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June 21, 2000

BY HAND

'00 JUN 21 P3:51
OFFICE OF ZONING
DISTRICT OF COLUMBIA

Ms. Shelia Cross Reid
Chairperson
Board of Zoning Adjustment
441 Fourth Street, N.W., Room 201
Washington, D.C. 20001

Re: BZA Application No. 16586

Dear Ms. Reid and members of the Board of Zoning Adjustment:

I have enclosed for your consideration an original and five copies of the prehearing statement of the applicant in the above-referenced matter I appreciate your consideration.

Sincerely,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.

Richard B. Nettler

cc: Office of Planning
Advisory Neighborhood Commission 3C

enclosures

BZA
Case No. 16586
Exhibit No. 27

Board of Zoning Adjustment
District of Columbia
CASE NO.16586
EXHIBIT NO.27A1

PRE-HEARING STATEMENT ON
BZA APPLICATION NO. 16586
ON BEHALF OF THE CHARLES E. SMITH COMPANIES

00 JUN 27 A9:07



BZA
Case No. 16586
Exhibit No. 27

BEFORE THE BOARD OF ZONING ADJUSTMENT
OF THE DISTRICT OF COLUMBIA

Application of
Charles E. Smith Companies

BZA Application No. 16586
Hearing Date: July 5, 2000

STATEMENT OF THE APPLICANT

I.

Introduction

This is an application pursuant to 11 DCMR § 3104.1 for a special exception under Section 214 for the construction of an underground parking garage to be used by the (Alban Towers), or in the alternative, pursuant to 11 DCMR § 3103.2 for a use variance from Subsection 300.3 to use a portion of the underground garage for non-required accessory parking for the adjacent apartment building. The apartment building is located in an R-5-D district and the parking garage, which is being built underneath fifteen semi-detached houses, is in an R-2 District. The garage property is currently vacant and the applicant desires to build matter-of-right semi-detached houses above ground while providing approximately 258 spaces for the residents of the Alban Towers Apartments, and the owners of the houses, below ground. The number of houses being built and their height is below that permitted by the zoning regulations. The garage would make street level parking available to the surrounding community as well as provide a significant measure of security to the residents of the Alban Towers. On June 19, 2000, Advisory Neighborhood Commission 3C ("ANC 3C") voted unanimously to support the application pending before the Board.[1]

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[1] In order to ensure that both ANC 3C and the neighborhood were familiar with the proposed project, representatives of the Charles E. Smith Companies and its consultants began meeting with the ANC and neighbors before the subject site was purchased. Thereafter, almost monthly meetings were held to solicit comments and concerns regarding the project. A "Construction 101" presentation was made to the neighbors so that everyone would be informed about the

(continued...)

The Alban Towers Apartment Building is located at 3700 Massachusetts Avenue, N.W. (Square 1929, Lots 13). The apartment building was constructed in two phases: the first, comprising 125 apartments, was built in 1928; the second, comprising 80 apartments was built in 1929. The building is six stories high and its footprint is irregular in shape. The remaining portion of the site is zoned R-2. The R-5-D site is 68,754 square feet and the apartment building has an overall gross floor area of 326,961 square feet. There exist two one story garages which have approximately forty spaces in a basement area of the existing building. The exterior, and portions of the interior, of the building were designated a historic landmark in 1991 (Exhibit A attached hereto). The restoration of the apartment building is being conducted in accordance with The Secretary of Interior's Standard for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (the "Secretary's Standards"); and so as to provide the owners with rehabilitation tax credits. The historic status of the apartment building and the Secretary's Standards do not provide for a means of constructing new parking spaces for the tenants of the apartment building on the apartment building lot. And, § 2100.5 of the zoning regulations provides that a building certified as a historic landmark need nor provide any additional parking.

The proposed garage will be constructed on the 38th Street side of the Square. This rear portion of the square has historically been associated with the Alban Towers Apartment Building. The site contained two open parking lots utilized by the residents and workers at the Alban Towers Apartment Building prior to the adoption of the 1958 zoning regulations.

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[1] (...continued)
construction schedule and workload that was to be anticipated and to again solicit comments as to how best to manage the construction to reduce impacts. The D.C. Preservation League held an open house to review the restoration work with members of the community and, on numerous occasions, representatives of the Office of Planning, the Department of Public Works and the Department of Consumer & Regulatory Affairs met with the applicant, the community and the ANC to obtain and provide input.

As discussed more fully below, the Charles E. Smith Companies submits that it meets the criteria for a special exception or, in the alternative, for a use variance.

II.

Jurisdiction of the Board

The Board has jurisdiction to grant the relief requested pursuant to 11 DCMR §§ 3104.1 & 3103.2.

III.

Project Description

The Alban Towers Apartment project involves the restoration of a historic landmark (Exhibit A), as well as providing housing for the city in the form of apartments and semi-detached houses. The garage portion of this project will provide off-street parking, which will help minimize congestion in the community, and provide a safer environment for the residents of the apartments regarding access to their vehicles.

The Charles E. Smith Companies and their affiliates ("Smith") are in the midst of rehabilitating the Alban Towers Apartment Building. The site was acquired in August 1999. The apartment building was owned by Georgetown University and used for rental housing and as a dormitory. The dormitory use was discontinued in 1989, and, through attrition, the building was substantially vacated. When sold in 1995, there were about thirty tenants remaining on the premises. In 1996, the prior owner of the building, and the rear site, entered into a Voluntary Agreement with the building's remaining tenants which permitted the building owner to rehabilitate the building, remove asbestos and lead paint, raise rents and then provide new apartments to the tenant signatories in the newly rehabilitated apartment building (Exhibit B). As a consequence, the building is subject to the District of Columbia's Rent Control laws.

As already stated, the apartment building's exterior and portions of the interior were designated a historic landmark in 1991. The designation application also sought to make the rear open space, located in the R-2 district, a part of the landmark designation but that effort was rejected by the Historic Preservation Review Board. Over the next twelve years, four developers have tried to rehabilitate the Alban Towers. However, even with the use of rehabilitation tax credits, the cost of rehabilitating and remediating the building, due to its size and condition, the restraints imposed by the application of the District's rent control laws and the lack of a sufficient garage for the new tenants, once the building was renovated, precluded anyone from going forward.

In August 1999, Smith purchased the site and the rear vacant property. Smith determined that the Alban Towers Apartment Building could be rehabilitated for 229 apartment units if it developed the rear site with matter-of-right semi-detached houses and constructed an underground garage for use by the owners of the houses and the apartment building. Because the two sites have always been under one ownership but are on separate adjacent lots and split-zoned, Smith filed the instant application so that it may sell the semi-detached houses on a fee simple basis and provide parking for the tenants of the apartment building.

IV.

Special Exception Considerations

The principal use of the rear lot will be for fifteen semi-detached houses. As a matter-of-right, Smith may build an underground garage for those houses (Exhibit C). However, in order the sell the houses, fee simple, and to use the underground garage for the tenants of the adjacent Alban Towers

Apartment Building, as non-required accessory parking, Smith is seeking a special exception, under §§ 214, 2116.5 of the zoning regulations.[2]

As already noted, the rear site is zoned R-2, which is a low density residential zone district. Section 214 of the zoning regulations provides that accessory "passenger automobile parking spaces elsewhere than on the same lot or part of a lot on which the main use is permitted * * * shall be permitted in an R-1 district [and other districts] if approved by the Board of Zoning Adjustment, in accordance with the conditions specified in §3108 of chapter 31 of" the zoning regulations. In seeking such a special exception, the applicant must demonstrate, under §§ 214.1-214.7, that (1) the accessory parking spaces are in an underground garage no portion of which, except for access, shall extend above the level of the adjacent finished grade; (2) the parking spaces are located in their entirety within two hundred feet (200 ft.) of the area to which they are accessory; (3) the parking spaces are contiguous to the use to which they are accessory; (4) the parking spaces comply with all provisions of chapter 23 regulating parking lots, except as modified by the Board; (5) it shall be economically impracticable to locate accessory parking spaces within the principal building or on the same lot on which the building or use is permitted because of the unusual conditions affecting the adjacent lot; and (6) the spaces are so located and so designed, that they are not likely to become objectionable to adjoining or nearby property because of noise, traffic, or other objectionable conditions.

In addition, section 2116 of the zoning regulations provides that Board may authorize the location of accessory parking spaces

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[2] Arguably, the Charles E. Smith Companies may only need a special exception under § 2000.4, since they are continuing a pre-existing parking use, albeit at a greater intensity.

elsewhere than on the lot where the building is located, to which the parking is accessory, if the Board shall determine that it is not practical to locate the spaces in accordance with §2116.2 because the location of required parking spaces on another lot would result in more efficient use of land, better design or landscaping, safer ingress or egress, and less adverse impact on neighboring properties. Under §§ 2116.7 and 2116.8, when the accessory parking spaces are to be located elsewhere than on the lot upon which the building or structure they are intended to serve is located, the parking on adjacent lots shall be preferred and the parking spaces shall be located so as to furnish reasonable and convenient parking facilities for the occupants or guests of the building which they are designed to serve. The Board may impose conditions on any accessory or non-accessory parking spaces as to screening, coping, setbacks, fences, the location of entrances and exits, or any other requirement it shall deem necessary to protect adjacent or nearby property. The Board may also impose the other conditions as it shall deem necessary to assure the continued provision and maintenance of the spaces.

The zoning regulations provide, in § 3104.1, that the Board may grant special exceptions:

> Pursuant to authority contained in the Zoning Act, the Board is authorized to grant special exceptions, as provided in this title where, in the judgement of the Board, those special exceptions will be in harmony with the general purpose and intent of the Zoning Regulations and Maps and will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps, subject in each case to the special conditions specified in this title * * *.

The Board's discretion in reviewing an application for a special exception is limited to a determination of whether the applicant has complied with requirements of the section. If the applicant meets this burden, the Board ordinarily must grant the application. First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment, 432 A.2d 695, 698 (D.C. 1981).

The applicant has the burden of demonstrating that its proposal addresses the issues reflected in §§ 214 and 2116, and that ample parking space is provided and that the use will not create dangerous or other objectionable traffic conditions. Levy v. Board of Zoning Adjustment, 570 A.2d 739, 742 (D.C. 1990) (quoting 11 D.C.M.R. § 3108.1, now 3104.1). See Rose Lees Hardy Home and School Association v. District of Columbia Board of Zoning Adjustment, 324 A.2d 701, 706 (D.C. 1974). However, "the applicant is not charged with considering every option that any party in opposition might conceptualize." Don't Tear it Down, Inc. V. District of Columbia Dept. of Hous. And Community Dev., 428 A.2d 369, 379 (D.C. 1981).

With regard to the specific requirements of sections 214 and 2116, the applicants meets all of the conditions predicate to granting a special exception. The R-2 lot is adjacent to the apartment building on the R-5-D portion of the Square; the accessory spaces are located in an underground garage; only access portions of the garage extend above the finished grade; the parking spaces are within 200 feet of the apartment building and comply with all provisions of Chapter 23 of the zoning regulations; and it is infeasible to locate the parking w3ithin the apartment building for the numerous reasons stated above. In addition, because of the their location, the parking use will alleviate, rather than aggravate, noise, traffic, parking and other conditions that would otherwise result if the tenants of the apartment building had to use the neighborhood streets for their parking. Furthermore, by placing the parking underground in the manner designed, the security for the tenants and the residents of the semi-detached houses will be maximized and the community is afforded the opportunity to have a landscape amenity developed above the garage.

Clearly, the provision of underground parking, adjacent to the Alban Towers Apartment Building, is in keeping with the intent and purpose of the zoning regulations and the specific

provisions authorizing accessory parking on adjacent lots. Furthermore, since the portion of the lot above ground is being developed with matter-of-right semi-detached houses, the principal use of the lot is not being altered nor is their any impact on the zone plan for this site nor the use of neighboring properties. In terms of visual impacts, there will be an actual enhancement of the rear site which was characterized by two parking pads and overgrown weeds.

V.

Use Variance Considerations

Smith also requested that the Board advertise this matter as an application for a use variance. While Smith does not believe that a use variance is necessary, and the issue will be resolved by the time of the hearing, since this is a self-certification matter, the neighbors and Smith thought is best to advertise for such relief so that when the construction of the parking garage is completed, there would be no issue of its use. In any event, Smith asserts that it meets the requirements for a use variance as well.

The standard for obtaining a use variance is well-settled. In the leading case of Palmer v. Board of Zoning Adjustment, 287 A.2d 535 (D.C. 1972), the Court interpreted D.C. Code, §§ 5-420, 5-424(g)(3) and the corresponding provision of the zoning regulations, 11 D.C.M.R. § 3103.2, which permits the Board to grant variances, pursuant to the following:

> Where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property at the time of the original adoption of the regulations or by reason of exceptional topographical conditions or other extraordinary or exceptional situation or condition of a specific piece of property, the strict application of any regulation adopted under this Act would result in peculiar and exceptional practical difficulties to or exceptional and undue hardship upon the owner of such property, to authorize, upon an appeal relating to such property, a variance from such strict application so as to relieve such difficulties or hardship, provided such relief can be granted without substantial determent to the public good and without

> substantially impairing the intent, purpose, and integrity of the zoning plan as embodied in the zoning regulations and map.

The above regulation sets up separate statutory requisites to the granting of variances, i.e., a showing of "practical difficulties" or "undue hardship". The court adopted the dichotomy recognized in other jurisdictions between area variances and use variances, applying the statutory requisite of "practical difficulties" to a showing of the former, and applying the separate statutory requisite of "undue hardship" to a showing of the latter. Id. at 541.

A use variance is required by an applicant when the applicant seeks to use a structure in a manner other than that prescribed by the zoning regulations for that site as distinct from a use which is permitted by special exception or otherwise. See Association For Preservation of 1700 Block of N Street v. Board of Zoning Adjustment, 384 A.2d 674 (D.C. 1978). In 1700 Block of N Street, the Court stated that

> [t]he distinction between a use variance and an area variance is that the former "'permits a use other than that prescribed by the zoning regulations' whereas an "area variance has no relation to change of use. It is primarily a grant to erect, alter or use a structure for a permitted use in a manner other than that prescribed by the ordinance.'" [footnotes and citations omitted].

With regard to the request for a use variance, the applicant must demonstrate that the property cannot be "put to any conforming use with a fair and reasonable return arising out of the ownership thereof." Downtown Cluster of Congregations v. Board of Zoning Adjustment, 675 A.2d 484 (D.C. 1996) quoting Palmer, supra, 287 A.2d at 542.

The principal use of the R-2 property will be for a use permitted in the R-2 district, that is, semi-detached houses. The accessory garage use proposed serves the apartment building and the semi-detached houses, in place of previously existing parking lots that served the apartment building. As has been clear since the Alban Towers Apartment Building was vacated,

A. The Property Is Subject to Extraordinary or Exceptional Conditions. The existing building, in the R-5-D district, is a 326,961 square foot apartment building, whose exterior, and portions of its interior, have been designated a historic landmark. The building is obsolete and cannot be sufficiently renovated to be used as an up-to-date modern apartment building. Under the decision in United Unions, Inc. v. Board of Zoning Adjustment, 554 A.2d 313 (D.C. 1989) ("The Corcoran's designation as an historic landmark reflects characteristics of exceptional design requiring special treatment in the planning of contiguous structures and additions"), the interior and exterior historic landmark designation alone provides for an exceptional or extraordinary condition. The structure may not be demolished, since it is protected under D. C. Code §§ 5-1001 et seq.. Thus, because of the historic preservation constraints, neither a new apartment building nor an underground garage for the existing building can be constructed on the site.

The site, which is irregularly shaped, split zoned and which has a significant slope in the R-2 portion of the square, also presents several environmental problems which require abatement. The apartment building has lead windows, which must be completely replaced. The building has asbestos throughout the structure which must be abated, and underground storage tanks which had to be removed and any contamination mitigated. These entail substantial expenses, the magnitude of which would tend to exclude a successful rehabilitation since the costs associated with the remediation and the profits to be derived from a rent controlled building in this instance are not adequate to generate sufficient capital to both acquire the building and rehabilitate it. As has been found by prior developers who have attempted to restore the apartment building, the premises cannot be put to a conforming use with a fair and reasonable return to the applicant without parking being provided to the tenants. Thus, the only portion of the larger site owned by Smith which could accommodate that

parking was the rear portion, in the R-2 district, which had historically been used for accessory parking, above ground.

B. **The Development Will Not Have An Adverse Impact on the Neighborhood or the Zone Plan**. The project is not expected to have any adverse impact on the neighborhood. The uses proposed for the site, a rehabilitated and renovated apartment building in the R-5-D district, semi-detached houses in the R-2 district and an underground parking garage serving both uses are consistent with the uses permitted in each district and the surrounding uses. Immediately, to the south, on Wisconsin Avenue, is another high-rise apartment building, and, indeed, the Alban Towers Apartment building was constructed after the District of Columbia amended the zoning regulations in the 1920s to authorize such uses along Massachusetts Avenue. Thus, the aprtment building use is a matter of right use.

The semi-detached houses, are also matter of right uses, and , in fact the number of houses being built, fifteen, is three less than that authorized under the zoning regulations. Thus, the intensity of matter of right use will be less than permitted. The restrictions imposed on even that matter of right use, by the set aside of an open landscaped area between the apartment building and the semi-detached houses, also serves to insure that the density of development will be severely restricted. The restriction will preclude inappropriate additions. Furthermore, the construction of an underground garage results in a grading of the site downward which assures that the houses being built, even thought they are planned to be less than the forty-foot height permitted, will not loom over the semi-detached houses on 38th Street, directly across from the new semi-detached. The project does not propose adding any space to the existing building, or making any substantial exterior alterations, other than restoring its attractive, historic facade. The existing scale and building materials are consistent with the character of the neighborhoods close by.

Lastly, the underground garage will serve to preserve the existing parking spaces, significantly lessen the impact of the re-use of the apartment building, on traffic and parking conditions, and provide security and access to the semi-detached houses in a manner that serves to preserve the residential neighborhood.. The fact that there is so much off-street parking on-site will reduce any potentially adverse impacts from parking overflow. There are approximately forty parking spaces currently available in the apartment building, which were set aside for the type of motor vehicles sold in the 1920s. The proposed underground garage will provide thirty separate spaces for the semi-detached houses and 228 additional spaces, an amount in excess of that required under the zoning regulations, so as to assure the availability of spaces to tenants, homeowners, employees of the apartment building and guests. The garage will not be visible from any public street, except for its entrance.

The Project Will Not Impair the Integrity of the Zone Plan. The Zone Plan designates the site for low density and high density residential uses. Those uses will continue as the principal uses of the split zoned site. It is manifest that parking be provided for both uses, even though, because of its historic status, adequate parking for the apartment building is not required under the zoning regulations. Thus, given the foregoing factors and the fact that the proposed variance serves to re-affirm the existing use of the rear site for parking, albeit underground and at a greater intensity to insure that adequate parking is provided, the requested variance should be granted.

VII

Exhibits in Support of The Application

Exhibit A: Historic Preservation Review Board Decision and Landmark Application

Exhibit B: Alban Towers - 70% Agreement

Exhibit C: Self-Certification Forms

Exhibit D: Affirmation Letter (signed by Armando Lourenco 8/2/99)

Exhibit E: Landscape Plan

Exhibit F: Surveyor's Plat

Exhibit G: Mobile Emission Source; Air Quality Study and Traffic and Queue Impact Analysis - Volume II of Prehearing Submission

Exhibit H: The Cooper Rules - Safety Standards for Construction Vehicles

Exhibit I: Garage Permit Plans (under separate cover)

VIII

List of Witnesses

1. Jeffrey Lee, Landscape Architect
2. Maurice Walters, Project Architect
3. James S. Kane, The Charles E. Smith Companies
4. Lou Slade, Traffic Consultant
5. Landscape Architect for the Semi-detached Houses

IX.

Conclusion

For the above reasons, Smith respectfully requests that the Board grant the relief sought. Given the high level of support from the community, and the lack of adverse impact on the surrounding area, Smith also requests a bench decision, if the Board feels such a decision is justified.

Respectfully submitted,

ROBINS, KAPLAN, MILLER & CIRESI L.L.P.



Richard B. Nettler

1801 K Street, N.W.
Suite 1200
Washington, D.C. 20006
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QUALIFICATIONS OF EXPERT WITNESSES

AND OUTLINES OF THEIR TESTIMONY

TESTIMONY OF ARCHITECT

MAURICE WALTERS, AIA

Torti Gallas & Partners - CHK Inc.

June 21, 2000

I. Introduction

   A. Qualifications

   B. Summary of Existing Conditions and Uses

II. Description of Alban Towers Building Development

II. Description of Semi-detached House and Parking Garage Development

III. Consistency with Requirements for Special Exception

IV. Consistency with Requirements for Use Variance

   A. Uniqueness

   B. Undue Hardship

V. Lack of Adverse Impact on Neighborhood

VI. Consistency with Integrity of Zone Plan

STATEMENT OF QUALIFICATIONS

Principal, Residential Design Studio

Mr. Walters joined Torti Gallas in 1996 and since that time has served as Project Designer for several notable residential projects. His expertise includes design of a range of projects, including government facilities, community planning, multi-family housing, recreation and community facilities and retail and office facilities.

Mr. Walters' project experience includes:

- Pritzker at Celebration - Torti Gallas is currently developing three building types at Celebration in Orlando, Florida. Celebration integrates a mixed-building type development

into one of the most innovative New Urbanist projects currently under development. Torti Gallas' three building types are: (1) the Manor House (an 8-12 unit apartment building with garage parking); (2) a Carriage House of two attached units; and (3) a traditional rowhouse.

- Portner's Landing - Will be developed as an urban mixed-use residential development consisting of 36 residential townhome units, 20 renovated brewery townhomes condominium, and 33 new condominiums. The residential townhomes will all be four story units with rear entry two-car garages. The new condominium units will feature a mix of one bedroom, one bedroom and den, and two bedroom units, plus lofts on the top floor units. The condominium will feature a full level of covered parking for 54 cars.

- Ispartakule, Istanbul, Turkey - Design of housing and workplace environments for this new town outside Istanbul. Ispartakule will consist of eight neighborhoods, a carefully integrated street system and a stream valley park. Careful integration of building types with a pattern of development appropriate to steep terrain was an important aspect of this project.

- Kentlands Cottages - The design for these "high-rise" single-family homes was borne from the developers desire to increase density and diversity of their product line, while at the same time creating the only detached product at Kentlands with a selling price under $200,000.00. The first five cottages replaced three townhouse units originally planned for the site. The units were designed to maximize footprints on small lots and provide yards with low or no maintenance requirements.

- Stratford at Reston Town Center - A 344-unit, luxury condominium development to be constructed at Reston Town Center in Northern Virginia. 120 units are provided in one 14-story high-rise building. The remaining 224 units are provided in four 4-story buildings with elevators. Amenities include swimming pool, bathhouse and underground parking.

- North Village - A 200-unit-for-sale and rental, mixed-income development for the Alexandria Housing and Redevelopment Authority, Receiving HOPE VI funds in the 1998 grant awards.

- Neighborhood Design Center, Prince George's County, Maryland - Volunteer Designer - Assisted the community of Palmer Park in preparing housing appearance guidelines. Activities consisted of community meetings, field surveys, preparation of sketches and written guidelines. Designed bus shelter to be constructed by the Palmer Park community.

While at the University of Maryland, Mr. Walters received the AIA Henry Adams Award for Architectural Excellence and the Dean's Thesis Prize for "Revitalizing the City, Urban Housing in Southeast Washington."

Education

Master of Architecture, 1993
Bachelor of Science, 1994

Registration

1988, Architect, Washington, D.C., Virginia

TESTIMONY OF TRANSPORTATION CONSULTANT

LOUIS J. SLADE, P.E.

June 21, 2000

I. Current Traffic and Parking Conditions

II. Analysis of Impact on Traffic and Parking

III. Lack of Adverse Impact on Traffic and Parking

IV. Traffic Mitigation Measures

STATEMENT OF QUALIFICATIONS

MR. LOUIS J. SLADE, P.E.
Vice President and Principal Associate
Gorove-Slade Associates

Master of Science, Civil Engineering
Northwestern University

Bachelor of Science, Civil Engineering
Northwestern University

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers
Urban Land Institute
Lamda Alpha International Land Economics Society

PROFESSIONAL REGISTRATION AND CERTIFICATION

Registered Professional Engineer: District of Columbia and Maryland
Certified Professional Traffic Operations Engineer

BACKGROUND AND EXPERIENCE SUMMARY

Prior to founding Gorove/Slade Associates, Inc. in 1979, Mr. Slade gained professional experience with national consulting firms in Washington, D. C. and Chicago, Illinois. His professional experience includes highway design, transportation planning, traffic engineering, and a broad range of transportation problem-resolution assignments.

Mr. Slade currently directs all Gorove/Slade Associates activities in the Washington, D.C. metropolitan area and oversees all regional operations. He has provided expert testimony throughout his career in legal transportation matters, zoning hearings, and public works project hearings. He has represented clients in negotiations regarding facilities design and project funding.

Mr. Slade's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Slade has directed major regional comprehensive transportation planning studies and corridor studies, traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has devised and analyzed alternative public transportation modal options. He has developed multi-modal transportation plans incorporating people mover systems. He is familiar with road rating and sufficiency evaluation systems for primary and secondary roads. He has performed analytical assessments of air quality and noise levels of transportation facilities and systems. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes.

Mr. Slade has worked closely with public agencies and private developers devising transportation master plans and major thoroughfare plans. He has been instrumental in the creation of transportation systems and roadway networks for large acreage developments. As a leader in the transportation engineering field, Mr. Slade is widely published in leading transportation and planning journals and has been a guest lecturer at the University of Pennsylvania, Wayne State University, and Stockton State College.

REPRESENTATIVE PROJECTS

Downtown Project Planning - Mr. Slade has 25 years of experience as a consultant on projects in Washington, D.C. which include the MCI Center, Union Station, the Old Post Office, the Ronald Reagan Building, Market Square Georgetown Park, Washington Harbor, and a number of other private sector office buildings, hotels and residential projects. He is currently working on the personnel consolidation at the Washington navy Yard, the engineering and transportation management plan for the Southeast Federal Center and the Transportation Management Plan for the new D.C. Convention Center.

Rail Station Planning and Design - Mr. Slade has extensive experience with the planning and design of the vehicular and pedestrian components of commuter rail stations and bus terminals. This includes roadway access, circulation, and parking planning for several metrorail stations on the Washington, D.C. system for the Transit Authority, the planning of major commuter heavy and light rail stations at the Meadowlands Sports Complex and the Carlstadt New Town Center in Bergen

County, N.J., the planning of the station modifications associated with the new MCI Center sports arena at the Gallery Place Station in Washington, D.C., and planning studies for joint public/private developments at several metrorail stations in the Washington Metropolitan area.

Transportation Planning Studies - Nashua Area Transportation Study, New Hampshire; Genessee/Finger Lakes Regional Study, Rochester, New York; Hartford County Thoroughfare Plan, Maryland; James City County Thoroughfare Plan, Virginia.

Transit Impact Studies and Transit Alternatives Analyses - Intermodal Transportation Center in Washington, D.C.; York County, Pennsylvania; Crystal City in Arlington, Virginia; Albany, New York.

Central Business District Circulation Studies - Washington, D.C.; Alexandria, Virginia; Herndon, Virginia; Leesburg, Virginia; Baltimore, Maryland; Atlantic City, New Jersey; Indianapolis, Indiana; Albany, New York; Quincy, Massachusetts.

Transportation Systems Management - Development of management programs to reduce peak hour traffic loads and parking requirements and development of traffic monitoring systems for various private developments in the Northern Virginia suburbs of Washington, D.C., and for federal agencies in the metropolitan area.

Traffic Analysis and Campus Planning - The George Washington University, Georgetown University, The Lowell School, The Georgetown Day School, The Maret School, Washington, D.C.; The Malvern Preparatory School, Malvern, Pennsylvania.

Major Residential Office, Shopping Center, Industrial, and Mixed-Use Projects/Site Planning - Washington, D.C.; New York City; East Windsor and West Windsor, New Jersey; Baltimore County, Howard County, and Baltimore City, Maryland; Suffolk, Norfolk, and Williamsburg, Virginia; Atlanta, Georgia; Baton Rouge, Louisiana.

Unique and Special Traffic Studies and Assignments - District of Columbia Comprehensive Bikeway Study; U.S. Army Museum, Arlington, Virginia; The Challenger Center for Space, Washington, D.C.; The Universal Ballet School, Washington, D.C.; The Capital Centre Arena, Prince George's County, Maryland; Convention Centers, Atlantic City and Trenton, New Jersey and Baltimore, Maryland; Casino Hotels, Atlantic City, New Jersey; Civil War Battle Reenactment, Fairfax, Virginia; Highway noise barrier design and design guidelines, Federal Highway Administration; Salvation Army Headquarters and Residence for the Homeless, Washington, D.C.

TRANSPORTATION MANAGEMENT EXPERIENCE

Over the last ten years, Maurice Slade has had an active role in the evolving field of demand management. The following paragraphs highlight his work.

The National Institutes of Health (NIH): As part of the Master Plan, Mr. Slade developed a cost-effectiveness matrix for candidate demand management programs which NIH used to advance their overall efforts to reduce trip generation. This work was presented at the I.T.E. Conference in February, 1994. Mr. Slade had an ongoing contract with NIH to monitor the effectiveness of their demand management program.

The City of Alexandria: Virginia passed a demand management ordinance in 1988 which required that all new development include a demand management program customized for the particular site based on proximity to transit, characteristics of the tenants, etc. Mr. Slade worked with a number of clients to help interpret this new ordinance and to prepare the required program.

Institutions: Mr. Slade developed an area-wide demand management plan for the Anacostia Waterfront in Washington, D.C., as part of a master planning study for the City Planning Department. This plan will be implemented by a transportation management association to be established by the city.

Southeast Federal Center: The United States Government General Services Administration is developing the Southeast Federal Center in the Anacostia Waterfront sector of Washington, D.C. Mr. Slade is responsible for the development of transportation management plans for each of the federal agencies which will be headquartered in this 75-acre enclave.

PUBLICATIONS

"Bikeway Planning Study: District of Columbia Bicycle Transportation Plan and Program," presented at the Eighth Bicycle/Pedestrian Seminar sponsored by the Metropolitan Association of Urban Designers and Environmental Planners, Toronto, July, 1976.

"Household Stratification Models of Travel Stimulation," (co-authored with A. Chatterjee and S. Khasnabis), published in the January, 1977 issue of the *Journal of the American Society of Civil Engineers*.

"New Rapid Rail Systems: Will They Do the Job?," (co-authored with G.H. Castel), published in the July, 1977 issue of Planning, the American Society of Planning Officials, Chicago.

"Atlantic City's Transportation Potential," presented at the Center for Environmental Research Conference on Traffic and Transportation in Atlantic City, Stockton State College, Pomona, New Jersey, August, 1978.

"Evaluation of Traffic Impacts of Neighborhood, Community, and Regional Shopping Areas," presented at a seminar on Traffic Considerations for Land Developments by the Department of Civil Engineering, Wayne State University, in cooperation with the Michigan Office of Highway Safety Planning and the U.S. Department of Transportation, Federal, Highway Administration, December 3 and 4, 1979.

"Reductions in Estimates of Traffic Impacts of Regional Shopping Centers," (co-authored with Frederick E. Gorove, P.E.), *ITE Journal*, January, 1981.

Faculty Members, International Council of Shopping Centers, 1982 University of Shopping Centers. January 27, 1982, Atlanta. Course: "New Parking Requirements for Regional Centers."

Guest lecturer at Center for Environmental Research, School of Design, University of Pennsylvania: "Guidelines for Transportation Access, Circulation and Parking Aspects of Multi–Use Land Development," February 17, 1982.

"A Market-Based Transportation Management Program for Developers," (co-authored with Geok Koon Kuah, Ph.D.), the ITE 58th Annual Meeting Compendium of Technical Papers, Washington, D.C., 1988.

"The Corridor Connection," NVBIA's *Action* magazine, September/October 1990 issue; subtitle: "Commuters May Get The Chance To Zip To Metro Or Work On New Bus Routes."

TESTIMONY OF LANDSCAPE ARCHITECT

JEFFREY LEE, ASLA

June 21, 2000

I. Proposed Planting of the Rear Site

   A. Plant Materials

   B. Planting Locations

II. Screening of Building and Parking Area

III. Public Space Landscaping and Maintenance

As a founding principal of Lee & Liu Associates, Mr. Lee has held primary responsibilities in all phases of planning and landscape architectural design. His most prominent projects include new master plans for parks, open space systems, communities, resort and recreational development, campuses and waterfront development. Prior to the establishment of his own firm, Mr. Lee was an Associate at EDAW, a nationally recognized planning and design firm with offices throughout the U.S.A. and The Architects Collaborative (TAC) in Cambridge, Massachusetts. Previously, Mr. Lee worked in Asia and the Middle East.

EXPERIENCE

Planning

- USDA/BARC Master Plan — Beltsville Maryland
- Fairmont Heights Revitalization Plan (MNCPPC) — Prince George's County, Maryland
- Hyattsville Revitalization Plan (M-NCPPC) — Hyattsville, Maryland
- Palm Desert Master Resort Community Plan — Palm Desert, California
- Kalkan Municipality Master Plan — Kalkan/Antalya, Turkey
- Rose Hall Plantation Master Plan — Montego Bay, Jamaica
- Brandywine Master Plan — Wilmington, Delaware
- National Capital Greenway — Greater Washington Metropolitan Area
- Kingstowne Planned Community — Fairfax County, Virginia
- Primary Resource Park Feasibility Study — Bandar Seri Begawan, Brunei
- New Town Master Plan — Asir, Saudi Arabia
- Pitt County Medical Center/ECU Medical School Master Plan — Greenville, North Carolina

Parks, Recreational, Open Space & Plazas

- Prince George's Sports Complex — Prince George's County, Maryland
- Fort Eustis Aquatic Center — Fort Eustis, Virginia
- MCI Arena — Washington, D.C.
- Lamont Park — Mt. Pleasant, Washington, D.C.
- 14th Street Revitalization Study — Washington, D.C.
- Mt. Pleasant Street Revitalization Study — Washington, D.C.
- Ballston Common Plaza & Streetscape — Arlington, Virginia
- Seoul Land Theme Park — Seoul, Korea
- Washington Harbour @ Georgetown — Washington, D.C.
- Stadium Master Plan for Redskins — Washington, D.C.
- Prince William County Stadium — Virginia

Institutional: Academic Campus, Health Care & Office Campus

- King Abdulaziz University: Health Sciences Campus — Jeddah, Saudi Arabia
- Holy Cross Hospital: Ambulatory Care Building — Silver Spring, Maryland
- University of North Carolina: Ambulatory Care Building — Chapel Hill, North Carolina
- University of Baghdad: Arts & Science Campus — Baghdad, Iraq
- Lofland Life Care Center — Lofland, Delaware
- Kaiser Permanente Medical Office Center — Reston, Virginia
- Blue Cross/Blue Shield Headquarters — New Haven, Connecticut
- Charlotte Mecklenburg Medical Center Master Plan — Charlotte, North Carolina
- Chesapeake City Hall — Chesapeake, Virginia
- Capital Site Security Study — Washington, D.C.
- National Headquarters — New Carrollton, Maryland
- Augusta Hospital — Fishersville, Virginia
- Public Libraries Landscape Improvements — Washington, D.C.
- Howard University School of Law Center — Washington, D.C.
- Temple University Expansion — Washington, D.C.

• Naval Air Systems Command	Patuxent, Maryland
• University of Virginia: Library Addition	Charlottesville, Virginia

Resorts & Hotels

• Ciragan Palace Hotel Kempinski	Istanbul, Turkey
• Doha Sheraton Hotel & Conference Center	Doha, State of Qatar
• Ramada Resort & Hotel Complex	Antalya, Turkey
• Hilton Suites @ President's Park	Fairfax County, Virginia
• Residence Inn by Marriott	Wilmington, Delaware
• Palm Desert Resort Community Master Plan	Palm Desert, California
• Palms Resort Master Plan	Montego Bay, Jamaica
• Rose Hall Estate Master Plan	Montego Bay, Jamaica
• Nile Hotel & Conference Center Complex	Kampala, Uganda
• Antalya Resort & Golf Course Community	Antalya, Turkey
• Mosul Sheraton Hotel	Mosul, Iraq
• Dragon Valley Ski Resort	Yong Pyong, Korea

Residential & Housing Communities

• Bangkok CSC Mixed Use Project	Bangkok, Thailand
• Housing for 20,000 Families	Jeddah, Saudi Arabia
• Kingstowne	Fairfax County, Virginia
• Menlough	Warrenton, Virginia
• Olympic Village Design Competition	Seoul, Korea
• Sunnyside Walk	Alexandria, Virginia
• Glenn Ellyn Elder Care Community	Glenn Ellyn, Illinois

Embassies

• U.S. Embassy Complex	Ljubljana, Slovenia
• V.E. Study for USEC Complex	Kuwait City, Kuwait
• U.S. Embassy Complex	Mogadishu, Somalia
• U.S. Consulate General's Residence	Istanbul, Turkey
• Korean Consulate, Korean Chancery & Ambassadors Residence	Washington, D.C.
• Turkish Chancery	Washington, D.C.
• Royal Thai Embassy Renovation	Washington, D.C.
• Finnish Chancery	Washington, D.C.
• Embassy of the Netherlands	Washington, D.C.
• Korean Chancery	London, U.K.

Roof Gardens

• Dorchester Towers	Arlington, Virginia
• Dow Lohnes Roof Garden	Washington, D.C.
• Kirkpatrick & Lockhart Roof Garden	Washington, D.C.

EDUCATION

Mr. Lee holds a Bachelor of Science degree in Landscape Architecture from the School of Architecture at the University of Virginia. He is a former Virginia Council of Higher Education Scholar who has studied architecture at Virginia Polytechnic Institute.

PROFESSIONAL AFFILIATIONS

President: American Society of Landscape Architects (ASLA) Potomac Chapter 1999
Member: American Planning Association (APA)
Member: The Urban Land Institute (ULI)

CIVIC DUTIES

The Committee of 100 on the Federal City: Vice Chairman, Board of Trustees
Lambda Alpha International: Member
D.C. Habitat for Humanity: Board Member*
National Capital Greenway Alliance: Founding Member*
Rails to Trails Conservancy: Review Advisory Member*
Neighborhood Design Center: Steering Committee Member*
Urban Forestry Council: Chairman, Technical Committee*
D.C. Design: Participant*
Northern Virginia Community Appearance Alliance: Board Member, Chairman of the Awards Jury
*NOTE: Former Duties

PUBLICATIONS & LECTURES

"Open Space and Greenway Planning in the Nation's Capital, Washington, D.C.: Past, present and future", ASLA Council of Open Committees, American Society of Landscape Architects, Washington, D.C., 1992

"How to Compete with Large Firms Overseas", SMPS Newsletter, Society of Marketing Professional Services, 1993

Presenter: 1992 ASLA Annual Meeting: "Landscape Planning in the National Spotlight: Greenways in Mexico City, Ottawa, and Washington, D.C." Mario Schjetnam (Mexico), Michael Hough (Canada), Jeff Lee (U.S.A.)

Lecturer: "Land Planning and Landscape Architectural Design for Sustainable Development", Ministry of Development, Bandar Seri Begawan, Brunei, 1991

Lecturer: "Planning Policy and Physical Planning Principles for Eco-Tourism Master Plan of Lake Baikal", Ministry of Tourism and Ministry of Construction, Association of Architects, Ulan Ude, Buriyatia, Siberia, 1994

Panel Member: "New Urbanism and Older Communities" American Planning Association (APA) Natinal Planning Conference. 1997

Panel Member: "Circling the Wagons: City Planning and Design in an Age of Risk", Beyond the Jersey Barrier: Designing Security in Washington. American Planning Association/Washington Architectural Foundation, Mid-Atlantic Conference. 1997



DECISION

HISTORIC PRESERVATION REVIEW BOARD
OF THE DISTRICT OF COLUMBIA

ALBAN TOWERS
(EXTERIOR, LOBBIES AND HALLWAYS)

(Case No. 90-13)

The Historic Preservation Review Board, having held a hearing on April 3, 1991 on the application to designate Alban Towers (exterior, lobbies and hallways), located at 3700 Massachusetts Avenue, N. W. (including Lots 12 and 802 and excluding lots 803, 805, and 810 in Square 1929) an Historic Landmark with inclusion in the District of Columbia's Inventory of Historic Sites and to consider its eligibility for nomination to the National Register of Historic Places hereby designates Alban Towers as an Historic Landmark with inclusion in the D. C. Inventory of Historic Sites and recommends that the State Historic Preservation Officer nominate it to the National Register of Historic Places.

Background and General Characteristics.

Alban Towers is located in Square 1929 at the southwest corner of the intersection of Massachusetts and Wisconsin Avenues, N. W. The building itself is constructed on lots 12 and 802. Adjacent lots 803, 805 and 810 have been included in the property and maintained as open space since the construction of the building in 1928-9.

Alban Towers was designed by architect Robert O. Scholz in a Gothic Revival/Art Deco style. Six stories high, its limestone and tan brick facades are highly articulated and enriched with carved detail. Notable features include seven courtyards, a highly-detailed projecting entrance bay executed in limestone and topped with a crenelated tower, a porte-cochere lavishly ornamented with carved stone detail including heads of medieval and 1920's celebrities, and porches with French doors opening out onto incomparable views. The design of the lobbies and hallways is integral with that of the exterior. All are richly ornamented in the Gothic/Art Deco manner and are largely intact.

Developed by David A. Baer, Alban Towers was billed as an apartment-hotel and included a public dining room and twenty-four hour maid service. In addition to sophisticated

310.22 IF PROPERTY IS PROPOSED FOR DESIGNATION PRINCIPALLY FOR ITS ARCHITECTURAL SIGNIFICANCE, A DETAILED ARCHITECTURAL DESCRIPTION OF THE PROPERTY, INCLUDING WHERE POSSIBLE ITS ORIGINAL AND PRESENT APPEARANCE.

The Exterior

Alban Towers is located on the eastern portion of square 1929, and includes lots 12, 802, 803, 805, and 810. The building was constructed in two phases: the first, comprising 125 apartments, was built in 1928 (D.C. building permits #6054 and #6036); the second, comprising 80 apartments, was built in 1929 (D.C. building permit #127222). Both phases were designed by Robert O. Scholz and it is virtually impossible to discern where the two connect.

The building is six stories high and its footprint is irregular in shape, responding to the pentagon formed by the intersection of Wisconsin Avenue, Massachusetts Avenue, Cathedral Avenue, 38th Street, and Garfield Street, N.W. This irregular shape encompasses seven courtyards. The design is primarily Gothic Revival, both ecclesiastical and domestic, overlaid with an Art Deco cast. Constructed of limestone and tan-colored brick, the composition is monochromatic, in simulation of Gothic buildings.

The building's main entrance, which is on Massachusetts Avenue facing Washington Cathedral, is defined by a highly-detailed projecting bay executed in limestone and topped with a crenelated tower. The top floor of this central bay is enriched with stone tracery. The apartments on the second through fifth floors of the central bay have porches facing the Cathedral. The porches of the fifth-floor apartments are enclosed with Gothic-arched openings enframing a view of the Cathedral. The sixth-floor apartments have balconies in place of the porches.

A large porte-cochere is attached to the projecting bay of the main entrance, connected by simulated buttresses executed in limestone and topped with limestone finials. A bas-relief frieze around the top of the porte-cochere depicts British themes. Four Tudor-arched openings surround the porte-cochere. At the springing of these arches are eight brackets, each with a carved head. Six of these depict men, primarily medieval characters, and one a female flapper of the 1920s.[4] The last one, sporting an aviator's cap and goggles, probably represents Charles Lindberg who made his solo crossing of the Atlantic the year

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[4] According to an interview in 1988 by Alison Luchs with Robert Scholz, nephew of architect Robert Scholz and son of Oscar Scholz, construction manager at Alban Towers, one of the carved heads on the porte-cochere commemorates a construction worker who fell to his death at Alban Towers.

this issue. Opposed to the zoning change were those who held that Massachusetts Avenue should continue to be the site of only mansions. Bishop C.F. Bratenahl of Washington Cathedral was among those who feared that apartment buildings would have a deleterious effect on their neighborhoods.[10] Arguing in favor of apartment buildings on Massachusetts Avenue was prominent Washington architect, Waddy B. Wood, who believed the avenue should not be reserved for a few wealthy residents and that well-designed apartment buildings, such as those that line the boulevards of Paris, could be an enhancement to the Washington streetscape.[11]

Alban Towers was the second apartment building to be constructed on Massachusetts Avenue west of Wisconsin Avenue.[12] Three years earlier, Baer built the first, 3701 Massachusetts Avenue (designed by Joseph Younger). Located across the street from Alban Towers, these two buildings together form a gateway to the apartment-building corridor that later developed between Wisconsin Avenue and Ward Circle.

Apartment-Building Form

In the prosperity that followed World War I, Washington experienced a boom in all residential construction. Developers raced to meet the housing demands of a population that had increased dramatically with the expansion of the federal government and to compensate for the lag in construction that had resulted from a scarcity of building materials during the war. Salaries of federal employees, however, had not kept pace with the appreciation of land values in Washington. That, coupled with a decrease in the size of the average Washington household, caused the size of the average individual apartment to decrease from four rooms before the war to three rooms after the war. In addition, the scarcity of skilled workers contributed to the decrease in refinements in the individual apartments. Parquet

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[10] According to an interview in 1984 by Alison Luchs with her grandmother, Ruth Israel (Mrs. David) Baer, when Baer received a permit to construct an apartment building at the intersection of Massachusetts and Wisconsin avenues, he and Robert Scholz assured Bishop Bratenahl that it would be designed and built as a complement to the Cathedral. In return, Baer was granted permission to name his building after Mount St. Albans, the hill on which the Cathedral stands.

[11] "Esthetic Zoning Asked by Citizen," Evening Star, April 16, 1925, p. 2.

[12] Baist's, ibid.

floors, crown moldings, and elaborate wainscoting virtually disappeared. To compensate for the relative modesty of the apartments, developers increased the size of lobbies and invested the best materials and workmanship in the public spaces.[13]

Alban Towers is typical of the upper-middle income apartment building that responded to these necessary changes. The individual apartments are somewhat smaller than those found in buildings constructed before World War I. Expensive finishes have been replaced with walls of rough-finished stucco, porches accessed through French doors, built-in china closets, and Tudor-arched openings between rooms. The public spaces, however, are exceptionally well designed and executed. The facades of the building were ornamented by stonemasons from Italy.[14]

In addition to sophisticated design, the developer offered the tenants of Alban Towers several amenities that were first introduced to Washington apartment buildings in the 1920s. On the ground floor were a beauty shop, travel agency, valet shop, grocery store, and lunch counter. A maid's lounge and bathroom were provided on each of the floors above. In response to the proliferation of the automobile, there was a large garage in the basement for tenant's cars, and a porte-cochere over the main entrance to accommodate arrival by automobile.

Billed as an apartment-hotel, Alban Towers was the largest in Washington at the time of its construction.[15] Twenty-four-hour maid service was offered as well as a public diningroom. Apartment-hotels were first introduced to Washington by developer Harry Wardman just prior to World War I, and became increasing popular in the 1920s, especially among businessmen and congressmen.[16] Alban Towers was home to many a celebrity and diplomat, among them Bette Davis and Frank Sinatra, and

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[13] Goode. Best Addresses, p. 173.

[14] Alison Luchs interview with Robert Scholz, April 19, 1988.

[15] Advertisement for Alban Towers. James M. Goode. Apartment House Collection, Box 10. Historical Society of Washington.

[16] Sally L. Berk. "The Richest Crop: The Rowhouses of Harry Wardman (1872-1938)." Master's thesis, The George Washington University, April 1989; and Goode. Best Addresses, p. 190.

representatives from Great Britain, Canada, Australia, and South Africa.[17]

Constructed during the decade in which apartment construction exceeded the construction of single-family houses, ~~the developer of~~ Alban Towers was an attempt~~ed~~ to provide prospective tenants with as many of the amenities of single-family dwellings as possible. With the proliferation of the automobile and the ever-increasing move to the suburbs in the 1920s, porches were usually a part of speculative houses constructed in Washington's semi-urban neighborhoods.[18] One of the most innovative aspects of Alban Towers is its porches, an integral part of the building's design.

Although many Washington apartment buildings had previously incorporated small balconies and/or rear sleeping porches, Alban Towers is one of the earliest to provide open porches intended for daytime activities such as eating or viewing. Three factors contributed to the viability and appeal of the porches at Alban Towers. The first is the building's location outside the densely developed area of the city south of Florida Avenue. This semi-urban location provided the porches with a modicum of privacy. In addition, the 1905 zoning regulation requiring twelve feet of open space in front of each facade set the porches back a minimum of twelve feet from the street. Most appealing, however, are the exceptional views to be had from the porches at Alban Towers. Views of the Cathedral are available from the northern and eastern facades, sunsets from the western facade, and the city and the Potomac River beyond are available from the southern facade. The site had earlier been described by Lord Bryce during his tenure as British ambassador to the United States, 1907-1913. "It is a view that reminded one of some of those ample prospects over Rome which the traveler is able to obtain from St. Peter Montorio on the Tuscan side of the Tiber, or from Monte Mario."[19]

To further enhance the siting of Alban Towers, Baer left the wooded lot behind the apartment building vacant. He feared that more construction would "jam up the street and spoil the outlook of the apartment residents if they looked out on houses."[20] Alban Towers is one of several apartment buildings constructed in

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17 Goode. Best Addresses, p. 273.

18 Sally L. Berk, ibid.

19 Joseph G. O'Keefe, "Bryce, the 'British Yankee,' Cherished D.C.'s Beauty," The Sunday Star, November 14, 1965.

20 Interview with Ruth Israel (Mrs. David) Baer, January 27, 1991.

the 1920s as Washington witnessed the advent of the freestanding apartment house with large amounts of open space.[21] The first was the Wardman Park Hotel, built by Harry Wardman in 1917.[22] Modeled after the Homestead in Warm Springs, Virginia where Wardman vacationed every summer, it was immediately popular as both hotel and residence. Not, however, until a 1925 visit by several Washington developers to examine New York City and Westchester County apartment buildings, did apartment buildings in park-like settings begin to proliferate in Washington.[23]

This same visit by Washington developers was largely responsible for the influence of Tudor Revival architecture on apartment buildings in the 1920s.[24] A decade marked by fantasy and exoticism in the decorative arts, as well as a search for elegance and chic, the 1920s saw the construction of several large Gothic and Tudor Revival apartment buildings in Washington. The picturesqueness, rich materials, and asymmetry of Tudor architecture made it an appropriate vernacular for large, luxury apartment buildings.

Gothic architecture was especially appropriate for Alban Towers, located across from the Washington Cathedral. Layered over the Tudor and Gothic Revival, however, are characteristics of early Art Deco apartment buildings. Among these are the rectilinear massing, stepped parapets that extend far above the roof line, abstracted historical motifs, tan-colored brick, and bas-reliefs that depict modern life. Art Deco, the name given to the style that followed the Exposition Internationale des Arts Decoratifs et Industriels Modernes that was held in Paris in 1925, is characterized by rich materials, elegant detailing, and, in its early phase, verticality.[25] Since these are also characteristics of Gothic Revival, there is an easy marriage of the two at Alban Towers. The building is an excellent example of the eclecticism of early Art Deco design, its ability to simultaneously evoke the past and the future, and to project an image of glamour.

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21 Goode. Best Addresses, p. 173.

22 Sally Berk, ibid.

23 Goode. Best Addresses, p. 178.

24 Goode, ibid.

25 Hans Wirz and Richard Striner. Washington Deco: Art Deco in the Nation's Capital. Washington, D.C.: Smithsonian Institution Press, 1984, pp. 18-35.

The Architect

Robert O. Scholz is credited with being one of seven major Washington architects of Art Deco buildings, both residential and commercial.[26] Scholz was born in New York City in 1895. His parents, W. Robert and Marie Gleiter, were both natives of Germany. Encouraged by his father, an artist himself, Scholz decided to study art at the Amour Institute in Chicago after graduation from high school. Between the ages of sixteen and twenty-two, Scholz worked in the architectural offices of H. Clyde Miller. He came to Washington in 1918 to work for the Navy Department and in 1922 became associated with prominent Washington architect, George N. Ray, most noted for his neo-classically designed commercial buildings.[27]

That same year, Scholz became affiliated with the developer, David A. Baer. Together they established a reputation as one of the leading architect/developer teams of the 1920s.[28] In 1934, Scholz opened his own office in the Edmonds Building where Baer also had his office. The Robert O. Scholz Company, Inc. remained in operation for forty-four years, many of those in partnership with Oscar Scholz, Robert's brother. Scholz was a boardmember and consulting architect for Perpetual Federal Savings and Loan Association, designing offices for them in Bethesda and Silver Spring. He was also a member of the board of First National Bank of Washington and the Metropolitan Board of Trade.

For a time, Scholz lived at 1810 24th Street, N.W., in Sheridan-Kalorama, one in a row of houses he designed in 1924. He died in 1978 at the age of eighty-three after practicing architecture in Washington for more than half a century.

The Developer

Baer was born in Georgetown, District of Columbia, in 1889, the son of Alphonse M. and Amelia D. Baer, both natives of France. After graduation from high school, he attended George Washington University, receiving a Bachelor of Arts degree in 1910 and a law degree in 1912. He joined in law practice with W. Clark Taylor and together in 1924 they authored "Probate Forms

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26 Wirz and Striner, p. 40.

27 John Clagett Proctor. Washington - Past and Present, A History, Vol. 4. New York: Lewis Historical Publishing Company, Inc., 1930; and "Robert O. Scholz, Architect-Builder in Area 50 Years," The Washington Post, June 8, 1978.

28 "Business Romance Hidden in Building," ibid.

and Procedure in the District of Columbia," generally accepted as an authoritative work on the subject.[29]

Baer's first speculative venture was the construction of the Emerson, 1824 Belmont Road, N.W., the apartment building where he brought his bride just after its completion in 1916.[30] Not until the 1920s, however, did the scope of his work qualify him as a major developer. During that decade he built at least sixteen apartment buildings, either in association with the prolific architect David L. Stern, who in 1923 designed Baer's own house at 2325 Wyoming Avenue, N.W., in Sheridan-Kalorama, or with Robert O. Scholz.

Baer was an active member of the community. He participated in the Metropolitan Board of Trade, the National Press Club, the D.C. Bar Association, and the Masons. He served as president of the Washington Hebrew Congregation, director of the Boys' Club of Washington, on the board of directors of the Colonial Ice Cream Company, and as president of Woodmont Country Club. When George Washington University sought, in 1986, a prominent alumnus for whom they could name an annual student award, they chose David Baer.

Baer had an instinct for choosing sites that would establish his apartment buildings as prestigious addresses. Examples are the St. Alban's Apartments (1922), just south of the Taft Bridge at 2310 Connecticut Avenue, N.W., (now the Chinese Embassy); 3701 Massachusetts Avenue, N.W. (1925), at the intersection of Massachusetts and Wisconsin avenues; the Keystone Apartments (1931), 2150 Pennsylvania Avenue, N.W., on Washington Circle (now the Burns Memorial Medical Building of George Washington University); and the Pall Mall (1940), 1112 16th Street, N.W. (now the Calomiris Building). None, however, provided the spectacular views of Alban Towers. When he died in 1947 at the age of fifty-eight, Baer's home was at Alban Towers.

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[29] Proctor, ibid.; and "David A. Baer, Builder, Dies at Age of 58," The Washington Post, July 13, 1947.

[30] Interview with Ruth Israel (Mrs. David) Baer, January 27, 1991.

before the construction of Alban Towers.

The building extends on both sides of the central pavilion with wings that are topped by stepped gables and slate pitched roofs. The walls and gables of these wings are ornamented with bas-relief panels. The original windows, as seen in historic photographs, were double-hung, six-over-six, wooden sash, reinforcing the domestic image of the building. The windows were replaced in the 1970s with double-hung, one-over-one aluminum sash. The original French doors leading to the porches are still in place. The windows are arranged singly, doubly, or in groups of three. The windowsills, as well as the sills of the porches, are executed in concrete to simulate stone. The top-floor windows have limestone surrounds.

The wings on either side of the main entrance are topped pitched roofs, while the remainder of the building has a flat roof. The parapet takes the form of either stepped gables or battlements. These parapets extend far above the roofline. The crenellations of the roofline are reflected in the plan of the building which is highly articulated. The mass of the building is a combination of projecting bays and stepped-back massing, creating a high degree of shade and shadow across the facades.

The base of the Massachusetts Avenue facade is faced in smooth, ashlar limestone that is interspersed with a few rough-cut stones. The bases of the projecting bays on Wisconsin Avenue are also treated in this manner. The bays on the Massachusetts and Wisconsin avenue facades are formed by porches. (Ninety percent of the apartments in the building have porches.) The projecting bays are topped by battlements beneath which are gargoyles in the form of owls. The walls of the porches are panelled in limestone.

The secondary entrance, which accesses the retail establishments on Wisconsin Avenue, is located in one of the projecting bays. This entrance is actually a recessed porch, enclosed on the exterior by two large Tudor-arched openings and on the interior by two retail windows. The Tudor-arched openings enframe Washington Cathedral across the street. The retail windows are single, large panes of plate glass surrounded by brass and marble. The porch is lit by a large chandelier of Gothic-like design.

A third, very modest, entrance is located in the center of the Garfield Street facade. The garage entrance is at the rear of the building, facing 38th Street. The rear elevation is very simple in design, an abstraction of the other facades. Executed in buff-colored brick, the rear elevation presages the design of many of the large apartment buildings that were to proliferate a decade later.

The Lobbies

The design of the lobbies and hallways, integral with the exterior of the building, reinforces the English Gothic theme. The foyer of the main lobby is entered through a pair of Tudor-arched doors. The original wooden doors infilled with diamond-paned leaded-glass, have been replaced with simple, large paned, plate glass doors. Separating the foyer from the lobby is another pair of replacement doors. The foyer and lobby are paved in quarry tiles which continue those used on the front porch. The tiles, in shades of brown, orange, and ocher, are laid in a geometric pattern.

Opposite the main entrance is a large Tudor-arched opening leading to the beauty shop and the first-floor apartments in the northwestern wing of the building. To the left of the main entrance are steps leading down to the lobby which is four feet below street level. A sympathetic alteration, in the Streamline mode, was made to the stair railing in the late 1930s.

The main portion of the lobby is divided into two generously-sized seating areas, delineated by panelled columns. The walls are topped by nine-inch, plaster crown molding composed of a rope at top and bottom, infilled with alternating roses, acorns, and thistles, symbols of Great Britain. The strapwork ceiling is a complex design, bordered with flowers, leaves, and vines, and infilled with a geometric design incorporating flowers, urns, and shields.

The main lobby contains the original entrance to the restaurant. Although there is now, on Wisconsin Avenue, an additional entrance to the restaurant which has become the primary entrance, it did not exist when the building was constructed. Public diningrooms in apartment buildings were not permitted to have exterior signs or entrances at the time of Alban Towers' construction.[5]

The secondary lobby, entered from Wisconsin Avenue, is primarily for the retail establishments and is separated from the apartment hallway by a locked door. The walls of the retail lobby, actually a hallway, are panelled in wood and topped by crown molding composed of rosettes, grapes, and animals. This molding is continued in the hallway that connects the secondary entrance to the main lobby. The ceilings of both these major ground-floor hallways are formed into groined vaults. Portions

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[5] James M. Goode. Best Addresses, A Century of Washington's Distinguished Apartment Houses. Washington, D.C.: Smithsonian Institution Press, 1988, p. 186.

of hallway on the ground floor that are not panelled in wood are covered in stucco scored to simulate stone.

The Hallways of the Upper Floors

Except for a few replacement lighting fixtures, the original design of the upper-floor hallways is virtually intact. The double-loaded corridors are divided into semi-private hallways by the introduction of Tudor-arched openings for every four apartments. The underside of the arches are panelled in stucco and above the arches on both sides are shields. The left shield contains a cross and the right shield contains a dragon. Pilasters extend from the springing of the arches down to the marble shoe molding. These pilasters contain six signs of the zodiac executed in bas-relief: libra, taurus, gemini, cancer, leo, and pisces. The pilaster capitals are formed of leaves and medallions.

The walls are covered in rough-finished stucco topped by eight-inch crown molding composed of dentils above, acorns and leaves in the middle, and rope below. The hallway border is made of the same marble used for the shoe molding. The center of the hallway floors appear to have been designed to receive carpeting. The floors of the elevator lobbies are made of terrazzo in shades of rose and beige, laid in a geometric pattern. These lobbies are illuminated by chandeliers that are hung from the center of plaster rosettes.

The hallways are tortuous, responding to the unusual configuration of the building. Periodically, usually at the intersection of hallways, grotesques appear, depicting crouching men supporting brackets which in turn support lintels. This arrangement, executed in plaster, of arches, pilasters, crown moldings, and grotesques is repeated along all the hallways on all the floors; and together with the grouping of apartment doorways into semi-private foyers, constitutes a design that is unique among Washington's apartment buildings.[6]

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[6] Interview with James Goode, February 12, 1991.

310.23 IF PROPERTY IS PROPOSED FOR DESIGNATION PRINCIPALLY FOR ITS PREHISTORIC, HISTORIC, AND/OR CULTURAL SIGNIFICANCE, A DESCRIPTION OF THE EXISTING PHYSICAL CONDITION OF THE PROPERTY AND ITS RELATION TO THE PREHISTORIC, HISTORIC, AND/OR CULTURAL SIGNIFICANCE OF THE PROPERTY.

In addition to its architectural significance, Alban Towers satisfies several other criteria for landmark designation as established by the Apartment Building Survey.[7] First, it embodies three zoning decisions, spanning three decades, that helped determine the development of the Washington apartment building. Second, it illustrates the changes that took place in the apartment-building form resulting from the housing crisis in Washington following World War I. And third, it is the work of a master architect/developer team.

Zoning

The first zoning decision embodied at Alban Towers is the 1894 Height of Buildings Act. The height limit prevented Washington apartment builders from offering the views found in the apartment houses of New York, Boston, Philadelphia, and Chicago. Instead, they sought prestige for their buildings with well-designed facades and luxurious lobbies such as those found at Alban Towers. The height restriction also resulted in the Washington phenomenon of step-down lobbies, providing increased floor-to-ceiling height in the public rooms.[8] The main lobby at Alban Towers is four feet below street level.

In 1905, the Zoning Commission approved a regulation requiring a twelve foot setback for each facade of apartment buildings greater than fifty feet in height. This was devised to provide more air and light circulation. At Alban Towers, the twelve foot setback provided not only more air and light, but space for lush landscaping. Small shrubs, spruce trees, and cedar trees, surround the building on three sides.[9]

The third zoning decision to effect the construction of Alban Towers was the one made in 1925 to allow apartment buildings on Massachusetts Avenue west of Wisconsin Avenue. Many distinguished residents of Washington argued on both sides of

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[7] D.C. Historic Preservation Division. District of Columbia Comprehensive Plan for Historic Preservation, Historic Context Outline: The Development and Popularization of Apartment Living, December 31, 1989.

[8] Goode. Best Addresses, p. xix.

[9] "Apartment Hotel, to Cost $1,500,000, Being Constructed," The Washington Post, February 19, 1928.

design, the developer offered the tenants of Alban Towers several amenities that were first introduced to Washington apartment buildings in the 1920s. On the ground floor were as beauty shop, travel agency, valet shop, grocery store, and lunch counter. A maid's lounge and bathroom were provided on each of the floors above. In response to the proliferation of the automobile, there was a large garage in the basement for tenant's cars, and a porte-cochere over the main entrance to accomodate arrival by automobile.

Constructed during the decade in which apartment construction exceeded the construction of single-family houses, the developer of Alban Towers attempted to provide prospective tenants with as many of the amenities of single-family dwellings as possible. With the proliferation of the automobile and the ever-increasing move to the suburbs in the 1920s, porches were usually a part of speculative houses constructed in Washington's semi-urban neighborhoods. One of the most innovative aspects of Alban Towers is its porches, an integral part of the building's design.

Reasons.

Alban Towers--including exterior, lobbies and hallways and excluding adjacent open-space lots 803, 805, 810--meets the criteria or possesses the quality of significance present in other properties included in the D. C. Inventory of Historic Sites for the following reasons:

1. Located at the intersection of Massachusetts and Wisconsin Avenues near the Washington Cathedral, the highly articulated and enriched design of Alban Towers advantageously exploits one of the most visually prominent and highest points in the District of Columbia. (Criterion 3)

2. Its open configuration and effective use of courts and porches maximizes within zoning constraints the unique opportunity for enhancement of apartment house living offered by a site which potentially affords spectacular views in all directions. (Criterion 3)

3. It is an exceptionally fine example of the superior design, construction and craftsmanship characterizing luxury apartment buildings erected in Washington during the 1920s. (Criterion 3)

4. It is representative of the changes that took place in the apartment house form after World War I, compensating for smaller apartments with luxurious lobbies and hallways and providing such amenities as beauty shop, valet, grocery store, restaurant and garage. (Criterion 3)

5. Constructed during the decade in which apartmnet construction exceeded the construction of single-family houses, Alban Towers provides tenants with as many of the amenities of single-family housing as possible, including semi-urban location, a garage, and porches designed for daytime activities such as eating and viewing. (Criterion 3)

6. Designed by Robert O. Scholz and built by David A. Baer, Alban Towers was the product of a prominent Washington architect/developer team specializing in the construction of apartment buildings in the 1920s. (Criteria 4)

Further it possesses sufficient integrity to convey, represent or contain the values and qualities for which it is judged significant; and sufficient time has passed since it achieved significance or was constructed to permit professional evaluation of it in its historical context.

In addition, the Board believes that Alban Towers possesses the following characteristics which qualify it for nomination to the National Register of Historic Places:

1. It is a building that reflects critical changes in the development of social attitudes towards multi-unit living as expressed through their architectural organization. (Criterion A)

2. It is a building that illustrates a significant type of multi-unit building. (Criterion C)

3. It is a building that illustrates a significant expression of architectural styles, influential to the aesthetic development of the apartment building. (Criteria C)

4. It is a building that illustrates a significant use of materials. (Criteria C)

5. It is a building that made significant contributions to the expression and appreciation of amenities significantly affecting the architectural form of the building type. (Criterion C)

6. It is a building that is the work of a skilled architect and developer. (Criterion C)

7. It is a building that significantly illustrates the work of an architect/developer team. (Criterion C)

8. It is a building that includes notable work of craftsmen, artists and sculptors. (Criterion C)

May 29, 1991
DATE

James T. Speight, Jr.

JAMES T. SPEIGHT, JR.
CHAIRMAN,
HISTORIC PRESERVATION
REVIEW BOARD

D.C. HISTORIC PRESERVATION REVIEW BOARD

APPLICATION FOR
HISTORIC LANDMARK DESIGNATION

APPLICATION TO:
- ✓ Designate
- __ Rescind
- __ Amend

PROPERTY NAME: Alban Towers (exterior, lobbies, and hallways)

ADDRESS: 3700 Massachusetts Avenue, N.W.

SQUARE AND LOT NUMBER(S): Sq. 1929; Lots 12, 802, 803, 805, 810

PRESENT OWNER: President & Directors, Georgetown University

OWNER ADDRESS: 37th & O Streets, N.W. Washington, D.C.

ORIGINAL USE: Apartment House

PRESENT USE: Apartment House and Dormitory

DATE OF CONSTRUCTION: 1928 (Permit to Build #6054 & 6036)
1929 (Permit to Build #127222)

DATE OF MAJOR ALTERATION(S):

ARCHITECT(S): Robert O. Scholz

ARCHITECTURAL STYLE/PERIOD: Gothic & Tudor Revival w/aspects of Art Deco

NAME OF APPLICANT: Advisory Neighborhood Commission 3-C

ADDRESS AND TELEPHONE OF APPLICANT:
2737 Devonshire Place, N.W.
Washington, D.C. 20008
202-232-2232

NAME AND TITLE OF AUTHORIZED REPRESENTATIVE:
Pat Wamsley
Commissioner, ANC 3-C

Patricia Wamsley — 4/12/90

SIGNATURE — DATE

310.21 A STATEMENT OF THE PREHISTORIC, HISTORIC, ARCHITECTURAL, AND/OR CULTURAL SIGNIFICANCE OF THE PROPERTY PROPOSED FOR DESIGNATION.

In a decade characterized by buildings of superior design, construction, and craftsmanship, Alban Towers stands out as an exceptionally good example of the luxury apartment buildings that were constructed in Washington during the 1920s. Located at the intersection of two of the city's most prestigious and well-traveled avenues, Massachusetts and Wisconsin avenues, Alban Towers has been a familiar landmark since its completion in 1928. Claiming one of the highest points in the city, diagonally across the intersection from Washington Cathedral, Alban Towers provides views of not only the Cathedral, but also the city and the Potomac River beyond.[1] Its siting is further enhanced by a city park on one side and a wooded lot on another. Designed in the Gothic Revival style to complement the Cathedral, its exterior is ornamented with stone tracery and bas-relief. The lobbies and hallways are finished with materials and motifs that reinforce the building's Gothic theme.

Alban Towers is representative of the changes that took place in the apartment house form after World War I. Built outside the original boundaries of the city of Washington, it has a rambling configuration in a park-like setting. The individual apartments, while more modest than those constructed before the war, are compensated for by luxurious lobbies and hallways. Providing such amenities as beauty shop, valet, grocery store, and garage, Alban Towers is one of the few remaining apartment buildings to house a restaurant.

Designed by Robert O. Scholz and built by David A. Baer, Alban Towers was the product of one of Washington's more prominent architect/developer teams constructing apartment buildings in the 1920s.[2] Together they built at least eight apartment buildings between the years 1922 and 1940. Baer is responsible for at least thirteen additional apartment buildings and several rows of houses, while Scholz is responsible for at least twenty other apartment buildings, two rows of houses, and several commercial buildings.

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[1] The complete name of Washington Cathedral is the Cathedral Church of Saint Peter and Saint Paul.

[2] "Business Romance Hidden in Building, Meteoric Rises to Fame and Wealth are Represented in Big Operations," Evening Star, August 30, 1930.

Alban Towers is the second apartment building to be constructed on Massachusetts Avenue west of Wisconsin Avenue after the 1925 decision by the Zoning Commission to allow them.[3] As such, it reflects the development pattern of the Washington apartment building in the second quarter of the twentieth century. For this embodiment, as well as for the calibre of its design and construction, and the amenities it provides, Alban Towers is worthy of historic landmark designation.

The D.C. Apartment Buildings Survey, conducted by the D.C. Preservation League and Traceries during 1985-1987 (funded by the D.C. Office of Historic Preservation Survey and Planning Grant Program, the National Trust for Historic Preservation, and the National Endowment for the Arts), has gathered data on nearly 3,000 purpose-built apartment buildings in the Nation's Capital. The survey encompassed the development of the building type from its introduction in Washington in the 1870s through World War II. The historic context (as delineated in the December 1987 draft to the National Register of Historic Places Multiple LIsting, "Early Apartment Buildings in the District of Columbia, 1870-1935," and developed as a product of the survey effort) provides a basis for evaluating individual apartment buildings and their architects, and affords the opportunity to assess their merits for listing as Landmarks in the District of Columbia and for listing on the National Register of Historic Places.

Alban Towers, including lobbies and hallways, qualifies for landmark status in the District of Columbia by meeting the following criteria as established in the final rules of the D.C. Historic Preservation Review Board appearing in the D.C. Register on April 12, 1985:

> a(3). It embodies the distinguishing characteristics of architectural styles, building types, types or methods of construction, landscape architecture, urban design or other architectural, aesthetic or engineering expressions significant to the appearance and development of the National Capital or the Nation; and
>
> a(4). It has been identified as a notable work of craftsmen, artists, sculptors, architects, landscape architects, urban planners, engineers, builders, or developers whose work have influenced the evolution of their fields of endeavor or the development of the National Capital or the Nation.

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[3] Baist's Real Estate Atlas of Surveys of Washington, D.C., Vol. 3, Pt. 2, Plan 24, 1931.

Further, the Alban Towers Apartment House also qualifies for listing on the National Register of Historic Places because it satisfies the following criteria as set forth in The National Register Bulletin:

A. It is associated with events that have made a significant contribution to the broad patterns of our history;

C. It embodies the distinctive characteristics of a type, period, or method of construction, and represents the work of a master, possessing high artistic value.

PARTIAL LIST OF BUILDINGS DEVELOPED BY DAVID A. BAER

Emerson 1824 Belmont Road, N.W.		c.1916
1305 Potomac Street, N.W.	Stern & Tcmlinson, arch.	1921
St. Albans 2310 Connecticut Avenue, N.W.	Stern & Tomlinson, arch.	1922
1810 California Street, N.W.	Stern & Tomlinson, arch.	1922
Kendall 1498 Spring Place, N.W.	Robert O. Scholz, arch.	1922
David A. Baer House 2325 Wyoming Avenue, N.W.	David L. Stern, arch.	1922/1923
Riviera 2310 Ashmead Place, N.W.		
Carlo 1575 Spring Place, N.W.	Stern & Tomlinson, arch.	1923
Ricardo 3625 16th Street, N.W.	Stern & Tomlinson, arch.	1923
Capitol Vista 211 Delaware Avenue, S.W.	Stern & Tomlinson, arch.	1925
Arcadia (with Robert O. Scholz) 3614 Connecticut Avenue, N.W.	Stern & Tomlinson, arch.	1925
Woodbine 3616 Connecticut Ave., N.W.	Stern & Tomlinson, arch.	1925
2 18th Street, S.E.	Robert O. Scholz, arch.	1925
3701 Massachusetts Ave., N.W.	Joseph Younger, arch.	1925
Blackstone Hotel 17th Street, N.W. bet. L & M	Joseph Younger, arch.	c.1926
Fleetwood 3707 Woodley Road, N.W.	Robert O. Scholz, arch.	1926
2755 Macomb Street, N.W.	Robert O. Scholz, arch.	1926
Bishop's House 3010 Wisconsin Ave., N.W.	Robert O. Scholz, arch.	1927

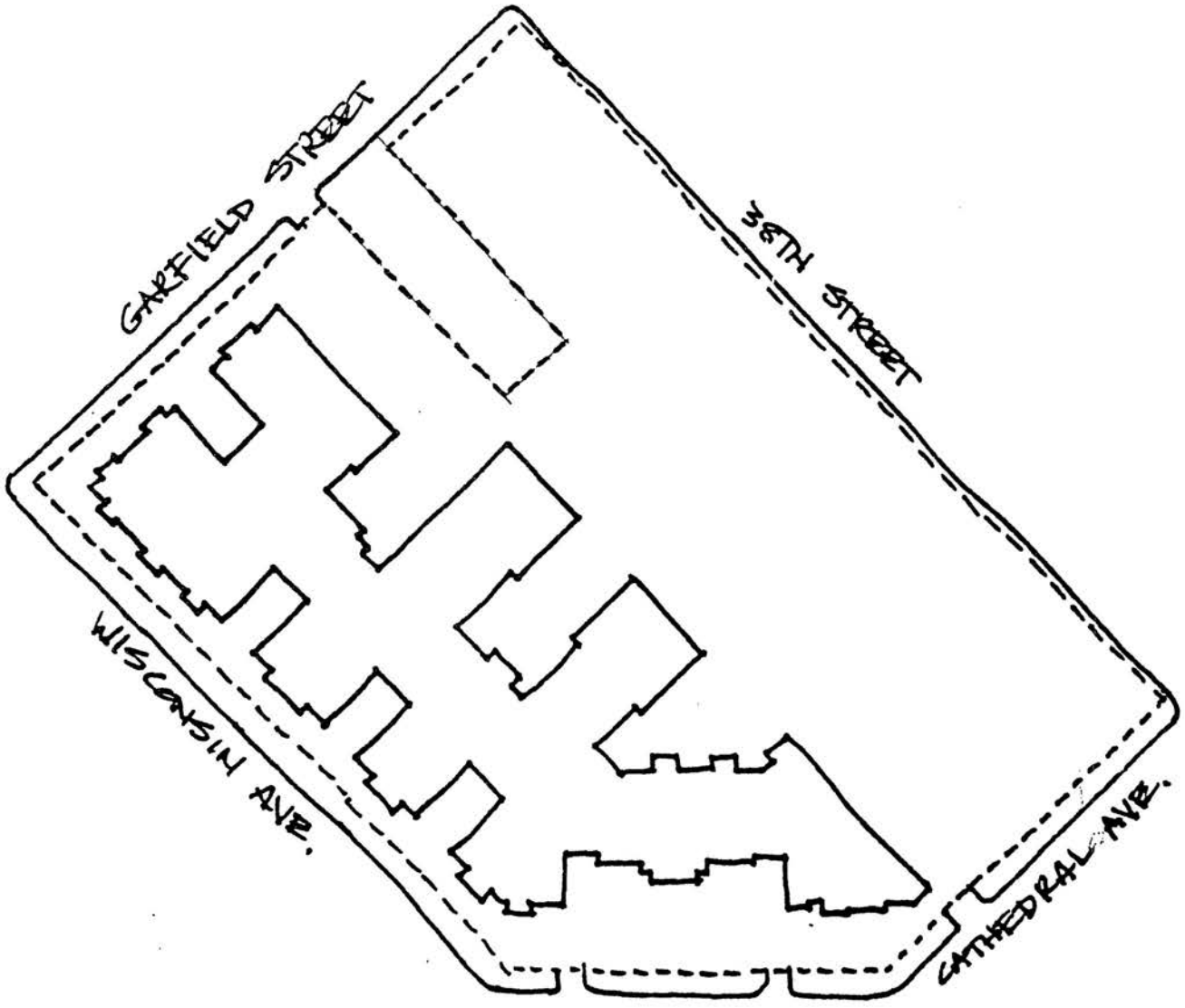
Alban Towers 3700 Massachusetts Ave., N.W.	Robert O. Scholz, arch.	1928
Keystone (now Burns Memorial) 2150 Pennsylvania Ave., N.W.	Robert O. Scholz, arch.	1931
Pall Mall (now Calomiris Bldg.) 1112 16th Street, N.W.	Robert O. Scholz, arch.	
3800 block Calvert Street, N.W.		
3600 block Ellicott Street, N.W.		late 1920s

PARTIAL LIST OF BUILDINGS DESIGNED BY ROBERT O. SCHOLZ

1465 Columbia Road, N.W.		1919
3314 Mount Pleasant Street, N.W.		1921
2233-2237 Bancroft Place, N.W.		1921
3432 Connecticut Avenue, N.W.		1922
1862 Ontario Place, N.W.		1922
Kendall 1498 Spring Place, N.W.	David A. Baer, dev.	1922
3430 Connecticut Avenue, N.W.		1922
1415 Girard Street, N.W.		1923
1409 11th Street, N.W.		1923
921-923 19th Street, N.W.		1923
1464 Columbia Road, N.W.		1923
1349 Kenyon Street, N.W.		1924
1911 R Street, N.W.		1924
1808-1818 24th Street, N.W.		1924
1441 Harvard Street, N.W.		1925
14 S Street, N.E.		1925
2 18th Street, S.E.	David A. Baer, dev.	1925
1438 Columbia Road, N.W.		1925
1440 Columbia Road, N.W.		1925
Fleetwood 3707 Woodley Road, N.W.	David A. Baer, dev.	1926
2755 Macomb Street, N.W.	David A. Baer, dev.	1926
Bishop's House 3010 Wisconsin Avenue, N.W.	David A. Baer, dev.	1927
Alban Towers		

3700 Massachusetts Avenue, N.W.	David A. Baer, dev.	1928
Keystone (now Burns Memorial) 2150 Pennsylvania Ave., N.W.	David A. Baer, dev.	1931
Eddystone 1301 Vermont Ave., N.W.	Vermont Co., dev.	1937
Munson Hall 2212 I Street, N.W.	Meadowbrook, Inc., dev.	1938
Milton Hall 2222 I Street, N.W.	Meadowbrook, Inc., dev.	1938
1701 Massachusetts Ave., N.W.		1939
General Scott One Scott Circle, N.W.	Robert O. Scholz, dev.	1940
Pall Mall (now Calomiris Bldg.) 1112 16th Street, N.W.	David A. Baer, dev.	1940
World Center Building 918 16th Street, N.W.		1953
Perpetual Association Bldg. L'Enfant Plaza		1968
Brawner Building 17th and I Street, N.W.		

310.24 A MAP SHOWING THE EXACT BOUNDARIES OF THE PROPERTY PROPOSED FOR DESIGNATION; THE SQUARE AND LOT NUMBER(S); SQUARE FOOTAGE OF PROPERTY PROPOSED FOR DESIGNATION; NORTH ARROW; AND CONTIGUOUS STREETS, IF ANY.



ALBAN TOWERS
3700 MASSACUSETTS AVE, N.W.
SQUARE 1929

LOT 12	50,465 ☐
LOT 802	18,289
LOT 803	5,361
LOT 805	5,299
LOT 810	40,631
	120,045 ☐

310.25 CONTEMPORARY GOOD QUALITY PHOTOGRAPH(S) OF THE PROPERTY PROPOSED FOR DESIGNATION WHICH PROVIDE A CLEAR AND ACCURATE VISUAL REPRESENTATION OF THE PROPERTY AND ITS SETTING; SPECIFY VIEW, DATE OF PHOTOGRAPH AND LIST CREDITS, IF ANY. 8" X 10" GLOSSY PHOTOGRAPHS ARE PREFERRED. IN ADDITION, APPLICANT MAY SUPPLY SLIDES. (TWO COPIES OF EACH PHOTOGRAPH AND SLIDE)

This information is the same for all photographs:

Goode-Phillips Collection, Photographic Archives
National Gallery of Art, Washington, D.C.
c. 1985

1) Entrance facade, Massachusetts Avenue (northeast facade)

2) Wisconsin Avenue facade (east facade)

3) Entrance porte-cochere, Massachusetts Avenue (looking west)

4) Fifth and sixth floor facade of central bay on Massachusetts Avenue (looking southeast)

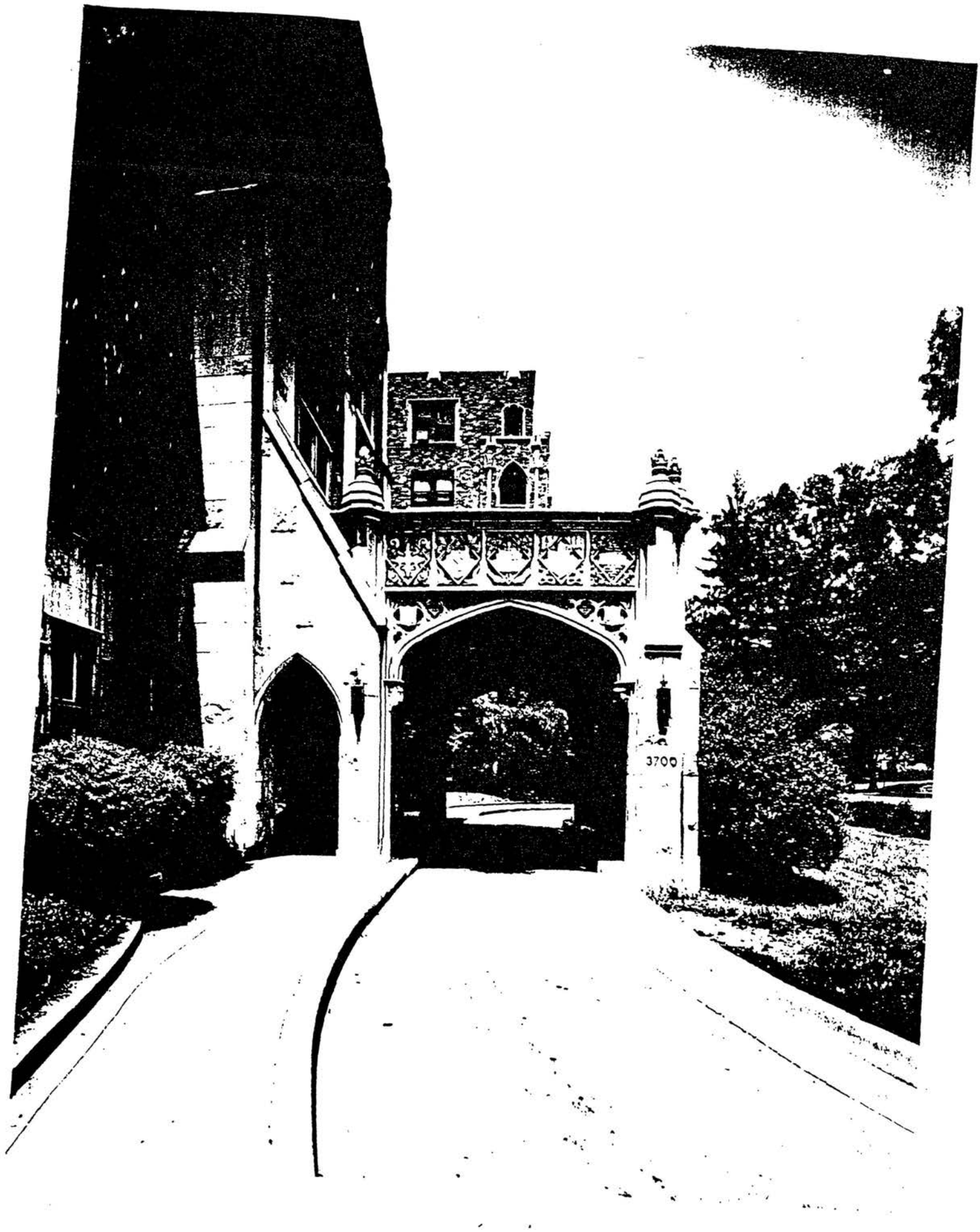
5) Lobby hallway (looking south)

6) Hallway upper floor

7) Hallway upper floor


NO
LEFT
TURN




3700



