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May 17, 2005

VIA HAND DELIVERY

Zoning Commission of the District of Columbia
One Judiciary Square, Suite 210-South
441 Fourth Street, NW
Washington, DC 200001

Re: The Citadel: Zoning Commission Case 04-30 -- Supplemental Materials

Dear Honorable Members of the Zoning Commission:

This letter transmits supplemental materials described below to you, and by copy to the District of Columbia's Advisory Neighborhood Commission 1-C, the Office of Planning and the Department of Transportation.

Resumes of Proposed Experts

Architecture and Urban Design
- Phil Esocoff*
- Karen Burditt

Economic Analysis
- Eric Smart*
- Lew Bolan

Traffic and Transportation Planning
- Fred Gorove*
- Lou Slade
- Daniel van Pelt

Land Use, Planning, and Zoning
- Lindsley Williams

* indicates probable lead witness

D.C. OFFICE OF ZONING
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Supplemental Diagrams

Sheet C-2 (correcting areas of parking within gross floor area, adding about 400 gross square feet to those and overall totals)

Zoning Commission
District of Columbia
CASE NO. 04-30
EXHIBIT NO. 20

Proposed Plan Parking Levels P1 and P2 (showing areas where stack parking flexibility is sought)

Supplemental Reports

Outline of Testimony of Lindsley Williams, including four diagrams and BZA Order 1596
Statement on Architectural Excellence (Esocoff & Associates)
Traffic Management Plan (Gorove/Slade Associates)
Truck Management Plan (Gorove/Slade Associates)
Parking Demand Assessment (Gorove/Slade Associates)

Memorandum of Understanding with ANC 1-C (as submitted to ANC 1-C April 28, 2005 and voted on them May 4, 2005) *Unsigned by respective parties at this time.*

If you have any questions, please contact either myself at (202) 419-7360 or my colleague Lindsley Williams at (202) 828-1873.

Thank you.

Holland & Knight LLP

Norman M. Glasgow, Jr.

Attachments (as stated)

cc: Advisory Neighborhood Commission 1-C
Office of Planning
District of Columbia Department of Transportation

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Resumes of Experts

Philip A. Esocoff, FAIA - Principal

PROFESSIONAL EXPERIENCE

Mr. Esocoff has over twenty-six years of experience in architecture, planning, and interior design. His design achievements have received numerous awards and have been published both nationally and internationally. Prior to founding Esocoff & Associates, Mr. Esocoff was a principal of Florance Eichbaum Esocoff King in Washington, D.C.

PROJECTS

425 Massachusetts Avenue, NW
Washington, D.C.

318 I Street, NW
Washington, D.C.

1010 Massachusetts Avenue, NW
Washington, D.C. Principal-In-Charge. This 14-story residential condominium tower will be located on the intersection of Massachusetts Avenue, 11th and L Streets NW. The project will include 8,700 SF of ground floor retail space and 198,000 SF of residential condominiums atop an underground parking garage containing 169 parking spaces. The residential lobby is entered from Massachusetts Avenue through a landscaped terraced plaza. The building sets back along Massachusetts Avenue providing private roof terraces for select units. The landscaped rooftop recreational space will include a swimming pool.

910 M Street, NW
Washington, D.C. Principal-In-Charge. The Whitman is a residential condominium project scheduled for completion in late 2006. On the boundary between the high-rise Downtown and townhouse-dominated Shaw Historic District, the irregularly-shaped site is subject to unique zoning regulations and review by the Historic Preservation Review Board. Along its principal façade on M Street, the building is six stories tall, including two-story townhouse units with private terraces on the ground floor. The remainder of the building is eleven stories tall with a wide variety of unit types and views. Most units have private balconies or terraces.

Senate Square
Washington, D.C. Principal-In-Charge. This project includes two 12-story residential condominium towers located on the block surrounded by 2nd, 3rd, H and I Streets in NE Washington, DC. With 12 levels of residential condominium construction, the overall area above the parking structures totals 568,120 SF with the lowest level of the residential configured with walkout terraces lower than the level of the sidewalk. The entry level of each tower will include a double-height lobby with an overlook from the 2nd floor.

The Citadel
Washington, D.C. Principal-In-Charge. This project is a renovation/rehabilitation of an existing Art Deco styled roller skating rink; a long time fixture in the Adams Morgan community. The building is being revitalized as an active part of the community with a new Harris Teeter supermarket on the main floor and a new retail store in an existing corner storefront. A new floor and windows are being added to accommodate an additional 26,700 SF of office space to total 149,331 square feet. There are two levels of tenant parking in the existing garage.

1117 L St., NW
Washington, D.C. Principal-In-Charge. This project is an 11 story residential tower with 136 units and below-grade parking. Penthouse units are set back to provide residents with private terraces overlooking Massachusetts Avenue. The building also has a green roof designed as an amenity area with a garden and a sundeck. A wing of units, one per floor, extends south from the main building and has its entrance on L Street. Located in the Shaw Historic District, Quincy Court required the approval of the Historic Preservation Review Board.

1001 L St., NW
Washington, D.C. Principal-In-Charge. This condominium building is located on the corner of 10th and L Streets within the Shaw Historic District and required the approval of the Historic Preservation Review Board. It rises nine stories to overlook Massachusetts Avenue and has 90 units, 78 below-grade parking spaces and an area of 105, 355 SF.

1700 Kalorama Lofts
Washington, D.C., Principal-In-Charge. Located in D.C.'s eclectic Adams Morgan neighborhood, this project is a renovation and addition to an existing 1930's light industrial building. It includes 32 residential units arranged in loft-like apartments covering 55,000 square feet, some with access to private rooftop gardens. This building is also the new home to the Patricia M. Sitar Center for the Arts who occupy the street level of the building.

2401 Pennsylvania Avenue, NW
Washington, D.C. Principal-in-Charge. A 250,000 SF mixed-use development with four stories of condominium units, three stories of office space, and ground-floor retail space for RWN Development Group and Naing Properties. This project won the Award for Excellence in Architecture, Washington, DC, AIA, 1994. *

400 Massachusetts Avenue, NW
Washington, D.C. Principal-In-Charge. Located at the intersection of Massachusetts Avenue, 4th, and H Streets, NW, this residential condominium contributes to the current revitalization of the Mount Vernon Triangle and Chinatown neighborhoods. Prominently sited on one of Washington's unique triangular blocks and wrapping around a historic DC firehouse, the building's massing, detail, and façade materials met the elevated design expectations of the US Commission of Fine Arts. Careful sculpting of the exterior provides enhanced views from all of the dwelling units. The upper-story apartments—some with private terraces—overlook the city's major monuments.

Jefferson at Penn Quarter
Washington, D.C. Principal-in-Charge. Winner of a GSA Development Competition, this 428-unit mixed-use residential complex is located in the prestigious Pennsylvania Quarter neighborhood of Washington, DC. The project integrates two existing historic buildings and effectively incorporates the facades of eleven other existing buildings. The eleven residential floors surround a landscaped courtyard and the rooftop is developed as a residents' garden with swimming pool, sundeck, and landscaped common areas. The living spaces include two and three story units as well as traditional single level areas. The courtyard and penthouse units have private patios.

1499 Massachusetts Avenue, NW
Washington, D.C. Principal-in-Charge. This 15-story residential tower is 380,000 SF in overall area and includes nearly 200 parking spaces below grade. It is located at the prominent corner of Massachusetts Avenue and 15th Street, NW and targets the higher end of the residential rental market. The upper two floors are set back to provide the penthouse units with private terraces while the rooftop is designed to provide a luxurious amenity space with a swimming pool, sundeck and garden. With fronts on three streets, the projecting bay windows afford residents a panoramic view of Washington's monumental core.

Goodwin House
Alexandria, Virginia. Principal-in-Charge. A continuing care retirement community affiliated with the Episcopal Church in the diocese of Virginia. Esocoff & Associates designed a new fifteen-story, 132-unit apartment building as part of an overall expansion and renovation, which included a chapel, garden, and indoor swimming pool. This project won the Associated Builders and Contractors' Excellence in Construction Award in 1999.

Ambassador House/Carnegie Endowment for International Peace/Brookings Institution
Washington, D.C. Principal-in-Charge. This mixed-use project is a Planned Unit Development which includes the existing 140,000 SF Brookings headquarters, a new 90,000 SF headquarters for CEIP, and an 82-unit apartment building which shares a garden and a 200-space below-grade parking garage. The project's location in the Massachusetts Avenue Historic District required extensive design and zoning review. *

1100 New York Avenue, NW (The Historic Greyhound Terminal)
Washington, D.C. Design Principal. This 775,000 SF commercial office development for Manulife Real Estate is designed to restore and incorporate the historic 1939 Greyhound Bus Terminal. This project won the Merit Award for Preservation, AIA Washington Chapter, in 1993. DCPL Award, 1991. *

George Washington University Northern Virginia Campus Master Plan
Ashburn, Virginia. Principal-in-Charge. This project required a comprehensive master plan for a 50-acre, 1.5 million SF graduate research campus with a high technology orientation. This 576-acre satellite campus, created by the Charles E. Smith Company in partnership with Loudoun County and George Washington University, is the focal point of the mixed-use University Center development. *

George Washington University Graduate Research & Teaching Center
Ashburn, Virginia. Principal-in-Charge. This 77,000 SF project is the initial signature building for a new satellite campus, which provides teleconferencing facilities, multi-media classrooms, seminar rooms, library, administrative, and research facilities for graduate engineering, computer science, and Executive MBA programs. *

George Washington University, Structural Dynamics Laboratory
Ashburn, Virginia. Principal-in-Charge. This 1,400 SF addition to GWU's graduate research and teaching facility houses a state-of-the-art shaking table for investigating seismic phenomena and evaluating vehicle and aircraft suspension systems. Design had to integrate this new addition with the original building completed in 1991 using the successful 'plug-in' method already established in the original library/auditorium wing. Materials, where possible, were selected to match the existing context. Dynamic loadings created by the equipment had to be resolved and absorbed, resulting in a piles driven into the bedrock 70 feet below.

George Washington University National Crash Analysis Center
Ashburn, Virginia. Principal-in-Charge. This proposed 157,000 SF facility will house the most advanced, fully enclosed automotive crash test facility in the world. Physical research with angular collisions and roadside hardware will be used to refine computer modeling now being developed to accelerate the design of safer vehicles.

Research & Training Center – National Transportation Safety Board at George Washington University Virginia Campus
Ashburn, Virginia. Principal-in-Charge. This 70,000 SF project is the newly formed national research and training facility for the National Transportation Safety Board as tenant to George Washington University. A laboratory building, 100' x 300' x 45' high, houses artifacts and wreckage reconstructions used for investigative, research and educational purposes. Connected with this is a conference and teaching facility with tiered classrooms, interlinked teaching spaces, administrative spaces, and a 150-seat auditorium. Also provided are three large multi-function spaces to allow the research program to develop over the next twenty years. Only the second major building to be constructed on this campus, it is carefully detailed to be compatible with the smaller adjoining townhouse developments while maintaining the overall color palette of the campus. Large floor-to-floor heights and generous bay dimensions will ensure the long-term viability of this facility. The building is also sited to take advantage of sweeping views towards the Potomac River from within the common areas.

Court House Plaza Mixed-Use Development
Arlington, Virginia. Project Architect. This project, a 1,000,000 SF mixed-use development, was a competition submission to Arlington County. *

Glenmont Metro Center Mixed-Use Development
Montgomery County, Maryland. Principal-in-Charge. A 30-acre town center focused on the Metrorail station, including 3,000 dwelling units, 250,000 SF of office space, and amenity retail areas. *

Reston Town Center Phase II
Reston, Virginia. Design Principal. A master plan and architectural design for four-block expansion of Reston Town Center, this project includes 850,000 SF of office space, 160,000 SF retail space, and 3,000 structured parking spaces. *

Girls and Boys Town – Pennsylvania Avenue
Washington, D.C. Principal-in-Charge. On a 2.5-acre prominent triangular corner site on Pennsylvania Avenue, SE, this project is a small campus-like group of buildings laid out to maximize the exposure of the site while providing a protective and sheltering group of buildings for the children. The campus consists of four Group Homes, a Short Stay Facility and an Administration building for the non-profit organization. The practice developed a model plan for future homes designed to house 6 children in a foster family setting. The shelter includes a classroom for children who are not able to attend their normal school.

Girls and Boys Town – Sargent Road
Washington, D.C. Principal-in-Charge. Using the model plan developed at Pennsylvania Avenue, this project includes a collection of four Group Homes adapted for the more open conditions of this existing campus. A sloping site and existing buildings were integral consideration in the final design.

Virginia Tech Master Plan
Blacksburg, Virginia. Principal-in-Charge. This project is a master plan and set of architectural guidelines for a ten-year plan to accommodate over 1,000,000 SF of additional space within this 1,200-acre campus.*

Torgersen Hall at Virginia Tech
Blacksburg, Virginia. Principal-in-Charge. This new 160,000 academic teaching and research building includes an electronic reading room, multimedia classrooms and seminar rooms, research labs, a large multimedia auditorium, and a meeting room for the University's Board of Visitors. Bridging the main drive, the ACITC (Advanced Communication and Information Technology Center) is a ceremonial gateway into the campus core and symbol of Virginia Tech's commitment to leading-edge information science, teaching technology and educational research. This project won the Architectural Precast Association's Award for Design Excellence in 2002 as well as the Washington Chapter/AIA Award of Merit for Architecture in 2003.

Virginia Tech, Newman Library Interior Masterplan
Blacksburg, Virginia. Principal-in-Charge. This study involved a comprehensive revision to the programmatic layout of the main campus library. Reactivation of the historic entrance and enclosure of an interior courtyard will increase the efficiency and efficacy of this technology intensive facility. Now completed, the electronic reading room that spans the drive between them physically joins the new ACITC (Torgersen Hall) and Newman Library. *

Stanford Learning Lab, Stanford University
Menlo Park, California. The Stanford Learning Lab (SLL) houses studies of pedagogy and the use of advanced technologies as enhancements to the learning process. Esocoff & Associates provided consultation on possible options for a new facility located on Stanford's historic campus.

Brookings Institution Renovation
Washington, D.C. Principal-in-Charge. This project is an exterior renovation, restoration, and alteration of the existing 140,000 SF headquarters building within the Massachusetts Avenue Historic District. *

George Washington University National Law Center Phase II
Washington, D.C. Principal-in-Charge. This project for renovations and interior design include electronic library upgrades, faculty offices and study, dining, administrative, and student activity areas. The project involved swing space planning and careful job phasing on a tight schedule. *

Georgetown Day High School
Washington, D.C. Principal-in-Charge. A five-acre campus plan and a 72,000 SF independent high school for 400 students, this project uses a program that includes classrooms, a library, science laboratories, an experimental theater, an arts facility, and a gymnasium. *

LEGENT Corporate Headquarters (now CAI)
Herndon, Virginia. Principal-in-Charge. The project involves an interior design for a 140,000 SF corporate headquarters for a software development firm including a videoconference center, training facility, and dining area. *

Institute for Defense Analysis Headquarters Building
Alexandria, Virginia. Project Designer. A 120,000 SF build-to-suit headquarters, this project includes offices, research facilities, computer center, and security systems for the IDA Corporation, a defense-related research organization. *

IBM Divisional Headquarters
Rockville, Maryland. Principal-in-Charge. A pair of buildings involving 250,000 SF of corporate office space for IBM's Federal System Division, this project is sited at the Shady Grove Executive Center. The project incorporates extensive high-tech space including a 15,000 SF computer facility, audio-visual facilities, and conference centers. *

National Trust for Historic Preservation
Washington, D.C. Principal-in-Charge. This project for space planning and interior design required the renovation of the historic headquarters' ground floor suite to accommodate open office systems. The project established prototypical guidelines for future renovation of the entire facility. *

The Torpedo Factory Building #3
Alexandria, Virginia. Project Designer. A component of a 639,000 SF mixed-use development, this 104,000 SF industrial waterfront structure was renovated to commercial office use for the Alexandria Waterfront Restoration Group and the City of Alexandria. This project won the Excellence in Architecture Award, AIA Washington Chapter, 1984. *

Associated General Contractors of America
Washington, D.C. Principal-in-Charge. This approved PUD, mixed-use office and residential project includes a 66,000 SF, fifty-five dwelling unit, condominium and a 175,000 SF office structure with three levels of below-grade parking. *

Embassy of Chile
Washington, D.C. Design Principal. This project is a restoration, renovation and integration of two historic townhouses in the Massachusetts Avenue Historic District. The 23,000 SF project required new systems to be carefully routed to maintain the character of the properties. Existing subdivisions of key spaces were reversed as part of the restoration effort.

NIKKEI
Washington, D.C. Project Manager. This 4,000 SF interior is the Washington Bureau for Japan's largest economic newspaper, Nihon Keizai Shimbum. The design is primarily an open plan layout with attendant conference and service rooms.

Hispanic Radio Network, Inc.
Washington, D.C. Principal-in-Charge. This is a 9,000 SF interior, which houses the headquarters and broadcast studios of this non-profit, Spanish language 'NPR'.

Homestead Village Urban Hotel
Washington, D.C. Principal-in-Charge. This $20,000,000, 220-room extended stay lodging will be located on historic Scott Circle in Washington's central business district.

Jefferson Row at Reston
Reston, Virginia. Principal-in-Charge. This project is a proposed design for 400 residential units configured into ten, four-story, forty-unit buildings on a thirty-six-acre tract close to Reston Town Center. A central lake provided the setting for a clubhouse whose design derives from Philadelphia's historic Boathouse Row.

GEICO Corporate Headquarters Expansion
Chevy Chase, Maryland. Interior Design Principal. This project is an expansion and renovation of a corporate headquarters facility. Following zoning approvals, the firm was retained to provide complete architecture and interior design services for the expansion. Interior design services included programming and space planning for 738,000 SF. The facility includes: offices, data processing centers, a major conference center, a telecommunications center, and support facilities. *

Perpetual American Corporate Operation Center
Alexandria, Virginia. Project Architect. This is an interior design project for 200,000 SF multi-use offices including a computer center and dining facilities. *

Perpetual American Real Estate Services
McLean, Virginia. Principal-in-Charge. This is an interior design for a 13,000 SF corporate office. *

Perpetual American Brookland Branch Office
Washington, D.C. Project Architect. This is a 5,000 SF branch bank located adjacent to the Brookland Metro Station. *

PHICO Corporate Headquarters
Mechanicsburg, Pennsylvania. Project Designer. A 235,000 SF headquarters multi-use office building located on a 125-acre site, this project includes a computer center, cafeteria, health & fitness center, conference & audio-visual center, and television studio. *

Wilmer, Cutler & Pickering
Washington, D.C. Design Principal. A 160,000 SF law office including a computer center, conference rooms, a library, an audio-visual facility, and a cafeteria. *

Zevnik Horton
Washington, D.C. Principal-in-Charge. This project entailed an interior design for a 4,500 SF law firm located in the historic Warner Theater Building.

1525 Wilson Boulevard
Arlington, Virginia. Principal-in-Charge. This project is a 300,000 SF commercial office building for The Kaempfer Company, incorporating two levels of parking and a grocery store below grade. *

Shady Grove Executive Center
Rockville, Maryland. Principal-in-Charge. This project is a forty-five-acre master plan and design of 650,000 SF of office space in five buildings and two garages accommodating 1,300 cars for Spaulding & Slye, IBM, and Copley Real Estate Advisors. *

Shady Grove Executive Center, Buildings No. 7 & 8
Rockville, Maryland. Principal-in-Charge. This project is a schematic design for two additional office buildings of 130,000 SF and 75,000 SF respectively to an existing forty-five-acre campus with six existing buildings.

Greenbelt Community Center
Greenbelt, Maryland. Principal-in-Charge. This project required programming, architecture and interior design for the restoration and adaptive reuse of the historic, 57,504 SF Art Deco Greenbelt Center School, originally built in 1935 for the City of Greenbelt. *

2001 L Street, NW
Washington, D.C. Principal-in-Charge. This is a design project for the proposed renovation of the downtown office building, including new interior designs for a main lobby and typical elevator lobbies. Additional development rights were attained through a modification of the original PUD, allowing expansion of the main lobby and retail space. *

1030 15th Street, NW
Washington, D.C. Principal-in-Charge. This project is a restoration and renovation design service for the 110,000 SF downtown office building for KOLL Properties.

Hamilton Hotel, Crowne Plaza
Washington, D.C. Principal-in-Charge. The design of a two story, 16,000 SF rooftop addition to this historic 1926 structure overlooking Franklin Square was approved by the District of Columbia Preservation League in lieu of official landmarking. *

1212 Massachusetts Avenue
Washington, D.C. Principal-in-Charge. This project is a 123,000 SF commercial office building for RWN Development Group. *

Federal Metropolitan Detention Center
Washington, D.C. Principal-in-Charge. This is a project for a medium security, 1000-bed detention center for the Federal Bureau of Prisons to be located along New York Avenue, NE. Three complete schematic designs for this 375,000 SF, $72,000,000 building were approved prior to suspension of the project. *

* Indicates projects for which Mr. Esocoff had primary design authorship and oversight responsibility at his former firm Florance Eichbaum Esocoff King (FEEK), which was earlier known as Keyes Condon Florance and is currently operating under the name The Smith Group.

AWARDS

Washington Building Congress' Craftsmanship Award for Precast Concrete, Washington Building Congress, 2004
Award for Best Mid-Atlantic Condominium Switch Project, Delta Associates
The Clara Barton, 2004
Award of Merit in Architecture, Washington Chapter/AIA Award,
NTSB Training Academy, 2004
Award of Merit in Architecture, Washington Chapter/AIA Award,
Torgersen Hall, 2003
Bronze Citation, American School & University,

Torgersen Hall, August 2003
Honorable Mention, Masonry Institute Design Awards,
Boys and Girls Town, 2002
Award for Best Mid-Atlantic Apartment Building, Delta Associates
1499 Massachusetts Avenue, 2002
Award for Design Excellence, Architectural Precast Association.
Torgersen Hall at Virginia Tech, 2002
Excellence in Construction, Associated Builders and Contractors
Goodwin House, 1999
Award for Excellence in Architecture, AIA-Washington Chapter
2401 Pennsylvania Avenue, NW, 1994
Excellence on the Waterfront, The Waterfront Center Annual Award
The Torpedo Factory, 1994
Merit Award for Historic Preservation, AIA Washington Chapter
The Greyhound Bus Terminal, 1100 New York Avenue, 1993
Second Annual Preservation Award, DC Preservation League
The Greyhound Bus Terminal, 1100 New York Avenue, 1991
Award for Excellence in Architecture, AIA Washington Chapter
The Torpedo Factory, 1984
Award for Excellence in Architecture, AIA Washington Chapter
Perpetual American Bank, 1982.

PUBLISHED PROJECTS

Throwing the Skyline a Curve - A New Residential Building on Mass. Ave. Uses Waves to Stir Up a Sea of Concrete (400 Massachusetts Avenue, NW), Washington Post, October, 23, 2004
Award-Winning Architecture (Torgersen Hall), Architecture DC, A Publication Of The Washington Chapter Of The American Institute Of Architects, Winter, 2004
On Massachusetts, Curving Away From the Apartment Block (Post Massachusetts Avenue), Washington Post, January, 4, 2003
Signature Gesture (Torgersen Hall), Inform Magazine, 2002: number two
Doing the Old Block One Better (Goodwin House), Washington Post, August 22, 1998
A Welcome New Kid On the Block (Carnegie Endowment), Washington Post, April 18, 1998
Campus Classroom Connections, Graduate Research and Teaching Center (George Washington University Virginia Campus), 1994
Green Architecture *Design for an energy-conscious future,* (PHICO), 1991
New Capital Buildings (2401 Pennsylvania Ave.), America Illustrated, April 1993
Campus Generator (George Washington University Graduate Center), Architecture, March 1993
Technology Trends for the Intelligent Building (George Washington University Graduate Center), Construction Specifier, January 1993
George Washington University Graduate Center, American School & University, November 1992
Cityscape: The Barn, Reborn in Loudoun (Geo. Washington Univ. Graduate Center), Washington Post, September 28, 1991
The Dignified Depot (1100 New York Avenue) Washington Post, September 14, 1991
Bipartisan Design (2401 Pennsylvania Ave.), Architecture, April 1991
West End's Marvelous Mixture (2401 Pennsylvania Ave.), Washington Post, April 13, 1991
Designing by Context: A Tale of Three Office Projects (Shady Grove Executive Center), Washington Post, September 16, 1989
Budgeting for Educational Goals: Building a quality high school on a tight budget (Georgetown Day High School, Washington, DC), American School & University, December 1989
Throwing a Curve to a Legal Firm (Wilmer Cutler & Pickering Law Office, Washington, DC), Designer Magazine, May 1989

The Greyhound Terminal: Preserving the Past for the Future Business Properties, March 1989
Georgetown Day High School, Washington, DC American School & University, November 1988
Greyhound Plan Gets Final Okay Preservation News, October 1988
Washington (The Torpedo Factory), Abitare, July/August 1988
New Architecture in Washington, DC (Georgetown Day High School, Torpedo Factory), Metropolitan Review, Summer 1988
The Office: Great Professional Lairs Museum and Arts Washington, Jan /Feb. 1987. Featuring the law offices of Wilmer, Cutler & Pickering
PHICO Corporate Headquarters in Pennsylvania NIKKEI/Architecture, Japan, May 1987
Cityscape: Making the Grade (Georgetown Day High School), Washington Post, September 12, 1987.
Some Capital Ideas *National Law Journal*, Office Design (Special Issue), Sept. 1987. Featuring the law offices of Wilmer Cutler & Pickering
Wilmer's Dazzling Deco Make-Over (Wimer Cutler & Pickering Law Offices, Washington, DC), *Legal Times*, June 29, 1987
Textile-Inspired Architecture *Fibre Arts Magazine*, Sept./Oct. 1987. Featuring Mr. Esocoff's design theories and techniques
Regional Recalls (PHICO), Architectural Record, November 1986
Making Infill Projects Work, *Brookings Institution and Resources for The Future/National Wildlife Federation Urban Land Institute*, 1985
Former Waterfront Eyesore Given Colorful Refurbishing (The Torpedo Factory), Architecture: The AIA Journal, November 1984
From Armaments to Art: The Reconstruction of a Dilapidated Torpedo Factory in Alexandria, Virginia *Building Design & Construction*, May 1984
AIA Component Awards: Perpetual American Bank AIA Journal, May 1983
Cityscape: The Brookings Building Plan Washington Post, November 1983
Lenders Breaking New Ground Real Estate (Featuring Perpetual American Bank on Rhode Island Ave.), *Washington Post*, March 1982

EDUCATION

Master of Architecture, University of Pennsylvania, 1975
Diploma, Architectural Association Graduate School, London, 1972
Bachelor of Arts, University of Pennsylvania, 1971
"Class of 1946" Award to Outstanding Senior, University of Pennsylvania, 1971
Thouron British-American Exchange Fellow, Architectural Association, London, 1971-1972
Dale Traveling Fellowship, University of Pennsylvania, 1973

REGISTRATION

Registered Architect in the District of Columbia, the Commonwealth of Pennsylvania, the State of Maryland, and the Commonwealth of Virginia

PROFESSIONAL AFFILIATIONS

Fellow of the American Institute of Architects
Society for College and University Planning

OTHER ACTIVITIES

Juror, Architectual Precast Association, Design & Manufacturing Awards competition, 2003
Presenter, Restoration and Renovation Hardware Showcase, Baltimore, "Designing in Historic Districts: Process, Product and Presentation", 2003
Speaker, **Harvard University,** Harvard University Graduate School of Design/Professional Development Course, 2002
Juror, **Catholic University of America,** Holocaust Memorial Competition, 2001

Speaker, **Harvard University,** Harvard University Graduate School of Design/Professional Development Course, 2001
Speaker, **Commercial Construction Group,** "The Past, Present and Future of Downtown DC Architecture; Lessons Learned and Ideas For Tomorrow's Urban Structure", 2001
Juror, Roanoke Valley Chapter **AIA,** 2001 Awards
Presenter, **SCUP** North Atlantic Regional Conference, "Breaking the Instructional Toolbox", 1998
Adjunct Professor, **University of Maryland,** Urban Design/Architecture Studies, Spring 1993
President, Board of Trustees, **School for Friends,** 1989
Sponsorship and Expo Chair, **Society for College and University Planning,** 1996 National Conference, Washington, D.C.
Member, National Committee for Professional Development, **Society for College and University Planning**
Presenter, **SCUP** Mid\Atlantic Region Annual Conference, "Virginia Tech Managing Change by Design", 1995
Presenter, **Building Virginia,** "The Design Picture", 1994
Presenter, **World Bank/AIA** Seminar, "Quality Design and Sustainable Built Environment", 1994
Presenter, **John Hopkins University** "Mixed-Use Development", 1994
Presenter, **Virginia Public Education Institutions** Conference, 1994
Presenter, **New Jersey Institute of Technology** Conference, 1994
Presenter, **George Washington University** Virginia Campus, Lecture Series, 1994
Juror, James River Chapter **AIA,** 1994 Awards
Presenter, **SCUP** National Conference, 1994
Member, **Society for College and University Planning**
Member, **Spingarn High School** (Washington, D.C.) Pre-Architecture Program Committee
Member, Professional Advisory Board, **University of the District of Columbia** Architecture Program
AIA Awards Juror, Central Pennsylvania Chapter, 1993
Panelist, **Metropolitan Young Architects Forum,** Washington, D.C., 1993
Member, **Lambda Alpha,** 1993
Presenter, **SCUP** Mid-Atlantic Regional Conference, 1993
ASLA Awards Juror, Connecticut Chapter, 1992
Panelist, "Greyhound Bus Forum", **Cleveland Restoration Society,** 1991
Moderator & Lecturer, **Smithsonian Institution** Resident Associate Program "Beyond Postmodernism: Architecture for the Next Decade," 1987
Member, Planning and Development Committee and Chairman, Urban Design Subcommittee, **Greater Washington Board of Trade,** 1986
Studio Critic: **Catholic University,** 1985
Member, **The Real Estate Group,** Washington, D.C.
Member, **Dupont Circle Conservancy**
Guest Critic: **University of Maryland, Catholic University, Temple University, Drexel University and Moore College of Art, Howard University, University of the District of Columbia, Drury College**

Karen Burditt, R. A., A.I.A. – Project Architect

PROFESSIONAL EXPERIENCE

Ms. Burditt has twenty years of experience in architecture, space planning and interior design. Her project experience spans Urban Planning, Project Management, Interior Design, and Space Planning, Architectural Design and Construction Management with specific attention to design from the schematic phase through the construction phases. Ms. Burditt joined Esocoff & Associates as a Project Architect in 2001.

INTERIOR DESIGN

Comcast - Expansion
Washington, D.C. Interior Designer. This 6,000 SF expansion to the lobbying offices for a major regional cable provider.

Faison Office, Washington DC
Washington, D.C. Project Architect/Designer. This new 5,000 SF office space in a landmarked historic building. This space combined the management offices for Faison Development with the sales offices for Faison's many condominium projects.

Misc. Space Planning,
Washington, D.C. Designer/Project Architect. Ms. Burditt worked on a wide variety of office, corporate programming, space planning, and facilities master planning projects. ****

Esocoff & Associates architects - Expansion
Washington, D.C. Project Manager/Designer. This project was the 2,500 SF expansion of the high-impact, low-cost interior design of the Practice's headquarters.

Nature's Own
Pinehurst, NC. Project Architect. The 3,600 SF interior fit-out of an organic grocery store and restaurant. ***

ARCHITECTURE

Girls and Boys Town – Pennsylvania Ave. SE
Washington, D.C. Project Architect. This project involved the layout of four Group Homes, 4,866 GSF per house, Short Stay Facility, and Administration Building on Pennsylvania Avenue, SE with the interesting problem resolution of a small campus-like group of buildings on a prominent corner site. The Group Homes were completed in 2003.

Girls and Boys Town – Sargent Road, NE
Washington, D.C. Project Architect. This project is the development of four Group Homes, 4,866 GSF per house, on the existing Campus. A model plan was reworked to suit the site conditions and existing buildings.

George Washington University National Crash Analysis Center
Ashburn, Virginia. Project Architect. This proposed 157,000 SF facility will house the most advanced, fully enclosed automotive crash test facility in the world. Physical research with angular collisions and roadside hardware will be used to refine computer modeling now being developed to accelerate the design of safer vehicles.

The Citadel – Kalorama Road, NW
Washington, D.C. Project Architect. This 149,331 SF project is the renovation and restoration of a former skating rink into a mixed used commercial building, with a major east coast grocery store as the primary tenant. The Art Deco building is a neighborhood focal point with its large concrete dome.

Wardman Condominiums
Washington, D.C. Project Architect. The schematic design for a 150-unit condominium project on the grounds of an existing Washington, D.C. hotel

2363 Champlain Street, NW
Washington, D.C. Project Architect. A 20-unit condominium project in the heart of the Adam's Morgan neighborhood *

Lincoln Condominiums
Washington, D.C. Project Architect. A 157 Unit Condominium project in the Shaw Neighborhood of Washington D.C. *

100 Maryland Avenue, NW
Washington, D.C. Project Architect. The conversion of a historic apartment building into office space. The 45,000 SF renovation and tenant fit-out close to the US Capitol and the Supreme Court *

Pinehurst Village Hall
Pinehurst, NC. Project Architect. This 31,109 SF new municipal building for the historic golf community of Pinehurst ****

Private Residence
Spring Valley, Washington D.C. Project Architect. The design and renovation of a 1930 Colonial **

Private House
Whispering Pines, NC. Project Architect. A 2,484 SF residence on a golf course in a retirement community ***

Previous Firms:
* Eric Colbert & Associates, Washington, D.C.
** Barnes Vanze Assoc., Washington, D.C.
*** Anderson Architecture, Southern Pines, NC
**** Architectural Interiors, Washington, D.C.

PUBLISHED PROJECTS

Brick In Architecture (Girls & Boys Town Group Home, Washington DC), Masonry Institute, 2003

EDUCATION

Bachelors of Architecture, Catholic University of America, 1988
Bachelors of Science Catholic University of America, 1985
Course Work in Landscape Design, George Washington University

REGISTRATION

Registered Architect: District of Columbia, North Carolina

PROFESSIONAL AFFILIATIONS

Member: American Institute of Architects

ERIC SMART
Principal

BOLAN SMART ASSOCIATES, INC.

Mr. Smart is a founding principal of Bolan Smart Associates, Inc., a national real estate economic consulting firm based in Washington DC. Prior to that, he was Vice President and Manager of the Washington office of Leggat McCall Advisors, Inc., which was acquired in 1990 to form Bolan Smart Associates. He has over twenty years of diversified experience in planning and development practice, with expertise in marketability, valuation, financial analysis, negotiations and strategic planning. His clients have included investors, financial institutions, developers, architects, law firms, major users and government. Bolan Smart Associates is affiliated with Grubb & Ellis, one of the largest multi-disciplinary real estate service firms in the United States.

Before joining Leggat McCall Advisors, Inc. in 1985, Mr. Smart was a senior research associate at ULI - the Urban Land Institute, an international land use development research and education organization based in Washington, DC. He was project manager responsible for creating development guidelines for a variety of forms of real estate, including mixed-use, housing, recreational and infill development, each resulting in a major publication. During his six years at ULI, Mr. Smart was senior editor for Urban Land, ULI's monthly periodical on land use and development.

Mr. Smart has also worked as a planner for local jurisdictions in the State of Virginia and for PRC Jacobs, a real estate appraisal firm in Buffalo, New York. He is a frequent speaker and writes regularly on real estate and development planning issues. He has served on the Development Review Board in Arlington County, Virginia. Mr. Smart has testified in a variety of municipal and federal hearings and has acted as an expert witness in court proceedings. He was Chairperson of the Urban Land Institute's District Council for the 1,200 member Washington, DC area for four years. Mr. Smart teaches as an adjunct professor in the Master of Science in Real Estate program at Johns Hopkins University and serves on the university's real estate advisory board.

EDUCATION

Bachelor of Arts in Economics, University of Toronto
Masters of Urban & Regional Planning, Virginia Tech

PUBLICATIONS

Editor, Urban Land; Author, Making Infill Projects Work, Housing for a Maturing Population, and Recreational Development Handbook; Contributing author, Urban Waterfront Development, Mixed-Use Development Handbook, Shopping Center Development Handbook, New Uses for Obsolete Buildings, Resort Development Handbook, and annual editions of Development Review and Outlook, all published by the Urban Land Institute. Mr. Smart contributes to a variety of real estate periodicals.

AFFILIATIONS

The Urban Land Institute
American Planning Association
Lambda Alpha, International Honorary Land Economic Society
Real Estate Salesperson - State of Maryland

LEWIS BOLAN
Principal

BOLAN SMART ASSOCIATES, INC.

Mr. Bolan is a real estate economist and development consultant with thirty years professional experience. He is the co-founder of Bolan Smart Associates, Inc. the independent economic consulting affiliate of the national commercial brokerage firm of Grubb & Ellis. Mr. Bolan formerly was Vice President of Real Estate Research Corporation, Director of its Washington office and head of its investment advisors services division. A planner as well as an economist, he also served as Director of Planning for Victor Gruen International, a European based planning and design firm.

His activities encompass 40 states, nearly all the nation's major cities, and many foreign countries. Mr. Bolan has directed development planning activities and investment evaluation for major new communities and mixed use projects together with office, industrial, retail, hotel and residential land uses. A recognized expert in the fields of strategic planning and financial analysis, he has worked for many leading developers, Fortune 500 companies and financial institutions, as well as served as advisor to numerous local, state and federal government agencies.

Mr. Bolan is an adjunct professor of real estate at Johns Hopkins University. Active in the Urban Land Institute, he frequently contributes time to the Panel Advisory Service and other research projects. In addition, Mr. Bolan is a board member of Lambda Alpha, an honorary land economics fraternity.

EDUCATION

Bachelor of Arts in Sociology and Economics, Columbia University
Masters of City Planning, University of Illinois

PUBLICATIONS

Mr. Bolan is a frequent contributor to real estate and business publications. His articles and comments have appeared in such publications as The Wall Street Journal, The New York Times, The Washington Post, National Real Estate Investor, Real Estate Forum, Urban Land, The Business Review, Kiplingers Report, US News and World Report, and numerous other publications.

AFFILIATIONS

Urban Land Institute
American Planning Association
Real Estate Broker - Washington, DC
Lambda Alpha, President
Greater Washington Association of Commercial Area Realtors

Frederick E. Gorove, P.E.

President and Principal

Mr. Gorove, a nationally recognized leader in transportation and traffic engineering, has consulted extensively nationwide performing transportation systems, traffic, and parking facilities analyses, traffic impact studies of development projects, and long range transportation systems planning. He has contributed significantly to and has been instrumental in the creation of city and regional master plans. Mr. Gorove has managed numerous parking design, utilization, and optimization studies for private developers, municipalities, and institutions. He has provided cost-benefit comparisons and financial analyses for alternate transportation systems and parking strategies. Mr. Gorove has provided expert testimony before municipal planning commissions, zoning boards, city councils, and other public agencies. Through his expertise, Mr. Gorove has been instrumental in determining appropriate transportation systems to meet public needs and to service private facilities.

Professional Registrations

Connecticut, New Jersey, Illinois, New York, Massachusetts, Virginia, Florida,Pennsylvania

Professional Affiliations

Fellow, Institute of Transportation
Engineers
Associate Member, American Society
of Civil Engineers

Education

Bachelor of Science, Civil Engineering
Tri-State College, Angola, IN

Graduate Studies, University of Illinois
Chicago, IL

As President and Principal Associate of Gorove/Slade Associates, Inc., Mr. Gorove oversees and manages all aspects of transportation, traffic, and parking engineering and consulting activities. He provides innovative and creative approaches to resolve new and emerging transportation issues which effect public and private use and economic and site development.

Representative Projects

PUBLIC TESTIMONY:

Mr. Gorove has provided expert testimony in various cities in the following states: Ohio, Pennsylvania, New Jersey, Colorado, Texas, Florida, New York, Louisiana, California, Connecticut, Virginia and Maryland. Within the District of Columbia, Mr. Gorove has provided testimony for both The Waldman Park Shearaton development and Washington Harbor.

URBAN MULTIPURPOSE COMPLEXES

The Gallery at Harborplace, Baltimore, Maryland; Stamford Town Center; Stamford, Connecticut; Georgetown Park, Washington, D.C.; Jacksonville Landing, Jacksonville, Florida; Bayside Center, Miami, Florida; Union Station, Indianapolis, Indiana; First Stamford Place, Stamford, Connecticut.

MAJOR RETAIL, INDUSTRIAL, HOTEL, AND OFFICE DEVELOPMENTS:

Berwyn and Chicago, Illinois; Austin, Texas; Cincinnati, Mansfield, Canton, Maumee, and Toledo, Ohio; Madison, Wisconsin; New York City, Nassau County and Suffolk County, New York; San Jose and Pinoli, California; Nashville, Tennessee; Atlanta, Georgia; Columbia, Anne Arundel County, and Baltimore, Maryland; Philadelphia, Pennsylvania; New Haven, Connecticut; Fort Lauderdale, Florida; Ann Arbor, Michigan; Bismarck, North Dakota; Montpellier, France; Pittsburgh, Pennsylvania; Kearney, New Jersey; Charleston, West Virginia; Birmingham, Alabama; Newcastle County, Delaware; Montvale, New Jersey; Morris Township and Warren Township, New Jersey; Stamford,

Connecticut; Birmingham, Alabama; Kenner, Louisiana; Annapolis, Maryland; Montvale, New Jersey, Cranbury Township, New Jersey

RETAIL PROJECTS

Mr. Gorove has provided traffic and transportation analyses for over 400 retail projects in most states and Puerto Rico. Projects include regional retail facilities in both urban and suburban areas. Examples include: Paramus Park Mall, Paramus, New Jersey; Century Plaza, Birmingham, Alabama; Potomac Mills, Prince William County, Virginia; Eastridge Shopping Center, San Jose, California; Jacksonville Landing, Jacksonville, Florida; White Marsh Shopping and Owings Mills Centers, Baltimore County, Maryland; Briarwood Shopping Center, Ann Arbor, Michigan; Citadel Shopping Center, Colorado Springs, Colorado; Stamford Town Center, Stamford, Connecticut; Moorestown Mall, Moorestown, New Jersey; Somerset Mall, Troy, Michigan; Gurnee Mills, Gurnee, Illinois; Willowbrook Mall, Wayne Township, New Jersey.

LARGE ACREAGE MIXED-USE DEVELOPMENTS

Burton Hills, Nashville, Tennessee; Eden Isles, Slidel, Louisiana; English Turn of the Lower Coast, New Orleans, Louisiana; Konterra, Prince George's County, Maryland; Liberty National Office Park, Birmingham, Alabama; Bronx Model Cities Project, New York City; Countryside, Loudoun County, Virginia; Richmond Country Club, Nashville, Tennessee.

PARKING GARAGE STUDIES

- State House Garage Trenton, NJ: G/SA is under contract to provide traffic and parking planning services for a 2500 space garage that serves the state offices. G/SA also provided the signing and striping plan for this facility.
- G/SA, in conjunction with Chance Management Advisors, evaluated the circulation and access capacity constraints associated with three prospective garage sites as part of the OSU Transportation and Parking Master Plan.
- G/SA, in conjunction with Timothy Haas & Associates, developed the circulation and access plan for the proposed garages within the Health Sciences District and South Campus of Ohio State University.

- Turning Stone Resort/Casino Verona, NY
- Mohegan Sun Resort/Casino
- Yale-New Haven Air Rights parking garage; New Haven, Connecticut
- Lafayette Place garage, Boston, Massachusetts;
- Chevy Chase Town Center garage, Washington, D.C.;
- Stamford Center parking garage, Stamford, Connecticut.

Additional General Experience

CENTRAL BUSINESS DISTRICT STUDIES

Toledo and Sandusky, Ohio; Kansas City, Kansas; Baltimore, Maryland; Oklahoma City, Oklahoma; Atlanta, Georgia.

CENTRAL AREA STUDIES

Downtown Revitalization Study, Jacksonville, Florida; Central Area Parking Study, Nashville, Tennessee; Central Area Study, Erie, Pennsylvania; Central Area Study, Greensboro, North Carolina; Waterfront Study, Jersey City, New Jersey; Downtown Air Rights Studies, Atlanta, Georgia; Riverwalk Waterfront Development, New York City; Downtown Revitalization, Erie, Pennsylvania.

TRANSPORTATION PLANNING FOR PORTIONS OF LARGE METROPOLITAN AREAS

Back Bay, Massachusetts; Foulton Ferry Renewal Project, New York City; Bronx Model Cities Project, New York City; Bolling/Anacostia Corridor Study, Washington, D.C.; Inner Harbor Projects, Baltimore, Maryland; Air Rights Development, Atlanta, Georgia.

RESIDENTIAL TRANSPORTATION PLANNING

Shenandoah New Town, Atlanta, Georgia; Beckett New Community, Gloucester County, New Jersey; Woolwich Township Planned Unit Development, Woolwich Township, New Jersey; Riverside Towers and the 60th Street Yards Development, New York City, New York; Crown Properties, Palm Beach, Florida; Battery Park, Herndon, Virginia; Slidell, Louisiana.

UNIVERSITY AND HOSPITAL PLANNING

- Columbus -OSU traffic master plan, Columbus, Ohio
- OSU Health science campus- traffic planning, Columbus, Ohio
- OSU Heart Hospital traffic planning, Columbus, Ohio
- SUNY Stonybrook, Stonybrook, New York
- The University of Toledo, Toledo, Ohio
- University of Pennsylvania Hospital & Medical Center, Philadelphia, Pennsylvania
- Hunterdon Medical Center, Hunterdon County, New Jersey
- Bryn Mawr Hospital, Philadelphia, Pennsylvania
- Johns Hopkins University, Baltimore Maryland

Experience Prior to Gorove/Slade

- University of Rochester, New York
- Massachusetts General Hospital, Boston Massachusetts
- Lake Michigan College, Benton Harbor, Michigan
- Boston City Hospital, Boston, Massachusetts
- Chicago Medical School, Chicago, Illinois
- Oklahoma Health Center, Oklahoma City, Oklahoma
- Jersey City State College, Jersey City, New Jersey
- Georgetown University Hospital, Washington, D.C.

TRANSIT IMPACT STUDIES

Quincy and Braintree, Massachusetts; Alexandria, Virginia; Washington, D.C.; Montgomery County, Maryland; Newark, New Jersey; Anne Arundel County, Maryland.

MULTIPURPOSE COMPLEX DEVELOPMENTS IN LARGE CITIES

Torpedo Plant, Alexandria, Virginia; Georgetown Inland Development, Washington, D.C.; Stamford Town Center, Stamford, Connecticut; Georgetown Park, Washington, D.C.; Lafayette Place, Boston, Massachusetts; River Walk, Manhattan, New York.

SPECIAL LAND USE STUDIES

Birmingham Racetrack, Birmingham, Alabama
BMW Automobile Portside Staging Facility, Oxnard, California
Turning Stone Resort/Casino Verona, NY
Mohegan Sun Resort/Casino

Louis J. Slade, PE, PTOE

Vice President and Principal

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 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. He has been responsible for the transportation and parking components for academic, government, and corporate campuses.

Professional Certification

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

Education

Master of Science, Civil Engineering
Northwestern University, Chicago, IL

Bachelor of Science, Civil Engineering
Northwestern University, Chicago, IL

Professional Associations

Fellow: ITE
Urban Land Institute
Lambda Alpha International Land Economics Society

Representative Projects

PUBLIC TESTIMONY:

Mr. Slade has provided expert testimony in the District of Columbia throughout the firm's 26 years. Projects include:

- Dunmarlin Development
- The George Washington University
- Kennedy Warren Apartment Expansion
- The National Cathedral
- The Washington International School
- Beauvoir School
- 2200 M Street Mixed Use Development

DOWNTOWN PROJECT PLANNING

Mr. Slade has directed all of the firm's projects in downtown Washington D.C. including transportation management and traffic operations planning for the MCI Center Sports Arena, and the new Washington Convention Center, and traffic, loading and parking plans for the National Gallery of Art, the Newseum, the Arts and Industries Building, and the National Museum of Native Americans. He has been a consultant to both the Downtown and Georgetown Business Improvement Districts, and he has directed the firm's assignments on numerous large-scale in-town residential and mixed-use development projects.

CONSTRUCTION TRAFFIC MANAGEMENT PLANS

WWII Memorial Truck Access

Principal-in-Charge. Seven months into a 30-month construction schedule, Gorove/Slade Associates, was given the challenge of developing a construction truck access plan to improve construction access to the site on the National Mall. G/SA balanced construction access needs with tourist and pedestrian safety . G/SA proposed four creative alternatives including rerouting pedestrians, and changing lane configuration to accommodate left-turning trucks, and ensuring that trucks could safely

navigate between trees. The National Park Service mandated strict observance of environmental issues including the protection, relocation and in some cases the removal of mature trees.

U.S. Capitol Visitors' Center, Construction Traffic Management Plan, Washington, DC

Principal-in-Charge. G/SA developed a traffic management plan for the construction of the new underground visitors' center in front of the U.S. Capitol. Construction is expected to last until mid 2005. The traffic management plan will minimize the impact of truck traffic upon the neighboring residential districts and downtown DC. Key issues for this project include taking into consideration the security issues resulting from recent terrorism events.

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

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; Bowling Green, Kentucky, Takoma Center, DC.

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, DC; The Capital Centre Arena, Prince George's County, Maryland; Convention Centers in Atlantic City and Trenton, New Jersey and Baltimore, Maryland; Casino Hotels in 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

Developed 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.

The National Institutes of Health (NIH)

As part of the Master Plan, Mr. Slade developed a cost-effectiveness matrix for candidate demand management programs that NIH used to advance their overall efforts to reduce trip generation. This work was presented at the I.T.E. Conference in February 1994. Gorove/Slade Associates has had an ongoing contract with NIH to expand and monitor the effectiveness of their demand management program.

The City of Alexandria, Virginia

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. Gorove/Slade Associates, Inc. worked with a number of clients to help interpret this new ordinance and to prepare the required program.

Institutions

Gorove/Slade Associates has developed demand management plans for a number of schools, hospitals, and performance facilities where constrained or sensitive conditions required a special means to control the generation, routing, and storage of vehicle traffic.

Anacostia Waterfront, Washington, DC

Gorove/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 Office of Planning. Mr. Slade is currently Principal in Charge of the firm's involvement in the Anacostia Waterfront Initiative with the Office of Planning.

Daniel B. VanPelt, PE
Director of Engineering Services

Mr. VanPelt possesses a broad background strong in project management, analysis, design and research experience. Prior to joining Gorove/Slade Associates, Inc., he worked with the Saint Louis regional office of the Missouri Department of Transportation and Urbitran/Garmen Consulting Engineers in northern New Jersey. He has extensive project experience with both public and private sector clients in a variety of transportation and traffic engineering arenas. His experience includes projects such as traffic impact studies, corridor needs assessments, traffic operational studies, due diligence studies, traffic forecasting, conceptual design, site planning design, garage planning, capacity analysis, queuing analysis, parking studies, traffic signal designs, origin-destination studies, cost-benefit analyses, and long term and large scale data collection efforts.

Mr. VanPelt has worked on projects throughout the United States and has also had the opportunity to work internationally on projects in China, Brazil, Mexico and Venezuela.

Professional Registration
Virginia

Education
Washington University; St. Louis, MO
M.S. in Civil Engineering
B.S. in Civil Engineering

Bethany College; Bethany, WV
B.S. in Physics

Professional Associations
Institute of Transportation Engineers
Transportation Research Board
International Council of Shopping Centers

Representative Projects

MIXED-USE AND COMMERCIAL DEVELOPMENTS
- Dubai International Finance Center, Dubai, UAE
- 5th & K Streets NW - Washington, DC
- Journal Square Centre - Jersey City, NJ
- Harbourside - Washington, DC
- Oaklawn at Leesburg - Leesburg, VA
- Hacienda Santa Cruz - Caracas, Venezuela
- Tysons Dulles Plaza - Tysons Corner, VA
- Cedar Green - Dulles, VA

SHOPPING CENTERS AND MALLS
- DC USA - Washington, DC
- North Georgia Premium Outlets - Dawsonville, GA
- Belmont Executive Center - Loudoun County, VA
- Skyline Place Shopping Mall - Baileys Crossroads, VA
- Park Meadows Mall - Denver, CO
- Owings Mills Mall - Owings Mills, MD
- Kittery Premium Outlets - Kittery, ME

HOSPITALITY AND ENTERTAINMENT

- Turning Stone Casino Resort – Verona, NY
- Gaylord Texan – Grapevine, TX
- Mohegan Sun Resort – Uncasville, CT
- W Mexico City – Polanco, Mexico D.F.
- Meskwaki Casino – Tama, IA
- Marriott Orlando World Center – Orlando, FL
- Connecticut Convention Center – Hartford, CT

CAMPUSES, SCHOOLS AND INSTITUTIONS

- The Architect of the Capitol Area Master Plan – Washington, DC
- Yale University Medical District – New Haven, CT
- The National Cathedral Campus Plan – Washington, DC
- FDA White Oak Campus Master Plan – White Oak, MD
- The George Washington University-Loudoun – Loudoun County, VA
- The Bullis School – Potomac, MD
- Alexandria Country Day School – Alexandria, VA
- The Phillips Collection – Washington, DC

PUBLIC AGENCIES AND SIGNAL DESIGNS

- U Street Area Parking Study – Washington, DC
- Hoosier Highway Industrial Corridor – Logansport, IN
- Lee Highway Corridor Analysis – Arlington, VA
- TC Williams High School Signal Design – Alexandria, VA
- Inigo's Crossing Signal Design – Montgomery County, MD
- Skyline Signal Design – Fairfax County
- Freedom Park – Leesburg, VA

RESIDENTIAL DEVELOPMENTS

- Westmoreland House at Huntington Metro – Alexandria, VA
- Balmoral Residential – Prince William County, VA
- Red Cedar – Loudoun County, VA
- Cooke Inlet Property – Pohick, VA

Lindsley Williams is an experienced land use planner and has extensive knowledge of the comprehensive planning processes (with both Federal and "municipal" components), and the zoning regulations of the District of Columbia. He has appeared as an expert witness in before the Zoning Commission of the District of Columbia, and has provided assistance to clients with matters pending before the Board of Zoning Adjustment. Mr. Williams has also testified as an expert in the Superior Court of the District of Columbia and been deposed as an expert in zoning matters before that Court.

He also has extensive knowledge of the permitting process of the District of Columbia, and its relationship to the locally prevailing building code (BOCA), and the designation of historic areas and properties, and their relationship to both the permitting process and relevant aspects of zoning procedures where historic designations play a role.

For eight years, concurrent with his full-time Federal employment as a Commissioned Officer of the U.S. Public Health Service, Mr. Williams served on the Zoning Commission of the District of Columbia including serving as its Chairperson and Vice Chairperson. By virtue of that position, Mr. Williams also served, as did other Commission members, as one of the members of the Board of Zoning Adjustment.

While serving on the Commission itself, Mr. Williams participated in a wide variety of matters appropriate to its jurisdiction, which in the District of Columbia includes the approval (or disapproval) of rezonings and Planned Unit Developments -- matters most often decided in other jurisdictions by a local elective body such as a City or County Council. During his tenure, the Zoning Commission considered and decided an average of two cases per month. These included significant, and hotly debated, development proposals and complex reforms of the Zoning Regulations themselves in areas of policy (e.g., rules applicable within given zones, map changes) and technical matters (e.g., standards for parking and loading).

While serving as one of the "rotating" members of the Board of Zoning Adjustment, Mr. Williams considered typical requests for variances and special exceptions, along with appeals of decisions reached by the Zoning Administrator. Under District rules, the Board of Zoning Adjustment is the body that reviews and approves "campus plans" on which approval of individual development projects of local institutions of higher learning rest. He also suggested ways by which the Board could streamline its processes, which were adopted.

Mr. Williams is widely regarded in matters of land use, planning and zoning. After retiring from his career of active-duty as a PHS officer (August 1966 - September 1996), and in addition to providing planning advice to various clients, Mr. Williams served as Co-Chairperson of a Task Force designed to produce the legislative materials needed by which the Council of the District of Columbia could proceed to adopt reforms identified by the Business Regulatory Reform Commission (BRRC). This effort involved bringing together more than a dozen land use professionals (mainly attorneys), analyzing each of the nearly 100 recommendations, and preparing a written report for the Council and its committee on Consumer and Regulatory Affairs. That report, along with the underlying recommendations of the BRRC, formed the basis for statutory changes that were effected within six months of the start of the Task Force -- a remarkably short time in the District of Columbia where final approval of statutory changes

includes normal review by the Mayor, but also additional reviews by the District of Columbia Financial Responsibility and Management Assistance Authority (commonly called the "Control Board") and further layover before the United States Congress.

Mr. Williams served as one of two key individuals in the contract awarded by the "Control Board" to the law firm of Holland & Knight, LLP, which reviewed regulations and procedures affecting building and land use in the District of Columbia. Mr. Williams not only identified the processes but also the key organizing principles of the database in which findings were captured and then analyzed. This led to that firm's recommending, with input from Mr. Williams and others, a wide-ranging number of changes streamlining procedures and reducing requirements.

Mr. Williams served as Director for Land Use within the Office of the Deputy Mayor for Planning and Economic Development, Government of the District of Columbia. Mr. Williams provided guidance to staff of the Office of Planning at a time when it had no director, and helped the Director assume his duties once appointed. In the course of this, he provided advice on planning and zoning issues that formed the nucleus of the positions enunciated by municipal officials.

Mr. Williams is currently affiliated with the law firm of Holland & Knight LLP as a land use, planning, and zoning consultant. This relationship, which became effective March 1, 2002, followed a period of part-time employment by that firm (April 2000-Feburary 2002). He currently provides professional services to that firm's clients through their organization, while providing independent advice to others from time to time.

Mr. Williams is a member of the Economic Development Committee of the District of Columbia Building Industry Association. Mr. Williams has also served or as a member of the Board of several voluntary organizations, including Property Owners' Association of Deep Creek Lake (Garrett County, Maryland), and Cleveland Park Historic Society.

Mr. Williams received a Bachelor of Arts in Sociology with honors from Haverford College and a Masters in Regional Planning from the University of North Carolina at Chapel Hill.

Lindsley Williams is an experienced land use planner and has extensive knowledge of the comprehensive planning processes (with both Federal and "municipal" components), and the zoning regulations of the District of Columbia. He has appeared as an expert witness in before the Zoning Commission of the District of Columbia, and has provided assistance to clients with matters pending before the Board of Zoning Adjustment. Mr. Williams has also testified as an expert in the Superior Court of the District of Columbia and been deposed as an expert in zoning matters before that Court.

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Mr. Williams is widely regarded in matters of land use, planning and zoning. After retiring from his career of active-duty as a PHS officer (August 1966 - September 1996), and in addition to providing planning advice to various clients, Mr. Williams served as Co-Chairperson of a Task Force designed to produce the legislative materials needed by which the Council of the District of Columbia could proceed to adopt reforms identified by the Business Regulatory Reform Commission (BRRC). This effort involved bringing together more than a dozen land use professionals (mainly attorneys), analyzing each of the nearly 100 recommendations, and preparing a written report for the Council and its committee on Consumer and Regulatory Affairs. That report, along with the underlying recommendations of the BRRC, formed the basis for statutory changes that were effected within six months of the start of the Task Force – a remarkably short time in the District of Columbia where final approval of statutory changes

includes normal review by the Mayor, but also additional reviews by the District of Columbia Financial Responsibility and Management Assistance Authority (commonly called the "Control Board") and further layover before the United States Congress.

Mr. Williams served as one of two key individuals in the contract awarded by the "Control Board" to the law firm of Holland & Knight, LLP, which reviewed regulations and procedures affecting building and land use in the District of Columbia. Mr. Williams not only identified the processes but also the key organizing principles of the database in which findings were captured and then analyzed. This led to that firm's recommending, with input from Mr. Williams and others, a wide-ranging number of changes streamlining procedures and reducing requirements.

Mr. Williams served as Director for Land Use within the Office of the Deputy Mayor for Planning and Economic Development, Government of the District of Columbia. Mr. Williams provided guidance to staff of the Office of Planning at a time when it had no director, and helped the Director assume his duties once appointed. In the course of this, he provided advice on planning and zoning issues that formed the nucleus of the positions enunciated by municipal officials.

Mr. Williams is currently affiliated with the law firm of Holland & Knight LLP as a land use, planning, and zoning consultant. This relationship, which became effective March 1, 2002, followed a period of part-time employment by that firm (April 2000-Feburary 2002). He currently provides professional services to that firm's clients through their organization, while providing independent advice to others from time to time.

Mr. Williams is a member of the Economic Development Committee of the District of Columbia Building Industry Association. Mr. Williams has also served or as a member of the Board of several voluntary organizations, including Property Owners' Association of Deep Creek Lake (Garrett County, Maryland), and Cleveland Park Historic Society.

Mr. Williams received a Bachelor of Arts in Sociology with honors from Haverford College and a Masters in Regional Planning from the University of North Carolina at Chapel Hill.

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Supplemental Diagrams

Building Area Tabulations

	Floor Areas						FAR Areas					
	P-2	P-1	Ground	Ground Mezzanine	First	Totals	P-2	P-1	Ground	Mechanical Mezzanine	First	Totals
Existing Floor Plate (GSF)	40,384	40,582	40,529	7,836	n/a	129,331	0	16,334	33,649	7,836	n/a	57,819
Proposed Areas (GSF)	40,384	40,582	40,529	1,136	26,700	149,331	0	13,905	33,649	1,136	26,700	75,390
RETAIL	3,689	3,769				7,458		3,769				3,769
Retail Vertical Circulation/MEP	210	301	36			547		301				301
Retail Parking		3,215				3,215		1,341				1,341
SUPERMARKET	1,101	2,385	35,070			38,556		2,385	28,484			30,869
Supermarket Parking	31,087	12,672				43,739		5,026				5,026
Supermarket Ramp		3,957				3,957						
Supermarket Vert. Circulation	1,085	1,083	1,243			3,411		1,083	1,243			2,326
Loading Dock			2,164			2,164			2,164			2,164
OFFICE					23,868	23,868					23,868	23,868
Office Parking		9,600				9,600						
Office Lobby			1,233		1,987	3,220			1,233		1,987	3,220
Office Vert. Circulation	189	546	525	272	671	2,203			525	272	671	1,468
Office Trash		276				276						
Office MEP	130			864	174	1,168				864	174	1,038
BASE BUILDING												
Base Building MEP	1,301					1,301						
Garage Exhaust	305	297	258			860						
Storage & Low Clg. Areas	1,307	2,481				3,788						
Roof Top Mechanical						4,128						

Zoning Tabulations

		Required/ Allowed	Existing	Proposed
Floor Area Ratio (FAR) Lot Area 42,490 SF		1.50 63,735	1.36 57,819	1.77 75,390
	Parking/Loading			0.20 (8,531)
	Proposed Net of Parking & Loading			1.57 (66,859)
	Net Retail			0.88 (37,265)
	Office			0.70 (29,594)
Building Height		40'	55'	40'
Lot Occupancy		100%	95.7%	95.7%
Rear Yard		15'	0	0
Parking	Retail	5	n/a	8
	Supermarket	42 (47)	n/a	93
	Office	16	n/a	25
	Total	63	60 +/-	126

Loading Berths/Platforms	Required (Excluding 2200.4 Adjustment)					Proposed/Provided				
	55' Deep	30' Deep	20' SDS	200' Pltfm	100' Pltfm	55' Deep	30' Deep	20' SDS	200' Pltfm	100' Pltfm
Retail	0	0	0	0	0	0	0	0	0	0
Supermarket	1	1	1	1	1	0	2 => 41' (Plus trash compactor)	0	0	2 => 300 sf (Plus trash compactor)
(when GFA =>30,000) Office	0	0	0	0	0	0	0	0	0	0

Loading Zones	Required	Proposed/Provided
	None	Split existing 50' Zone (17th St.) into 30' Zone on 17th. St & 20' on Kalorama.

Parking Space Size	P2	P1	Total
Full Size	39	27	66
Compact	17	20	37
Other	13	10	23

THE CITADEL, 17th St.& Kalorama Road

Faison Associates

DEVELOPER
121 West Trade Street
Suite 2550
Charlotte, NC 28202

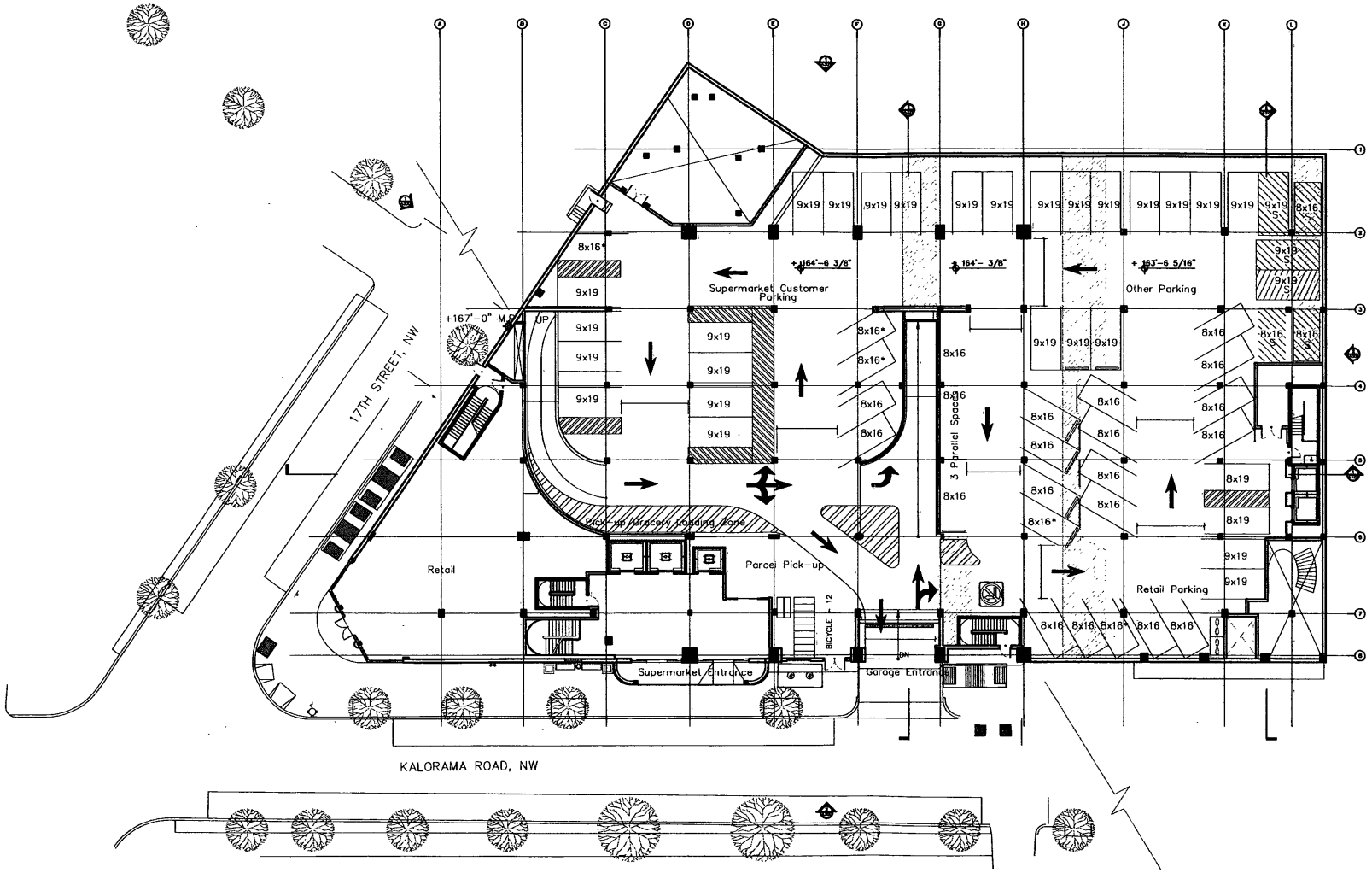
Rev. 04/25/05
28 FEBRUARY 2005

Perimeter Method

Zoning Data

ARCHITECT
1030 Fifteenth Street, NW Suite 430 Washington, D.C. 20005
202 693-1900 Fax 202 682 1872
architects@esocoff.com
ESOCOFF & ASSOCIATES | architects

C-2



PARKING LEVEL P1 WITHOUT STACKED PARKING	
Regular 9x19	27
Compact 8x16	23
Other	7
Supermarket	24
Office	25
Retail	8

PARKING LEVEL P1 WITH STACKED PARKING	
Regular 9x19	29 (3 Stacked)
Compact 8x16	23 (3 Stacked)
Other	7
Supermarket	24
Office	27(6 Stacked)
Retail	8

DEVELOPER

0 8' 16' 32'

SCALE: 1/32" = 1'-0"

NORTH

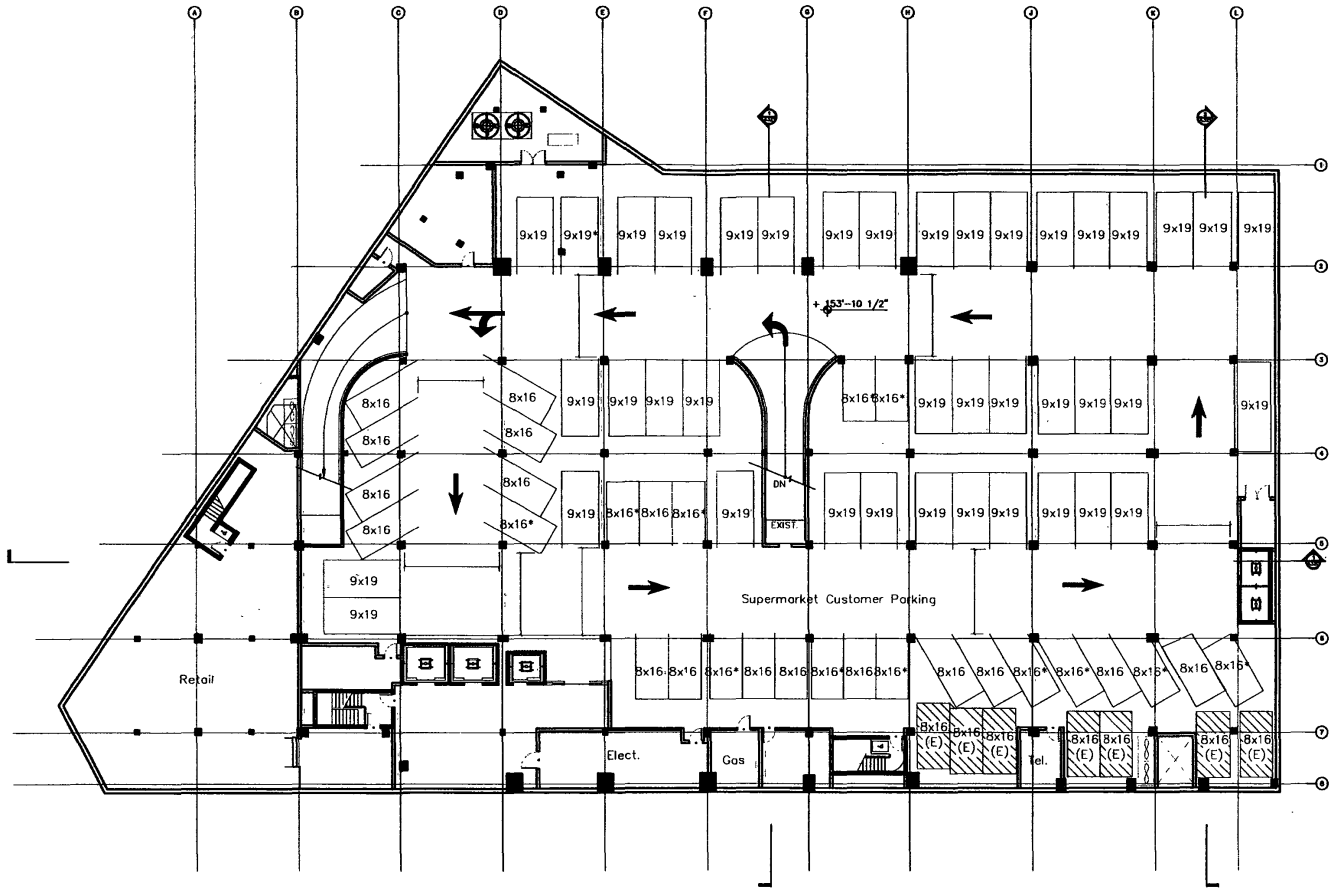
28 FEBRUARY 2005

ARCHITECT

PROPOSED PLAN – PARKING LEVEL P-1

ESOCOFF & ASSOCIATES

A201



PARKING LEVEL P2 WITHOUT STACKED PARKING	
Regular 9x19	39
Compact 8x16	17
Other	13
Supermarket	69 Patron

PARKING LEVEL P2 WITH STACKED PARKING	
Regular 9x19	39
Compact 8x16	24(7 Employee Only)
Other	13
Supermarket	69 Patron 7 Employee(Stacked)

0 8' 16' 32'

SCALE: 1/32" = 1'-0"

NORTH

28 FEBRUARY 2005

PROPOSED PLAN – PARKING LEVEL P-2

ARCHITECT

ESOCOFF & ASSOCIATES

A200

Supplemental Reports

Testimony of Lindsley Williams
Expert in Land Use, Planning, and Zoning
"The Citadel" – Zoning Commission Case 04-30

Hearing Date – June 6, 2005

I. Introduction and Summary

A. Project in a Nut Shell

1. **Convert Existing Concrete Arch/Domed Building to Grocery Store with Additional Retail or Service Area** (33,195 gross square feet net of enclosed parking and enclosed loading dock; 4,070 gross square feet net of parking, respectively)
2. **Insert floor Inside Existing Dome and Add Small Lobby to Serve It (29,594 gross square feet)**
3. **Retain existing enclosed loading area, re-engineered to provide greater depth and height** (2,164 gross square feet).
4. **Convert existing storage areas within ground floor that utilize gross square footage to parking to serve the retail uses** (6,367 gross square feet).
5. **Sum of all gross floor areas yield an FAR of 1.77, of which 0.20 is for parking and loading functions that could not be placed elsewhere and are of no value to the owner that adds to rent.**
6. **Provide substantial benefits to surrounding community – vastly in excess of value the marginal gross floor area added.**

B. The Application Meets the Applicable Zoning Standards and Should be Granted

C. Applicant Should Enjoy the Usual Flexibilities Accorded by §2409.6 as well as have the authority to:

1. Utilize limited areas of the drive aisles within the garage for stack parking (creating two additional spaces on level P1 for use by office tenants during office hours and creating seven additional spaces on level P2).
2. Allow, if conditions eventually establish that this can be done without harming the tenants, the parking garage to use some of its spaces at some points in the day or nights to be used as accessory parking, ***but not accessory valet parking,*** for uses within 800 feet of the premises as contemplated by §1403.2(c)(3) – this being a request from the Advisory Neighborhood Commission 1-C

II. The Site

A. Location (NE corner of 17th Street and Kalorama Road, NW in the heart of Reed-Cooke portion of Adams Morgan. It is part of a larger neighborhood bounded by arterials streets: 16th Street, Florida Avenue/U Street, 18th Street, and Columbia Road.

B. Corner lot of land that slopes from its NE corner to SW, where the two streets intersect

C. Area is 42,490 square feet

D. Faces two rights of way (corner lot), both 50' wide with 30' curb-to curb distances – the norm for this area.

E. Existing buildings within the area date back to as much as, in some cases more than, a century ago. The Citadel itself was developed in 1946-1947.

III. The Surrounding Area

A. Area Subdivided Over 100 Years Ago – Prior to any Zoning Controls

B. The Dorchester Apartments – high rise located to the east of The Citadel developed between 1931 and 1945 (Baist Atlas), part of its parking area is situated immediately north of The Citadel.

C. East (along 16th Street), south of the Dorchester, additional high rise apartments including the Park Towers, Diplomat and Envoy Towers (same era as Dorchester).

D. South, an accessory parking lot serving the Envoy Towers (with razor wire capping its fence), a segment of a public alley serving an accessory parking garage that is also serving the Envoy Towers, sixteen row homes and a now non-conforming convenience store at the intersection of 17th Street and Kalorama Road, NW. Row homes among the area's oldest buildings.

E. Southwest, a mixed use building mostly residential at the SW corner of 17th Street and Kalorama Road (also housing the Sitar Center)

F. West, an apartment building converted from a former repair garage facility (a Faison project).

G. Northwest, walk up apartment buildings along 17th Street's west side, behind which is the former Colortone Press building also being converted to residential uses.

IV. Existing Zoning

A. Site is RC/C-2-B, as are projects to west (III-D and E).

B. Sixteenth Street is generally zoned R-5-D (shown on old maps as R-5-C, but zoned with an maximum FAR of 3.5 and height limit of 90' since 1958)

C. Row homes and areas south of them are zoned R-5-B, the area south of them also being within the Diplomatic ("D") overlay

D. Dorchester apartment's parking lot and most areas north and northwest zoned R-5-B, with the former Colortone Press site being zoned RC/R-5-B.

V. Prior Zoning

A. 1920 – 1958: A mix of zones allowing apartment houses and "1st Commercial" and "2nd Commercial" with areas east of 16th Street being in a 60' height district, with 90' allowed along 16th Street itself. Site itself first zoned "2nd Commercial, the most permissive of the zone districts noted above. All zones allowed residential uses; warehousing storage allowed in the Commercial zones..

B. 1958 – 1987: A mix of CM-2 (light industrial, no new dwellings allowed) along with C-2-B, C-2-A and R-5-B and R-5-D (also appearing as R-5-C in some maps for that era prior to inserting a new R-5-C zone in the R-5 series.

C. Most of the built environment of Reed-Cooke was established within these rules, including The Citadel.

VI. Requested Zoning Changes

A. By Applicant: **No Change Whatsoever** (Zoning Would Remain RC/C-2-B)

B. One Zoning Change Sought by Others In Area – The Dorchester PUD, which would change zoning to R-5-D for entire Dorchester site

VII. The Citadel – A History

A. Built 1946-1947

B. Land Then Mostly Zoned Second Commercial in 60' Height Zone

C. Northern five feet zoned Residential

D. Developed commercially for full lot area with Use Variance for Those Five Feet (BZA 1595, copy attached, June 18, 1946 – almost 59 years ago to the day)

E. Building Then Built Complied with Zoning Limits Then In Effect (Use, Height, Lot Occupancy, Courtyards, Etc.; Gross Floor Area and FAR not then limited at all).

F. History of Uses: Parking Garage, Roller Skating Rink, Public Hall, Sound Stage, Offices, Warehouse and Storage, Parking Garage, Gasoline Service Station

among Others. Vacant for Many Years. Purchased by Jemal when no longer in active or productive use.

G. Major Original Features Intact

1. Large Vaulted Enclosed Area

2. Lower Level Parking Garage Accessed by Ramps

VIII. The Citadel – The Vision of Doug Jemal

A. High Ceiling Clearance Ideal for Major Retail

B. Neighborhood Serving Retail

C. General Offices to Bring Added Life and Economy to Nearby Area Better Known for its Evening Entertainment (Office use adding to daytime vitality, an unusual but central element of the program sought)

D. Provide on-site parking and loading fully sufficient for uses planned; reworking both to meet contemporary needs and area constraints (deeper loading berths, meeting height requirements for full depth, both somewhat shorter, at 41 feet, than viable truck length limits of area streets (45 feet); add a second full parking level displacing former storage areas and utilizing some "gross floor area" for same)

E. All Uses to Be In Accord with RC/C-2-B zone restrictions on uses

IX. The Citadel – Development Approach

A. Utilize all existing major floor areas above grade, at grade, below grade

B. Eliminate existing mezzanine above main floor area (added for offices)

C. Create new floor about 20' above existing main floor within dome, accessed separately, to be used for general offices, providing the perimeter offices with daylight by feathering out the domed roof to provide windows at the outer edge.

D. Upgrade all systems to contemporary standards while retaining distinctive architectural elements

X. The Citadel – Zoning Analysis

A. Summary: Existing Floors Remaining Comply with Zoning in Almost All Respects, including parking. Loading Requirements Not Fully Met for New Construction (May have grandfather rights that could be deemed complying.)

B. Gross Floor Areas

1. Areas by Proposed Use:

a. Grocery Store: 33,195 gross square feet net of its accessory parking and loading areas (6,367 and 2,164 gross square feet respectively)

b. Other Retail: 4,070 gross square feet net of its accessory parking (another 1,171 gross square feet)

c. General Offices: 29,594 gross square feet (no parking within areas where gross square footage exists)

2. Added Floor Area Exceeds Matter of Right Gross Floor Area by 11,655 gross square feet. Of this, 6,367 gross square feet are utilized for retail parking (free to customers) and 2,164 for the loading dock serving the grocery store). In new construction, these areas would be provided below grade or in open areas of yards not utilizing scare and valuable "gross square footage". At most, this represents an increase above the matter or right limit of 1.5 FAR of 0.27, of which just 0.07 represents valuable leaseable square footages.

C. Heights of All New Elements Comply: Measurement of Height Varies as A Function of Height Limit Allowed: Where a 40' limit exists, height is measured to the ceiling of the top story (§199.1, "building, height of"). This applies to the windows for the general offices at the perimeter of the dome and to the office lobby serving them (above which there is an attic of less than 6' of height, also allowed).

D. Lot Occupancy and Rear Yard – Unchanged (lot occupancy complying)

E. Court Yards – Unchanged, complying

F. Parking – Complies with All Requirements for Numbers of Metrics of Required Parking Spaces and Adjacent Drive Aisles

G. Loading – Required Only for Grocery Store (Others Have Gross Square Footage that is Less Than Total Area When Requirement Arises)

1. Required: One 55' loading dock, one 30' loading dock, one 20' service delivery space

2. Proposed: Two 41' loading docks, fully enclosed, exceeding 14' height for full depth, with third area dedicated to sealed dumpster and

compactor instead of the normally required service delivery space. One overall roll-up door with sound attenuating materials built in; larger side door for small roll-in deliveries.

3. Existing: Two loading docks no deeper than 30' with height limits below 14' at the rear of them; one ramp to loading platform as well. Two roll-up doors. One conventional service doorway.

4. Proposed adjacent loading zone, adequate for additional 40' truck as well as a 20' service delivery vehicle.

H. Compliance with RC Requirements as to "Bulk" – The Project complies with §1402.2 which applies only to "height, bulk, and area requirements". In the context of the zoning regulations generally and RC, "bulk" related to cubic volume, not density. Thus, the degree to which this or any other project exceeds limits on FAR is not directly impacted by this provision of the regulations.

I. Compliance with RC Requirements as to being developed within 25' of a Residence district unless separated by a street or alley, no part of the project proposed establishes any opening of the building as in entrance or exit within 25' of the property line, the intent of the provision at §1403.1(d) in the first place. In any event, the project fully complies with the special exception provisions of the overlay as well as those applying to special exceptions generally §3104.1 (see discussion of the Reed-Cooke overlay below).

J. By-Right Alternatives Could Produce Greater Bulk than the PUD as Proposed

1. Utilize full residentially allowed by right FAR for entire lot, yielding 148,745 gross square feet (about 150 apartment units), either as one building with 50' loading berth in required rear yard (beside Dorchester's existing driveway) or three smaller units of 50 units each, none of which would then be required to provide any loading berth at all.

2. Provide parking for each unit to extent required, 1:3 (about 50 spaces in all).

3. Erect building to full allowed heights and provide English basement units as well, stopping at 40' for upper ceiling; add allowed attic of up to 6' and then roof structure of 18' 6" over 37 percent of roof – a total height of 64' 6" – about 10 feet more than the present building.

4. If subdivided into three lots, two of their rear yards of these lots would satisfy RC overlay's 25' separation rule and an ample side yard could be provided at the eastern end.

5. Resulting total cubic volume could be much greater than that of The Citadel now or as proposed.

XI. The Citadel within the Reed-Cooke Overlay

A. Within the Zoning Regulations, the Reed-Cooke Overlay's stated purposes are the following (from §1400.2):

> *The purposes of the RC Overlay District shall be to:*
> *(a) Implement the objectives of the Reed-Cooke Special Treatment Area [as set out at §1127 of the Comprehensive Plan], which are to:*
> *(1) Protect current housing in the area and provide for the development of new housing;*
> *(2) Maintain heights and densities at appropriate levels; and*
> *(3) Encourage small-scale business development that will not adversely affect the residential community;*
> *(b) Ensure that new nonresidential uses serve the local community by providing retail goods, personal services, and other activities that contribute to the satisfaction of unmet social, service, and employment needs in the Reed-Cooke and Adams-Morgan community; and*
> *(c) Protect adjacent and nearby residences from damaging traffic, parking, environmental, social, and aesthetic impacts.*

B. While The Citadel itself provides no housing, it does not adversely impact existing or proposed housing in the area, it maintains density at a level far less than that allowed overall (an FAR of 3.5) and maintains heights at levels allowed as well. It provides grocery and other retail/service functions needed, augmented by general offices that will help add daytime population to the nearby Adams Morgan community. By sensitive redesign of the vehicular entrance and exit, and restructuring and retention of a fully enclosed loading area, it also protects adjacent and nearby residences from damaging traffic, parking, environmental, social and aesthetic impacts.

XII. The PUD as Proposed is Consistent with the Comprehensive Plan and the Adopted RC/C-2-B Zoning Now In Place

A. Consistency with the Major Provisions of Chapter 11 (Land Use Element), including

1. from among the objectives for residential neighborhoods, one aspect is the following (from §1102.1(d)): *To encourage development of adequate neighborhood shopping and support services in all sections of the District;*

2. from among the policies in support of residential neighborhoods (at §1104.1(l)): *Upgrade deficient neighborhood and multi-neighborhood shopping and service areas, consolidating some of the strip-zone areas, and assist in the establishment of new commercial areas to ensure that all neighborhoods have ready access to a suitable range of retail goods and services within the District.*

B. Generalized Land Use Map – The map designates the area as one for moderate density housing throughout much of the Reed-Cooke area within Adams Morgan, with higher density residential along the Sixteenth Street spine and with mixed commercial along the 18th Street corridor. That said, the Project is not inconsistent with the Plan and is fully consistent with the RC/C-2-B Zoning adopted in 1991, when the Zoning Commission noted in its Order 523-A establishing the Reed-Cooke overlay:

> *D.C. Law 8-129, the District of Columbian Comprehensive Amendments Act of 1989, became effective on May 23, 1990. Law 8-129 did not amend Sec. 1129; however, Sec. 2(a)(1))(L) of Law 8-129 adopted Sec. 1136(b)(42) to provide that the Generalized Land Use Map, as revised, would generally depict the Reed-Cooke Special Treatment area as "included in the moderate density residential land use category."*
>
> *The Zoning Commission believes that the action it effects by this Order harmonizes Sec. 1128 and Sec. 1136(b)(42) of the Land Use Element. The rezoning action protects current housing and provides for the development of new housing, by rezoning the C-M-2 portions to R-5-B, C-2-A, or C-2-B, within the Reed-Cooke (RC) Overlay. These zoning map changes provide a favorable zoning environment for continued residential and new residential development. This contrasts sharply with the previous C-M-2 zoning, under which no new dwelling would be allowed. See 11 DCMR 800.4.* * * *
>
> *The Office of Planning conscientiously crafted a proposal that undertook to resolve these issues. The OP proposal clearly established the correct direction and included the essential elements of the decision the Commission has reached. That proposal was to rezone the area to C-2-B within the RC overlay. OP concluded that a C-2-B base zone would protect and encourage residential uses consistent with the Comprehensive Plan, and at the same time provide a greater measure of viability for established commercial and industrial uses, again consistent with the plan, than would an R-5-B zone.*

C. General Comparison of Restrictions of Base Zone Districts Existing in Reed-Cooke Area

Zone	Maximum Allowed Height	Maximum Floor Area Ratio (FAR) Apartments and Dwellings	Other Allowed Uses	All Uses if Combined	Maximum Percent Lot Occupancy	Minimum Depth of Rear Yard
C-M-2	60' * 40' (RC)	n/a	4.0	4.0	No Limit	If abutting Residence District, 12'
C-2-B	65' * 40' (RC)	3.5	1.5	3.5	80 %, but only as to residential	15'
C-2-A	50' * 40' (RC)	2.5	1.5	2.5	60 %, but only as to residential	15'
R-5-B	50' * 40' (RC)	1.8	n/a	1.8	60%	15' or more
R-5-D	90'	3.5	n/a	3/5	75%	15' or more
** Reed-Cooke (RC) Overlay further restricts heights in zone districts so noted*						

Comment: The resulting zoning changed a large area of C-M-2 to more restrictive zones in terms of maximum density and rear yard requirements, and greatly limited maximum height. Commercial uses, where allowed at all, were restricted to less than half the density previously allowed, thus providing the significant protections for the surrounding residentially zoned areas and residential uses within C-2-A and C-2-B mixed use districts. Light industrial uses are no longer allowed and residential uses are allowed in all but one small remaining area of RC/C-M-2 (far from The Citadel).

XIII. The Citadel and Its Compliance with PUD Requirements

A. Area Requirements (§2401.1(c)): Minimum Area 15,000 square feet; here, 42,490. **Complies**

B. PUD Evaluation Standards (§2403)

1. Adequacy of city services – There is adequate water, sewer, and other services; applicant's plans address loading and limit size of vehicles to be used for deliveries in keeping with the geometry of area streets. **Complies.**

2. Consistency with the Comprehensive Plan – The project is consistent with the Comprehensive Plan supporting its objectives broadly as to provision of needed services and bolstering the economy and vibrancy of the area to which it is adjacent. **Complies.**

3. Balancing of public benefits and project amenities relative to those attainable in matter-of-right development. The project provides substantial amenities that far outstrip the relatively small value added by completing the entire office floor as contemplated by the PUD.

a. See Appendix E of the Pre-Hearing Submission in all respects other than possible upgrading the public alley south of the facing row homes, which Applicant has determined to be unworkable.

b. Add to Those, the value of On-Street RPP Parking for Area Residents (11-15 spaces)

c. Conclusion: **Complies.**

C. Housing Linkage (§2404) – This provision does not apply as the office component of the project falls far below the amount of office allowed on a matter-of-right basis in the underlying zone. **Does Not Apply.**

D. PUD Standards

1. Maximum Height Allowed (as further restricted by the RC Overlay): 40' Provided, 40' (new elements. **Complies.**

2. Maximum Floor Area Ratio Allowed (not limited by the RC Overlay as such): 2.0. Proposed. 1.77. **Complies.**

XIV. Consultation with the Community and ANC

A. Efforts to Identify Issues and Create a Memorandum of Understanding

B. Meetings December 2004 through April 2005

C. MOU of April 28, 2005 (Attached)

D. ANC Resolution of May 4, 2005

E. Subsequent Discussions

1. Issues Resolved

2. Issues Remaining, If Any

F. Summary: Well over 100 issues identified, of which over 90 percent were resolved by April 28 and ANC vote of May 4.

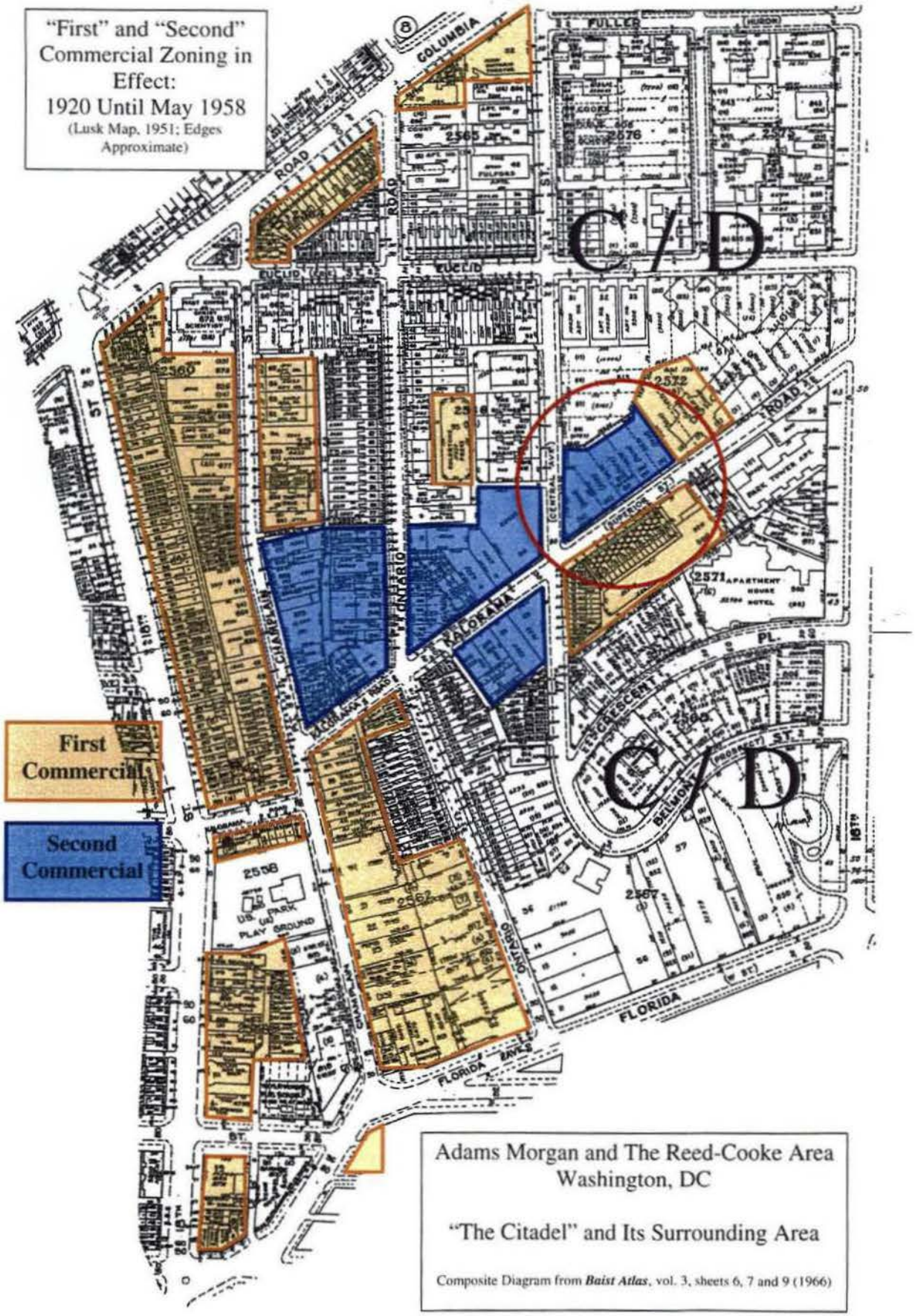
XV. Conclusion: The Application Meets the Applicable Zoning Standards and Should be Granted

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Aerial View of Adams Morgan Reed-Cooke Area (2002) Including "The Citadel" Property



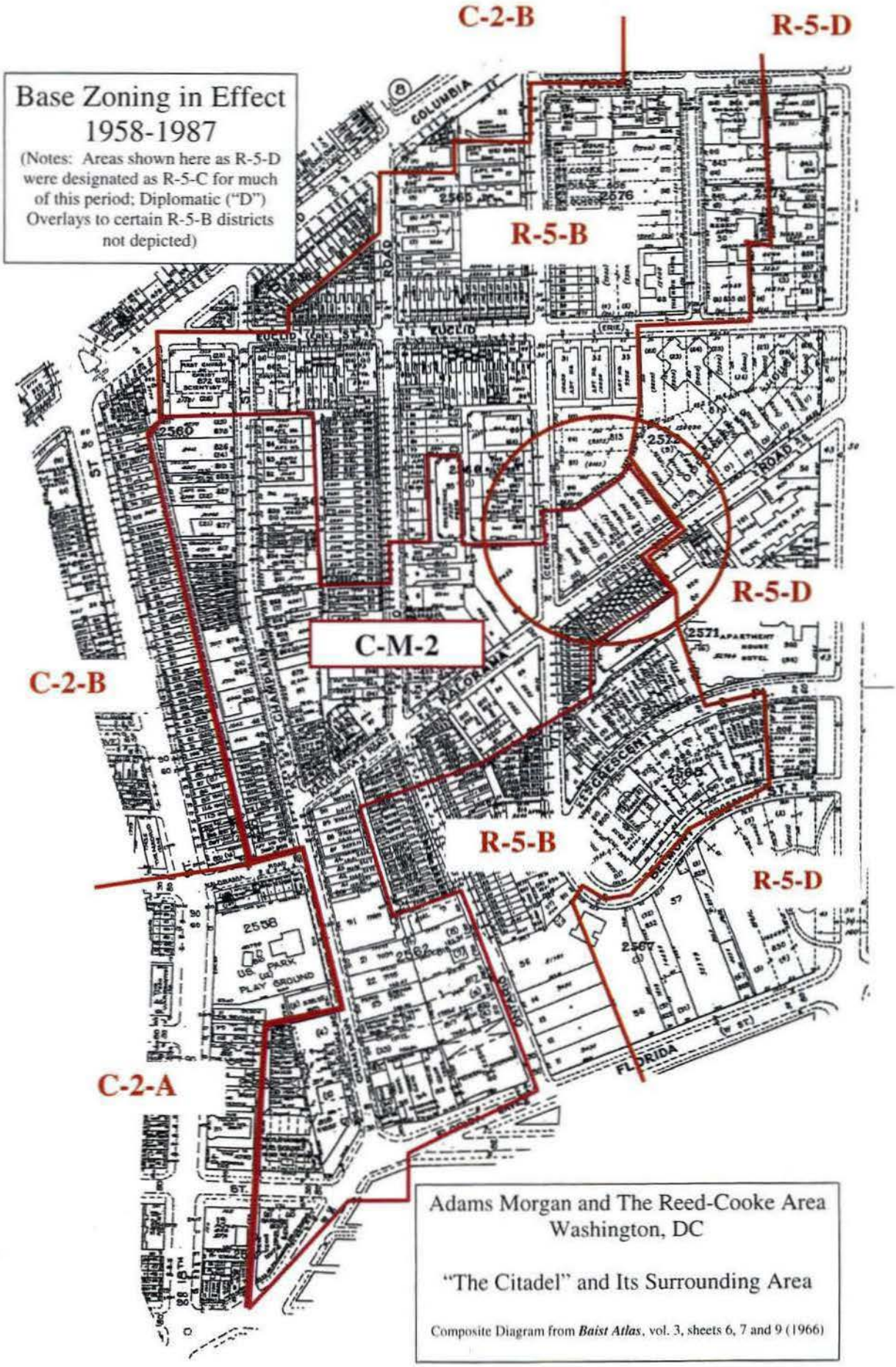
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Adams Morgan and The Reed-Cooke Area
Washington, DC

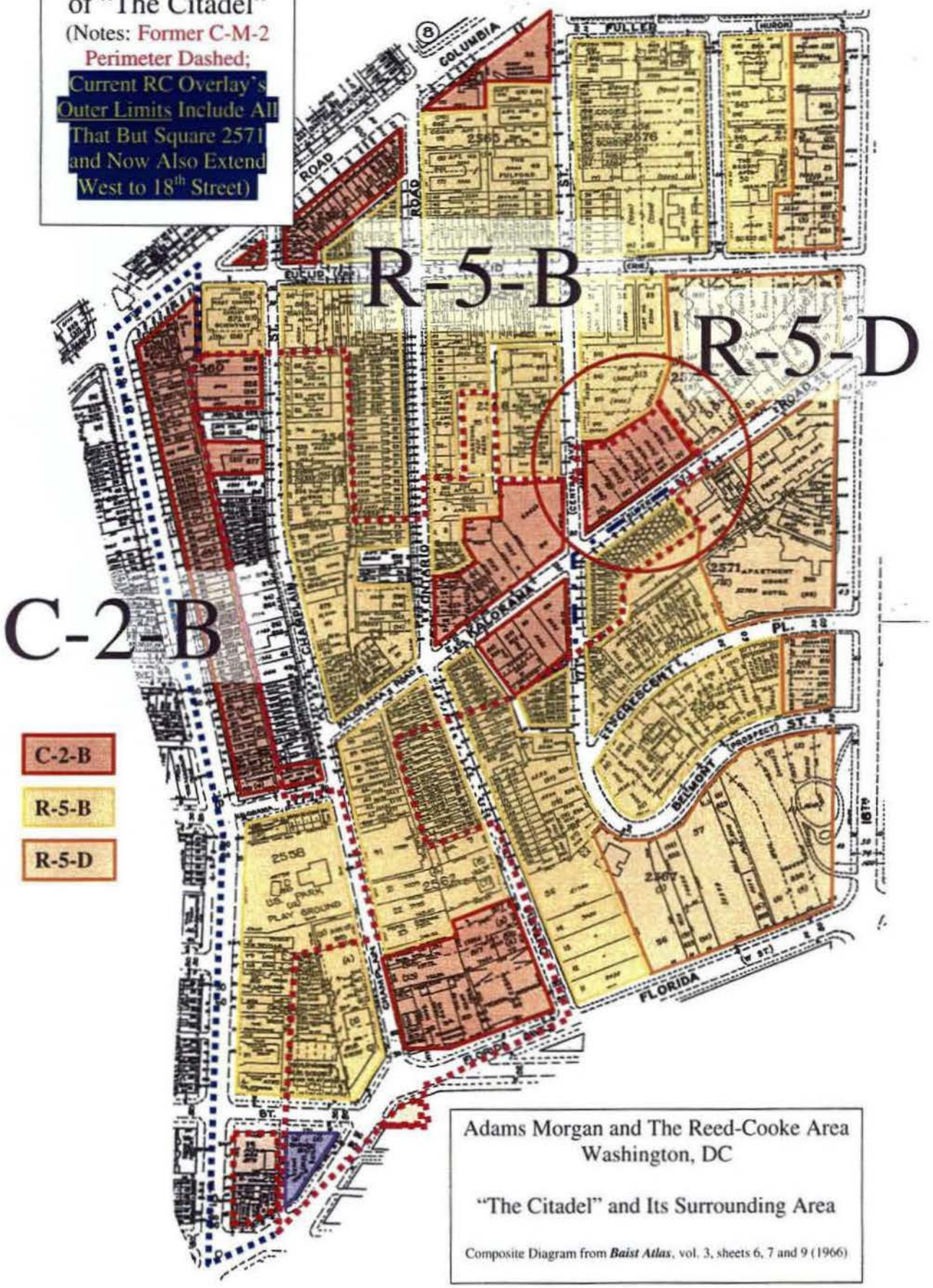
"The Citadel" and Its Surrounding Area

Composite Diagram from ***Baist Atlas***, vol. 3, sheets 6, 7 and 9 (1966)


Base Zoning in Effect
1958-1987
(Notes: Areas shown here as R-5-D were designated as R-5-C for much of this period; Diplomatic ("D") Overlays to certain R-5-B districts not depicted)
C-2-B
R-5-D
R-5-B
R-5-D
C-M-2
C-2-B
R-5-B
R-5-D
C-2-A
COLUMBIA
EUCLID
ST
ROAD
CALORAMA
CRESCENT
FLORIDA
PARK
PLAY GROUND
2560
2565
2576
2572
2571
2558
2562
2567
Adams Morgan and The Reed-Cooke Area
Washington, DC
"The Citadel" and Its Surrounding Area
Composite Diagram from *Baist Atlas*, vol. 3, sheets 6, 7 and 9 (1966)

2005: Current Base Zoning in Vicinity of "The Citadel"

(Notes: Former C-M-2 Perimeter Dashed; Current RC Overlay's Outer Limits Include All That But Square 2571 and Now Also Extend West to 18th Street)



Adams Morgan and The Reed-Cooke Area
Washington, DC

"The Citadel" and Its Surrounding Area

Composite Diagram from ***Baist Atlas***, vol. 3, sheets 6, 7 and 9 (1966)

Mr. Blake:

I move that the 1595 following Order be entered:

ORDERED:

That the appeal of C. H. Thompkins, Jr. et al. for a variance from the use provisions of the residential district to permit extension of garage, now under construction, on lots 9 to 13, inc. square 2572, to include a maximum of five feet of the southerly portion of lot 809, square 2572, at the northeast corner of 17th Street and Kalorama Road, N.W., be granted.

As the result of an inspection of the property by the Board, and from the records and the evidence adduced at the hearing, the Board finds the following facts:

(1) Appellant proposes to erect a garage building with added facilities at a later date for a skating rink and bowling alleys. Plans for the construction of that portion of the building to be erected at this time are on file with the Inspector of Buildings and will be altered to include an area of approximately five feet of lot 809 to the north, the sole purpose of the extension requested being to provide a greater width of sidewalk area along the Kalorama Road frontage.

(2) There was no objection to the granting of this appeal registered at the public hearing.

OPINION: In the opinion of the Board the purpose of the appeal from the standpoint of benefit to the city is highly commendable and in harmony with the intent, purpose, and integrity of the Zoning Regulations and map. The Board is further of the opinion that appellant has made out a case of undue hardship within the meaning of the statute.

This Order shall be subject to the following condition:

(a) The building shall be setback a distance north of the Kalorama Road building line equivalent or substantially equivalent to the area authorized under the terms of this order.

Mr. Chamberlain: I second the motion. Motion carried with Mr. Nolen and Clouser voting "no."

The Citadel
Architectural Merit
May 13, 2005

Architectural Merit includes thoughtful stewardship of historic resources that bear witness to a community's life as evidenced by its architectural legacy.

When historic structures are restored, renovated and adaptively reused it is important to retain as much of the original fabric as possible, especially those elements that are central to its architectural importance.

While buildings are frequently preserved due to their legal status it is not always the case that a good job is done preserving their integrity in spite of making it through the public review process. Often there is no way to keep key exterior elements. And often interior elements which are rarely landmarked are not well treated.

Meritorious architecture includes good preservation practices regardless of legal requirements. Meritorious architecture uses an economy of means helping to preserve the natural and constructed environment. The Citadel is meritorious on both these accounts.

Preservation designation rarely requires preservation of interior elements. In the case of the Citadel key interior elements are being reused. Not only is this good, economical design it allows users to understand the history of how buildings evolved in the 20th century. Specifically the reuse of the automobile ramp system is being restored. This system is an early example of the incorporation of the automobile into an urban structure and illustrates how designers accommodated the size and movement patterns of these vehicles. The quality of their solution was good enough that after many attempts to rework their geometry it was determined that no other system functioned as well. Therefore, not only are they an example of a new approach, they are an example of a superlative design solution to a new problem. The restoration of the historic Greyhound Bus Terminal at 1100 New York Avenue, NW, is an award winning preservation project for which Mr. Esocoff is known. There much effort was made to preserve a key part of the bus boarding area to likewise illustrate a unique solution to vehicular/building interface.

Like the historic Greyhound Terminal the exterior of the Citadel is known for its streamline modern or art deco style. But beyond that the exoskeletal, curved, roof beams are of additional importance to those who delight in the various ways engineers have devised to make long span structures have grace but also compelling architectural character. Unfortunately, here again, that type of element is not always a primary concern of preservationist who focus more on stylistic elements. The Citadel project will retain the powerful architectural expression of the roof/structural system of the Citadel. The incorporation of new windows will be carefully coordinated with these massive concrete arches to make a new and exciting architectural expression that respects the past while looking forward to the future.

The preservation of the distinctive roof form of the Citadel is of further significance in that it ties this area of the city to another, more famous site that has a similar structure, one that identifies it to thousands of people everyday as they arrive at Union Station - the Uline Arena. The distinctive arches of that structure show how important the roofline of even a low-rise building can be in

creating a landmark and sense of place when the specific way it is seen in the urban landscape is taken into account. Knowing that and acting on that knowledge is of architectural merit.

The proposed reuse of the Citadel as an urban, neighborhood grocery has made the above possible in a way that is rarely so fortuitous. The grocery use is a perfect match for this building. It can reuse elements like the loading docks, garage entry and pedestrian entries for the same purposes as originally intended. It works well with the existing pattern of exterior openings. Key interior elements can be reused. And lastly the overall exterior expression of the building, including the roof form can be maintained and enhanced.

Phillip Esocoff, FAIA

TRAFFIC MANAGEMENT PLAN

The following is an outline of the traffic management plan being developed relative to the redevelopment of the Citadel building. This outline is a working draft that will be finalized once more details regarding future tenants, number of employees, employee schedules, and other issues related to transportation are known. This document will be produced, reviewed and submitted for approval by all parties involved.

I. Employees

a. Citadel tenants' employees will be encouraged to use public transportation by providing transit literature in high visibility areas such as employee break rooms or in a kiosk located in a lobby area.

b. Participation by tenants in the Metrochek program will be encouraged.

c. Hiring from the neighborhood, particularly for the grocery store employees, will be encouraged through partnerships with Jubilee Jobs, the Mary Center and other non-profit organizations in the Adams Morgan area.

d. Limited employee parking will be allowed in the garage to discourage the use of private automobiles.

e. A limited number of the most convenient office parking spaces will be reserved for carpools.

f. Tenants' employees will be notified that parking on street in violation of RPP 2 hour limits is not acceptable.

II. Several one-way street operation options have been conveyed to DDOT who is currently analyzing options for implementing a one-way operation plan.

III. Load and/or length limits on streets will regulate the use of certain neighborhood streets by trucks.

IV. DDOT is currently reviewing a proposal for installing a traffic signal at the intersection of Kalorama Road and 16th Street.

Date: May 12, 2005

GOROVE/SLADE ASSOCIATES, INC.
1140 Connecticut Ave / Suite 700 / Washington, DC 20036

TRUCK MANAGEMENT PLAN

The following is an outline of the truck management plan being developed relative to the redevelopment of the Citadel building. This outline is a working draft that will be finalized once more details regarding future tenants, number of employees, employee schedules, and other issues related to transportation are known. This document will be produced, reviewed and submitted for approval by all parties involved.

I. A loading dock manager will be designated for the grocery store and will be on duty during delivery hours and on school days between 6:30am and 9:00am.

II. Communication links will be established with the dock manager including a fixed phone line, cell phone, radio, e-mail and fax. These communication links will be provided to vendors, local residents, security and police.

III. A set of control measures will be established and communicated to the appropriate parties. These control measures could include:

   a. Limited hours of operation

      i. Normally, M-F 7am to 4pm, Sat. 8-2 for loading dock main, overhead door

      ii. Normally, M-F 8am to 3pm, Sat. 8-2 for loading dock side door

   b. Scheduled deliveries for specific vendors

   c. Required contact with dock manager prior to delivery for unscheduled or unusual deliveries for approval on a case by case basis

IV. Trucks with loads of a size or weight that requires them to pull into the loading dock, such as items that are too large to fit through the side door of the dock or which are too heavy to be moved by a hand truck, will be of a size that fits within the loading dock behind closed doors.

V. All delivery trucks that unload at the curbside in front of the 17th Street loading dock will do so in a manner that does not block the use of public parking spaces. It must be possible for this curb loading to be done by hand dolly without the assistance of fork lifts or the like and be able to fit through the side entrance of the loading dock.

VI. The control plan will be issued to delivery companies and vendors. This plan will include rules for the size of vehicles, hours of acceptable deliveries, required approach and exit routes, limiting noise, odor control, and litter control.

Date: May 13, 2005

PARKING DEMAND ASSESSMENT

The following is a discussion regarding the parking needs that can be anticipated for the intended uses of the redeveloped Citadel building.

Grocery Store

The Institute of Transportation Engineers (ITE) *Parking Generation*, 3rd Edition includes data for urban grocery store parking demands (Land Use: 850 Supermarket). Based on the data presented, the peak parking demand on weekdays for a 38,556 square foot (proposed Harris Teeter square footage) urban store was calculated to be 99 parking spaces (ratio of 2.56 per 1,000 square feet). This peak demand is expected to occur after office business hours and on weekends when the available parking supply for the grocery store will be 119 spaces exceeding the calculated demand by 20 spaces.

It should be noted that the Citadel site is located in an area that is more densely urban than the sites for which data was collected for the ITE document. Therefore, a modal split with a higher percentage of pedestrian and transit usage will be expected for the Citadel, reducing the expected parking demand to a need that is less than the calculated peak of 99 vehicles. Data collected at the P Street Whole Foods Market indicated a mode split of patrons for that facility of approximately 60% non-automobile. Because of the Adams Morgan neighborhood density of housing, a similar, if not greater, mode split will be expected for this grocery store.

The following table is a summary of the parking supply observations that were made at comparable grocery store locations in the vicinity of the site.

Comparable Grocery Store Parking Supply Observations

Store	Square Feet	Number of Parking Spaces	Parking Supply Ratio (per 1,000 SF)
Proposed Harris Teeter	38,556	86 weekdays 119 evenings and weekends	2.2 weekdays 3.1 evenings and weekends
Safeway (Dupont)	13,572	0	0
Safeway (Adams Morgan)	26,153	32	1.2
Giant (Columbia Heights)	21,851	77	3.5
Whole Foods (Logan Circle)*	40,200	185	4.6
Whole Foods (Glover Park)*	35,237	192	5.4

* Significant parking utilization by non-grocery patron users suggesting parking supply exceeds grocer parking need.

The table shows that the proposed parking supply for Harris Teeter is comparable to parking supplies of other area stores, except for the two Whole Foods stores. However, significant use of the Whole Foods parking by non-patrons associated with the adjacent or integral mixed uses was observed at these two locations indicating that the supply is servicing more than the actual grocer demand.

Office

The Citadel garage will designate 25 parking spaces for office employees during weekday business hours. This parking supply will be advertised to and included in the lease of any potential office tenant. It is

expected that any possible tenant that would require more parking spaces would not lease this office space. Only potential tenants that find the parking supply adequate for their needs will lease space in the Citadel.

Office parking supplies in areas of density similar to the Adams Morgan neighborhood are typically determined by market conditions rather than by calculated demand needs. As previously mentioned, the abundance of public transit and surrounding residential density will reduce the need for office tenants to drive. Further, prospective future tenants will be aware of the 25 space supply and will make a decision to commit to the space based on their parking needs as compared to the available supply.

Other Retail

For the purposes of this analysis, the corner retail was assumed to be specialty retail, such as an apparel store. Data presented in ITE *Parking Generation*, 3rd Edition shows that the weekday peak parking demand expected for an apparel store (Land Use: 870 Apparel Store) is approximately 1.13 vehicles per 1,000 square feet. The Citadel building will have a total of an additional 7,458 square feet of retail space that is additive to the grocery store square footage. Therefore, based on this data, the peak weekday parking demand for an apparel store in the Citadel is expected to be 9 parking spaces. A total of 8 spaces will be specifically allocated for use by this retail in the Citadel parking garage.

The calculated parking demand, however, does not account for shared trips between this and the other uses on site. One trip to the site may include a visit to the grocery store and the apparel store, resulting in one occupied parking space as opposed to two. A reasonable shared trip percentage of 15% can be assumed. Under this assumption, the expected parking demand is 8 parking spaces. It is noted that this can be a high turnover, short duration parking need.

Conclusion

The analysis indicates that the parking provided for the Citadel will be sufficient to satisfy the anticipated need. This conclusion is based on the following:

- Comparably sized grocery stores have parking supplies that are similar to the proposed grocery store.
- The parking demands of the site components calculated using the ITE *Parking Generation*, 3rd Edition will be accommodated by the parking supply proposed for the project.
- The location of the Citadel in Adams Morgan is more densely urban than the locations of "urban" sites studied in the ITE manual suggesting even greater access for pedestrians and public transit further reducing the expected parking demand from the calculated values.
- The parking demand for each use intended at the Citadel is expected to occur at different times allowing sharing of the parking supply.

Date: May 13, 2005