

ARNOLD & PORTER LLP

Nathan W. Gross
Zoning and Land Use Specialist
Nathan_Gross@aporter.com

Not Engaged in the Practice of Law

202.942.5956
202.942.5999 Fax

555 Twelfth Street, NW
Washington, DC 20004-1206

December 8, 2005

Ms. Carol J. Mitten, Chair
D.C. Zoning Commission
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

RECEIVED
D.C. OFFICE OF ZONING
2005 DEC - 8 PM 2: 56

RE: Zoning Commission Case No. 05-24
Eastgate Planned Unit Development
Further Pre-Hearing Submission

Dear Ms. Mitten and Members of the Commission:

Enclosed herewith are additional materials for the Commission's consideration at the January 12, 2006 public hearing on the above-cited case, as follows:

1. A bound document entitled, "Eastgate Family Housing PUD, Additional Materials." The 11 tabs in this document include the following information and analysis:
 - Status of the MOU with the Local Business Opportunity Commission;
 - Copy of First Source Hiring Agreement with DOES;
 - Discussion of the Urban Tree Park, with Concept Plan enclosed separately;
 - Updated Breakdown of Dwelling Unit Types and Affordability;
 - Discussion of Five-Foot-Wide Access Easements;
 - Discussion of Driveway Width;
 - Discussion of Alleys and Driveways;
 - Details on Retaining Walls and Specifications;
 - Chart of Side and Rear Yard Setbacks for All Units;
 - The Eastgate-Marshall Heights Neighborhood Alliance Master Plan; and
 - Unit Elevations, enclosed separately.
2. Final Traffic Report;

This completes the Applicant's Pre-Hearing Submission on this case.

~~RECEIVED: 01/12/06~~
~~Subject of (City/County)~~

~~CASE NO.~~ 05-24
~~EXHIBIT NO.~~ 17

Sincerely,
ARNOLD & PORTER LLP


Cynthia A. Giordano


Nathan W. Gross, AICP

Enclosures

CASE 05-24

EXHIBIT 17

HAS OVERSIZED DOCUMENT

SEE FILE AT ZONING COMMISSION



Townhouse Elevations - 3 Story Front

GRIMM+
PARKER
ARCHITECTS

Eastgate Family Housing

A & R / T. H. C. LLC.

Elevation
December 1, 2005



Townhouse Elevations - 3 Story Front with Garages

GRIMM+
PARKER

ARCHITECTS

Eastgate Family Housing

A & R / T. H. C. LLC.

Elevation
December 1, 2005



Townhouse Elevations - 2 Story Front

GRIMM+
PARKER
ARCHITECTS

Eastgate Family Housing

A&R/T.H.C. LLC.

Elevation
December 1, 2005



Grand Home

GRIMM+
PARKER

ARCHITECTS

Eastgate Family Housing

A&R/T.H.C. LLC.

Elevation
December 1, 2005



Single Family Home

GRIMM+
PARKER

ARCHITECTS

Eastgate Family Housing

A & R / T. H. C. LLC.

Elevation Study
April 18, 2005

TRAFFIC IMPACT ANALYSIS FOR EASTGATE FAMILY HOUSING PLANNED UNIT DEVELOPMENT APPLICATION, SOUTHEAST, WASHINGTON, DC

Prepared for:

A & R/THC II, LLC
514 10th Street, N.W., Suite 600
Washington, D.C. 20004
➤ Matt Engel, Associate

Land Use Counsel:

ARNOLD & PORTER
555 Twelfth St., NW
Washington, D.C. 20004-1206
➤ Cynthia A. Giordano, Esquire

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Lanham, MD 20706-2218

December 2, 2005

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1
1.1 Project Background.....	1
1.2 Study Purpose and Scope.....	1
1.3 Report Organization and Summary	3
2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS.....	4
2.1 Land Use and Zoning.....	4
2.2 Existing Study Area Road Network.....	4
2.3 Existing Peak Hour Traffic Situation	6
2.4 Traffic Safety Situation.....	8
3.0 BACKGROUND TRAFFIC SITUATION.....	9
3.1 Introduction	9
3.2 Projected Year 2008 Background Traffic Situation	9
3.3 Traffic Analysis – Year 2008 Background Traffic Situation.....	10
4.0 TRAFFIC ANALYSIS – EASTGATE FAMILY HOUSING PUD	12
4.1 Development Plan	12
4.2 Trip Generation – Eastgate Family Housing PUD	12
4.3 Trip Distribution and Traffic Assignment – Eastgate Family Housing PUDt	14
4.4 Traffic Analysis – Year 2008 Total Traffic Situation	16
4.5 Parking Analysis	16
5.0 SUMMARY OF FINDINGS AND CONCLUSION	18
5.1 Summary of Findings.....	18
5.2 Conclusion.....	18

LIST OF EXHIBITS

	<u>Page</u>
1 - Site Location Map	2
2 - Existing Roadway Lane Configuration.....	5
3 - Existing Peak Hour Turning Movement Volumes	7
4- Projected Year 2008 Background Traffic Situation	11
5- Proposed Site Layout & Access Situation	13
6- Projected Trip Distribution & Traffic Assignment – Eastgate Family Housing PUD.....	15
7- Projected Year 2008 Total Traffic Situation (Including Eastgate Family Housing Developed As Planned)	17

LIST OF TABLES

	<u>Page</u>
1- Summary of Capacity Analysis Results - Existing Traffic Situation.....	6
2- Projected Peak Hour Trip Generation – Other/Background Developments.....	9
3- Summary of Capacity Analysis Results – Projected Year 2008 Background Traffic Situation.....	14
4- Summary of Capacity Analysis Results – Projected Year 2008 Eastgate Family Housing PUD	14
5- Projected Peak Hour Trip Generation – Total Traffic Situation (Including Subject Development.....	16

LIST OF APPENDICES

- A. Correspondence with DDOT Policy and Planning Administration Staff
- B. Turning Movement Count Summaries – Existing Traffic Situation
- C. Capacity Analysis Worksheets –Existing Traffic Situation
- D. Accident Data Summaries
- E. Projected Year 2008 Base Traffic Volumes
- F. Traffic Assignment Sheets for Other/Background Developments
- G. Capacity Analysis Worksheets – Projected Year 2008 Background Traffic Situation
- H. Capacity Analysis Worksheets – Projected Year 2008 Total Traffic Situation (Including Eastgate Family Housing PUD)

1.0 INTRODUCTION

1.1 Project Background

The Applicant, A & R/THC II, LLC, plans to develop a 186-unit residential community on a property situated east of Benning Road and south of F Street, within the Marshall Heights area of Southeast, Washington, D.C. The 16.0± acre property is zoned R-5-A (Low Density General Residential). The site was previously improved with 230 public housing (apartment) units, but is now vacant. The Applicant plans to develop one hundred sixty-six (166) townhouse units and twenty (20) single-family-detached units on the site, in accordance with the provisions of that zoning district and the City's Planned Unit Development (PUD) guidelines and "Large Tract Review" process.

The proposed development would be provided with parking which exceeds the requirement for the R-5-A District. Vehicular access to the site would be provided off the existing site perimeter roadways (i.e., F Street, Drake Street, 51st Street, and Fitch Street). The proposed access situation would also include three (3) new internal streets and several alleyways.

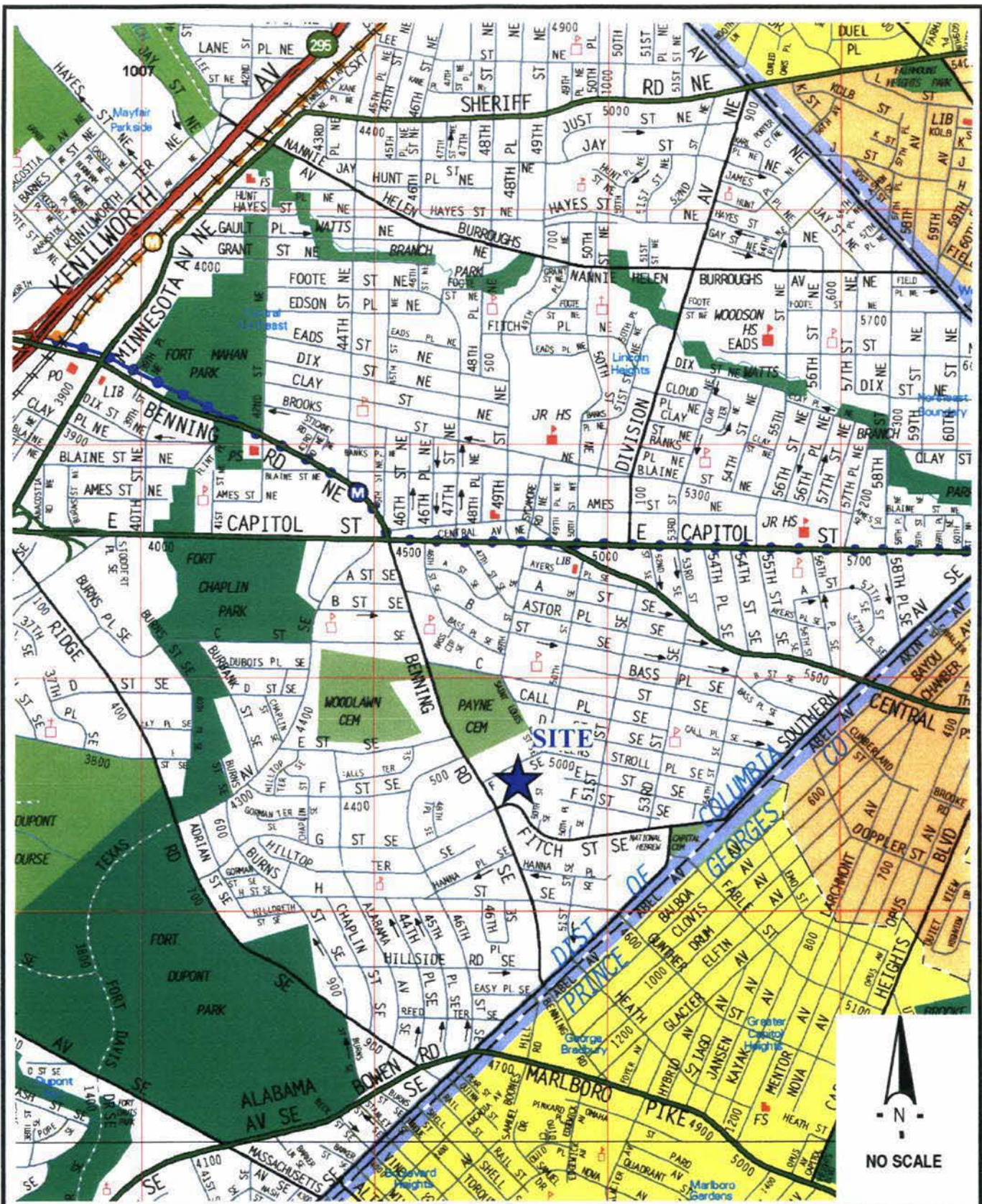
The City's Zoning Regulations require the Applicant to demonstrate that the proposed use of the site is not likely to become objectionable to neighboring property, due to consideration of its traffic access and usage patterns, among other factors. If approved, the Applicant plans to build out the development within three (3) years (i.e., by the year 2008). Exhibit 1 shows the location of the site, which will be referred to hereinafter as the Eastgate Family Housing.

1.2 Study Purpose and Scope

The study was prepared as supporting documentation to the Applicant's PUD submission. The purpose of the study is to address the following key analysis elements:

- a) Existing roadway and traffic flow conditions within the immediate area of the subject site, which is defined as the study area;
- b) Future "background" traffic conditions, based on a generalized examination of planned developments within the study area, and potential annual growth in through traffic along the key study area roadways;
- c) The traffic impact of the development proposal, considering existing and planned transportation facilities, site trip generation, access and on-site circulation; and
- d) Any capacity, safety, or operational constraints to the planned development, as well as potential measures to mitigate such constraints, where appropriate.

The methodology used in this analysis is in accordance with the current guidelines stipulated by the District of Columbia Department of Transportation (DDOT) for the assessment of the transportation impacts and access requirements associated with planned unit developments. The study area and other key parameters considered were also discussed with the responsible DDOT staff. Correspondence outlining the scope of the study is presented in Appendix A.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT 1

SITE LOCATION MAP

Eastgate Family Housing Planned Unit Development Application

1.3 Report Organization and Summary

This report is organized into five (5) sections. The current section presents the background and context for the study. Section 2 evaluates existing roadway and traffic conditions. Section 3 addresses projected growth in through traffic, as well as growth due to the impact of approved, but un-built developments within the study area. Section 4 analyzes the traffic impact of the Applicant's proposal, and addresses related site access, circulation and parking provisions. Section 5 summarizes the study findings and makes recommendations, where appropriate, to mitigate potential transportation impacts identified.

The study has shown that the proposed development can occur as planned, without any significant adverse traffic impacts. The study area intersections currently operate at acceptable Levels of Service, during both the morning and afternoon peak hours. Review of DDOT's accident records indicate that the study area intersections operate without any significant safety deficiencies, except for the Benning Road/G Street intersection. This location is designated a "High Accident Location" by DDOT. Further discussion on this issue is presented in Section 2.4 of this report.

The projected 2008 traffic conditions would include traffic generated by "background developments", growth in through traffic along key roadways, and estimates of trip generation for the subject development. Three (3) background developments were identified for consideration in this study. Review of traffic volume data available from the City shows that peak period traffic volumes within the general study area have been quite stable over recent years. In a number of cases, volumes have decreased due to apparent shifts in residential and employment activity, as well as due to other demographic changes within the region in general. The proposed development would generate an average of seventy-eight (78) peak hour trips unto the study area roadway network. These trips would be well distributed, resulting in minimal impacts on the study intersections.

Based on the above, it is projected that the study area intersections would continue to operate acceptably upon build-out and occupancy of the Eastgate Family Housing Development. The study has also concluded that the proposed development would not create any appreciable roadway capacity, safety, or operational deficiencies, nor otherwise be unacceptable or objectionable in terms of its impact on the surrounding area.

2.0 EXISTING ROADWAY AND TRAFFIC CONDITIONS

2.1 Land Use and Zoning

Based on the current District of Columbia Generalized Land Use Policies Map, areas to the north and east are zoned R-5-A (Low Density General Residential); and are developed with conforming residential and institutional uses, including the Fletcher-Johnson Elementary School. The areas to the west, across Benning Road, are also zoned R-5-A, except for a narrow tract of land between G Street and 46th Street which is zoned C-1 (Neighborhood Shopping) and C-2-A (Community Business Center – Medium Density). To the north of the site is the Benning Road Rail Station on the Washington Area Metropolitan Transit Authority (WMATA) Blue Line.

2.2 Existing Study Area Roadway Network

Regional access to the proposed development site is served by several major arterial roadway corridors including the East Capitol Street/Central Avenue (MD 214), Southern Avenue/Martin Luther King, Jr. Highway (MD 704), and Pennsylvania Avenue corridors. Immediate access to the site will be provided off F Street, Drake Street, 51st Street and Fitch Street.

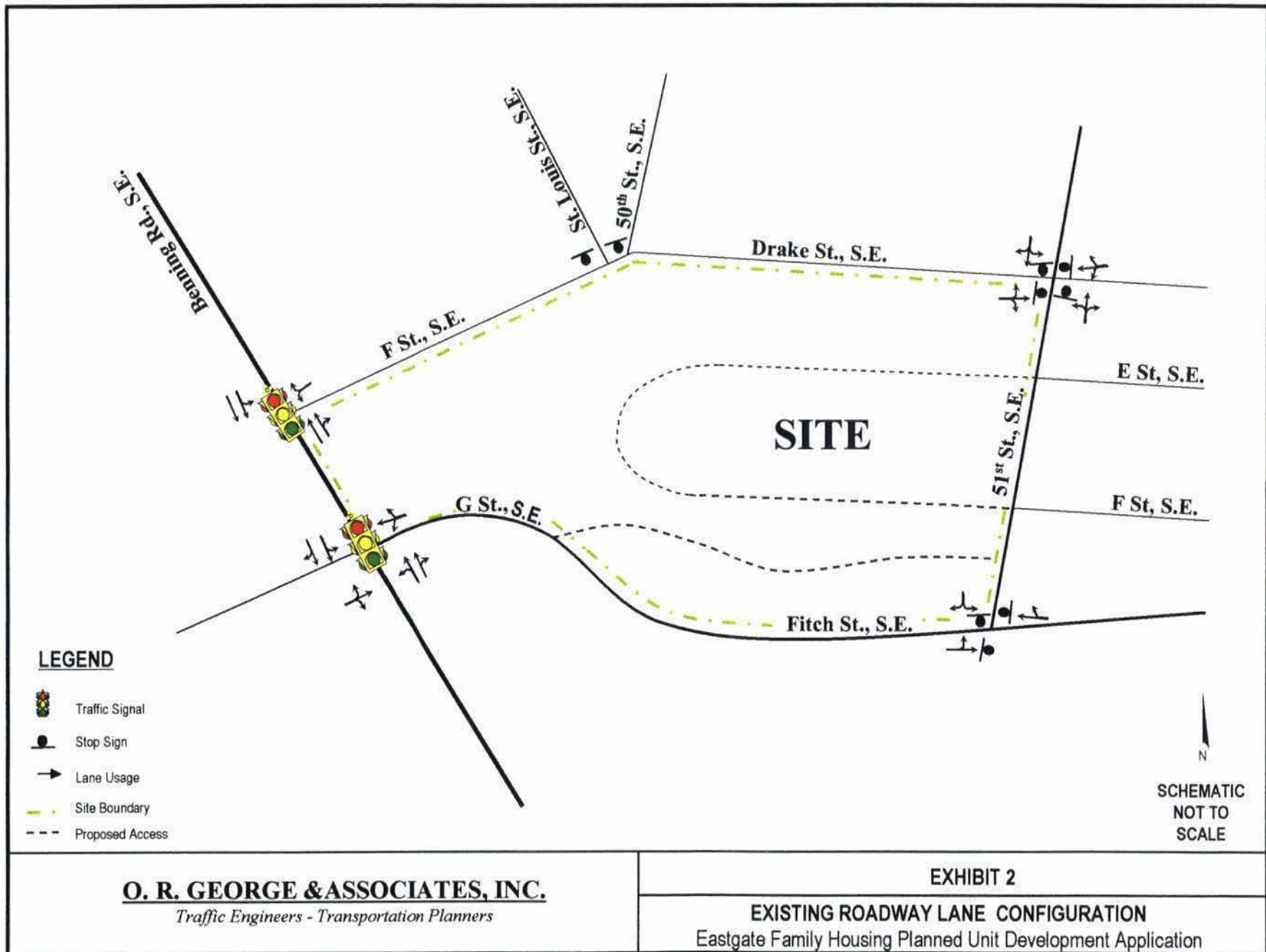
Based on a field reconnaissance of the site and its environs, and considering the projected trip distribution, the study area road network selected for evaluation was defined by the following intersections:

- a) Benning Road @ F Street, S.E. (signalized);
- b) Benning Road @ G Street, S.E. (signalized); and
- c) Queens Stroll Place/Drake Street @ 51st Street, S.E. (stop sign controlled).

The physical characteristics and service functions of the key study area roadways involved are described below:

- **Benning Road, S.E.**: This is a four-lane north-south major arterial on the City's Highway System. This facility provides two (2) lanes of travel in each direction. Within the study area, this roadway serves 22,000 vehicles per average weekday. The posted speed is 25 MPH.
- **G Street, Fitch Street, 51st Street, Drake Street and F Street** are all local two-way streets providing a single travel lane in each direction, with parking generally allowed. These facilities carry relatively low weekday traffic volumes. The posted speed along those streets is 25 MPH.

Exhibit 2 shows the existing roadway network, as well as the lane configuration and traffic control devices provided at the study intersections.



2.3 Existing Peak Hour Traffic Situation

In order to assess current traffic operating conditions, field observations were made of the study area roadway network during weekday morning and afternoon peak periods. Weekday traffic turning movement counts were also undertaken at the study area intersections, during the periods 7:00 – 9:00 AM and 4:00 – 6:00 PM, in accordance with general evaluation procedures established by the City. Based on the turning movement count data obtained, the weekday morning and afternoon peak hours were determined to be as follows:

	<u>AM Peak Hr</u>	<u>PM Peak Hr</u>
• Benning Road @ F Street, S.E.	7:45 – 8:45	4:15 - 5:15
• Benning Road @ G Street, S.E.	7:30 – 8:30	4:15 – 5:15
• Queen Stroll Place/Drake Street @ 51 st Street, S.E.	7:15 – 8:15	4:15 – 5:15

The existing weekday morning and afternoon peak hour turning movement volumes for the study area intersections are shown on Exhibit 3. The turning movement count summaries are presented in Appendix B.

The peak hour traffic volumes were analyzed using the Highway Capacity Manual (HCM) capacity analysis procedures, in accordance with DDOT's requirements. The results show that the study area intersections currently operate at quite acceptable Levels of Service¹, during the morning and afternoon peak hours. The Level of Service results are based on the average delay computed for all vehicles utilizing the particular intersection during the peak hour analyzed. Table 1 presents a summary of the capacity analysis results for the existing traffic situation. Capacity analysis worksheets are presented in Appendix C.

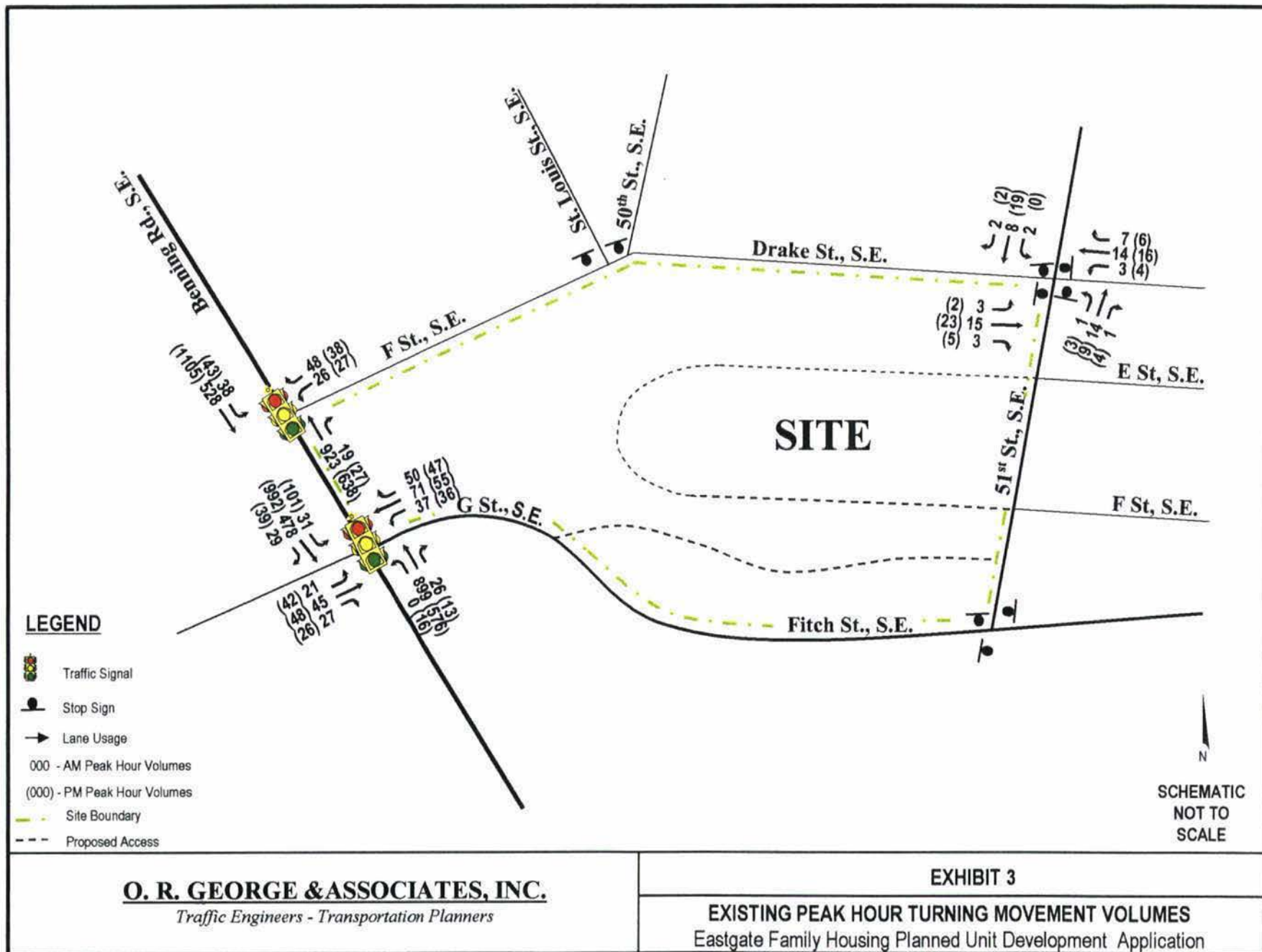
TABLE 1
SUMMARY OF CAPACITY ANALYSIS RESULTS -
EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Secs./Veh.)	Level of Service	Avg. Delay (Secs./Veh.)
• Benning Road @ F Street, S.E.	A	8.0	A	8.9
• Benning Road @ G Street, S.E.	A	10.0	B	11.2
• Queens Stroll Place/Drake Street @ 51st Street, S.E.	A	7.1	A	7.2

Note: Sec./Veh. = Seconds Per Vehicle

Source: O. R. George & Associates.

¹ "Level of Service" is a qualitative measure, that describes operational conditions within a traffic stream or at an intersection, and their perception by roadway users. Principal considerations are factors such as speed and travel time, delay, freedom of maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service (A-F), with Level of Service "A" representing best operating conditions, and Level of Service "F" representing worst conditions. Level of Service "D" is generally considered by the District of Columbia as the minimum acceptable conditions for planning and design purposes.



2.4 Traffic Safety Situation

In addition to the traffic data and analysis presented above, traffic accident data was obtained from the DDOT Traffic Services Administration for the three (3) study area intersections, covering the most recent three-year period, i.e., 2002 - 2004. Copies of the accident data summaries are included as Appendix D. The data shows that the study area intersections currently operate without any significant safety deficiencies, except for the Benning Road/G Street intersection.

The Benning Road/G Street intersection experienced an average of fifteen (15) accidents per year, during the period 2002 – 2004. The computed accident rate (i.e., number of accidents per million entering vehicles (MEV's) is 2.2. Typically, intersections with accident rates of 2.0 and greater warrant further evaluation to determine whether remedial safety measures are warranted. Moreover, it is noted that this intersection is designated a High Accident Location by DDOT.

The DDOT Traffic Services Administration (Safety Division) has an ongoing program for study and evaluation of safety deficient locations. Based on discussions held with the Division, it is understood that the City is aware of the situation at the Benning Road/G Street intersection. Furthermore, this section of the Benning Road corridor is currently being upgraded, including resurfacing and renewal of pavement markings. Further discussions are being undertaken with both the Traffic Services Administration and the Infrastructure Project Management Administration. Relevant details will be provided in a memorandum, and will be submitted to the Office of Planning to supplement the record in this case, as necessary. However, as noted in Section 4.3 of this memorandum, this intersection is not projected to be heavily utilized by vehicles accessing the site, particularly during the peak commuting periods. In any case, it is noted that access from the subject property to Benning Road would be via two (2) signalized intersections, which should provide for safe and efficient movements.

3.0 BACKGROUND TRAFFIC SITUATION

3.1 Introduction

As noted earlier, the Applicant projects that the site will be built-out and occupied by the year 2008. Therefore, for purposes of this study, year 2008 was considered the “design year.” This section projects the traffic situation likely to occur by the design year, not including the impact of the subject development. This is referred to as the “background” traffic situation.

3.2 Projected Year 2008 Background Traffic Situation

The projected year 2008 background traffic situation was derived by combining the following:

- a) Year 2008 base traffic situation, i.e., existing traffic (Exhibit 3) factored by an annual growth of two percent (2%) per year (i.e., 6% growth unto year 2008) per DDOT recommendations. This reflects potential growth in through traffic.
- b) Traffic generation from approved developments, which are likely to be built-out within the immediate study area by year 2008.

The study area roadways have experienced stability and marginal fluctuation in traffic volumes and related growth patterns over the five-year period of 1999 – 2003. As such, the growth factor shown in Item (a) above is quite conservative, (i.e., on the high side), and it includes a considerable “factor of safety” which is appropriate for the planning process. The year 2008 “base” year traffic situation reflecting growth in through traffic is included as Appendix E.

Based on information provided by the District Office of Planning, three (3) planned developments were identified for consideration in this study. The projected trip estimates for those developments are summarized in Table 2. The trip distribution and traffic assignment sheets for these developments are included in Appendix F.

TABLE 2
**PROJECTED PEAK HOUR TRIP GENERATION FOR
OTHER/BACKGROUND DEVELOPMENTS**

Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Trips/Apartment Unit	0.10	0.36	0.46	0.38	0.20	0.58
Trip Generation						
1) JW King Senior Housing - Trips/74 Apartment Units	7	27	34	28	15	43
2) Amber Overlook - Trips/100 Apartment Units	10	36	46	38	20	58
3) Elsinore Courtyards - Trips/151 Apartment Units	15	54	69	57	30	87
Total	32	117	149	123	65	188

Source: D.C. Office of Planning, ITE Trip Generation Manual (2003)
and O. R. George & Associates.

3.3 **Traffic Analysis - Year 2008 Background Traffic Situation**

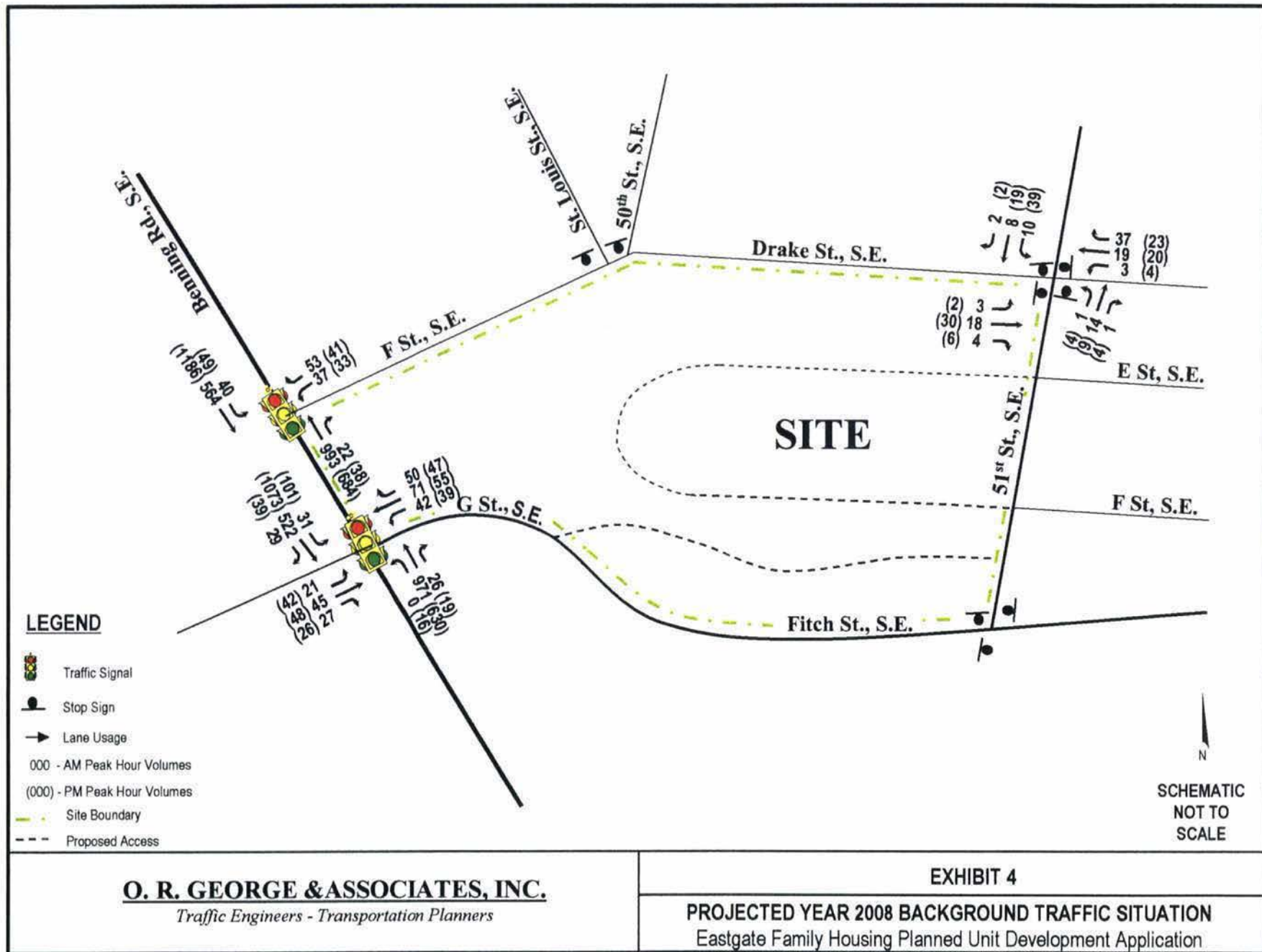
The projected year 2008 background traffic situation (Exhibit 4) was analyzed using the HCM capacity analysis procedures, as was done for the existing traffic situation. The results indicate that the study area intersections would continue to operate within the City's acceptable planning standards. The results are summarized in Table 3. The capacity analysis worksheets are included as Appendix G.

TABLE 3
SUMMARY OF CAPACITY ANALYSIS RESULTS -
PROJECTED YEAR 2008 BACKGROUND TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Secs./Veh.)	Level of Service	Avg. Delay (Secs./Veh.)
• Benning Road @ F Street, S.E.	B	10.8	B	12.1
• Benning Road @ G Street, S.E.	B	13.7	B	16.4
• Queens Stroll Place/Drake Street @ 51 st Street, S.E.	A	7.2	A	7.6

Note: Sec./Veh. = Second Per Vehicle

Source: O. R. George & Associates.



4.0 TRAFFIC ANALYSIS – EASTGATE FAMILY HOUSING PUD

4.1 Proposed Development Plan

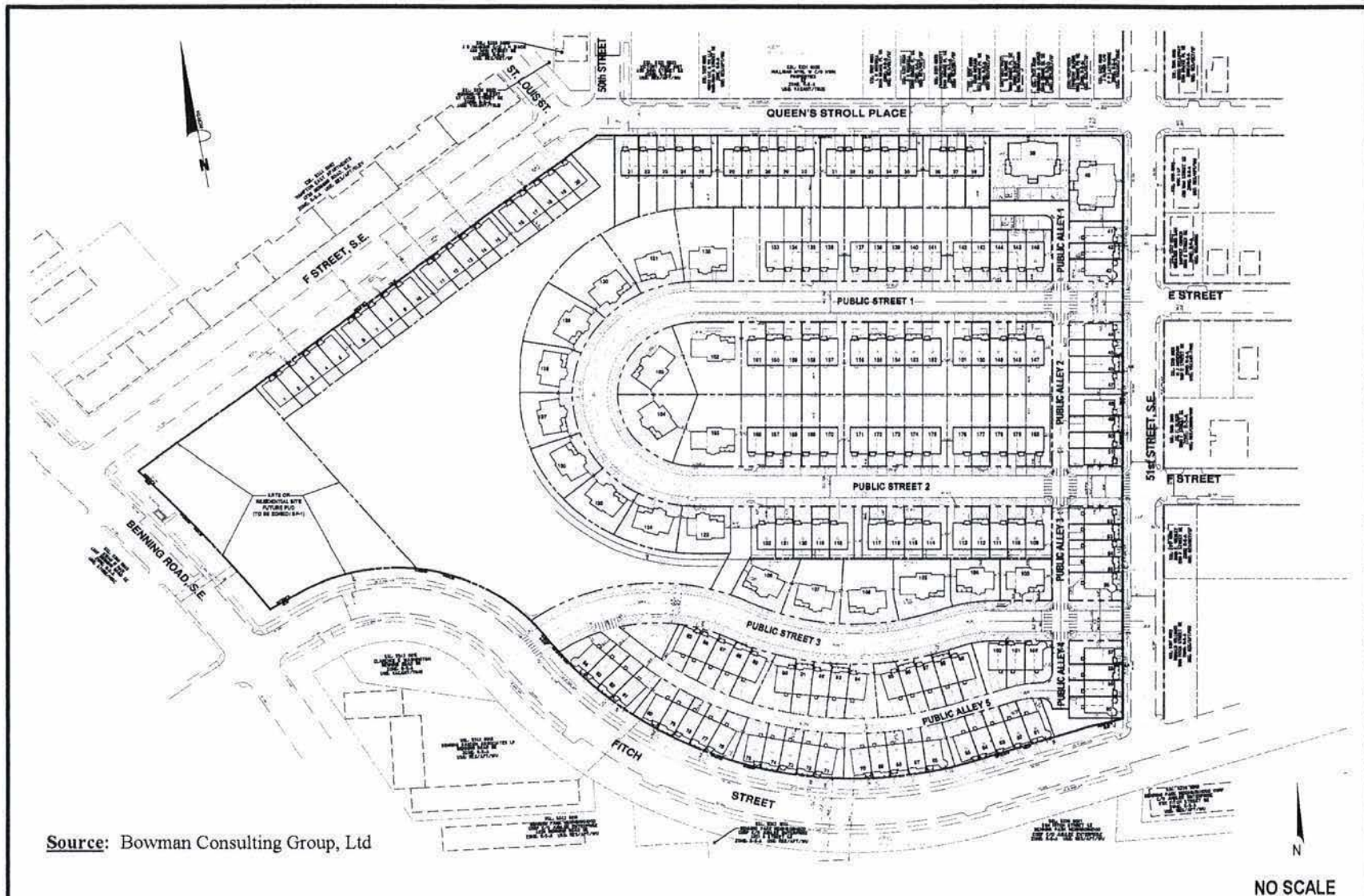
As noted in Section 1.1 of this report, the subject application is for the development of a 186-unit residential community consisting of one hundred sixty-six (166) townhouse units and twenty (20) single-family-detached units on the subject property. The site will be accessed off several existing public roadways, as well as several proposed internal streets and alleyways. The proposed streets would be 30 ft. wide, which would adequately accommodate on-street parking along one side. This parking would serve to mitigate speeding and thus enhance safety within the proposed development. The alleyways would be approximately 20 ft. wide. The proposed site layout and access situation is shown in Exhibit 5.

The proposed development will include 330 off-street garage/driveway parking spaces, and 39 on-street parking spaces, resulting in a total parking supply of 369 spaces. In addition, a number of parking spaces will be available along the adjacent public streets. Current plans call for the proposed residential community to be built out by year 2008.

4.2 Trip Generation

DDOT typically requires that the trip rates recommended by the Institute of Transportation Engineers (ITE) be utilized in conducting traffic impact assessments. As such, the trip estimates for the proposed development were based on the current ITE Trip Generation Manual (7th Edition, 2003). It is important to note that the ITE rates are for stand-alone suburban sites, which have little or no public transportation services or significant opportunities for weekday work trips via alternative modes. Accordingly, the rates were adjusted to reflect the location of the property within proximity of the WMATA Metrobus routes along Benning Road and 51st Street, which provide connections to the adjacent Benning Road and Capitol Heights Metrorail Stations.

The trip rates and projected vehicular trips for the subject development are presented in Table 4. As noted earlier, the site was previously developed with 230 public housing (apartment) units. The net trip generation impact of the proposed development is also shown in Table 4 on page 14.



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT 5
PROPOSED SITE LAYOUT & ACCESS SITUATION
 Eastgate Family Housing Planned Unit Development Application

TABLE 4
PROJECTED PEAK HOUR TRIP GENERATION -
EASTGATE FAMILY HOUSING PUD

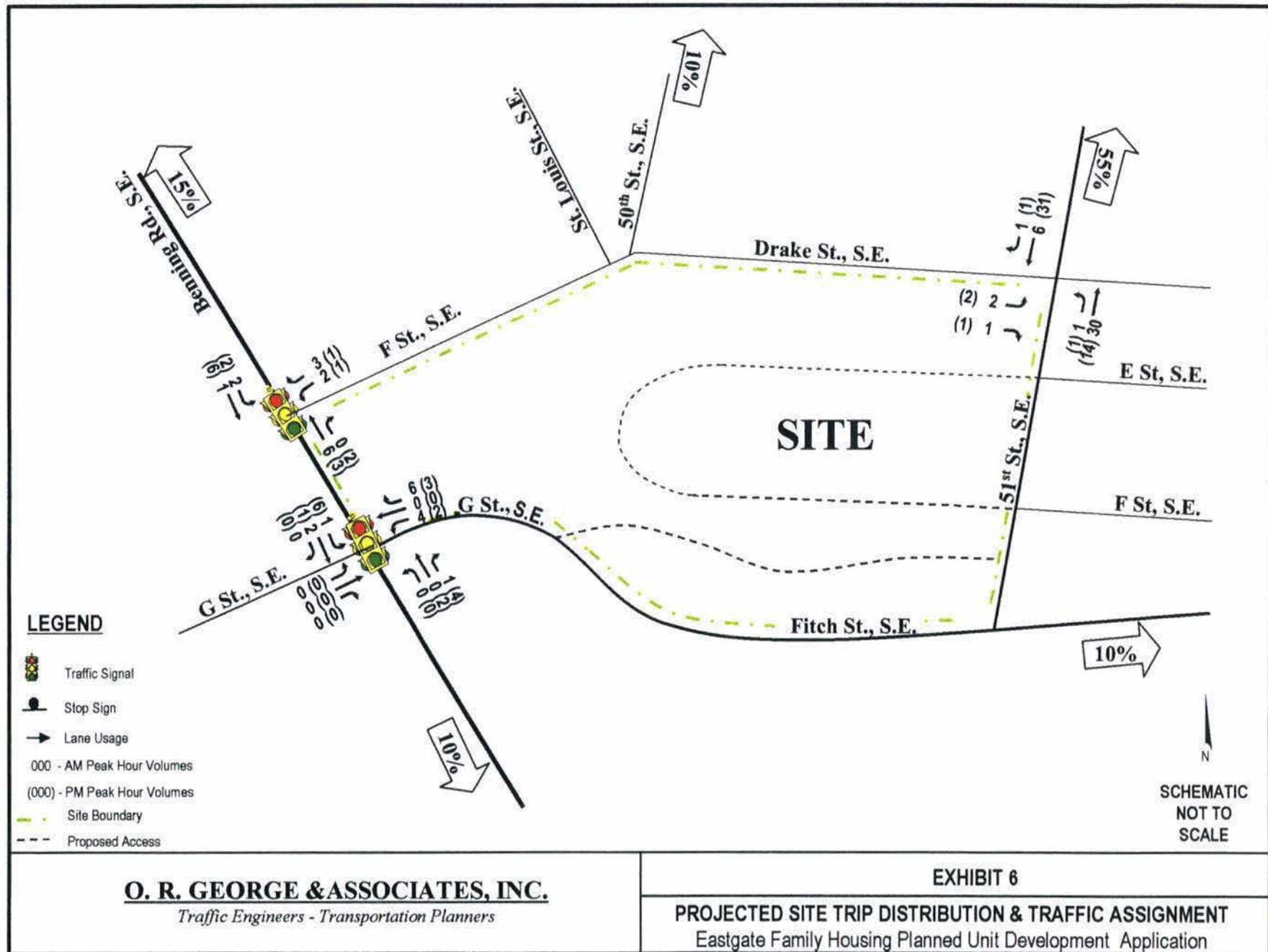
Trip Rates	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
• Townhouse Unit (With 20% Transit, Walk, and Other Non-vehicle Trips)	0.07 (0.05)	0.37 (0.30)	0.44 (0.35)	0.35 (0.28)	0.17 (0.14)	0.52 (0.42)
• Single-Family-Detached Unit (With 20% Transit, Walk, and Other Non-vehicle Trips)	0.19 (0.15)	0.56 (0.45)	0.75 (0.60)	0.64 (0.51)	0.37 (0.30)	1.01 (0.81)
• Mid-Rise Apartment Unit (With 20% Transit, Walk, and Other Non-vehicle Trips)	0.09 (0.07)	0.21 (0.17)	0.30 (0.24)	0.23 (0.18)	0.16 (0.13)	0.39 (0.31)
Trip Generation						
1) Per 166 Townhouse Units	8	50	58	46	23	69
2) Per 20 Single-Family-Detached Units	3	9	12	10	6	16
A. Total (Proposed Dev.)	11	59	70	56	29	85
B. Previously Approved Development (230 Apartments)	16	39	55	41	30	71
<i>Net Trips (A-B)</i>	-5	+20	+15	+15	-1	+14

Source: ITE Trip Generation Manual (2003) & O. R. George & Associates.

4.3 **Trip Distribution and Traffic Assignment – Subject Development**

As noted earlier, the proposed development would consist of residential uses. The peak hour trip generation and distribution patterns for such cases are related primarily to the location of the site relative to regional employment opportunities and associated travel patterns. Accordingly, the projected trip distribution would be heavily oriented towards areas such as the City's Central Employment Area to the northwest, toward major employment centers along the Capital Beltway to the east and south. Based on the location and layout of the site, it is projected that a significant number of the site trips oriented to the City's Employment Core would utilize 51st Street, a Collector facility on the City's Roadway Classification System. This orientation would provide significant travel time advantages, as compared to travel along Benning Road.

Trip distribution patterns for the proposed residential uses were developed, considering the factors presented above, as well as the observed traffic patterns and the location of the site in relationship to the regional roadway network. The assumed trip distribution pattern and assignment of the total site trips are presented in Exhibit 6.



4.4 **Traffic Analysis – Year 2008 Total Traffic Situation**

The projected year 2008 total traffic situation was derived by combining the projected year 2008 background traffic situation (Exhibit 4 on page 11) with the projected traffic assignment for the proposed development (Exhibit 6). The projected year 2008 total traffic situation is illustrated in Exhibit 7. These volumes were analyzed using the appropriate HCM analysis procedures, as was done for the existing and background traffic situations. The resulting levels of service are summarized in Table 5.

TABLE 5
SUMMARY OF CAPACITY ANALYSIS RESULTS -
PROJECTED YEAR 2008 TOTAL TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Avg. Delay (Secs./Veh.)	Level of Service	Avg. Delay (Secs./Veh.)
• Benning Road @ F Street, S.E.	B	10.9	B	12.2
• Benning Road @ G Street, S.E.	B	14.0	B	16.9
• Queens Stroll Place/Drake Street @ 51 st Street, S.E.	A	7.4	A	7.8

Note: Sec./Veh. = Seconds Per Vehicle

Source: O. R. George & Associates.

Table 5 shows that under the projected year 2008 total traffic situation, the study area intersections would continue to operate at quite acceptable levels of service. The capacity analysis worksheets are presented in Appendix H.

4.5 **Parking Analysis**

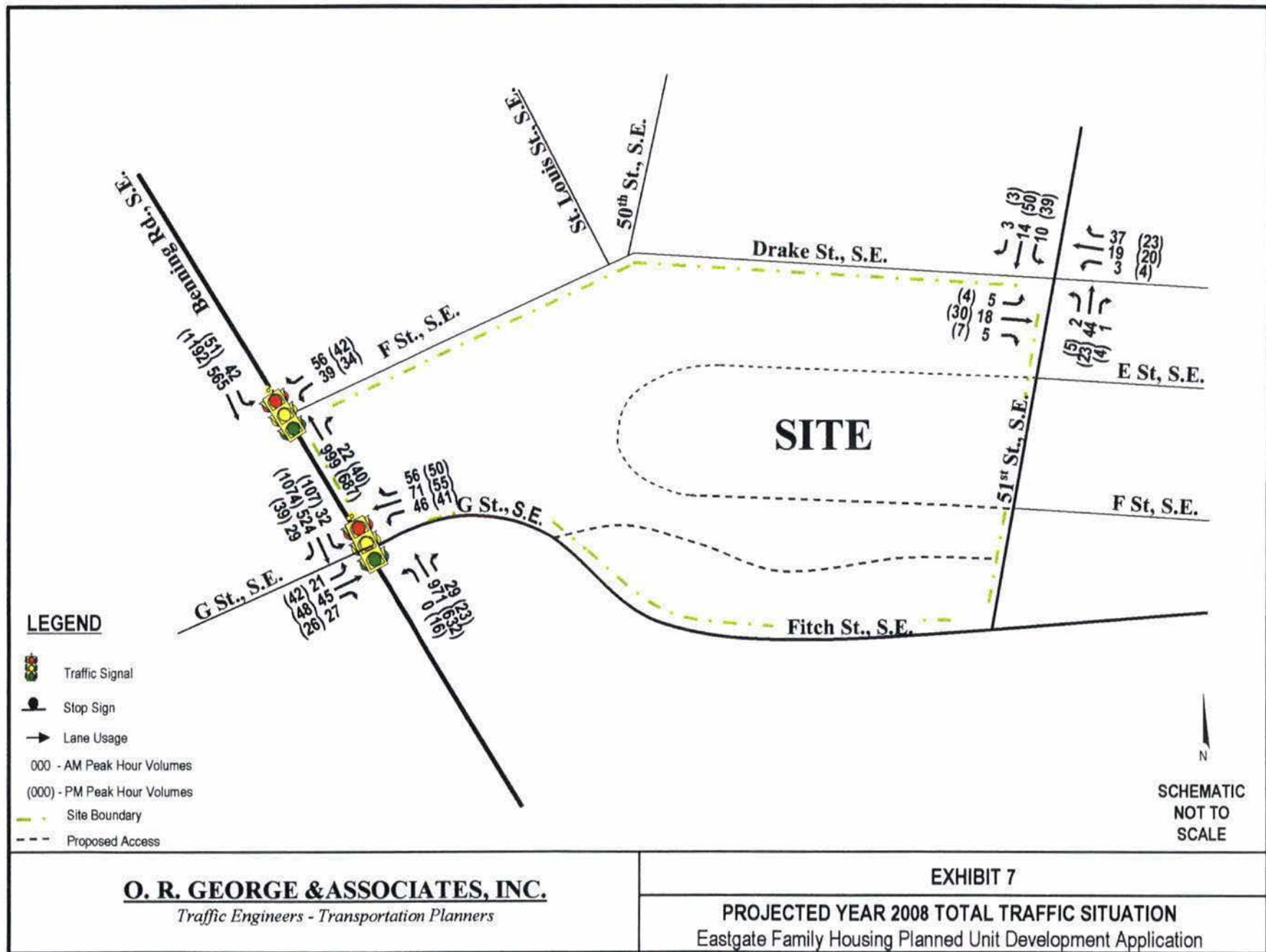
As noted earlier, the proposed development site is zoned R-5-A (Low Density General Residential). The City's off-street parking requirements for the proposed uses, under that zoning category, are developed below.

REQUIRED VS PROPOSED OFF-STREET PARKING

Land Use	Required Parking Ratio	Required Parking	Proposed Parking Ratio	Proposed Parking
• Townhouses (166 units)	1.0	166	1.68	278
• Single-Family-Detached (20 units)	1.0	20	2.60	52
Total	1.0	186	1.77	330

Source: DCMR Title 11 - Zoning, and O. R. George & Associates.

The above table also shows the proposed off-street parking, to facilitate a comparison. The data indicates that the proposed exceeds the required parking by a factor of 1.77. It is also noted that the proposed development would be served by 39 spaces along the proposed internal streets, resulting in a total of approximately 369 parking spaces. This parking supply should adequately accommodate the projected parking demand for the planned land uses.



5.0 SUMMARY OF FINDINGS AND CONCLUSION

5.1 Summary of Findings

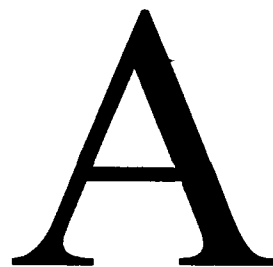
This study has examined the potential traffic impacts of developing the proposed Eastgate Family Housing Planned Unit Development. The study was performed in accordance with the general guidelines of the DDOT Transportation Policy and Planning Administration, regarding the evaluation of the transportation impacts of development proposals under the “Large Tract Review” process. The principal findings of the study are as follows:

- a) The defined study roadway network currently operates at quite acceptable Levels of Service (i.e., without significant capacity/operational constraints), during both the morning and afternoon peak periods.
- b) Analysis of the existing safety situation shows some deficiency at the Benning Road/G Street intersection only. This section of Benning Road is currently being upgraded to include resurfacing and renewal of pavement markings. The Applicant is continuing interaction with the DDOT to determine their planned improvements for this location. Relevant information would be provided for the case record, as appropriate.
- c) The Applicant proposes to develop the property by the year 2008. Projection of the future volumes considered potential growth in through traffic along Benning Road, as well as land use developments planned for the area, as required by DDOT.
- d) The proposed development would generate an average of 78 peak hour vehicle trips onto the study area roadway network. This trip generation is only marginally above the trips produced by the site based on its previous use (as a major apartment complex). It also reflects projection of a reasonable level of transit usage considering the proximity of the site to bus routes along Benning Road and 51st Street, and connections to the Benning Road and Capitol Heights Metrorail stations.
- e) The study has shown that the area roadway network would continue to operate at quite acceptable levels of service, (i.e., Level-of-Service B and better) upon build-out of the proposed development.
- f) The proposed development would provide 330 off-street parking spaces in garages or driveways, as well as approximately 39 on-street parking spaces within roadways internal to the community. This would result in a total supply of approximately 369, computing to a parking ratio of approximately 2.0, compared with a required parking ratio of 1.0 or 186 spaces. In addition, a number of parking spaces would be available along the site frontage streets.

5.2 Conclusions and Recommendations

Based on the foregoing data, analyses and discussions, this study has shown that the defined study area road network would be adequate to accommodate the residential community proposed under the subject Planned Unit Development application. This study has also shown that the proposed development would not create any significant capacity, safety, or operational deficiencies within the study area road network, and would also not adversely impact the health, safety and general welfare of roadway users. As such, the proposed Planned Unit Development should not result in conditions that are objectionable to adjacent or area property owners and the community in general.

APPENDIX



CORRESPONDANCE WITH DDOT POLICY AND
PLANNING ADMINISTRATION STAFF

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham MD 20706

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

E-mail: orgassoc@aol.com

December 2, 2005

Mr. Abdoulaye Bah, Sr. Transportation Engineer
Transportation Policy and Planning Administration
District Department of Transportation
2000 14th Street, N.W.
Washington D.C. 20009

Re: Eastgate Family Housing – Consolidated Unit
Development (PUD) Application, S.E., Washington, D.C.

Dear Mr. Bah:

Further to our recent telephone conversation, we confirm that we have been retained by the Applicant, A & R/THC II, LLC, to prepare a traffic impact study in support of the referenced project. This letter provides general background information and the key parameters which we propose to use in the study.

As background, we note that the subject development site is situated immediately east of Benning Road and south of F Street, in the Marshall Heights area of Southeast Washington, D.C. The 16.0± acre property is zoned R-5-A (Low Density General Residential). The site was previously improved with 230 public housing (apartment) units, but is now vacant. The Applicant plans to develop one hundred sixty-six (166) townhouse units and twenty (20) single-family-detached units on the site, in accordance with that zoning category and the City's Planned Unit Development (PUD) guidelines and "Large Tract Review" process.

The proposed development would be served by adequate off-street parking, in compliance with the City's requirements. Vehicular access to this site would be provided off F Street, Drake Street, 51st Street and Fitch Street, as well as three (3) new internal streets and several alleyways. Based on the location and layout of the site, the projected trip distribution would be heavily oriented towards the City's Employment Core, with THE greater proportion of site trips utilizing 51st Street. It is also projected that a significant number of site trips would be via transit, utilizing the Metrobus routes along Benning Road and 51st Street, with connections to the adjacent Benning Road and Capitol Heights Metrorail Stations.

Based on the above considerations, we propose to focus our study on the roadway network defined by the following three (3) intersections:

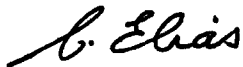
- a) Benning Road @ F Street, S.E. (signalized);
- b) Benning Road @ G Street, S.E. (signalized); and
- c) Queens Stroll Place/Drake Street @ 51st Street, S.E. (stop sign controlled).

Mr. Abdoulaye Bah, Senior Transportation Engineer
DD&T Transportation Policy and Planning Administration
December 2, 2005
Page 2 of 2

For ease of reference, the site location is shown on the attached map. Consideration of traffic growth trends and background developments, and the projected site trip generation and assignment will be used in projecting future traffic conditions, in accordance with your Department's usual requirements. We expect to have our study completed shortly, and we plan to be in touch with your office as the review process moves forward.

In the meantime, should you have any questions, comments or information that will be useful in the preparation of our study, please let us know. Thank you!

Sincerely,
O. R. GEORGE & ASSOCIATES, INC.

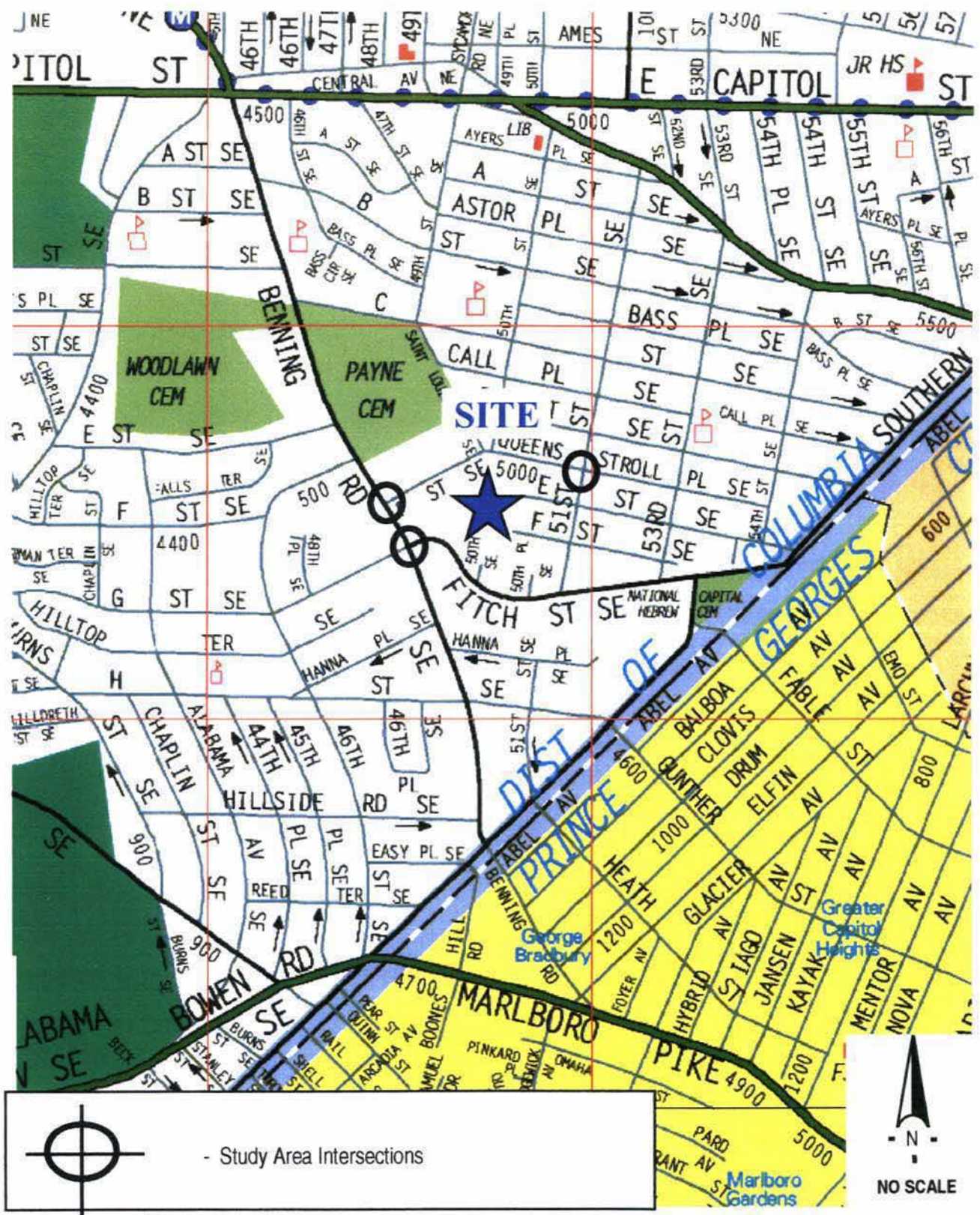


Cullen E. Elias
Vice President

CEE/hw

Attachments: As noted.

Cc: Matt Engel, Associate (A & R Development)
Cynthia A. Giordano, Esquire (Arnold and Porter, LLP)



O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners

EXHIBIT 1
SITE LOCATION MAP & STUDY AREA INTERSECTIONS
Eastgate Family Housing Planned Unit Development Application

APPENDIX

B

TURNING MOVEMENT COUNT SUMMARIES
EXISTING TRAFFIC SITUATION

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

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

Counted by: ORGA-MD

Board :D4-1607

City/County: Washington, DC

Weather :Cold/Clear/Dry

File Name : BEN@FST

Site Code : 32381607

Start Date : 03/09/2005

Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

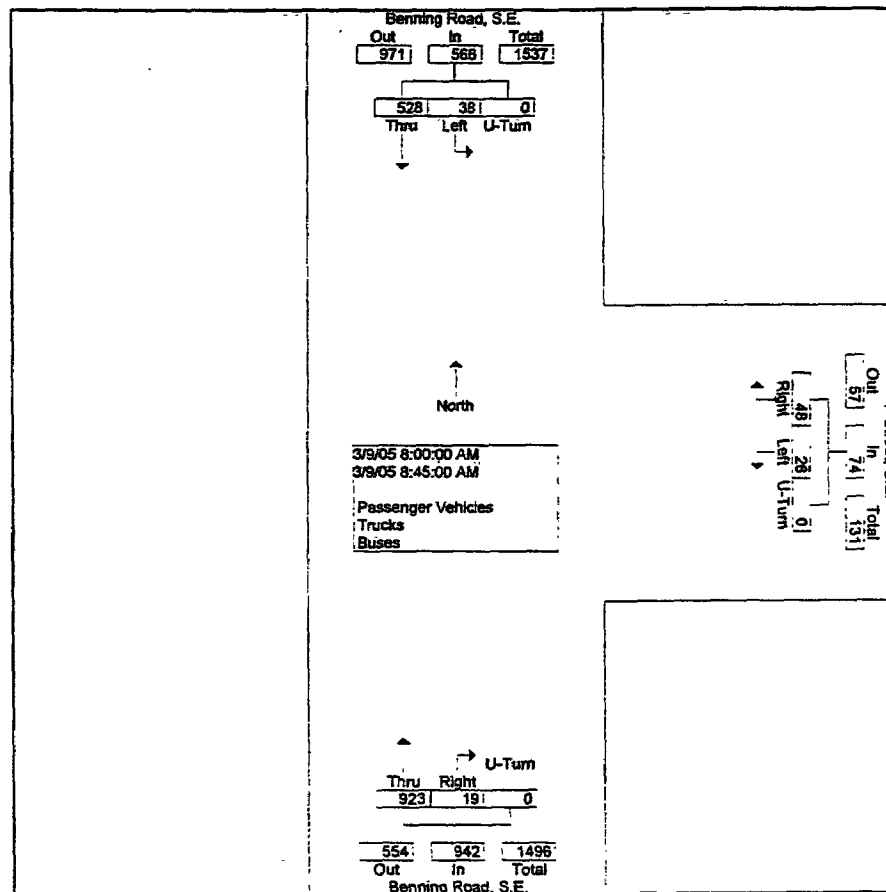
End Time	Benning Road, S.E. From North				Benning Road, S.E. From South				F Street, S.E. From East				Int. Total
	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:15 AM	6	82	0	88	255	3	0	258	3	3	0	6	352
07:30 AM	5	117	0	122	239	4	0	243	4	7	0	11	376
07:45 AM	6	127	0	133	257	2	0	259	7	14	0	21	423
08:00 AM	4	136	0	140	246	3	0	249	5	11	0	16	405
Total	21	462	0	483	1007	12	0	1019	19	35	0	54	1556
08:15 AM	6	120	0	126	228	7	0	235	6	9	0	15	376
08:30 AM	11	130	0	141	212	5	0	217	7	12	0	19	377
08:45 AM	17	142	0	159	237	4	0	241	8	16	0	24	424
09:00 AM	14	130	0	144	143	6	0	149	6	14	0	20	313
Total	48	522	0	570	820	22	0	842	27	51	0	78	1490
04:15 PM	8	196	0	204	169	6	0	175	7	6	0	13	392
04:30 PM	11	292	0	303	140	8	0	148	8	9	0	17	468
04:45 PM	14	272	0	286	180	7	0	187	5	12	0	17	490
05:00 PM	12	296	0	308	178	7	0	185	6	10	0	16	509
Total	45	1056	0	1101	667	28	0	695	26	37	0	63	1859
05:15 PM	6	245	0	251	140	5	0	145	8	7	0	15	411
05:30 PM	11	268	0	279	133	7	0	140	9	9	0	18	437
05:45 PM	14	230	0	244	124	8	0	132	9	6	0	15	391
06:00 PM	12	287	0	299	175	9	0	184	8	8	0	16	499
Total	43	1030	0	1073	572	29	0	601	34	30	0	64	1738
Grand Total	157	3070	0	3227	3066	91	0	3157	106	153	0	259	6643
Apprch %	4.9	95.1	0.0		97.1	2.9	0.0		40.9	59.1	0.0		
Total %	2.4	46.2	0.0	48.6	46.2	1.4	0.0	47.5	1.6	2.3	0.0	3.9	

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-MD
 Board :D4-1607
 City/County: Washington, DC
 Weather :Cold/Clear/Dry

File Name : BEN@FST
 Site Code : 32381607
 Start Date : 03/09/2005
 Page No : 2

	Benning Road, S.E. From North				Benning Road, S.E. From South				F Street, S.E. From East				
End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1													
Intersection 08:00 AM													
Volume	38	528	0	566	923	19	0	942	26	48	0	74	1582
Percent	6.7	93.3	0.0		98.0	2.0	0.0		35.1	64.9	0.0		
08:45 Volume	17	142	0	159	237	4	0	241	8	16	0	24	424
Peak Factor													0.933
High Int. 08:45 AM					08:00 AM				08:45 AM				
Volume	17	142	0	159	246	3	0	249	8	16	0	24	
Peak Factor				0.890				0.946				0.771	

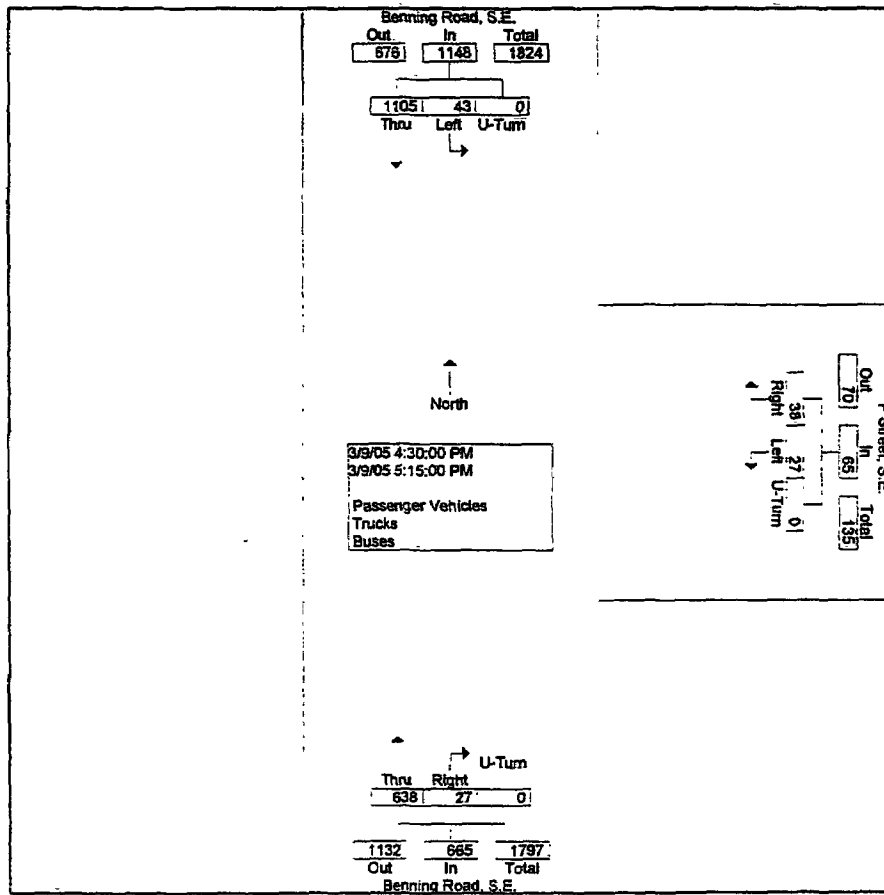


O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20708-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by: ORGA-MD
 Board :D4-1607
 City/County: Washington, DC
 Weather :Cold/Clear/Dry

File Name : BEN@FST
 Site Code : 32381607
 Start Date : 03/09/2005
 Page No : 3

	Benning Road, S.E. From North				Benning Road, S.E. From South				F Street, S.E. From East				Int. Total	
	End Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn		App. Total
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1														
Intersection 04:30 PM														
Volume	43	1105	0	1148	638	27	0	665	27	38	0	65	1878	
Percent	3.7	96.3	0.0		95.9	4.1	0.0		41.5	58.5	0.0			
05:00 Volume	12	296	0	308	178	7	0	185	6	10	0	16	509	
Peak Factor													0.922	
High Int. 05:00 PM														
Volume	12	296	0	308	180	7	0	187	8	9	0	17		
Peak Factor				0.932				0.889				0.956		



O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20708-2218

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

Printed by: ORGA-MD

Board : D4-1807

City/County: Washington, DC

Weather : Cold/Clear/Dry

File Name : BEN@GST

Site Code : 32381807

Start Date : 03/09/2005

Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

End Time	Benning Road From North					Benning Road From South					G Street SE From East					G Street SE From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:15 AM	3	79	3	0	85	0	234	4	0	238	6	10	19	0	35	5	7	6	0	18	376
07:30 AM	5	111	5	0	121	4	220	3	0	227	8	8	17	0	33	6	8	7	0	21	402
07:45 AM	4	123	7	0	134	0	256	5	0	261	8	11	9	0	28	4	10	6	0	20	443
08:00 AM	5	127	9	0	141	0	238	8	0	246	9	19	8	0	36	3	11	2	0	16	439
Total	17	440	24	0	481	4	948	20	0	972	31	48	53	0	132	18	36	21	0	75	1660
08:15 AM	10	110	6	0	126	0	214	6	0	220	9	20	15	0	44	6	12	7	0	25	415
08:30 AM	12	118	7	0	137	0	191	7	0	198	11	21	18	0	50	8	12	12	0	32	417
08:45 AM	11	129	10	0	150	0	212	0	0	212	9	17	16	0	42	13	11	10	0	34	438
09:00 AM	12	112	12	0	136	8	127	8	0	143	7	10	9	0	26	13	13	8	0	34	339
Total	45	469	35	0	549	8	744	21	0	773	36	68	58	0	162	40	48	37	0	125	1609
04:15 PM	21	172	10	0	203	3	157	2	0	162	9	11	10	0	30	8	12	8	0	28	423
04:30 PM	36	250	14	0	300	4	131	3	0	138	5	12	11	0	28	6	11	9	0	26	492
04:45 PM	21	247	9	0	277	3	161	4	0	168	7	11	12	0	30	14	13	5	0	32	507
05:00 PM	23	274	5	0	302	4	155	2	0	161	13	15	14	0	42	16	13	7	0	36	541
Total	101	943	38	0	1082	14	604	11	0	629	34	49	47	0	130	44	49	29	0	122	1963
05:15 PM	21	221	11	0	253	5	129	4	0	138	11	17	10	0	38	6	11	5	0	22	451
05:30 PM	26	239	12	0	277	4	122	7	0	133	9	21	11	0	41	7	12	6	0	25	476
05:45 PM	27	200	12	0	239	3	117	5	0	125	7	19	8	0	34	7	10	5	0	22	420
06:00 PM	29	253	13	0	295	2	172	2	0	176	8	11	6	0	25	6	12	3	0	21	517
Total	103	913	48	0	1064	14	540	18	0	572	35	68	35	0	138	26	45	19	0	90	1864
Grand Total	266	2765	145	0	3176	40	2836	70	0	2946	136	233	193	0	562	128	178	106	0	412	7096
Approach %	8.4	87.1	4.6	0.0		1.4	96.3	2.4	0.0		24.2	41.5	34.3	0.0		31.1	43.2	25.7	0.0		
Total %	3.7	39.0	2.0	0.0	44.8	0.6	40.0	1.0	0.0	41.5	1.9	3.3	2.7	0.0	7.9	1.8	2.5	1.5	0.0	5.8	

O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

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

Counted by: ORGA-MD

Board : D4-1607

City/County: Washington, DC

Weather : Cold/Clear/Dry

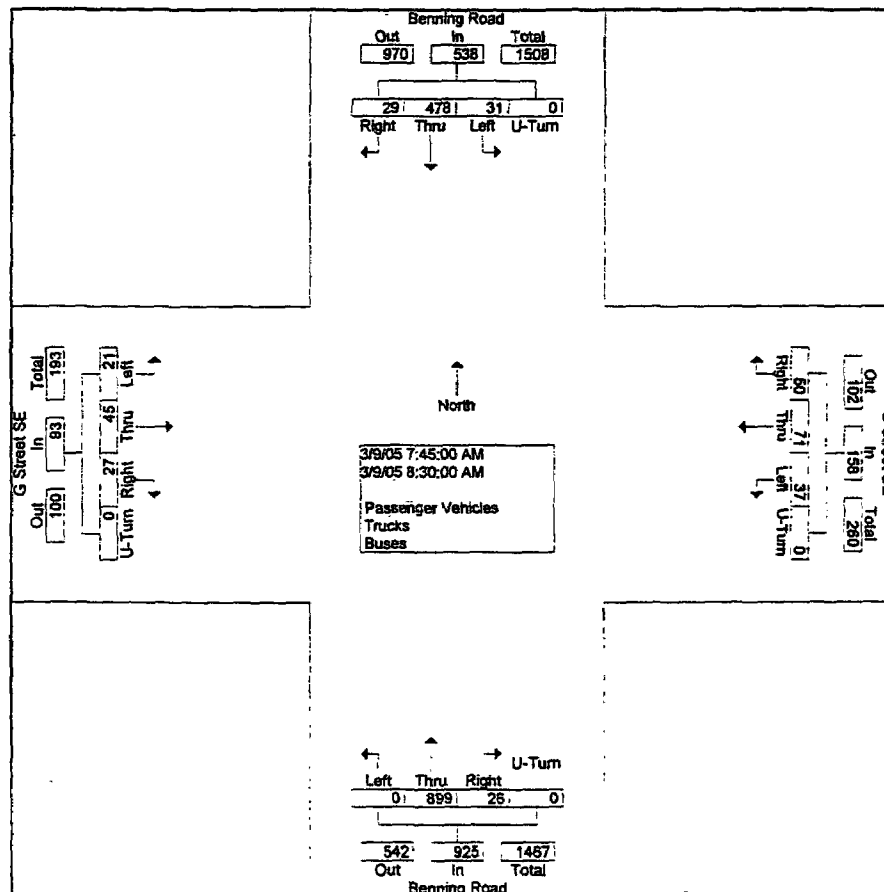
File Name : BEN@GST

Site Code : 32381607

Start Date : 03/09/2005

Page No : 2

	Benning Road From North					Benning Road From South					G Street SE From East					G Street SE From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	31	478	29	0	538	0	899	26	0	925	37	71	50	0	158	21	45	27	0	93	1714
Percent	5.8	88.8	5.4	0.0		0.0	97.2	2.8	0.0		23.4	44.9	31.6	0.0		22.6	48.4	29.0	0.0		
07:45																					
Volume	4	123	7	0	134	0	256	5	0	261	8	11	9	0	28	4	10	6	0	20	443
Peak Factor																					0.967
High Int. 08:00 AM						07:45 AM					08:30 AM					08:30 AM					
Volume	5	127	9	0	141	0	256	5	0	261	11	21	18	0	50	8	12	12	0	32	
Peak Factor					0.954					0.886					0.790						0.727



O. R. George & Associates, Inc.

10210 Greenbelt Road, Suite 310

Lanham, MD 20706-2218

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

Counted by: ORGA-MD

Board : D4-1607

City/County: Washington, DC

Weather : Cold/Clear/Dry

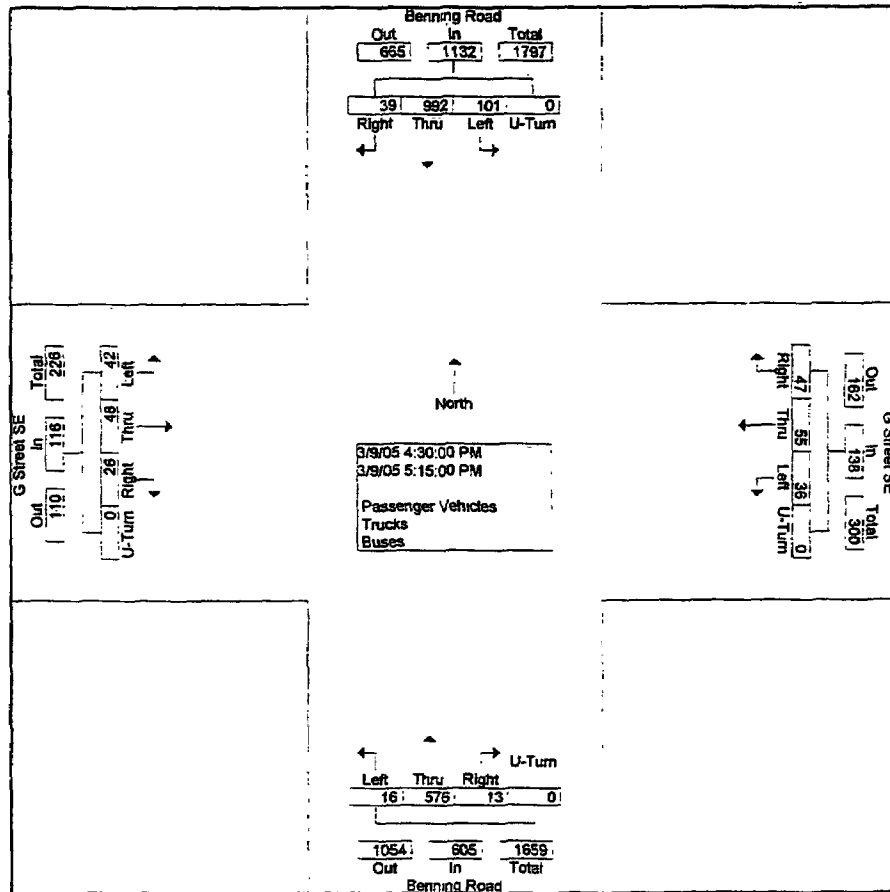
File Name : BEN@GST

Site Code : 32381607

Start Date : 03/09/2005

Page No : 3

	Benning Road From North					Benning Road From South					G Street SE From East					G Street SE From West							
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total		
Peak Hour From 12:00 PM to 06:00 PM - Peak 1 of 1																							
Intersection 04:30 PM																							
Volume	101	992	39	0	1132	16	576	13	0	605	36	55	47	0	138	42	48	26	0	116	1991		
Percent	8.9	87.6	3.4	0.0		2.6	95.2	2.1	0.0		26.1	39.9	34.1	0.0		36.2	41.4	22.4	0.0				
05:00																							
Volume	23	274	5	0	302	4	155	2	0	161	13	15	14	0	42	16	13	7	0	36	541		
Peak Factor																					0.920		
High Int. 05:00 PM																							
Volume	23	274	5	0	302	3	161	4	0	168	13	15	14	0	42	16	13	7	0	36			
Peak Factor					0.937						0.900						0.821						0.806



O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

Counted by:
 Board :
 City/County: Washington D.C.
 Weather :

File Name : 51ST@QSP
 Site Code : 00000000
 Start Date : 12/01/2005
 Page No : 1

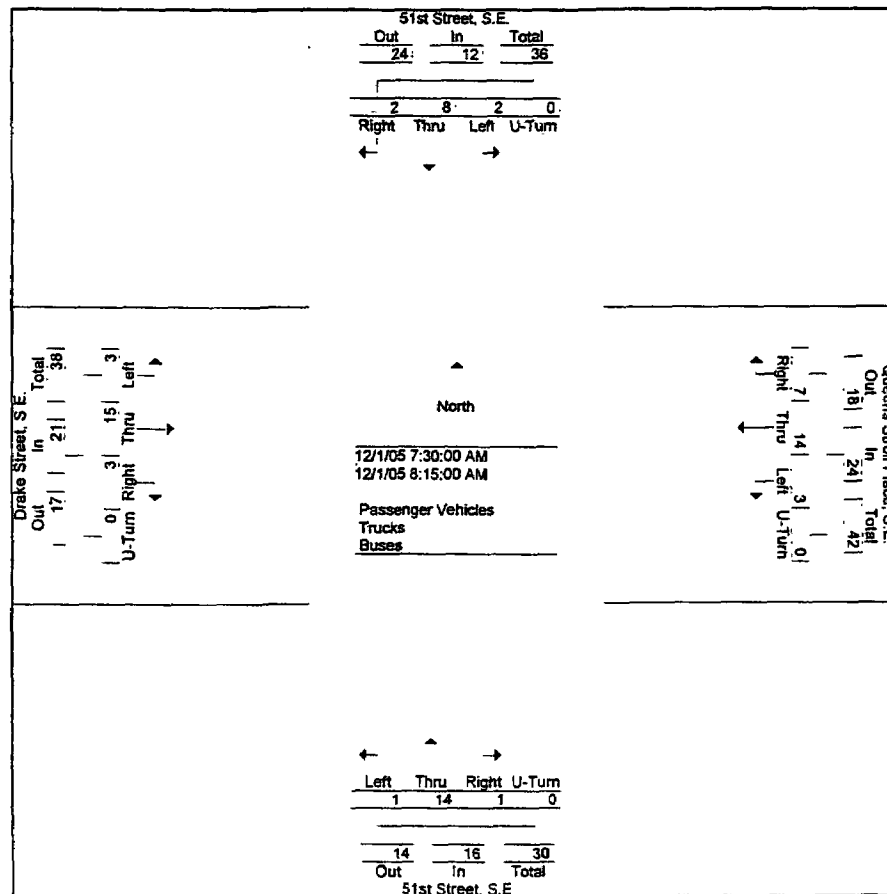
Groups Printed- Passenger Vehicles - Trucks - Buses

End Time	51st Street, S.E. From North					51st Street, S.E. From South					Queens Stroll Place, S.E. From East					Drake Street, S.E. From West					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
07:15 AM	0	1	0	0	1	0	3	0	0	3	0	1	2	0	3	1	2	1	0	4	11
07:30 AM	0	2	1	0	3	0	2	1	0	3	2	3	0	0	5	0	2	0	0	2	13
07:45 AM	1	2	0	0	3	1	4	0	0	5	0	3	3	0	6	2	5	1	0	8	22
08:00 AM	0	1	1	0	2	0	6	0	0	6	0	5	3	0	8	0	4	0	0	4	20
Total	1	6	2	0	9	1	15	1	0	17	2	12	8	0	22	3	13	2	0	18	66
08:15 AM	1	3	0	0	4	0	2	0	0	2	1	3	1	0	5	1	4	2	0	7	18
08:30 AM	0	0	1	0	1	1	2	0	0	3	0	4	2	0	6	0	2	0	0	2	12
08:45 AM	2	1	0	0	3	0	2	1	0	3	1	4	3	0	8	1	0	1	0	2	16
09:00 AM	0	1	0	0	1	0	1	1	0	2	0	3	1	0	4	0	0	1	0	1	8
Total	3	5	1	0	9	1	7	2	0	10	2	14	7	0	23	2	6	4	0	12	54
04:15 PM	0	1	1	0	2	1	1	0	0	2	0	5	2	0	7	0	5	1	0	6	17
04:30 PM	0	4	1	0	5	0	2	1	0	3	0	3	1	0	4	1	5	1	0	7	19
04:45 PM	0	4	0	0	4	0	3	2	0	5	2	6	0	0	8	0	4	1	0	5	22
05:00 PM	0	3	0	0	3	1	2	1	0	4	1	3	2	0	6	1	11	2	0	14	27
Total	0	12	2	0	14	2	8	4	0	14	3	17	5	0	25	2	25	5	0	32	85
05:15 PM	0	8	1	0	9	2	2	0	0	4	1	4	3	0	8	0	3	1	0	4	25
05:30 PM	0	2	1	0	3	0	2	0	0	2	0	4	1	0	5	0	5	0	0	5	15
05:45 PM	0	3	0	0	3	0	3	1	0	4	0	2	0	0	2	0	4	1	0	5	14
06:00 PM	0	2	2	0	4	1	2	0	0	3	1	8	1	0	10	0	0	0	0	0	17
Total	0	15	4	0	19	3	9	1	0	13	2	18	5	0	25	0	12	2	0	14	71
Grand Total	4	38	9	0	51	7	39	8	0	54	9	61	25	0	95	7	56	13	0	76	276
Approch %	7.8	74.5	17.6	0.0		13.0	72.2	14.8	0.0		9.5	64.2	26.3	0.0		9.2	73.7	17.1	0.0		
Total %	1.4	13.8	3.3	0.0	18.5	2.5	14.1	2.9	0.0	19.6	3.3	22.1	9.1	0.0	34.4	2.5	20.3	4.7	0.0	27.5	

O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

File Name : 51ST@QSP
 Site Code : 00000000
 Start Date : 12/01/2005
 Page No : 2

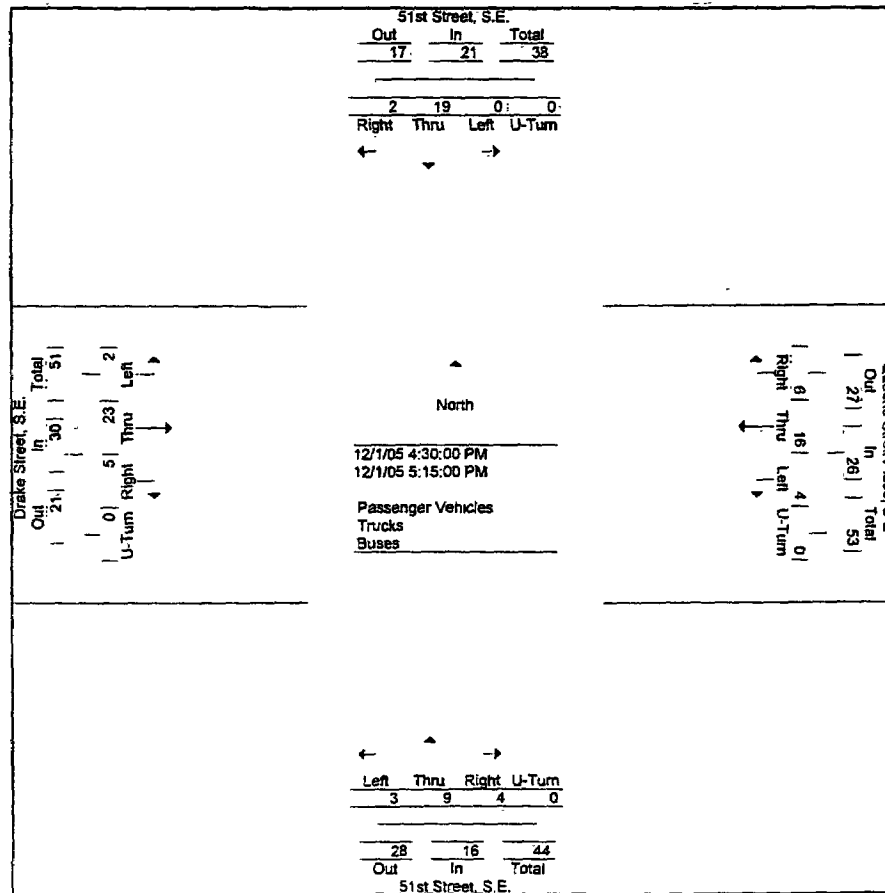
51st Street, S.E.						51st Street, S.E.					Queens Stroll Place, S.E.					Drake Street, S.E.					Int. Total
From North						From South					From East					From West					
End Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Intersection 07:30 AM																					
Volume	2	8	2	0	12	1	14	1	0	16	3	14	7	0	24	3	15	3	0	21	73
Percent	16.7	66.7	16.7	0.0		6.3	87.5	6.3	0.0		12.5	58.3	29.2	0.0		14.3	71.4	14.3	0.0		
07:45																					
Volume	1	2	0	0	3	1	4	0	0	5	0	3	3	0	6	2	5	1	0	8	22
Peak Factor																					0.830
High Int. 08:15 AM						08:00 AM					08:00 AM					07:45 AM					
Volume	1	3	0	0	4	0	6	0	0	6	0	5	3	0	8	2	5	1	0	8	
Peak Factor					0.750	0.667					0.750					0.656					



O. R. George & Associates, Inc.
 10210 Greenbelt Road, Suite 310
 Lanham, MD 20706-2218
 Tel: (301) 794-7700 Fax: (301) 794-4400

File Name : 51ST@QSP
 Site Code : 00000000
 Start Date : 12/01/2005
 Page No : 3

51st Street, S.E.						51st Street, S.E.					Queens Stroll Place, S.E.					Drake Street, S.E.					Int. Total
End Time	From North					From South					From East					From West					
	Left	Thru	Right t	U- Turn	App. Total	Left	Thru	Right t	U- Turn	App. Total	Left	Thru	Right t	U- Turn	App. Total	Left	Thru	Right t	U- Turn	App. Total	
Peak Hour From 12:00 PM to 05:00 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	0	19	2	0	21	3	9	4	0	16	4	16	6	0	26	2	23	5	0	30	93
Percent	0.0	90.5	9.5	0.0		18.8	56.3	25.0	0.0		15.4	61.5	23.1	0.0		6.7	76.7	16.7	0.0		
05:00																					
Volume	0	3	0	0	3	1	2	1	0	4	1	3	2	0	6	1	11	2	0	14	27
Peak Factor																					0.861
High Int.																					
05:15 PM					04:45 PM					04:45 PM					05:00 PM						
Volume	0	8	1	0	9	0	3	2	0	5	2	6	0	0	8	1	11	2	0	14	
Peak Factor	0.583					0.800					0.813					0.536					



APPENDIX

C

CAPACITY ANALYSIS WORKSHEETS
EXISTING TRAFFIC SITUATION

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ F Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	AM Existing					Analysis Year	2005					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				39		56		999	22	42	565	
% Heavy veh				0		0		0	0	0	0	
PHF				0.77		0.77		0.95	0.95	0.89	0.89	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate					124			1075			682	
Lane group cap.					400			2188			1776	
v/c ratio					0.31			0.49			0.38	
Green ratio					0.25			0.65			0.65	
Unif. delay d1					30.5			9.0			8.2	
Delay factor k					0.50			0.50			0.50	
Increm. delay d2					2.0			0.8			0.6	
PF factor					1.000			1.000			1.000	
Control delay					32.5			9.8			8.8	
Lane group LOS					C			A			A	
Apprch. delay				32.5			9.8			8.8		
Approach LOS				C			A			A		
Intersec. delay	10.9			Intersection LOS						B		

C-1

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA -IJB					Intersection	Benning Rd @ F Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PM Existing					Analysis Year	2005					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				34		42		687	40	51	1192	
% Heavy veh				0		0		0	0	0	0	
PHF				0.96		0.96		0.89	0.89	0.93	0.93	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate					79			817			1337	
Lane group cap.					401			2177			1916	
v/c ratio					0.20			0.38			0.70	
Green ratio					0.25			0.65			0.65	
Unif. delay d1					29.6			8.1			11.2	
Delay factor k					0.50			0.50			0.50	
Increm. delay d2					1.1			0.5			2.1	
PF factor					1.000			1.000			1.000	
Control delay					30.7			8.6			13.3	
Lane group LOS					C			A			B	
Apprch. delay				30.7			8.6			13.3		
Approach LOS				C			A			B		
Intersec. delay	12.2			Intersection LOS						B		

C-2

SHORT REPORT												
General Information							Site Information					
Analyst	ORGA - IJB						Intersection	Benning Rd @ G St				
Agency or Co.	ORGA						Area Type	All other areas				
Date Performed	3/17/2005						Jurisdiction	District of Columbia				
Time Period	AM Existing						Analysis Year	2005				
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	21	45	27	46	71	56	0	971	29	31	524	32
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.73	0.73	0.73	0.79	0.79	0.79	0.89	0.89	0.89	0.95	0.95	0.95
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		128			219			1124			619	
Lane group cap.		386			378			2185			1845	
v/c ratio		0.33			0.58			0.51			0.34	
Green ratio		0.25			0.25			0.65			0.65	
Unif. delay d1		30.7			32.9			9.2			7.8	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		2.3			6.3			0.9			0.5	
PF factor		1.000			1.000			1.000			1.000	
Control delay		33.0			39.2			10.1			8.3	
Lane group LOS		C			D			B			A	
Apprch. delay		33.0			39.2			10.1			8.3	
Approach LOS		C			D			B			A	
Intersec. delay		14.0		Intersection LOS							B	

C-3

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ G Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PM Existing					Analysis Year	2005					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group	LTR			LTR			LTR			LTR		
Volume (vph)	42	48	26	41	55	50	16	632	23	107	1074	39
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.80	0.80	0.84	0.81	0.81	0.80	0.88	0.88	0.88	0.92	0.92	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0			2.0			2.0			2.0		
Ext. eff. green	2.0			2.0			2.0			2.0		
Arrival type	3			3			3			3		
Unit Extension	3.0			3.0			3.0			3.0		
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	10.0			10.0			10.0			10.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr	0			0			6			6		
Unit Extension	3.0			3.0			3.0			3.0		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate	143			181			762			1325		
Lane group cap.	357			375			1950			1654		
v/c ratio	0.40			0.48			0.39			0.80		
Green ratio	0.25			0.25			0.65			0.65		
Unif. delay d1	31.3			32.0			8.2			12.8		
Delay factor k	0.50			0.50			0.50			0.50		
Incrém. delay d2	3.3			4.4			0.6			4.2		
PF factor	1.000			1.000			1.000			1.000		
Control delay	34.6			36.4			8.8			17.0		
Lane group LOS	C			D			A			B		
Approch. delay	34.6			36.4			8.8			17.0		
Approach LOS	C			D			A			B		
Intersec. delay	16.9			Intersection LOS						B		

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1e

C-4

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	ORGA-IJB				Intersection	Queens Stroll @ 51st St.			
Agency/Co.	O.R. GEORGE & ASSOCIATES				Jurisdiction	D.C.			
Date Performed	3/17/2005				Analysis Year	2005			
Analysis Time Period	AM Existing								
Project ID EASTGATE FAMILY									
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume	3	15	3		3	14	7		
%Thrus Left Lane	50				50				
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume	1	14	1		2	8	2		
%Thrus Left Lane	50				50				
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.92		0.92		0.92		0.92		
Flow Rate	22		25		17		12		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.1		0.1		0.2		
Prop. Right-Turns	0.1		0.3		0.1		0.2		
Prop. Heavy Vehicle									
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	3.93		3.93		3.93		3.93		
Departure Headway and Service Time									
hd, initial value	3.20		3.20		3.20		3.20		
x, initial	0.02		0.02		0.02		0.01		
hd, final value	3.93		3.93		3.93		3.93		
x, final value	0.02		0.03		0.02		0.01		
Move-up time, m	2.0		2.0		2.0		2.0		
Service Time	1.9		1.9		1.9		1.9		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity	272		275		267		262		
Delay	7.03		6.94		7.06		7.00		
LOS	A		A		A		A		
Approach Delay	7.03		6.94		7.06		7.00		
LOS	A		A		A		A		
Intersection Delay	7.00								
Intersection LOS	A								

C-5

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	ORGA-IJB				Intersection	Queens Stroll @ 51st St.		
Agency/Co.	O.R. GEORGE & ASSOCIATES				Jurisdiction	D.C.		
Date Performed	3/17/2005				Analysis Year	2005		
Analysis Time Period	PM Existing							
Project ID EASTGATE FAMILY								
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume	2	23	5		4	16	6	
%Thrus Left Lane	50				50			
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume	3	9	4		8	19	2	
%Thrus Left Lane	50				50			
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.92		0.92		0.92		0.92	
Flow Rate	31		27		16		30	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.1		0.2		0.3	
Prop. Right-Turns	0.2		0.2		0.3		0.1	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	3.94		3.94		3.94		3.94	
Departure Headway and Service Time								
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.03		0.02		0.01		0.03	
hd, final value	3.94		3.94		3.94		3.94	
x, final value	0.03		0.03		0.02		0.03	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	1.9		1.9		1.9		1.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	281		277		266		280	
Delay	7.08		7.04		7.01		7.19	
LOS	A		A		A		A	
Approach Delay	7.08		7.04		7.01		7.19	
LOS	A		A		A		A	
Intersection Delay	7.09							
Intersection LOS	A							

HCS2000™

Copyright © 2003 University of Florida, All Rights Reserved

Version 4.1d

C-6

APPENDIX

D

ACCIDENT DATA SUMMARIES

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

F ST

SE

Summary for the time period of: 1/1/2002 To: 12/31/2002

Total Number of Accident 4

Total Number of Injuries 2

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
3 75.00%	0 0.00%	0 0.00%	1 25.00%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
0	0	0	1	1	0	2

Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:
0	0	0	0	0	0

Accident Times:

Time	Number	Percent
07:30-09:30	0	0.00%
09:30-11:30	1	25.00%
11:30-13:30	0	0.00%
13:30-16:00	0	0.00%
16:00-18:30	2	50.00%
18:30-07:30	1	25.00%
Weekday:	2	50.00%
Weekend:	2	50.00%

D-1

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

F ST

SE

Summary for the time period of: 1/1/2003 To: 12/31/2003

Total Number of Accident 3

Total Number of Injuries 4

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

2 66.67%

0 0.00%

0 0.00%

1 33.33%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side

Swiped:

Head On: Parked

0

0

0

2

0

0

0

Fixed Object Ran Off
Road:

Pedestrian:

Backing

Non

Collision:

Other:

0

1

0

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

0

0.00%

13:30-16:00

0

0.00%

16:00-18:30

0

0.00%

18:30-07:30

3

100.00%

Weekday:

1

33.33%

Weekend:

2

66.67%

D-2

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

F ST

SE

Summary for the time period of: 1/1/2004 To: 12/31/2004

Total Number of Accident 6

Total Number of Injuries 3

Contributing Factors:

Driver:

Vehicle:

Roadway:

Unknown:

3 50.00%

0 0.00%

0 0.00%

2 33.33%

Collision Types:

Right Angle: Left Turn:

Right Turn:

Rear End:

Side

Swiped:

Head On: Parked

0

1

1

2

1

0

0

Ran Off

Fixed Object Road:

Pedestrian:

Backing

Non

Collision:

Other:

0

0

1

0

0

0

Accident Times:

Time

Number

Percent

07:30-09:30

1

16.67%

09:30-11:30

0

0.00%

11:30-13:30

1

16.67%

13:30-16:00

1

16.67%

16:00-18:30

2

33.33%

18:30-07:30

1

16.67%

Weekday:

6

100.00%

Weekend:

0

0.00%

D-3

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

G ST

SE

Summary for the time period of: 1/1/2002 To: 12/31/2002

Total Number of Accident 13

Total Number of Injuries 14

Contributing Factors:

Driver:

2 15.38%

Vehicle:

0 0.00%

Roadway:

3 23.08%

Unknown:

6 46.15%

Collision Types:

Right Angle: Left Turn:

3 2

Right Turn:

0

Rear End:

1

Side

Swiped:

2

Head On: Parked

2

2

Fixed Object Ran Off Road:

1 0

Pedestrian:

0

Backing

0

Non

Collision:

0

Other:

0

Accident Times:

Time

Number

Percent

07:30-09:30

0

0.00%

09:30-11:30

0

0.00%

11:30-13:30

2

15.38%

13:30-16:00

3

23.08%

16:00-18:30

3

23.08%

18:30-07:30

5

38.46%

Weekday:

9

69.23%

Weekend:

4

30.77%

D-4

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

G ST

SE

Summary for the time period of: 1/1/2003 To: 12/31/2003

Total Number of Accident 14

Total Number of Injuries 9

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
7 50.00%	0 0.00%	1 7.14%	5 35.71%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
3	2	0	2	3	2	0
Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:	
0	0	0	0	0	0	

Accident Times:

Time	Number	Percent
07:30-09:30	1	7.14%
09:30-11:30	0	0.00%
11:30-13:30	3	21.43%
13:30-16:00	2	14.29%
16:00-18:30	1	7.14%
18:30-07:30	7	50.00%
Weekday:	4	28.57%
Weekend:	5	35.71%

D-5

DDOT: Accident Summary Report (R-4)

Date:

Prepared By:

Location:

Quadrant: P. EVANS

BENNING RD

And

G ST

SE

Summary for the time period of: 1/1/2004 To: 12/31/2004

Total Number of Accident 18

Total Number of Injuries 22

Contributing Factors:

Driver:	Vehicle:	Roadway:	Unknown:
13 72.22%	0 0.00%	2 11.11%	3 16.67%

Collision Types:

Right Angle:	Left Turn:	Right Turn:	Rear End:	Side Swiped:	Head On:	Parked
4	4	0	5	1	0	0
Fixed Object	Ran Off Road:	Pedestrian:	Backing	Non Collision:	Other:	
2	0	0	0	0	1	

Accident Times:

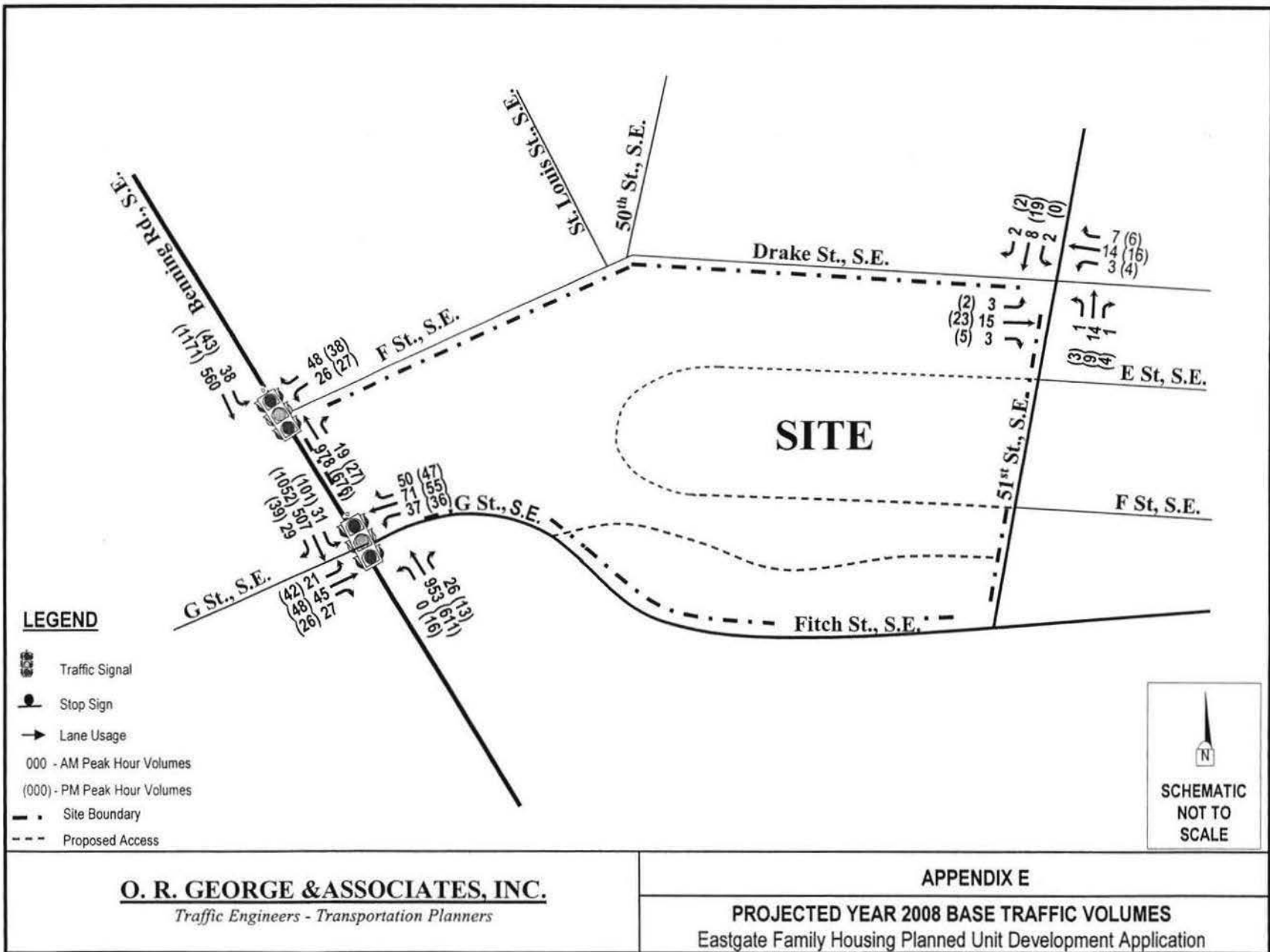
Time	Number	Percent
07:30-09:30	2	11.11%
09:30-11:30	3	16.67%
11:30-13:30	1	5.56%
13:30-16:00	3	16.67%
16:00-18:30	3	16.67%
18:30-07:30	6	33.33%
Weekday:	11	61.11%
Weekend:	7	38.89%

D-6

APPENDIX

E

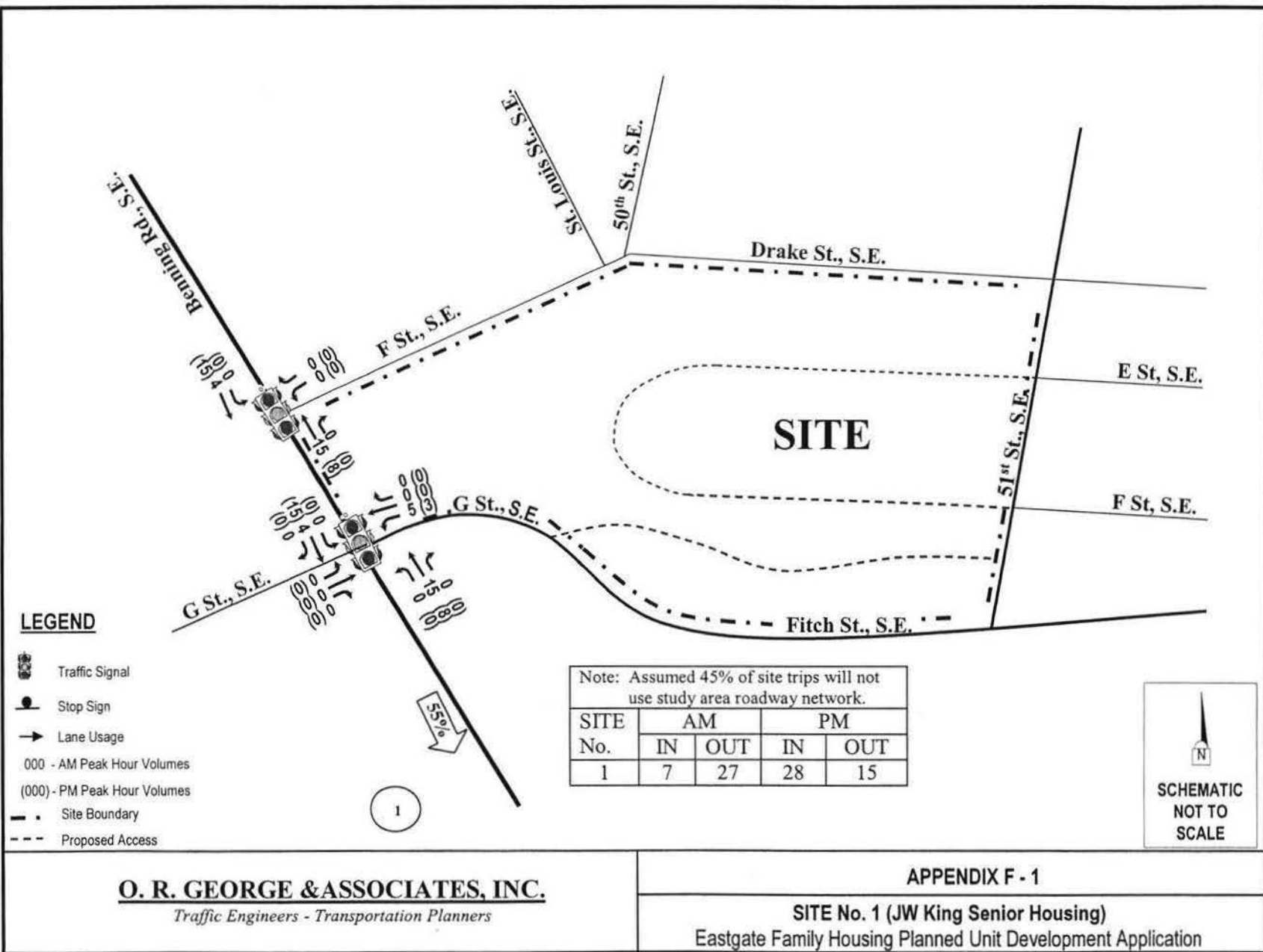
PROJECTED YEAR 2008 BASE TRAFFIC SITUATION



APPENDIX

F

TRAFFIC ASSIGNMENT SHEETS FOR
OTHER/BACKGROUND DEVELOPMENTS



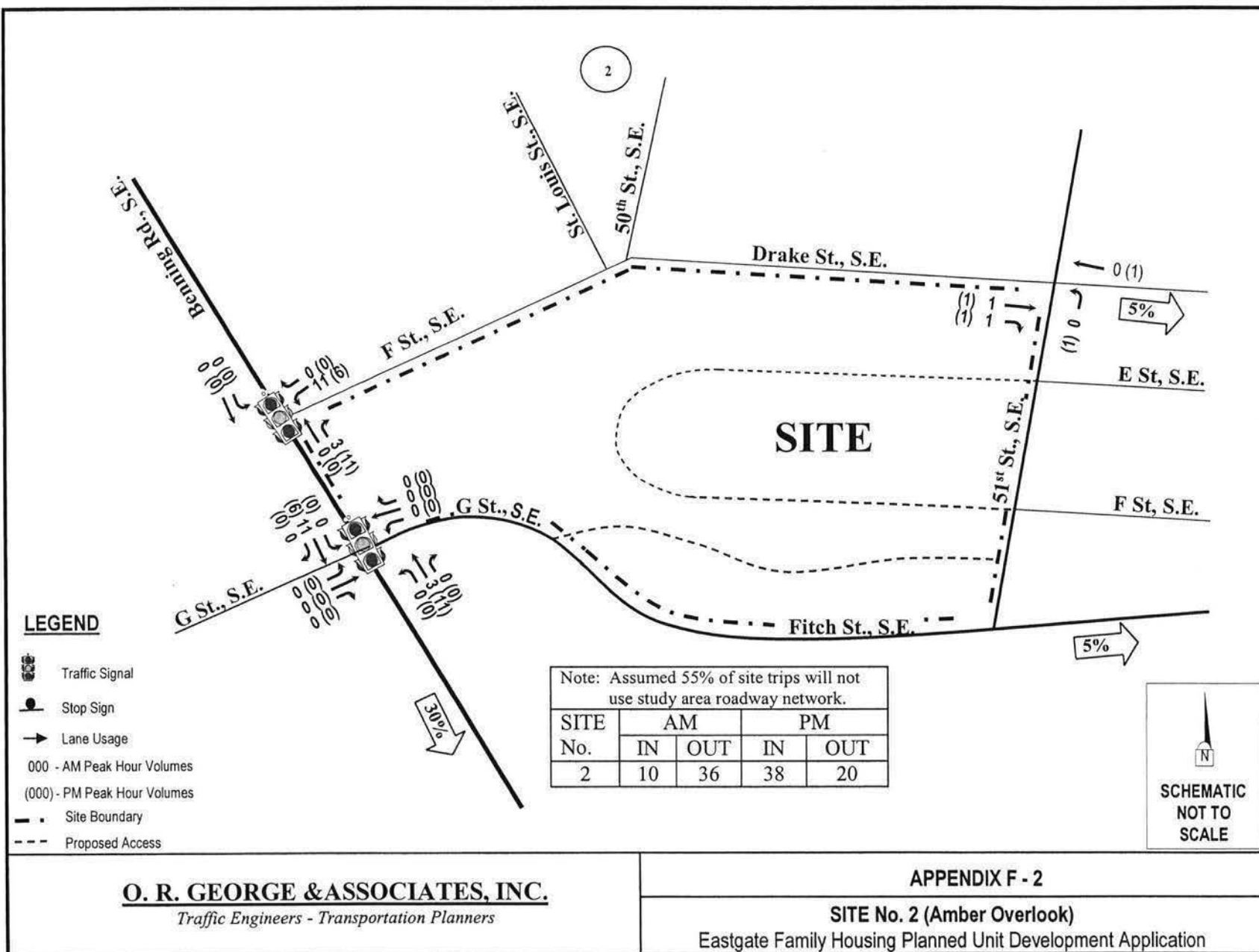
O. R. GEORGE & ASSOCIATES, INC.

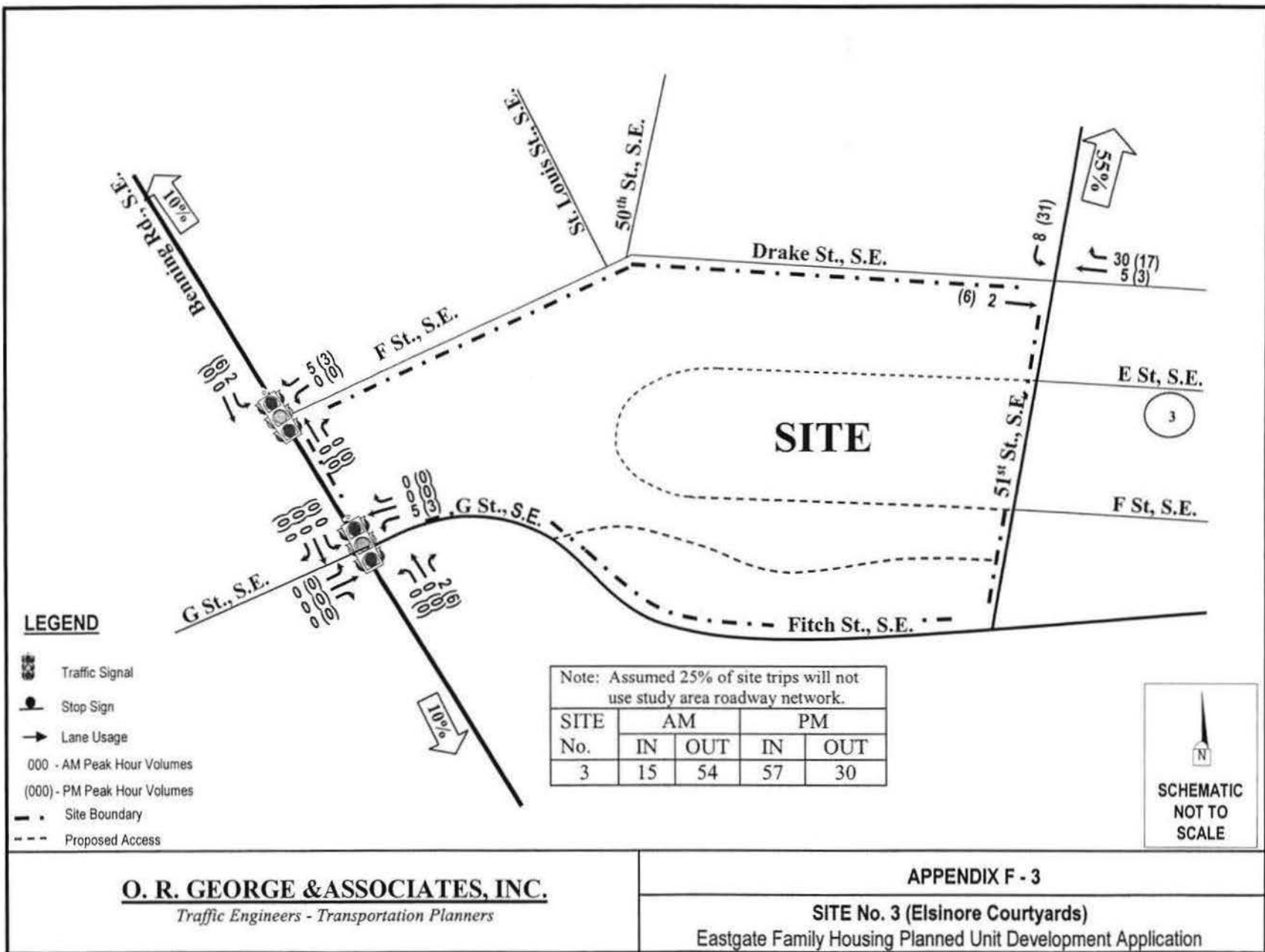
Traffic Engineers - Transportation Planners

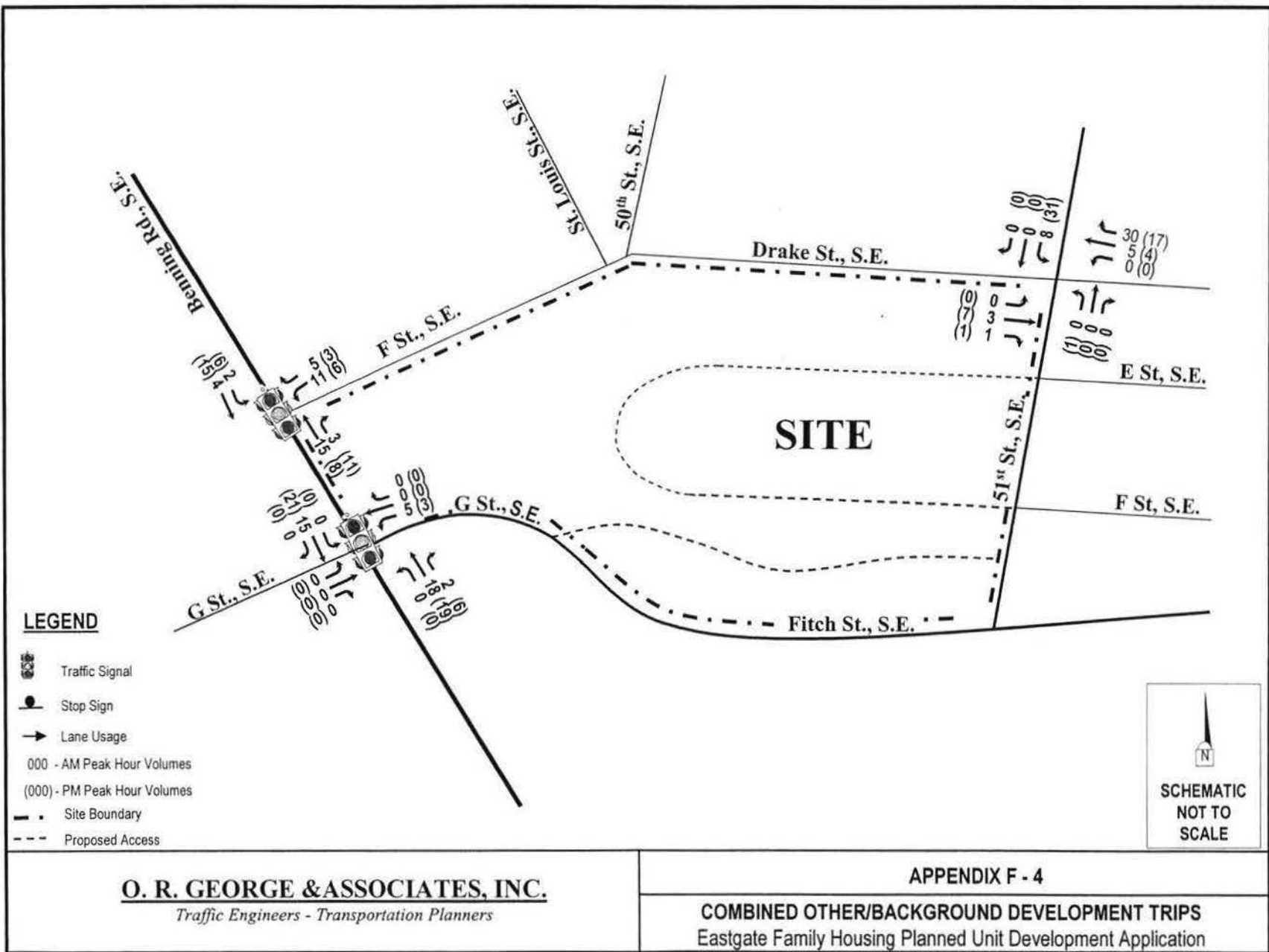
APPENDIX F - 1

SITE No. 1 (JW King Senior Housing)
Eastgate Family Housing Planned Unit Development Application

F-2







F-4

APPENDIX

G

CAPACITY ANALYSIS WORKSHEETS
PROJECTED YEAR 2008
BACKGROUND TRAFFIC SITUATION

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. Date Performed Time Period						Intersection Area Type Jurisdiction Analysis Year						
ORGA - IJB ORGA 3/17/2005 AM Background						Benning Rd @ F Street All other areas District of Columbia 2008						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				37		53		999	22	40	564	
% Heavy veh				0		0		0	0	0	0	
PHF				0.77		0.77		0.95	0.95	0.89	0.89	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate					117			1075			679	
Lane group cap.					400			2188			1790	
v/c ratio					0.29			0.49			0.38	
Green ratio					0.25			0.65			0.65	
Unif. delay d1					30.3			9.0			8.1	
Delay factor k					0.50			0.50			0.50	
Increment. delay d2					1.8			0.8			0.6	
PF factor					1.000			1.000			1.000	
Control delay					32.2			9.8			8.7	
Lane group LOS					C			A			A	
Approch. delay				32.2			9.8			8.7		
Approach LOS				C			A			A		
Intersec. delay	10.8			Intersection LOS						B		

G-1

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA -IJB					Intersection	Benning Rd @ F Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PM Background					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				33		41		684	38	49	1186	
% Heavy veh				0		0		0	0	0	0	
PHF				0.96		0.96		0.89	0.89	0.93	0.93	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate					77			812			1328	
Lane group cap.					401			2177			1925	
v/c ratio					0.19			0.37			0.69	
Green ratio					0.25			0.65			0.65	
Unif. delay d1					29.5			8.1			11.1	
Delay factor k					0.50			0.50			0.50	
Increm. delay d2					1.1			0.5			2.0	
PF factor					1.000			1.000			1.000	
Control delay					30.6			8.6			13.2	
Lane group LOS					C			A			B	
Apprch. delay				30.6			8.6			13.2		
Approach LOS				C			A			B		
Intersec. delay	12.1			Intersection LOS						B		

G-2

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ G St					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	AM Background					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	21	45	27	42	71	50	0	971	28	31	522	29
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.73	0.73	0.73	0.79	0.79	0.79	0.89	0.89	0.89	0.95	0.95	0.95
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension		3.0			3.0			3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		128			206			1122			613	
Lane group cap.		388			380			2185			1845	
v/c ratio		0.33			0.54			0.51			0.33	
Green ratio		0.25			0.25			0.65			0.65	
Unif. delay d1		30.7			32.5			9.2			7.8	
Delay factor k		0.50			0.50			0.50			0.50	
Increment. delay d2		2.3			5.5			0.9			0.5	
PF factor		1.000			1.000			1.000			1.000	
Control delay		32.9			38.0			10.1			8.3	
Lane group LOS		C			D			B			A	
Approch. delay		32.9			38.0			10.1			8.3	
Approach LOS		C			D			B			A	
Intersec. delay		13.7			Intersection LOS						B	

G-3

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ G Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PM Background					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	42	48	26	39	55	47	16	630	19	101	1073	39
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.80	0.80	0.84	0.81	0.81	0.80	0.88	0.88	0.88	0.92	0.92	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			6			6	
Unit Extension		3.0			3.0			3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		143			175			756			1318	
Lane group cap.		360			376			1952			1685	
v/c ratio		0.40			0.47			0.39			0.78	
Green ratio		0.25			0.25			0.65			0.65	
Unif. delay d1		31.2			31.8			8.2			12.5	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		3.3			4.1			0.6			3.7	
PF factor		1.000			1.000			1.000			1.000	
Control delay		34.5			35.9			8.8			16.2	
Lane group LOS		C			D			A			B	
Apprch. delay		34.5			35.9			8.8			16.2	
Approach LOS		C			D			A			B	
Intersec. delay		16.4		Intersection LOS							B	

G-4

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		ORGA-IJB			Intersection		Queens Stroll @ 51st St.		
Agency/Co.		O.R. GEORGE & ASSOCIATES			Jurisdiction		D.C.		
Date Performed		3/17/2005			Analysis Year		2008		
Analysis Time Period		AM Background							
Project ID EASTGATE FAMILY									
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L		T	R	
Volume		3	18	4	3		19	37	
%Thrus Left Lane		50			50				
Approach		Northbound			Southbound				
Movement		L	T	R	L		T	R	
Volume		1	14	1	10		8	2	
%Thrus Left Lane		50			50				
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.92		0.92		0.92		0.92	
Flow Rate		26		63		17		20	
% Heavy Vehicles		0		0		0		0	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns		0.1		0.0		0.1		0.5	
Prop. Right-Turns		0.2		0.6		0.1		0.1	
Prop. Heavy Vehicle									
hLT-adj		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj		-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj		1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed		3.97		3.97		3.97		3.97	
Departure Headway and Service Time									
hd, initial value		3.20		3.20		3.20		3.20	
x, initial		0.02		0.06		0.02		0.02	
hd, final value		3.97		3.97		3.97		3.97	
x, final value		0.03		0.06		0.02		0.02	
Move-up time, m		2.0		2.0		2.0		2.0	
Service Time		2.0		2.0		2.0		2.0	
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity		276		313		267		270	
Delay		7.08		6.88		7.15		7.23	
LOS		A		A		A		A	
Approach: Delay		7.08		6.88		7.15		7.23	
LOS		A		A		A		A	
Intersection Delay		7.01							
Intersection LOS		A							

G-5

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	ORGA-JJB				Intersection	Queens Stroll @ 51st St.		
Agency/Co.	O.R. GEORGE & ASSOCIATES				Jurisdiction	D.C.		
Date Performed	3/17/2005				Analysis Year	2008		
Analysis Time Period	PM Background							
Project ID EASTGATE FAMILY								
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume	2	30	6		4	20	23	
%Thrus Left Lane	50				50			
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume	4	9	4		39	19	2	
%Thrus Left Lane	50				50			
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.92		0.92		0.92		0.92	
Flow Rate	40		49		17		64	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.1		0.2		0.7	
Prop. Right-Turns	0.2		0.5		0.2		0.0	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	4.05		4.05		4.05		4.05	
Departure Headway and Service Time								
hd, initial value	3.20		3.20		3.20		3.20	
x, initial	0.04		0.04		0.02		0.06	
hd, final value	4.05		4.05		4.05		4.05	
x, final value	0.04		0.05		0.02		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.0		2.0		2.0		2.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	290		299		267		314	
Delay	7.24		7.05		7.14		7.56	
LOS	A		A		A		A	
Approach: Delay	7.24		7.05		7.14		7.56	
LOS	A		A		A		A	
Intersection Delay	7.29							
Intersection LOS	A							

G-6

APPENDIX

H

CAPACITY ANALYSIS WORKSHEETS
PROJECTED YEAR 2008
TOTAL TRAFFIC SITUATION
(Including Eastgate Family Housing)

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ F Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	AM Total					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				39		56		999	22	42	565	
% Heavy veh				0		0		0	0	0	0	
PHF				0.77		0.77		0.95	0.95	0.89	0.89	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
Timing	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate					124			1075			682	
Lane group cap.					400			2188			1776	
v/c ratio					0.31			0.49			0.38	
Green ratio					0.25			0.65			0.65	
Unif. delay d1					30.5			9.0			8.2	
Delay factor k					0.50			0.50			0.50	
Increment. delay d2					2.0			0.8			0.6	
PF factor					1.000			1.000			1.000	
Control delay					32.5			9.8			8.8	
Lane group LOS					C			A			A	
Approch. delay				32.5			9.8			8.8		
Approach LOS				C			A			A		
Intersec. delay	10.9			Intersection LOS						B		

H-1

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA -JJB					Intersection	Benning Rd @ F Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PMTotal					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	0	0	0	0	0	0	2	0	0	2	0
Lane group					LR			TR			LT	
Volume (vph)				34		42		687	40	51	1192	
% Heavy veh				0		0		0	0	0	0	
PHF				0.96		0.96		0.89	0.89	0.93	0.93	
Actuated (P/A)				P		P		P	P	P	P	
Startup lost time					2.0			2.0			2.0	
Ext. eff. green					2.0			2.0			2.0	
Arrival type					3			3			3	
Unit Extension					3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0			0		0	0		0			
Lane Width					10.0			10.0			10.0	
Parking/Grade/Parking	N		N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr					0			0			0	
Unit Extension					3.0			3.0			3.0	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate				79			817			1337		
Lane group cap.				401			2177			1916		
v/c ratio				0.20			0.38			0.70		
Green ratio				0.25			0.65			0.65		
Unif. delay d1				29.6			8.1			11.2		
Delay factor k				0.50			0.50			0.50		
Increment. delay d2				1.1			0.5			2.1		
PF factor				1.000			1.000			1.000		
Control delay				30.7			8.6			13.3		
Lane group LOS				C			A			B		
Approch. delay				30.7				8.6				13.3
Approach LOS				C				A				B
Intersec. delay	12.2			Intersection LOS						B		

H-2

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ G St					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	AM Total					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group	LTR			LTR			LTR			LTR		
Volume (vph)	21	45	27	46	71	56	0	971	29	31	524	32
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.73	0.73	0.73	0.79	0.79	0.79	0.89	0.89	0.89	0.95	0.95	0.95
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time	2.0			2.0			2.0			2.0		
Ext. eff. green	2.0			2.0			2.0			2.0		
Arrival type	3			3			3			3		
Unit Extension	3.0			3.0			3.0			3.0		
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width	10.0			10.0			10.0			10.0		
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			0			0	
Unit Extension	3.0			3.0			3.0			3.0		
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25				Cycle Length C = 100.0								
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		128			219			1124			619	
Lane group cap.		386			378			2185			1845	
v/c ratio		0.33			0.58			0.51			0.34	
Green ratio		0.25			0.25			0.65			0.65	
Unif. delay d1		30.7			32.9			9.2			7.8	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		2.3			6.3			0.9			0.5	
PF factor		1.000			1.000			1.000			1.000	
Control delay		33.0			39.2			10.1			8.3	
Lane group LOS		C			D			B			A	
Approch. delay		33.0			39.2			10.1			8.3	
Approach LOS		C			D			B			A	
Intersec. delay		14.0			Intersection LOS						B	

H-3

SHORT REPORT												
General Information						Site Information						
Analyst	ORGA - IJB					Intersection	Benning Rd @ G Street					
Agency or Co.	ORGA					Area Type	All other areas					
Date Performed	3/17/2005					Jurisdiction	District of Columbia					
Time Period	PM TOTAL					Analysis Year	2008					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Num. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Lane group		LTR			LTR			LTR			LTR	
Volume (vph)	42	48	26	41	55	50	16	632	23	107	1074	39
% Heavy veh	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.80	0.80	0.84	0.81	0.81	0.80	0.88	0.88	0.88	0.92	0.92	0.92
Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup lost time		2.0			2.0			2.0			2.0	
Ext. eff. green		2.0			2.0			2.0			2.0	
Arrival type		3			3			3			3	
Unit Extension		3.0			3.0			3.0			3.0	
Ped/Bike/RTOR Volume	0		0	0		0	0		0	0		0
Lane Width		10.0			10.0			10.0			10.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/hr												
Bus stops/hr		0			0			6			6	
Unit Extension		3.0			3.0			3.0			3.0	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 65.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y =	Y = 5	Y =	Y = 0	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adj. flow rate		143			181			762			1325	
Lane group cap.		357			375			1950			1654	
v/c ratio		0.40			0.48			0.39			0.80	
Green ratio		0.25			0.25			0.65			0.65	
Unif. delay d1		31.3			32.0			8.2			12.8	
Delay factor k		0.50			0.50			0.50			0.50	
Increm. delay d2		3.3			4.4			0.6			4.2	
PF factor		1.000			1.000			1.000			1.000	
Control delay		34.6			36.4			8.8			17.0	
Lane group LOS		C			D			A			B	
Apprch. delay		34.6			36.4			8.8			17.0	
Approach LOS		C			D			A			B	
Intersec. delay		16.9		Intersection LOS							B	

HCS2000™

Copyright © 2000 University of Florida, All Rights Reserved

Version 4.1e

H-4

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		ORGA-IJB			Intersection		Queens Stroll @ 51st St.		
Agency/Co.		O.R. GEORGE & ASSOCIATES			Jurisdiction		D.C.		
Date Performed		3/17/2005			Analysis Year		2008		
Analysis Time Period		AM TOTAL							
Project ID EASTGATE FAMILY									
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume		5	18	5	3	19	37		
%Thrus Left Lane		50			50				
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume		2	44	1	10	14	3		
%Thrus Left Lane		50			50				
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.92		0.92		0.92		0.92	
Flow Rate		29		63		50		28	
% Heavy Vehicles		0		0		0		0	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns		0.2		0.0		0.0		0.4	
Prop. Right-Turns		0.2		0.6		0.0		0.1	
Prop. Heavy Vehicle									
hLT-adj		0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj		-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj		1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed		4.06		4.06		4.06		4.06	
Departure Headway and Service Time									
hd, initial value		3.20		3.20		3.20		3.20	
x, initial		0.03		0.06		0.04		0.02	
hd, final value		4.06		4.06		4.06		4.06	
x, final value		0.03		0.07		0.06		0.03	
Move-up time, m		2.0		2.0		2.0		2.0	
Service Time		2.1		2.1		2.1		2.1	
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity		279		313		300		278	
Delay		7.20		6.99		7.36		7.28	
LOS		A		A		A		A	
Approach: Delay		7.20		6.99		7.36		7.28	
LOS		A		A		A		A	
Intersection Delay		7.18							
Intersection LOS		A							

HCS2000™

Copyright © 2003 University of Florida. All Rights Reserved

Version 4.1d

H-5

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	ORGA-JB				Intersection	Queens Stroll @ 51st St.			
Agency/Co.	O.R. GEORGE & ASSOCIATES				Jurisdiction	D.C.			
Date Performed	3/17/2005				Analysis Year	2008			
Analysis Time Period	PM TOTAL								
Project ID EASTGATE FAMILY									
East/West Street: QUEENS STROLL PLACE					North/South Street: 51st St.				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume	4	30	7		4	20	23		
%Thrus Left Lane	50				50				
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume	5	23	4		39	50	3		
%Thrus Left Lane	50				50				
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.92		0.92		0.92		0.92		
Flow Rate	43		49		33		99		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.1		0.2		0.4		
Prop. Right-Turns	0.2		0.5		0.1		0.0		
Prop. Heavy Vehicle									
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	4.16		4.16		4.16		4.16		
Departure Headway and Service Time									
hd, initial value	3.20		3.20		3.20		3.20		
x, initial	0.04		0.04		0.03		0.09		
hd, final value	4.16		4.16		4.16		4.16		
x, final value	0.05		0.05		0.04		0.12		
Move-up time, m	2.0		2.0		2.0		2.0		
Service Time	2.2		2.2		2.2		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity	293		299		283		349		
Delay	7.38		7.19		7.32		7.75		
LOS	A		A		A		A		
Approach Delay	7.38		7.19		7.32		7.75		
LOS	A		A		A		A		
Intersection Delay	7.49								
Intersection LOS	A								

H-6

Eastgate Family Housing PUD Additional Materials

**Prepared by A&R Development Corp.
On behalf of A&R/THC II, LLC**

**Eastgate PUD Submission
Developer Responses to DC Office of
Planning
December 2005**

Table of Contents

- 1. Status of MOU with the Local Business Opportunity Commission**
- 2. Copy of First Source Agreement with the DC DOES**
- 3. Discussion of “Urban Tree Park” and Conceptual Drawing**
- 4. Discussion of Unit Affordability**
- 5. Discussion of 5-foot access easements**
- 6. Discussion of Driveway Width**
- 7. Discussion of Alleys and Driveways**
- 8. Details on retaining walls and specification of retaining wall**
- 9. Chart showing side and rear yard requirements for all units**
- 10. Copy of Eastgate-Marshall Heights Neighborhood Alliance Master Plan**
- 11. Unit Elevations**

Status of MOU with Office of Local Business Development

The developer is in the process of finalizing a Memorandum of Understanding with Office of Local Business Development (OLBD). OLBD is currently reviewing the final budget for the Eastgate Senior project. Once the budget is reviewed, OLBD will finalize the MOU for the Eastgate Senior Building, which is beginning construction this month.

OLBD has not yet reviewed the Family information because they have expressed a desire to finalize the Senior component first. The developer is in regular communication with OLBD regarding reporting.

If there are any questions please feel free to contact OLBD directly. Our contact is:

Moses Animashaun
Office of Local Business Development
441 4th Street, NW
Room 970N
Judiciary Square Building
Washington, DC 20001

Phone: 202-727-5241

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Employment Services
Workforce Development Bureau



Ms. Dana S. Henson
Vice President
The Henson Development Company, Inc.
A & R Development
1040 Park Avenue, Suite 300
Baltimore, MD 21201

JUN 15 2005

Dear Ms. Henson:

Enclosed is your copy of the signed First Source Employment Agreement between the D.C. Department of Employment Services (DOES) and A&R THC, LLC.

Under the terms of the Agreement, you and your subcontractors have agreed to use the Eastgate Community Supportive Services Program (Eastgate CSSP) and the District of Columbia Housing Authority's Section 3 Program (DHCA) as the first source to fill all new jobs created as a result of the Eastgate Gardens Hope VI project. However, if the Eastgate CSSP and/or DHCA cannot refer qualified referrals within a forty-eight (48) hour period, you are required to immediately list the position with DOES. In addition, at least 51% of the newly created jobs must be filled by D.C. residents, as well as, at least 51% apprentices and trainees must be District residents.

To list your job opportunities with DOES, you should post your job vacancies to the Department of Employment Services' Virtual One-Stop (VOS) at www.dcnetworks.org. VOS is an advanced web-based workforce development system, which allows employers to place job orders and search for applicants by skill-set or position. The system also accommodates the employer looking for specific industrial and economic data and has a series of Internet links to a variety of issues and topics of interest to employers. Should you need assistance in posting your job vacancies, please contact Job Bank at (202) 698-6001.

Also, enclosed is a Contract Compliance Form, which must be completed and submitted by you and your subcontractors each month. This form collects data on all new hires employed on the project. A DOES contract monitor will compare the information you provide on this form with your actual employment and payroll records. If you have any questions regarding the Contract Compliance Form, please contact Shirley McKoy at (202) 698-5772.

Thank you for participating in the First Source Employment Agreement Program and we are looking forward to working with you.

Sincerely,

Susan O. Gilbert
Associate Director
Office of Employer Services

Enclosures

JUN 09 2005

FIRST SOURCE EMPLOYMENT AGREEMENT

Contract Number: HOPE VI – Eastgate Gardens, Zoning # 04-37
Contract Amount: HUD Grant award \$20,000,000
Project Name: Eastgate Gardens
Project Address: Benning and Fitch, SE Ward: 7
Nonprofit Organization: (Yes) _____ (No) X

This First Source Employment Agreement, in accordance with D.C. Law 14-24, D.C. Law 5-93, and Mayor's Order 83-265 for recruitment, referral, and placement of D.C. residents, is between the District of Columbia, Department of Employment Services, hereinafter referred to as DOES, and A&R/THC, LLC, hereinafter, referred to as EMPLOYER. Under this Employment Agreement, the EMPLOYER will use the Eastgate Community Supportive Services Program (Eastgate CSSP) and the District of Columbia Housing Authority's Section 3 Program (DCHA) as its first source (s) for recruitment, referral and placement of new hires or employees for the new jobs created by this project. In the event that the Eastgate CSSP and/or DCHA cannot refer the qualified personnel requested in a 48 hour period, the employer will immediately contact DOES for recruitment, referral and placement of new hires or employees for the new jobs created by this project and will hire 51% D.C. residents for all new jobs created, as well, as 51% of apprentices employed in connection with the project shall be District residents registered in programs approved by the District of Columbia Apprenticeship Council.

I. GENERAL TERMS

- A. The EMPLOYER will use Eastgate CSSP and DCHA as its first source for the recruitment, referral and placement of employees.
- B. The EMPLOYER will immediately contact DOES if Eastgate CSSP and/or DCHA cannot refer the qualified personnel requested within 48 hours.
- C. The EMPLOYER shall require all contractors and subcontractors with contracts totaling \$100,000 or more to enter into a First Source Employment Agreement with DOES.
- D. DOES will provide recruitment, referral and placement services to the EMPLOYER subject to the limitations set out in this Agreement.
- E. DOES participation in this Agreement will be carried out by the Office of the Director, with the Office of Employer Services, which, in addition to Eastgate

CSSP and DCHA, is responsible for referral and placement of employees, or such other offices or divisions designated by DOES.

- F. This Agreement shall take effect when signed by the parties below and shall be fully effective for the duration of the contract and any extensions or modifications to the contract.
- G. This Agreement shall not be construed as an approval of the EMPLOYER'S bid package, bond application, lease agreement, zoning application, loan or contract/ subcontract.
- H. DOES and the EMPLOYER agree that for purposes of this Agreement, new hires and jobs created (both union and nonunion) include all EMPLOYER'S job openings and vacancies in the Washington Standard Metropolitan Statistical Area created as a result of internal promotions, terminations and expansions of the EMPLOYER'S workforce, as a result of this project, including loans, lease agreements, zoning applications, bonds, bids and contracts.
- I. For purposes of this Agreement, apprentices as defined in D.C. Law 2-156, are included.
- J. The EMPLOYER shall register an apprenticeship program with the D.C. Apprenticeship Council for construction or renovation contracts or subcontracts totaling \$500,000 or more. This includes any construction or renovation contract or subcontract signed as the result of, but not limited to, a loan, bond, grant, Exclusive Right Agreement, street or alley closing, or a leasing agreement of real property for (one) 1 year or more. The D.C. Apprenticeship Office will provide technical assistance and guidance to the EMPLOYER in developing apprenticeship standards and servicing their apprenticeship programs after certification of approval. The EMPLOYER is not responsible for setting up a new curriculum for the required classroom related or supplemental training. However, the employer is responsible for all tuition cost for their apprentices' related/supplemental training according to the D.C. Apprenticeship Rules and Regulations. Employers may utilize one (1) of the four (4) available providers for related/supplemental training: D.C. School of Apprenticeship, Montgomery College, The Bryant Adult Education Center and Associated Builders and Contractors (ABC) facilities. Other means of supplemental training may be used, provided it meets the approval of the Apprenticeship Council.

II. RECRUITMENT

- A. The EMPLOYER will complete the attached Employment Plan which will indicate the number of new jobs projected, salary range, hiring dates and union requirements. The EMPLOYER will notify Eastgate CSSP and/or DCHA first and then DOES of its specific need for new employees as soon as that need is identified.

- B. Notification of specific needs, as set forth in Section II.A., must be given to DOES at least five (5) business days (Monday - Friday) 48 hours after request has been made to Eastgate CSSP and/or DCHA, before using any other referral source, and shall include, at a minimum, the number of employees needed by job title, qualification, hiring date, rate of pay, hours of work, duration of employment and work to be performed.
- C. Job openings to be filled by internal promotion from the EMPLOYER'S current workforce need not be referred to DOES for placement and referral.
- D. The EMPLOYER will submit to DOES, prior to starting work on the project, the names, and social security numbers of all current employees, including apprentices, trainees and laid off workers who will be employed on the project.

III. REFERRAL

DOES will screen and refer applicants according to the qualifications supplied by the EMPLOYER.

IV. PLACEMENT

- A. DOES will notify the EMPLOYER, prior to the anticipated hiring dates, of the number of applicants DOES will refer. DOES will make every reasonable effort to refer at least two qualified applicants for each job opening.
- B. The EMPLOYER will make all decisions on hiring new employees but will in good faith use reasonable efforts to select its new hires or employees from among the qualified persons referred by Eastgate CSSP, DCHA and/or DOES.
- C. In the event DOES is unable refer the qualified personnel requested, within five (5) business days (Monday - Friday) from the date of notification, the EMPLOYER will be free to directly fill remaining positions for which no qualified applicants have been referred. Notwithstanding, the EMPLOYER will still be required to hire 51% District residents for the new jobs created by the project.
- D. After the EMPLOYER has selected its employees, DOES will not be responsible for the employees' actions and the EMPLOYER hereby releases DOES, and the Government of the District of Columbia, the District of Columbia Municipal Corporation, and the officers and employees of the District of Columbia from any liability for employees' actions.

V. TRAINING

DOES and the EMPLOYER may agree to develop skills training and on-the-job training programs; the training specifications and cost for such training will be mutually agreed upon by the EMPLOYER and DOES and set forth in a separate Training Agreement.

VI. CONTROLLING REGULATIONS AND LAWS

- A. To this extent this Agreement is in conflict with any labor laws or governmental regulations, the laws or regulations shall prevail.
- B. DOES will make every effort to work within the terms of all collective bargaining agreements to which the EMPLOYER is a party.
- C. The EMPLOYER will provide DOES with written documentation that the EMPLOYER has provided the representative of any involved collective bargaining unit with a copy of this Agreement and has requested comments or objections. If the representative has any comments or objections the EMPLOYER will promptly provide them to DOES.

VII. EXEMPTIONS

- A. Contracts, subcontracts or other forms of government-assistance less than \$100,000.
- B. Employment openings the contractor will fill with individuals already employed by the company.
- C. Job openings to be filled by laid-off workers according to formally established recall procedures and rosters.
- D. Suppliers located outside of the Washington Standard Metropolitan Statistical Area and who will perform no work in the Washington Standard Metropolitan Statistical Area.

VIII. AGREEMENT MODIFICATIONS, RENEWAL, AND MONITORING

- A. If, during the term of this Agreement, the EMPLOYER should transfer possession of all or a portion of its business concerns affected by this Agreement to any other party by lease, sale, assignment, merger, or otherwise, the EMPLOYER as a condition of transfer shall:
 - 1. Notify the party taking possession of the existence of the EMPLOYER'S Agreement.
 - 2. Notify the party taking possession that full compliance with this Agreement is required in order to avoid termination of the project.
 - 3. EMPLOYER shall, additionally, advise DOES within seven (7) days of the transfer. This advice will include the name of the party taking possession and the name and telephone of that party's representative.

- B. DOES shall monitor EMPLOYER'S performance under this Agreement. The EMPLOYER will cooperate in DOES' monitoring effort and will submit a Contract Compliance Form to DOES monthly.
- C. To assist DOES in the conduct of the monitoring review, the EMPLOYER will make available payroll and employment records for the review period indicated.
- D. If additional information is needed during the review, the EMPLOYER will provide the requested information to DOES.
- E. With the submission of the final request for payment from the District, the EMPLOYER shall:
 - 1. Document in a report to the Contracting Officer its compliance with the Requirement that 51% of the new employees hired by the project be District residents; or
 - 2. Submit a request to the Contracting Officer for a waiver of compliance with The requirement that 51% of the new employees hired by the project be District residents and include the following documentations:
 - a. Material supporting a good faith effort to comply;
 - b. Referrals provided by DOES and other referral sources; and
 - c. Advertisement of job openings listed with DOES and other referral sources.
- F. The Contracting Officer may waive the requirement that 51% of the new employees hired by the project be District residents, if the Contracting Officer finds that:
 - 1. A good faith effort to comply is demonstrated by the contractor;
 - 2. The EMPLOYER is located outside the Washington Standard Metropolitan Statistical Area and none of the contract work is performed inside the Washington Standard Metropolitan Statistical Area; The Washington Standard Metropolitan Statistical Area includes the District of Columbia, The Virginia Cities of Alexandria, Falls Church, Manassas, Manassas Park, Fairfax, and Fredericksburg; the Virginia Counties of Fairfax, Arlington, Prince William, Loudon, Stafford, Clarke, Warren, Fauquier, Culpeper, Spotsylvania, and King George; the Maryland Counties of Montgomery, Prince Georges, Charles, Frederick, and Calvert; and the West Virginia Counties of Berkeley and Jefferson.
 - 3. The EMPLOYER enters into a special workforce development training or placement arrangement with DOES; or
 - 4. DOES certifies that insufficient numbers of District residents in the labor market possess the skills required by the positions created as a result of the contract.

- G. Willful breach of the First Source Employment Agreement by the EMPLOYER, or failure to submit the Contract Compliance Report, or deliberate submission of falsified data, may be enforced by the Contracting Officer through imposition of penalties, including monetary fines of 5% of the total amount of the direct and indirect labor costs of the contract.
- H. Nonprofit organizations are exempted from the requirement that 51% of the new employees hired on the project be District residents.
- I. The EMPLOYER and DOES, or such other agent as DOES may designate, may mutually agree to modify this Agreement.
- J. The project may be terminated because of the EMPLOYER'S non-compliance with the provisions of this Agreement.

Dated this 3rd day of May 2005

Signed:

Lucas O. Gullett

Department of Employment Services

Danahenson

Signature of Employer

A&R/THC, LLC

Name of Company

514 10th Street, NW, Washington, DC
Address

202-347-2257

Telephone

danahenson@comcast.net

email

EMPLOYMENT PLAN

NAME OF FIRM A&R/THC, LLC

ADDRESS 514 10th Street, NW, Suite 600, Washington, DC 20004

TELEPHONE NUMBER 202-347-2257 FEDERAL IDENTIFICATION NO. 52-2327572

CONTACT PERSON Dana S. Henson TITLE Project Manager

E-mail: danahenson@comcast.net TYPE OF BUSINESS Real Estate Development

ORIGINATING DISTRICT AGENCY D.C. Housing Authority

TYPE OF PROJECT HOPE VI FUNDING AMOUNT TBD

PROJECT START DATE Estimated October, 2005 PROJECT DURATION 3 years

NEW JOB CREATION PROJECTIONS (Attach additional sheets, as needed.) Please indicate the new position(s) your firm will create as a result of this project.

	JOB TITLE	# OF JOBS F/T P/T	SALARY RANGE	UNION MEMBERSHIP REQUIRED NAME LOCAL #	PROJECTED HIRE DATE
A	N/A	N/A	N/A	N/A	N/A
B					
C					
D					
E					
F					
G					
H					

CURRENT EMPLOYEES: Please list the names and social security numbers of all current employees including apprentices and trainees who will be employed on the project. Attach additional sheets as needed.

[illegible]

The Urban Tree Park at Eastgate

Introduction

As part of the redevelopment of the former Eastgate Gardens Public Housing complex in Southeast Washington, a development team consisting of community members, the DC Housing Authority, and a private developer envision the creation of an urban tree park on the site. The urban tree park would provide recreational, educational, environmental, and economic benefits.

In over 30 community meetings, consensus emerged that the development team should enhance an existing grove of trees on the Southwest corner of the Eastgate site. The vision was that existing trees would be preserved, new trees would be planted, and nature paths would meander through the area. Signage and displays would be used to identify the trees and other species. Other ideas include a rain garden to deal with storm water runoff and the reintroduction of wildflowers and native grasses to create an urban meadow.

The team is seeking partners in the private, public and non-profit sector to help make this vision a reality.

History

Eastgate Gardens was a severely distressed public housing project located at the intersection of Benning Road, Fitch, and 51st Street in the historic Marshall Heights neighborhood of Southeast Washington. Before the project was fully demolished in 2000 it was a blighting, dangerous presence in the neighborhood—a sea of poorly designed concrete structures, dangerous alleys, and indefensible space.

A group of residents of the former Eastgate, Inita Jackson, Laverne Hedrick, and Lucy Brown, negotiated with DC Housing Authority to seek funding to redevelop Eastgate. The three women formed the Eastgate Redevelopment Associates, and along with the DC Housing Authority sought federal funding for the redevelopment. In 2002, the Housing Authority received a \$20 million HOPE VI grant from the US Department of Housing and Urban Development. The HOPE VI grant was used to leverage over \$70 million of additional investment from the District of Columbia, Low Income Housing Tax Credits, and Citibank. The Housing Authority selected a development team of A&R Development and The Henson Company, two minority-owned developers with a proven track record of inner city redevelopment.

Vision

The development plan for the site—which is approximately 17 acres—calls for the construction of a new mixed-income, new-urbanist community. Rental and homeownership units, market rate and low income units will be interspersed throughout the site—indistinguishable from each other. In total, there will be 20 single family homes, 105 town homes, and two large grand homes. The site plan calls for new storm water management systems, new streets and alleys, and the preservation of existing green space.

With a large site of 17 acres, the development team immediately saw an opportunity to maximize density where possible, and preserve green space where practical. The Southwest corner of the site was the most practical space to preserve and enhance open space. This corner of the site slopes dramatically and is covered with an array of mature trees.

The vision for the urban tree park calls preserving the existing trees, planting new species of trees, creating a winding path through the tree grove, adding interpretative signage, and adding lighting and or fencing for safety. We also are exploring the addition of a rain garden at the top of Tree Park, an urban meadow with native grasses and wildflowers, and trail connections to the tot lots that are planned for the site.

Benefits

The urban tree park would provide recreational, educational, environmental, and possibly, economic benefits

Recreational benefits would be the primary benefit from the creation of an urban tree park. The park would provide a place where homeowners and renters could go to escape the urban landscape and relax. The walking path through the area would provide a place for exercise.

With the addition of signage identifying local tree species, the park would provide educational benefits for those interesting in nature. Additional signage would be added to the rain garden to teach interested parties about sustainable storm water practices. Finally, opportunities exist for future partnerships with schools and local environmental groups to further utilize the space.

There are multiple environmental benefits to this plan. First, both new trees and a new rain garden will reduce pollution and run-off. second, preserving this area will enhance the habitat for local wildlife. The area is already a vibrant habitat for local birds.

Finally, the developer sees a potential double bottom line of ecological and economic benefit from adding this amenity. In an area facing many challenges, the additional of high quality green space will be an added amenity that will allow us to sell homes to as wide of a section of the marketplace as possible.

Partners

The development team is currently in discussions with multiple partners in DC Government and the private non-profit sector about programming, funding, and operating the urban tree park.

Team

Developer:	A&R Development The Henson Company DC Housing Authority Eastgate Redevelopment Associates
Landscape Architect:	Lee Edgecombe and Associates
Site Engineer:	Bowman Engineering
Architect:	Grimm and Parker

Affordability of Rental and Homeownership Units

Rental

The New Eastgate will be a true mix-income community with low income, moderate income, and market rate units for sale and for rent. The market and affordable units will be indistinguishable from each other and will be interspersed throughout the site.

All 61 of the rental units will be public housing replacement units that are subject to an Annual Contributions Contract (ACC). They will also be subject to the restrictions of the Federal Low Income Housing Tax Credit Program (LIHTC). The LIHTC restriction limits the incomes of families in the rental units to below 60% of Area Median Income. (\$55,710 for a 3-BR unit, assuming 4.5 person occupancy)

The ACC contract requires that tenants pay no more than 30% of their monthly income to rent, regardless of their income. Generally speaking, ACC rents are a combination of the tenant portion (30% of the resident's monthly income) and the ACC subsidy. The ACC subsidy can be no more than \$360/month. The amount of subsidy that the housing authority will provide per unit is dependent on the amount of tenant contribution per unit. If the tenant contribution is \$0, then the ACC subsidy will be \$360 for that unit. If the tenant contribution is \$100, then the ACC subsidy will be \$260. ($\$100 + \$260 = \360)

The Housing Authority will attempt to create several income tiers in the ACC units in order to minimize ACC subsidy, ensure income mixing, and create positive net cash flow. In other words, 20 of the 61 ACC units will be reserved for families making 30% of AMI, and 10 will be reserved for families making 40% of AMI. Because rents for these families are higher than the AEL Level of \$360—the housing authority will not have to attach subsidy to them and the rents will be enough to cover expenses. Typical rents for a 30% AMI unit would be around \$700/month.

Homeownership

The homeownership units will be priced at three levels—low-income, moderate income, and market rate. As of writing, there are 23 low income units, 38 moderate income units, and 64 market rate units. The units will be interspersed throughout the development in town-homes. The 20 single family homes will all be market rate.

Low Income units will be priced at or below 60% AMI, moderate income units will be priced between 60-80% AMI, and market rate units will be priced to market. Based on conservative underwriting assumptions, low income for sale townhomes will be available to families at or above 45% AMI.

The affordable units will have soft second mortgages from the DC Housing Authority which are able to be recaptured in proportion to the length of time the issue remains in the owners hands.

Easements

The Eastgate site plan calls for two 5 foot easements behind the row of townhomes fronting on Queen's Stroll Place, Public Street 1 and Public Street 2. The purposes of these easements are to improve opportunities for maintenance and trash removal for the homeowners and the management company.

The easement will allow for the management company to get heavy equipment, such as lawnmowers, into the rear yards of these units, without dragging them through the house. It will also allow homeowners and the management company to bring out trash through the rear of the unit.

The current plan is to not pave or improve the easement area. These areas will be maintained by the Homeowners Association. Fences in the rear yards can only be approved and erected with consent of the Homeowners Association.

Driveway Width

The architectural drawings for the Eastgate town-homes do not accommodate the pairing of driveways. A gable roof above the garage cannot have two roof lines merging together because it presents a drainage issue. Therefore, we are asking that Section 21.128(d) of the zoning code, which requires that driveway aprons are 28 feet apart, be waived as part of the PUD.

In response to concerns about driveways, the development team has met several times with Carolyn Pollock of the DC Department of Transportation. Ms. Pollock did not raise an objection to the spacing of driveways and encouraged us to seek relief from zoning. Ms. Pollack did have concerns with driveways within 40ft of a public street intersection. In response to this concern, we have eliminated the driveways for 3 units that are within intersections to comply with this requirement.

Alleys and Driveways at Eastgate

As part of the vision for a New Urbanist, Traditional Neighborhood Design (TND) at the New Eastgate, the development team attempted to maximize the use of rear alleys and strong street-front façades. This design scheme was used wherever practical and possible, including for twenty-four (24) units fronting on Fitch Street, eighteen (18) units on Public Street 2, and twenty (20) units on 51st Street. However, for the remaining number of units the development team decided to not include alleys. Instead the team used front-loaded garages or, if necessary, front-loaded parking pads. Issues of grade, cost, marketing and community input all influenced our decision to not use alleys in particular locations.

Grade was a significant issue for the single family homes, the units on F Street SE, and on the south side of Public Street 1. Adding alleys here would cause a significant increase in the amount of earthwork, particularly for units with rear garages. Site engineering issues are a particularly troublesome issue at Eastgate, and wherever possible the team attempted to minimize our impact on the scope of this work.

Cost was also consideration, particularly on the units behind Queen's Stroll Place. The cost for alleys instead of front drives was approximately \$150,000 for 18 houses—many of which are rental units. For a project facing significant construction cost escalation, and a high concentration of low-income units, removing alleys was the sort of difficult design decision that had to be made in order to allow the overall project to work financially. While the for-sale units in this strand might be able to absorb the cost of adding alleys, the low-income units are unable to because of restrictions on price.

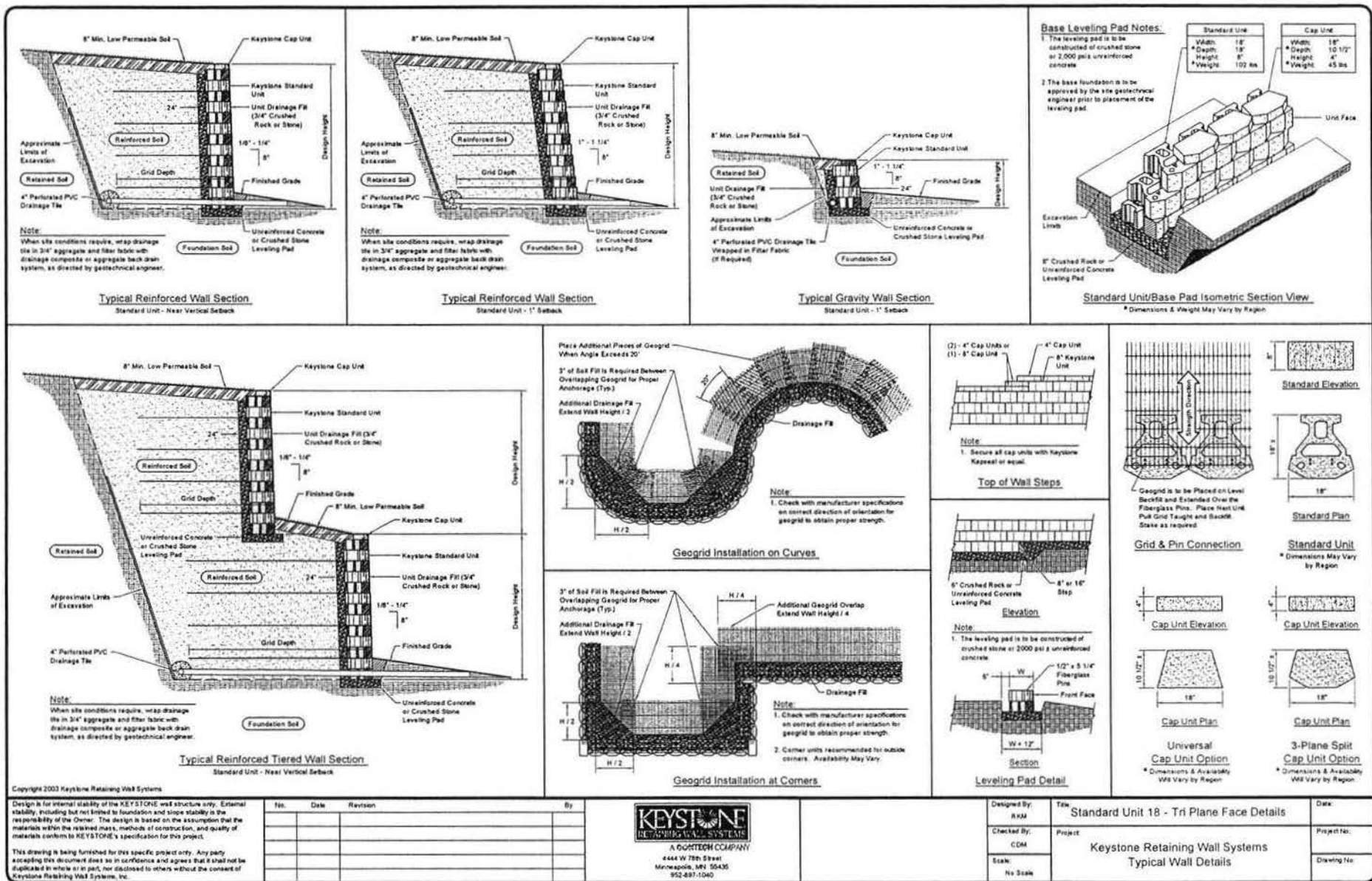
Marketing considerations also came into play in our decision to use front driveways at Queen's Stroll place. Because of slope issues, the development team had to locate three-story front and two-story rear units along Queens Stroll. There is no space to add a garage to the two story rear units, so if an alley was included, the parking would have to be on an exterior pad. Market research has told us that, given the choice, people prefer the safety and protection of a garage as opposed to a parking pad, particularly in the rear of a building. Another marketing consideration was the provision of private green space. The addition on alleys at F Street would remove the fairly large private backyards that we are providing—which is an important marketing and sales feature in a dense inner city community.

Community feedback was also a critical part of our decision making process. Our original site plan had many alleys behind the units along Public Street 1. However, the development team sponsored over 30 community meetings, and a majority of the people in these meetings expressed a dislike for the alleys because of concerns over safety and snow removal. We believe that current site plan is a successful compromise which meets community concerns while also addressing legitimate urban design issues. It includes a judicious mix of some front driveways along with rear alleys.

Details on Retaining Walls

The developer used retaining walls to alleviate grade changes on the site. A single 400 foot retaining wall was used between Public Street #2 and Public Street #3. A tiered wall of approximately 300 feet was also used behind the curving line of single family homes at the center of the site. The single wall ranges from 17 feet tall to 5 feet tall. The highest level of the tiered wall is 23 feet (with a level at 10 feet and a level at 13). All retaining walls will have a fence on the top for safety.

The retaining wall product that we are proposing is a block retaining wall made by Keystone. This system provides an attractive wall finish and provides for a strong retaining wall system. Attached is the product information for the system.



**Eastgate Family Housing
Side and Rear Yard Conformance**

Unit Type	Townhouse					Townhouse					Townhouse			
Building #	Building 1					Building 2					Building 3			
Lot #	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 7	Lot 8	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13	Lot 14
Lot Area (S.F.)	1682	1254	1254	1254	1682	1681	1254	1254	1254	1682	1682	1254	1254	1254
Lot Width (L.F.) (14' from ROW)	29.5	22	22	22	29.5	29.5	22	22	22	29.5	29.5	22	22	22
Unit Footprint (S.F.)	761	761	761	761	761	761	761	761	761	761	761	761	761	761
Floor Area (S.F.)	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
Floor Area Ratio	1.34	1.80	1.80	1.80	1.34	1.34	1.80	1.80	1.80	1.34	1.34	1.80	1.80	1.80
Percentage Of Lot Occupancy	45.2%	60.7%	60.7%	60.7%	45.2%	45.3%	60.7%	60.7%	60.7%	45.2%	45.2%	60.7%	60.7%	60.7%
Front Yard Setback (L.F.)	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81	1.81
Rear Yard Setback (L.F.)	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19	16.19
Side Yard Setback (L.F.)	7.50	-	-	-	7.50	7.50	-	-	-	7.50	7.50	-	-	-
Building Height (L.F.)	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56
Lot Conformance														
Rear >= 20ft	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet
Side >=8ft	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet

Eastgate Family Housing
Side and Rear Yard Conformance

Townhouse Building 4						Townhouse Building 5					Townhouse Building 6						
Lot 15	Lot 16	Lot 17	Lot 18	Lot 19	Lot 20	Lot 21	Lot 22	Lot 23	Lot 24	Lot 25	Lot 26	Lot 27	Lot 28	Lot 29	Lot 30	Lot 31	Lot 32
1681	1681	1254	1254	1254	1681	3455	2367	2252	2189	2913	2913	2172	2173	2172	2913	2913	2173
29.5	29.5	22	22	22	29.5	29.5	22	22	22	29.6	29.5	22	22	22	29.5	29.5	22
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.34	1.34	1.80	1.80	1.80	1.34	0.65	0.95	1.00	1.03	0.78	0.78	1.04	1.04	1.04	0.78	0.78	1.04
45.3%	45.3%	60.7%	60.7%	60.7%	45.3%	22.0%	32.2%	33.8%	34.8%	26.1%	26.1%	35.0%	35.0%	35.0%	26.1%	26.1%	35.0%
1.81	1.81	1.81	1.81	1.81	1.81	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05	16.05
16.19	16.19	16.19	16.19	16.19	16.19	56.01	49.53	45.50	43.78	43.70	43.70	43.70	43.70	43.70	43.70	43.70	43.70
7.50	7.50	-	-	-	7.50	7.50	-	-	-	7.50	7.50	-	-	-	7.50	7.50	-
33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56
Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet
Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse			Townhouse			Grand Home	Grand Home	Townhouse			Townhouse			Townhouse		
Building 7			Building 8			Building 9	Building 10	Building 11			Building 12			Building 13		
Lot 33	Lot 34	Lot 35	Lot 36	Lot 37	Lot 38	Lot 39	Lot 40	Lot 41	Lot 42	Lot 43	Lot 44	Lot 45	Lot 46	Lot 47	Lot 48	Lot 49
2172	2173	2913	2913	2173	2913	8520	7573	1918	1430	1917	1560	1430	1430	1917	1918	1430
22	22	29.5	29.5	22	29.5	96	116.5	29.5	22	29.5	24	22	22	29.5	29.5	22
761	761	761	761	761	761	2583	2583	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	4359	4359	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.04	1.04	0.78	0.78	1.04	0.78	0.51	0.58	1.18	1.58	1.18	1.45	1.58	1.58	1.18	1.18	1.58
35.0%	35.0%	26.1%	26.1%	35.0%	26.1%	30.3%	34.1%	39.7%	53.2%	39.7%	48.8%	53.2%	53.2%	39.7%	39.7%	53.2%
16.05	16.05	16.05	16.05	16.05	16.05	8.00	8.00	7.00	4.25	7.00	7.00	7.00	4.25	7.00	7.00	4.25
43.70	43.70	43.70	43.70	43.70	43.70	24.08	0.34	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00
-	-	7.50	7.50	-	7.50	14.34	18.67	7.50	-	2.98	2.00	-	-	7.50	7.50	-
33.56	33.56	33.56	33.56	33.56	33.56	23.99	23.99	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56

Meet	Meet	Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet
Meet	Meet	Not Meet	Not Meet	Meet	Not Meet	Meet	Meet	Not Meet	Meet	Not Meet	Not Meet	Meet	Meet	Not Meet	Not Meet	Meet

Eastgate Family Housing
Side and Rear Yard Conformance

House		Townhouse Building 14					Townhouse Building 15				Townhouse Building 16						
Lot 50	Lot 51	Lot 52	Lot 53	Lot 54	Lot 55	Lot 56	Lot 57	Lot 58	Lot 59	Lot 60	Lot 61	Lot 62	Lot 63	Lot 64	Lot 65	Lot 66	Lot 67
1430	1560	1560	1430	1430	1430	2510	2078	1430	1428	1918	1749	1345	1345	1345	1842	1926	1347
22	24	24	22	22	22	38.61	31.97	22	22	29.53	29.4	22	22	22	30.97	33.31	22
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.58	1.45	1.45	1.58	1.58	1.58	0.90	1.09	1.58	1.58	1.18	1.29	1.68	1.68	1.68	1.23	1.17	1.68
53.2%	48.8%	48.8%	53.2%	53.2%	53.2%	30.3%	36.6%	53.2%	53.3%	39.7%	43.5%	56.6%	56.6%	56.6%	41.3%	39.5%	56.5%
7.00	7.00	7.00	4.25	7.00	4.25	7.48	11.00	11.00	11.00	8.48	0.38	0.38	0.38	0.38	0.37	1.16	0.00
19.00	19.00	19.00	19.00	19.00	19.00	19.00	19.00	18.00	18.00	18.00	18.10	21.71	21.63	21.54	21.76	19.73	19.73
-	2.00	2.00	-	-	-	12.09	9.97	-	-	3.20	2.87	-	-	-	7.57	7.53	-
33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56
Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet
Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse			Townhouse					Townhouse					Townhouse				
Building 17			Building 18					Building 19					Building 20				
Lot 68	Lot 69	Lot 70	Lot 71	Lot 72	Lot 73	Lot 74	Lot 75	Lot 76	Lot 77	Lot 78	Lot 79	Lot 80	Lot 81	Lot 82	Lot 83	Lot 84	Lot 85
1345	1347	1895	1849	1347	1345	1347	1908	1891	1347	1345	1347	1893	1895	1345	1335	2150	1747
22	22	33.44	34.36	22	22	22	33.66	33.39	22	22	22	33.42	32.88	22	22	42	30.22
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.68	1.68	1.19	1.16	1.68	1.68	1.68	1.18	1.19	1.68	1.68	1.68	1.19	1.19	1.68	1.69	1.05	1.29
56.6%	56.5%	40.2%	39.0%	56.5%	56.6%	56.5%	39.9%	40.2%	56.5%	56.6%	56.5%	40.2%	40.2%	56.6%	57.0%	38.4%	43.6%
4.04	0.01	2.26	1.88	0.36	4.05	0.37	2.25	1.88	0.26	3.69	0.45	2.16	2.82	0.61	2.95	1.34	1.54
18.51	18.51	19.72	19.66	19.66	18.51	18.51	19.66	19.66	19.66	18.25	18.50	19.65	18.96	18.48	18.48	18.00	18.23
-	-	7.59	8.45	-	-	-	7.79	7.53	-	-	-	7.56	7.79	-	-	11.31	7.50
33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	24.50
Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet
Meet	Meet	Not Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse Building 21				Townhouse Building 22					Townhouse Building 23					Townhouse Building 24			
Lot 86	Lot 87	Lot 88	Lot 89	Lot 90	Lot 91	Lot 92	Lot 93	Lot 94	Lot 95	Lot 96	Lot 97	Lot 98	Lot 99	Lot 100	Lot 101	Lot 102	Lot 109
1482	1543	1561	2123	2680	1615	1616	1621	2557	2498	1606	1591	1581	2117	2303	1345	1871	2251
22.06	22.01	22	29.61	29.82	22.06	22	22.03	30.67	29.79	22.08	22.01	22.02	29.52	39.05	22	33.3	32
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.52	1.46	1.45	1.06	0.84	1.40	1.40	1.39	0.88	0.90	1.41	1.42	1.43	1.07	0.98	1.68	1.21	1.00
51.3%	49.3%	48.8%	35.8%	28.4%	47.1%	47.1%	46.9%	29.8%	30.5%	47.4%	47.8%	48.1%	35.9%	33.0%	56.6%	40.7%	33.8%
2.84	4.14	0.99	4.06	8.51	4.07	6.42	3.81	7.75	8.96	4.23	6.47	3.67	7.24	0.42	0.42	0.42	19.25
25.98	25.98	28.37	27.51	22.80	27.69	28.10	27.13	24.80	22.90	25.52	26.79	26.70	24.48	23.93	19.08	18.00	12.11
-	-	-	7.50	7.63	-	-	-	8.37	7.73	-	-	-	7.50	10.36	-	6.78	10.00
24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50
Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Not Meet
Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Not Meet	Meet	Meet	Meet	Not Meet	Meet	Meet	Not Meet	Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse Building 25				Townhouse Building 26				Townhouse Building 27				Townhouse Building 28					
Lot 110	Lot 111	Lot 112	Lot 113	Lot 114	Lot 115	Lot 116	Lot 117	Lot 118	Lot 119	Lot 120	Lot 121	Lot 122	Lot 133	Lot 134	Lot 135	Lot 136	Lot 137
1548	1548	1548	2075	2075	1548	1548	2075	2075	1548	1548	1548	2079	2913	2172	2173	2913	2913
22	22	22	29.5	29.5	22	22	29.5	29.5	22	22	22	29.5	29.5	22	22	29.5	29.5
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.46	1.46	1.46	1.09	1.09	1.46	1.46	1.09	1.09	1.46	1.46	1.46	1.09	0.78	1.04	1.04	0.78	0.78
49.2%	49.2%	49.2%	36.7%	36.7%	49.2%	49.2%	36.7%	36.7%	49.2%	49.2%	49.2%	36.6%	26.1%	35.0%	35.0%	26.1%	26.1%
16.50	19.25	16.50	19.25	19.25	16.50	19.25	16.50	19.25	16.50	19.25	16.50	19.25	13.65	13.65	13.65	13.65	13.65
12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	12.11	46.10	46.10	46.10	46.10	46.10
-	-	-	7.50	7.50	-	-	7.50	7.50	-	-	-	7.50	7.50	-	-	7.50	7.50
24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	33.56	33.56	33.56	33.56	33.56
Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Meet
Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Not Meet	Not Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse Building 29				Townhouse Building 30					Townhouse Building 31					Townhouse Building 32			
Lot 138	Lot 139	Lot 140	Lot 141	Lot 142	Lot 143	Lot 144	Lot 145	Lot 146	Lot 147	Lot 148	Lot 149	Lot 150	Lot 151	Lot 152	Lot 153	Lot 154	Lot 155
2173	2173	2172	2913	2913	2173	1535	1535	2232	3120	2145	2145	2145	2876	2876	2145	2145	2145
22	22	22	29.5	29.5	22	22	22	32	29.5	22	22	22	29.5	29.5	22	22	29.5
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
1.04	1.04	1.04	0.78	0.78	1.04	1.47	1.47	1.01	0.72	1.05	1.05	1.05	0.79	0.79	1.05	1.05	1.05
35.0%	35.0%	35.0%	26.1%	26.1%	35.0%	49.6%	49.6%	34.1%	24.4%	35.5%	35.5%	35.5%	26.5%	26.5%	35.5%	35.5%	35.5%
13.65	13.65	13.65	13.65	13.65	13.65	13.65	13.65	13.65	19.25	16.50	19.25	16.50	19.25	19.25	16.50	19.25	16.50
46.10	46.10	46.10	46.10	46.10	46.10	17.10	17.10	17.10	39.25	39.25	39.25	39.25	39.25	39.25	39.25	39.25	39.25
-	-	-	7.50	7.50	-	-	-	10.00	10.00	-	-	-	7.50	7.50	-	-	-
33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50
Meet	Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet
Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Townhouse Building 33						Townhouse Building 34					Townhouse Building 35						
Lot 156	Lot 157	Lot 158	Lot 159	Lot 160	Lot 161	Lot 166	Lot 167	Lot 168	Lot 169	Lot 170	Lot 171	Lot 172	Lot 173	Lot 174	Lot 175	Lot 176	Lot 177
2876	2876	2145	2145	2145	2876	2876	2145	2145	2145	2876	2876	2145	2145	2145	2876	2876	2145
29.5	29.5	22	22	22	29.5	29.5	22	22	22	29.5	29.5	22	22	22	29.5	29.5	22
761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761	761
2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259	2259
0.79	0.79	1.05	1.05	1.05	0.79	0.79	1.05	1.05	1.05	0.79	0.79	1.05	1.05	1.05	0.79	0.79	1.05
26.5%	26.5%	35.5%	35.5%	35.5%	26.5%	26.5%	35.5%	35.5%	35.5%	26.5%	26.5%	35.5%	35.5%	35.5%	26.5%	26.5%	35.5%
19.25	19.25	16.50	19.25	16.50	19.25	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50	13.50
39.25	39.25	39.25	39.25	39.25	39.25	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00
7.50	7.50	-	-	-	7.50	7.50	-	-	-	7.50	7.50	-	-	-	7.50	7.50	-
24.50	24.50	24.50	24.50	24.50	24.50	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56	33.56
Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet	Meet
Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Meet

Eastgate Family Housing Side and Rear Yard Conformance

Townhouse			Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
Building 36			Family	Family	Family	Family	Family	Family	Family	Family	Family	Family	Family	Family	Family	Family	Family
Lot 178	Lot 179	Lot 180	Lot 103	Lot 104	Lot 105	Lot 106	Lot 107	Lot 108	Lot 123	Lot 124	Lot 125	Lot 126	Lot 127	Lot 128	Lot 129	Lot 130	Lot 131
2145	2145	3120	3669	3660	5247	5752	5310	4238	4025	4361	4291	4309	4295	4292	5528	6547	7262
22	22	32	62.99	61	67.94	69.18	63.96	64.8	60.96	61.14	60.18	60.43	60.23	60.13	60.26	60.04	59.74
761	761	761	1268	1268	1460	1268	1268	1268	1268	1268	1268	1268	1268	1268	1268	1268	1268
2259	2259	2259	3217	3217	3409	3217	3217	3217	3217	3217	3217	3217	3217	3217	3217	3217	3217
1.05	1.05	0.72	0.88	0.88	0.65	0.56	0.61	0.76	0.80	0.74	0.75	0.75	0.75	0.75	0.58	0.49	0.44
35.5%	35.5%	24.4%	34.6%	34.6%	27.8%	22.0%	23.9%	29.9%	31.5%	29.1%	29.6%	29.4%	29.5%	29.5%	22.9%	19.4%	17.5%
13.50	13.50	13.50	8.75	9.83	15.52	12.75	12.86	12.86	8.11	8.54	8.42	8.86	7.85	8.13	6.96	7.08	9.24
45.00	45.00	45.00	13.00	13.00	20.41	39.64	35.11	9.75	19.38	18.78	19.12	18.46	19.29	20.62	33.27	44.95	50.63
-	-	10.00	7.50	7.50	7.50	7.72	7.85	7.52	7.50	8.11	7.50	7.84	7.51	7.57	7.58	7.64	7.52
33.56	33.56	33.56	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92	22.92

Meet	Meet	Meet	Not Meet	Not Meet	Meet	Meet	Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Meet	Meet	Meet	Meet
Meet	Meet	Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet	Not Meet

**Eastgate Family Housing
Side and Rear Yard Conformance**

Single Family Lot 132	Single Family Lot 162	Single Family Lot 163	Single Family Lot 164	Single Family Lot 165
6463	6730	5915	5956	6689
60.78	80.01	97.34	97.93	79.31
1268	1460	1460	1268	1460
3217	3409	3409	3217	3409
0.50	0.51	0.58	0.54	0.51
19.6%	21.7%	24.7%	21.3%	21.8%
9.66	15.71	12.08	17.70	15.71
52.59	45.29	49.10	43.27	45.29
7.63	7.72	7.84	8.64	8.00
22.92	22.92	22.92	22.92	22.92

Meet	Meet	Meet	Meet	Meet
Not Meet	Not Meet	Not Meet	Meet	Meet

Master Plan Summary – Eastgate Gardens

I. Existing Physical Condition Site Assessment

Geographic Features

The 250-acre Marshall Heights neighborhood can be described as hilly with gentle slopes and elevations that change by as much as 128 feet in some places. The lowest point in the area occurs at the intersection of Benning Road and East Capitol Street with an elevation of 78 feet above sea level, while the highest point, 205 feet, occurs in the middle of the block defined by Astor Place, B Street, 50th and 51st Street. A similar change in grade occurs on the Eastgate Gardens site, which has a lower elevation along Benning Road and a higher plateau occupying approximately a quarter of the site at the upper northeast corner. The change in grade across the Eastgate Gardens site is approximately 80 feet, with the southwest corner of the site at the intersection of Benning Road and Fitch Street at the bottom of a slope with more than a 20% grade down from the plateau area. A mixed grove of oaks, maples and other indigenous species, many of which have trunks that exceed 12" in diameter, lines the slope. The steepest part of the sight faces due south and receives sun from early in the morning until late in the day. Prevailing winds in the area are generally approaching the site from a southwesterly direction.

Existing Zoning/Land Use

A look at District of Columbia zoning guidelines reveals that Marshall Heights contains pockets of commercial zoning along its borders, but is primarily zoned residential (R-2 and R-5-A). In addition to the zoned areas shown on the map on the following page, Marshall Heights also contains three large parcels dedicated to educational use and two government-controlled park areas within a 45-minute walk (Fort Chapin and Fort Dupont). Most of the neighborhood is zoned R-5-A (a Residential – Low Density Apartment Houses level of zoning). Exceptions are two residential areas at the northeast and northwest corners of the site which are zoned R-2 (Residential - One-Family Semi-detached Dwellings). As the more restrictive of the two zoning classifications, the R-2 areas contain only single family and duplex homes. The R-5-A zone, however, contains a mix of single-family, duplex and multi-family three- and four-story apartment houses. Vacant lots and buildings are prevalent throughout the R-5-A area, but are far less common in the areas with R-2 zoning, which presumably continue to thrive due to a higher percentage of home-ownership. The R-2 areas, designed with uniform lot sizes and front and side yard setbacks, contain attractive, well-maintained homes and streets.

Circulation/Infrastructure

Because of its location at the eastern edge of the District, adjacent to the State border with Maryland, and along the east-west artery of East Capitol Street, the Marshall Heights community serves as a gateway into the District for suburban commuters. Public transportation is readily available both east and west of the neighborhood in the form of two metro stations – nearby Benning Road Metro Station (a 25-minute walk from center of the Eastgate Gardens site) and the Capitol Heights Metro Station (a 40-minute walk). Area buses supplement the Metro system by running passengers from the heart of the Marshall Heights community along 51st and 53rd Streets to each Metro stop. Benning Road, another major artery into the city center, borders the Marshall Heights neighborhood immediately adjacent to the Eastgate Gardens site and offers many bus routes connecting to the Benning Road Metro station.

Master Plan Summary – Eastgate Gardens

Neighborhood Amenities

As shown in the map on the following page, there is a concentration of commercial areas containing retail, District of Columbia government services such as a police station, a fire station, a post office, and a library along Benning Road at and to the north of East Capitol Street. The Marshall Heights neighborhood boasts an unusually large number of churches – with the area along East Capitol Street at Central Avenue containing eight churches within four blocks of one another. Congregants include a mix of Marshall Heights residents and former residents who continue their affiliation with the area's churches. The neighborhood's churches provide many community services including, in some cases, daycare, senior activities, meal programs and counseling. Community services such as the Metropolitan Police Boys & Girls Club is to the north of Marshall Heights and the Benning Park Recreation Center is just to the south of the residential area.

II. Master Planning Process and Product

The S.W.O.T. Exercise

The September 17-18, 2002 charrette began with a review (and confirmation) of the existing conditions as found by the planners. Actual charrette planning, with community involvement, began with the S.W.O.T (Strengths, Weaknesses, Opportunities, and Threats) exercise. The S.W.O.T., designed to enlist the community in defining existing neighborhood assets and needs, yielded elements that would later serve as the foundation of the Master Plan. Results of the S.W.O.T. exercise are in the Master Plan document.

Existing Eastgate Gardens/Marshall Heights characteristics, such as friendly and familiar neighbors, community pride and involvement, block parties, a relaxed suburban atmosphere, rolling hills, and the view back to downtown, were all noted as assets to be featured. Conversely, existing neighborhood aspects such as street crime, drug traffic, and illegal dumping were mentioned as activities that could hopefully be avoided by minimizing the number of unsupervised outdoor spaces, including, primarily, vacant and abandoned properties. Physical structures such as a police substation, a cultural arts center, more green space, a playground, a health clinic, and multi-generational housing, were prioritized for inclusion in the Master Plan. It was concluded that already successful features such as large backyards, and well-used front porches should be repeated.

Other S.W.O.T. exercise results include defining additional services needed by the community (e.g., a new shuttle bus to transport seniors to and from Metro stops and children to and from recreation centers). Some community members expressed a desire for greater community participation through parent involvement in the schools, more senior involvement in a neighborhood watch program, and more community-run after-school programs for children. It was noted that neighborhood revitalization should include opportunities for residents to financially invest in new development.

Master Plan Summary – Eastgate Gardens

Proposed Land-Use and Circulation/Infrastructure

Although not a direct component of the Eastgate Gardens Master Plan, an evaluation of the larger (250-acre) Marshall Heights neighborhood is critical to understanding both successful and unsuccessful land-use patterns in the surrounding area. Analysis of neighboring zoning was used to provide an understanding of how zoning can impact the physical and social health of a community. This analysis was also a source of ideas for how best to develop the Eastgate Gardens site.

It is clear that the western (Benning Road) and northern (East Capitol Street and Central Avenue) boundaries of Marshall Heights are distinct physical boundaries – due to the high volume of traffic found on these roads. Appropriately, Marshall Heights' commercially-zoned areas are located along both of these arteries, close to Metro stops when possible. They are relatively successful from a land-use standpoint but could be optimized by the replacement of some current tenants with better quality retailers, more locally run small businesses, and community common space.

Marshall Heights areas zoned as R-2 are developed with single-family homes and duplexes on uniformly spaced lots and are physically well kept. In contrast, areas zoned R-5-A contain a mix of single-family homes and three- and four-story apartment buildings, many of which are abandoned or poorly maintained. Blocks along many of Marshall Heights' streets contain exclusively single-family homes, but most of these blocks also have a significant number of vacant lots or abandoned structures on them. Discussion among community members made it clear that single-family homes are far more desirable than the multi-family apartment buildings that have been blighting the landscape over the last 20 years. Homeownership has traditionally resulted in better resident responsibility for maintenance and care for their properties' condition. Marshall Heights residents have expressed a clear desire for R-2 level, low-density use of the Eastgate Gardens site. Within the larger Marshall Heights neighborhood, future infill development should meet R-2 zoning requirements.

In an effort to create a fortified edge condition, high-density usage (four-story apartment buildings and three-story townhouses) and medium-density (four-unit grandhouses, and two-story townhouses) should be located along neighborhood (and site) boundaries such as Benning Road and Fitch Street. Gateways into the R-2 areas can be created by widening 51st Street (a north-south bus route) and C Street (east-west) and adding landscaped circular traffic islands at gateways along Benning Road, Southern Avenue, Central Avenue and Fitch Street.

Marshall Heights is home to three schools – Fletcher-Johnson Middle School, Nalle Elementary School, and CW Harris Elementary School. In completing the S.W.O.T. exercise it was suggested that community members desire more green space suitable for children to play. It was determined, therefore, that a site on the block at the steepest area of the neighborhood (defined by Astor Place, B Street, 50th and 51st Street) just to the northeast of the Nalle School would be used for a small park. Inside of the Target Site another park would be created by preserving the grove of existing trees on the hill above Fitch Street. Additionally, a cultural center will be located at Benning Road and F Street.

Master Plan Summary – Eastgate Gardens

Master Plan for Eastgate Gardens

After considering the larger neighborhood and its relationship to the Eastgate Gardens site, the community focused on the site itself. Higher-density structures (townhouses and grandhouses) should be limited to the outside boundaries of the property, with lower-density structures occupying the remainder of the site. The cultural arts center should sit at the intersection of Benning Road and F Street opposite the existing commercially-zoned area. The grove of existing trees should be preserved as a park.

In order to create a low-density (R-2 zoned) area in the interior of the site, a street grid pattern echoing that of the surrounding R-2 areas must be brought into the site. Community members expressed an interest in establishing a street grid that followed the land contours of this very steep site much like the curving streets in the existing R-2 areas at both the north-east and north-west corners of the Marshall Heights neighborhood. In an effort to connect with the streets that run into the site, streets begin on the grid and then curve around the site to minimize the disturbance of the grade. Community members also requested that within the site single-family homes, duplexes and grandhouses be intermingled in order to eliminate concentrations of any one type of housing. The allocation of housing types was determined by the proportion of the lots suggested by the street grid dimensions.

Gateway entrances to the site were determined to be located at the intersection of F Street and 50th Street to the north, and at E Street and 51st Street on the eastern edge (F Street shifts two blocks from one side of the site to the other). From the east, E Street would continue into the site, becoming a divided street with a landscaped island and terminating at a playground marking the entrance to a park. A pedestrian stairway and paved winding bike path would lead down the decline, crossing over the new street mid-way down the hill, providing access to both to Fitch Street and the cultural arts center.

Architectural Styles for New Eastgate Development

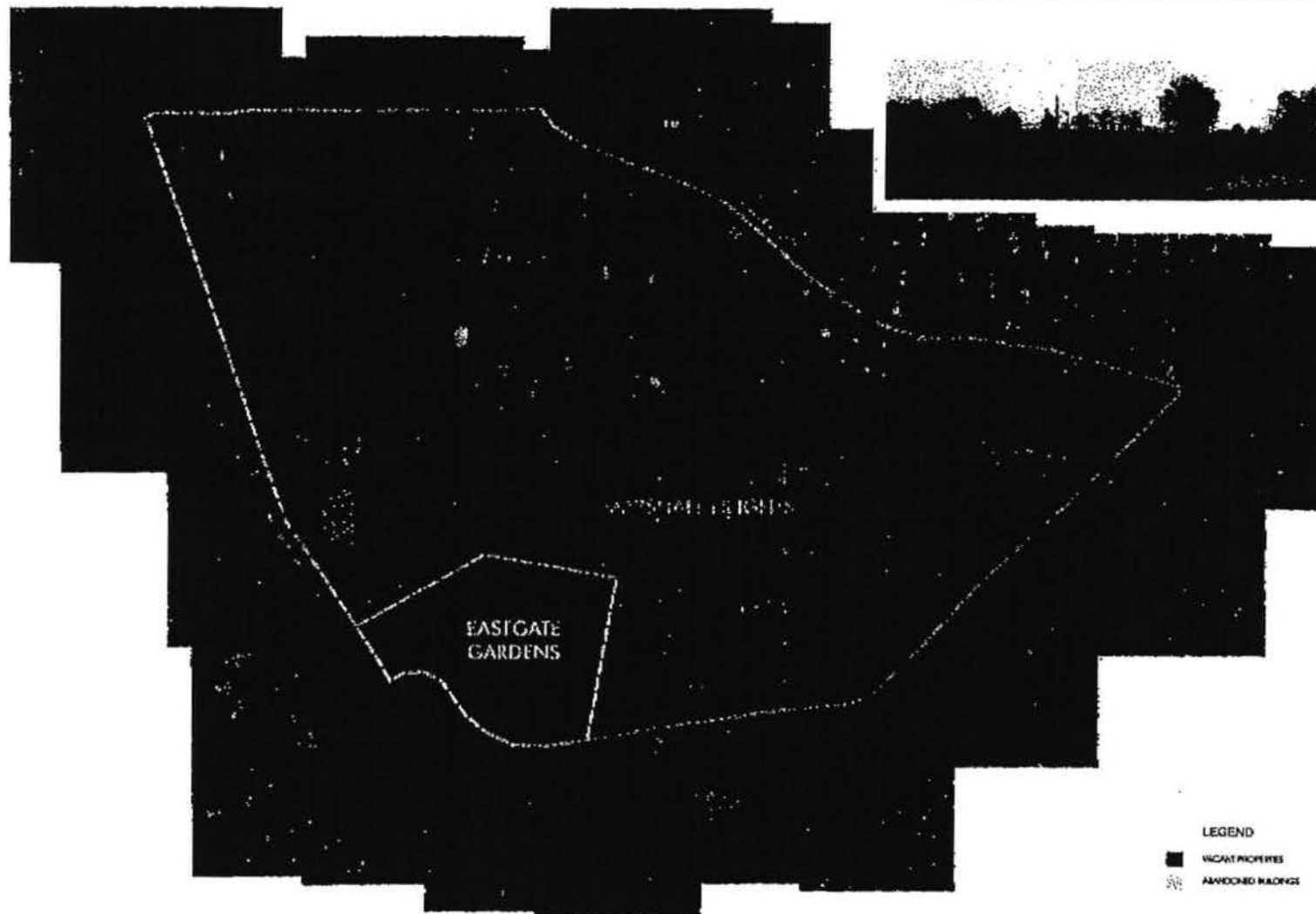
The final stage of the charrette was focused on determining a direction for the future architectural style of the Eastgate Gardens site. Participants reviewed images of the surrounding architectural context, including examples of Victorian farmhouse, English cottage, 1950's Ranch, and Bungalow-style single-family homes were reviewed. Planners also pointed out that it is a unique phenomenon in the District that residential architectural styles are increasingly more eclectic with distance from downtown. This information appealed to the community, as the stated objective is to generate an individualistic look for Eastgate Gardens. It was agreed that the architectural style should complement the surrounding architecture.

Examples presented at the charrette included elements such as covered porches, bay windows, front doors facing the street, peaked roofs, and garages. The architectural style for townhouses, duplexes, single-family and grandhouses suggested by the planners and supported by the community conveys that eclectic sentiment. Bold and bright colors accent Victorian, Tudor and Craftsmen style facade detailing. Oval windows and door lights complement sturdy porch detailing and bay window projections. The resulting look for both the Eastgate Gardens site and the surrounding Marshall Heights neighborhood balances the historic context of the surrounding architecture with the personality of the residents of Eastgate Gardens who are building their community today.

EASTGATE GARDENS MASTER PLAN

WASHINGTON, D.C.

DISTRICT OF COLUMBIA HOUSING AUTHORITY
& EASTGATE/MARSHALL HEIGHTS NEIGHBORHOOD ALLIANCE



THE JAIR LYNCH COMPANIES/ SORG AND ASSOCIATES, P.C.
SITE ASSESSMENT

AERIAL PHOTOGRAPH
Not To Scale

11/28/05 MON 13:51 FAX 2025352573

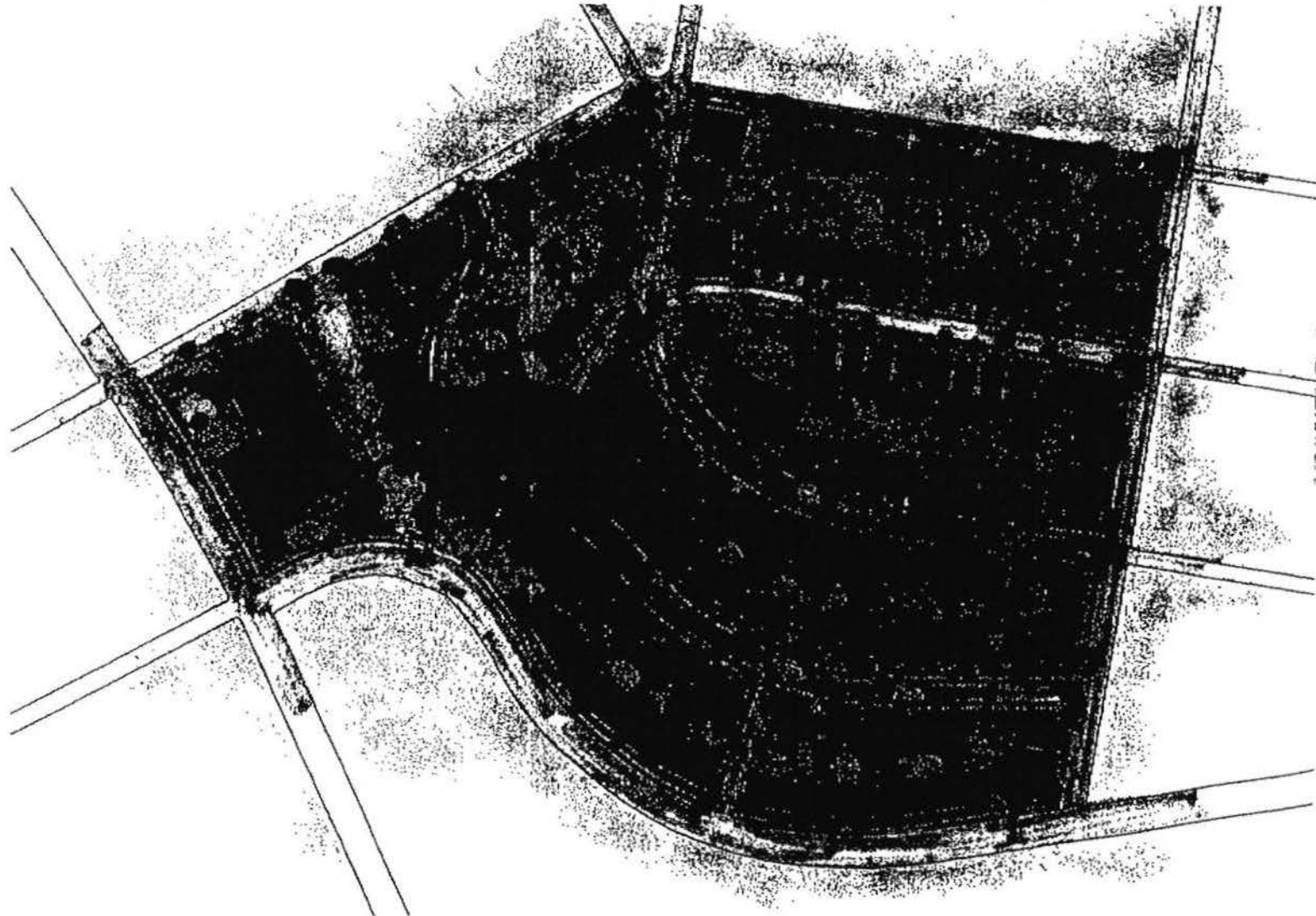
DCHA/OPD

007

EASTGATE GARDENS MASTER PLAN

WASHINGTON, D.C.

DISTRICT OF COLUMBIA HOUSING AUTHORITY
& EASTGATE/MARSHALL HEIGHTS NEIGHBORHOOD ALLIANCE



THE JAIR LYNCH COMPANIES/ SORG AND ASSOCIATES. P.C.
SITE ASSESSMENT

CHARRETTE MASTER PLAN
Scale: 1" = 50'-0"

11/28/05 MON 13:52 FAX 2025352573

DCHA/OPD

008

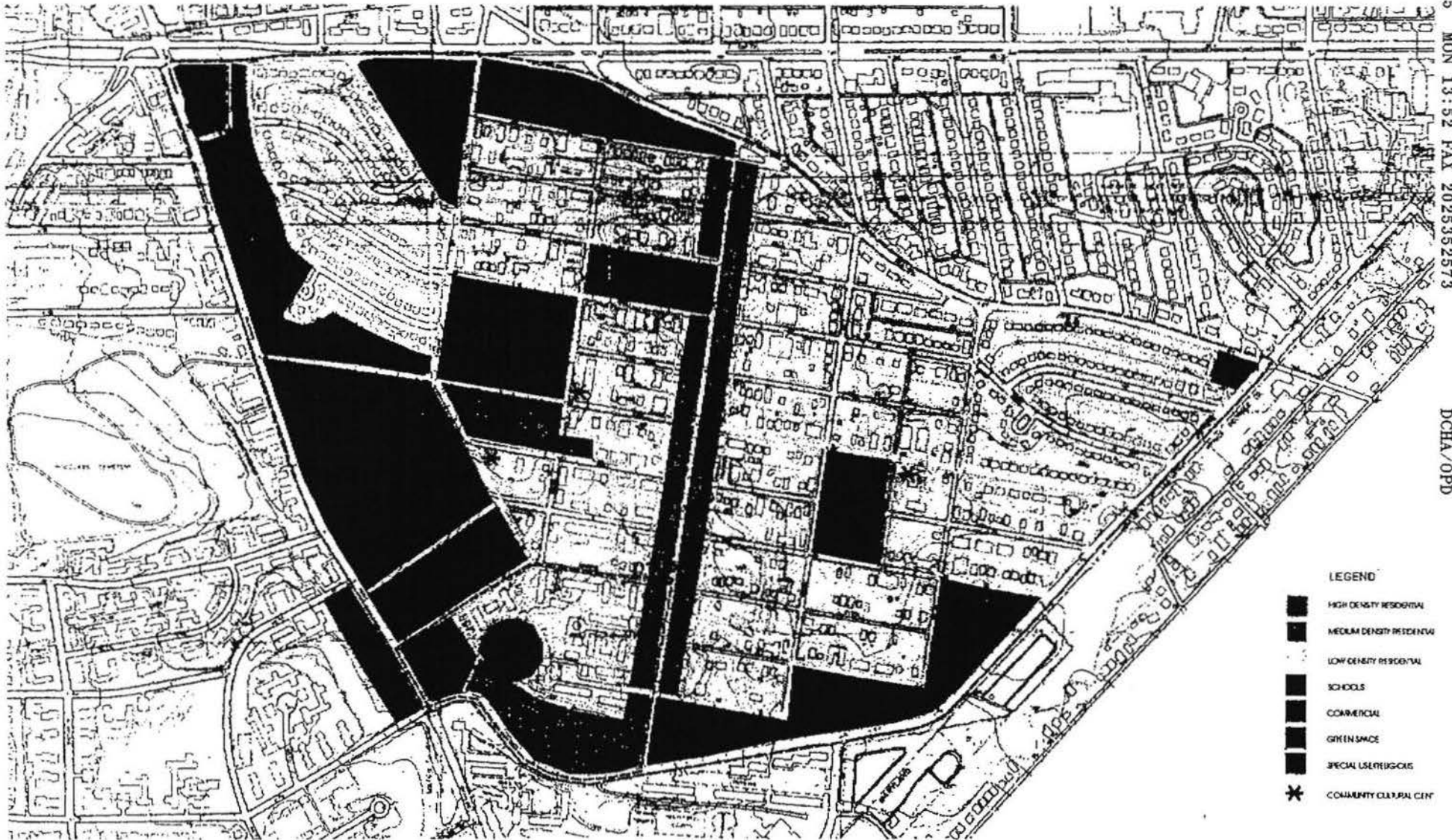
EASTGATE GARDENS MASTER PLAN

WASHINGTON, D.C.

DISTRICT OF COLUMBIA HOUSING AUTHORITY
& EASTGATE/MARSHALL HEIGHTS NEIGHBORHOOD ALLIANCE

11/28/05 MON 13:52 FAX 2025352573

DCHA/OPD



LEGEND

- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- SCHOOLS
- COMMERCIAL
- GREEN SPACE
- SPECIAL USE/RECREATION
- * COMMUNITY CULTURAL CENT

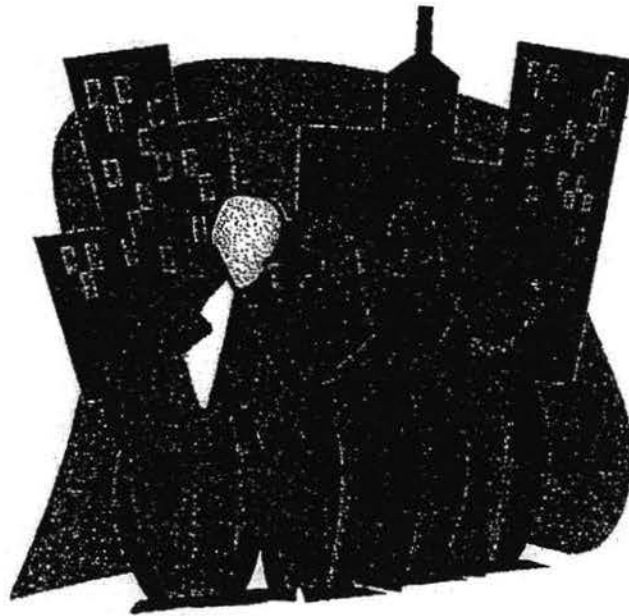
THE JAIR LYNCH COMPANIES/ SORG AND ASSOCIATES, P.C.

SITE ASSESSMENT

PROPOSED LAND USE

Not To Scale

WHITE PAPER
ON EASTGATE/MARSHALL HEIGHTS REDEVELOPMENT
*PREPARED BY THE EASTGATE/MARSHALL HEIGHTS
NEIGHBORHOOD ALLIANCE*



December 20, 2000

BACKGROUND

The Marshall Heights community has been the subject of several attempts to undertake revitalization at some level over the past six years. As a result there have been a number of studies performed to assess current conditions that would help to define the revitalization approach. The Eastgate/Marshall Heights Neighborhood Alliance (the Alliance) is a coalition of several groups that are interested in improving the quality of life for Marshall Heights residents. The coalition evolved out of the common interests of the District of Columbia Housing Authority (DCHA) and the Eastgate Redevelopment Associates (ERA) to redevelop the 20 acre site known as Eastgate Gardens, once a 241 unit public housing development, and the Marshall Heights Community Development Organization's (MHCDO) interest in improvements to the residential surroundings of Nalle Community School. Community organizations such as the Empowerment Community, Weed & Seed, the religious community, local banks and the District of Columbia Government were invited to join the coalition to broaden community input. The purpose of the Alliance is to develop a plan and implementation strategy that identifies the quality of life issues to be addressed and alternative solutions in a revitalization initiative.

In order to create a visible and measurable impact and take advantage of efficiencies in scale, the target area includes all of Census tract 99.4, the area bound by Central Avenue, Southern Avenue, Fitch Street, Benning Road, and East Capitol Street. The target area captures a parcel significant enough to accommodate a large-scale development project. It encompasses a number of vacant lots and abandoned buildings to support the development of 300 or more units without displacing current residents.

Demographically, the target area stacks up as follows:

- Median household income is \$22,271 compared to \$30,727 for the entire City.
- Median single-family owner occupied housing values are \$75,055 compared to \$150,060 for the entire City.
- The percentage of owner-occupied housing ranges from 20 to 40 percent.
- One out of every five residents in Ward 7 live below the poverty line.
- There is an estimated 64 or more undeveloped lots in Census tract 99.4

- Ward 7 experienced a 10.6% overcrowded living condition ranking by the U.S. Census Bureau
- More than one-third, 35%, of Ward 7 residents do not possess a high school diploma or G.E.D.
- The Ward 7 unemployment rate has been at 8.2 percent for the past 10 years.

The balance of this paper addresses the Alliance's vision, community strengths and weaknesses, objectives and operating principles many of which were drawn from existing studies and reports.

VISION

A. community that improves the quality of life for Marshall Heights residents and provides homeownership and rental opportunities for a broad range of income levels in a safe environment with appropriate neighborhood retail activity.

COMMUNITY STRENGTHS AND WEAKNESSES

The following strengths and weaknesses were drawn from existing studies and reports.

Community strengths:

1. Proximity to higher incomes within the target market area beyond Fort Dupont Park and near the beltway in Prince George's County.
2. Recent single-family sales nearby of \$140,000
3. Eastgate is largely a vacant site
4. Strong transportation accessibility
5. Several other developable vacant and abandoned sites

Community challenges:

1. Perception of high crime
2. Poor physical condition of properties around in the target area
3. Number of targeted households insufficient to populate all of the planned community housing developments currently underway
4. Many long-standing abandoned properties

OBJECTIVES AND OPERATING PRINCIPLES

Objectives

- A. To redevelop the Marshall Heights community with a focus on the 20

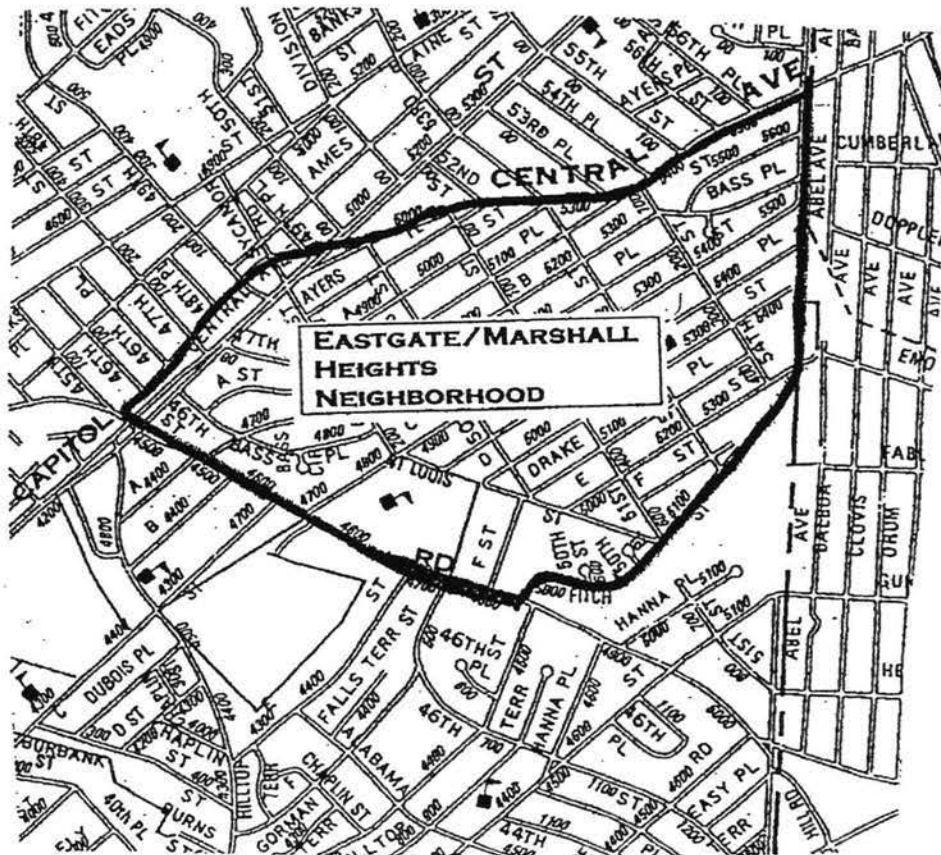
- acre site known as Eastgate Gardens Public Housing in such a manner as to create a critical mass that will have a sustaining impact and spur further revitalization.
- B. To increase the number of homeownership opportunities for a broad range of income levels in the area.
 - C. To upgrade the quality of retail activity so as to better serve current and future residents.
 - D. To create economic development opportunities for current residents so that they can participate fully in the revitalized community
 - E. To minimize displacement pressures on current residents through the provision of subsidized housing opportunities.

OPERATING PRINCIPLES

- A. Build on existing community anchors such as Nalle Community School and the Marshall Heights Community Development Organization.
The MHCDO is able to leverage additional resources for operational and development support because it has
 - Developed partnerships with such organizations as the Bank of America and the Freddie Mac Foundation
 - A national recognition as a leader in community development
 - The Nalle initiative, which is a foundation for the economic development objective
- B. Build upon work completed to date
 - Community meetings facilitated by MHCDO over the past 2 years have primed the community for a broad-based initiative.
 - Eastgate Redevelopment Associates are ready to move forward as a result of their planning activities over the past 18 months.
 - Several studies provide the foundation to move to the next level. A summary of these studies can be found in Attachment A. These studies include:
 1. Survey of the Eastgate Gardens Neighborhood In Southeast, Washington, D.C. December 1996. Prepared by Harps and Harps, Inc. for the District of Columbia Housing Authority.
 2. Marshall Heights Small Area Study (Nalle Community School and Environs) November 1998. Prepared by Bryant Bryant Williams, P.C. for the Marshall Heights Community Development Organization, Inc.

3. The Marshall Heights/Eastgate Strategic Plan Spring 2000. Facilitated by the Marshall heights Community Development Organization, Inc.
4. Market Study: Preliminary Findings June 1999 Prepared by Millennium Associates for ERA
5. Eastgate Redevelopment Associates (ERA) Vision Statement Summer 2000. Prepared by ERA

Map of Target Area



ATTACHMENT A

REPORT FINDINGS

MARSHALL HEIGHTS Small Area Study

Census Tract 99.4

Zoning changed from R-2 (one family, semi-detached) to R-5A (low density apartment house)

Population estimate 3,300 (1990 Census)

Nearly 1/3 of the housing units in disrepair

3 largest tracts of land are Nalle Community (elementary) School, Fletcher-Johnson Educational Center (Middle School) and Eastgate public housing (once 230 units, now 12 units + vacant land)

Access to transportation: buses and metro are available. Four major arterics serve the area: Benning road, East Capital St, Central Avenue and Southern Ave.

Cites Amber Overlook. Market conditions at that time were such that financing could not be obtained. Overlook application for FHA insurance: HUD Staff remarked, "the overt blight in the community, high levels of vacancy and boarded up building, problems with squatters and violence, and a belief that it would be impossible to market condos in such a community."

Many single-family lots converted to 12-16 unit multifamily apartments by combining 2 lots, which contributes to significant overcrowding.

- Between 1961 and 1969, 82 the residential make-up went from 90% detached homes to 40 % and up to 60 % walk-up apartments.
- Between 1968 and 1967 more than 53 apartment buildings, each accommodating 8, 12, 16 or more families, were developed in a community designed for semi-detached single-family residence. Eastgate, with 230 units was built in 1966.

Sixty-four vacant lots are in CT 99.4, averaging 4,000 SF each

Recommendations

1. Provide loans to rehabilitate private properties
2. Reclaim available properties by purchase with MHCDO as the primary agent to implement such an initiative.
3. Promote reduction in density

4. Engage multifamily property owners in dialogue about community issues.

NOTE:

Analysis for the small area study was built on a Consolidated Plan and Comprehensive Plans that were written 6 years ago, much of which never came to pass.

East Capitol dwellings redevelopment and several other new and planned developments are new dynamics that should be factored in.

The Marshal Heights/Eastgate Strategic Plan

The objective of this plan was to renew focus on the improvement of the quality of life for residents of the Marshall Heights neighborhood. It was developed in conjunction with extensive community participation.

Review of Existing Literature:

1. DC Planning Office: median income of CT 99.4 is \$29,560 compared to \$43,011 for the city
2. One of every 5 residents in Ward 7 live below the poverty level (214,533 persons)
3. Unemployment rates at 8.2% persistently.
4. 55% of the housing stock in Ward 7 are multifamily structures many of which are boarded up or abandoned
5. Homeownership rate is 24%.
6. 35% of Ward 7 residents did not complete high school

Recommended action items from Community Meetings on Strategic Development

1. Street repair when needed
2. Enforcement of the abandoned car laws, and removal of abandoned cars
3. Equally enforce traffic laws in high traffic violation areas
4. Enforce slum landlord laws and administratively and judiciously influence property owners who are in violation to clean up or sell their property
5. Create a publicly supported/official task force to tear down public housing or private apartment dwellings which are vacant and unkempt
6. Foster and promote community pride and clean up campaigns. Provide financial incentives for winning communities.
7. Increase visible presence of public safety officials and groups in the community to include police, fire, emergency preparedness, community watch, community advocates, etc.

Eastgate Redevelopment Associates Vision Statement

ERA was established to develop a plan for the redevelopment of the 20-acre site known as Eastgate Gardens Public Housing. The statement recognizes that simultaneous

redevelopment of the adjacent properties will have an impact on the redevelopment potential for Eastgate.

Goals include fostering a mixed-income community that attracts various housing groups, market rate, seniors, low and moderate incomes and current and former residents. Envisions improvement of existing retailing and attracting new retailing to support the new community.

Community strengths:

6. Proximity to higher incomes within the target market area beyond Fort Dupont Park and near the beltway in Prince George's County.
7. Recent single-family sales nearby of \$140,000
8. Eastgate is a vacant site
9. Strong transportation accessibility

Community challenges:

5. Perception of high crime
6. Poor physical condition of nearby properties
7. Number of targeted households insufficient to populate all of the planned community housing developments currently underway

ERA Objectives:

1. To help create the demand shift necessary to make the redevelopment initiative work
2. Develop 180 housing units for 23 seniors, 40 low-rise rentals, 117 market rate townhouses, single-family detached houses and community facilities.
3. Meet market demand in redevelopment

Market Study: Preliminary Findings Eastgate Redevelopment

- There appears to be a population in-place for the appropriate age and income to afford homes with prices in the \$110,000 to \$140,000 range, this includes households with and without children
- Of these two groups, the most likely target market given the intransigent issues of crime, schools and services;
 - Two income families with no children—the no children option gets us past the schools and some of the crime issues.
- The product most likely to appeal to target group households without children
 - Zero lot lines/townhouses
 - Maybe a "courtyard" type build-out (English model) with 2 bedroom/office product
 - No major common amenities—no swimming pools, no community room
 - Gated community