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WALDORF, MARYLAND

March 13, 2000

GOVERNMENT OF D.C.
BOARD OF ZONING ADJUSTMENT
00 MAR 13 P4:33

Hand Delivery

Sheila Cross Reid
Chairperson
Board of Zoning Adjustments
Suite 210
441 4th Street, NW
Washington, DC 20001

Re: BZA Application No. 16457,
The Homes at Woodmont, Post-Hearing Submission

Dear Ms. Reid:

This letter and its attachments represent the Applicant's post-hearing submissions as requested by the Board of Zoning Adjustment at the public hearing on February 23, 2000.

Outreach to the Fairlawn Civic Association

The BZA specifically requested that the Applicant continue its outreach efforts with the Fairlawn Civic Association ("Fairlawn"). In this regard, the Applicant has done the following:

a) On March 3, 2000 KSI submitted three copies of additional geotechnical and environmental reports for the Homes at Woodmont to Ms. Thelma Jones, President of Fairlawn.

b) On March 7, 2000 members of the KSI development team attended the Fairlawn Executive Board Meeting. KSI team members attending the meeting included: Rick Hausler, President, KSI Services, Inc.; Richard Knapp, Senior Vice President, KSI Services, Inc.; Sarah Davidson, Development Manager,

BZA
Case No. 16457
Exhibit No. 129

Board of Zoning Adjustment
District of Columbia
CASE NO.16457
EXHIBIT NO.129A1

KSI Services, Inc.; Kyle Oliver, project engineer, VIKA Inc.; Cullen Elias, traffic consultant, O.R. George and Associates.

c) On March 9, 2000 KSI sent a letter to Fairlawn outlining commitments it will make to the community should the Homes at Woodmont be approved. These commitments were developed in response to, and conversation with, a variety of community organizations and leaders.

d) On March 11, 2000 KSI's geotechnical consultant, Engineering Consulting Services, sent Fairlawn a letter outlining the geotechnical review of the site and the proposed geotechnical engineering for the site.

e) At Ms. Thelma Jones' request, on March 13, 2000 KSI sent a letter to Fairlawn clarifying topics of conversation and KSI commitments that were made at the March 7th Fairlawn Executive Board meeting. This letter included a concurrent submission of the proposed Traffic Management Plan, Accident Count Summary and Marbury Plaza Public Transit Usage Summary described below.

f) KSI will attend Fairlawn general meetings throughout the course of construction of the Homes at Woodmont in order to keep Fairlawn informed as to the project and to address issues of concerns.

g) KSI has offered to enter into an agreement with Fairlawn based on commitments made at the March 7, 2000 meeting as well as the community commitments outlined in the March 9th letter to Ms. Jones; these commitments are attached hereto. In the absence of a final agreement with Fairlawn, we ask the BZA to integrate these commitments into its Final Order.

Traffic Management

The BZA requested additional information and comments from KSI with regard to transportation related issues. Specifically, the BZA requested the Applicant make specific commitments towards addressing the traffic problems in the area. Thus, KSI will

(a) commit to pay for a community-directed traffic study of the Good Hope Road corridor;

(b) provide funding (at least $15,000) to implement recommendations of the study; and

(c) implement the Traffic Management Plan (by O.R. George and Associates) as contained in Exhibit A, which strengthens KSI's commitments on traffic management issues.

Also enclosed for the Board's review, as Exhibit B, is an Accident Report Summary (by O.R. George and Associates). Please note that the study concludes that accidents along Good Hope Road are well below DPW thresholds. In addition, Exhibit C is a Marbury Plaza Transit Usage Memorandum (by O.R. George and Associates) which concludes that at peak rush hours, an average of 42% of Marbury Plaza residents use public transportation. This study suggests, and KSI believes, that public transit usage by Homes at Woodmont apartment residents will be equivalent or higher.

Schools

On March 6, 2000, Sarah Davidson, KSI's Development Manager, met with Mr. Benjamin Bonham, Ward 6 School Board Representative, to discuss KSI investment into local schools that might be impacted by development of the Homes at Woodmont. Further, on March 13th, KSI and Ward 8 School Board Representative, Mr. William Lockridge, entered into Memorandum of Understanding regarding KSI's investment in the neighborhood schools and the after-school programs that will be offered to youth living at the Homes at Woodmont.

National Park Service

Exhibit D shows the revised National Park Service conditions for development of the Homes at Woodmont. Further, a Water Quality Study undertaken by KSI at the request of the National Park Service will begin as soon as practicable if the BZA approves this application.

Environmental

The Applicant submits, as Exhibit E, an Updated Phase I Environmental Assessment dated January 27, 2000 for the Board's review.

Conditions for Development

Exhibit F is a comprehensive list of Development Conditions (dated March 13, 2000) that KSI requests the BZA to integrate into its final decision on Application No. 16457.

KSI Services, Inc. appreciates the opportunity to submit this information and these documents into the final record. It is committed to working with the community to ensure the long-term benefit of the Homes of Woodmont to the neighborhood.

Sincerely,

Phil T. Feola

Enclosures

CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing letter were mailed, postage prepaid, this 13th day of March, 2000, to:

ANC 6C
2019 Ridge Place, S.E.
Washington, D.C. 20020

ANC 8B
1809 Savannah Street, S.E.
Washington, D.C. 20020

Mrs. Thelma Jones
President
Fairlawn Civic Association
2217 T Place, S.E.
Washington, D.C. 20020

Office of Planning
901 N. Capitol Street, N.E.
Suite 4000
Washington, D.C. 20002

Phil T. Feola

184616

A

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

1738 Elton Road, Suite 321 • Silver Spring, MD 20903
Tel: (301) 439-7722 • Fax: (301) 439-7759
e-mail: orgassoc@aol.com

Homes at Woodmont
Proposed Traffic Management Strategies
Submission to Board of Zoning Adjustment
March 13, 2000

The studies performed in support of the KSI application have demonstrated that the proposed use will not appreciably impact existing traffic conditions within the area. However, recognizing that neighborhood residents have concerns about existing traffic on area roads, KSI will implement measures that: 1) Maximize the use of public transit by Homes at Woodmont residents; and, 2) Respond to community's concerns about existing traffic conditions in neighborhood.

1) ***Maximize use of public transit by Homes at Woodmont***

   a) KSI will appoint a Community Transportation Coordinator (CTC), from among its site management staff, to distribute information to residents of both the multi- and single-family communities to encourage ride-sharing, or carpooling and other non single-occupant vehicle modes of travel.

   b) KSI's CTC will provide information on public transportation routes, schedules, services, etc...

   c) KSI will fully subsidize public transit fares for residents of the Homes at Woodmont apartments.

   d) KSI will establish a "Good Hope Road Transit Users Association," that inlcudes neighboring apartment communities and businesses, that would generate leverage with WMATA and influence the quality of bus service, including schedules, provision of shelters, etc., within the area; and

   e) Should it be needed, KSI will provide bus shelters at the transit stops in the immediate vicinity of the Homes at Woodmont along Good Hope Road.

2) ***Community/Sub Area Traffic Planning and Management***

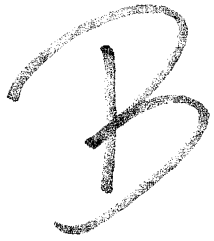
   a) KSI will commission a traffic management study that collects and analyzes supplementary traffic data, considers the community's traffic concerns, and provides mitigation measures. KSI will work with the community to ensure that the traffic management strategies outlined in the study are presented to policy makers (i.e. Department of Public Works, Office of Intermodal Planning) to ensure their implementation.

   b) Recommendations, resulting from 2a, could include improved signage/signalization and pavement markings to facilitate pedestrian movement at strategic locations (particularly in vicinity of schools, community facilities, etc.), and to facilitate minor street ingress and egress.

   c) KSI commits a minimum of $15,000 to implement the recommendations of the traffic management study.

   d) KSI will address community concerns about speed along Good Hope Road through installation of signage. Furthermore, KSI will work with the community and the local police department to find ways to better monitor speed along Good Hope Road.

   e) KSI will work with the community and policy makers to stimulate further regional and sub-area planning regarding traffic.



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

1738 Elton Road, Suite 321 • Silver Spring, MD 20903
Tel: (301) 439-7722 • Fax: (301) 439-7759
E-mail: orgassoc@aol.com

MEMORANDUM

DATE: March 9, 2000

TO: KSI Services, Inc.
Attn: Sarah Davidson

FROM: Osborne George

RE: Board of Zoning Adjustment Case No. 16457 – Homes @ Woodmont/Safety Analysis

BACKGROUND

The issue of traffic safety in general, and particularly accident records for the adjacent roadways, was raised by the Board of Zoning Adjustment during the proceedings held on February 16, 2000. The applicant proffered to provide the Board with available data, and supporting analysis. This memorandum seeks to deliver on that proffer.

ACCIDENT DATA – ANALYSIS AND PERSPECTIVES

Accidents that occur within the District of Columbia are investigated by the Metropolitan Police Department. Data is provided to the City's Department of Public Works, Traffic Safety and Data Analysis Branch as part of the requirements of current Federal Highway Safety Improvement Programs. DPW is currently automating their accident record system. Currently, the latest years for which they have data available is 1995 and 1997. They expect to have their database current (i.e., to the end of 1999) by September of 2000. We have made attempts to obtain data for 1998 and 1999 from the Central Records Division (Accident Statistics Branch) of the Metropolitan Police Department. However, the process is not a simple one, and as of this writing, we are still awaiting word as to whether it is even feasible to obtain this data by March 13, 2000.

In conducting safety analysis considering accident occurrences, current engineering practice recommends that data for the most recent three (3) calendar years should be considered. However, land uses within the sub area of the proposed development have been largely built-out for a long period of time, and there have been no significant recent changes in transportation infrastructure or traffic control devices within the area. Therefore, the data for the years 1995 and 1997 is considered to be of significant value in making a general assessment of the current safety situation within the area. Tables 1 & 2 following summarize the key accident statistics for these two (2) years.

TABLE 1

TRAFFIC ACCIDENT DATA –
GOOD HOPE ROAD, S.E. CORRIDOR (1995 & 1997)

LOCATION	1995		1997	
Good Hope Road, S.E. @	Total Accidents	Accident Inv. Pedestrians	Total Accidents	Accident Inv. Pedestrians
1) Minnesota Avenue, S.E.	5	1	4	0
2) 16th Street, S.E.	3	0	2	0
3) 17th Street, S.E.	2	0	4	0
4) 18th Street, S.E.	5	1	7	1
5) 19th Place, S.E.	2	1	6	0
6) 22nd Street, S.E.	2	0	4	0
7) Marbury Plaza Entrance	(None Reported)		(None Reported)	
8) 24th Street	0	0	3	1
9) Altamont Street	13	0	5	0
10) 25th Street	8	1	13	1

Source: District of Columbia, Department of Public Works, Traffic Safety & Data Analysis Branch, and O.R. George & Associates.

Note: Some assumptions had to be made as to the year of occurrence of accidents involving pedestrians.

TABLE 2
TRAFFIC ACCIDENT DATA –
GOOD HOPE ROAD, S.E. CORRIDOR (1995 & 1997)

LOCATION Good Hope Road, S.E @.	Avg. Acc. per Year	Avg. Inj. Per Acc.	Avg. Ped. Per Acc.	Major Contributing Causes			
				Driver	Veh.	Rdwy.	Unkn.
1) Minnesota Ave., S.E.	4.5	0.33	0.1	66.7%	22.2%	-	11.0%
2) 16th Street, S.E.	2.5	0.60	0.0	100.0%	-	-	-
3) 17th Street, S.E.	3.0	0.33	0.0	83.0%	17.0%	-	-
4) 18th Street, S.E.	6.0	0.40	0.2	50.0%	33.3%	8.30%	8.3%
5) 19th Place, S.E.	4.0	0.25	0.1	87.5%	-	-	12.5%
6) 22nd Street, S.E.	3.0	0.17	0.0	66.7%	-	-	33.3%
7) Marbury Plaza Ent.	0.0	-	-	-	-	-	-
8) 24th Street	1.5	0.33	0.3	33.3%	33.3%	33.3%	-
9) Altamont Street	9.0	0.33	0.0	61.0%	11.0%	6.00%	22.0%
10) 25th Street/Naylor Road	10.5	0.33	0.1	48.0%	19.0%	-	28.0%

Abbreviations

Acc. = Accident
Inj. = Injury
Veh. = Vehicle
Rdwy. = Roadway
Unkn. = Unknown

Source: District of Columbia, Department of Public Works, Traffic Safety & Data Analysis Branch, and O.R. George & Associates.

Several aspects of the data presented in Table 1 are noteworthy. First, the highest number of accidents occurred at the somewhat complex intersection of Good Hope Road/Naylor Road, which is signalized and serves the volumes of several roadway approaches. Secondly, within the area of the proposed Homes @ Woodmont development, the entrance to the Marbury High Rise apartments serves the greatest volumes of pedestrian traffic, with two (2) Metro bus stops in close proximity. It is important to note that no accidents were reported for these two (2) locations for the period analyzed.

In assessing traffic safety, standard traffic engineering practice recommends that the ***accident rate*** be computed. ***Accident rate*** is defined as the average yearly accidents per million entering vehicles (MEV) for the particular intersection under consideration, over the period for which data is available. The threshold rate value indicates the level of accident occurrences **which** indicates safety deficiencies, warranting the need for further study. The accepted threshold rate value is 2.0 accidents per MEV. The accident rates were computed for the four (4) intersections in the immediate vicinity of the site, and is summarized in Table 3.

TABLE 3

Computed Accident Rates (1995 & 1997)
Key Good Hope Road Intersection

LOCATION	Est. Total Ann. Traff.	Avg. Acc.	Acc. Rates/ Acc. Per MEV	Threshold (Rate Val.)	Warrants Safety Concerns (Yes/No)
1) Good Hope Road @ 24th St.	6.3 Million	1.5	0.23	2.0	No
2) Good Hope Road @ Altamont Street	6.3 Million	9.0	1.43	2.0	No
3) Good Hope Road @ 19th Place	6.5 Million	4.0	0.62	2.0	No
4) Good Hope Road @ Marbury Plaza Entrance	(.....No Accidents Reported.....)				

Abbreviations:

Acc. = Accident Traff. = Traffic
Avg. = Average Val. = Value

Source: District of Columbia, Department of Public Works, Traffic Safety & Data Analysis Branch, and O.R. George & Associates.

The above data indicates that none of the intersections within the vicinity of the site currently satisfy the safety concern criteria recommended by the Institute of Transportation Engineers (ITE), and adopted by the Department of Public Works.

While the currently available accident data does not indicate safety concerns based on objective criteria, safety is and always should be a consideration particularly where pedestrians are concerned. In this connection, it is noted that Good Hope Road is provided with sidewalks along its entire length. The future entrances to the Homes at Woodmont will have pedestrian features, all satisfying ADA requirements. Additional signage and features that may enhance safety within the corridor could include the following:

- 1) Painted Pedestrian Crosswalks with advance and at-location signage;
- 2) Speed Limit signs;
- 3) Intersection location and "Do Not Block" signs;
- 4) School warning/flashing signs;
- 5) School Bus stop signs;
- 6) Bike Route warning signs; and
- 7) Appropriate "Work Zone" signs during the period of construction activity.

In addition to the above, there are other measures that relate to the broader concerns expressed by citizens, many of which are unrelated to the proposed project. We recommend that the menu of safety improvements noted above would better be addressed as part of the broader neighborhood traffic mitigation studies and strategies, to which KSI is committing to be involved with the Community.

We understand that KSI will forward this material to the Board of Zoning Adjustment. For completeness of the record, we are attaching copies of the accident summary sheets received from the Department of Public Works. Please let us know if we can provide further assistance in this matter.

Thank you.

ORG/kam

ATTACHMENT

Accident Records Provided by
Department of Public Works
Bureau of traffic services
Data Analysis Branch

DEPARTMENT OF PUBLIC WORKS
DESIGN, ENGINEERING AND CONSTRUCTION ADMINISTRATION

REPLY TO:
BUREAU OF TRAFFIC SERVICES
2000 14TH STREET, N.W. 7TH FLOOR
WASHINGTON, D.C. 20009

Bureau of Traffic Services
Facsimile Transmittal Sheet

Date: 2-23-00

To: Mr. O.R. George

Phone Number: 301 439-7722 Fax Number: (301) 439 7754

From: A.R. SLEGMI

Phone Number: (202) 671-1352 Fax Number: (202) 939-3039

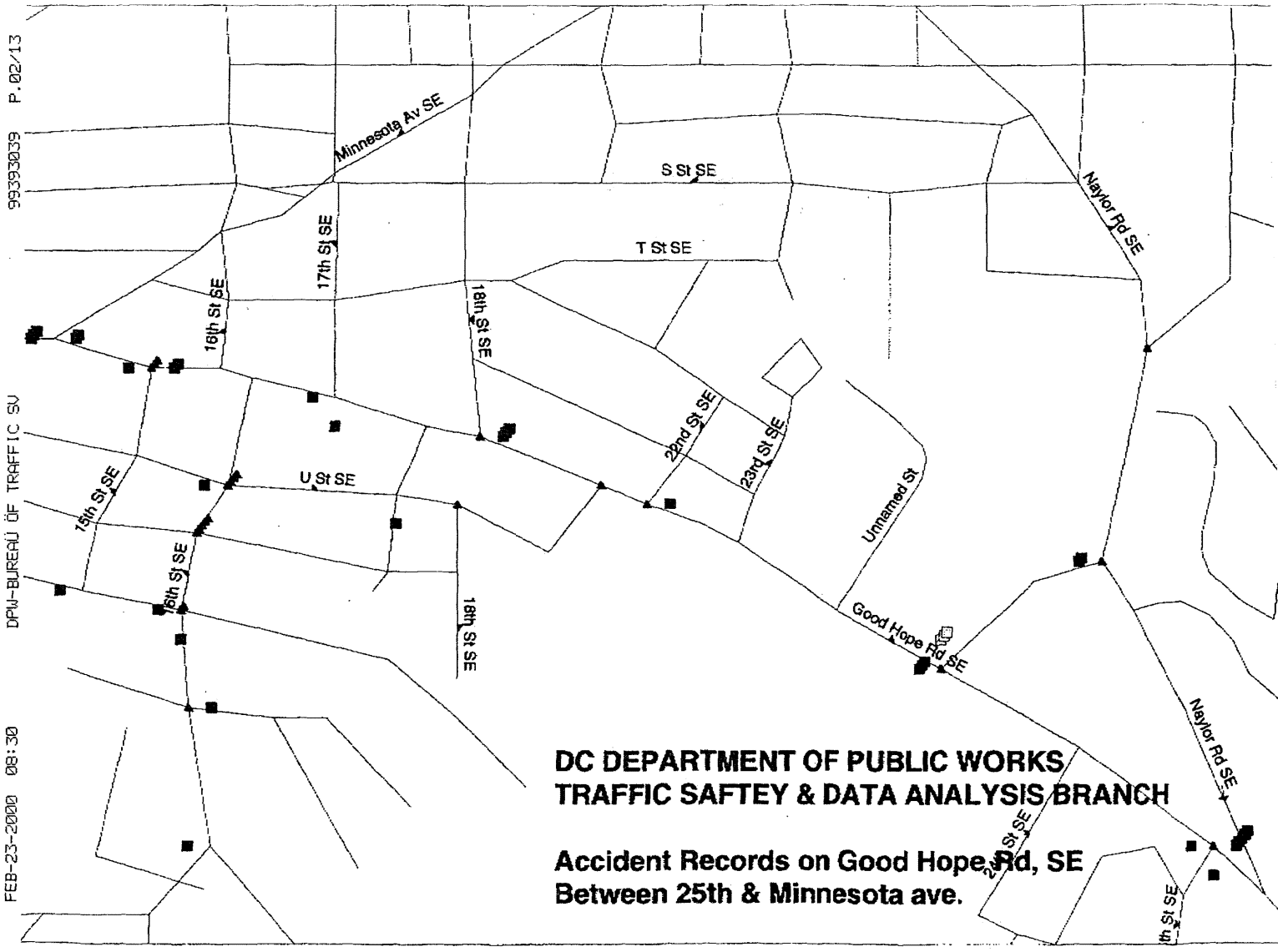
Address: Anacostia/Good Hope Rd SE Bet 25th & Minn Ave. SE

Message: Please Call when you receive this msg.

For comments/questions call _____ on _____

Number of pages including this cover sheet 13

If there are problems receiving this fax, please call: _____
Sender


FEB-23-2000 08:30
DPW-BUREAU OF TRAFFIC SV
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16th St SE
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22nd St SE
23rd St SE
Unnamed St
Good Hope Rd SE
Naylor Rd SE
Naylor Rd SE
DC DEPARTMENT OF PUBLIC WORKS
TRAFFIC SAFTEY & DATA ANALYSIS BRANCH
Accident Records on Good Hope Rd, SE
Between 25th & Minnesota ave.

MOST RECENT

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

ALTAMONT PL & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
13	5	0	0	5	1

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
11	61.1%	2	11.1%	1	5.6%	4	22.2%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
18	2	1	1	5	5	0	3	0	0	0	1	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	3	23.1%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	3	23.1%	0	0.0%	1	20.0%
13:30-16:00	1	7.7%	0	0.0%	0	0.0%
16:00-18:30	1	7.7%	0	0.0%	1	20.0%
18:30-07:30	5	38.5%	0	0.0%	3	60.0%
TOTAL	13	100.0%	0	0.0%	5	100.0%
WEEKDAY	9	69.2%	0	0.0%	3	60.0%
WEEKEND	4	30.8%	0	0.0%	2	40.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/0C

Rank Location

GOOD HOPE RD & MINNESOTA AVE SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
5	0	0	0	4	3

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
6	66.7%	2	22.2%	0	0.0%	1	11.1%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
9	1	0	0	3	2	1	0	0	0	1	1	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	2	50.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	1	20.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	2	50.0%
18:30-07:30	4	80.0%	0	0.0%	0	0.0%
TOTAL	5	100.0%	0	0.0%	4	100.0%
WEEKDAY	1	20.0%	0	0.0%	3	75.0%
WEEKEND	4	80.0%	0	0.0%	1	25.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

24TH ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
0	0	0	0	3	1

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
1	33.3%	1	33.3%	1	33.3%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
3	0	1	0	0	0	1	0	0	0	1	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	1	33.3%
16:00-18:30	0	0.0%	0	0.0%	1	33.3%
18:30-07:30	0	0.0%	0	0.0%	1	33.3%
TOTAL	0	0.0%	0	0.0%	3	100.0%
WEEKDAY	0	0.0%	0	0.0%	3	100.0%
WEEKEND	0	0.0%	0	0.0%	0	0.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

25TH ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
8	2	0	0	13	5

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
10	47.6%	4	19.0%	0	0.0%	6	28.6%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
21	3	0	0	2	7	2	0	0	0	2	2	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	2	25.0%	0	0.0%	2	15.4%
09:30-11:30	2	25.0%	0	0.0%	1	7.7%
11:30-13:30	0	0.0%	0	0.0%	3	23.1%
13:30-16:00	1	12.5%	0	0.0%	2	15.4%
16:00-18:30	1	12.5%	0	0.0%	3	23.1%
18:30-07:30	2	25.0%	0	0.0%	2	15.4%
TOTAL	8	100.0%	0	0.0%	13	100.0%
WEEKDAY	6	75.0%	0	0.0%	11	84.6%
WEEKEND	2	25.0%	0	0.0%	2	15.4%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

16TH ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
3	1	0	0	2	2

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
5	100.0%	0	0.0%	0	0.0%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
5	1	0	0	2	1	1	0	0	0	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	0	0.0%
09:30-11:30	0	0.0%	0	0.0%	1	50.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	1	33.3%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	0	0.0%
18:30-07:30	2	66.7%	0	0.0%	1	50.0%
TOTAL	3	100.0%	0	0.0%	2	100.0%
WEEKDAY	3	100.0%	0	0.0%	0	0.0%
WEEKEND	0	0.0%	0	0.0%	2	100.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW; ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

17TH ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
2	0	0	0	4	2

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
5	83.3%	1	16.7%	0	0.0%	0	0.0%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
6	2	0	0	2	1	0	0	0	0	0	1	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	2	50.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	1	50.0%	0	0.0%	0	0.0%
13:30-16:00	1	50.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	0	0.0%
18:30-07:30	0	0.0%	0	0.0%	2	50.0%
TOTAL	2	100.0%	0	0.0%	4	100.0%
WEEKDAY	2	100.0%	0	0.0%	4	100.0%
WEEKEND	0	0.0%	0	0.0%	0	0.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

18TH ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
5	3	0	0	7	2

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
6	50.0%	4	33.3%	1	8.3%	1	8.3%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
12	1	1	0	3	2	0	0	0	0	2	1	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	0	0.0%	0	0.0%	1	14.3%
09:30-11:30	1	20.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	1	14.3%
13:30-16:00	2	40.0%	0	0.0%	0	0.0%
16:00-18:30	2	40.0%	0	0.0%	2	28.6%
18:30-07:30	0	0.0%	0	0.0%	3	42.9%
TOTAL	5	100.0%	0	0.0%	7	100.0%
WEEKDAY	2	40.0%	0	0.0%	4	57.1%
WEEKEND	3	60.0%	0	0.0%	3	42.9%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

19TH PL & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
2	1	0	0	6	1

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
7	87.5%	0	0.0%	0	0.0%	1	12.5%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
8	2	1	0	1	1	0	0	1	0	1	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	1	50.0%	0	0.0%	3	50.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	1	16.7%
13:30-16:00	1	50.0%	0	0.0%	1	16.7%
16:00-18:30	0	0.0%	0	0.0%	1	16.7%
18:30-07:30	0	0.0%	0	0.0%	0	0.0%
TOTAL	2	100.0%	0	0.0%	6	100.0%
WEEKDAY	2	100.0%	0	0.0%	3	50.0%
WEEKEND	0	0.0%	0	0.0%	3	50.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION

PAGE: 1

FY-00 HIGHWAY SAFETY IMPROVEMENT PROGRAM
DC DPW: ACCIDENT SUMMARY REPORT (R-7)

DATE: 02/22/00

Rank Location

22ND ST & GOOD HOPE RD SE

1995		1996		1997	
Accidents	Injuries	Accidents	Injuries	Accidents	Injuries
2	1	0	0	4	0

1995 - 1997 SUMMARIES

CONTRIBUTING FACTORS:

Driver		Vehicle		Roadway		Unknown	
4	66.7%	0	0.0%	0	0.0%	2	33.3%

COLLISION TYPES:

TOTAL	RA	LT	RT	RE	SS	HO	PK	FO	RO	PED	BACKING	NC
6	2	1	0	3	0	0	0	0	0	0	0	0

ACCIDENT TIMES:

TIME	1995		1996		1997	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
07:30-09:30	2	100.0%	0	0.0%	1	25.0%
09:30-11:30	0	0.0%	0	0.0%	0	0.0%
11:30-13:30	0	0.0%	0	0.0%	0	0.0%
13:30-16:00	0	0.0%	0	0.0%	0	0.0%
16:00-18:30	0	0.0%	0	0.0%	1	25.0%
18:30-07:30	0	0.0%	0	0.0%	2	50.0%
TOTAL	2	100.0%	0	0.0%	4	100.0%
WEEKDAY	2	100.0%	0	0.0%	3	75.0%
WEEKEND	0	0.0%	0	0.0%	1	25.0%

SYMPTOM	SOLUTION ALTERNATIVE	RECOMMENDATION



O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

1738 Elton Road, Suite 321 • Silver Spring, MD 20903
Tel: (301) 439-7722 • Fax: (301) 439-7759

MEMORANDUM

DATE: March 13, 2000

TO: KSI Services, Inc.
Attn: Sarah Davidson

FROM: Osborne George

RE: Board of Zoning Adjustment Case No. 16457 – Homes @ Woodmont/Transit Usage Survey

During the Board of Zoning Adjustment (BZA) hearing held on February 23, 2000, questions were raised regarding the availability of transit along the Good Hope Road, S.E. corridor, and the likelihood of significant use by residents of the future Homes at Woodmont Community. The applicant agreed to conduct a survey at bus stop locations within the area, in order to determine comparable levels of transit usage. This memorandum presents the results of the survey.

The two (2) bus stops situated adjacent to the entrance to the Marbury Plaza high rise apartment complex were selected, in view of the similarity with the proposed multi-family development. As background, it should be noted that the Marbury Plaza consists of 674 units of mixed sizes. The bus stop along the north side of Good Hope Road serves westbound traffic (i.e., traffic heading toward Downtown Washington, D. C., and the Anacostia Metrorail Station). This stop would serve primarily home-to-work trips, and is likely to be more heavily utilized during the morning peak period. The stop on the south side of Good Hope Road serves primarily work-to-home trips, and is utilized primarily during the afternoon peak period. The level of bus transit usage was determined from observations of the number of boardings and alightings at these stops during the weekday morning and afternoon peak periods.

The level of transit usage during the morning peak period was determined by counting the number of persons boarding westbound buses. This was measured against the number of passenger vehicles leaving the complex and also heading west. The latter number was factored by the average vehicle occupancies (i.e. persons per vehicle) to determine the total number of persons using passenger cars during the morning peak hour. The corresponding or reverse movements for transit and private vehicles were also observed during the afternoon peak period. The results of the transit usage survey are summarized in the attached table. The transit usage as a potential of total person trips from the Marbury Plaza complex is summarized the following table following:

TRANSIT VS AUTO USAGE SUMMARY
MARBURY PLAZA, GOOD HOPE ROAD SE, WASHINGTON, DC

	AUTO USAGE		TRANSIT USAGE	
	Vehicles	**Persons**	**Persons**	**Percentage***
AM PEAK PERIOD *7:00 - 9:00 AM* • Home-to-Work Trips (Westbound, Leaving Marbury Plaza)	116	133	113	46%
PM PEAK PERIOD *4:00 - 6:00 PM* • Work-to-HomeTrips (Eastbound, From West Into Marbury Plaza)	84	99	60	38%

* *As percentage of total person trips leaving (AM), and entering (PM) Marbury Plaza.*

Source: O. R. George & Associates, Inc.

The data presented in the above table shows that forty-six percent (46%) of persons leaving the Marbury Plaza use transit during the morning commute period. Thirty-eight percent (38%) of persons entering the complex from the west during the afternoon peak period were transit users. The average transit usage for the two (2) periods was 42.0%. This level of transit usage appears to compare favorably with the auto ownership, as indicated by the census tract data presented in our report and in testimony at the hearing. Our survey did not address whether or not residents of the Marbury Plaza are provided with transit subsidies.

We trust you will find the above useful. Please let us know if you have any questions.
Thank you!

ORG/jfk

Attachment: As noted.

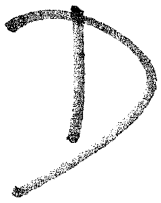
Attachment To Memorandum
Homes @ Woodmont Transit Usage Survey
BZA Case No. 16457
March 13, 2000

BUS TRANSIT BOARDING & ALIGHTING PATTERNS – MARBURY APARTMENTS AREA, GOOD HOPE ROAD, S.E. WASHINGTON, D.C.

(Average for March 7 & 8, 2000)

Direction / Time Period	Eastbound		Westbound		Total No. of Bus Transit Users
	Boardings	Alightings	Boardings	Alightings	
7:00 – 7:30 AM	2	1	36	2	41
7:30 – 8:00 AM	1	0	38	0	39
8:00 – 8:30 AM	3	0	25	0	28
8:30 – 9:00 AM	3	2	14	1	20
TOTAL AM PEAK PERIOD	**9**	**3**	**113**	**3**	**128**
4:00 – 4:30 PM	2	10	3	3	18
4:30 – 5:00 PM	1	14	2	4	21
5:00 – 5:30 PM	2	22	2	3	29
5:30 – 6:00 PM	2	14	2	2	20
TOTAL PM PEAK PERIOD	**7**	**60**	**9**	**12**	**88**

Source: O.R. George & Associates, Inc.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
National Capital Parks–East
1900 Anacostia Drive, S.E.
Washington, D.C. 20020

Re: BZA Case 16457; "Homes at Woodmont"

National Park Service Concerns

This listing of concerns is based upon that contained in the Applicant's proposal. National Park Service representatives have met extensively with the applicant since the initial May 1999 hearing. This listing of concerns differs from the Applicant's primarily in regard to specific details of (1) perpetual protection of landscape and forest plantings; (2) site and soil preparation for these plantings; and (3) remediation of prior erosion and sedimentation problems during the construction phase. These additions are intended to clarify and insure the long-term success of the measures proposed by the Applicant.

1. Large existing trees shall be "directionally cut" away from NPS property to avoid tree damage on NPS property from tree fall.
2. Applicant shall construct a drainage swale adjacent to the NPS property line and the West Parcel's 18th Street entrance road in order to collect excessive drainage runoff from the Park.
3. Applicant shall utilize "super silt" fences on all NPS property lines adjacent to the proposed development during the construction phase.

and certain planting areas will have larger caliper trees in high impact view sheds from the Fort Circle Trail.

8. Applicant shall place a combination of evergreen and deciduous trees adjacent to the proposed apartment buildings facing the NPS property in order to help soften the buildings' architectural lines from views from the Fort Circle Trail.

9. Applicant shall place meadow grass planting in the area between the apartment retaining walls and the scalloped edges planting to help insure acceptable runoff quality/quantity.

10. A "neighborhood" liaison shall be designated, based upon mutual agreement of the Applicant, NPS, and the ANC's within the project area, to monitor any construction violations.

11. All fencing along all NPS property lines abutting individual single family lots and the apartment parcel will be made of material to allow for maximum transparency. Selection of fencing material shall be coordinated with NPS; chain link fence shall not be utilized.

12. A certified arborist shall be used by the Applicant to review and provide guidelines for tree preservation of tree save areas adjacent to NPS property.

13. The Applicant shall provide permanent protection to all landscape and reforestation plantings (conditions 7 and 8 above) by deed of



BLUERIDGE ENVIRONMENTAL, INC.

Phase I Environmental Site Assessment Update of Fort Stanton Property Good Hope Road and 24th Street, SE Washington, D.C. 20020

January 27, 2000

Prepared for:

Sarah Davidson
KSI Services, Inc.
8081 Wolftrap Road
Suite 300
Vienna, Virginia 22182-5100

Prepared by:

BlueRidge Environmental, Inc.
44082 Ferncliff Terrace
Ashburn, Virginia 20147

PHASE I ENVIRONMENTAL SITE ASSESSMENT UPDATE

Property: Fort Stanton Property
Good Hope Road and 24th Street, SE
Washington, D.C. 20020

Prepared for: Sarah Davidson
KSI Services, Inc.
8081 Wolftrap Road
Suite 300
Vienna, Virginia 22182-5100

Prepared by: BlueRidge Environmental, Inc.
44082 Ferncliff Terrace
Ashburn, Virginia 20147

Date of Report: January 27, 2000

Written by:
Kent D. Campbell
Principal Geologist
BlueRidge Environmental, Inc.

Reviewed by:
Monica M. Gorman
Project Manager
BlueRidge Environmental, Inc.

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Appendix B Chain of Title
Appendix C Aerial Photographs and Sanborn Fire Insurance Maps
Appendix D Environmental Database Report

LIST OF ACRONYMS AND ABBREVIATIONS

AST	aboveground storage tank
ASTM	American Society for Testing and Materials
BlueRidge	BlueRidge Environmental, Inc.
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CORRACTS	RCRA Corrective Actions and Associated TSD
EDR	Environmental Data Resources, Inc.
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
KSI	KSI Services, Inc.
LQG	RCRA Large Quantity Generators
LUST	Leaking Underground Storage Tank
MSL	mean sea level
NFRAP	No Further Remedial Action Planned Sites
NPL	National Priority List
pCi/L	picoCuries per liter
PCB	polychlorinated biphenl
PEPCO	Potomac Electric Power Company
RCRA	Resource Conservation and Recovery Act
RUST	Registered Underground Storage Tank
SQG	RCRA Small Quantity Generators
SWLF	Solid Waste Landfills, Incinerators, or Transfer Station
TSD	RCRA Permitted Treatment, Storage, and Disposal Facilities
UST	underground storage tank
WDP	Whitlock, Dalrymple, Poston & Associates, Inc.
WMATA	Washington Metropolitan Area Transit Authority

EXECUTIVE SUMMARY

BlueRidge Environmental, Inc. (BlueRidge), performed a Phase I Environmental Site Assessment (ESA) Update of the Fort Stanton Property located on the south side of Good Hope Road, SE, in Washington, D.C.(the "site"). This ESA Update was performed on behalf of KSI Services, Inc. (KSI), under the terms of BlueRidge's proposal dated December 29, 1999. In addition, this ESA Update was completed in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-97 and *SunAmerica Guidelines for Conducting Phase I Environmental Site Assessments* dated July 1999.

This ESA Update incorporates information contained in and supercedes the Phase I ESA of the site issued by BlueRidge on December 14, 1998. As part of the ESA Update, an inspection of the site was conducted by Kent Campbell of BlueRidge on January 19, 2000. Mr. Campbell was not accompanied during the inspection of the site. This ESA Update also included a review of the previous ESA completed by BlueRidge, a physical inspection of the site, and an evaluation of a new environmental database for the subject property.

The site consists of a rectangular-shaped, 8.5-acre parcel of land located in a residential area of southeast Washington, D.C. The property is located south of Good Hope Road near the intersection of 24th Street. The site is undeveloped and covered with a stand of grasses and small trees. There are no improvements on the property. It should be noted that the site has been covered with a large quantity of construction-related fill materials emplaced by the Washington Metropolitan Area Transit Authority (WMATA) in the early to mid 1980s. Observations made during the site inspections and reported in previous geotechnical studies indicate that these fill materials consist primarily of concrete, soils, gravel, and asphalt and do not present an environmental concern.

Based on the findings of this ESA Update, no recognized environmental conditions were noted for the site. In addition, no off-site environmental concerns were identified that were likely to have negatively effected the environmental integrity of the subject property.

1.0 INTRODUCTION

BlueRidge Environmental, Inc. (BlueRidge), performed a Phase I Environmental Site Assessment (ESA) Update of the Fort Stanton Property located on the south side of Good Hope Road, SE, in Washington, D.C.(the "site"). This ESA Update was performed on behalf of KSI Services, Inc. (KSI), under the terms of BlueRidge's proposal dated December 29, 1999. In addition, this ESA Update was completed in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-97 and *SunAmerica Guidelines for Conducting Phase I Environmental Site Assessments* dated July 1999.

1.1 Objectives

The primary objective of the ESA is to provide information relating to the site's environmental integrity that may be useful to the client during real estate transactions and demonstrate appropriate inquiry into the previous uses and ownership of the site consistent with good commercial or customary practice. Specifically, this ESA is intended to demonstrate that the client has exercised due diligence in accordance with accepted industry practices and to identify potential environmental liabilities or areas in need of further investigation that are not addressed within the standard scope of ASTM E 1527-97. Additionally, this study was intended to identify recognized environmental conditions at the site including the presence of any hazardous substances or petroleum products that may indicate an existing release, past release, or threat of release into structures on the property or into the ground, groundwater, or surface water of the site. The ESA Update is intended to bring the findings of a previous Phase I ESA current through the evaluation of factors that may have changed since the issuance of the previous Phase I ESA. A copy of the previous Phase I ESA report is included as Appendix A.

1.2 Scope of Work

The ESA Update was conducted from December 31 through January 27, 1999. BlueRidge's representative, Kent Campbell, inspected the site and performed inquiries and research related to the ESA Update.

BlueRidge's ESA of the site included, at a minimum, the following tasks:

- A site inspection of the facility was performed to evaluate current conditions and the presence of uncontrolled hazardous substances or related activities that have the potential to negatively impact the environmental integrity of the property. During the site inspection, particular attention was paid to any hazardous materials, hazardous waste activities, storage containers and tanks, and any unusual surface features.

- A visual reconnaissance of abutting and adjacent properties was conducted in order to identify potential sources of contamination or activities that could negatively impact the environmental integrity of the site.

- Interviews with persons knowledgeable about the site were conducted in order to gather information related to environmental management practices and site history.

- A historical overview of the site was developed through a review of available information such as aerial photographs; historical maps and directories; federal and local records; title information; and operating documents and permits.

- A site-specific database was ordered that detailed federal and local environmentally-regulated facilities located within ASTM-specific radii of the site. The database was reviewed and the results confirmed in the field to the extent possible.

2.0 SITE OVERVIEW

The site, known as the Fort Stanton Property, is located on the south side of Good Hope Road in southeast Washington, D.C. The subject property is zoned R5-A, or residential, and exists within a residential area of southeast Washington, D.C. The general vicinity of the site is shown on Figure 1.

The site consists of 8.5 acres of undeveloped land which includes Square 5735, Parcel 219, Lot 96 and Parcel 220, Lot 31. The site is currently undeveloped and covered with an overgrowth of grasses and small trees. A general site plan is provided as Figure 2.

3.0 SITE HISTORY

This section provides the general history of the site including previous property owners, past usage, and environmental background.

3.1 Property Ownership

A chain of title for the site was provided to BlueRidge by the client and is attached in Appendix B. The chain of title, dated November 30, 1998, was prepared by Merit Title Company and includes ownership records dating back to 1931. According to the document, the site has been previously owned by individuals or realty and building corporations. The current site owner is Kass Realty Company, Inc.

3.2 Property Use

The history of the site was reconstructed based on the physical inspection, interviews, aerial photographs, and Sanborn Fire Insurance Maps. Aerial photographs of the site were reviewed for the years 1957, 1963, 1970, 1980, and 1988. Sanborn Maps reviewed for the site include the years 1916, 1927, 1960, 1977, 1985, 1989, 1990, and 1992. Copies of the Aerial photographs and Sanborn Maps are included in Appendix C.

The site is currently undeveloped and research into the past use of the site indicates that it has been vacant since at least 1957. Based on an interview conducted with Mr. John Magarelli, Engineer for the Washington Metropolitan Area Transit Authority (WMATA), during the 1980s, WMATA used the site for the placement of fill materials derived from the construction of the Anacostia Metro Station. The site has been filled with approximately 4 to

40 feet of construction debris including concrete, asphalt, dimensioned stone, soils, and gravel.

Following is a summary of the aerial photography review conducted by BlueRidge.

- In the 1957 photograph, the site is completely wooded. The Skyland Apartment complex, located to the east of the site has been constructed. Additional multi-family buildings are under development to the north of the site across Good Hope Road.

- In the 1963 aerial photograph, the site remains wooded and undeveloped. The multi-family buildings to the north of the site have been completed. Land has been cleared to the southeast of the site. The remainder of the surrounding area appears as it did in the 1957 photograph.

- In the 1970 photograph, the site remains wooded. An additional multi-story apartment complex has been constructed to the northwest of the site across Good Hope Road. The area to the southeast of the site appears to be under development as townhouses.

- In the 1980 aerial photograph, the site remains wooded and the surrounding areas appear much as they did in the 1970 photograph with the exception that there are more townhouses completed to the southeast of the site.

- In the 1988 photograph, the site has been cleared. The surrounding properties appear as they did in the 1980 photograph.

The site is not included in the coverage of the Sanborn Maps available for review. However, the Sanborn Maps do show abutting properties to the west and north. Following is a summary of the Sanborn Map review conducted by BlueRidge.

- On the 1916 map, the only structure noted near the site is a "German Orphanage" located across Good Hope Road to the northwest of the site in the location of the present day Marbury Plaza Apartment complex.

- On the 1927 map, a few single family residences are noted to the west of the site. The German Orphanage is still located northwest of the site, and additional single family residences are noted north of the site across Good Hope Road. There is no coverage for the site or properties located to the east and south of the site.

- On the 1960 map, a planned extension of 22nd Street is noted on the property to the west of the site. A notation on the map indicates that this road extension was "not opened." Apartments have been constructed north of the site across Good Hope Road at the intersection with Altamont Street. There is no coverage for the site or properties located to the east and south of the site.

- On the 1977 map, the surrounding area appears the same as on the 1960 map with the exception that the Marbury Plaza Apartments have been constructed to the northwest of the site across Good Hope Road on the same property that once

housed the German Orphanage. There is no coverage for the site or properties located to the east and south of the site.

- On the 1985 through 1992 Sanborn Maps, the surrounding area appears unchanged from the 1977 map with the exception that the property immediately west of the site is now labeled "Fort Stanton Park." There is no coverage for the site or properties located to the east and south of the site.

The historical research conducted by BlueRidge did not reveal any obvious environmental concerns with respect to past property uses for the subject site and abutting properties.

3.3 Environmental Background

No present site activities require environmental permitting. In addition, based on the historical review, no past site activities required environmental permitting.

A *Geotechnical Feasibility Investigation* performed by Whitlock, Dalrymple, Poston & Associates (WDP) in November 1998 included the completion of 13 test pits along the upper areas of the fill materials. These test pits yielded large quantities of general construction debris including asphalt, concrete, bricks, and steel. During completion of the test pits, refusal was encountered due to large pieces of concrete or asphalt. The overall depth of the test pits ranged from six inches to eleven feet below grade. No water was encountered in any of the test pits. Based on the information obtained to date and the lack of any visual evidence of environmental hazards at the site, the fill material did not appear to be of environmental concern.

A Phase I ESA was performed at the site by BlueRidge for KSI in November and December 1998. The findings of this ESA, dated December 14, 1998, indicated that the site has been covered with a large quantity of construction-related fill materials emplaced by WMATA in the early to mid 1980s. Observations made during the site inspection and reported in a previous geotechnical study do not indicate that these fill materials present an environmental concern. The previous Phase I report also identified a leaking underground storage tank (LUST) located at the Skyland apartments, Area #1, approximately 0.15 miles southeast and upgradient of the site. This LUST case has been closed by the District of Columbia, and no further action has been required. Based on these facts, the LUST was noted as unlikely to pose a risk to the subject property. No other on- or off-site environmental concerns were noted in the report. This ESA Update incorporates and supercedes the findings of the previous ESA completed by BlueRidge.

4.0 PHYSICAL SETTING

This section of the report describes the topography, surface water, subsurface geology, and groundwater characteristics of the site based on the physical inspection and published sources.

4.1 Topography and Surface Water Characteristics

The site is situated on gently to steeply sloping terrain that grades down to the south and west. The elevation of the site has been altered by the placement of the fill materials by WMATA. Prior to the placement of these materials, the site elevation ranged from 150 feet above mean sea level (MSL) along the western boundary to 200 feet above MSL along the eastern boundary of the site. The fill materials have changed the topography of the site so that the elevation of the site now ranges from 150 to 210 feet above MSL. However, whereas the topography had previously been typified by a gentle 50-foot grade from east to west across the site, current topography is generally level across the majority of the site with steep slopes, approximately 40-feet high, along the western and southern property boundaries. The bottom of these steep slopes are at the elevations existing prior to placement of the fill materials.

No surface water bodies are located on the site. The nearest surface body of water is an intermittent stream located near the southwestern corner of the site. This intermittent water body appears to emanate from an off-site 24-inch diameter reinforced concrete pipe storm sewer. This intermittent stream then flows to the west-northwest following the regional topography towards the Anacostia River.

Surface water runoff from the site flows uncontrolled as sheet flow to the west and south following topography. Several gullies and smaller rivulets were noted along the edges of the fill materials during the site inspection. No areas of standing or running water were observed on the site during the inspection. No stressed vegetation or other unusual conditions associated with the drainage were noted.

Based on information obtained from the National Wetland Inventory Map for the area, no identified wetland areas are present on or adjacent to the site. A review of the Flood Insurance Rate Map indicates that the site is located within Zone C, an area of minimal flooding.

4.2 Soils and Subsurface Geology

The site is located within the Atlantic Coastal Plain Physiographic Province of Washington, D.C. The geology of the site is typified by fluvial sediments comprised of silty gravels deposited by the Potomac River. These natural geologic materials have been covered by approximately 4 to 40 feet of construction fill materials. These materials include concrete, asphalt, soils, and gravel.

A radon screening for the site was not included in the scope of work. However, according to the most recent database for the site, a 1996 survey of the area found that 87 percent of the homes tested had measureable levels of radon of less than 4 picoCuries per liter (pCi/L), the EPA's recommended guideline for radon in residential structures.

4.3 Groundwater Characteristics

No site specific groundwater data was available for review. In general, groundwater is expected to occur within the pore spaces of the sedimentary units that underlie the fill

materials. In addition, it is possible that some perched water conditions will occur within the fill materials themselves during times of moderate to heavy precipitation. Groundwater flow in the area is anticipated to follow the local topography and flow to the west-northwest towards the Anacostia River.

No drinking water wells are located on the subject property. The site is not serviced by municipal water. Drinking water for residents in the area is provided by the District of Columbia Department of Public Works. This water is obtained from intakes along the Potomac River and from the Decarlia and Georgetown Reservoirs located in the northwestern portion of Washington, D.C. BlueRidge did not observe any evidence of monitoring wells, supply wells, or septic systems on site during the inspection.

5.0 SITE INSPECTION

BlueRidge re-inspected the site on Wednesday, January 19, 2000, between the hours of 9:30 a.m. and 12:30 p.m. BlueRidge's inspector, Kent Campbell, walked the entirety of the site and abutting properties. This section describes the condition of the site at the time of the inspection.

5.1 Site Description

The site is currently undeveloped and has no improvements. The site is relatively flat along the central and eastern portions of the site while steep slopes predominate along the western and southern portions. The entire site is covered with a stand of grasses, and there is a small area on the east-southeastern portion of the site where immature trees have begun to proliferate. BlueRidge observed that the surface of the site is covered with a thin veneer of soil which has, in places, been eroded. In an area where erosion has occurred, BlueRidge observed large amounts of concrete, asphalt, gravel, dimensioned stone, dimensioned lumber, cast iron pipes, and reinforced concrete pipe. All of these materials appeared to have been placed at the site as fill and represent materials typical of construction debris.

BlueRidge observed several areas on the upper portions of the site that had been disturbed in the recent past. These disturbed areas appeared to be resultant from a test pit investigation that was conducted at the site by WDP in November 1998. In addition, at the time of BlueRidge's re-inspection, a geotechnical investigation of the site was being conducted with a drill rig. BlueRidge observed that a trackhoe had cut an approximately 10 to 20 bench along the western most portion of the fill materials to allow access for the drill rig. The materials exposed within the sidewall of the bench cut included soil, concrete, asphalt, and miscellaneous construction debris. BlueRidge did not observe any indications of chemical containers, storage tanks, or suspect asbestos containing materials. Finally, there were no unusual odors detected in the vicinity of the bench sidewall or within soil samples recovered from the subsurface by the drill rig during the time that BlueRidge was on site.

BlueRidge observed numerous rivulets and small gullies along the western and southern slopes of the fill materials resultant from erosion caused by surface water. The materials

exposed within the walls and floors of the gullies were similar to those observed scattered on the surface of the fill materials. No items or materials of environmental concern were noted in any of the eroded areas, on the surface of the fill materials, or in areas of the site that had been disturbed as a part of the previous geotechnical investigation.

No stressed vegetation, standing surface water, unusual odors, surface staining, pits, ponds, lagoons, surface impoundments, or other significant topographic anomalies were observed on the site during the physical inspection.

5.2 Utilities

The site is currently undeveloped, and as such, there are no utilities provided to the site.

5.3 Storage Tanks

During the site inspection, BlueRidge did not observe any aboveground storage tanks (ASTs), underground storage tanks (USTs), or appurtenances associated with AST or UST systems at the site. Additionally, no records were noted that ASTs or USTs had been previously located at the site. Finally, the presence of ASTs or USTs is unlikely based on the historic use of the site as vacant land.

5.4 PCB Equipment

No transformers or suspect polychlorinated biphenl (PCB) containing equipment were noted on the site during the site inspection. Several pole-mounted transformers were noted along the northern property boundary along Good Hope Road. None of the transformers were labeled as to PCB content. There were no indications of leaks or releases from these transformers. However, any leaks or releases from the units would be the responsibility and liability of the Potomac Electric Power Company (PEPCO) which provides electrical service to the area and owns the transformers.

5.5 Chemicals and Hazardous Substances

The site is undeveloped. Therefore, there are no on-site regulated substances or activities.

5.6 Surrounding Land Use

BlueRidge conducted a visual inspection of areas abutting and adjacent to the site in order to determine the potential for surrounding properties to impact the environmental integrity of the site.

The site is bounded to the north by Good Hope Road, across which are apartment buildings. The site is bounded to the east by the Skyland Apartments and to the south by a townhouse development where both existing and partially-constructed homes are located. The site is bounded to the west by Fort Stanton Park, which is owned by the National Park Service. The areas of the abutting properties inspected by BlueRidge did not indicate the

presence of environmental concerns other than the USTs that are noted in Section 6.1 of this report.

6.0 ENVIRONMENTAL REGULATORY AGENCY INQUIRIES

This section of the report details the results of the regulatory record search, as well as information obtained from local sources that is relevant to the history or environmental integrity of the site.

6.1 Environmental Database Review

BlueRidge obtained an environmental database report for the site from Environmental Data Resources (EDR). This report, attached as Appendix D, is a compilation of several federal and state environmental databases. Some of the databases which comprise the EDR report are listed below.

- ***National Priority List (NPL) and Delisted NPL*** The site was not listed. No listings were reported within one mile of the site.

- ***RCRA Permitted Treatment, Storage, and Disposal Facilities (TSD)*** The site was not listed. No TSDs were identified within one-half mile of the site.

- ***State Hazardous Waste Sites*** The site was not listed. No listings were reported within one mile of the site.

- ***Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS)*** The site was not listed. No listings were reported within one-half mile of the site.

- ***CERCLIS-- No Further Remedial Action Planned Sites (NFRAP)*** The site was not listed. No listings were reported within one-quarter mile of the site.

- ***Resource Conservation and Recovery Act (RCRA) Corrective Actions and Associated TSD (CORRACTS)*** The site was not listed. No listings were reported within one mile of the site.

- ***State Solid Waste Landfills, Incinerators, or Transfer Stations (SWLF)*** The site was not listed. No listings were reported within one-half mile of the site.

- ***Leaking Underground Storage Tanks (LUST)*** The site was not listed. The database identified three off-site LUST facilities within one-half mile of the subject site. These LUST facilities are listed on Table 1. Of the three off-site LUST facilities, the closest upgradient LUST is located at the Skyland Apartments, approximately one-eighth mile southeast of the subject site. Skyland Apartments is listed in the database three times, all with the same address. The status of the

Skyland Apartments case is closed and is therefore, not of significant concern or likely to negatively impact the site.

- ***Registered Underground Storage Tanks (RUST)*** The site was incorrectly listed on the database. The database has recorded the RUST located at the Marbury Plaza Apartments, located to the northwest of the site across Good Hope Road, as being on the property. This is incorrect and should be disregarded. Four off-site RUST facilities were identified within one-quarter mile of the subject site. These RUST facilities are listed on Table 1. The RUSTs are not noted as having had any releases to the environment, and are therefore, not thought to pose a threat to the environmental integrity of the subject property.

- ***RCRA Large and Small Quantity Generators (LQG and SQG)*** The site was not listed. No listings were reported within one-quarter mile of the site.

- ***Emergency Response Notification System (ERNS)*** The site was not listed.

6.2 Local Government Agencies

As part of this ESA Update, BlueRidge submitted a request under the Freedom Of Information Act to review files associated with the RUST and LUST facilities closest to the subject site. At the time of this writing, no response has been received from the District of Columbia government. Any pertinent information that is received by BlueRidge in the future will be forwarded to the client.

7.0 CONCLUSIONS AND RECOMMENDATIONS

BlueRidge performed a Phase I ESA Update of the Fort Stanton Property located on the south side of Good Hope Road, SE, in Washington, D.C. This ESA was performed on behalf of KSI under the terms of BlueRidge's proposal dated December 29, 1999. In addition, this ESA Update was completed in accordance with ASTM Standard E 1527-97 and *SunAmerica Guidelines for Conducting Phase I Environmental Site Assessments* dated July 1999.

Based on the findings of this ESA Update, no recognized environmental conditions were noted for the site. In addition, no off-site environmental concerns were identified that were likely to have negatively effected the environmental integrity of the subject property. No further action is recommended as a result of the findings of this ESA Update.

8.0 PURPOSE AND LIMITATIONS

The purpose of the Phase I ESA is to identify evidence of oil or hazardous materials that are, have been, or potentially could be released onto the subject property or in the vicinity of the subject property. The scope of the ESA included a site and site vicinity inspection; interviews with site personnel; interviews with local officials; and a review of federal, state,

and local records. The work was performed in accordance with generally accepted environmental consulting practices and the ASTM minimum standards for the performance of Phase I ESAs and is subject to the following limitations.

- This report has been prepared for the exclusive use of the client, KSI Services, Inc. The opinions rendered herein are based on professional expertise and experience using that degree of care and skill ordinarily exercised under similar circumstances by other professionals practicing in this field. No other warranty, either expressed or implied, is made as to the professional advice presented in this report. Any use of, or reliance on, this report by a third party shall be at such party's sole risk.

- The findings set forth in this report are strictly limited to the date of the evaluation. The conclusions presented in the report are based solely on the services described herein and not on scientific tasks or procedures beyond the scope of agreed upon services.

- The purpose of this report was to assess the physical characteristics of the subject site with respect to the presence in the environment of oil or hazardous material. The report is not intended to be a compliance report or to check on the compliance of present or past owners or operators of the subject property with federal, state, or local laws and regulations, environmental or otherwise.

- Partial findings of this investigation are based on data provided by others. No warranty is expressed or implied with the usage of such data. A portion of the information provided in this report is based upon personal interviews and research of all available documents, records, and maps held by the appropriate government and private agencies. The information relied on in this report is subject to the limitations of historical documentation, availability, and accuracy of pertinent records, and the personal recollection of those persons contacted by BlueRidge.

- The initial site investigation took into account the natural and man-made features of the site, including any unusual or suspect phenomenon. Those factors, with the site's geology, hydrology, topography, and past and present land uses, served as a combined basis for determining areas of environmental concern. The presence of asbestos-containing materials, radon, lead-based paint, radioactive materials, and biological hazards was not investigated.

9.0 REFERENCES

Flood Insurance Rate Map, Panel No. 110001-00253.

Geotechnical Feasibility Study, letter report prepared by Whitlock, Dalrymple, Poston, & Associates, Inc., to Greenhorne & O'Mara, Inc., dated November 20, 1998.

Fort Stanton Feasibility Report, letter report prepared by Greenhorne & O'Mara, Inc., to Richard Knapp of KSI, Inc., dated November 22, 1998.

Fort Stanton Database Search, letter report prepared by Greenhorne & O'Mara, Inc. to Richard Knapp of KSI, Inc., dated November 25, 1998.

Interview with Mr. John Magarelli, Engineer for WMATA, December 14, 1998.

Merit Title Company, correspondence to Fort Stanton, L.P. dated November 30, 1998.

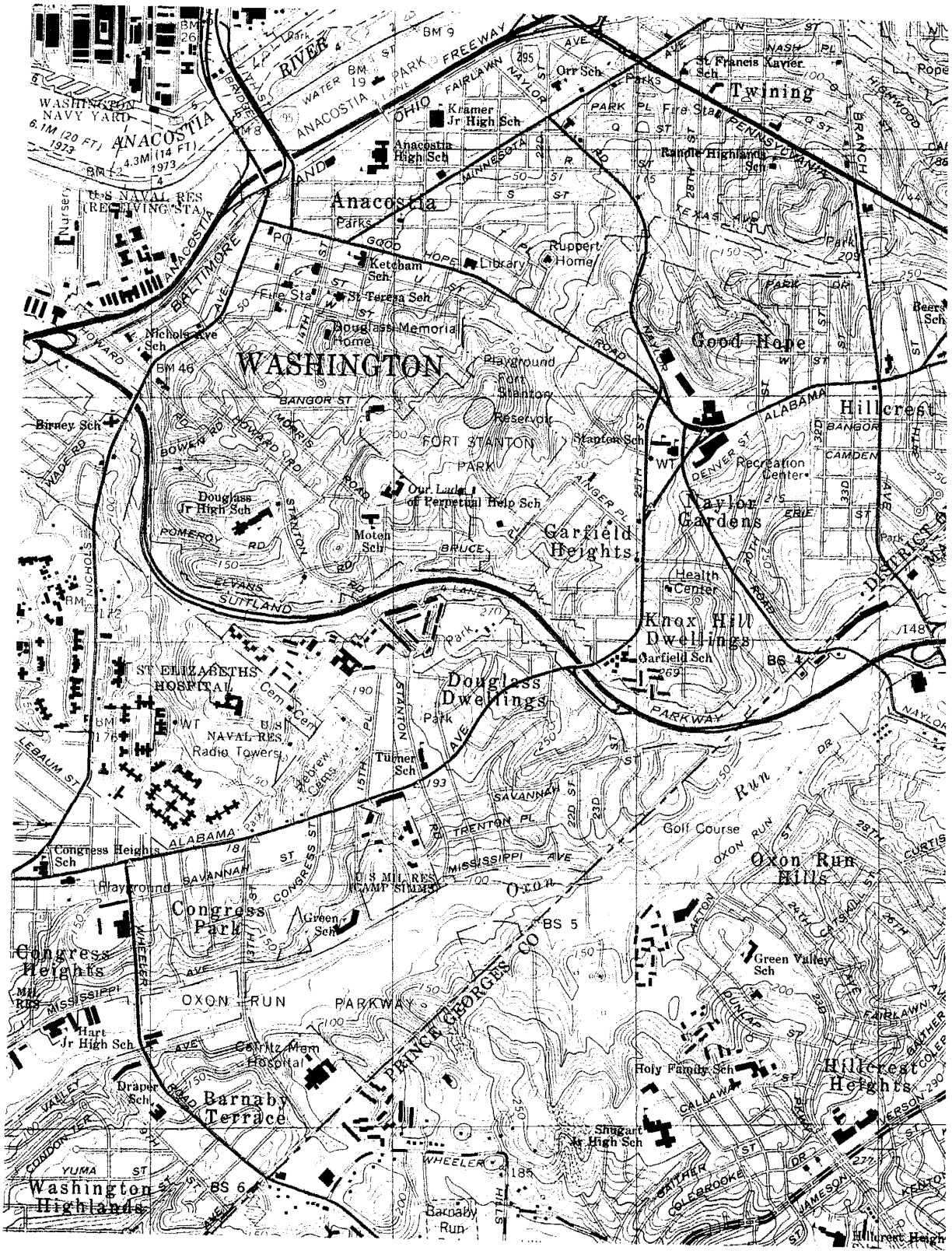
National Wetland Inventory Map, Washington East, Maryland, and Washington D.C., April 1981.

Phase I Environmental Site Assessment Conducted on Fort Stanton Property, Good Hope Road and 24th Street, SE, Washington, D.C., dated December 14, 1998, by BlueRidge Environmental, Inc.

United States Geologic Survey/Department of the Interior, 7.5-minute Topographic Quadrangle, Anacostia Quadrangle, photo-revised 1979.

United States Geologic Survey/Department of the Interior, Geologic Quadrangle Map, Annandale, Virginia, 1986.

FIGURES AND TABLES

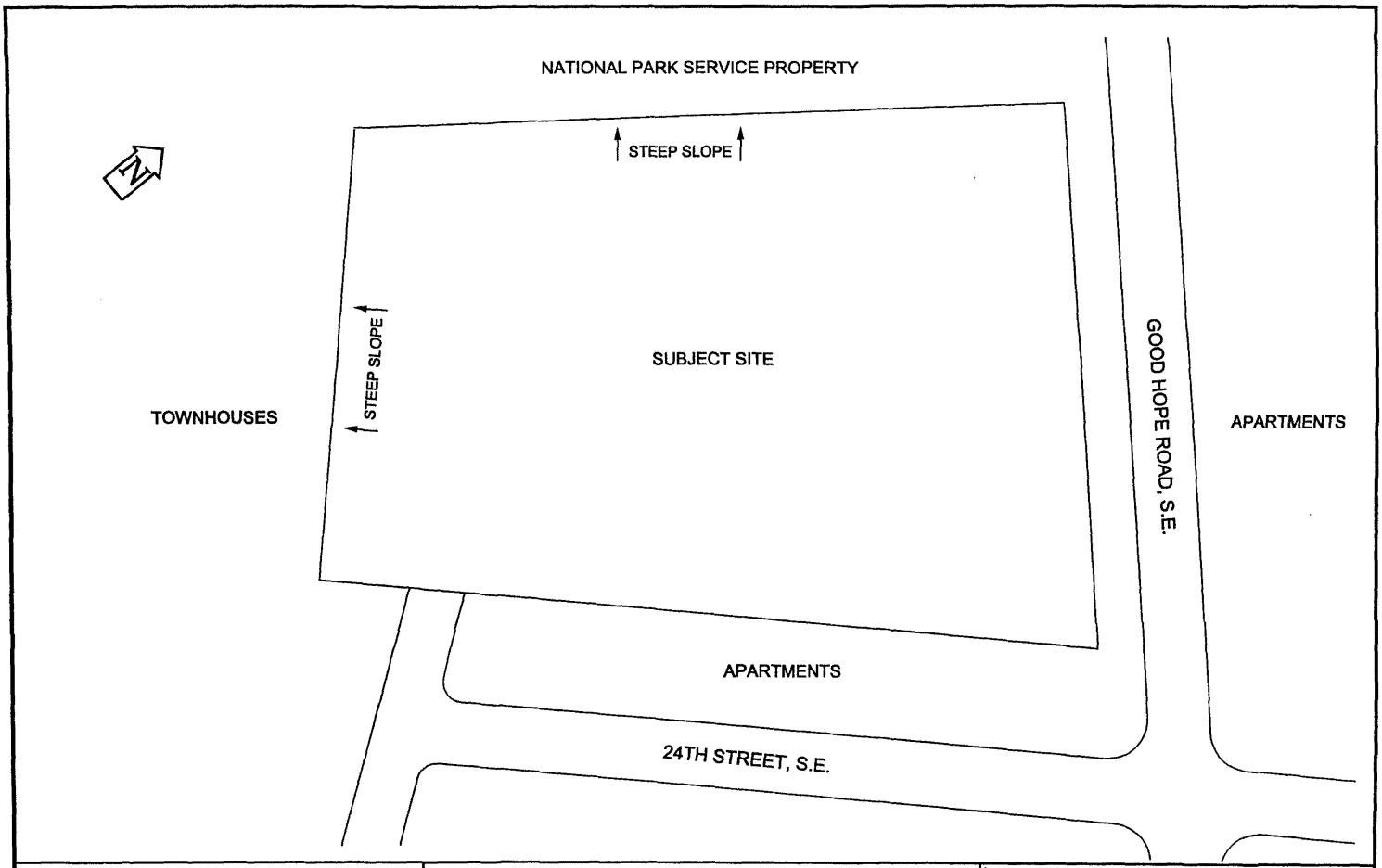


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FIGURE 1
SITE VICINITY MAP

Project:
FORT STANTON PROPERTY
GOOD HOPE ROAD, S.E.
WASHINGTON, D.C.

Date:	Drawn by:	CAD File:	Scale:
12/11/98	MMG	FIGURE1	1" = 2000'



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FIGURE 2
GENERAL SITE PLAN

Project:
FORT STANTON PROPERTY
GOOD HOPE ROAD, S.E.
WASHINGTON, D.C.

Date:	Drawn by:	CAD File:	Scale:
12/13/98	MMG	STANTON	NTS

TABLE 1
List of Regulated Facilities

Facility Name/ Address	Database	Approx. Distance/ Direction	Topographic Location
Skyland Apartments, Area #1 2307 Skyland Place, SE	LUST (closed)	<1/8 mile Southeast	Upgradient
Skyland Apartments, Area #2 2307 Skyland Place, SE	LUST (closed)	<1/8 mile Southeast	Upgradient
Skyland Apartments, Area #3 2307 Skyland Place, SE	LUST (closed)	<1/8 mile Southeast	Upgradient
Marbury Plaza Apartments 2300 Good Hope Road, SE	RUST	<1/8 mile Northwest	Downgradient
Apartment Building 2400 Good Hope Road, SE	RUST	<1/8 mile Northeast	Upgradient
Kogod & Burka 2503 Good Hope Road, SE	RUST	1/8 - 1/4 mile Southeast	Upgradient
Former Mobile Station 2704 Good Hope Road, SE	LUST	1/4 -1/2 mile Southeast	Upgradient
Avon Theater 2834 Alabama Avenue, SE	RUST, LUST	1/4 -1/2 mile Southeast	Upgradient

APPENDIX A

Previous Phase I ESA Report

BLUERIDGE ENVIRONMENTAL, INC.

Phase I Environmental Site Assessment

Conducted on

Fort Stanton Property
Good Hope Road and 24th Street, S.E.
Washington, D.C. 20020

for

Ray Schmidt
KSI Services, Inc.
8081 Wolftrap Road
Suite 300
Vienna, Virginia 22182-5100

Prepared By:

Kent Campbell
Principal Geologist

December 14, 1998

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Figure 1	Site Vicinity Map
Figure 2	General Site Plan
Table 1	List of LRST Facilities

APPENDICES

Appendix A	Site Photographs
Appendix B	Environmental Database Report

1.0 EXECUTIVE SUMMARY

BlueRidge Environmental, Inc. (BlueRidge), has completed a Phase I Environmental Site Assessment (ESA) of the property known as the Fort Stanton Property located on the south side of Good Hope Road, S.E., Washington, D.C. (the site). The ESA was performed in accordance with a proposal submitted to KSI Services, Inc., dated December 6, 1998. The site inspection was performed by Kent Campbell of BlueRidge on December 7, 1998. Mr. Campbell was not accompanied by any other persons during the site inspection.

The site consists of a rectangular-shaped, 8.5-acre parcel of land located in a residential area of southeast Washington, D.C. The property is located south of Good Hope Road near the intersection with 24th Street. The site is undeveloped, unimproved, and covered with grasses and small trees.

Based on the findings of this ESA, no on-site environmental concerns were identified. However, the following off-site environmental concern was identified: a leaking registered underground storage tank (LRST) was reported to be located at the Skyland apartments, Area #1, located approximately 0.15 miles southeast and upgradient of the site. This LRST case has been closed by the District of Columbia, and no further action has been required. Based on these facts, BlueRidge does not believe that this LRST site poses a risk to the subject property.

It should be noted that the site has been covered with a large quantity of construction-related fill materials emplaced by the Washington Metropolitan Area Transit Authority (WMATA), reportedly in the early to mid 1990s. Observations made during the site inspection and reported in previous studies do not indicate that these fill materials present an environmental concern. However, any suspect materials or containers that may be exposed as a result of development of the site should be assessed by an environmental professional to determine the extent of possible environmental impact and proper disposal procedures for the material. Information on the specific source and composition of the fill materials has been requested from WMATA and will be forwarded to KSI Services, Inc., upon receipt by BlueRidge.

2.0 OBJECTIVES AND LIMITATIONS

The purpose of the Phase I ESA is to identify evidence of oil or hazardous materials that are, have been, or potentially could be released onto the site or in the vicinity of the site. The scope of the ESA may include some or all of the following: a site and site vicinity inspection; interviews with site personnel; interviews with state and local officials; and a review of federal, state and local records. The work was performed in accordance with generally accepted environmental consulting practices and the ASTM Minimum Standards for the Performance of Phase I ESAs and is subject to the following limitations.

- The opinions rendered herein are based on professional expertise and experience. No other warranty, either expressed or implied, is made.

- The findings set forth in this report are strictly limited to the date of the evaluation. The conclusions presented in the report are based solely on the services described herein and not on scientific tasks or procedures beyond the scope of agreed upon services.

- The purpose of this report was to assess the physical characteristics of the subject site with respect to the presence in the environment of oil or hazardous material. No specific recommendation was made to check on the compliance of present or past owners or operators of the site with federal, state, or local laws and regulations, environmental or otherwise.

- Partial findings of this investigation are based on data provided by others. No warranty is expressed or implied with the usage of such data. A portion of the information provided in this report is based upon personal interviews and research of all available documents, records, and maps held by the appropriate government and private agencies. These items are subject to the limitations of historical documentation, availability, and accuracy of pertinent records, and the personal recollection of those persons contacted by BlueRidge.

- The initial site investigation took into account the natural and man-made features of the site, including any unusual or suspect phenomenon. These factors, along with the site's geology, hydrology, topography, and past and present land uses, served as a combined basis for determining areas of environmental concern. The presence of asbestos-containing materials, lead-based paint, radioactive materials, and biological hazards was not investigated.

3.0 SITE OVERVIEW

The site, known as the Fort Stanton Property, is located on the south side of Good Hope Road in southeast Washington, D.C. The subject property, zoned R5-A, "Residential-Apartments," exists within a mostly residential area of southeast Washington, D.C. The general vicinity of the site is shown on Figure 1.

The site consists of 8.5 acres of undeveloped land identified as Tax Map Parcel 219, Lot 96 and Parcel 220, Lot 31. The site is currently undeveloped and is covered with grasses and small trees. The site is bounded to the north by Good Hope Road, across which apartment buildings are located. The site is bounded to the east by the Skyland Apartments. The site is bounded to the south by a townhouse development where both existing and partially-constructed homes are located. The site is bounded to the west by Fort Stanton Park, which is owned by the National Park Service. A general site plan is provided as Figure 2.

4.0 SITE BACKGROUND/OPERATING HISTORY

This section provides the general history of the site including previous owners, past usage, and details of previous investigations conducted at the site.

4.1 Property Ownership

The current owner of the subject property is Kass Realty Company, Inc. According to a chain-of-title document prepared by Merit Title Company, dated November 30, 1998, the site has been previously owned by individuals or realty and building corporations. No past ownership of the property indicated the potential for environmental concerns at the site such as industrial, manufacturing, or retail gasoline sales use.

4.2 Historical Property Usage

The history of the site was reconstructed based on the physical inspection, previous reports, and a review of a Sanborn Fire Insurance Map and an aerial photograph for the year 1960. In the 1960 aerial photograph, the site exists as an undeveloped, partially wooded lot. The surrounding areas to the north and east are developed with multi-family residences. The areas to the west and south of the subject property are undeveloped.

BlueRidge reviewed a Sanborn Fire Insurance map for 1960. This map indicated that the site was barren of any structures, notations of storage tanks, or use of environmental concern.

4.3 Environmental Background

No current site activities require environmental permitting. In addition, based on the historical review, no past site activities required environmental permits.

The site is currently undeveloped and research into the past use of the site indicates that it has been vacant since at least 1960. Reports prepared by others indicate that WMATA used the site for the placement of fill materials, reportedly in the early to mid 1990s. The fill was placed across the entirety of the site and ranged from 4 to 40 feet in thickness. This fill was reported to be construction debris consisting of predominantly asphalt and concrete. During the site inspection, BlueRidge observed concrete, asphalt, gravel, dimensioned stone, dimensioned lumber, cast iron pipes, and reinforced concrete pipes in the fill materials. These materials were observed at the surface in areas where a test pit investigation had been conducted by others and in gullies that occur along the western and southern sides of the site. BlueRidge has submitted a request to Mr. John Magarelli, Engineer for WMATA, to obtain any information available on the exact date of placement and origin of the fill materials.

A *Geotechnical Feasibility Investigation* performed by Whitlock, Dalrymple, Poston & Associates (WDP) in November 1998 included the completion of 13 test pits along the upper areas of the fill materials. These test pits yielded large quantities of general construction

debris including asphalt, concrete, bricks, and steel. During completion of the test pits, refusal was encountered due to large pieces of concrete or asphalt. Based on the information obtained to date, and the lack of any visual evidence of environmental hazards at the site, the fill material does not appear to be of environmental concern.

5.0 ENVIRONMENTAL SETTING

This section of the report describes the surface water, subsurface geology, and groundwater characteristics of the site based on the physical inspection and published sources.

5.1 Surface Water Characteristics

The site is situated on gently to steeply sloping terrain that grades down to the south and west. The elevation of the site has been altered by the placement of the fill materials by WMATA. Prior to the placement of these materials, the site elevation ranged from 150 feet above mean sea level (MSL) along the western boundary to 200 feet MSL along the eastern boundary of the site. The fill materials have changed the topography of the site so that the elevation of the site now ranges from 150 to 210 feet above MSL. However, whereas the topography had previously been typified by a gentle 50-foot grade from east to west across the site, current topography is generally level across the majority of the site with steep slopes, approximately 40-feet high, along the western and southern property boundaries. The bottom of these steep slopes are at the elevations existing prior to placement of the fill materials.

No surface water bodies are located on the site. The nearest surface body of water is an intermittent stream located near the southwestern corner of the site. This intermittent water body appears to emanate from an off-site 24-inch diameter reinforced concrete pipe storm sewer. This intermittent stream then flows to the west-northwest following the regional topography towards the Anacostia River.

Surface water runoff from the site flows uncontrolled as sheet flow to the west and south following topography. Several gullies and smaller rivulets were noted along the edges of the fill materials during the site inspection. No areas of standing or running water were observed on the site during the inspection. No stressed vegetation or other unusual conditions associated with the drainage were noted.

Based on information obtained from the National Wetland Inventory Map for the area, no identified wetland areas are present on or adjacent to the site.

5.2 Subsurface Geology

The site is located within the Atlantic Coastal Plain Physiographic Province of Washington, D.C. The geology of the site is typified by fluvial sediments comprised of silty gravels deposited by the Potomac River. This in-situ geologic material has been covered by 4 to 40 feet of construction fill materials placed over the site by WMATA.

5.3 Groundwater Characteristics

No site specific groundwater data was available for review. In general, groundwater is expected to occur within the pore spaces of the sedimentary units that underlie the fill materials. In addition, it is possible that some perched water conditions will occur within the fill materials themselves during times of moderate to heavy precipitation. Groundwater flow in the area is anticipated to follow the local topography and flow to the west-northwest towards the Anacostia River.

No drinking water wells are located on the subject property. The site is not serviced by municipal water. Drinking water for residents in the area is provided by the District of Columbia Department of Public Works. This water is obtained from intakes along the Potomac River and from the Decarlia and Georgetown Reservoirs located in the northwestern portion of Washington, D.C.

6.0 SITE INSPECTION

BlueRidge inspected the site on December 7, 1998. BlueRidge was not accompanied on the site inspection by a representative of the property. During the site visit, the inspector walked all areas of the site and accessible areas of abutting properties. This section describes the condition of the site at the time of the inspection. Photographs taken during the site inspection are attached as Appendix A.

6.1 Site Observations and Inquiries

The site is currently undeveloped and has no improvements. The site is relatively flat along the central and eastern portions of the site while steep slopes predominate along the western and southern portions of the site. These steep slopes were created by the placement of the fill materials. The entire site is covered with grasses and there is a small area on the east-southeastern portion of the site where immature trees have begun to proliferate. BlueRidge observed that the surface of the site is covered with a thin veneer of soil which has, in places, been eroded. In areas where erosion has occurred, BlueRidge observed concrete, asphalt, gravel, dimensioned stone, dimensioned lumber, cast iron pipes, and reinforced concrete pipes at the surface. All of these materials appeared to have been placed at the site as fill material and are typical of a construction fill area. BlueRidge observed several areas on the central portions of the site that had been disturbed in the recent past. These disturbed areas appeared to be resultant from a test pit investigation that was conducted at the site by WDP as detailed in a report prepared in November of 1998.

BlueRidge observed several rivulets and small gullies along the western and southern slopes of the fill materials resultant from erosion caused by surface water runoff. The fill materials exposed within the walls and floors of these gullies were similar to those observed scattered on the surface of the site. No items or materials of environmental concern were noted in any of the eroded areas, on the surface of the fill materials, or in areas of the site that had been disturbed as a part of the previous investigation by WDP.

6.2 AST/UST Systems

During the site investigation, BlueRidge did not observe any ASTs, USTs, or appurtenances associated with AST/UST systems at the site. Additionally, no records were noted that ASTs or USTs had been located at the site previously. Finally, the presence of ASTs or USTs is unlikely based on the historic use of the site as vacant land.

6.3 Transformers and PCB Equipment

No transformers or suspect PCB-containing equipment were noted on-site during the site inspection. Several pole-mounted transformers were noted along the northern property boundary on Good Hope Road. None of the transformers were labeled as to PCB content. There were no indications of leaks, or releases, from these transformers. However, any leaks or releases from these transformers would be the responsibility and liability of the Potomac Electric Power Company (PEPCO) which provides electrical service to the area and owns the transformers.

6.4 On-Site Regulated Substance Identification/Inventory

The site is undeveloped. Therefore, there are no on-site regulated substances or activities.

6.5 Area Reconnaissance

BlueRidge conducted a visual inspection of areas abutting and adjacent to the site in order to determine the potential for surrounding properties to impact the environmental integrity of the site.

The site is bounded to the north by Good Hope Road, across which are apartment buildings. The site is bounded to the east by the Skyland Apartments and to the south by a townhouse development where both existing and partially-constructed homes are located. The site is bounded to the east by Fort Stanton Park, which is owned by the National Park Service. The areas of the abutting properties inspected by BlueRidge did not indicate the presence of environmental concerns other than the USTs that are noted in Section 7.1 of this report.

7.0 ENVIRONMENTAL REGULATORY AGENCY INQUIRIES

7.1 Summary of the Regulatory Database Search

BlueRidge obtained an environmental database report from Environmental Risk Information & Imaging Service (ERIIS). This report, attached as Appendix B, is a compilation of several federal and local environmental databases. The regulated facilities identified in the ERIIS report were verified in the field by BlueRidge and adjustments made to the reported distances and directions, as required. These regulated facilities are summarized below.

National Priority Listing (NPL) - The site was not listed. No listings were reported within one mile of the site.

Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS), includes No Further Remedial Action Planned Sites (NFRAP) - The site was not listed. No listings were reported within one-half mile of the site.

Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) facilities - The site was not listed. No TSD facilities were identified within one-half mile of the site.

RCRA Large and Small Quantity Generators (LQG and SQG) - The site was not listed. No LQGs or SQGs were identified within one-quarter mile of the site.

Emergency Response Notification System (ERNS) - The site was not listed. No listings were reported for properties adjacent to the site.

Hazardous Waste Sites (HWS) - The site was not listed. No listings were reported within one mile of the site.

District of Columbia Registered Underground Storage Tank Report (RST) – The site is not listed as an RST facility. Nine off-site RST facilities were identified within one-quarter mile of the subject site. Of these RST facilities, four are identified as having leaking tanks; a discussion of these LRSTs is presented below.

District of Columbia Leaking Underground Storage Tank Report (LRST) - The database identified ten off-site LRST facilities within one-half mile of the subject site. These LRST facilities are listed on Table 1. Of the ten off-site LRST facilities, the closest upgradient LRST is located at the Skyland Apartments, approximately 0.15 miles southeast and upgradient of the subject site. The status of this case is closed and is not of significant concern or likely to negatively impact the site. The closest active LRST case is located over 1/3 mile from the site at 2834 Alabama Avenue, S.E. and, based on distance, is not likely to have any environmental impact on the site.

No Further Remedial Action Planned Sites (NFRAP) - The site is not listed on the NFRAP. There are no NFRAP sites located within one-half mile of the site.

Resource Conservation and Recovery Information System - TSD's subject to Corrective Action (RCRIS-CA) - The site is not listed on the RCRIS-CA. There are no RCRIS-CA sites located within one mile of the site.

7.2 Local Government Agencies

According to information obtained from the District of Columbia Department of Public Works (DPW), no drinking water wells are present on the site. According to DPW representatives, the residences that abut the site are serviced by municipal water provided by the DPW.

BlueRidge has submitted a Freedom of Information Act (FOIA) request to the District of Columbia, Department of Health, Underground Storage Tank Branch concerning the current status of each of the LRST cases indicated on Table 1. At the time of this writing, no response has been received. Any information received after the issuance of this report will be reviewed by BlueRidge and forwarded to KSI.

8.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of this ESA, no on-site environmental concerns were identified. However, a leaking registered underground storage tank was reported to be located at the Skyland apartments, Area #1, located approximately 0.15 miles southeast of the site. This LRST case has been closed by the District of Columbia, and no further action has been required. Based on these facts, BlueRidge does not believe that this LRST site poses a risk to the subject property.

It should be noted that the site has been covered with a large quantity of construction-related fill materials. Observations made during the site inspection and reported in previous studies do not indicate that these fill materials present an environmental concern. However, any suspect materials or containers that may be exposed as a result of development of the site should be assessed by an environmental professional to determine the extent of possible environmental impact and proper disposal procedures for the material. Information on the specific source and composition of the fill materials has been requested from WMATA and will be forwarded to KSI Services, Inc., upon receipt by BlueRidge.

9.0 REFERENCES

ERIIS Environmental Database Search Report, dated December 9, 1998.

United States Geologic Survey/Department of the Interior: 7.5-minute Topographic Quadrangle, Anacostia Quadrangle, photo-revised 1979.

Aerial Photograph obtained from Martin Luther King Jr. Public Library.

Geotechnical Feasibility Study, letter report prepared by Whitlock, Dalrymple, Poson, & Associates, Inc. to Greenhorne & O'Mara, Inc., dated November 20, 1998.

Fort Stanton Feasibility Report, letter report prepared by Greenhorne & O'Mara, Inc. to Dick Knapp, KSI, Inc., dated November 22, 1998.

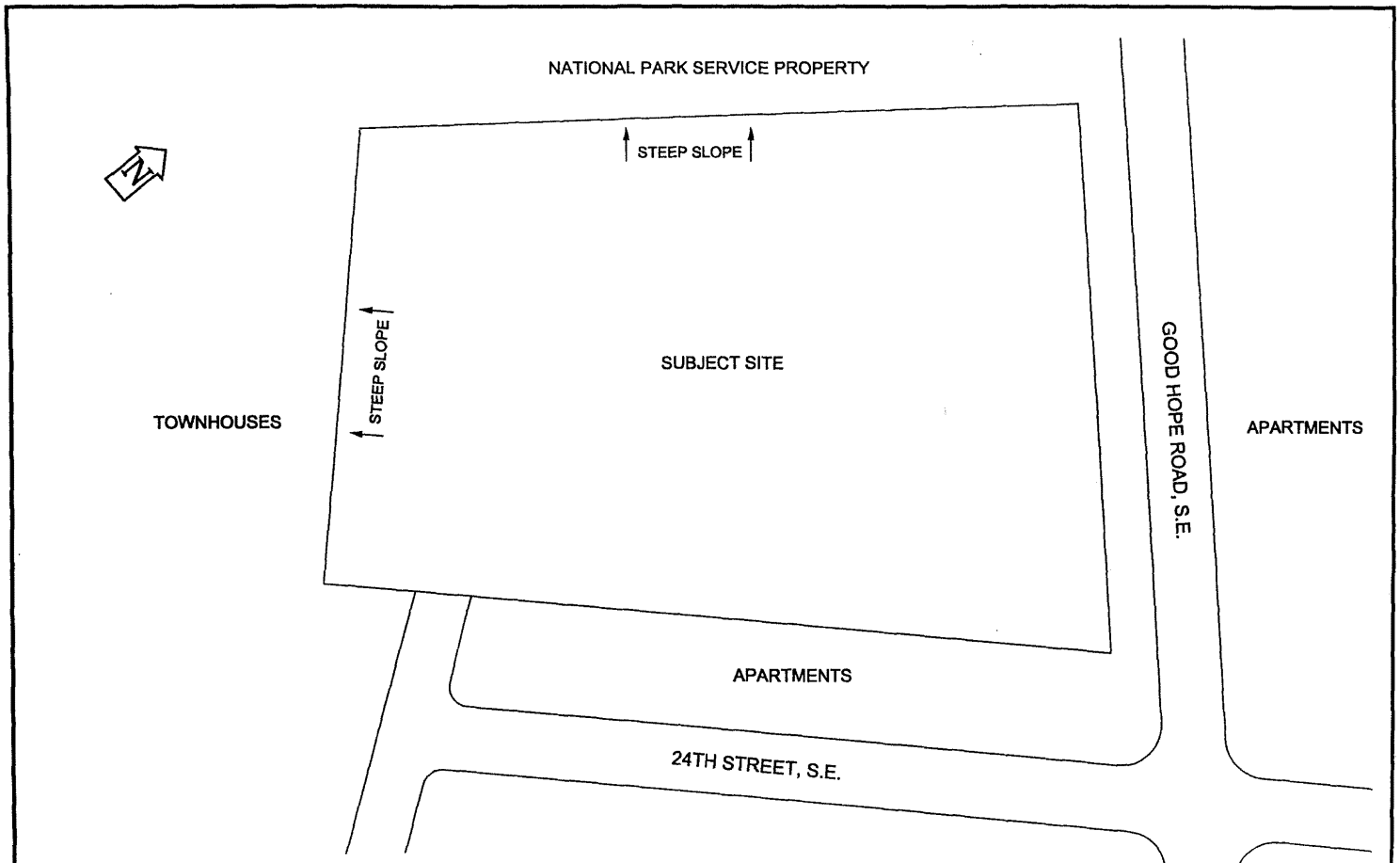
Merit Title Company correspondence to Fort Stanton, L.P., dated November 30, 1998.

Fort Stanton Database Search, letter report prepared by Greenhorne & O'Mara, Inc., to Richard Knapp, KSI, Inc., dated November 25, 1998.

FIGURES AND TABLES

TABLE 1
List of LRST Facilities

Facility Name/ Address	Database	Approx. Distance/ Direction	Topographic Location
Skyland Apartments, Area #1 2307 Skyland Place, SE	LRST (closed)	0.15 miles/ Southeast	Upgradient
Skyland Apartments, Area #2 2307 Skyland Place, SE	LRST (closed)	0.15 miles/ Southeast	Upgradient
Skyland Apartments, Area #3 2307 Skyland Place, SE	LRST (closed)	0.15 miles/ Southeast	Upgradient
Marbury Plaza 2300 Good Hope Road, SE	LRST (closed)	0.20 miles/ Northwest	Downgradient
Amoco Station 2801 Alabama Avenue, SE	LRST (active)	0.34 miles/ Southeast	Crossgradient
Avon Theater 2834 Alabama Avenue, SE	LRST (active)	0.34 miles/ Southeast	Crossgradient
Sears Roebuck and Company 2845 Alabama Avenue, SE	LRST (active)	0.35 miles/ Southeast	Crossgradient
William C. Smith Corporation 1813 23rd Street, SE	LRST (closed)	0.40 miles/ Northwest	Downgradient
Anacostia Chrysler-Plymouth 1708-1710 Good Hope Road, SE	LRST (closed)	0.47 miles/ Northwest	Downgradient
Muscle, Inc. 2829 Gainesville Street, SE	LRST (closed)	0.49 miles/ Southeast	Downgradient



BLUERIDGE ENVIRONMENTAL, INC.
44082 FERNCLIFF TERRACE ASHBURN, VIRGINIA 20147
TELEPHONE 703 729 9196 FAX 703 729 9197

FIGURE 2
GENERAL SITE PLAN

Project:
FORT STANTON PROPERTY
GOOD HOPE ROAD, S.E.
WASHINGTON, D.C.

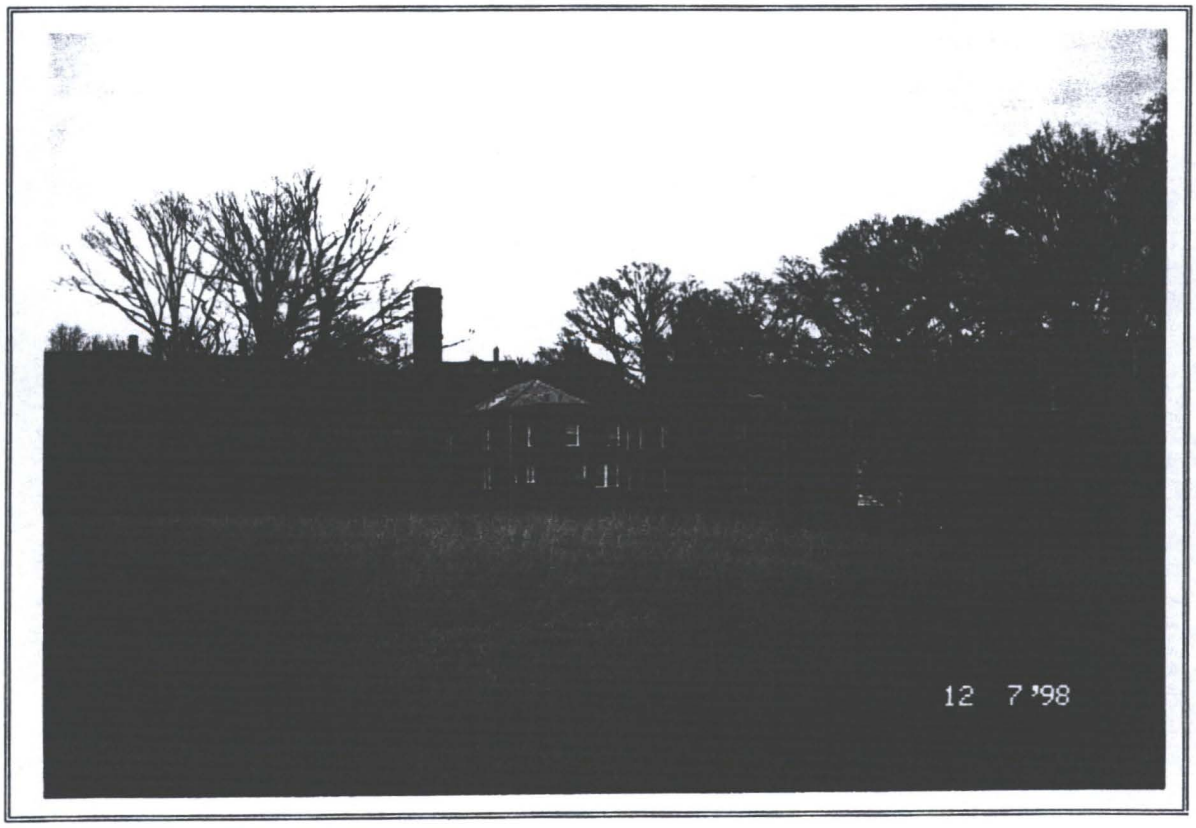
Date:	Drawn by:	CAD File:	Scale:
12/13/98	MMG	STANTON	NTS

APPENDIX A

Site Photographs



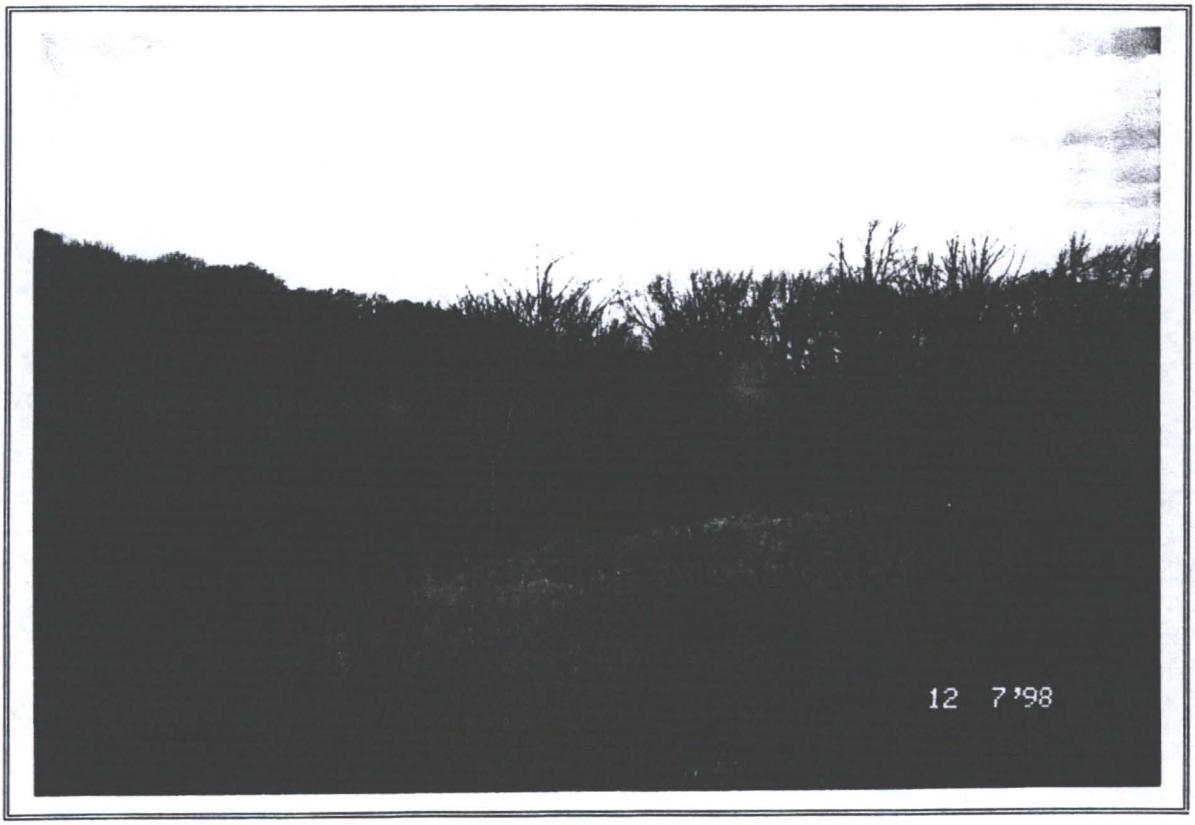
Typical view of site vegetation



View of abutting property looking east



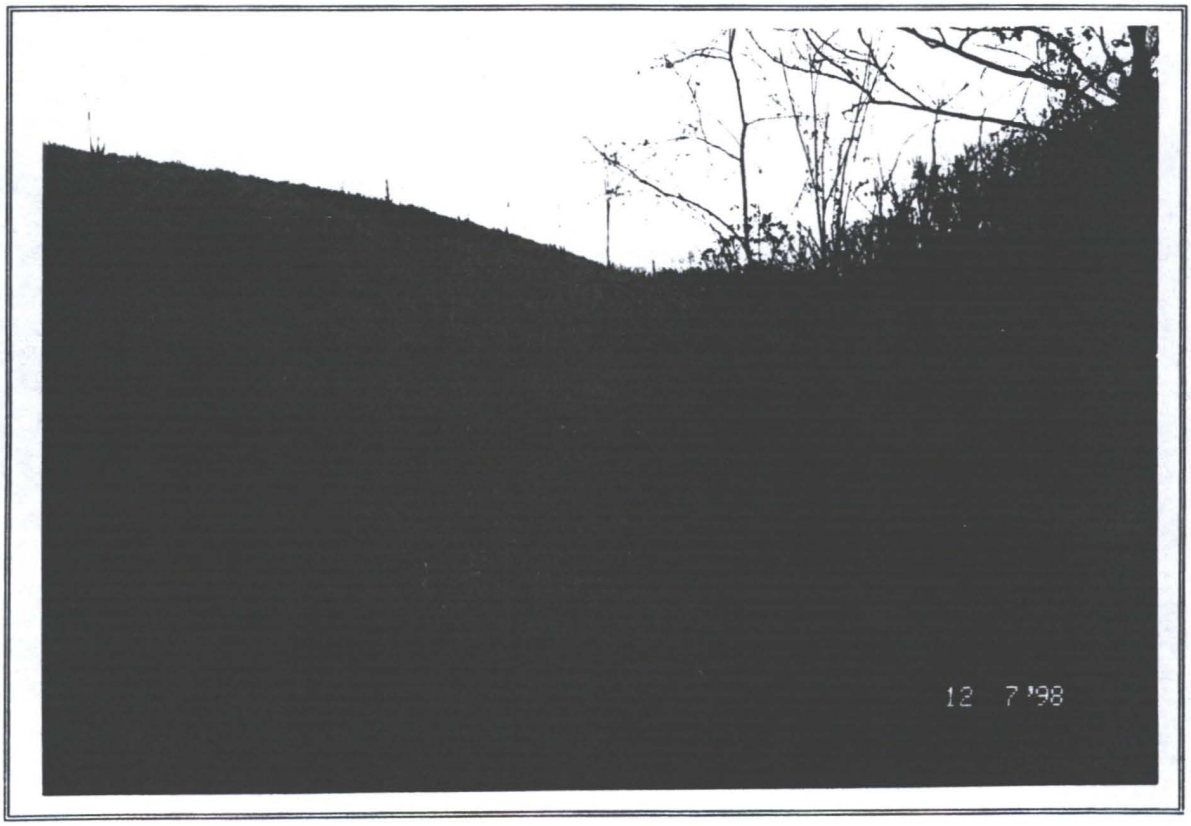
View of abutting property looking south



View of abutting property looking west



View of abutting property looking north



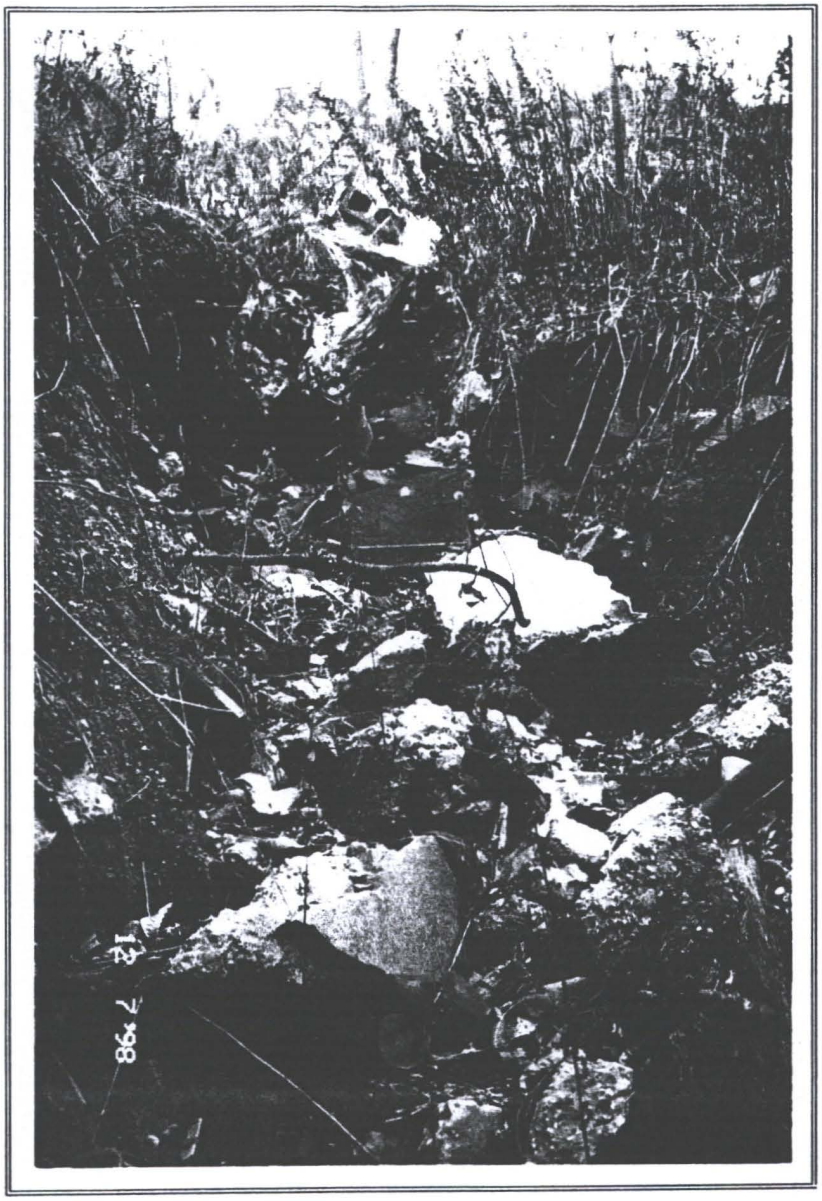
Typical view of sloped fill materials along western site boundary



Storm water sewer outfall located southwest of the site



Typical test pit location (by others)



Typical fill materials exposed in gully along southern site boundary



Typical fill materials exposed in gully along southern site boundary

APPENDIX B

Environmental Database Report



ERIS

505 Huntmar Park Dr, Suite 200
Herndon, VA 20170
(703)834-0600 (800)989-0402
FAX: (703)834-0606

SITE INFORMATION

Fort Stanton Property
2300 Good Hope Road, S.e.
Washington, D.c., DC
District of Columbia
Job Number: 298786A
Map Plotted: Dec 9, 1998

MAP LEGEND

- Target Area
- Radii .25, .5, 1 Mi
- Hydrography
- Railroads
- Roads
- Highways
- ★ NPL 0 Sites
- □ RCRIS_TS 0 Sites
- □ RCRIS_CA 0 Sites
- ● CERCLIS 0 Sites
- ○ NFRAP 0 Sites
- □ RCRIS_LG 0 Sites
- □ RCRIS_SG 0 Sites
- ☆ ERNS 0 Sites
- ○ HWS 0 Sites
- ⌖ LRST 10 Sites
- ◊ RST 9 Sites

Miles

0 0.25 0.5

The Information on this map is subject to the ERIIS Disclaimer

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ERIIS ASTM Detail Radius Report

Subject Property: FORT STANTON PROPERTY
2300 GOOD HOPE ROAD, S.E.
WASHINGTON, D.C., DC 20020

Ordered By: KENT CAMPBELL

Report Number: 298786A

Prepared On: 12/09/1998

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ERIIS ASTM Detail Radius
Statistical Profile

ERIIS Report #298786A — Dec 9, 1998

Study Site: Fort Stanton Property
2300 Good Hope Road, S.E.
Washington, D.C., DC 20020

Latitude: 38.861645
Longitude: -76.972926

Database	Radius (mi)	Target Area**	Property	1/4-1/2	1/2-1	1-2	Total
NPL	1.00		0	0	0	-	0
CERCLIS	0.50		0	0	-	-	0
RCRIS_TS	0.50		0	0	-	-	0
RCRIS_LG	0.25		0	-	-	-	0
RCRIS_SG	0.25		0	-	-	-	0
ERNS	0.05		0	-	-	-	0
LRST	0.50		4	6	-	-	10
RST	0.25		9	-	-	-	9
HWS	1.00		0	0	0	-	0
NFRAP	0.50		0	0	-	-	0
RCRIS_CA	1.00		0	0	0	-	0
Totals			**13**	**6**	**0**	**0**	**19**

TOPO QUAD: Anacostia

Radon Zone Level: 2

Zone 2 has a predicted average indoor screening level >= 2 pCi/L and <= 4 pCi/L

A Radon Zone should not be used to determine if individual homes need to be tested for radon.
The EPA's Office of Radiation and Indoor Air (202/233-9320) recommends that all homes be tested for radon, regardless of geographic location or the zone designation in which the property is located.

****A target area is defined as a .02 mile buffer around the site's latitude and longitude.**
A blank radius count indicates that the database was not searched by this radius per client instructions.
NR in a radius count indicates that the database cannot be reported by this search criteria due to insufficient and/or inaccurate addresses reported by a federal/state agency.

National Priorities List

NPL
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

Date of Data: 10/14/1998
Release Date: 10/20/1998
Date on System: 11/20/1998
Date of Last Contact: 11/02/1998

The NPL Report is an EPA listing of the nation's worst uncontrolled or abandoned hazardous waste sites. NPL sites are targeted for possible long-term remedial action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980. In addition, the NPL Report includes information concerning cleanup agreements between EPA and Potentially Responsible Parties (commonly called Records of Decision, or RODS), any liens filed against contaminated properties, as well as the past and current EPA budget expenditures tracked within the Superfund Consolidated Accomplishments Plan (SCAP).

Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

Date of Data: 10/14/1998
Release Date: 10/20/1998
Date on System: 11/13/1998
Date of Last Contact: 11/02/1998

The CERCLIS Database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated, or are currently under investigation by the U.S. EPA for the release, or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation, and ultimately placed on the National Priorities List (NPL). In addition to site events and milestone dates, the CERCLIS Report also contains financial information from the Superfund Consolidated Accomplishments Plan (SCAP).

Resource Conservation and Recovery Information System - Non-Corrective Action TSD Facilities

RCRIS_TS
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Date of Data: 07/01/1998
Release Date: 09/18/1998
Date on System: 12/04/1998
Date of Last Contact: 11/04/1998

The RCRIS_TS Report contains information pertaining to facilities which either treat, store, or dispose of EPA regulated hazardous waste. The following information is also included in the RCRIS_TS Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties

Resource Conservation and Recovery Information System - Large Quantity Generators

RCRIS_LG
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Date of Data: 07/01/1998
Release Date: 09/18/1998
Date on System: 12/04/1998
Date of Last Contact: 11/04/1998

The RCRIS_LG Report contains information pertaining to facilities which either generate more than 1000kg of EPA regulated hazardous waste per month, or meet other applicable requirements of the Resource Conservation And Recovery Act. The following information is also included in the RCRIS_LG Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA

Resource Conservation and Recovery Information System: Small Quantity Generators

RCRIS_SG
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Date of Data:	07/01/1998
Release Date:	09/18/1998
Date on System:	12/04/1998
Date of Last Contact:	11/04/1998

The RCRIS_SG Report contains information pertaining to facilities which either generate between 100kg and 1000kg of EPA regulated hazardous waste per month, or meet other applicable requirements of the Resource Conservation And Recovery Act. On advice of the U.S. EPA, ERIIS does not report so-called "RCRA Protective Filers." Protective Filers, commonly called Conditionally Exempt Small Quantity Generators (CESQG's), are facilities that have completed RCRA notification paperwork, but are not, in fact, subject to RCRA regulation. The determination of CESQG status is made by the U.S. EPA. The following information is also included in the RCRIS_SG Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA

Emergency Response Notification System

ERNS
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
202/260-2342

Date of Data:	10/08/1998
Release Date:	10/09/1998
Date on System:	11/13/1998
Date of Last Contact:	10/19/1998

ERNS is a national computer database system that is used to store information concerning the sudden and/or accidental release of hazardous substances, including petroleum, into the environment. The ERNS Reporting System contains preliminary information on specific releases, including the spill location, the substance released, and the responsible party. Please note that the information in the ERNS Report pertains only to those releases that occured between January 1, 1997 and October 8, 1998.

District of Columbia Leaking Underground Storage Tank Report

LRST
DC Dept of Health
Freedom of Information Act Officer
202/645-6617

Date of Data:	04/09/1998
Release Date:	06/01/1998
Date on System:	07/17/1998
Date of Last Contact:	12/09/1998

The DC Leaking Underground Storage Tank Report Is A Comprehensive Listing Of All Reported Active And Inactive Leaking Underground Storage Tanks Within The District Of Columbia.

District of Columbia Underground Storage Tank Report

RST
DC Dept of Health
Freedom of Information Act Officer
202/645-6617

Date of Data:	06/22/1998
Release Date:	07/08/1998
Date on System:	08/07/1998
Date of Last Contact:	12/09/1998

The DC Underground Storage Tank Report Is A Comprehensive Listing Of All Registered Underground Storage Tanks Within The District Of Columbia.

ERIIS ASTM Detail Radius
Database Reference Guide

District of Columbia Hazardous Waste Sites Report

HWS
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

Date of Data:	10/14/1998
Release Date:	10/20/1998
Date on System:	11/13/1998
Date of Last Contact:	06/29/1998

The CERCLIS Database is a comprehensive listing of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have either been investigated, or are currently under investigation by the Federal EPA for the release, or threatened release of hazardous substances. Once a site is placed in CERCLIS, it may be subjected to several levels of review and evaluation and ultimately placed on The National Priorities List. As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from the CERCLIS database. Due to the fact that the District of Columbia does not have a formal "State Superfund" Program, the Federal CERCLIS database is considered to be the equivalent of a State Hazardous Waste Sites List.

No Further Remedial Action Planned Sites

NFRAP
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
703/603-8881

Date of Data:	10/14/1998
Release Date:	10/20/1998
Date on System:	11/13/1998
Date of Last Contact:	11/02/1998

The No Further Remedial Action Planned Report (NFRAP), also known as the CERCLIS Archive, contains information pertaining to sites which have been removed from the U.S. EPA's CERCLIS Database. NFRAP sites may be sites where, following an initial investigation, either no contamination was found, contamination was removed quickly without need for the site to be placed on the NPL, or the contamination was not serious enough to require federal Superfund action or NPL consideration.

Resource Conservation and Recovery Information System - TSD's Subject to Corrective Action

RCRIS_CA
US Environmental Protection Agency
Office of Solid Waste and Emergency Response
800/424-9346

Date of Data:	07/01/1998
Release Date:	09/18/1998
Date on System:	12/04/1998
Date of Last Contact:	11/04/1998

The RCRIS_CA Report contains information pertaining to hazardous waste treatment, storage , and disposal Facilities (RCRA TSD's) which have conducted, or are currently conducting, a corrective action(s) as regulated under the Resource Conservation and Recovery Act. The following information is included within the RCRIS_CA Report:

- Information pertaining to the status of facilities tracked by the RCRA Administrative Action Tracking System (RAATS)
- Inspections & evaluations conducted by federal and state agencies
- All reported facility violations, the environmental statute(s) violated, and any proposed & actual penalties
- Information pertaining to corrective actions undertaken by the facility or EPA

****If a selected database does not appear on this list, it is not available for the subject property's state.****

ERIIS ASTM Detail Radius
Summary of Plottable sites

ERIIS Report #298786A — Dec 9, 1998

ERIIS ID Database Map ID	Facility Address	County Distance Direction
0 - 1/4 Miles		
11010003736 RST 1	Skyland Apartments 2319 24th St Se Washington, DC 20020-3423	Dc 0.04 Mi NORTHEAST
11010003737 RST 2	Unknown 2324 24th St Se Washington, DC 20020-3431	Dc 0.05 Mi SOUTHEAST
11010003628 RST 3	Apartment Building 2400 Good Hope Rd Se Washington, DC 20020-3456	Dc 0.07 Mi NORTHEAST
11010003812 RST 4	Unknown 2348 Skyland Pl Se Washington, DC 20020-3444	Dc 0.10 Mi SOUTHEAST
11010003627 RST 5	Unknown 2310 Good Hope Rd Se Washington, DC 20020-4101	Dc 0.14 Mi NORTHWEST
11005000669 LRST 6	Skyland Apartments, Area #1 2307 Skyland Pl Se Washington, DC 20020-3410	Dc 0.15 Mi SOUTHEAST
11005000670 LRST 6	Skyland Apartments, Area #2 2307 Skyland Pl Se Washington, DC 20020-3410	Dc 0.15 Mi SOUTHEAST
11005000671 LRST 6	Skyland Apartments,area #3 2307 Skyland Pl Se Washington, DC 20020-3410	Dc 0.15 Mi SOUTHEAST
11010003626 RST 7	Marbury Plaza Apartments 2330 Good Hope Rd Se Washington, DC 20020-4124	Dc 0.16 Mi NORTHWEST
11005000207 LRST 8	Chas. E. Smith-marbury Plaza 2300 Good Hope Rd Se Washington, DC 20020-5146	Dc 0.20 Mi NORTHWEST

ERIIS ASTM Detail Radius
Summary of Plottable sites

ERIIS Report #298786A — Dec 9, 1998

ERIIS ID / Database / Map ID	Facility / Address	County / Distance / Direction
11010003624 RST 8	Marbury Plaza Apartments 2300 Good Hope Rd Se Washington, DC 20020-5146	Dc 0.20 Mi NORTHWEST
11010003629 RST 9	Kogod & Burka 2503 Good Hope Rd Se Washington, DC 20020-3011	Dc 0.22 Mi SOUTHEAST
11010003734 RST 10	Hillside Terrace Apartments 1904 23rd St Se Washington, DC 20020-4565	Dc 0.24 Mi NORTHWEST
	1/4 - 1/2 Miles	
11005000049 LRST 11	Amoco 2801 Alabama Ave Se Washington, DC 20020-3003	Dc 0.34 Mi SOUTHEAST
11005000130 LRST 12	Avon Theater 2834 Alabama Ave Se Washington, DC 20020-3004	Dc 0.34 Mi SOUTHEAST
11005000648 LRST 13	Sears Roebuck And Company 2845 Alabama Ave Se Washington, DC 20020-3000	Dc 0.35 Mi SOUTHEAST
11005000783 LRST 14	William C. Smith Corp. 1813 23rd St Se Washington, DC 20020-4575	Dc 0.40 Mi NORTHWEST
11005000096 LRST 15	Anacostia Chrysler-plymouth 1708-1710 Good Hope Rd Se Washington, DC 20020-4708	Dc 0.47 Mi NORTHWEST
11005000549 LRST 16	Muscle,inc. 2829 Gainesville St Se Washington, DC 20020-2625	Dc 0.49 Mi SOUTHEAST

ERIIS Environmental Data Report
District of Columbia Leaking Underground Storage Tank Report
LRST - Plottable Sites - Page 1

ERIIS Report #298786A — Dec 9, 1998

The following facilities have reported leaking petroleum and/or chemical storage tanks:

ERIIS ID:	11005000669	SKYLAND APARTMENTS AREA #1	
Case ID:	92066	2307 SKYLAND PL SE	
Dist/Dir:	0.15 SOUTHEAST	WASHINGTON, DC 20020-3410	
Map ID:	6	**County:** DC	

Status: CLOSED — **Substance:** HEATING OIL

ERIIS ID:	11005000670	SKYLAND APARTMENTS AREA #2	
Case ID:	92067	2307 SKYLAND PL SE	
Dist/Dir:	0.15 SOUTHEAST	WASHINGTON, DC 20020-3410	
Map ID:	6	**County:** DC	

Status: CLOSED — **Substance:** HEATING OIL

ERIIS ID:	11005000671	SKYLAND APARTMENTS AREA #3	
Case ID:	92068	2307 SKYLAND PL SE	
Dist/Dir:	0.15 SOUTHEAST	WASHINGTON, DC 20020-3410	
Map ID:	6	**County:** DC	

Status: CLOSED — **Substance:** HEATING OIL

ERIIS ID:	11005000207	CHAS. E. SMITH MARBURY PLAZA	
Case ID:	91014	2300 GOOD HOPE RD SE	
Dist/Dir:	0.20 NORTHWEST	WASHINGTON, DC 20020-5146	
Map ID:	8	**County:** DC	

Status: CLOSED — **Substance:** HEATING OIL

ERIIS ID:	11005000049	AMOCO	
Case ID:	95067	2801 ALABAMA AVE SE	
Dist/Dir:	0.34 SOUTHEAST	WASHINGTON, DC 20020-3003	
Map ID:	11	**County:** DC	

Status: ACTIVE — **Substance:** GAS

ERIIS ID:	11005000130	AVON THEATER	
Case ID:	94037	2834 ALABAMA AVE SE	
Dist/Dir:	0.34 SOUTHEAST	WASHINGTON, DC 20020-3004	
Map ID:	12	**County:** DC	

Status: ACTIVE — **Substance:** HEATING OIL

ERIIS ID:	11005000648	SEARS ROEBUCK AND COMPANY	
Case ID:	93077	2845 ALABAMA AVE SE	
Dist/Dir:	0.35 SOUTHEAST	WASHINGTON, DC 20020-3000	
Map ID:	13	**County:** DC	

Status: ACTIVE — **Substance:** HEATING OIL