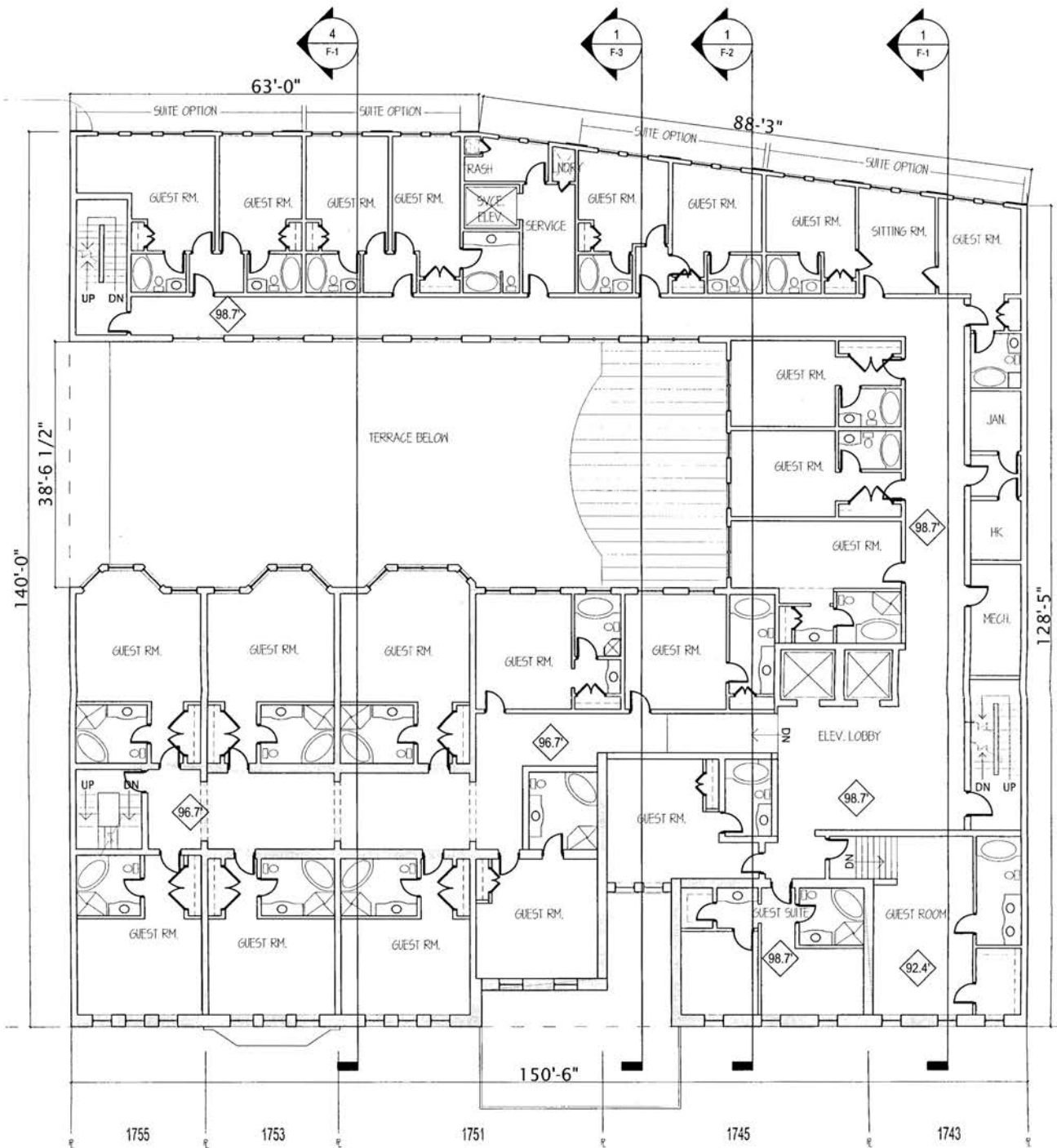
SHADED LINES INDICATE EXISTING WALLS TO REMAIN
CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

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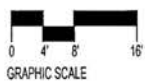


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3RD FLOOR 1743-55 N STREET NW BOUTIQUE HOTEL



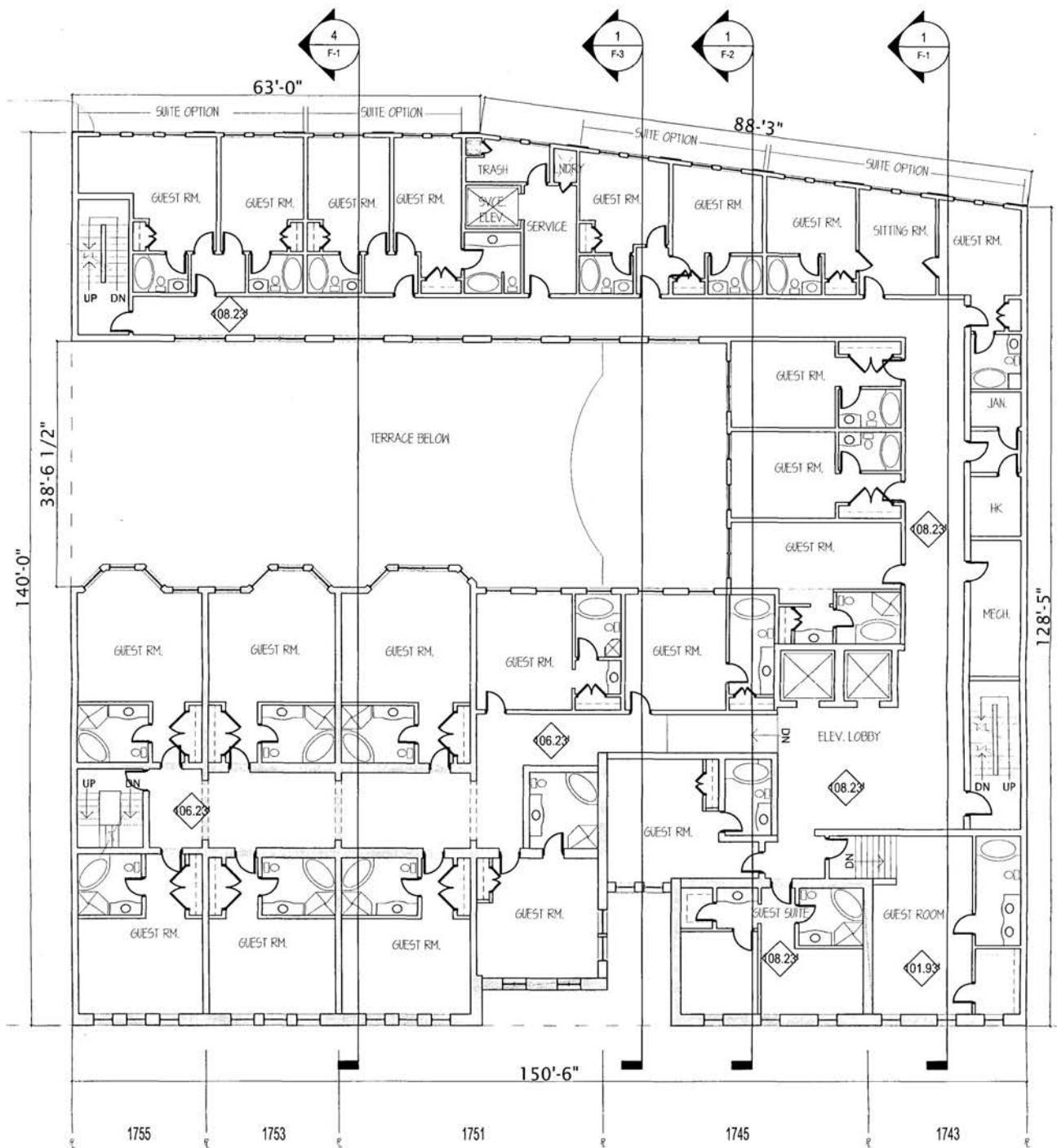
GROSS AREA: 16,453 S.F., 23 GUEST ROOMS
21.FEB.2006

SHADED LINES INDICATE EXISTING WALLS TO REMAIN
CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

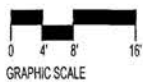
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4TH FLOOR **1743-55 N STREET NW BOUTIQUE HOTEL**



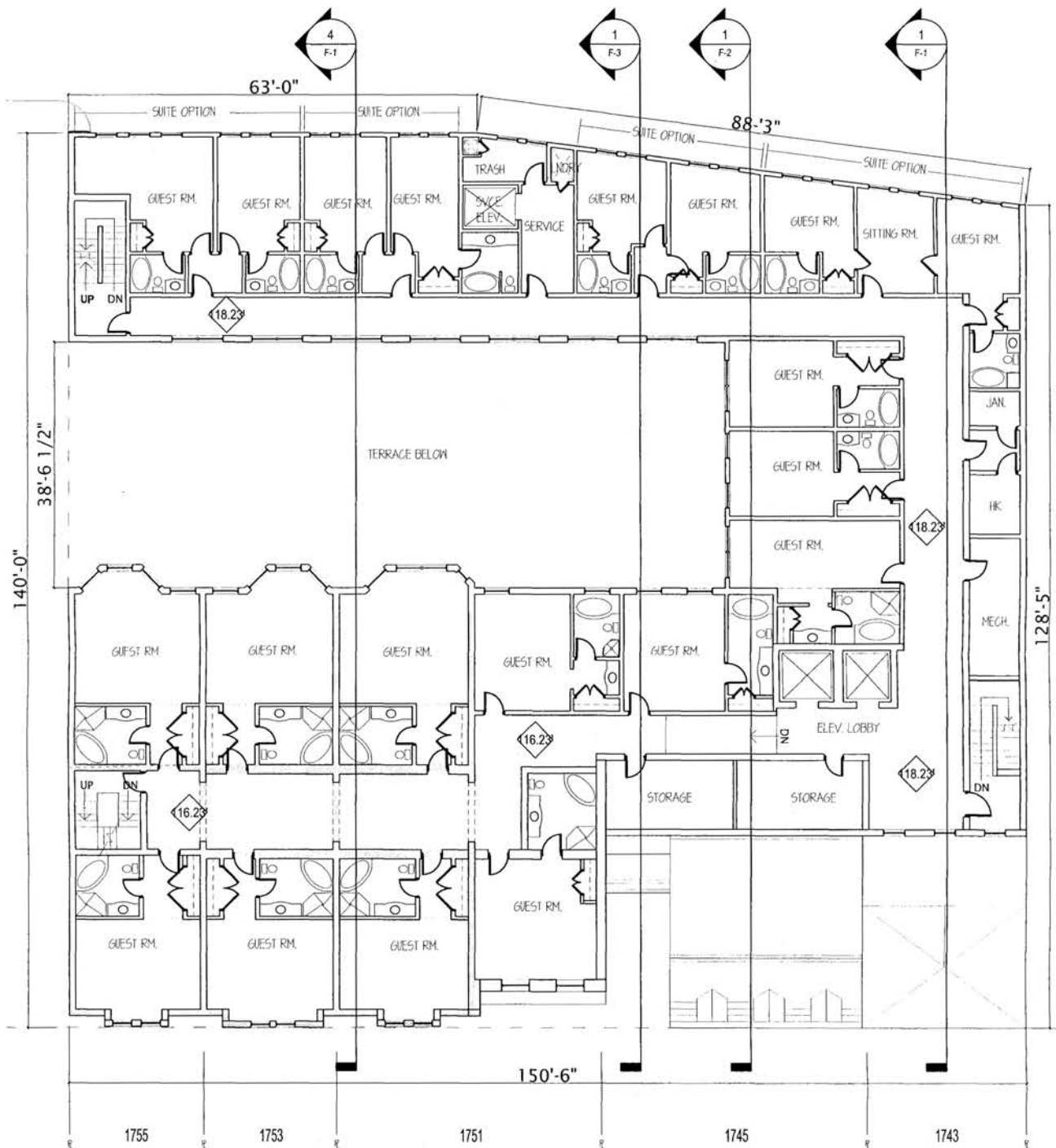
GROSS AREA: 16,453 S.F., 23 GUEST ROOMS
 21.FEB.2006

SHADED LINES INDICATE EXISTING WALLS TO REMAIN
 CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

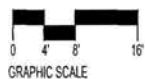
THE INTERIOR LAYOUTS SHOWN ON THE FLOOR
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 THE EXTERIOR ENVELOPE MAY OCCUR.



2127 Georgia Ave.
 Suite 100 - N.W.
 Atlanta, GA 30309
 404.525.1234
 F. 404.525.1234
 www.jsaatl.com



5TH FLOOR **1743-55 N STREET NW BOUTIQUE HOTEL**

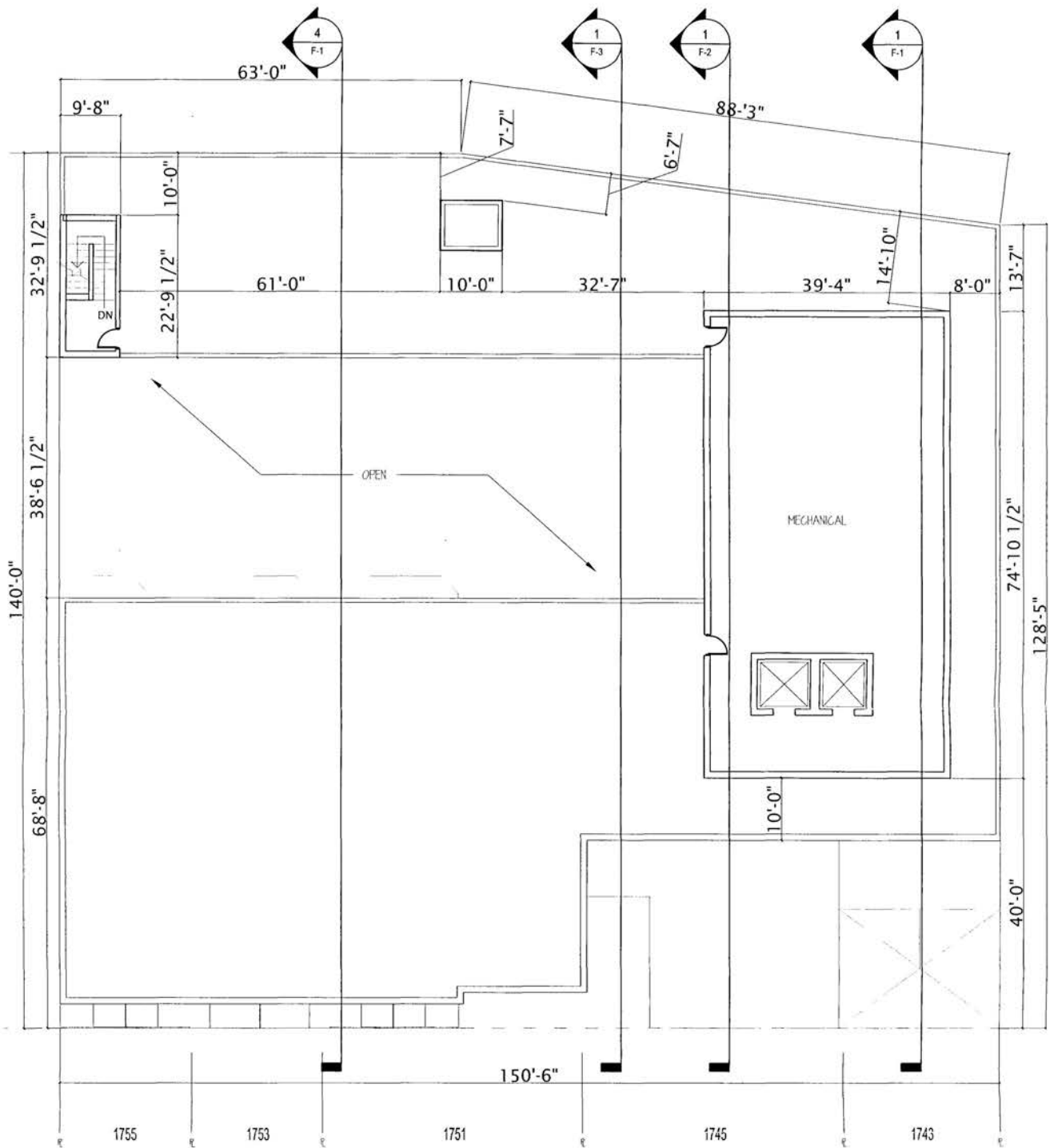


GROSS AREA: 14,623 S.F., 21 GUEST ROOMS
 21.FEB.2006

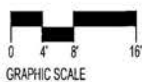
SHADED LINES INDICATE EXISTING WALLS TO REMAIN
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ROOF PLAN 1743-55 N STREET NW BOUTIQUE HOTEL



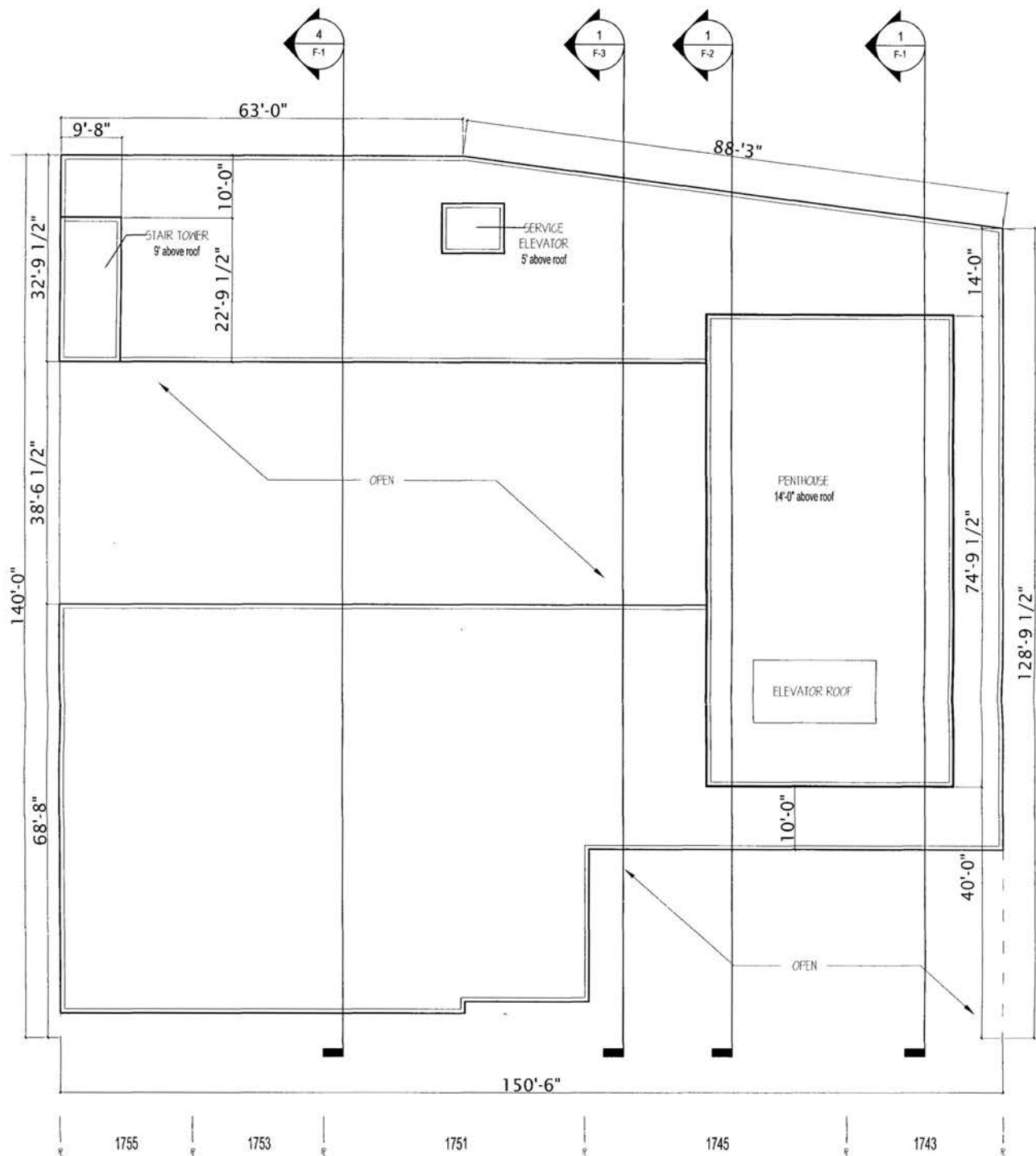
GROSS AREA: 3,246 S.F.,
21.FEB.2006

SHADED LINES INDICATE EXISTING WALLS TO REMAIN
CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

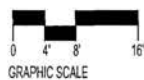
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UPPER ROOF PLAN 1743-55 N STREET NW BOUTIQUE HOTEL



GROSS AREA: 3,246 S.F.,
21.FEB.2006

SHADED LINES INDICATE EXISTING WALLS TO REMAIN
CONTINUOUS LINES INDICATE NEW WALLS TO BE BUILT

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EXISTING ELEVATION



1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006



8757 Concho Ave.
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20910-1234
T 301.580.8400
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www.jsaonline.com

D - 9



NEW FRONT ELEVATION

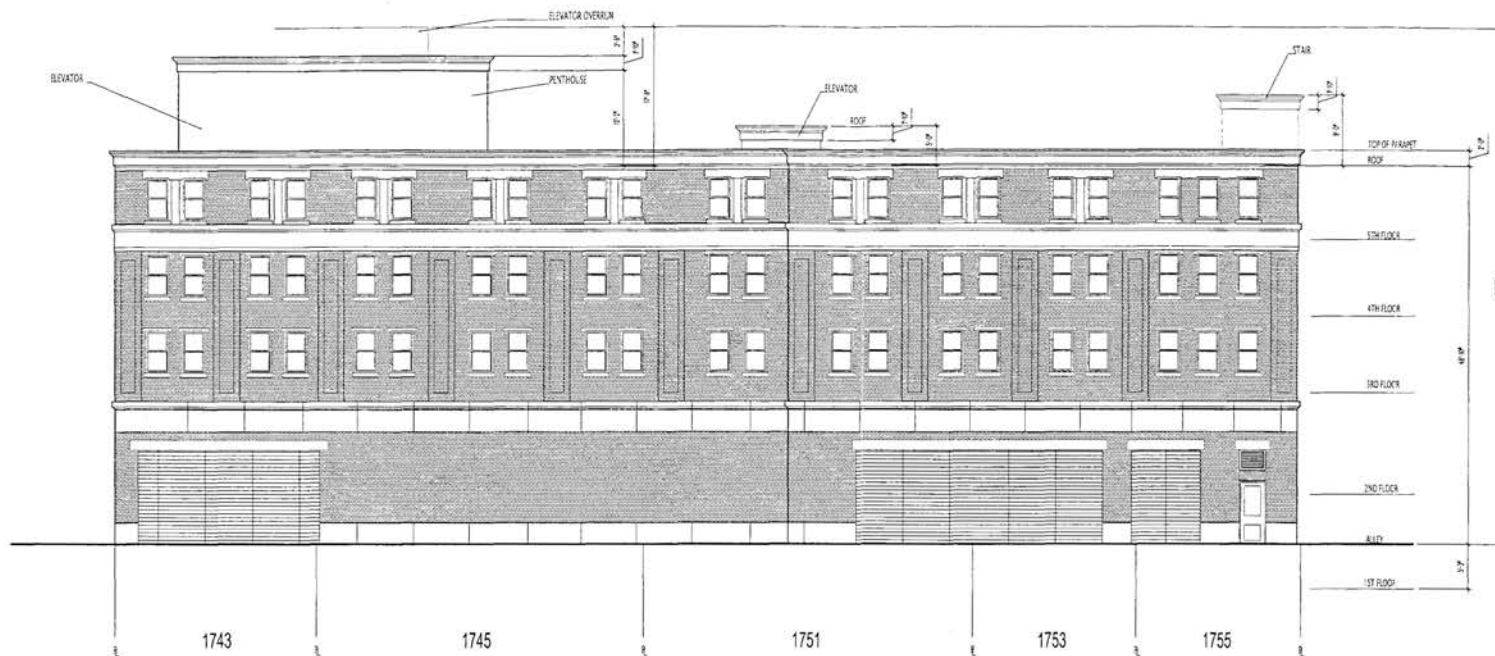


1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006



4757 Cordell Ave.
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20910-1010
T 301.583.1414
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D - 10



REAR ELEVATION



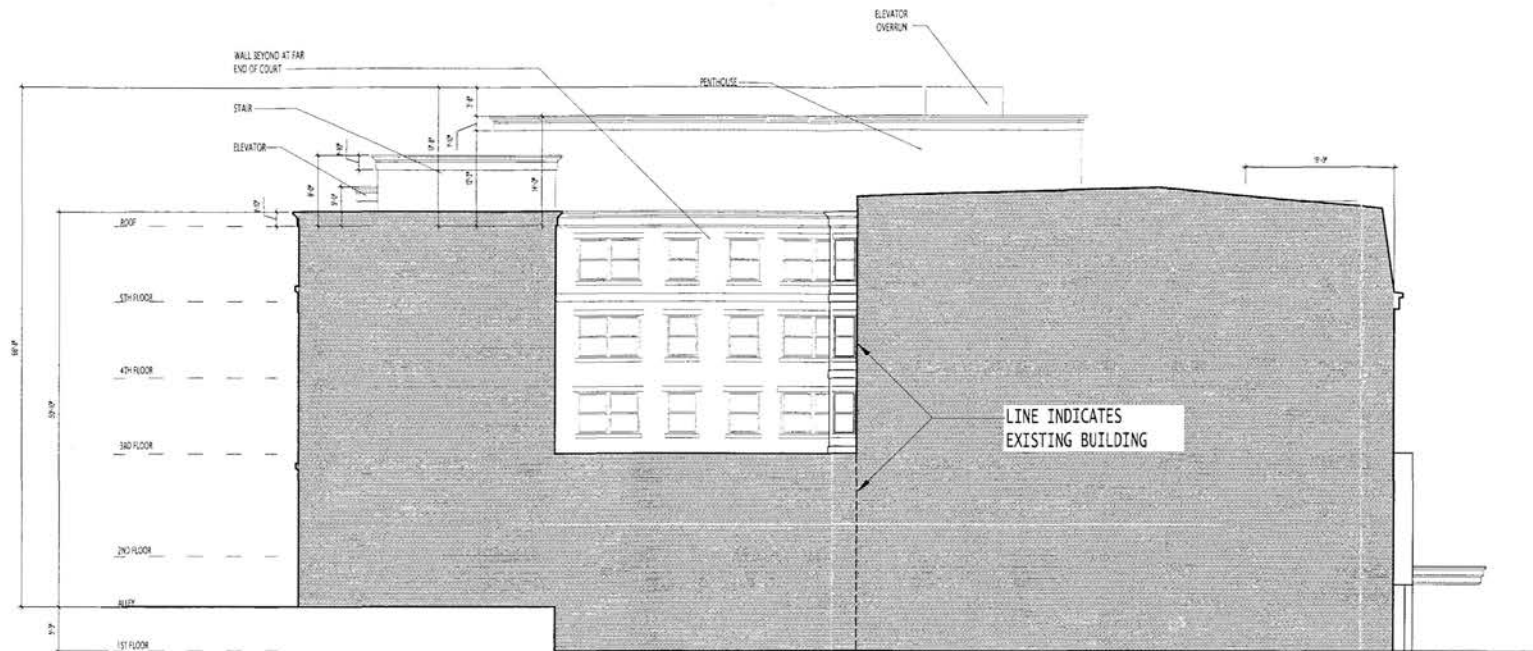
1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006



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D - 11



WEST ELEVATION

0 4 8 16'
GRAPHIC SCALE

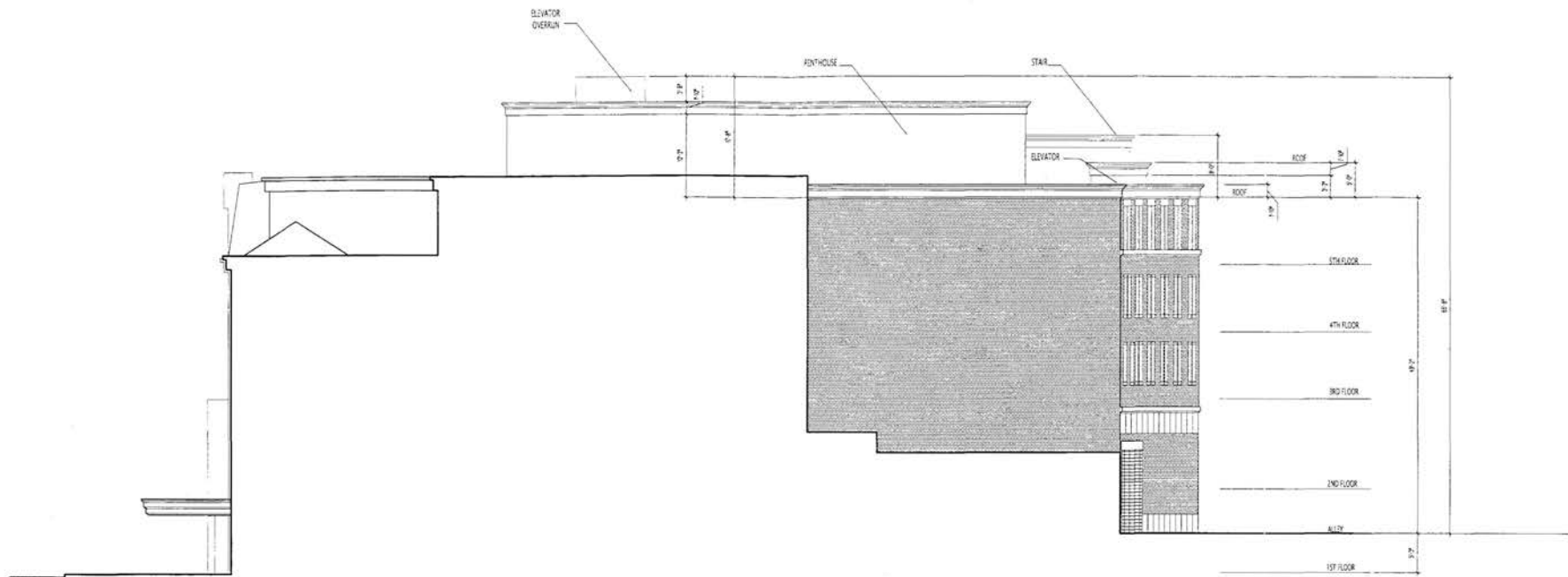
1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006



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D - 12



EAST ELEVATION

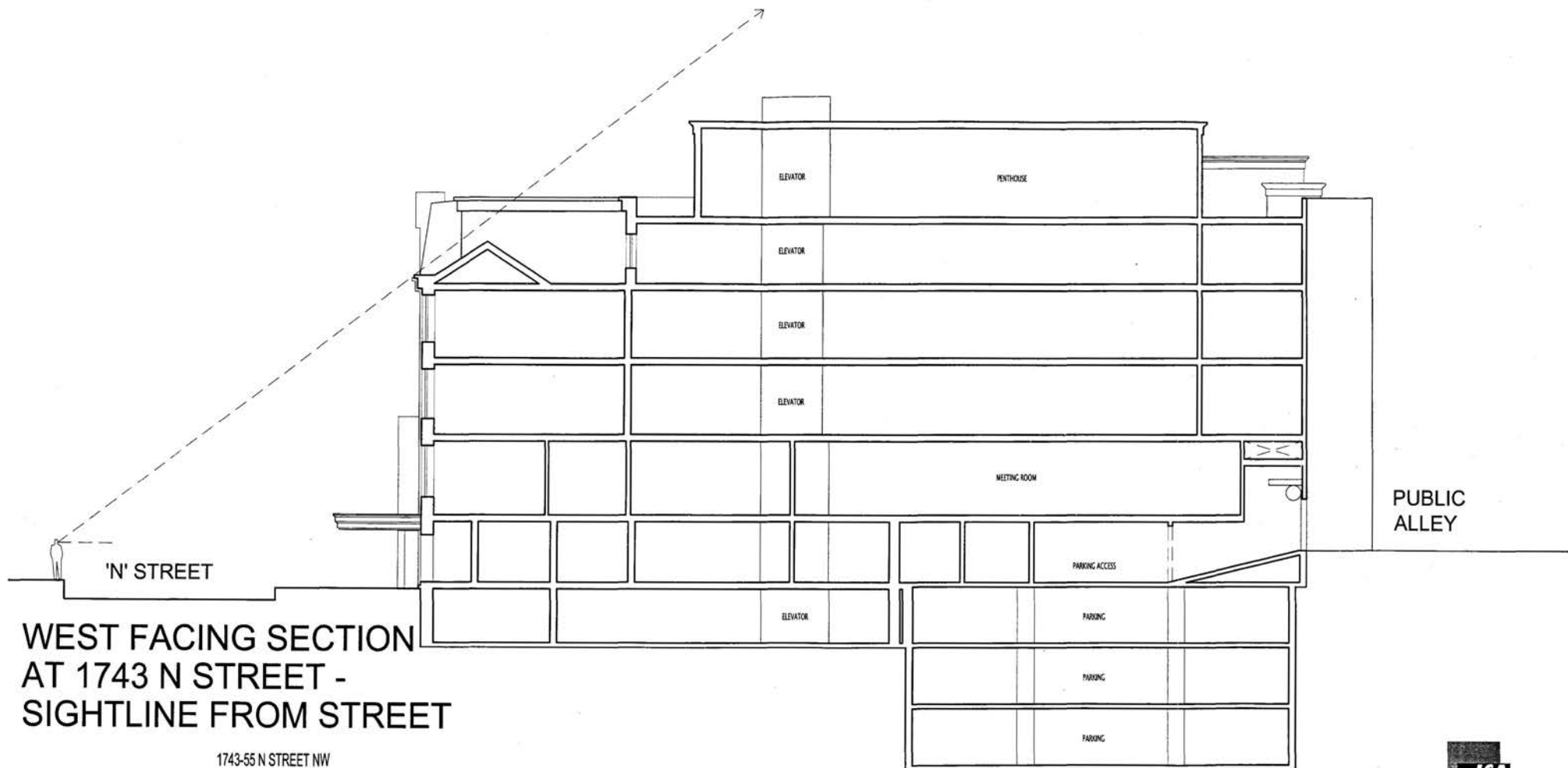
0 4 8 16'
SCALE: 1"=16'-0"

1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006

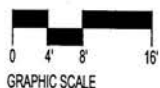
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D - 13



WEST FACING SECTION AT 1743 N STREET - SIGHTLINE FROM STREET



GRAPHIC SCALE

1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006

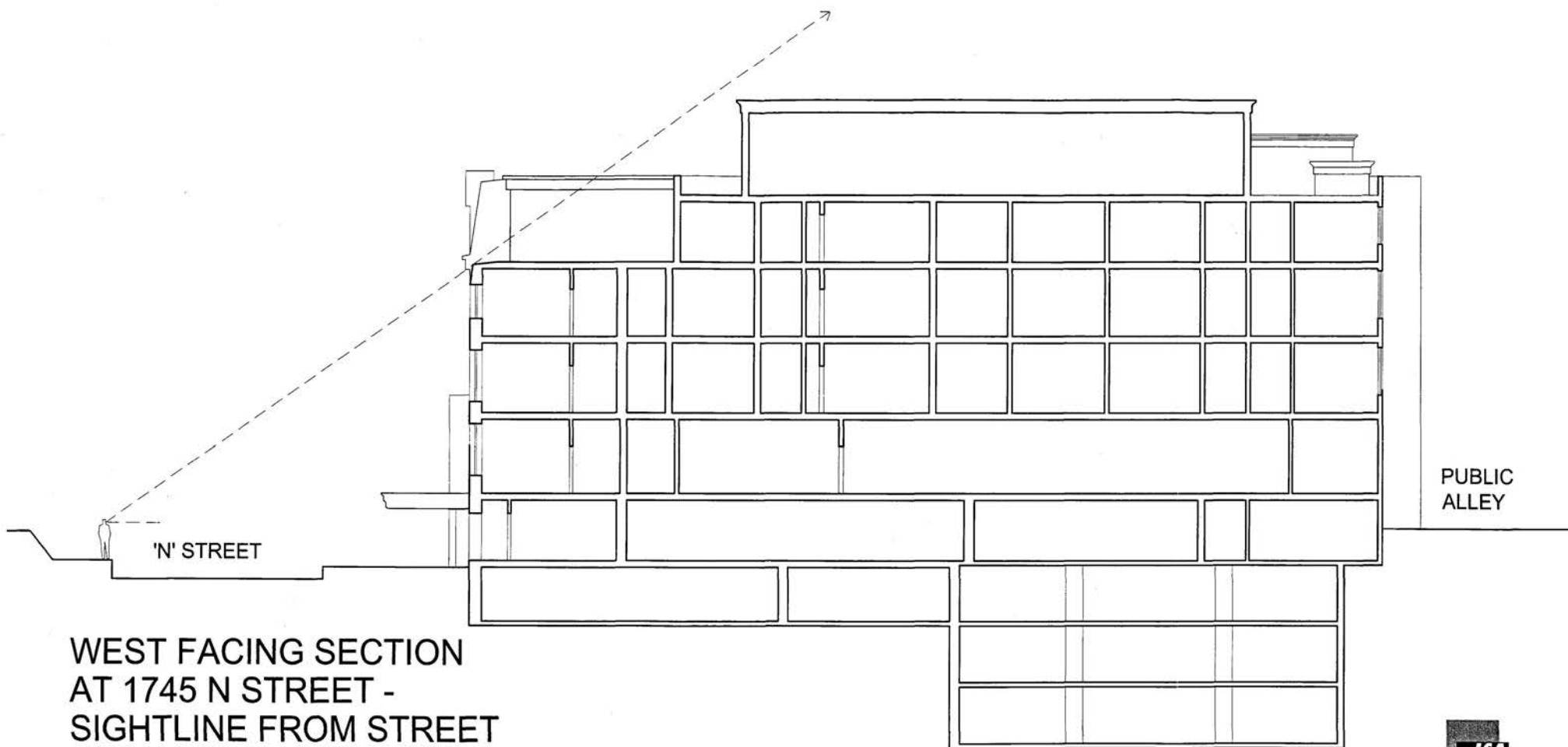
CONTINUOUS LINES INDICATE SECTION THROUGH 1743 N STREET, N.W.



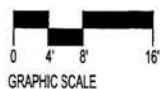
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F-1



WEST FACING SECTION
AT 1745 N STREET -
SIGHTLINE FROM STREET



GRAPHIC SCALE

1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006

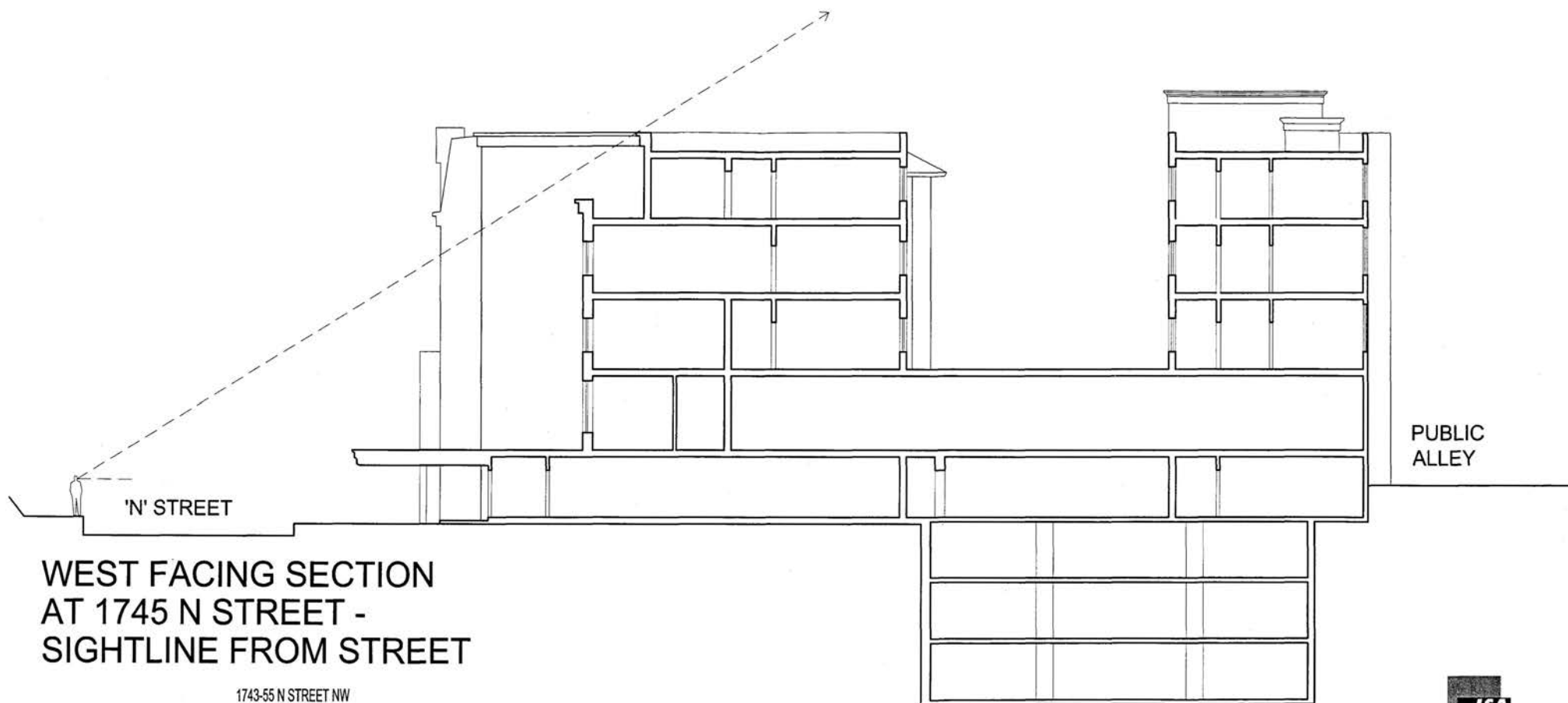
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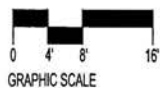
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F-2



**WEST FACING SECTION
AT 1745 N STREET -
SIGHTLINE FROM STREET**



GRAPHIC SCALE

1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006

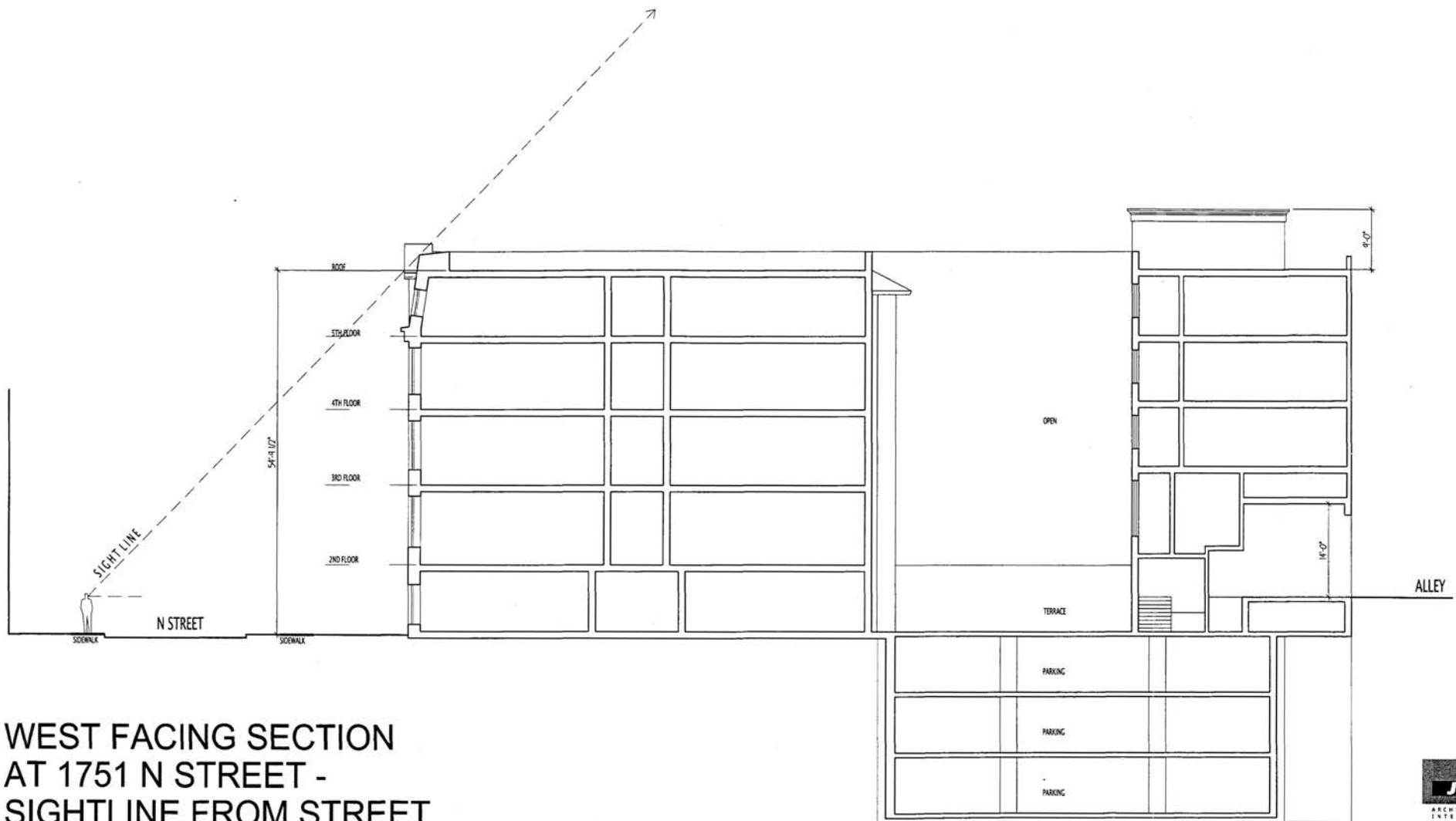
CONTINUOUS LINES INDICATE SECTION THROUGH 1745 N STREET, N.W.



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20910-3707
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F - 3



WEST FACING SECTION AT 1751 N STREET - SIGHTLINE FROM STREET

0 4' 8' 16'
SCALE: 1"=16'-0"

1743-55 N STREET NW
BOUTIQUE HOTEL
21.FEB.2006

2

Technical Memorandum:

**SUPPLEMENTARY DATA
PRESENTATION - N STREET FOLLIES
BOARD OF ZONING ADJUSTMENT
APPLICATION, NORTHWEST,
WASHINGTON, D.C.**

(BZA Case No.17337)

Prepared for:

"N" STREET FOLLIES, INC

1025 Connecticut Avenue, N.W., Suite 606
Washington, D.C. 20036

➤ Morton Bender, President

Correspondents:

HOLLAND & KNIGHT, LLP

2099 Pennsylvania Avenue, N.W, Suite 100
Washington, D.C. 20006-6081

➤ Norman M. Glasgow, Jr., Esquire

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.

Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Greenbelt, MD 20706-2218
Tel: (301) 794-7700

February 20, 2006

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706

Tel: (301) 794-7700 • Fax: (301) 794-4400

E-mail: orgassoc@aol.com

MEMORANDUM

DATE: February 20, 2006

TO: Mr. Morton Bender,
N Street Follies, LP

FROM: Iain J. Banks/Osborne R. George

RE: N Street Follies Supplementary Data and
Analysis – BZA Application No. 17337

This memorandum is prepared pursuant to the specific requests for information arising out of the public hearings on January 24th, 2006, before the District of Columbia Board of Zoning Adjustment on the subject matter. It also supplements the Traffic Impact Analysis report dated December 30th, 2005 prepared in support of the application.

- 1) **Existing Alley Usage:** Exhibit 1 shows the configuration and key dimensions of the alleyway system serving Square 158. Usage of the alley is related to the abutting land uses served. Therefore Exhibit 1 (on page 2) shows the current uses of all the improved properties within the Square. As part of the preparation for the hearings, a traffic survey for the alley was done on Saturday, January 21st and on Monday, January 23rd. Subsequently, a survey was done on Wednesday, February 8th. The data from the three surveys are presented in Table 1 (on page 3).

Of the vehicles surveyed over the three-day period comprising 21 hours (for which the data is shown in Table 1), the broad classification of vehicles using the alleyway on average was as follows:

Passenger Cars	412	(95.6%)
Trucks & Vans	19	(4.4%)

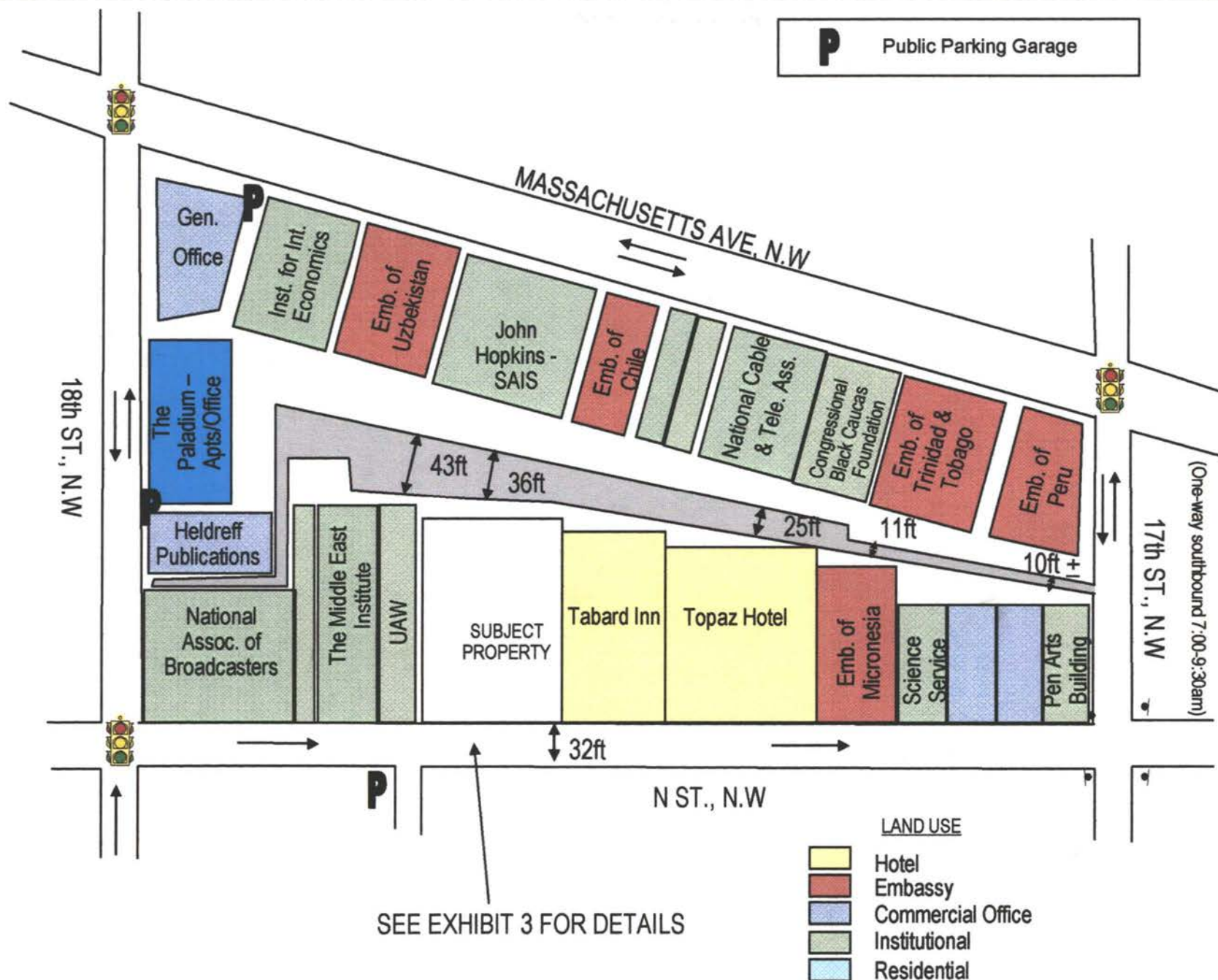
The data for the survey conducted specifically in response to the BZA's request (Wednesday February 8th), included further classification by vehicle types, and is summarized in Table 2 (on page 4). It is important to note that the data presented in Tables 1 and 2 indicate vehicles entering and exiting, in order to show directional splits and the potential level of vehicle conflicts within the alley.



Public Parking Garage



NO SCALE



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

EXHIBIT 1

STUDY AREA LAND USE AND PARKING MAP

N Street Folies BZA Application No: 17337

TABLE 1
SQUARE 158 ALLEYWAY USAGE SURVEY
N STREET FOLLIES – BZA APPLICATION

TIME	SAT. (Jan. 21, 2006)				MON. (Jan. 23, 2006)				WED. (Feb. 8, 2006)			
	Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck	Pass. Car	Truck
7:00 – 8:00 AM					20	2	2	2	24	4	3	2
8:00 – 9:00 AM					65	2	6	2	61	2	7	2
9:00 – 10:00 AM									55	2	5	3
10:00 – 11:00 AM									14	1	10	0
11:00 – 12:00 PM	9	0	11	0								
12:00 – 1:00 PM	10	0	9	0	9	0	16	0				
1:00 – 2:00 PM	6	1	9	1	7	0	9	0				
2:00 – 3:00 PM	12	0	9	0								
3:00 – 4:00 PM	7	0	9	0					10	2	23	0
4:00 – 5:00 PM	5	0	9	0	7	0	28	1	10	2	22	4
5:00 – 6:00 PM					20	0	55	0	28	0	60	0
6:00 – 7:00 PM					12	0	58	0	11	2	61	1
TOTAL	49	1	56	1	140	4	174	5	213	15	191	12

 - Inbound Vehicles.

 - Outbound Vehicles.

TABLE 2
SQUARE 158 ALLEY USAGE SURVEY (CLASSIFICATION)
N STREET FOLLIES – BZA APPLICATION

TIME PERIOD	Wednesday, February 8, 2006											
	ENTERING ALLEYWAY						EXITING ALLEYWAY					
	Cars	Trucks	Trash	Vans	Motor-cycles	TOTAL	Cars	Trucks	Trash	Vans	Motor-cycles	TOTAL
7:00 - 8:00 AM	24	1	1	2	0	28	3	1	1	0	0	5
8:00 - 9:00 AM	61	1	1	0	0	63	7	1	1	0	0	9
9:00 - 10:00 AM	55	0	2	0	1	58	5	1	2	0	0	8
10:00 - 11:00 AM	14	0	0	1	0	15	10	0	0	0	0	10
TOTAL (AM)	154	2	4	3	1	164	25	3	4	0	0	32
3:00 - 4:00 PM	10	1	0	1	0	12	23	0	0	0	0	23
4:00 - 5:00 PM	10	0	0	2	0	12	22	1	0	3	0	26
5:00 - 6:00 PM	28	0	0	0	0	28	60	0	0	0	1	61
6:00 - 7:00 PM	11	0	0	2	0	13	61	0	0	1	0	62
TOTAL (PM)	59	1	0	5	0	65	166	1	0	4	1	172
GRAND TOTAL	213	3	4	8	1	229	191	4	4	4	1	204

In order to show the general categorization of vehicles accessing the alley, the above data is further summarized as follows:

- Passenger Cars 202 (93.1%)
- Trucks (30 ft.) 4 (1.8%)
- Trash Trucks 4 (1.8%)
- Vans 6 (2.8%)
- Motorcycles 1 (0.5%)

- 2) **Alleyway at 17th Street Pedestrian Usage Considerations:** As discussed under items 3 and 4 below, it is projected that hotel usage of the alleyway will be generated primarily by the check-out (7:00 – 11:00 AM) and check-in (3:00 – 7:00 PM) periods. These timeframes also include the peak periods of the adjacent street system. In conjunction with vehicle counts undertaken on February 8th, pedestrian traffic along the west sidewalk of 17th Street at the alleyway was also counted. The data is presented in Table 3 on the following page.

TABLE 3
SQUARE 158 ALLEYWAY AT 17th STREET –
PEDESTRIAN SURVEY N STREET FOLLIES BZA APPLICATION

TIME PERIOD	NORTHBOUND	SOUTHBOUND
7:00 – 8:00 AM	26	90
8:00 – 9:00 AM	68	214
9:00 – 10:00 AM	45	204
10:00 – 11:00 AM	34	95
TOTAL	173	603
3:00 – 4:00 PM	76	57
4:00 – 5:00 PM	74	66
5:00 – 6:00 PM	229	117
6:00 – 7:00 PM	213	95
TOTAL	592	335

Since the issues raised by the Board pertained to potential vehicle-pedestrian conflicts and safety, Exhibit 2 (on page 6) was prepared to illustrate the geometrics and sight distances available for vehicles and pedestrians at the alley entrance onto 17th Street. The Exhibit shows that the buildings abutting the alley at the entrance onto 17th Street are setback from the sidewalk by approximately 18 feet, and by approximately 30ft from the curb along 17th Street enabling safe sight distances for vehicles exiting the alleyway onto 17th Street and also entering the alley from 17th Street. Exhibit 2 shows approximate sight distances of 35ft $\pm$ that would be available to drivers exiting as the vehicle approaches the sidewalk. It is important to note that the sight distances shown are not intended to refer to the intersection corner sight distances.

Observations made during 21 hours of surveys showed no significant vehicle-pedestrian conflicts that are based on volumes, or that would suggest sight distance deficiencies. It was also observed that the relatively narrow width of the alleyway at 17th Street results in vehicles entering and exiting the alleyway at a slow rate of speed, which enhances safety at this location. Additionally, this type of access arrangement is quite typical within the Central Business District/Central Employment Area of the City, where access to major parking garages are provided across sidewalks serving large volumes of pedestrian traffic.

18TH STREET, N.W.

17TH STREET, N.W.

PUBLIC ALLEY

BENDER PROPERTY

TABARD INN

TOPAZ HOTEL & BAR

N STREET, N.W.

9 SPACES
8 SPACES

ROADWAY WIDTH = 32'

6 SPACES
7 SPACES

1 SPACE

TAXI

1 SPACE

2 SPACES
12 SPACES

3 SPACES

LEGEND

- No Parking (At Any Time)
- Metered Parking (2hr M-F 7:00 AM - 6:30 PM)
- Loading Zone (+15min Hotel Guests)
- Taxi Stand
- Reserved Diplomat Space
- No Parking (M-Sat 7:00AM - 6:30 PM)



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners
10110 Oakhill Blvd, Suite 110
Lorton, MD 20701

Exhibit 3
PARKING CONDITION DIAGRAM
1700 BLOCK N STREET, N.W.
WASHINGTON, D.C.

DATE	BY	REVISION	NO.	DESCRIPTION
10/1/00	OR	1	1	1700 BLOCK N STREET PARKING
10/1/00	OR	2	2	1700 BLOCK N STREET PARKING
10/1/00	OR	3	3	1700 BLOCK N STREET PARKING
10/1/00	OR	4	4	1700 BLOCK N STREET PARKING
10/1/00	OR	5	5	1700 BLOCK N STREET PARKING
10/1/00	OR	6	6	1700 BLOCK N STREET PARKING
10/1/00	OR	7	7	1700 BLOCK N STREET PARKING
10/1/00	OR	8	8	1700 BLOCK N STREET PARKING
10/1/00	OR	9	9	1700 BLOCK N STREET PARKING
10/1/00	OR	10	10	1700 BLOCK N STREET PARKING

- 3) **Projected Truck Usage of Alley:** The proposed hotel will be served by a loading zone approximately 40 ft in length along its N Street frontage, and a loading dock and platform area serving a 20 ft berth and a 30 ft berth accessed off the alley to the rear. Based on information provided by the Applicant the following is an estimate of the typical daily truck/delivery activity.

- Deliveries via N Street utilizing vans/FedEx/UPS	8 – 10 Delivery Trucks
- Trash pick-up via alley	1 daily
- Other deliveries (30 ft/single-unit trucks)	2 via alley 2 – 3 via N Street (using loading zone)

Based on the above, it is projected that, on average, one trash truck and two (2) single-unit (30 ft) trucks would use the alley on a daily basis to serve the proposed hotel. The Applicant has indicated that deliveries would generally be through contracted service, which would utilize regular drivers (likely those having Commercial Drivers Licenses) and who would be familiar with the location and layout of the alleyway and loading docks. Also, some of these deliveries could be scheduled to occur outside of the peak access activities within the alley.

- 4) **Projected Valet Use of Alley:** The submitted traffic study projected peak hour volumes averaging just over 30 vehicle trips accessing the hotel during typical weekday morning and afternoon peak hours. That data was based on rates recommended by the Institute of Transportation Engineers (ITE), and assumed a modest 25% transit usage. Since completion of the study, the Applicant has clarified the proposed use as a “boutique hotel”. Industry sources define Boutique Hotel as a luxurious and “intimate” hotel considerably smaller than the typical chain/brand hotels, ranging in size from 3 – 100 rooms and catering to high-end business and tourist travelers. *[It is noted that the website of the Topaz Hotel, located at 1733 N Street, presents its 99-room facility as a “stylish, downtown boutique hotel” catering to visiting artists, government officials and couples. For further descriptions pertaining to this kind of hotel see Attachment A.]*

Based on the above information a trip generation survey was conducted of the Topaz Hotel covering the periods of January 23rd – 24th (Monday PM/Tuesday AM) and February 16th – 17th (Thursday PM/Friday AM) when occupancy was 97% and 51% respectively (based on information provided by the hotel management staff). The data is presented in Table 4 on page 8. Based on the more extensive survey done on February 16th/17th the mode split can be summarized as follows:

- Pedestrians Usage:	185 (76.7%)
- Non-Valet Vehicle Usage: (Including Drop-off & Taxi)	45 (18.7%)
- Valet Garage Vehicles:	11 (4.6%)

Hotel Online Special Report

What Is a Boutique Hotel?

Harry Nobles
Hospitality Consulting

E-mail: hospvc001@aol.com

Harry Nobles & Cheryl Thompson, September 2001

What specific attributes qualify a hotel for this appellation? What makes one hotel a boutique while another is not? We believe there are several characteristics that contribute to the accurate application of the term. One is size. What is the maximum number of rooms allowable for a boutique hotel? In our opinion, and in the opinion of some others, 100 rooms seems to be the upper limit.

Is atmosphere a factor? We believe atmosphere is a very important component of all boutique hotels. If atmosphere is considered the sum total of the physical facilities and all the intangibles that comprise a memorable hotel experience, this may be the single

most critical factor. Our definition of atmosphere includes decor, ambience, personalized service, the attitude of management and staff, and how all these ingredients must combine to create a genuine sense of intimacy.

Ask Harry and Cheryl

We encourage readers to email us with questions on ratings, guest services, design, decor, etc. We'll directly respond to your questions.
Email Harry and Cheryl

An intimate atmosphere may be the one absolutely essential component without which a hotel cannot be called boutique. In our opinion, the difficulty lies in creating an atmosphere of intimacy without familiarity. We define intimacy as caring, warm, personalized, yet totally professional. Familiarity involves using guests' first name, hugs, excessive hand shakes, and other physical contact.

The boutique environment also includes anticipating guests' needs and desires rather than simply responding to a request. Knowing what a guest wants, when they want it, and how they want it is a major difference between good service and great service. The goal of any fine hotel, boutique or otherwise, must be great service.

We suggest that a unique theme is one important component of "boutiqueness". We are seeing a variety of interesting themes around the country, ranging from a library concept in New York City to a hotel in Washington, DC for guests interested in the occult.

We find this quite interesting and feel that a segment of the public

will respond positively. Our only question is where does a trend end and a fad begin.

So, what is a real boutique hotel? Can you create a checklist of very specific characteristics that will apply to every property? Can you develop a profile that applies to all?

We suggest it is a hotel that makes guests happy to be there, makes them feel special, makes them want to return soon, and makes them want to tell others.

That description makes a boutique hotel sound like any other fine hotel, only smaller, right?

As with many intangibles, "boutiqueness", like beauty may be in the eye of the beholder.

###

Contact:

Harry Nobles Hospitality Consulting

POC: Harry Nobles

E-mail: hospsvc001@aol.com

Phone: 757-564-3761

Fax: 757-564-0076

www.optimumrating.com

Credentials:

- Former head of AAA Lodging/Dining Ratings Program.
- An independent consultant serving the hospitality industry.
- A Special Training Consultant to the Educational Institute, American Hotel/Motel Association

Also See:

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[How Important is Service? / Sept 2001](#)

[Front Desk Service Mistakes / Aug 2001](#)

[Food & Beverage Mistakes & How to Correct Them / July 2001](#)

[Bell Staff Mistakes & How to Correct Them / July 2001](#)

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3

Fully-automatic, high-rack stacking & shelving systems for 2-20 parking levels!

Multiparker Model 700 Series



SpaceSaver Multiparker Systems can be configured for above and below grade parking, depending on your requirements.

The Multiparker provides space-saving and economical parking options by stacking cars side by side and on top of one another in a fully-automated high-rack shelving system. One or more entrance areas provide access into the system.

The storage and retrieval unit is equipped with an integrated quick-change pallet system and a turntable that turns the vehicle during transport and brings it into the exit position. The entrance area(s) can be arranged at any level. The storage and retrieval technique allows faster access times which makes the Multiparker an attractive alternative to conventional parking facilities.

The Multiparker dispenses with the need for ramps, aisles, stairwells, elevators, lighting, HVAC, etc. and offers security against theft and vandalism. When compared to conventional garage buildings, it is environmentally friendly in terms of its compact construction, and helps reduce emissions.



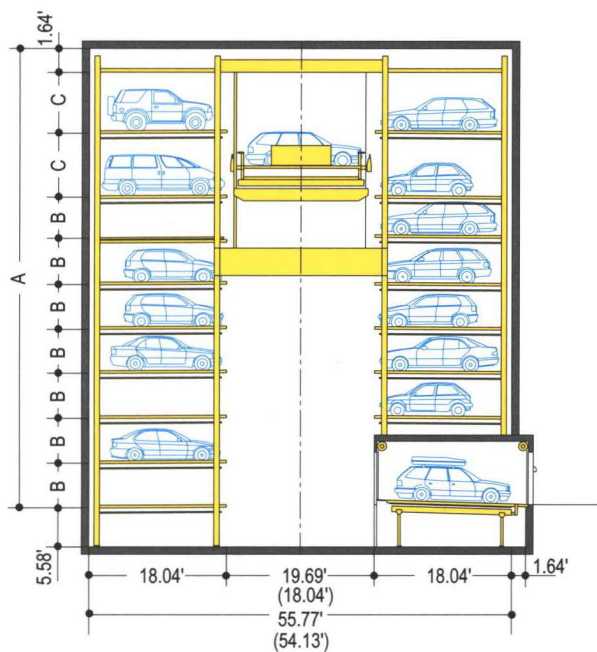
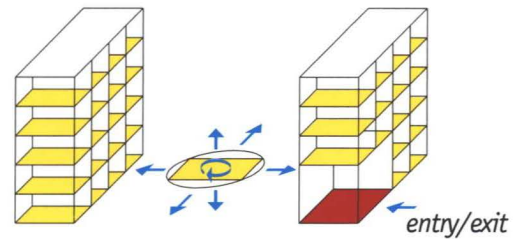
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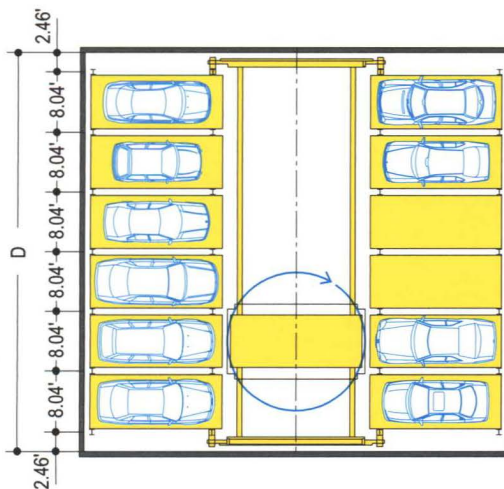
Three photographs of the Multiparker in use at the Summit Grand Parc in Washington, DC, the nation's first fully-automated parking garage.

Multiparker 700 Series

- ⊙ Automated parking systems for 2-20 parking levels, configured above or below grade
- ⊙ Entry/exit locations at any level
- ⊙ Designed to accommodate vehicles of various heights
- ⊙ Multi-row arrangement
- ⊙ Quick-change pallet system = short access times
- ⊙ Integrated turntable
- ⊙ Can be free standing or attached to a facility



Dimensions in brackets for storage and retrieval unit (SRU) without turntable.



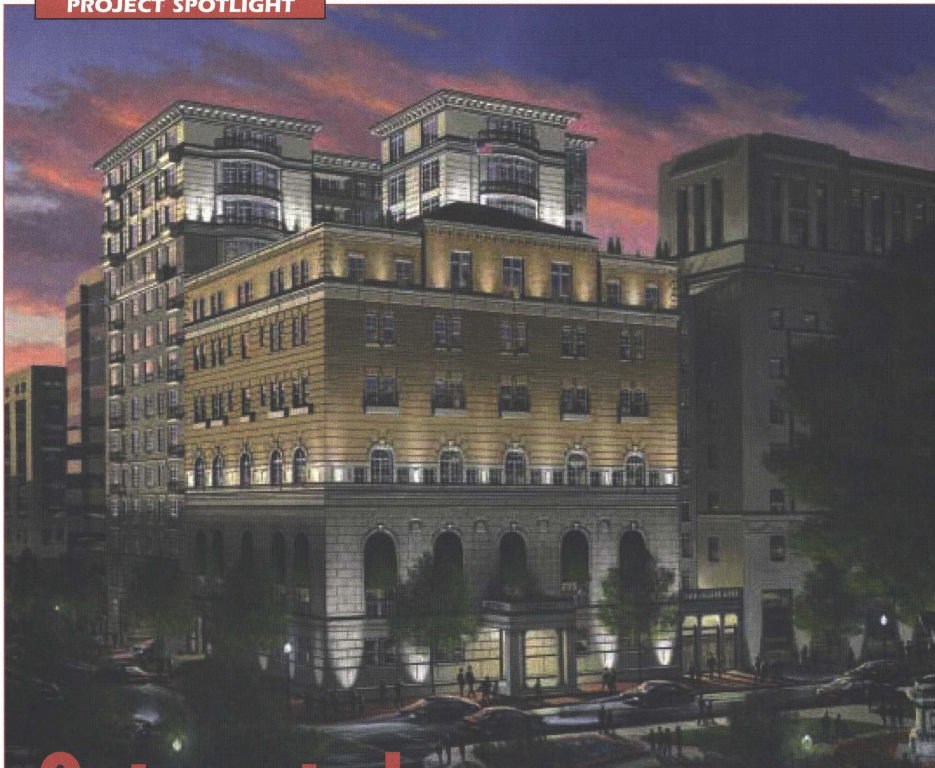
Space of at least 6.56' x 9.84' x 7.87' (W x L x H) must be available near the transfer area for the control unit.

Parking level	Dimension A for 5.09 ft. high cars	Dimension A with 2 parking levels for 6.56 ft. high cars
4	25.26'	28.22'
5	31.17'	34.12'
6	37.07'	40.03'
7	42.98'	45.93'
8	48.88'	51.84'
9	54.79'	57.74'
10	60.7'	63.65'
11	66.6'	69.55'
12	72.51'	75.46'
13	78.41'	81.36'
14	84.32'	87.27'
15	90.22'	93.18'
16	96.13'	99.08'
17	102.03'	104.99'
18	107.94'	110.89'
19	113.85'	116.8'
20	118.11'	122.7'
Dimension B:		5.91 ft. for 5.09 ft. high cars
Dimension C:		7.38 ft. for 6.56 ft. high cars
Parking bays per level*		Grid width 8.04 ft. Length D
6		29.04'
8		37.07'
10		45.11'
max. 12		53.15'

* The number of parking spaces depends on number and arrangement of transfer areas.

**SpaceSaver
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Automated Valet Parking

by Jacqueline L. Smith

On July 5, 2002, the 74-car automated mechanical parking structure at the Summit Grand Parc Apartments was completed and turned over to its owner, Summit Properties. The site is located at 900 15th Street NW, in Washington, D.C. The project consists of a luxury residential tower with 98 rental units and 24,000 square feet of commercial/retail space in the adjacent five-story historic building. The parking structure is provided under the residential tower in a footprint 60 feet by 106 feet on four levels within a total depth of 32 feet at a cost of approximately US\$1.5 million or approximately US\$20,000 per stall.

Continued ►

As seen in Elevator World's April 2003 Issue

Automated Valet Parking

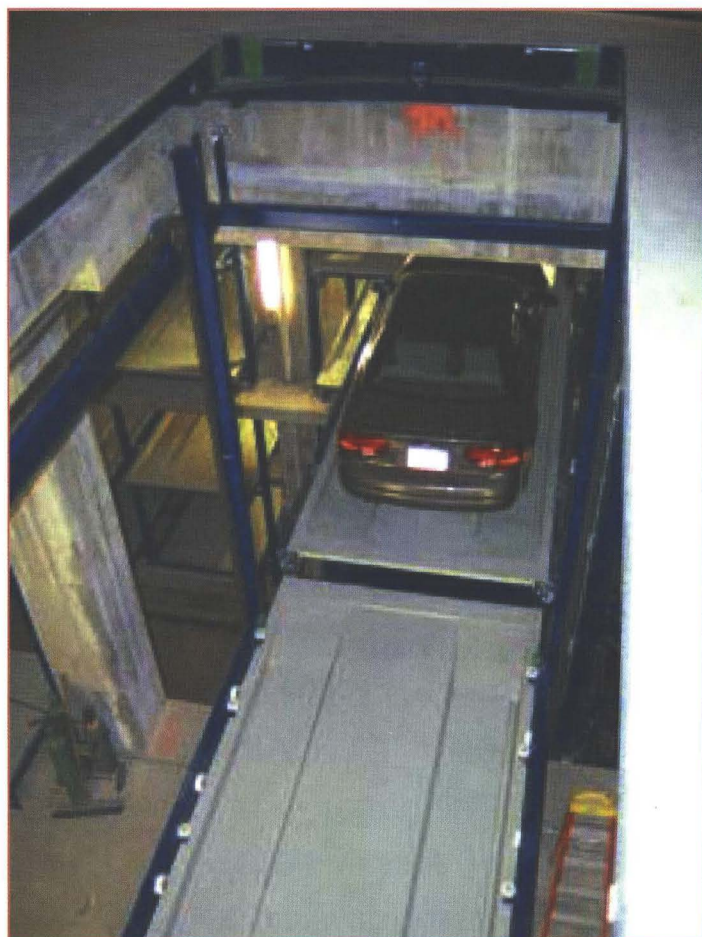
Continued

Automated, mechanical parking systems utilize computer-controlled, robotic transport devices with vertical and horizontal movement capability to transport vehicles from the street level to a storage compartment and back without human intervention. A single driveway provides access into the building at street level. Inside the building, there are two entry/exit compartments oriented at 45° on the left side of the drive aisle. The patron drives forward onto a steel pallet that is flush with the floor inside the entry compartment. Depressed channels are provided on each side of the pallet for guiding the wheels of the vehicle into proper position on the pallet.

Once the patron retrieves all their belongings, and all passengers and pets vacate the transfer cabin, the patron activates the system by presenting an electronically encoded card at the card reader positioned outside and adjacent to the entry compartment. The entry compartment door closes automatically with sensors that measure



the size of the vehicle to determine that it will fit in the storage compartment and determine that all persons have vacated the transfer compartment. The floor drops down one level where the vehicle is transferred to a robotic transport device that operates in a four-level high vault. This device moves horizontally on guide rails at the lowest parking level while also having vertical lift capability to access the vehicle storage racks inside the garage. The computer system determines where to store the vehicle and stores that information with the identification information recorded by the card reader. To retrieve the vehicle, the patron presents their electronic card at the card reader. The vehicle is automatically retrieved and delivered to the entry/exit compartment at street level. A turntable in the transfer compartment turns the vehicle so it is facing forward for exiting the building. This parking system most closely compares to automated valet parking.

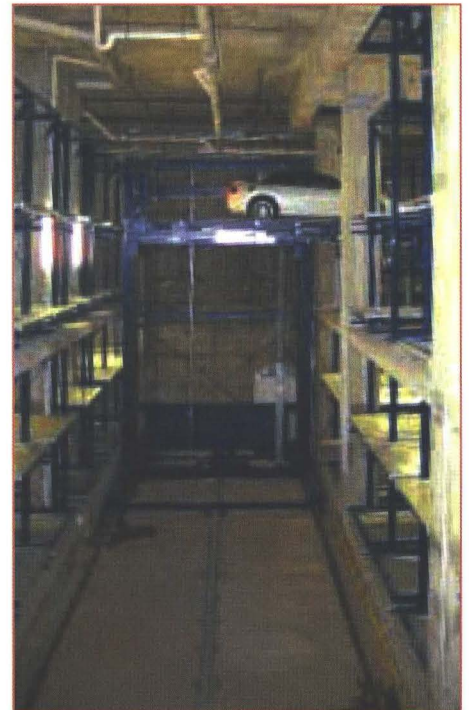
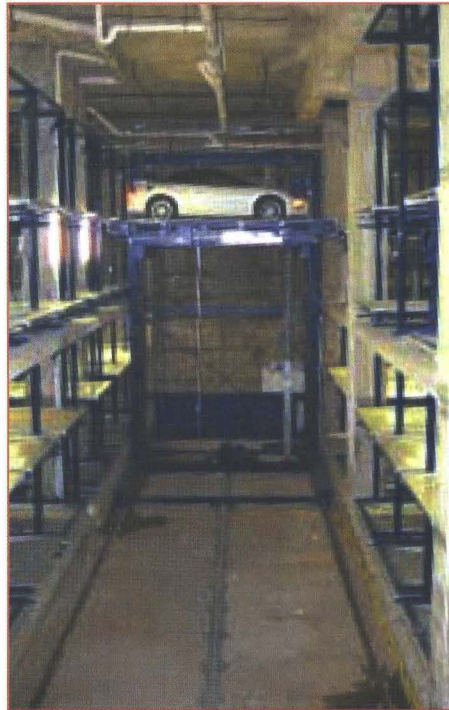
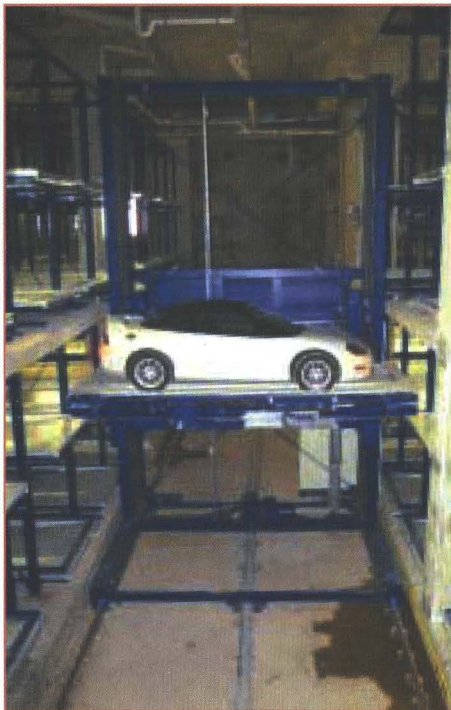


The parking structure is also unique in that many traditional elements of self-park, ramp-access garages are avoided or greatly minimized. Since the underground parking storage area is not occupied, there are no fire exit stairs required for occupants. Only ladders and catwalks are provided for access by maintenance personnel and the fire department. Similarly, no elevators are provided in the parking storage area. Only minimal lighting is required for maintenance personnel. Since the vehicles are carried on steel pallets, there are no floors in the storage compartments. The pallets are supported on an open-steel structural frame. There is no special ventilation requirement for vehicle emissions, because the vehicles

are transported with the engines off. Safety and security is also greatly enhanced as the vehicle storage area is not accessible to the public.

The parking equipment installation was performed by Mid-American Elevator Co. The mechanical parking system is manufactured by Wöhr-Stopa of Stuttgart, Germany, which is represented in the U.S. by SpaceSaver Parking Co. of Chicago. Tours of this facility are available by contacting SpaceSaver Parking.

Jacqueline L. Smith is director of special projects at SpaceSaver Parking Co., a division of Mid-American Elevator Co., Inc.



"There is no special ventilation requirement for vehicle emissions, because the vehicles are transported with engines off."

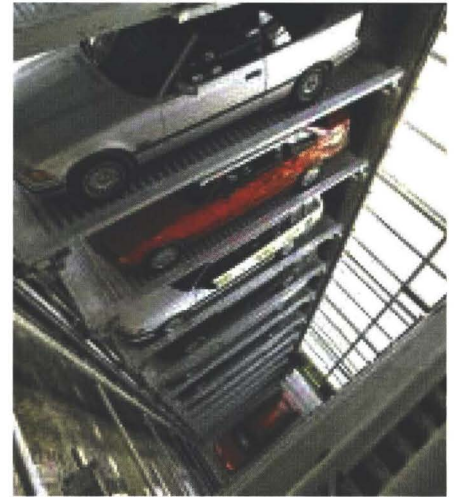


SpaceSaver

Leading the Way in Automated Parking

From Stackers...

SpaceSaver drive-on, drive-off multi-level stacking systems provide up to 100% more parking spaces, are extremely economical, easy to install and are adaptable to a wide range of parking situations.



The SpaceSaver Parksafe system can be configured up to 20 cars tall.

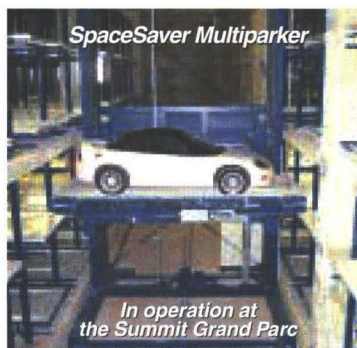
To Combilifts...

Our cost-effective, semi-automatic Combilifts, combine the advantages of vertical stacking and lateral movement in one machine. They can be configured on two or three levels to meet specific requirements.



To Fully-Automated Parking Systems.

Our automatically controlled systems are designed to accommodate 10 to 500 vehicles including high-rack shelving on one or more levels, laterally/longitudinally moving platforms and quick-change pallet with turntable.



SpaceSaver

Receive these important advantages...

- ✓ **Maximum Utilization of Space**
- ✓ **Innovative Design & Engineering**
- ✓ **Quality Workmanship**
- ✓ **Low Maintenance Costs**
- ✓ **Safe To Operate**
- ✓ **Reliable**
- ✓ **Fast, Dependable Service & Support**



Receive Your FREE Copy!

Copies of our new **Product Range** brochure are available without charge by contacting Jackie Smith at 773-486-6900 or e-mail jackies@spacesaverparking.com.

SpaceSaver Announces the Nation's First Fully-Automated Parking Garage

A revolutionary new, completely mechanized parking system, built using our Multiparker product line, was recently installed in the Summit Grand Parc in Washington, DC. It's the first of its kind in this country and one of the most advanced systems available anywhere in the world.



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