December 6, 2004

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Ms. Karen Mitten
Zoning Commission of the District of Columbia
One Judiciary Square, Suite 210 South
441 4th Street
Washington, DC 20001

Re: Case 04-30

Dear Ms. Mitten:

We, the undersigned, are the residents and homeowners of the 1600 block of Kalorama Road NW. We are submitting this letter in order to voice our concerns about the proposal to redevelop the Citadel at 1649 Kalorama Road. The plans that the developer has submitted in their application for PUD status include an office complex and a Harris Teeter grocery store.

We are the residents most directly and significantly impacted by the planned redevelopment of the Citadel. This structure is directly across the street from our homes. According to the application submitted to the Office of Planning by the developer Faison Corp., all public ingress/egress activity for the site will be located on Kalorama Road barely 50 feet from our front doors. This activity includes separate entrances to the office complex, Harris Teeter grocery store, and most importantly, the entrance/exit to the parking garage. We are extremely concerned about the impact this redevelopment will have on us, especially our privacy and quality of life.

Our concerns range from parking and traffic to the safety of the children that regularly walk on Kalorama Road in order to get to the two nearby elementary schools. We are particularly concerned about the following items:

- The Parking Garage - As stated above the parking garage has only one entrance/exit onto Kalorama Road. We feel this configuration is very dangerous as all vehicles for Harris Teeter will be entering and exiting the garage at the same location and time onto what is already a very narrow and congested 2-way street. Pedestrian safety, especially the school children, is of extreme concern. This issue was not addressed in the traffic study conducted by the developer and included as an attachment to the PUD application. An additional concern is the intrusion of headlights from all exiting vehicles that shine directly into several of our homes. With anticipated higher volumes of traffic for Harris Teeter during the evening hours of operation, headlight intrusion will be an extreme disruption. We feel that reconfiguring the traffic flow for the garage, with the addition of a separate exit onto 17th Street, would alleviate a significant amount of these problems.

- Traffic Congestion - The addition of Harris Teeter will create a significant amount of traffic on the street in front of our homes. According to the traffic study, the parking garage at peak times will turn over 2 to 3 spaces every 20 minutes. This activity will take place 7 days a week, for at least 12-15 hours a day. In addition to the passenger vehicles, the recommended route for their delivery trucks traveling north and south on 16th street is to enter from Kalorama Rd and travel west to 17th street adding additional traffic of oversized vehicles to an already congested and narrow street. The delivery truck route runs directly in front of our homes.

- Parking - On street parking in Adams Morgan is extremely limited. Several condominium and rental residences in the area surrounding us do offer off-street parking for their residents. However, off-street parking for our homes is not possible so we all must park on the street. With the increased amount of vehicles from the grocery store patron's as well as taxis, the current 2 hour time limit for nonresidents will significantly impact our ability to ever be able to park near our homes.

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- Beautification of the Neighborhood - The PUD application calls for the developer to provide amenities to the neighborhood. The grocery store along with the painting of the building and the new architectural features for the commercial office section (in the dome) are the only amenities listed by the developer. We feel this list of amenities is more than lacking in satisfying the parameters needed to meet PUD application.

The above comments only highlight a few of our many concerns regarding this proposed redevelopment. The ANC1C has compiled a bullet list of issues (attached to this letter) which we feel need to be addressed and resolved regarding the incorporation of this business into our neighborhood.

The ANC1C has indicated your office will recommend that the project move forward and perhaps set a hearing date as early as February. Unfortunately, our ANC representative, ANC1C8, resigned earlier this year and our newly-elected commissioner will not be sworn-in until January. Due to this absence of representation for the citizens most directly impacted by the Harris Teeter development, we respectfully requested that our ANC1C delay any meetings with the developer to negotiate resolutions to the bullet list of issues until our ANC 1C08 representative is sworn-in with voting status. Given the time constraints of the anticipated BZA hearing schedule, the ANC denied our request stating they would not have enough time to make their decisions and vote if meetings were delayed.

We respectively request that the Office of Planning and the Bureau of Zoning carefully consider this application and take time to resolve all of these issues. We also ask that you consider a date for the hearing beyond February, 2005.

Thank you for your consideration in this matter.

Sincerely,

Mark Rasmussen
1654 Kalorama Rd, NW

on behalf of

Catherine Pugh, 1650 Kalorama Rd., NW
Juli Waesche, 1652 Kalorama Rd., NW
Mark Rasmussen, 1654 Kalorama Rd., NW
Maureen Gallagher, 1656 Kalorama Rd., NW
Darrell Allison, 1658 Kalorama Rd., NW
Natalie Buda, 1660 Kalorama Rd., NW
Paul Schapiro, 1662 Kalorama Rd., NW
Lida Skrzypczak, 1664 Kalorama Rd., NW
Sharon Saydah and Andrew Maxfield, 1666 Kalorama Rd., NW
Heather Higginbottom and Daniel Sepulveda, 1670 Kalorama Rd., NW
John Daley, 1674 Kalorama Rd., NW

Attachment

Potential Issues to be Considered in a Memorandum of Understanding

Parking, Interior

- Number of spaces
- Hours spaces are available
- Size of spaces
- Use of spaces by neighbors during nonoperating hours
- Use of parking attendant/security
- Preventing non-shopper abuse of parking (validation? meters?)

Parking, Employee

- Interior or exterior?
- Transit incentives?

Parking, Exterior

- No loss of spaces for customer loading/unloading
- Loss of spaces for loading zone?
- Loss of spaces for turn clearance at loading dock?
- Steps to prevent double-parking, curbside loading
- Limiting hours of any parking loss

Deliveries/Loading

- Number of trucks (Harris Teeter, outside deliveries, trash trucks)
- Size of trucks
- Loading interior to loading dock?
- Hours of deliveries
- Management of Harris Teeter vs. outside (bread, beer, etc.) trucks

Traffic

- Traffic pattern used by delivery trucks
- Traffic pattern used by driving customers
- Suggested changes in traffic patterns (one-way streets, etc.)
- Suggested changes in traffic signalization (traffic lights, etc.)
- Impact of adjoining develop plans
- Taxi management

Pedestrians

- Number/frequency/itinerary of students going to school, and how to keep them safe
- Steps taken to emphasize pedestrian use (free "granny" carts, etc.)
- Signage notifying customers/pedestrians of their presence in a residential neighborhood
- Possible use of "countdown" pedestrian lights at 16th/Kalorama

Construction

- Staged from interior or exterior space
- Loss of sidewalks
- Loss of parking
- Use of local subcontractors
- Impact of adjoining development plans (coordination)
- Planned exterior beautifications (paint job, marquee, signage)

Store Hours

- Weekday vs. weekend

Harris Teeter Operations/Appearance

- How shopping carts will be managed
- Store signage
- Parcel pickup system

Trash/Extermination

- Frequency, hours of trash removal
- Type/quantity of trash containers
- Recycling
- Extermination plan
- Litter cleanup on surrounding sidewalks
- Placement and maintenance of store-managed trashcans on sidewalk

Alcohol Sales

- Hours
- Limits on product sales (singles, etc.)
- Status of previously-purchased "A" class license

Harris Teeter Employment

- Number of employees
- Hiring of neighborhood residents
- Wages
- Benefits
- Jubilee Jobs partnership?

Office Space

- Number of employees
- Employee parking
- Customer parking

Retail Space

- Any uses recommended
- Any uses discouraged
- Number of employees
- Employee parking
- Customer parking

- Steps to prevent double-parking, curbside loading

Immediate Neighbors

- Mitigation of headlight impact
- Mitigation of noise impact
- Litter cleanup

PUD Amenity

- Affordable housing?
- Greenspace improvements?
- Donations to local nonprofits? (initial and ongoing)
- Employment (Jubilee Jobs partnership?)

MOU Administration

- Ongoing/periodic review of adherence
- Opportunity to change terms
- Penalties for violation

Potential Auxiliary Traffic Study Issues

- the possibility of moving to one-way streets
- including the 16th/Belmont intersection
- including the 18th/Kalorama and Kalorama/Champlain intersections
- studying traffic during our special Adams Morgan "rush hours" on Friday and Saturday, 8PM-3AM
- how having the Dorchester expansion garage entrance right next to the loading dock will impact this project
- at what point the neighborhood traffic system fails (if X is the additional traffic this project will cause, what is the difference between X and Y, with Y being when traffic becomes unbearable)
- the idea of a "parking study" as opposed to a "traffic study"--how bad is on-street parking now, how much worse will it get (possibly involving counting on-street spaces, and/or noticing where current parking signage is placed incorrectly--maybe we could create spaces in this way)