GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM RECORDS:

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 08/26/99
Date Made Active at EDR: 11/11/99
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 08/30/99
Elapsed ASTM days: 73
Date of Last EDR Contact: 08/30/99

ERNS: Emergency Response Notification System
Source: EPA/NTIS
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 10/28/99
Date Made Active at EDR: 12/03/99
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 11/01/99
Elapsed ASTM days: 32
Date of Last EDR Contact: 11/01/99

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC).

Date of Government Version: 07/22/99
Date Made Active at EDR: 09/10/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/05/99
Elapsed ASTM days: 36
Date of Last EDR Contact: 08/05/99

RCRIS: Resource Conservation and Recovery Information System
Source: EPA/NTIS
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Date of Government Version: 09/01/99
Date Made Active at EDR: 11/17/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 10/06/99
Elapsed ASTM days: 42
Date of Last EDR Contact: 10/04/99

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/99
Date Made Active at EDR: 04/16/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 03/17/99
Elapsed ASTM days: 30
Date of Last EDR Contact: 09/13/99

Board of Zoning Adjustment
District of Columbia
CASE NO.16457
EXHIBIT NO.129A3

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FEDERAL NON-ASTM RECORDS:

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/95
Database Release Frequency: Biennially
Date of Last EDR Contact: 09/23/99
Date of Next Scheduled EDR Contact: 12/20/99

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: Varies
Database Release Frequency: Varies
Date of Last EDR Contact: Varies
Date of Next Scheduled EDR Contact: N/A

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/01/99
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/13/99
Date of Next Scheduled EDR Contact: 01/10/00

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4526
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/98
Database Release Frequency: Annually
Date of Last EDR Contact: 10/28/99
Date of Next Scheduled EDR Contact: 01/24/00

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 12/08/98
Database Release Frequency: Quarterly
Date of Last EDR Contact: 10/12/99
Date of Next Scheduled EDR Contact: 01/10/00

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 205-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/27/99
Date of Next Scheduled EDR Contact: 01/22/00

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-260-3936
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/22/97
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/17/99
Date of Next Scheduled EDR Contact: 02/14/00

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/13/99
Date of Next Scheduled EDR Contact: 12/13/99

ROD: Records Of Decision
Source: NTIS
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 01/31/99
Database Release Frequency: Annually
Date of Last EDR Contact: 10/06/99
Date of Next Scheduled EDR Contact: 11/22/99

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/97
Database Release Frequency: Annually
Date of Last EDR Contact: 09/27/99
Date of Next Scheduled EDR Contact: 12/27/99

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-1444
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/94
Database Release Frequency: Every 4 Years
Date of Last EDR Contact: 09/20/99
Date of Next Scheduled EDR Contact: 01/24/00

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 08/01/98
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 10/04/99
Date of Next Scheduled EDR Contact: 01/03/00

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DISTRICT OF COLUMBIA ASTM RECORDS:

LUST: District of Columbia LUST Cases
Source: Department of Health
Telephone: 202-645-6080
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 07/14/99
Date Made Active at EDR: 10/18/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/30/99
Elapsed ASTM days: 49
Date of Last EDR Contact: 11/01/99

SHWS: State Hazardous Waste Sites
Source: Department of Consumer and Regulatory Affairs
Telephone: 703-603-8904
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 04/21/99
Date Made Active at EDR: 06/09/99
Database Release Frequency: Monthly
Date of Data Arrival at EDR: 05/14/99
Elapsed ASTM days: 26
Date of Last EDR Contact: 09/27/98

UST: D.C. UST Database List
Source: Department of Health
Telephone: 202-645-6080
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 07/19/99
Date Made Active at EDR: 09/22/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 07/29/99
Elapsed ASTM days: 55
Date of Last EDR Contact: 10/12/99

DISTRICT OF COLUMBIA NON-ASTM RECORDS:

AST: List of AST Facilities
Source: Department of Health
Telephone: 202-727-7218

Date of Government Version: 07/19/99
Database Release Frequency: N/A
Date of Last EDR Contact: 10/12/99
Date of Next Scheduled EDR Contact: 12/20/99

Historical and Other Database(s)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

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The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

DELISTED NPL: NPL Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 06/24/99
Date Made Active at EDR: 09/10/99
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/10/99
Elapsed ASTM days: 31
Date of Last EDR Contact: 08/10/99

NFRAP: No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the 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. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 08/26/99
Date Made Active at EDR: 11/11/99
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 08/30/99
Elapsed ASTM days: 73
Date of Last EDR Contact: 08/30/99

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-260-2805
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-260-2805
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SWDIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

Area Radon Information: The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones: Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

Statistical Summary Readings: Radon readings for Delaware, D.C., Maryland, Pennsylvania, Virginia and West Virginia. EPA Region 3.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Oil/Gas Pipelines/Electrical Transmission Lines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines and electrical transmission lines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

USGS Water Wells: In November 1971 the United States Geological Survey (USGS) implemented a national water resource information tracking system. This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on more than 900,000 wells, springs, and other sources of groundwater.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in March 1997 from the U.S. Fish and Wildlife Service.

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Water Dams: National Inventory of Dams
Source: Federal Emergency Management Agency
Telephone: 202-646-2801
National computer database of more than 74,000 dams maintained by the Federal Emergency Management Agency.

F

Proposed Conditions to Approval of Homes at Woodmont
March 13, 2000

Blight Removal/Redevelopment of Existing Properties

KSI will make the following funds available for community-based redevelopment efforts:

1) Seed fund for Blight Removal/De-Densification ($25,000) -- Fund will be available upon apartment occupancy stabilization.

2) Seed fund for Redevelopment Ward 6 ($45,000) -- Fifty percent (50%) of fund will be available upon apartment occupancy stabilization. The remaining fifty percent (50%) will be available one year later.

3) Seed fund for Redevelopment Ward 8 ($45,000) -- -- Fifty percent (50%) of fund will be available upon apartment occupancy stabilization. The remaining fifty percent (50%) will be available one year later.

4) KSI commits to working with the community to find resources (i.e. Fannie Mae Foundation, Meyers Foundation, DHCD, and the Federal Home Loan Bank) with which to leverage the seed funds.

Traffic/Infrastructure

1) The Applicant shall undertake a traffic study of Good Hope Road Corridor.

a) KSI will work with the Fairlawn Civic Association, the District of Columbia Department of Public Works and a professional traffic consultant to define the boundaries and scope of the study.

b) The study will include specific recommendations for improving the existing traffic conditions on Good Hope Road.

c) Recommendations of the study will be presented to government agencies and representatives.

2) KSI shall provide $15,000 for implementation of recommendations of the traffic study. (An escrow fund will be put in place at time of the construction loan closing.)

3) KSI will fully subsidize monthly public transit fares for heads of household living in the Homes at Woodmont apartments.

3) KSI will hire engineers to undertake study of the existing stormwater system along Good Hope road, with an objective of identifying current breaks/breaches in the system. The study will be presented to government agencies and public officials in order that current deficiencies will be remediated.

Schools/School Programs

Pursuant to the March 13th Memorandum of Understanding between KSI and Mr. William Lockridge, Ward 8 School Board Representative:

1) KSI will support the enhancement of the school technology program at Ketcham Elementary and Stanton Elementary Schools. KSI commits to investing a minimum of $30,000 for program start-up (upon stabilized occupancy of the Homes at Woodmont apartments) with a $5,000 contribution for each of the ensuing 6 years. KSI will work with the School Board representatives and respective school principals to design an appropriate technology program.

2) KSI will work with the Board of Education representatives, D.C. Public Schools, local banks and foundations to try and leverage and expand this initial investment (through goods, services, and cash) three-fold over 10 years. The goal of this leveraging will be to ensure the long-term sustainability of the schools' technology programs.

3) KSI will run an after-school program for youth who live in the Homes at Woodmont apartments (to be initiated at stabilization of the apartments). The focus of the program will be art education and technology. These programs will be designed with input from the local school board representatives in Ward 6 and Ward 8. Preference will be given to local businesses in the area for contracting and services associated with the after-school program.

Architecture/Site Layout

1) All building façade elevations will have brick elements substantially equivalent to the attached typical elevations for single family and multifamily structures.

2) The proposed six single family homes that are situated along Good Hope Road will have architecturally significant facades facing Good Hope Road with appropriate landscaping.

3) KSI will align entrance road from Good Hope Road to single family site with the existing Marbury Plaza intersection.

Development Phasing

Development of single family homes and multifamily homes will occur concurrently. Construction of the multifamily component will not be initiated without bonding of the site work for the single-family homes.

Ownership

KSI commits to owning and managing the Homes at Woodmont apartments for a minimum of seventeen years after the first Certificate of Occupancy for the property is issued.

Homes at Woodmont
Development Team
Outreach to
Fairlawn Civic Association

KSI
SERVICES INC.

March 13, 2000

Ms. Thelma Jones
President
Fairlawn Civic Association
2217 T Place, SE
Washington, D.C. 20020

Dear Ms. Jones:

I enjoyed our telephone conversation on 03/10/00 in which you responded to KSI's March 9, 2000 letter. This letter sets forth commitments that KSI has made to the community in response to our March 7th meeting with the Fairlawn Civic Association as well as meetings with neighboring civic associations, ANC's and other community leaders.

At your suggestion, today's letter provides further elaboration on the specific items we discussed at our March 7th meeting with Fairlawn Civic Association's Executive Board:

1) **Traffic/Infrastructure**

During our meeting we extensively discussed traffic issues and stormwater management issues. As outlined in our March 9, 2000 letter to you, KSI proposes to address these issues in the following manner:

a) KSI will partner with Fairlawn Civic Association to undertake a comprehensive study of existing traffic patterns and problems along this corridor. The analysis will include an evaluation of selected feeder streets to Good Hope Road. In addition, KSI will work with appropriate agencies to evaluate traffic generation by commuters from Maryland and Virginia.

b) KSI commits a minimum of $15,000 to implement the recommendations of the traffic study such as street striping, signalization, traffic light timing, etc... (An escrow fund will be put into place at time of the construction loan closing).

c) In order to minimize any potential negative impacts of the Homes at Woodmont on peak hour traffic along Good Hope Road, KSI will promote the use of public transportation among Homes at Woodmont apartment residents. KSI will fully subsidize monthly transit fares for head of households.

d) KSI and its engineers will undertake a study to evaluate existing breaches/blockages in the stormwater management system.

8081 Wolftrap Road • Suite 300 • Vienna, VA 22182 • Phone (703) 641-9000 • Fax (703) 641-9630

e) KSI's stormwater management system is designed so that it will not impact neighboring single family properties.

2) **Geotechnical/Engineering**

KSI and Fairlawn had an extensive conversation about geotechnical/engineering issues related to the multifamily site. Kyle Oliver of VIKA, Inc., the project engineer, responded to questions about retaining wall size and height, dynamic compaction, soil composition, and engineering to insure stability of the site.

We would like to re-iterate that KSI is doing the geotechnical engineering necessary to protect its investment of more than $17 million in this development. Furthermore, neither KSI, KSI's investors, nor the District of Columbia's Building and Permitting agencies will allow this development to move forward without sound geotechnical and structural engineering.

On March 11, 2000, KSI's geotechnical engineer, Engineering Consulting Services, Inc. sent you a letter outlining the site's geotechnical conditions.

3) Architecture/Site Layout

a) The single-family homes and the multifamily apartments at the Homes at Woodmont will have significant brick elements on their facades.

b) On Fairlawn's recommendation, the six single-family homes located on Good Hope Road will be designed so that their facades face Good Hope Road.

c) KSI will redesign the entrance road from Good Hope Road to the proposed single family parcel so that it is aligned with the existing Marbury Plaza entrance road.

4) Environmental

a) KSI clarified that the water quality test performed at the request of the National Park Service had occurred on a day in which surface water was frozen, but nonetheless the environmental consultant had been able to break through the ice and obtain acceptable water samples.

b) KSI stated that it was doing additional environmental study to test for potential petroleum substances on the site.

c) KSI stated that it would perform termite treatment of the site's soils to ensure long term integrity of the proposed buildings' wood frame construction.

5) Uses

a) KSI reiterated that in the short term it was not economically feasible to develop condominiums on the eastern parcel where the apartments will be located. In its experience, KSI has found that condominium development is difficult to successfully accomplish in new or emerging housing markets. Nonetheless,

KSI is willing to consider the conversion of the apartments to condominiums after a seventeen-year period should it be directed to do so by the community.

b) A member of Fairlawn has asked whether the property could be developed to serve the needs of elderly residents. All of the ground floor units in the apartments will be handicapped accessible and adaptable. In its experience of developing and managing over 6,000 of multifamily rental housing across the Washington Metropolitan area, KSI has found that a significant portion of its residents are households over the age of 62 years.

Also enclosed in today's letter, please find copies of: 1) KSI's final proposed Traffic Management Plan; 2) March 9, 2000 Homes at Woodmont Safety Analysis; 3) March 13,2000 Homes at Woodmont Transit Usage Survey (Marbury Plaza); 4) March 7, 2000 Studio 39 drawing showing the alignment of the Good Hope Road entrance to the Homes at Woodmont single family homes with the Marbury Plaza entrance (Please note that this drawing is subject to fine tuning).

Should you have any questions about any of the enclosed information, please call me at 703-205-5553.

We remain committed to working with Fairlawn and to being a partner with the community to ensure the continued growth and economic strength of the neighborhood.

Sincerely,

Sarah Davidson
Development Manager

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

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.

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
3000 14TH STREET, N.W. 7TH FLO
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. SIGEMI

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

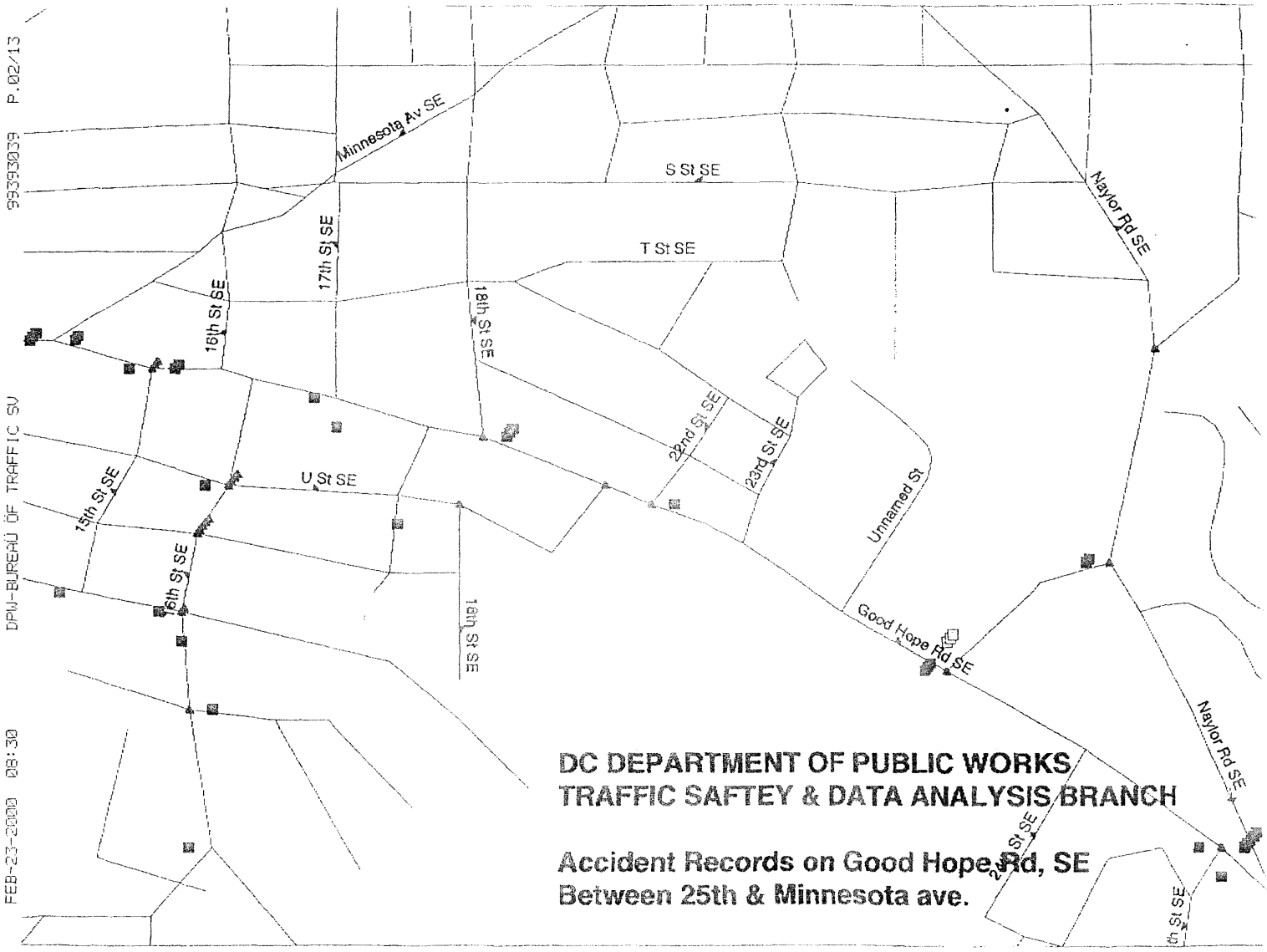
Address: ~~Bureau of Traffic~~ Operations Hopeful SE Back 75th & Minn Ave. SE

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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S St SE
T St SE
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15th St SE
16th St SE
17th St SE
18th St SE
22nd St SE
23rd St SE
Unnamed St
Good Hope 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 RECEN

PAGE: 1

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

DATE: 02/22/0

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: 02/22/0(

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	PO	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: 02/22/0(

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: 02/22/0

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: 02/22/0(

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: 02/22/0

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%

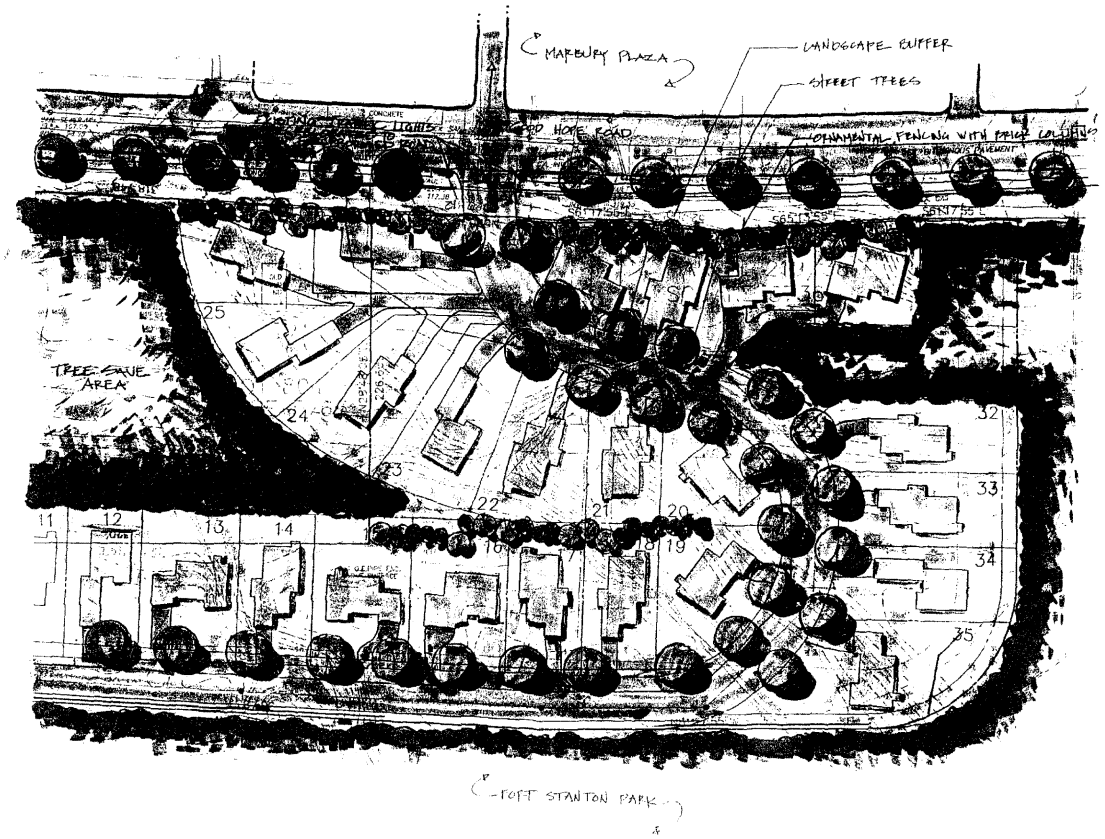
COLLISION TYPES:

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



NOTE: SITE PLAN FOR SCHEMATIC PURPOSES ONLY. PLANS NOT TO BE USED FOR CONSTRUCTION.

STUDIO39

Landscape Architecture, P.C.

THE HOMES AT WOODMONT

Washington D.C.

KSI SERVICES, INC.

SINGLE FAMILY
SITE PLAN
(ENLARGEMENT)

NORTH

SCALE:

DATES/
REVISIONS:

KSI
SERVICES INC.

March 9, 2000

Ms. Thelma Jones
President
Fairlawn Civic Association
2217 T Place, SE
Washington, D.C. 20020

Dear Ms. Jones:

KSI thanks the Fairlawn Civic Association Executive Committee for the opportunity to talk with you last Tuesday evening. We appreciated the chance to clarify and answer geotechnical/environmental questions you had about the Homes as Woodmont. You also helped us to better understand the challenges that face the community and we want to work with you to address them. Based on our conversations with your organization and other community members and groups, we have developed the following list of commitments to the community, which will be implemented upon the Board of Zoning Adjustment's approval of our project.

Traffic/Infrastructure

1) Fairlawn citizens have expressed concern about existing traffic conditions along the Good Hope Corridor. We will partner with Fairlawn Civic Association to undertake a comprehensive study of existing traffic patterns and problems along this corridor. The analysis will include an evaluation of selected feeder streets to Good Hope Road.
   a) KSI will work with the Fairlawn Civic Association and a professional traffic consultant to define the boundaries of the study. (See attached Proposed Traffic Study Components)
   b) The D.C. Department of Public Works will be consulted when and if appropriate.
   c) The study will include specific recommendations for improving the existing traffic conditions along Good Hope Road.
   d) Recommendations will be presented to government agencies and representatives.

2) KSI commits a minimum of $15,000 to implement the recommendations of the traffic study such as street striping, signalization, traffic light timing, etc... (An escrow fund will be put into place at time of the construction loan closing)

3) In order to minimize any potential negative impacts of the Homes at Woodmont on peak hour traffic along Good Hope Road, KSI will promote the use of public transportation among Homes at Woodmont apartment residents. KSI will fully subsidize monthly transit fares for head of households.

On Tuesday evening, Fairlawn and KSI talked extensively about the stormwater system in the neighborhood. Our project engineer, Kyle Oliver of VIKA, Inc., explained that the Homes at Woodmont will tap into the stormwater line that runs

down Good Hope Road. According to the Department of Public Works and project engineers, this stormwater line has the capacity to accommodate stormwater flow from the Homes at Woodmont.

However, we understand that the neighborhood has had problems with stormwater overflow and breaches in the past. Consequently, our engineer has suggested that we undertake a study to evaluate existing breaches/blockages in the system. At our meeting on Tuesday evening, Fairlawn Civic Association confirmed its interest in having KSI perform this study. KSI will perform this study.

Schools/After-School Programs

During the BZA hearing, Fairlawn expressed concerns about the impact that the Homes at Woodmont might have on schools. After speaking to Board of Education members, it appears that local schools have sufficient capacity to welcome new children. However, KSI is committed to the youth of the community and proposes to enhance resources for youth and schools in the following manner:

1) KSI will support the development of a joint after-school technology program for Ketcham Elementary and Stanton Elementary Schools. KSI commits to investing a minimum of $25,000 for program start-up (disbursement to occur at the earlier of 1 year and 10 months from start of apartment construction or occupancy stabilization of the apartments). KSI will contribute $5,000 during each of the ensuing 4 years. KSI will work with the School Board representatives, respective school principals, and consult with D.C. Public Schools to design an appropriate technology program.

2) KSI will run an after-school program for youth that live at the Homes at Woodmont apartments in the Homes at Woodmont community building. The focus of the program will be art education and technology. These programs will be designed with input from the local school board representatives in Ward 6 and Ward 8.

Blight Removal/Redevelopment of Existing Properties

Community members, groups and Fairlawn citizens have stated that they would like KSI to focus on the renovation/redevelopment of existing properties in the neighborhood. KSI is committed to renovation and will continue to look for economically sound opportunities for the purchase and redevelopment of dilapidated/distressed multifamily housing. In the meantime, KSI will make the following funds available for community-based redevelopment efforts.

1) Seed fund for Blight Removal/De-Densification (Minimum of $25,000)

2) Seed fund for Redevelopment/Renovation East of the River portion of Ward 6 (Minimum $45,000)

3) Seed fund for Redevelopment/Renovation Ward 8 (Minimum $45,000)

4) KSI will work with the community to find resources (i.e. Fannie Mae Foundation, Meyers Foundation, DHCD, and Federal Home Loan Bank) with which to leverage the seed funds.

Architecture/Site Layout

1) Fairlawn Civic Association specifically asked KSI to provide brick elements on the facades of their structures. The single-family homes and the multifamily apartments at the Homes at Woodmont will have significant brick elements on their facades as reflected in the enclosed building elevations.

2) Fairlawn Civic Association has asked KSI and VERTX/IDS to orient the facades of six of the proposed single family homes towards Good Hope Road. The developer will revise architectural layouts of these homes to accommodate rear loading (garages at the back of homes rather than the front as currently designed) to enable the requested façade orientation.

3) At the suggestion of Thelma Jones of Fairlawn Civic Association, KSI proposes to redesign entrance road from Good Hope Road to the proposed single family parcel so that it is aligned with the existing Marbury Plaza entrance road.

Local Hiring

As follow up to a question raised at Tuesday's meeting with you, KSI reiterates its commitment to local hiring. Enclosed, please find a proposed local hiring plan for the Homes at Woodmont. ANC 6C, ANC 8B and the Homes at Woodmont Committee will review this plan.

Development Phasing

Development of single-family homes and multifamily homes will occur concurrently. Construction of the multifamily component will not be initiated without bonding of the site work for the single-family homes.

KSI will ask the BZA to enter all of the above-outlined conditions/commitments into the public record. Also, KSI is prepared to enter into an agreement with the Fairlawn Civic Association that outlines these commitment. On Tuesday, you indicated that the Fairlawn Civic Association is not interested in entering into an agreement at this time, however, we keep this option open to your organization.

In an effort to maintain an effective flow of information between the developer and your organization, a KSI development representative will attend general meetings of the Fairlawn Civic Association prior and during construction of the Homes at Woodmont. We also hope that Fairlawn citizens will participate in the Homes at Woodmont Committee that has been instituted through KSI's Agreement with ANC 6C.

Geotechnical/Environmental Update

As follow up to some of the geotechnical/environmental issues we discussed with you on Tuesday, KSI's geotechnical consultant, Jim Eckert of Engineering Consulting Services, has addressed a letter to the Fairlawn Civic Association summarizing the geotechnical study of and the engineering solutions for the site.

Furthermore, an updated Phase I Environmental Report has been submitted to the Fairlawn Civic Association and will be submitted to the Board of Zoning Adjustment. This report concludes that no environmental conditions are noted on the site. Nonetheless, KSI is performing additional environmental testing for petroleum substances. This report should be completed by the last week in March.

Ms. Jones, I will call you on Friday, March 10th to follow up on this letter and to answer any further questions you may have regarding the Homes at Woodmont.

We remain committed to working with Fairlawn and to being a partner with the community to ensure the continued growth and economic strength of the neighborhood.

Sincerely,

Sarah Davidson
Development Manager

Enclosures

Proposed Community Traffic Analysis Components
Good Hope Road/Fairlawn Corridor
Homes at Woodmont
March 9, 2000

1) Work with the community to define geographic area for the scope of the study.
2) Perform traffic counts using machines that show peak period and daily traffic.
3) Perform speed study along Good Hope Road during off-peak traffic periods.
4) Undertake field observations with Fairlawn representative to focus on problems of existing cut through traffic, blocked intersections, pedestrian safety deficiencies, etc...
5) Prepare a brief report with data and illustrative presentations, data analysis and recommendations suitable for presentation to government agencies and public officials.
6) Arrange for meetings between community and policy makers to present findings of the study.
7) Help community and policy makers identify resources to implement recommendations of study.

Similar Traffic Studies have been undertaken by O.R.George and Associates in partnership with communities throughout the Washington Metropolitan Area.

Homes at Woodmont
Proposed Traffic Management Strategies
March 9, 2000

The studies performed in support of the KSI application have demonstrated that the proposed use will not appreciably impact 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 transit fares for residents of the Homes at Woodmont.

   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 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.

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

PROPOSED LOCAL HIRING PLAN
HOMES AT WOODMONT

KSI Services, Inc. is committed to local hiring in the construction of its proposed Homes at Woodmont. KSI will work with community representatives to generate a local hiring plan that will guide the company's hiring of both individuals and subcontractors for this project.

Individuals

KSI Services, Inc. wants to ensure that individuals from the community are given first priority for any hiring that may result from this project.

KSI Services, Inc. will enter into partnership with the DC Department of Employment Services (DCDOES) and sign a First Source Agreement for all new hires related to the Homes at Woodmont. KSI Services proposes that the guiding criteria for the First Source Agreement be as follows:

First Priority:	Qualified and experienced individuals who live East of the River in Washington D.C.
Second Priority:	Qualified and experienced individuals who live in Washington D.C.
Third Priority:	Qualified and experienced individuals who live in Washington Metropolitan Area

KSI will broadly advertise job opportunities for the Homes at Woodmont through community- based and city-wide media. KSI will work with a community advisory board to identify organizations and publications where positions will be advertised.

All individuals interested in positions will be required to register with the DCDOES which has a branch office located at the shopping center at the intersection of Good Hope Road and Alabama Avenue, SE. DCDOES will perform mandatory screening relating to work history and experience, police records and urine testing.

Local Construction Subcontractors

KSI Services, Inc. wants to ensure that local subcontractors are given the opportunity to fairly compete for work related to the construction of the Homes at Woodmont.

KSI proposes a registration of all subcontractors who are interested in bidding on work at the Homes at Woodmont. Direct mail initiatives will be undertaken to provide registration forms to local subcontractors. In addition, KSI will conduct a pre-bid conference for all local subcontractors that will be widely advertised in the local community.

In addition to direct mail, we will communicate with local subcontractors via local papers, public housing notices, churches, CDC's, community newsletters, trade unions and job banks.
Some of the criteria that KSI will use in choosing subcontractors include:

-Business located East of the River
-Capacity (i.e. manpower, equipment, and experience)
-Competitive Pricing
-Company Track Record on similar sized projects
-References
-Contractor Insurance
-Contractor is Certified by the D.C. Department of Human Rights and Local Business Development

Note that for subcontracts under $50,000, a bond will not be required although it will be viewed as preferable. For subcontracts greater than $50,000 bonding is expected although KSI will consider other

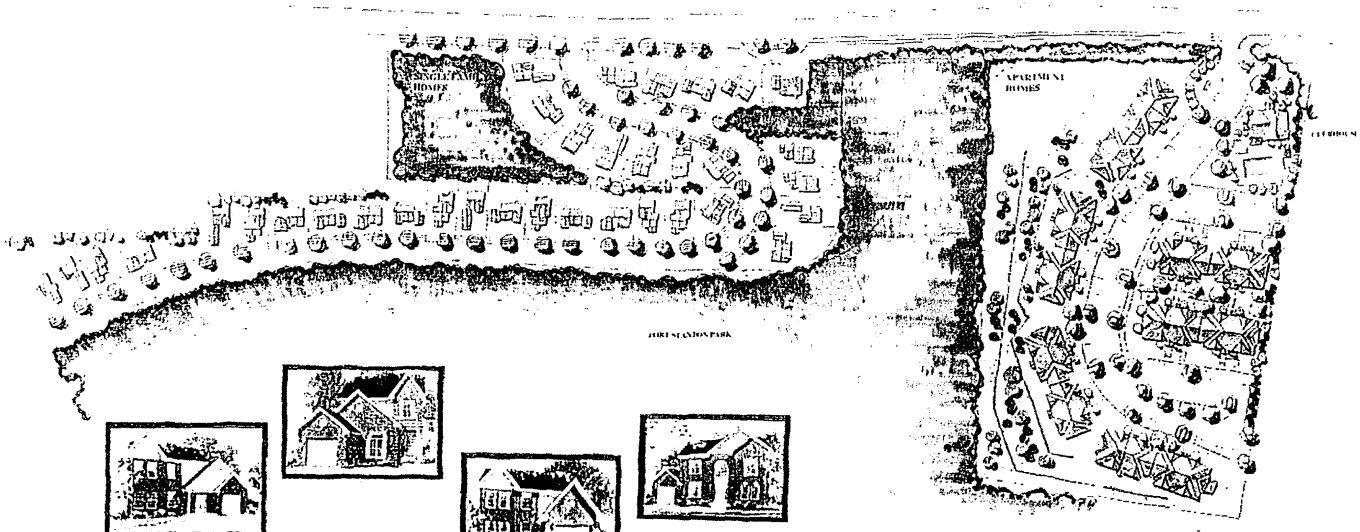
forms of guarantee, such as letters of credit or personal guarantees with bank statements, from experienced local subcontractors (based East of the River) who have an excellent track record and strong business references.
All local competitive subcontractors who submit a bid will be given the opportunity to meet with KSI and the General Contractor to review their bid and qualifications.

The General Contractor will work with small local subcontractors who need additional support. This can be accomplished through funding draws on a bi-monthly basis and providing joint checks that subcontractors can take to suppliers to insure steady material flow and the lowest pricing on these materials.

Management of Property

KSI Services will use the DC Department of Employment Services and the above stated criteria in the hiring of management and maintenance personnel for the property.

KSI commits to undertaking extensive outreach in the community to ensure the hiring of qualified and experienced local businesses to undertake management subcontracts (i.e. landscaping, pool maintenance, security, fitness programs, children enrichment programs).



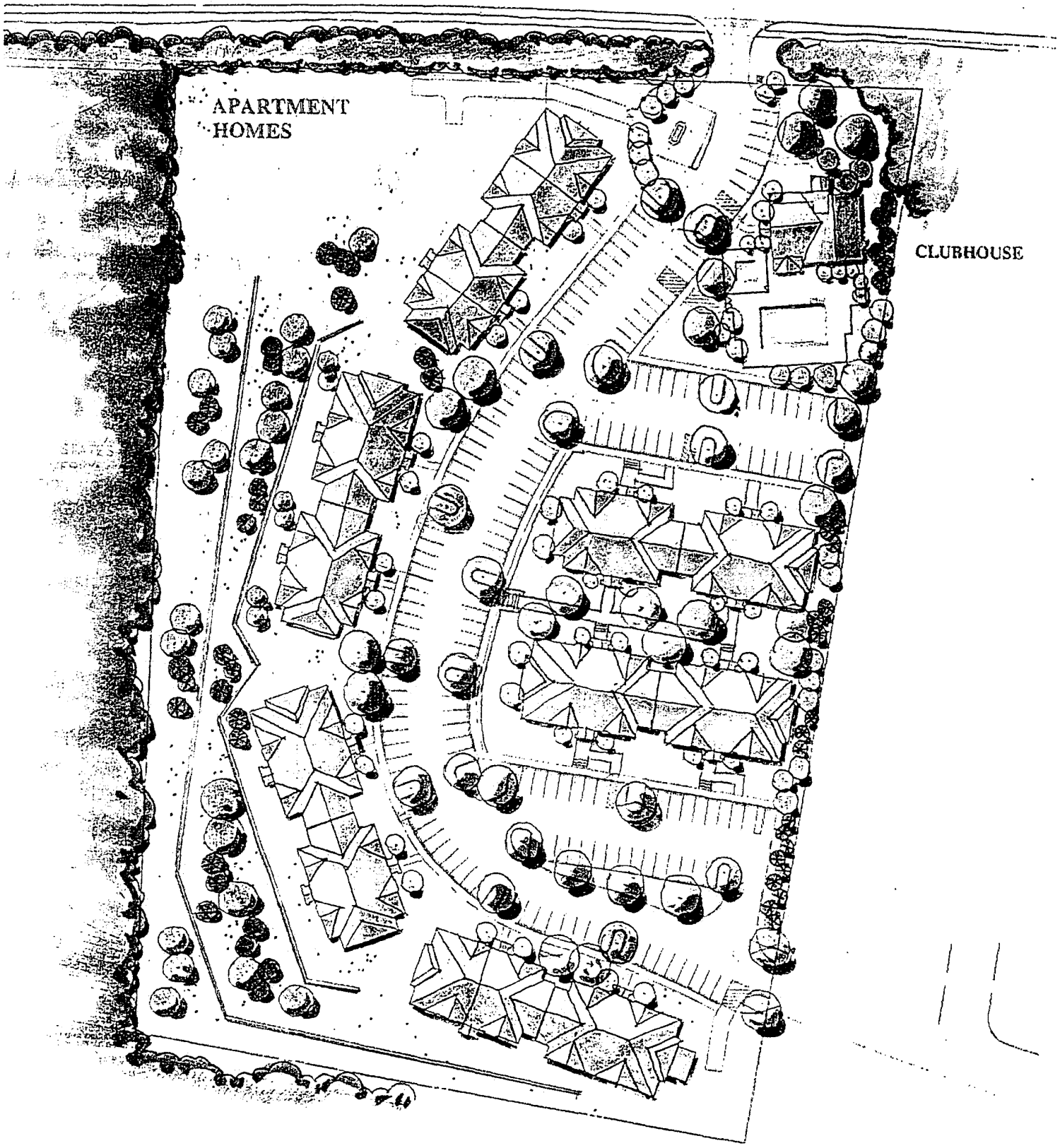


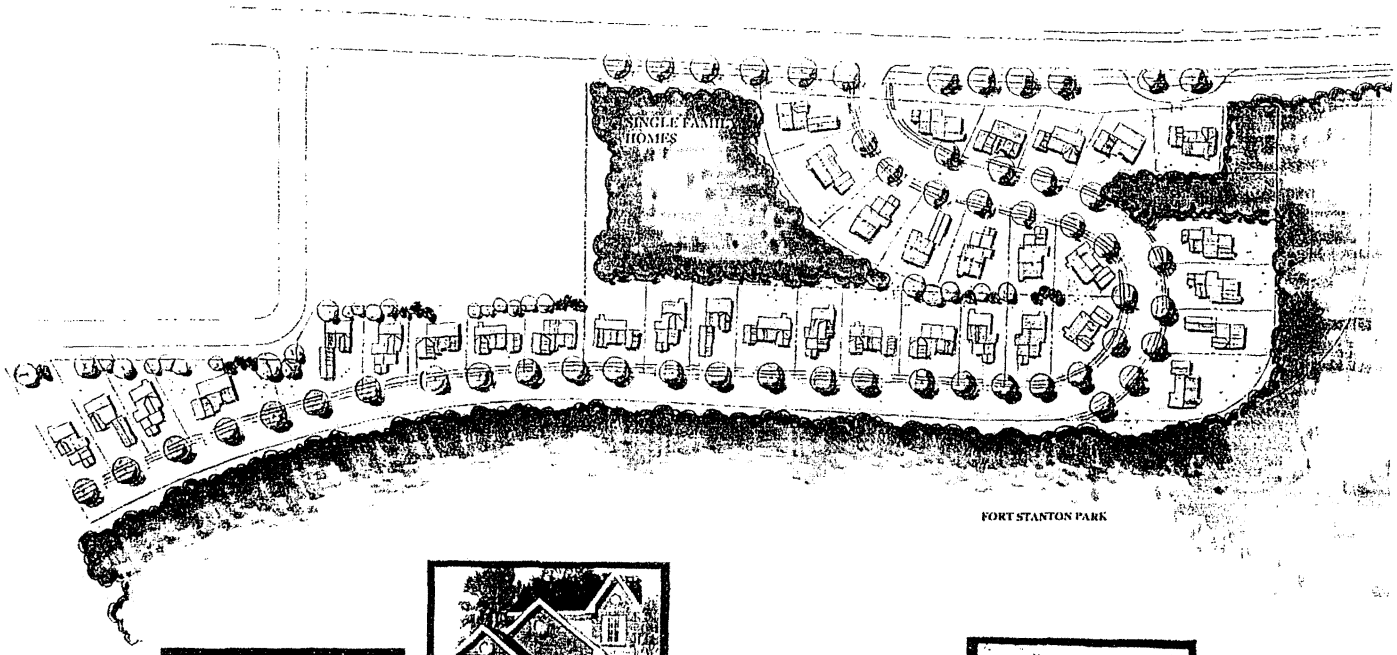
TYPICAL STREET SECTION SCALE: 1/16" = 1'-0"

THE HOMES AT WOODMONT

SITE PLAN

SCALE: 1" = 100'-0"


APARTMENT
HOMES
CLUBHOUSE







TYPICAL STREET SECTION

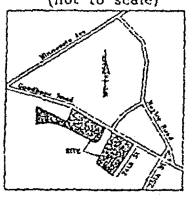
SCALE 1/8" = 1'-0"

THE HOMES AT WOODMONT

Washington, D.C.

KSI SERVICES, INC.

Vicinity Map
(not to scale)



BOARD OF ZONING ADJUSTMENT SUBMISSION

DEVELOPMENT PLANS

SHEET INDEX

SHEET 1 ILLUSTRATIVE SITE PLAN
SHEET 2 LAND USE PLAN
SHEET 3 SURVEY PLAN/ EASTERN PARCEL
SHEET 4 SURVEY PLAN/ WESTERN PARCEL
SHEET 5 BZA DEVELOPMENT PLAN/ EASTERN PARCEL
SHEET 6 BZA DEVELOPMENT PLAN/ WESTERN PARCEL
SHEET 7 LANDSCAPE PLAN/ EASTERN PARCEL
SHEET 8 LANDSCAPE PLAN/ WESTERN PARCEL
SHEET 9 TYPICAL UNIT LANDSCAPE PLAN
SHEET 10 BUILDING TYPE 1 PLANS
SHEET 11 BUILDING TYPE 1 ELEVATIONS
SHEET 12 BUILDING TYPE 1 ELEVATIONS
SHEET 13 BUILDING TYPE 2 PLANS
SHEET 14 BUILDING TYPE 2 ELEVATIONS
SHEET 15 BUILDING TYPE 2 ELEVATIONS
SHEET 16 BUILDING TYPE 3 PLANS
SHEET 17 BUILDING TYPE 3 ELEVATIONS
SHEET 18 BUILDING TYPE 3 ELEVATIONS
SHEET 19 BUILDING TYPE 4 PLANS
SHEET 20 BUILDING TYPE 4 ELEVATIONS
SHEET 21 BUILDING TYPE 4 ELEVATIONS

Release Date	January 4, 2000
Revision Date	Revised Item

Wilkes, Artis, Hedrick & Lane
Suite 1100
1666 K Street, N.W.
Washington, D.C.
20006-1241
202.457.1317

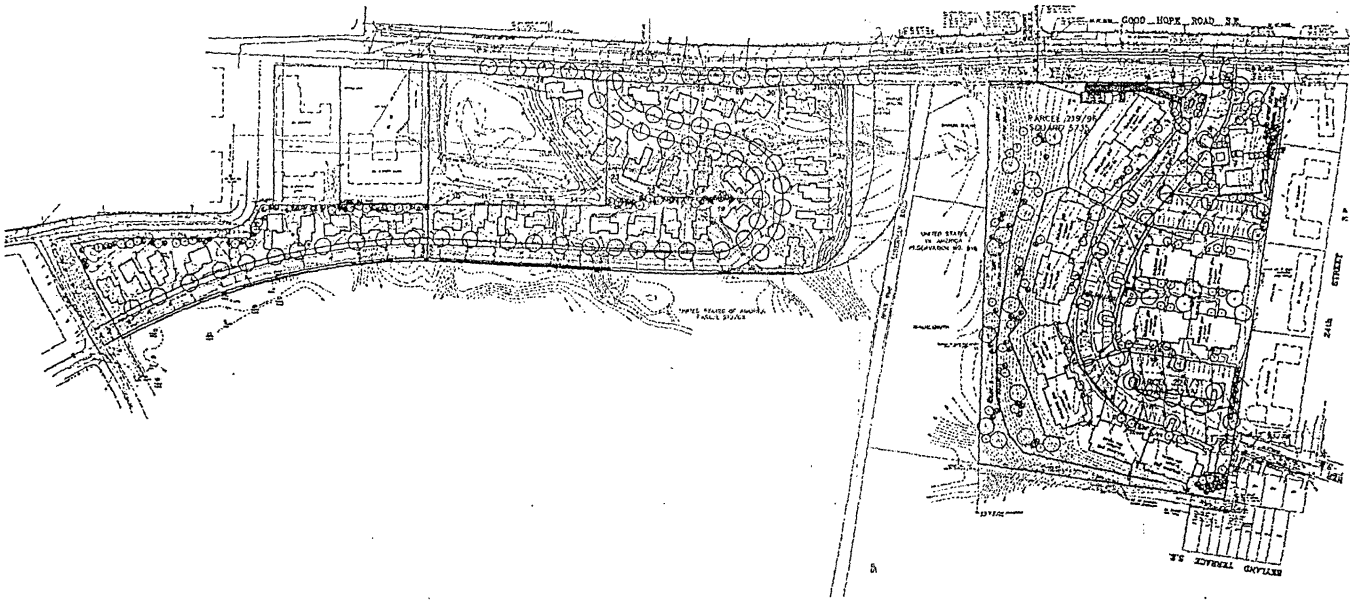
Studio39
Landscape Architecture, P.C.

VIKA
CIVIL ENGINEERS PLANNERS LANDSCAPE ARCHITECTS & SURVEYORS CONSTRUCTION INSPECTORS

Lasley Stuckeny Architects
Suite 200
Reston, VA 20190
(703) 437-7996

STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.

SUBMISSION SET



STUDIO39
Landscape Architecture, P.C.

THE HOMES AT WOODMONT

Washington, D.C.

KSI SERVICES, INC.

ILLUSTRATIVE SITE PLAN

NORTH

SCALE: 1"= 80'-0"

0 80 160 240

DATE: January 4, 2000

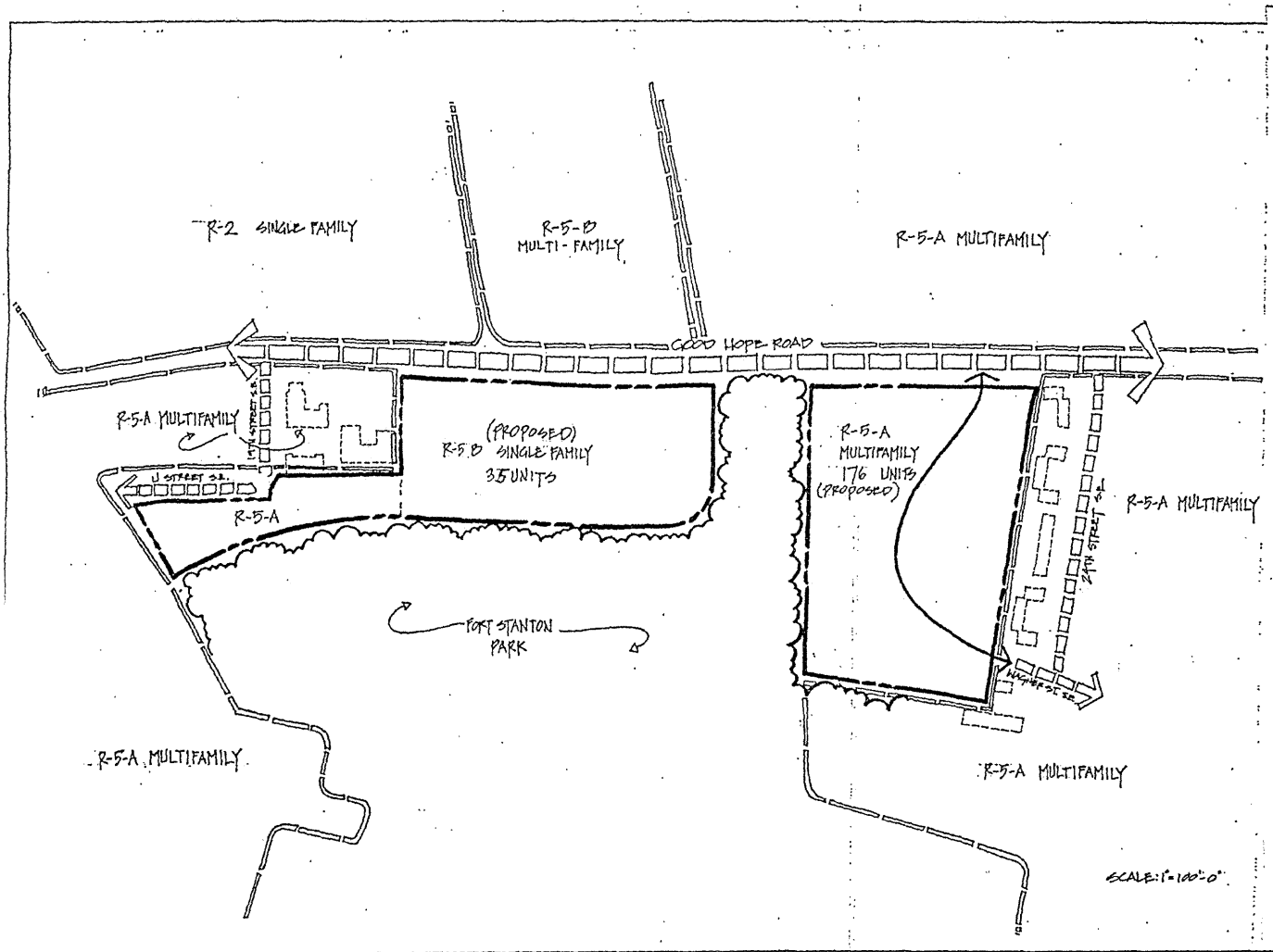
REVISIONS:

JOB# 98128

SHEET 1 OF 21

STUDIO 39 LANDSCAPE ARCHITECTURE, P.C.

CAD DWG: 98128\Schematic Design\Final - 1-00\basemk2.dwg



STUDIO39 Landscape Architecture, P.C.

THE HOMES AT WOODMONT

Washington, D.C.

KSI SERVICES, INC.

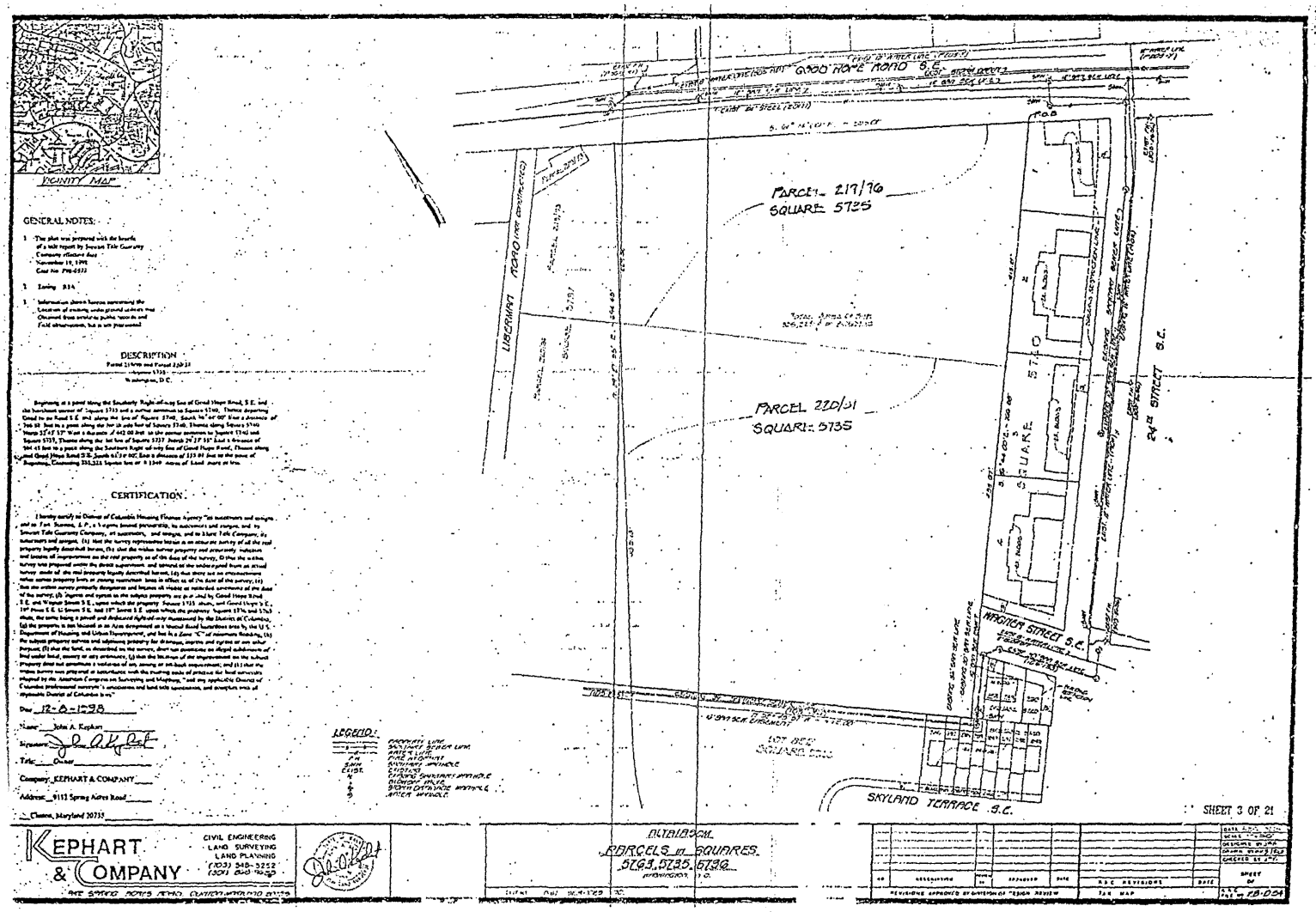
LAND USE DIAGRAM

DATE: April 20, 1999

REVISIONS:

Job# 98128

SHEET 2 OF 21



VICINITY MAP

GENERAL NOTES:

1. The plat was prepared with the benefit of a title report by Investors Title Guaranty Company effective date November 19, 1998 Case No. PW-6933
2. Zoning R1A
3. Information shown hereon concerning the Location of existing underground utilities was Obtained from service or public records and Field observations, but is not guaranteed

DESCRIPTION

Parcel 217/76 and Parcel 220/31
Square 5735 -
In Washington, D.C.

Beginning at a point along the Southerly Right-of-way line of Good Hope Road, S.E. and the Northwest corner of Square 5735 and a corner common to Square 5740, Thence departing Good Hope Road S.E. and along the line of Square 5740, South 34° 00' 00" East a distance of 306.00 feet to a point along the line of Square 5740, South 56° 00' 00" West a distance of 306.00 feet to a point along the line of Square 5740, Thence along Square 5740 and Square 5737 N 34° 00' 00" W at a distance of 242.00 feet to the corner common to Square 5742 and Square 5737, Thence along the last line of Square 5737 North 29°37'55" East a distance of 344.45 feet to a point along the Southern Right-of-way line of Good Hope Road, Thence along said Good Hope Road S.E. South 63°39'00" East a distance of 123.81 feet to the point of Beginning, Containing 203,222 Square feet or 4.6649 Acres of Land more or less.

CERTIFICATION

I hereby certify to District of Columbia Housing Finance Agency "its successors and assigns and to Fort Dupont, L.P., a Virginia limited partnership, its successors and assigns, and to Investors Title Guaranty Company, its successors and assigns, and to Share Title Company, its successors and assigns, (a) that the survey representation hereon is an accurate survey of all the real property legally described hereon, (b) that the within survey property and appurtenant easements and means of improvement are the real property as of the date of the survey, (c) that the within survey was prepared under the direct supervision and control of the undersigned from an actual survey made of the real property legally described hereon, (d) that there are no encroachments either across property lines or zoning restriction lines in effect as of the date of the survey, (e) that the within survey properly designates and locates all visible or recorded easements of the date of the survey, (f) ingress and egress to the subject property are provided by Good Hope Road S.E. and Wagner Street S.E., which adjoin the property between 1733 shown, and Good Hope S.E., 19th Street S.E. between S.E. and 18th Street S.E. which adjoin the property between 1734 and 1763 shown, the same being a paved and dedicated right-of-way maintained by the District of Columbia, (g) the property is not located in an Area designated as a Special Flood hazard Area by the U.S. Department of Housing and Urban Development, and lies in a Zone "C" as mentioned flooding, (h) the subject property adjoins and adjacent property for drainage, egress and egress of one other purpose, (i) that the land, as described, has not been constructed as illegal subdivision of land under local, county or city ordinances, (j) that the location of the improvements on the subject property does not encroach a maximum of one, among or set-back requirements, and (k) that this survey has been prepared in accordance with the minimum scope of practice for land surveyors adopted by the American Congress on Surveying and Mapping, "and any applicable District of Columbia (professional) surveyor's ordinances and land title commission, and accepted area of responsible District of Columbia is me."

Date 12-8-1998

Name John A. Kephart

Signature

Title Owner

Company KEPHART & COMPANY

Address 9112 Spring Acres Road

Clinton, Maryland 20735

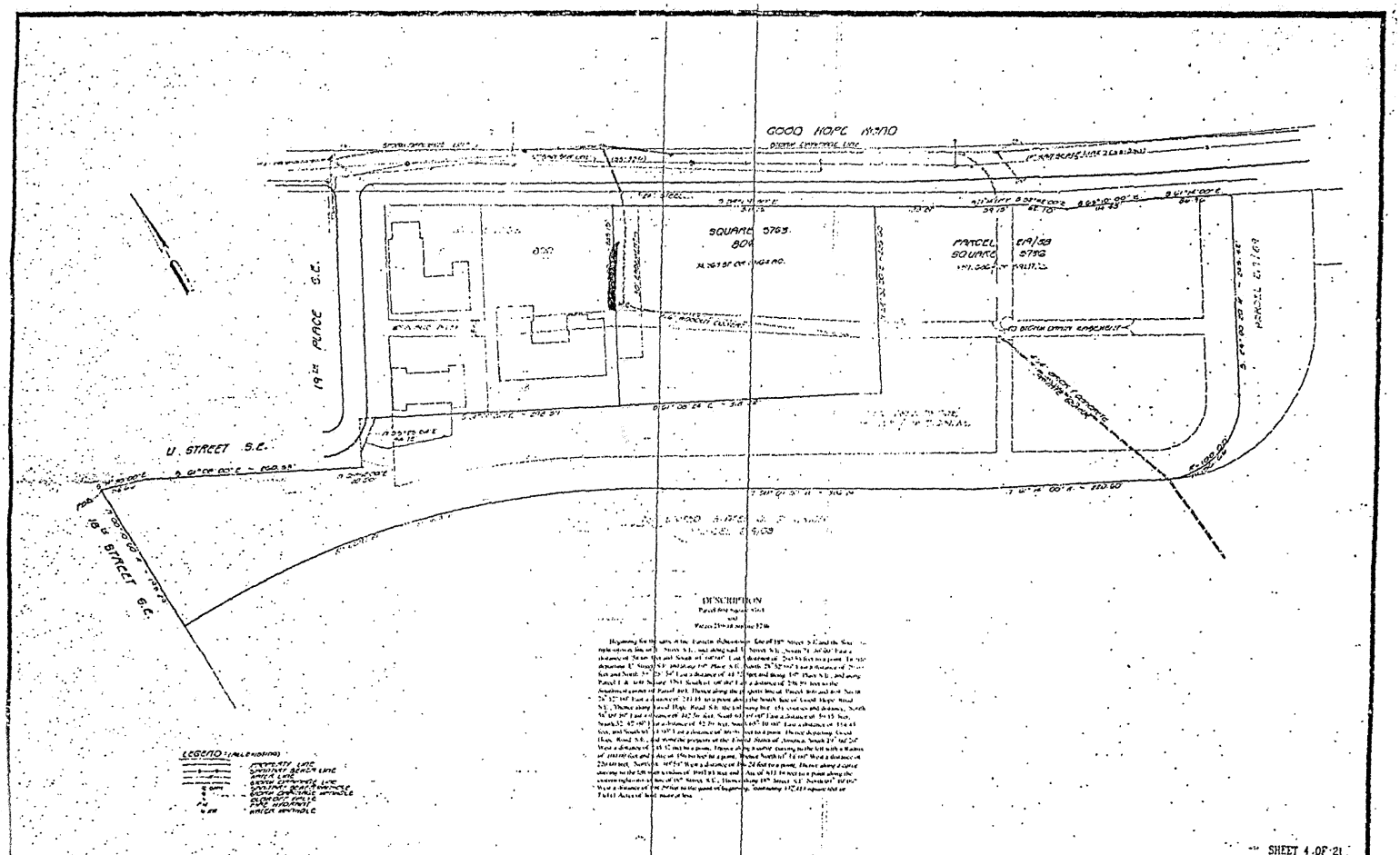
LEGEND:

PROPERTY LINE
SANITARY SEWER LINE
WATER LINE
FIRE HYDRANT
BUILDING ENTRANCE
STATUTE
EXISTING SANITARY MANHOLE
ELECTRIC POLE
SOUTH CAROLINA MANHOLE
WATER MANHOLE

KEPHART & COMPANY
CIVIL ENGINEERING
LAND SURVEYING
LAND PLANNING
(703) 548-5252
(301) 868-9620
9112 SPRING ACRES ROAD, CLINTON, MARYLAND 20735

ALTA/ACSM
PARCELS in SQUARES
5793, 5735, 6739
WASHINGTON, D.C.

SHEET 3 OF 21



DESCRIPTION

Parcel 139/39 in Square 5763
and
Parcel 139/09 in Square 5796

Beginning for the same at the Easterly Intersection of the Line of 19th Street S.E. and the Southeasterly Line of Good Hope Road S.E., said along said Line of Good Hope Road S.E. South 71° 30' 00" East a distance of 50.00 feet and South 61° 00' East a distance of 260.00 feet to a point, thence departing said Line of Good Hope Road S.E. South 28° 30' 00" West a distance of 70.00 feet to a point on the Northeasterly Line of 19th Place S.E., thence along said Line of 19th Place S.E. South 61° 00' East a distance of 48.52 feet and South 71° 30' 00" East a distance of 68.52 feet and along 19th Place S.E. and along Parcel 139/39 in Square 5763 South 61° 00' East a distance of 236.91 feet to the Southwest corner of Parcel 139/39, thence along the Southerly line of Parcel 139/39 and the line of Parcel 139/09 in Square 5796 South 28° 32' 00" East a distance of 230.83 feet to a point on the North line of Unnamed Street S.E., thence along said Unnamed Street S.E. North 61° 00' West a distance of 260.00 feet to a point on the Easterly line of 19th Street and Good Hope Road S.E., thence departing said Unnamed Street S.E. and along said Line of 19th Street and Good Hope Road S.E. the following two (2) courses and distances, North 28° 30' 00" East a distance of 162.56 feet and South 61° 00' East a distance of 39.15 feet, South 35° 42' 00" East a distance of 42.26 feet, South 61° 00' 00" East a distance of 114.43 feet, and South 61° 00' East a distance of 50.00 feet to a point, thence departing Good Hope Road S.E. and the Southeasterly property of the United States of America, South 28° 30' 00" West a distance of 35.15 feet to a point, thence along a curve turning to the left with a Radius of 100.00 feet and Arc of 156.80 feet to a point, thence North 61° 00' West a distance of 230.00 feet, North 28° 30' 00" East a distance of 70.00 feet to a point, thence along a curve turning to the left with a Radius of 1900.83 feet and Arc of 8.12 feet to a point along the Easterly right-of-line of 19th Street S.E., thence along 19th Street S.E. North 61° 00' West a distance of 196.79 feet to the point of beginning. Containing 112,421 square feet or 2.5810 Acres of land, more or less.

SHEET 4 OF 21

KEPHART & COMPANY
CIVIL ENGINEERING
LAND SURVEYING
LAND PLANNING
(703) 368-3252
(301) 208-7405
8401 GEORGIA AVENUE, SILVER SPRING, MARYLAND 20910

ALTA/ACSM
PARCELS IN SQUARES
5763, 5795, 5796
WASHINGTON, D.C.

CLIENT: AGI SERVICES, INC.

NO	DESCRIPTION	BY	APPROVED	DATE

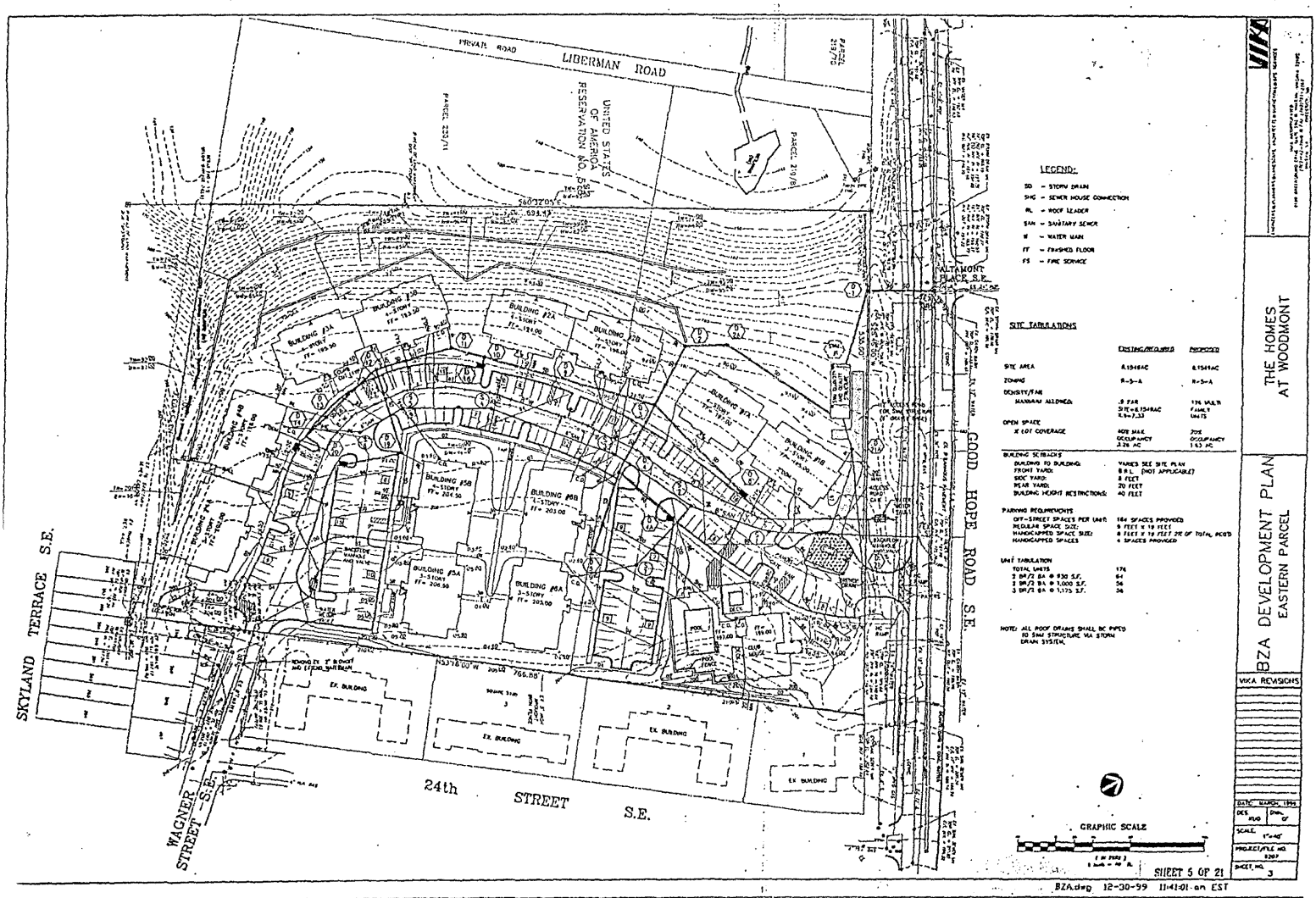
REVISIONS APPROVED BY DIVISION OF DESIGN REVIEW

N.S.C. REVISIONS	DATE

TAX MAP

DATE: JULY 1988
SCALE: 1" = 50'
DESIGNED BY: JRK
DRAWN BY: JRK/JAS
CHECKED BY: JRK

SHEET OF
N.S.C. FILE NO. 88-054



LEGEND:

SD = STORM DRAIN
SHC = SEWER HOUSE CONNECTION
RL = ROOF LEADER
SAN = SANITARY SEWER
W = WATER MAIN
FF = FINISHED FLOOR
FS = FIRE SERVICE

SITE TABULATIONS

	EXISTING/REQUIRED	PROPOSED
SITE AREA	6.1544AC	6.1544AC
ZONING	R-5-A	R-5-A
DENSITY/FAR		
MAXIMUM ALLOWED	.9 FAR SITE = 6.1544AC X 5.4=7.33	11% MULTI FAMILY UNITS
OPEN SPACE		
% LOT COVERAGE	40% MAX. OCCUPANCY 2.26 AC	29% OCCUPANCY 1.63 AC
BUILDING SETBACKS		
BUILDING TO BUILDING:		VARIES SEE SITE PLAN
FRONT YARD:		B.R.L. (NOT APPLICABLE)
SIDE YARD:		8 FEET
REAR YARD:		20 FEET
BUILDING HEIGHT RESTRICTIONS:		40 FEET
PARKING REQUIREMENTS		
OFF-STREET SPACES PER UNIT:		164 SPACES PROVIDED
REQUIRE SPACE SIZE:		8 FEET X 19 FEET
HANDICAPPED SPACE SIZE:		8 FEET X 19 FEET 2% OF TOTAL REQ'D
HANDICAPPED SPACES		4 SPACES PROVIDED

UNIT TABULATION

TOTAL UNITS	176
2 BR/2 BA @ 930 S.F.	64
2 BR/2 BA @ 1,000 S.F.	54
3 BR/2 BA @ 1,175 S.F.	36

NOTE: ALL ROOF DRAINS SHALL BE PIPED TO SWM STRUCTURE VIA STORM DRAIN SYSTEM.

VIKA

THE HOMES AT WOODMONT

BZA DEVELOPMENT PLAN
EASTERN PARCEL

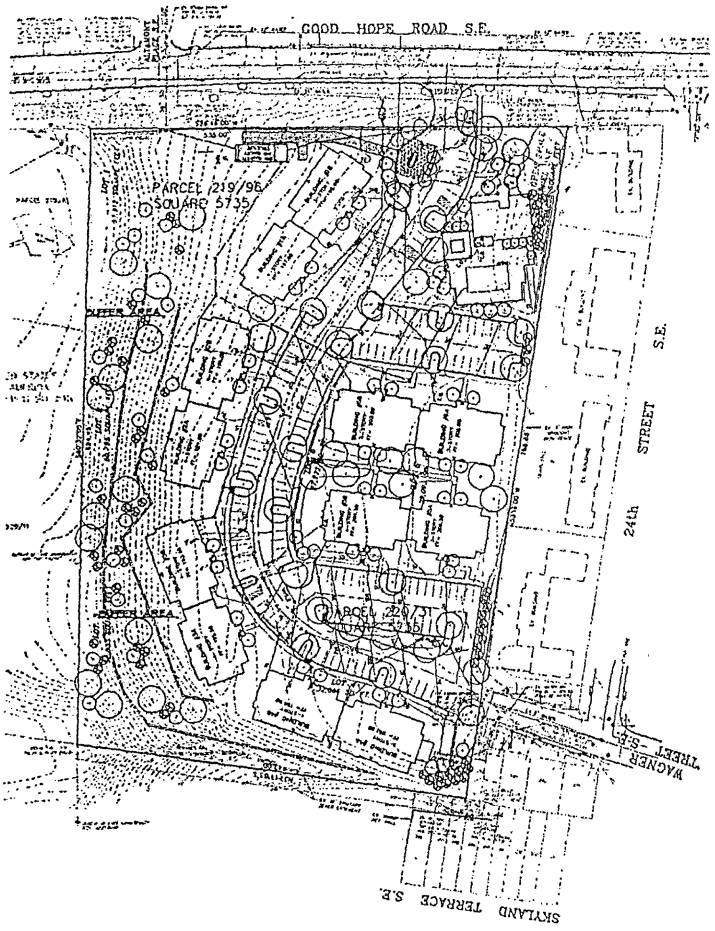
VIKA REVISIONS

DATE: MARCH, 1999
DES. RJD DWN. CF
SCALE: 1"=40'
PROJECT/FILE NO. 8307
SHEET NO. 3

SHEET 5 OF 21

BZA.dwg 12-30-99 11:41:01 am EST

U STREET, S.E.
19th PLACE S.E.
GOOD HOPE ROAD, S.E.
GOOD HOPE ROAD S.E.
SQUARE 5779
PARCEL 219
GRAPHIC SCALE
UNITED STATES OF AMERICA
PARCEL 219/68
SHEET 6 OF 21
VIKA
THE HOMES AT WOODMONT
BZA DEVELOPMENT PLAN WESTERN PARCEL
VIKA REVISIONS
DATE MARCH 1998
SCALE 1"=40'
PROJECT/FILE NO. 6707
SHEET NO. 3



PLANT LIST

A. SHADE TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Acer rubrum	Red Sunset Maple	3 - 3 1/2" cal	B & B
Quercus rubra	Northern Red Oak	3 1/2 - 4" cal	B & B
Quercus phellos	Willow Oak	3 1/2 - 4 " cal	B & B

B. EVERGREEN TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Cryptomeria fortunei	Japanese Cryptomeria	6-8' height	B & B
Ilex opaca	American Holly	8-10'	B & B
Juniperus virginiana	Eastern Red Cedar	8-10'	B & B
Pinus strobus	Norway Spruce	6-8' height	B & B
Pinus nigra	Austrian Pine	6-8' height	B & B

C. ORNAMENTAL TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Cercis canadensis	Eastern Redbud	1 1/2" cal. min.	B & B, multi-trunk, 3 stems minimum, symmetrical branching
Cornus kousa	Kousa Dogwood	1 1/2" cal. min.	B & B, uniform branching & full appearance
Lagerstroemia fauriei 'Fantasy'	Fantasy Crape Myrtle	1 1/2" cal. min.	B & B, multi-trunk, 3 stems minimum, symmetrical branching
Prunus yedoensis	Yoshino Cherry	1 1/2" cal. min.	B & B, uniform branching
Prunus serrulata 'Kwanzan'	Kwanzan Cherry	1 1/2" cal. min.	B & B, uniform branching

BUFFER AREA

NATIVE SPECIES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Acer rubrum	Red Sunset Maple	3 - 3 1/2" cal	B & B
Acer nigrum	Black Maple	3 - 3 1/2" cal	B & B
Cornus florida	Kloughton's Mulberry	2 - 2 1/2" cal	B & B
Cornus kousa	Eastern Dogwood	1 1/2" min cal	B & B, multi-trunk, 3 stems minimum, symmetrical branching
Ilex opaca	American Holly	8-10'	B & B
Juniperus virginiana	Red Cedar	8-10'	B & B
Liquidambar styraciflua	Sweetgum	3 - 3 1/2" cal	B & B
Myrica pensylvanica	Northern bayberry	6-8'	B & B
Quercus palustris	Pin Oak	3 1/2 - 4" cal	B & B
Quercus alba	White Oak	3 1/2 - 4" cal	B & B
Nyssa sylvatica	Sourgum/Blackgum	6-8'	B & B
Quercus phellos	Willow Oak	3 1/2 - 4" cal	B & B
Betula nigra	River Birch	3 1/2 - 4" cal	B & B
Betula alleghaniensis	Allegheny Bloodberry	3 1/2 - 4" cal	B & B

NOTE: LANDSCAPE PLANS FOR SCHEMATIC PURPOSES ONLY. PLANS NOT TO BE USED FOR CONSTRUCTION.

STUDIO39

Landscape Architecture, P.C.

THE HOMES AT WOODMONT

Washington, D.C.

KSI SERVICES, INC.

EASTERN PARCEL
LANDSCAPE PLAN

NORTH

SCALE: 1"= 50'-0"

0 50 100 150

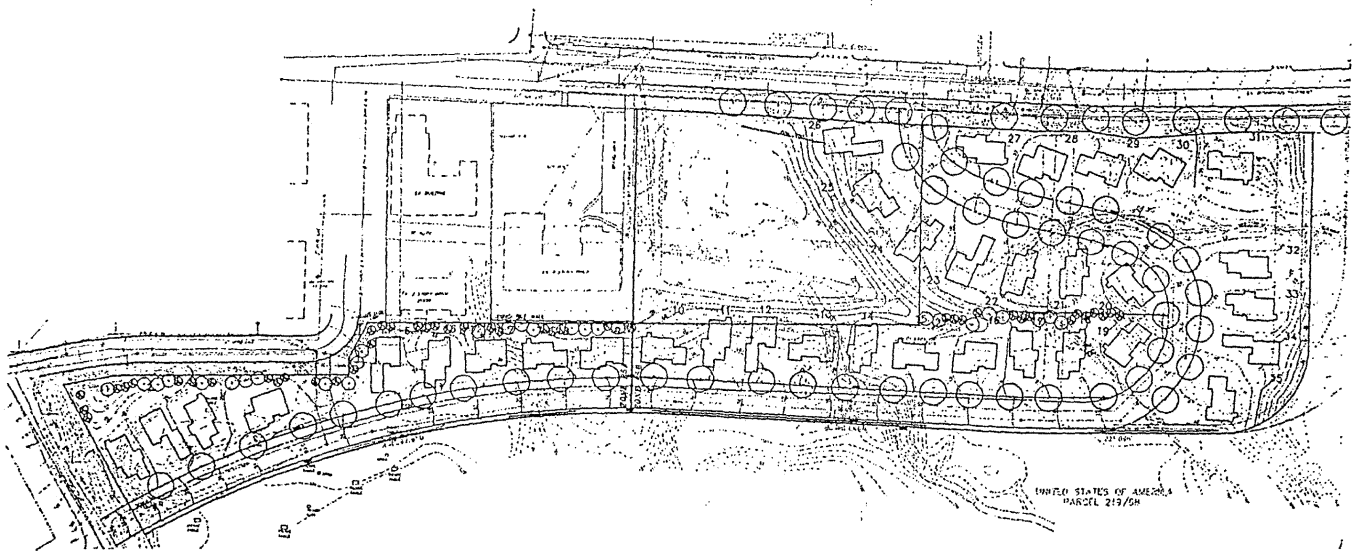
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REVISIONS:

JOB# 98128

SHEET

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PLANT LIST

A. SHADE TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS

B. EVERGREEN TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS

C. ORNAMENTAL TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS

NOTE: LANDSCAPE PLANS FOR SCHEMATIC PURPOSES ONLY. PLANS NOT TO BE USED FOR CONSTRUCTION.

STUDIO39
Landscape Architecture, P.C.

THE HOMES AT WOODMONT
Washington, D.C.
KSI SERVICES, INC.

WESTERN PARCEL
LANDSCAPE PLAN

NORTH

SCALE: 1"= 50'-0"

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DATE: January 4, 2009
REVISIONS:

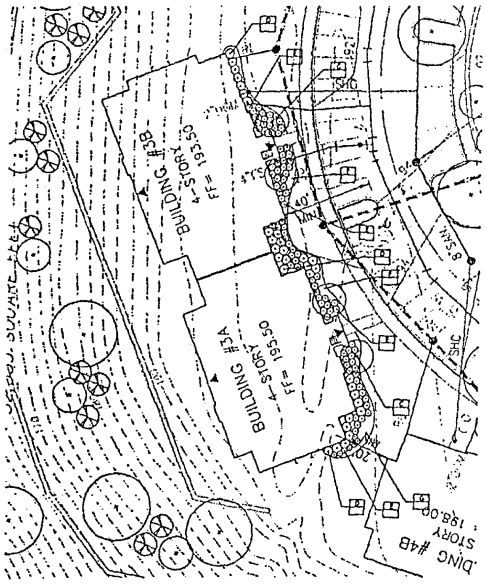
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SHEET

STUDIO39 LANDSCAPE ARCHITECTURE, P.C.



STREET SCAPE STUDIES



PLANT LIST

A. SHADE TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Acer rubrum	Red Sunset Maple	3 - 3 1/2" cal	B+B
Quercus rubra	Northern Red Oak	3 1/2 - 4" cal	B+B
Quercus phellos	Willow Oak	3 1/2 - 4" cal	B+B

B. EVERGREEN TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Cryptomeria japonica	Japanese Cryptomeria	6-8' height	B+B
Ilex opaca	American Holly	6-8'	B+B
Juniperus virginiana	Eastern Red Cedar	6-8'	B+B
Picea abies	Norway Spruce	6-8' height	B+B
Pinus nigra	Austrian Pine	6-8' height	B+B

C. ORNAMENTAL TREES

BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
Cornus kousa	Kousa Dogwood	1 1/2" min cal	B+B multi-trunk, 3 stems minimum, symmetrical branching
Cornus florida	Flowering Dogwood	1 1/2" min cal	B+B multi-trunk, 3 stems minimum, symmetrical branching
Lagerstroemia indica 'Natchez'	Crapemyrtle White Flower	1 1/2" min cal	B+B multi-trunk, 3 stems minimum, symmetrical branching
Prunus yedoensis	Yoshino Cherry	1 1/2" min cal	B+B, uniform branching
Malus 'Donald Wyman'	Donald Wyman Crab	2 - 2 1/2" cal	B+B, uniform branching

D. LARGE SHRUBS (AT ENTRANCES)

BOTANICAL NAME	COMMON NAME
Aucuba japonica	Aucuba
Berberis angustifolia	Barberry
Ilex x 'Nellie R'	Nellie R. Stevens Holly
Ilex crenata	Japanese Holly
Ilex x meserveae	Blue Holly
Hamelis virginiana	Witch Hazel
Photinia fraseri	Fraser's Photinia
Prunus laurocerasus	Cherry Laurel
Rhododendron	Rhododendron
Viburnum	Viburnum

E. MEDIUM SHRUBS (FOUNDATION)

BOTANICAL NAME	COMMON NAME
Buxus microphylla	Littleleaf Boxwood
Ilex crenata 'Hetzii'	Hetz Japanese Holly
Ilex crenata 'Green Lustre'	Green Lustre Holly
Ilex x meserveae	Blue Holly
Prunus laurocerasus	Otto Luyken Cherry Laurel
Rhododendron	Rhododendron

F. SMALL ACCENT SHRUBS

BOTANICAL NAME	COMMON NAME
Aucuba japonica	Dwarf Aucuba
Ilex crenata	Hetzii Japanese Holly
Juniperus chinensis	Sargent Juniper
Juniperus horizontalis	Bar Harbor Juniper
Nandina domestica	Heavenly Bamboo
Rhododendron	Delaware Valley White Azalea
Rhododendron	Helen Curtis Azalea
Spiraea japonica	Dwarf Spirea

G. GROUNDCOVERS

BOTANICAL NAME	COMMON NAME
Hedera helix	Baltic Ivy
Liriope muscari	Big Blue Liriope
Liriope spicata	Creeping Liriope
Vinca minor	Periwinkle (vinca)

NOTE: LANDSCAPE PLANS FOR SCHEMATIC PURPOSES ONLY. PLANS NOT TO BE USED FOR CONSTRUCTION.

STUDIO 39
Landscape Architecture, P.C.

THE HOMES AT WOODMONT

Washington, D.C.

KSI SERVICES, INC.

TYPICAL UNIT
LANDSCAPE PLAN

NORTH

SCALE: 1"= 20'-0"

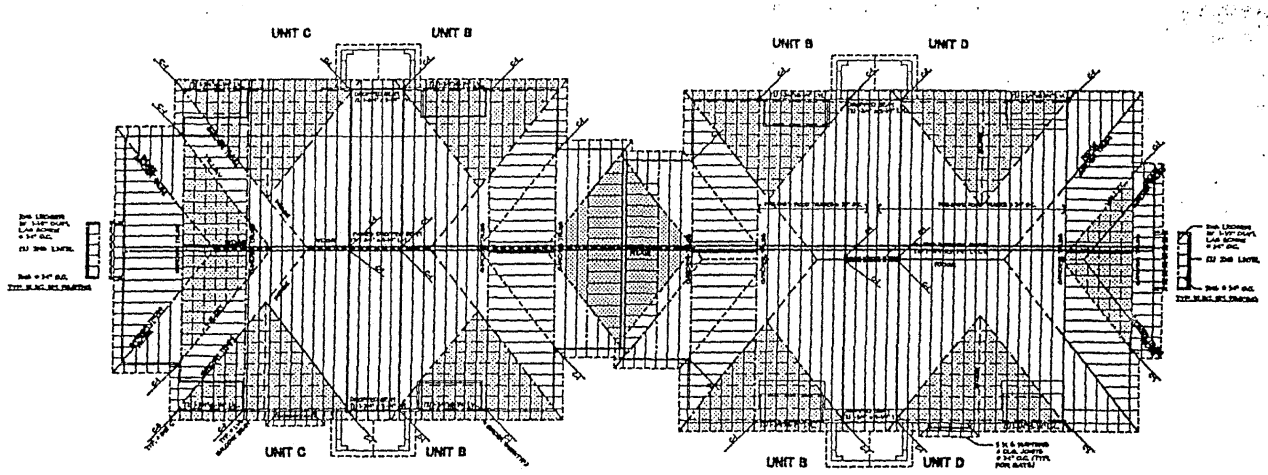
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DATE: January 4, 2000
REVISIONS:

JOB# 90138

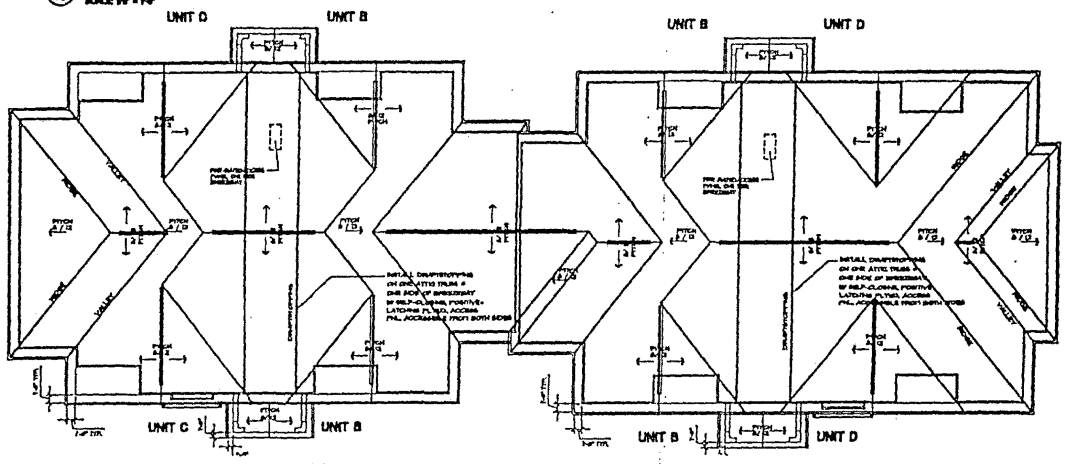
SHEET

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1/A6 BUILDING TYPE I - TYPICAL ROOF FRAMING PLAN

SCALE: 1/4" = 1'-0"



3/A6 BUILDING TYPE I - ROOF PLAN

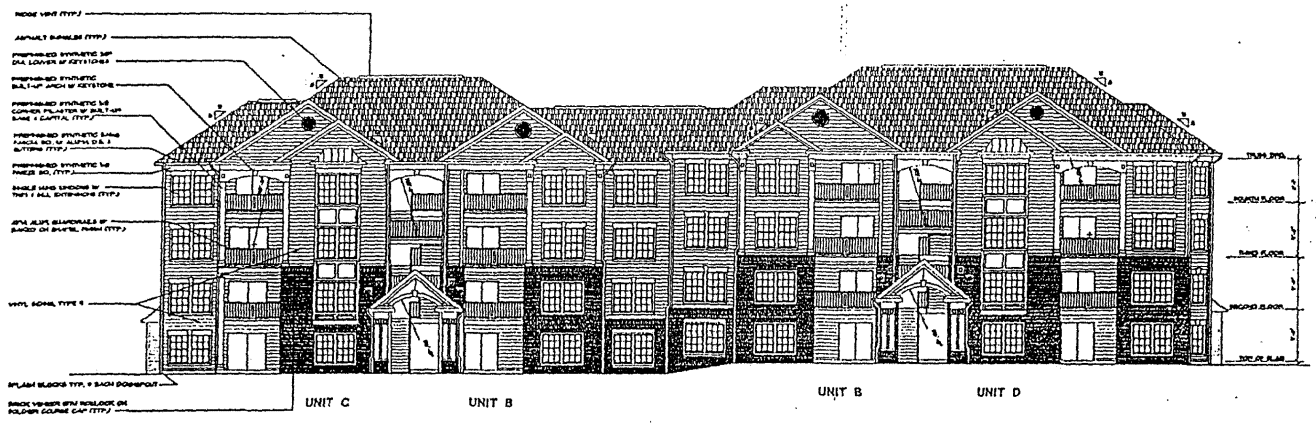
SCALE: 1/4" = 1'-0"

Lemay Erickson Architects
Architecture Planning Interior Space Design
11800 Sunset Hills Rd. #W
Reston, VA. 20190
(703) 471-7444

BLDG. I
PLANS

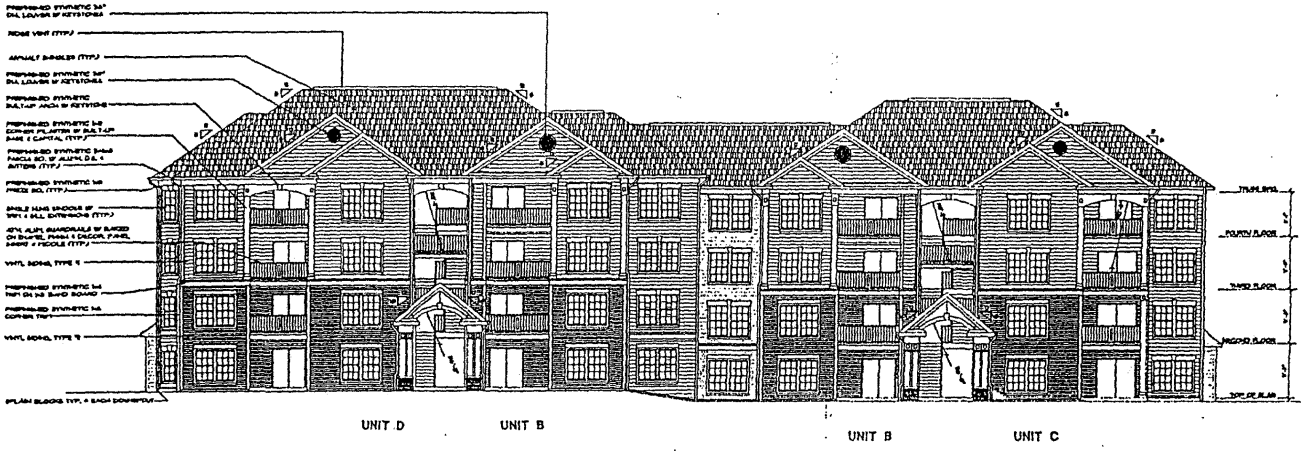
A6

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1/A7 BUILDING TYPE I. - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



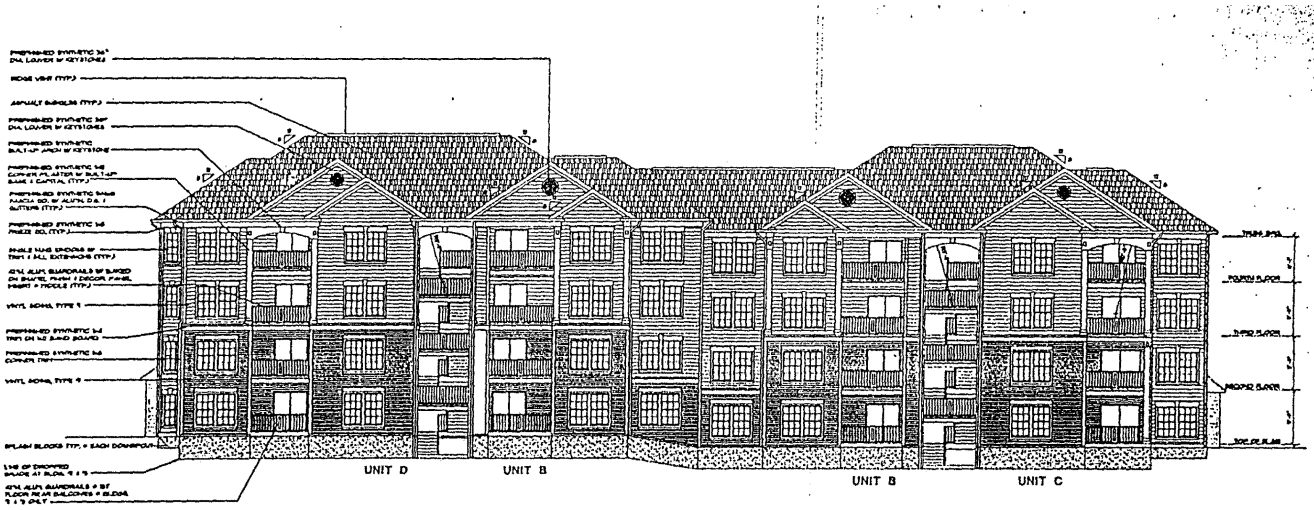
2/A7 BUILDING TYPE I. - REAR ELEVATION

SCALE: 1/8" = 1'-0"

BLDG.I ELEVATIONS

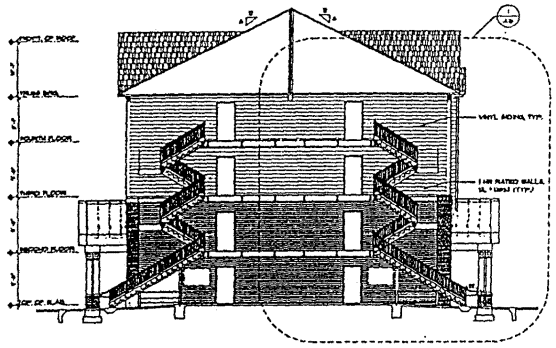
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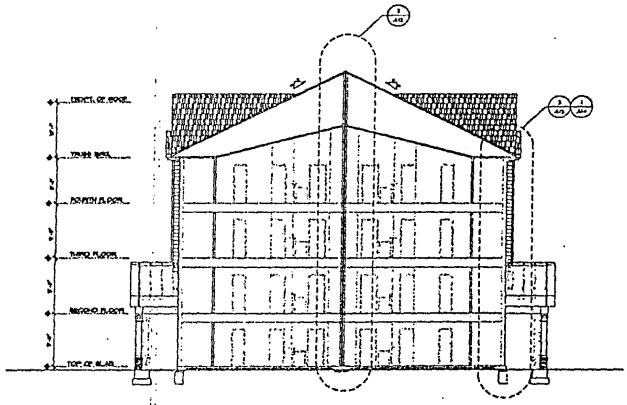
BUILDING TYPE I. REAR ELEVATION (@ GRADE DROP)

SCALE: 1/8" = 1'-0"



BUILDING TYPE I - BREEZEWAY SECTION

SCALE: 1/8" = 1'-0"



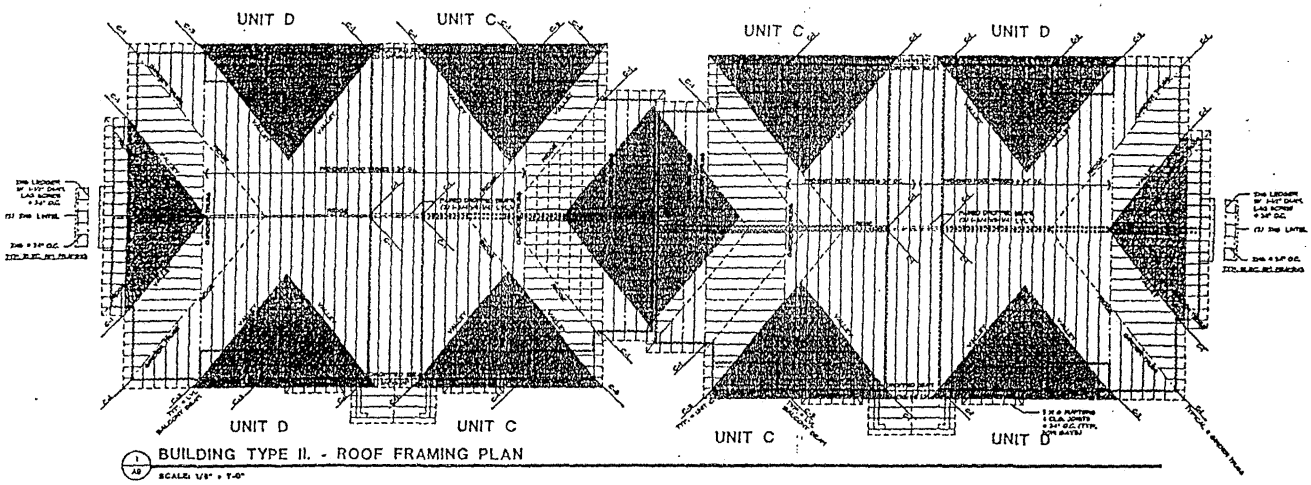
TYPICAL 4-STORY BUILDING SECTION

SCALE: 1/8" = 1'-0"

BLDG. ELEVATIONS

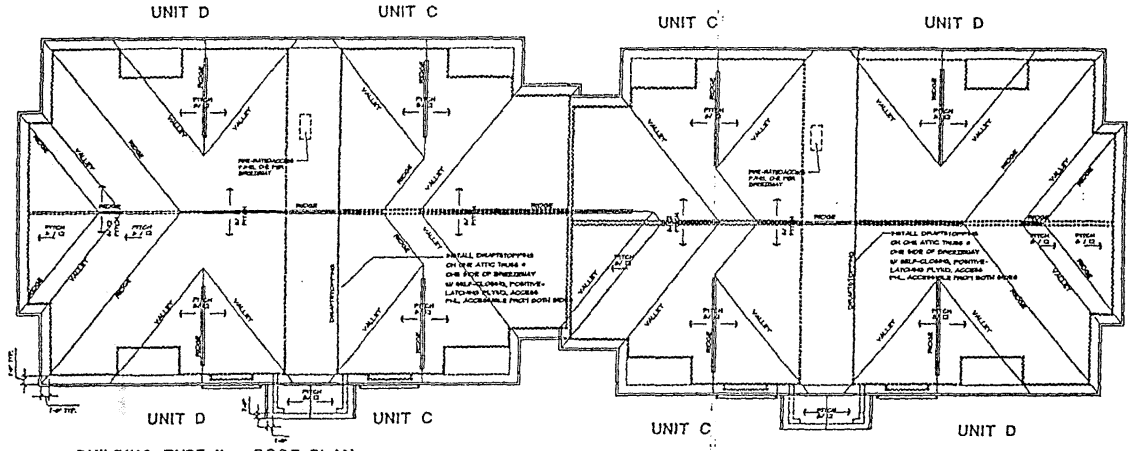
A7a

LEMAY ERICKSON ARCHITECTS



1/A9 BUILDING TYPE II. - ROOF FRAMING PLAN

SCALE: 1/8" = 1'-0"



1/A9 BUILDING TYPE II. - ROOF PLAN

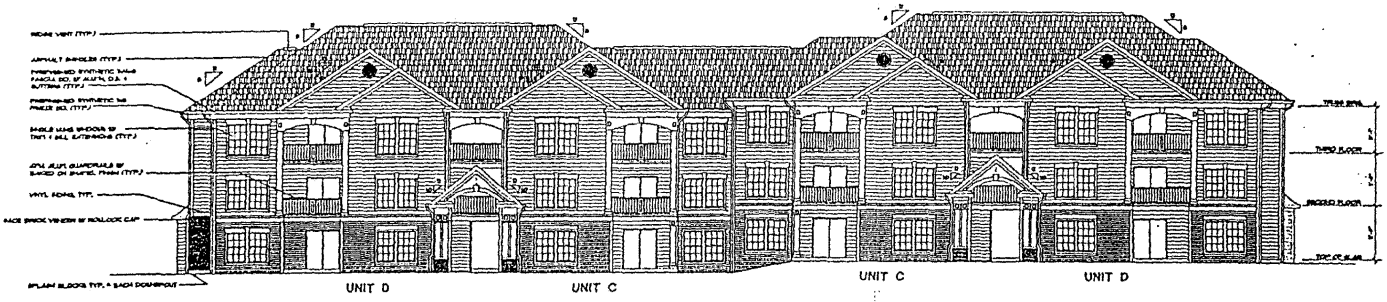
SCALE: 1/8" = 1'-0"

LeMay Erickson Architects Architecture Planning Interior Space Design 17230 Bothell Everett Hwy, Ste 285 Bothell, WA 98012 (425) 481-1646

BLDG. II PLANS

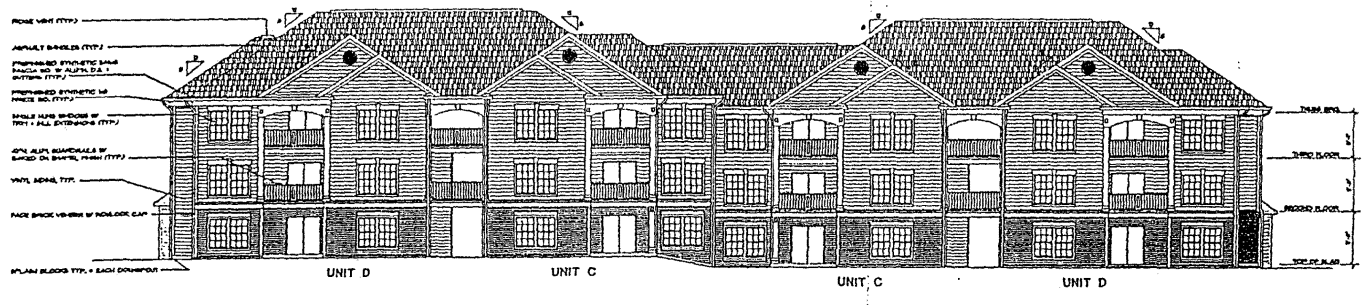
SHEET NO. A9

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1 / A10 BUILDING TYPE II - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



2 / A10 BUILDING TYPE II - REAR ELEVATION

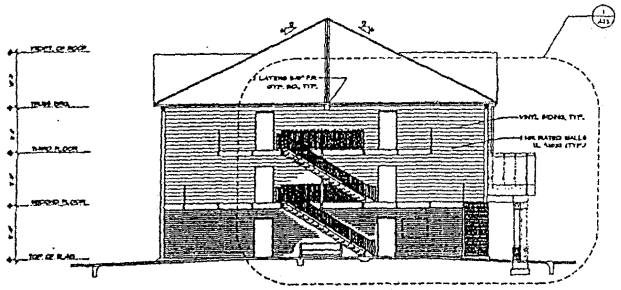
SCALE: 1/8" = 1'-0"

BLDG.II
ELEVATIONS

SHEET 14 OF 2[illegible] A10

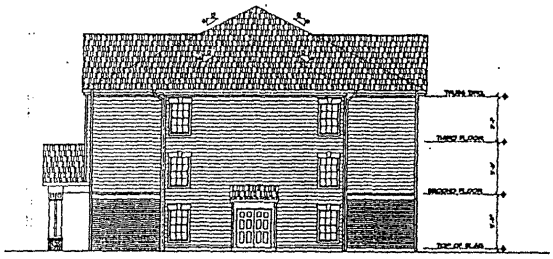
LEKAY ERICKSON ARCHITECTS, COPYRIGHT 1999

Lekay Erickson Architects Planning Interior Space Design
11350 Roger Bacon Dr. 218 Reston, VA 20190 (703) 437-7656



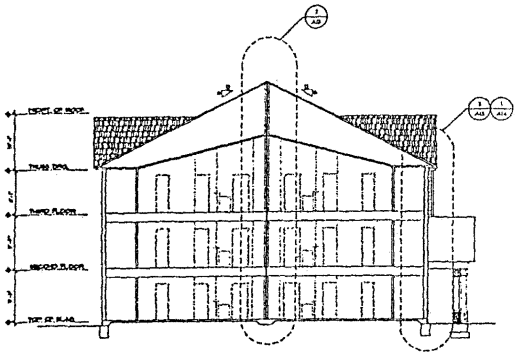
BUILDING TYPE II - BREEZEWAY SECTION

SCALE: 1/8" = 1'-0"



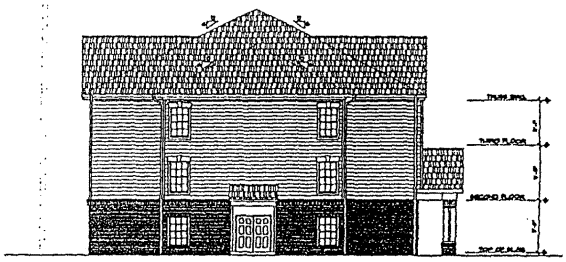
BUILDING TYPE II - RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



TYPICAL 3-STORY BUILDING SECTION

SCALE: 1/8" = 1'-0"



BUILDING TYPE II - LEFT SIDE ELEVATION

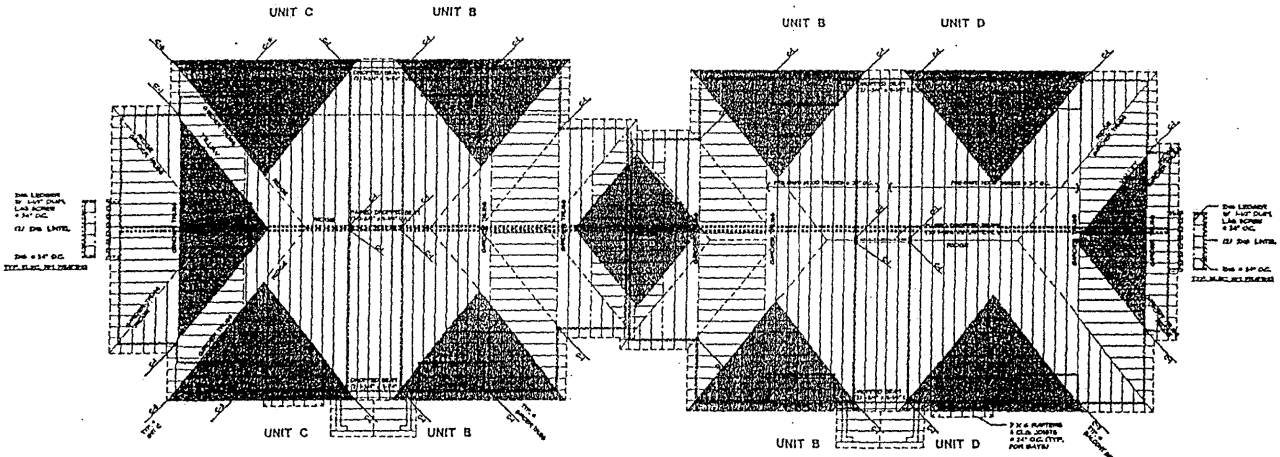
SCALE: 1/8" = 1'-0"

Ashley Erickson Architects
Architecture Planning Historic Space Design
12530 Point Bacon Dr. 1B Reston, VA 20190 (703) 471-7556

BLDG.II
ELEVATIONS

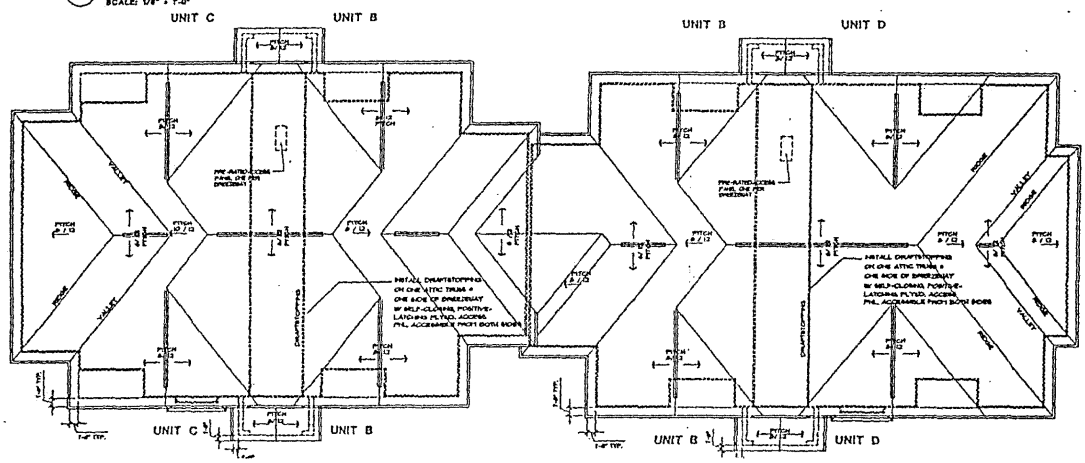
SHEET 15 OF 21 A10a

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1 BUILDING TYPE III - TYPICAL ROOF FRAMING PLAN

SCALE: 1/8" = 1'-0"



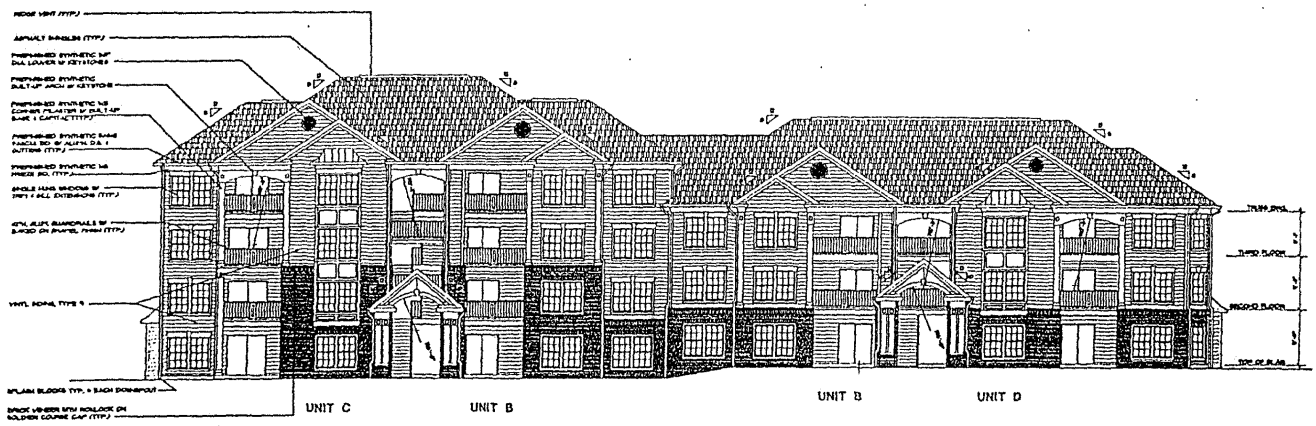
2 BUILDING TYPE III. - ROOF PLAN

SCALE: 1/8" = 1'-0"

LeMay Erickson Architects Architecture Planning Interior Space Design 11350 Roger Bacon Dr. 136 Reston, VA 20190 (703) 471-7556

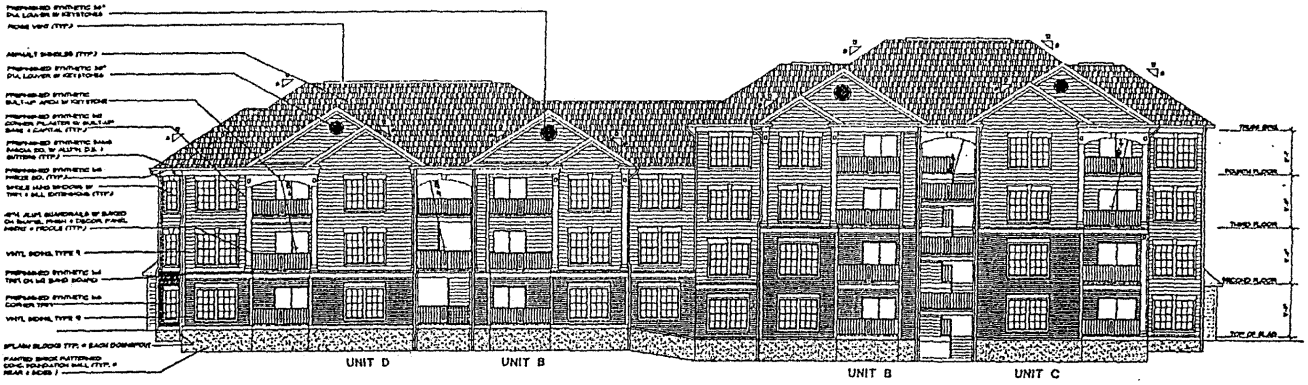
BLDG. III
PLANS

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1 / A10e BUILDING TYPE III. - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



2 / A10e BUILDING TYPE III. - REAR ELEVATION

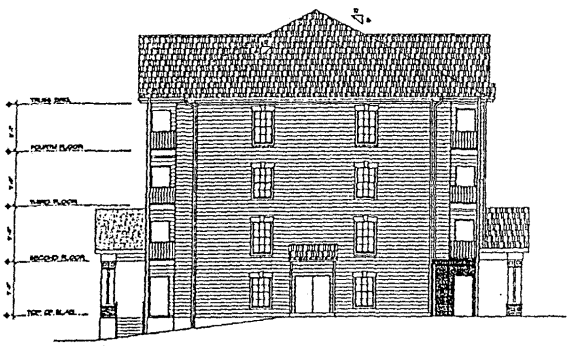
SCALE: 1/8" = 1'-0"

LeMay Erickson Architects Architecture Planning Interior Space Design
11250 Roger Bacon Dr. #16 Reston, VA 20190 (703) 471-7838

BLDG. TYPE III. ELEVATIONS

SHEET 17 OF 21 10e

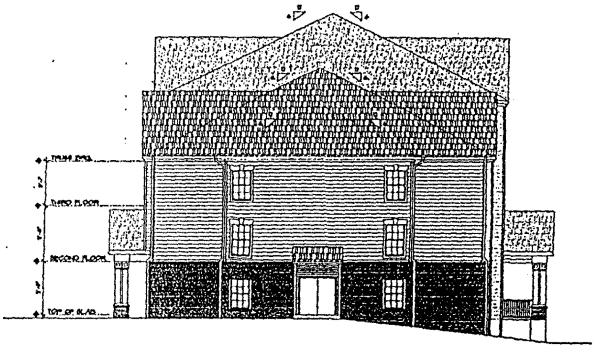
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UNIT C-SIDE ELEVATION

3 / A10f BUILDING TYPE 3 - LEFT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



UNIT D-SIDE ELEVATION

1 / A10f BUILDING TYPE 3 - RIGHT SIDE ELEVATION

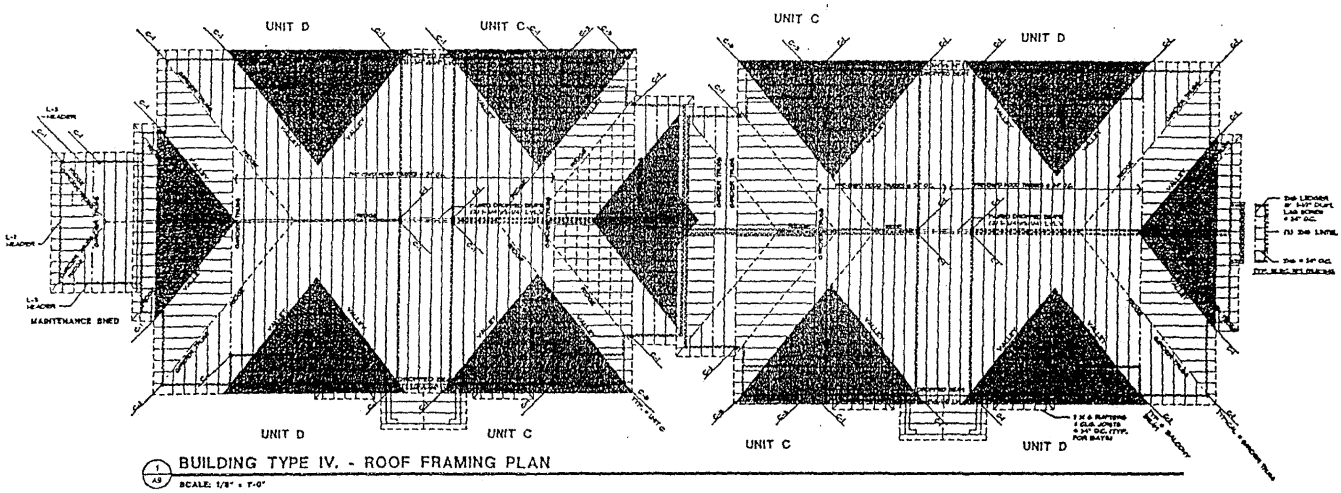
SCALE: 1/8" = 1'-0"

LeMay Erickson Architects Architecture Planning Interior Space Design 11230 Royal Bacon Dr. Ste Reston, VA 20190 (703) 471-7566

BLDG.3 ELEVATIONS

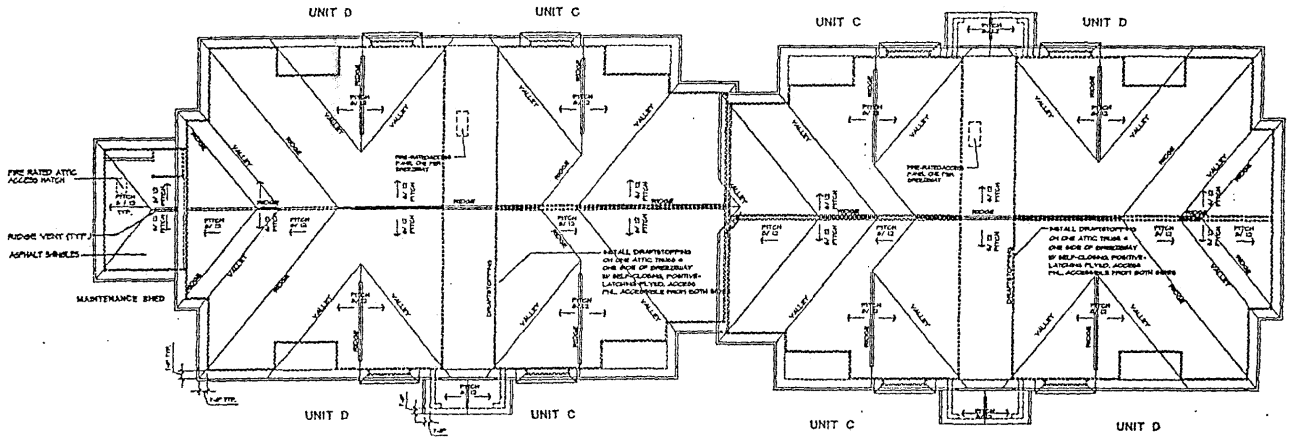
SHEET 18 OF 21 A10f

LEMAY ERICKSON ARCHITECTS, COPYRIGHT 1999



1/A8 BUILDING TYPE IV. - ROOF FRAMING PLAN

SCALE: 1/8" = 1'-0"



1/A8 BUILDING TYPE IV. - ROOF PLAN

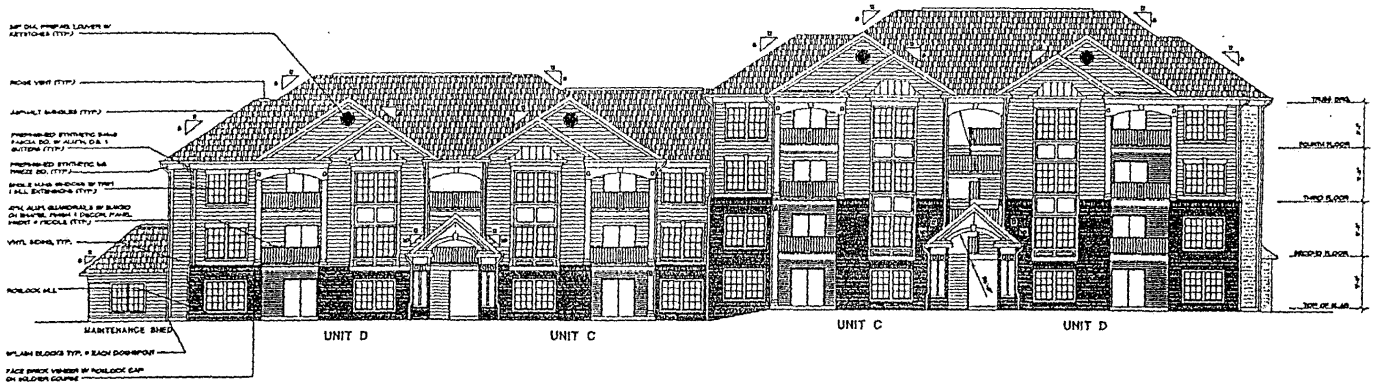
SCALE: 1/8" = 1'-0"

LeMay Erickson Architects Architecture Planning Interior Space Design 11250 Roger Bacon Dr. 135 Reston, VA 20190 (703) 471-7666

BLDG. IV. PLANS

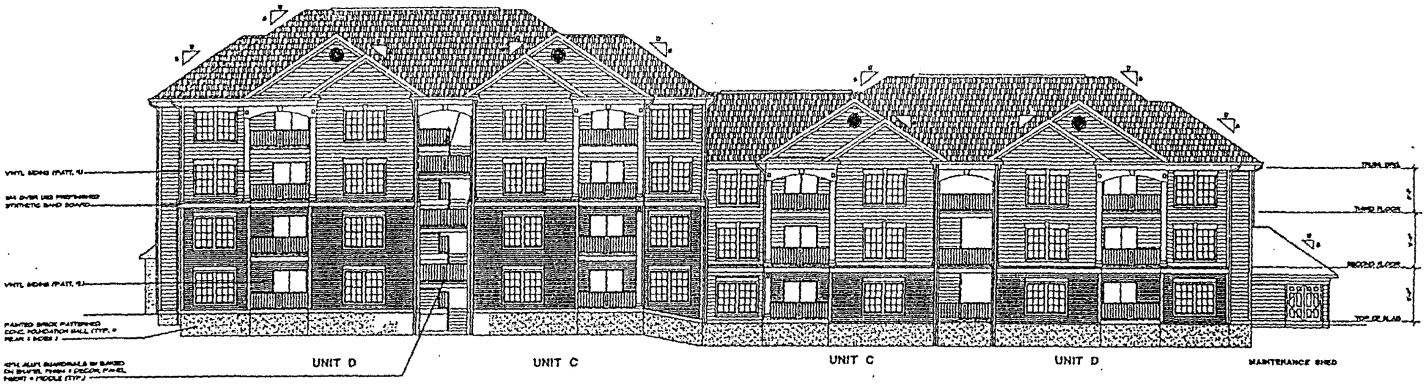
SHEET 19 OF 21 A10i

LEMAY ERICKSON ARCHITECTS, COPYRIGHT 1998



1/A10j BUILDING TYPE IV. - FRONT ELEVATION

SCALE: 1/8" = 1'-0"



2/A10j BUILDING IV. - REAR ELEVATION

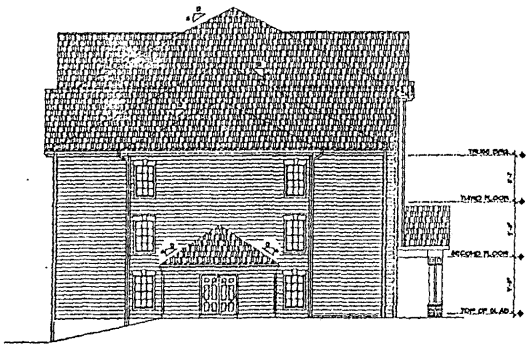
SCALE: 1/8" = 1'-0"

B.C. TYPE IV. ELEVATIONS

SHEET 20 OF 21 A10j

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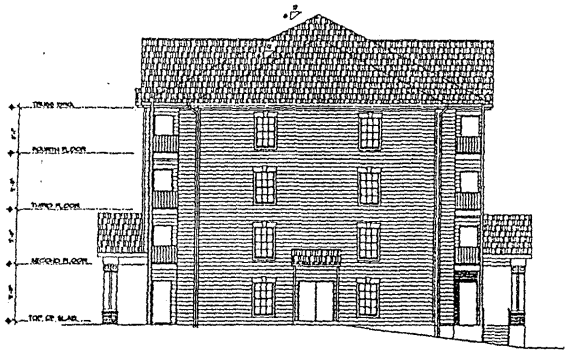
LeMay Erickson Architects Planning Interior Space Design
12230 Roger Bacon Dr. #18 Reston, VA. 20190 (703) 471-1565



UNIT D-SIDE ELEVATION

BUILDING TYPE 4 - LEFT SIDE ELEVATION

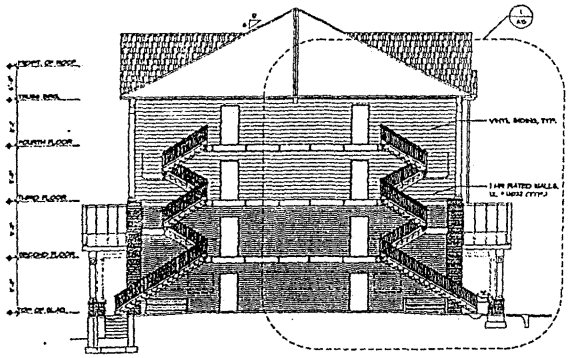
SCALE: 1/8" = 1'-0"



UNIT C-SIDE ELEVATION

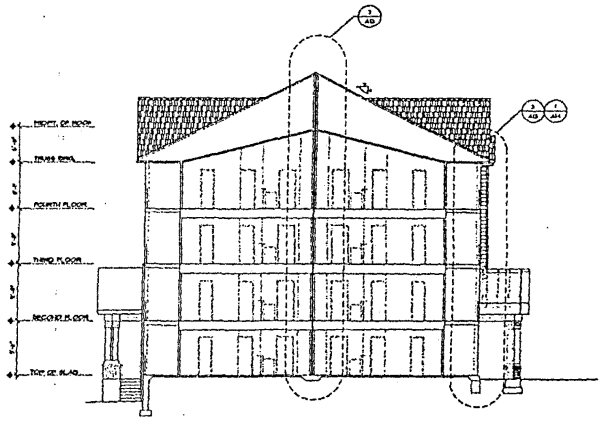
BUILDING TYPE 4 - RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"



BUILDING TYPE 4 - BUILDING SECTION

SCALE: 1/8" = 1'-0"



BUILDING TYPE 4 - BUILDING SECTION

SCALE: 1/8" = 1'-0"

Lemay Erickson Architects Architecture Planning Interior Space Design
11150 Rose Bean Dr. E16 Reston, VA 20190 (703) 437-7855

BLDG. 4
ELEVATIONS

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ENGINEERING CONSULTING SERVICES, LTD.
Geotechnical • Construction Materials • Environmental

March 10, 2000

Ms. Thelma Jones, President
Fairlawn Civic Association
2217 T Place, S.E.
Washington, D.C. 20030

ECS Job No. 5349-C

Reference: Discussion of Subsurface Exploration and Geotechnical Engineering Analysis, Homes of Woodmont, East Parcel, Southeast, Washington, D.C.

Dear Ms. Jones:

At the request of Ms. Sarah Davidson of KSI Services, I am writing to discuss the scope of subsurface exploration and geotechnical studies which Engineering Consulting Services, Ltd. has undertaken at the project site. We have performed two cycles of onsight subsurface investigations at the site. The first was to determine the general site conditions, the depth and nature of the fills placed previously on the site, and to allow for preliminary recommendations as to the constructability of the site. The second was to investigate the natural soils that exist below the old fills in the slope areas, and to establish the design parameters for slopes in the natural soils, the old fills, and the extent of debris in the fills. We believe that we have a good understanding of the on site subsurface conditions, and have shaped our recommendations based on that knowledge.

Background

As you are, aware the site was used by WMATA as a repository for construction related fill materials, reportedly placed there in the early 1980's. These materials have been found to consist of silty clayey SANDS (SM/SC), sandy to silty CLAYS (CL), and sandy SILTS (ML), with varying amounts of cobbles, brick, wood, concrete, asphalt pavement, and other construction related debris. Topographic plans of the site show that original ground surface elevations across the site were as much as 40 feet below the now existing ground surface. The deepest fills are located in areas where natural drainage valleys previously existed. Both the original topography of the site and the WMATA fill are steeply sloping, and the old fill has washed downslope onto the Fort Staunton Park. Thus the site presents some particular problems to be addressed in the geotechnical recommendations, and we have addressed each of them.

ECS Subsurface Exploration

A total of 12 soil borings were performed for our first study, and 8 soil borings for the second. In addition we observed test pits excavated in the fills during both studies. The soil borings in the second study were located along the proposed retaining wall alignment, for use in designing the slope stabilization. All borings were performed with an all-terrain vehicle (ATV) mounted drill rig utilizing continuous flight, hollow stem augers to advance the boreholes.

The earliest geotechnical exploration of the site was performed by Whitlock Dalrymple Poston & Associates, Inc., and consisted of excavating 13 test pits across the project site. Their test pits encountered existing fills with significant amounts of construction debris. The debris caused shallow refusal of test pits at several locations, and the depth of the fill was not able to be determined. Our borings were much more successful in penetrating the debris, the fill and reaching the underlying soils.

Representative soil samples were obtained in all borings by means of the split-barrel sampling procedures in accordance with ASTM Specifications D-1586. In the split-barrel sampling procedure, a 2-inch O.D., split-barrel sampler is driven into the soil a distance of 18 inches by means of a 140-pound hammer falling 30 inches. The number of blows required to drive the sampler through a 12-inch interval is termed the Standard Penetration Test (SPT) value and is indicated for each sample on the boring logs. This value can be used to provide a qualitative indication of the in-place relative density of the soils.

A field log of the soils encountered in the borings was maintained by the drill crew. After recovery, each sample was removed from the sampler and visually classified. Representative portions of each sample were then sealed and brought to our laboratory for further visual examination and laboratory testing.

Laboratory Testing Program

Representative soil samples were selected and tested in our laboratory to check field classifications and to determine pertinent engineering properties. The laboratory testing program included visual classifications, moisture contents of soils, Atterberg limits, gradation analyses, and Direct Shear Tests, Residual Parameters. The laboratory test results were used in the formulation of final geotechnical recommendations.

Analysis and Recommendations

Our exploration has confirmed that the subsurface conditions within the limits of the proposed development are consistent with those described in previous studies, and the historical topographic plans. Fill materials as deep as 40 feet were encountered in our borings within the limits of the proposed development. The fill material contained significant amounts of

construction related debris which caused auger refusal in certain borings. In borings where auger refusal was encountered, the borings were offset and reattempted. The debris in the fill consisted of significant amounts of asphalt, concrete, brick, wood, bar steel, etc., spread through much of the fill volume.

In general, fill materials with this type and amount of debris require either replacement or improvement prior to the construction of any buildings on them, or the buildings need to be on a deep foundation system. Also, it is evident that the fill was placed in an uncontrolled manner and that the existing fills in their present state are unsuitable for direct support of conventional shallow foundations without prior improvement. Considering the large amount of fill, complete removal and replacement will not be an economic alternative. In addition, the large amount of debris will make deep foundations difficult and costly to construct. Therefore, the conclusion of our studies was that the old fill soils, with debris, would need to be improved, and that the improvement could best be accomplished with Deep Dynamic Compaction (DDC), in conjunction with the site regrading.

Given the proposed development, with three and four-story apartment buildings along the top of the hillside, with related site improvements, including the retaining walls and slope reinforcement, Deep Dynamic Compaction (DDC) will be the most effective method of ground improvement. DDC is a ground modification technique where loose fill materials can be densified in place by the impact of a heavy weight dropped from a crane. The weight drops are performed in a preplanned grid pattern, the depth and degree of improvement being dependent on the tonnage of the weight, height of the fall and the degree of suitability of the soils being compacted. The vibration from the drops can and will controlled to avoid any off site impacts.

The areas to receive the dynamic compaction will include the enlarged building pads, the alignment of the retaining walls, and a lighter compaction under the on site roadways that are on fills. The size, shape of the weight, and the height of it's drop will be adjusted to reach and densify the effective bottom of the fill, which is up to 40 feet below present grade. On a site such as this, the DDC can create craters as deep as 3 to 5 feet, and the craters must be filled with select granular fill, which is then compacted with a lighter weight, in a process known as an "ironing pass". The "ironing pass" in the building, pavement and utility areas is a lighter weight dropped from less height to tighten the ground surface.

The practice of Deep Dynamic Compaction (DDC) is well proven over several years, and we have participated in similar projects in the area. Once a dynamic compaction contractor is selected by the owner, the contractor's proposed compaction and filling plan will be submitted to ECS, Ltd. for review and acceptance. The dynamic compaction will be observed by an ECS Field Engineer, under the oversight of the undersigned Senior Principal Engineer.

Deep Dynamic Compaction has been performed on more than 60 projects in the greater Washington, D.C. area, and ECS has participated in about a quarter of them. While the method is used for other applications, several of these have been rubble fill sites such as the one in question. Two in particular, the Autumn Chase site in Fairfax County, and the Brentwood Center

in NE were very similar rubble fill sites. Another project in DC was the Washington Post Print Facility, which was an old uncontrolled fill site.

Closing

We come to this project with a considerable amount of experience with old fill sites, dynamic compaction, and slope reinforcement systems. All of these approaches are well within the normal practice of Geotechnical Engineering, and do not represent an extreme or radical approach. We are confident that with good design, and proper care and observation during construction the structures erected will perform satisfactorily, and provide long lived solutions to construction on a difficult site.

Respectfully,
ENGINEERING CONSULTING SERVICES, LTD.

James W. Eckert, P.E.
Senior Principal Engineer

JWE/ I:geotech/letter/5349ltr1

KSI
SERVICES INC.

March 3, 2000

Ms. Thelma Jones
President
Fairlawn Civic Association
2217 T Place, SE
Washington, DC 20020

Dear Ms. Jones:

KSI Services, Inc. thanks you for the opportunity to make a presentation to the Fairlawn Civic Association Executive Board on March 7th at 6:30 pm. At this meeting, we would like to answer some of the questions raised by members of the Fairlawn Civic Association at the BZA hearings as well as propose some additional actions that KSI can take to address your concerns. The following KSI development team members will be in attendance on Tuesday: Richard Hausler, President, KSI Services, Inc.; Sarah Davidson, Development Manager, KSI Services, Inc.; Gene Edgecomb, President, VERTX/VMS; Kyle Oliver, Associate, VIKA Incorporated (Engineer); and Cullen Elias, Vice President, O.R. George and Associates (Traffic Consultant).

In advance of this meeting, we are submitting geotechnical, environmental and traffic reports associated with the Homes at Woodmont.

Geotechnical

Enclosed, you will find two geotechnical reports: 1) Whitlock Dalrymple Poston & Associates (WDP), November 20, 1998 ; and, 2) Engineering Consulting Services (ECS), April 19,1999. In addition, we are sending you copies of aerial photographs of the site which show that dumping on the Eastern Parcel took place between 1980 and 1988.

Geotechnical evaluation of the materials dumped on the site show a predominance of concrete, asphalt, rebar and other construction debris. Both the WDP and ECS reports conclude that development of garden-style apartments on the site is feasible from a geotechnical perspective.

KSI has hired ECS to provide geotechnical engineering for this site. ECS has concluded that the most effective means of safely building on this site is to use a process called "dynamic compaction." In dynamic compaction, a heavy weight is dropped from above in a manner to break down and compress soils so that they become stable for construction. Through this process, we will substantially break down and stabilize the fill materials that were dumped on the parcel over the last twenty years. In addition to the dynamic compaction process, we will excavate and haul approximately 25,000 – 30,000 cubic yards of the existing fill materials from the parcel to a land fill site. Finally, in order to stabilize the site's slope for safe construction and to mitigate existing erosion onto National Park Service land, we will build extensive keystone retaining walls with drilled piers.

Environmental

Blue Ridge Environmental, Inc. has updated its Phase I Environmental Assessment of the site. I have enclosed a copy of this January 27, 2000 updated report for your review. The report concludes that no environmental conditions are noted on the site.

In addition, in response to a request by the National Park Service, a water quality test was undertaken on water running from the eastern parcel to Fort Stanton Park. The report of the findings of this test is enclosed and concludes that water quality is at acceptable levels.

Finally, Greenhorne and O'Mara has conducted wetland delineation studies of the site. The findings of these studies are included for your review. Please note that the proposed development will for the most part enhance the site's existing wetlands.

Traffic

KSI Services, Inc. hired a consultant, O.R. George and Associates, to evaluate the proposed development's impact on existing traffic corridors in the neighborhood. The consultant's analysis concludes that future levels of service within the roadway network will continue to be acceptable with minor modifications in the signal phasing at the intersection of Good Hope Road @ 25th Street, SE and Good Hope Road @ Marbury Plaza, SE. The findings of this analysis have been confirmed in writing by the D.C. Department of Public Works. A summary of the April 9, 1999 Traffic Impact Analysis is enclosed for your review. In addition, KSI proposes to implement proactive measures such as the full subsidization of monthly public transit for Homes at Woodmont apartment residents, to mitigate any potential impact on existing traffic corridors.

KSI understands that the community, and Fairlawn citizens in particular, have concerns about the existing levels and conduct of traffic along Good Hope Road. We are committed to working with the community to ameliorate the existing conditions. We propose to commission and pay for a neighborhood traffic analysis that would be coordinated with the Fairlawn Civic Association and other community groups. The recommendations of this analysis will be presented to all relevant local policy makers. In addition, KSI will make a contribution of at least $15,000 towards implementation of the study's recommendations.

Schools

KSI currently is working with Mr. William Lockridge and Mr. Benjamin Bonham, elected Board of Education Representatives for Ward 8 and Ward 6 respectively, to facilitate investment into neighborhood public schools. We will participate in the D.C. Public School's Adopt-A-School program. Some of our ideas for investment are employment training programs for local students, technology programs, and arts programs. We will enter into a formal Memorandum of Understanding with the Board of Education committing to this investment.

We will also work with Mr. Bonham and Mr. Lockridge to design an after school program for youth living in the Homes at Woodmont.

We look forward to continued work and discussion with you and the Fairlawn Civic Association.

Please call me at 703-205-5553 if you have any questions or concerns about the enclosed materials.

Sincerely,

Sarah Davidson
Development Manager

Enclosures

Homes at Woodmont
Schools

Memorandum of Understanding
Homes at Woodmont

KSI Services, Inc., member of Fort Stanton, Inc. and general partner of Fort Stanton, L.P. enters into agreement with the elected School Board Representative from Ward 8 to positively impact the following schools located East of the River in Ward 6 and Ward 8 of Washington D.C.: Ketcham Elementary and Stanton Elementary. This agreement is predicated upon Board of Zoning Adjustment's and the government of the District of Columbia's full approval of the proposed Homes at Woodmont, a planned community consisting of 176 multifamily rental units and 35 single family units located on Good Hope Road, SE in Washington, DC

KSI makes the following commitments to School Board representatives.

1) KSI will support the enhancement of the school technology program at Ketcham Elementary and Stanton Elementary Schools. KSI commits to investing a minimum of $30,000 for program start-up (upon stabilized occupancy of the Homes at Woodmont apartments) with a $5,000 contribution for each of the ensuing 6 years. KSI will work with the School Board representatives and respective school principals to enhance existing technology program.

2) KSI will work with the Board of Education representatives, D.C. Public Schools, local banks and foundations to leverage and expand this initial investment (through goods, services, and cash) three-fold over 10 years. The goal of this leveraging will be to ensure the long-term sustainability of the schools' technology programs.

3) KSI will run an after-school program for youth who live in the Homes at Woodmont apartments (to be initiated at stabilization of the apartments). The focus of the program will be art education and technology. These programs will be designed with input from the local school board representatives in Ward 6 and Ward 8. Preference will be given to local businesses in the area for contracting and services associated with the after-school program.

This Memorandum of Understanding is entered into on this 13th of March, 2000.

Richard J. Knapp, Senior Vice President
KSI Services, Inc.
Fort Stanton, Inc.
General Partner of Fort Stanton, L.P.

William Lockeridge
Elected School Board Representative
D.C. Board of Education