

Exhibit # 1



District Department of Transportation

DC Streetcar System Plan

H St/ Benning Rd and Future Segments and Extensions

October 2010



operations on the Anacostia line. DDOT will deploy the remaining two cars on the H St/Benning Rd line. DDOT intends to purchase 3 additional vehicles to operate in the H St/Benning Rd corridor.

DDOT used the following criteria to evaluate alternatives for each of the elements outlined below within future construction:

- Cost
- Transportation Effectiveness
- Community Impact

TURNBACK AND MAINTENANCE FACILITY ALTERNATIVES

The selection of turnback options and maintenance facilities is inextricably linked. The selection of one turnback option may preclude the selection of a maintenance facility option. As a result, DDOT evaluated the turnback and maintenance options simultaneously.

Maintenance Facility Options

DDOT has identified three locations (Appendix B):

1. **Western Abutment H St Underpass:** This would place the maintenance facility underneath the H St Overpass. The facility could store 9 vehicles, and would provide adequate capacity to expand the line east of the river without requiring any additional storage. The eastern abutment was not considered as it is too small to accommodate more than two vehicles.
2. **Starburst Intersection:** This location would place a facility between 14th St, Florida Ave, and H St. This facility would accommodate 6 vehicles. Expanding the line east of the river would require the construction of another storage facility. This location would require the District to purchase or take multiple parcels and place a maintenance facility on a high-visibility retail corner directly across from the new plaza, a senior living facility and affordable housing.

3. **Spingarn High School:** The District owns land at Spingarn High School that could be used to store vehicles. This would require the tracks to cross a major arterial and occupy a large green space in the community adjacent to the historic Langston Golf Course.

Turnback Options

Western Termini

DDOT evaluated six options for the western termini of the H St/Benning Rd streetcar line. See Appendix C for additional detail.

1. **Bridge Surface Route to Union Station:** This option was almost twice the cost of the other alternatives reviewed as it required significant construction on the bridge. It would also require DDOT to select Alternative 2 or 3 (Starburst or Spingarn) for the maintenance facility because it would not be feasible to place a maintenance facility in the garage or use the bridge abutment for a storage facility. While this option does connect to Union Station, it provides a much more circuitous path to the Metrorail station. Based on these factors, it does not compete on cost or community impact.
2. **2nd St South of H St:** This terminus option would require building a turnback in the middle of 2nd St NE. A mid-block turnback would require DDOT to shut down a block of 2nd St for three minutes every 10 minutes. This would impact the new development by Dreyfus, as well as Amtrak and PDC's access to their maintenance facility. It would also require DDOT to locate its maintenance facility at Starburst or Spingarn. Finally, it would not provide a direct connection to Union Station.
3. **2nd St North of H St:** This option would also require a mid-block turnback, however, DDOT would locate the turnback north of H St. This would require DDOT to shut down the block for three minutes every 10 minutes. This would disrupt traffic entering the Senate Square parking garage and the REA Building. Furthermore, it would restrict Amtrak and PDC's access to the H St Underpass. It would also require a maintenance facility at the Starburst or Spingarn. Finally, it would not provide a direct connection to Union Station.

4. **Loop on 2nd St, G St, and 3rd St:** This option would loop the streetcar around south on 2nd St to G St, east on G St to 3rd, and south on 3rd St to H St. This option would require a maintenance facility at the Starburst or Spingarn, adding both cost and community impact. In addition, this proposed loop would require major changes to the signaling of these intersections to accommodate the turning requirement of the streetcar. Finally, it would not provide a direct connection to Union Station.
5. **Loop on 2nd St, I St, and 3rd St:** This option would loop the streetcar around north on 2nd St to I St, east on I St to 3rd St, and south on 3rd St to H St. This option would require a maintenance facility at Starburst or Spingarn, adding both cost and community impact. In addition, this proposed loop would require major changes to the signaling of these intersections to accommodate the turning requirement of the streetcar. Finally, it would not provide a direct connection to Union Station.
6. **1st St NE and H St Underpass:** This terminus would involve cutting a portal through the H St Overpass and traveling under the Amtrak tracks through the H St Underpass and terminating with a stop at 1st St NE. This would provide District residents with a direct connection to the Union Station Metrorail station. It would also allow DDOT to store vehicles under the Western Bridge Abutment, completely screened from the community.

EASTERN TERMINI

DDOT evaluated four options for the western termini of the H St/Benning Rd streetcar line. See Appendix D for additional detail.

1. **Benning Rd Median:** This option would allow the vehicles to change direction in the median of Benning Rd. The road narrows at this point from four lanes in each direction to three lanes in each direction. This allows DDOT to utilize the median without impacting cars or other transit.
2. **Starburst Intersection:** This option places the eastern terminus at the Starburst intersection. This could be combined with a maintenance facility at Starburst. This

terminus would require the taking of multiple private parcels and would disrupt traffic at the Starburst intersection.

3. **Starburst Loop:** This alternative is a loop track on G St, 13th St, Maryland Ave, and 14th St. This alternative would require a maintenance facility at the Western Abutment or the Starburst intersection.
4. **Spingarn High School:** DDOT did not evaluate this alternative extensively due to traffic and community impact. This alternative would involve the streetcar tracks crossing the westbound travel lanes from the median into the yard adjacent to Spingarn High School.

Based on the screening of these alternatives, DDOT selected:

- **Maintenance Facility:** Option 1: Western Abutment H St Underpass
- **Western Terminus:** Option 6: 1st NE and H St Underpass
- **Eastern Terminus:** Option 1: Benning Rd Median

Appendix E provides a more detailed view of DDOT's decision-making criteria for maintenance facilities and turnbacks.

POWER SUPPLY

Similar to the connection between turnbacks and maintenance facilities, the selection of vehicles and the power supply is also inextricably linked. Power supply can be provided to streetcars via overhead wires, on-board fuel or electricity storage, or in-ground power supply. Vehicles powered by overhead wires are the predominate vehicle used in the transit market. An evaluation of available propulsion systems by DDOT determined that while many promising technologies are emerging, the only propulsion technology proven in an operating environment similar to DC (in terms of weather and vehicle duty-cycle) utilizes overhead wires (Appendix F). Based on this analysis, the City Council's repeal of the ban on overhead wires, and the value of interoperability with the District's existing streetcars, DDOT has elected to operate vehicles on the H St/Benning Rd line with overhead wire power supply.

DDOT's preference is to minimize the amount of overhead power supply, and is designing the streetcar line in such a way as to minimize the size of the overhead wires. In order to ensure reliable power supply, most streetcar and light rail systems utilize two wires: a feeder wire and a power wire. The feeder wire ensures that if a segment of power wire fails that the entire line is not rendered inoperable. In most systems, this feeder line is above ground and placed over the power line. On H St/Benning Rd the feeder line will run under the track slab. This minimizes the appearance and number of overhead wires. Also, the use of a feeder line allows DDOT to minimize the size of the overhead power line.

The H St/Benning Rd line needs three substations to provide power to the streetcar. The substations must be evenly spaced along the line to minimize voltage drop between substations. Furthermore, the substations provide necessary redundancy; if one station fails, the streetcar will not be rendered inoperable. DDOT has identified two substation locations at both ends of the line that are owned by the District government and located well away from any other uses. The location on the western end of the line is under the Eastern Abutment of the H St Overpass. The location on the eastern end of the alignment is behind the library kiosk at the intersection of Benning Rd and 26th St NE. The mid-line substation is required at or near the intersection of H St and 13th St NE. DDOT evaluated a number of locations for this substation using the following criteria:

1. **Size:** Approximately 600 square feet of space are required for substation; 825 square feet are required if the station is located below ground.
2. **Operational Impact:** Accessibility for FEMS, as well as the potential impact on roadway or streetcar operations.
3. **Cost:** Sites owned by the District are presumed to be cheaper. Underground facilities are generally three times more expensive.
4. **Community Impact:** Sites were evaluated based on the potential impact to the H St NE retail corridor or adjacent residential uses.
5. **Land Use:** Potential sites were evaluated based on consistency with current land-use and development potential.

Exhibit # 2

BEFORE THE DISTRICT OF COLUMBIA ZONING ADJUSTMENT BOARD

Case No. 18705

Appeal of Kingman Park Civic Association and W. Simpkins

DECLARATION OF BERNICE BLACKNELL

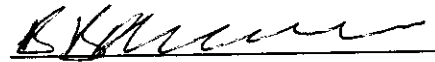
1. I, Bernice Blacknell, Advisory Neighborhood Commissioner (ANC) 5D04, (formerly 5B04), am over the age of eighteen and competent to testify in a Court of law.
2. I was elected the ANC Commissioner in November, 2010. I was sworn in on January 2, 2011.
3. I first learned that the city proposed constructing a car barn on the grounds of Spingarn at an ANC meeting held at Trinidad Recreation Center in March, 2012.
4. I was also informed at the March, 2012 meeting by the representative of DDOT that meetings were previously held at the Atlas Theater (on H. Street, N.E., in Ward 6), and that discussions were taking place concerning construction of the car barn on the grounds of Spingarn. I was unaware of these meetings.
5. I was also told that they could not locate me.

6. My address and telephone number is listed with the D.C. Board of Elections, and with the 5B (now 5D) ANC Commission.
7. I was never given proper notice of the proposed construction in my Single Member District (SMD) which is 5D04 (at the time, March, 2012 – 5B12).
8. After contacting many of my constituents, who opposed the construction of the car barn, streetcar electric power substation, and overhead wires, I notified the District of Columbia Department of Transportation immediately after hearing of that proposal, that I and my single member district were opposed to the construction.
9. The 5B ANC Commission also issued a resolution which opposed the construction of a car barn on the grounds of Spingarn High School.
10. I also filed a petition with the DC Preservation Board containing the names of over 80 members of my single member district and others who opposed the construction of a car barn on the grounds of Spingarn High School.
11. In March 2012, Ward 5 had no elected Council Representative who would represent our interest in this matter (Council Member Harry Thomas was removed). As a result, the decisions of the ANC Commissioners became very informative and important and must be given “great weight.”

12. On or about February 2012, A meeting was held at Spingarn High School to discuss the construction of the streetcar line and car barn, and the community advised DDOT that we had no Council Member to represent our position.
13. On June 25, 2012, an emergency community meeting was held at Phelps High School by newly elected D.C. Councilmember Kenyan McDuffie concerning the proposed streetcar car barn construction on the grounds of Spingarn.
14. D.C. Councilmember Kenyan McDuffie notified the District that he was opposed to the construction of a Streetcar facility on the grounds of Spingarn.
15. I am a resident of the Historic Carver Terrace Dwellings in the Kingman Park Neighborhood.
16. I am a member of the Kingman Park Civic Association.
17. I am concerned about the adverse environmental and health effects that the Spingarn streetcar barn and electrical substation will have on the health of my son, myself and on the residents of Langston and Carver Terrace that I represent as an ANC Commissioner.
18. I also maintain that my civic association (KPCA) has the duty and right to represent the interest of Kingman Park residents.
19. I believe that the streetcar barn construction on the green space on the Spingarn High School grounds will deprive me and my constituents of favorable recreational use

(including walking, playing, meeting and outdoor festivals) and enjoyment, as well as create hazardous air pollutants and other dangerous substances.

I declare under penalty of perjury of the laws of the United States of America that the Foregoing is true and correct to the best of my knowledge.

A handwritten signature in black ink, appearing to read 'Bernice Blacknell', written over a horizontal line.

Bernice Blacknell

Dated: January 30, 2014

Exhibit # 3

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Advisory Neighborhood Commission 5B**



October 31, 2012

D.C. Preservation Office and Review Board
1100 4th St. S.W., Suite E650
Washington, D.C. 20024

Re: ANC 5B's Letter of Support for the Kingman Park Civic Association's
Application for Historic Designation of Spingarn High School

Dear Board Members,

On Thursday, October 4, 2012, in a properly noticed meeting, with a quorum of Commissioners present, ANC 5B considered the application to the D.C. Preservation Office and Review Board by the Kingman Park Civic Association for Historic Designation of Spingarn High School, dated September 21, 2012. The number of ANC 5B Commissioners constituting a quorum is six, and seven ANC Commissioners were present. After a full presentation by representatives of the Kingman Park Civic Association, and upon motion of SMD 5B12 Commissioner Berniece Blacknell, ANC 5B voted 7-0 to support this application.

ANC 5B believes that the application meets the applicable criteria of Historic Designation that would normally be of concern to ANC 5B and the residents of the area.

Specifically, Spingarn High School, (located in SMD 5B12), has great historical significance because the school was built for African-American students in the only neighborhood designed and constructed for African-Americans in DC. The School sits southeast of the historic Langston Dwellings which was designed by renowned architect Hilyard Robinson, a native Washingtonian, and constructed by the United States Government as the first public housing in the District of Columbia, and only the second in the country. Across from Spingarn High School is the Historic Langston Golf Course which was constructed for African-American Golfers, who were unable to play on other Washington area courses.

In addition, the District of Columbia Department of Transportation and the Office of Planning have developed a plan to construct a streetcar maintenance facility on the front lawn of Spingarn Senior High School, in opposition to numerous Ward 5 residents. Neither the District Department of Transportation nor the Office of Planning informed the Advisory Neighborhood Commissioner representing SMD 5B12, (Commissioner Blacknell), regarding the proposed maintenance facility planned for Spingarn Senior High School. Further, the proposed location of the maintenance facility is within the boundaries of ANC 5B12.

Neither the District Department of Transportation nor the Office of Planning sought the advice and consent of Advisory Neighborhood Commission 5B regarding the plan to build a streetcar maintenance facility on the front lawn of Spingarn Senior High School. The Commission was not given "great weight" in consideration of this matter as required by District of Columbia law.

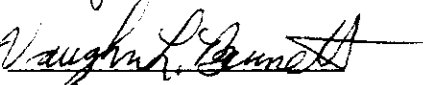
Ward 5 citizens residing in the immediate area surrounding Spingarn Senior High School vocally oppose building a streetcar maintenance facility on the front lawn of Spingarn Senior High School or any area abutting or adjacent to the School. Residents in nearby Ward 7, Ward 6 and throughout Ward 5 oppose destroying or altering in any way Spingarn Senior High Schools' **historic vistas** for any industrial purpose.

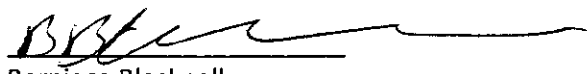
ANC 5B authorizes Jacqueline Manning, ANC 5B Chair; Vaughn Bennett, ANC 5B Vice-Chair; and ANC 5B12 Commissioner Berniece Blacknell to present this report at the public hearing.

Thank you for the opportunity to present our views. We ask that this report be given the "great weight" to which it is entitled under law.

Sincerely,



Jacqueline Manning
Chair, ANC 5B

Vaughn Bennett
Vice-Chair, ANC 5B

Berniece Blacknell
Commissioner, ANC 5B12

Exhibit # 4

BEFORE THE DISTRICT OF COLUMBIA ZONING ADJUSTMENT BOARD

Case No. 18705

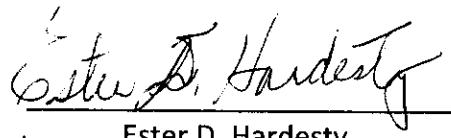
Appeal of Kingman Park Civic Association and W. Simpkins

DECLARATION OF ESTER D. HARDESTY

1. I, Ester D. Hardesty, am President of the Langston Dwellings Tenants Association, and a member of the Kingman Park Civic Association.
2. I reside in the Historic Langston Dwellings which is adjacent to, and directly behind Spingarn Senior High School.
3. I feel that I am being injured by the construction of a streetcar barn and electrical substation because of the hazardous substances (solvents, grease, electrical magnetic radiation, and other contaminants) that I believe will be distributed into the air by the construction work.
4. I believe that my health will be adversely affected.

5. We currently suffer from the adverse affects of the DC Trash Transfer Station, air pollution for RFK Stadium, and we (residents of Langston and Carver Terrace and the Kingman Park neighborhood), have suffered from the ill effects of the Pepco Power Plant located nearby.
6. I also maintain that my civic association (KPCA) has the duty and right to represent the interest of Kingman Park residents.
7. I believe that the streetcar barn construction on the green space on the Spingarn High School grounds will deprive me and fellow Langston Dwellings residents (children and adults) of valuable recreational use (including walking, playing, meeting and outdoor festivals) and enjoyment, as well as create hazardous air pollutants and other dangerous substances.

I declare under penalty of perjury of the laws of the United States of America that the Foregoing is true and correct to the best of my knowledge.


Ester D. Hardesty

Dated: January 30, 2014

Exhibit # 5

