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Board of Zoning Adjustment
District of Columbia
CASE NO.16704
EXHIBIT NO.29A2

Technical Memorandum:

TRAFFIC AND PARKING IMPACT ASSESSMENT – SPECIAL EXCEPTION AND VARIANCE APPLICATIONS FOR JEFFREY GARDENS RESIDENTIAL DEVELOPMENT, SOUTHEAST, WASHINGTON, D. C.

(BZA Application No. 16704)

Prepared for:
JEFFREY GARDENS ASSOC. LTD. PARTNERSHIP
c/o KSI Services, Inc.
8081 Wolftrap Road, Suite 300
Vienna, VA 22182

Correspondents:
SHAW PITTMAN, P.C.
Phil T. Feola, Esquire
Paul A. Tummonds, Jr., Esquire

Prepared by:
O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
1738 Elton Road, Suite 321
Silver Spring, MD 20903
Tel: (301) 439-7722

May 8, 2001

Exhibit F

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

TECHNICAL MEMORANDUM

DATE: May 8, 2001

TO: Jeffrey Gardens Associates Limited Partnership
c/o KSI Services, Inc.
Attn: Mr. Donald Hague, Director of Multi Family Development

FROM: Osborne R. George

RE: Traffic & Parking Impact Assessment –Special Exception and Road Closure for Jeffrey Gardens Residential Development, Washington, D.C.

1.0 INTRODUCTION

The Jeffrey Gardens residential community is situated off Barnaby Road and Seventh Street in the Washington Highlands section of Southeast Washington, D.C. The development consists of 275 apartment units in 25 low-rise buildings; and was constructed in the early 1950's. The development "straddles" the section of Seventh Street, between Barnaby Road and Chesapeake Street. Currently, fifty-nine (59) apartment units are occupied. No off-street parking street parking spaces are provided within the development. Exhibit 1 shows the location of the site within the regional setting.

The current development proposal calls for the renovation of the entire complex, including the apartment units and the open space with the complex. The developer proposes to provide approximately ninety-eight (98) parking spaces in an accessory parking lot to be located within the portion of the site to the east of Seventh Street. The application proposes that these spaces would support the renovation and occupancy of the existing 275 apartment units. Based upon the original building permits for construction of the apartment buildings, 149 off-street parking spaces are required. This study was therefore undertaken to address the following issues:

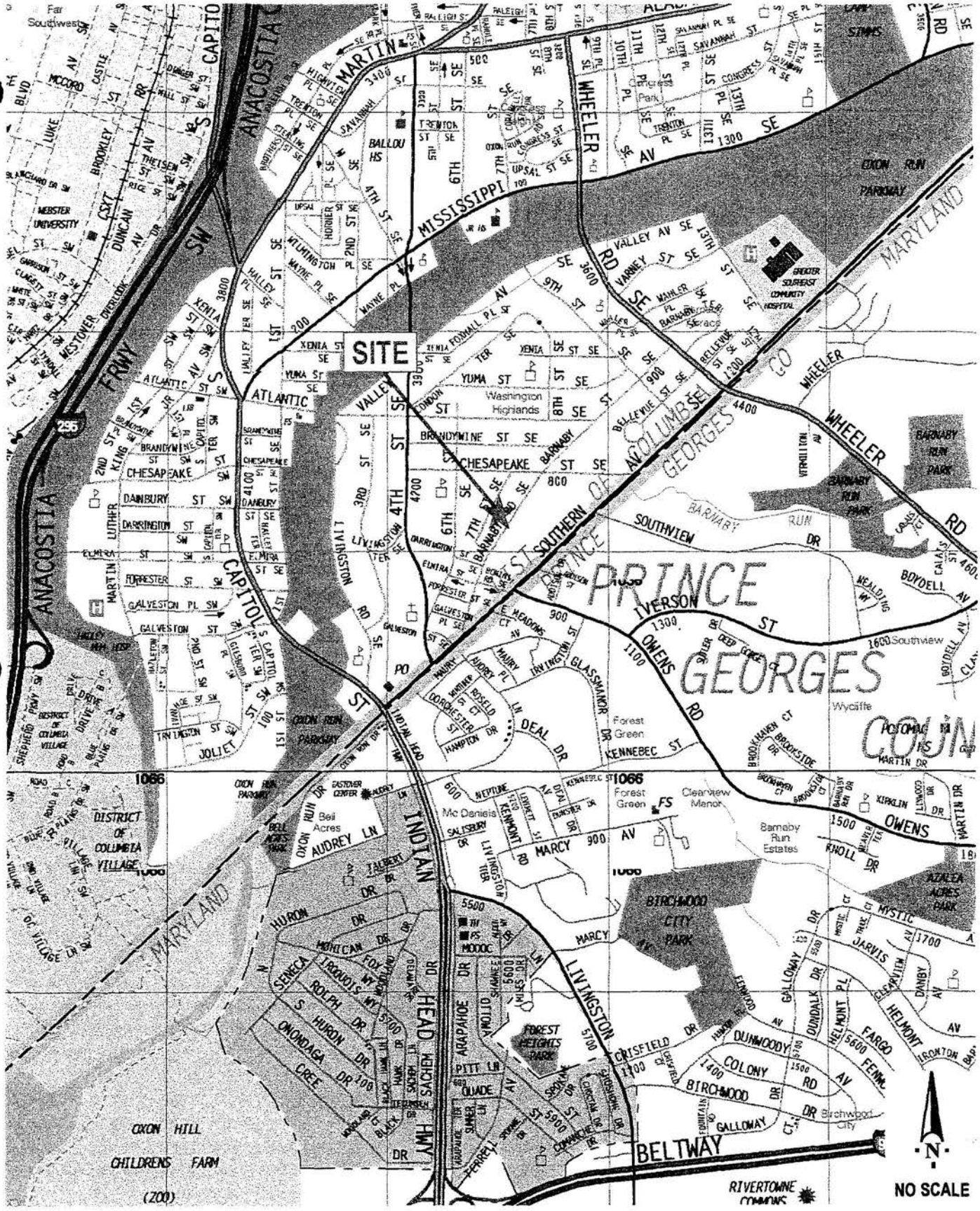
a) Whether the proposed accessory parking lot satisfies the requirements of Sections 214 and 2116 of the City's Municipal Regulations (DCMR) Title 11 – Zoning); and

b) Whether the proposed parking supply would be adequate to meet the needs of the future community, thus justifying the applicant's variance request.

Prior to undertaking this study, discussions were held with staff of the Intermodal Planning Division of the District of Columbia Department of Public Works (DC-DPW). A copy of correspondence to this effect is included as Attachment 1.

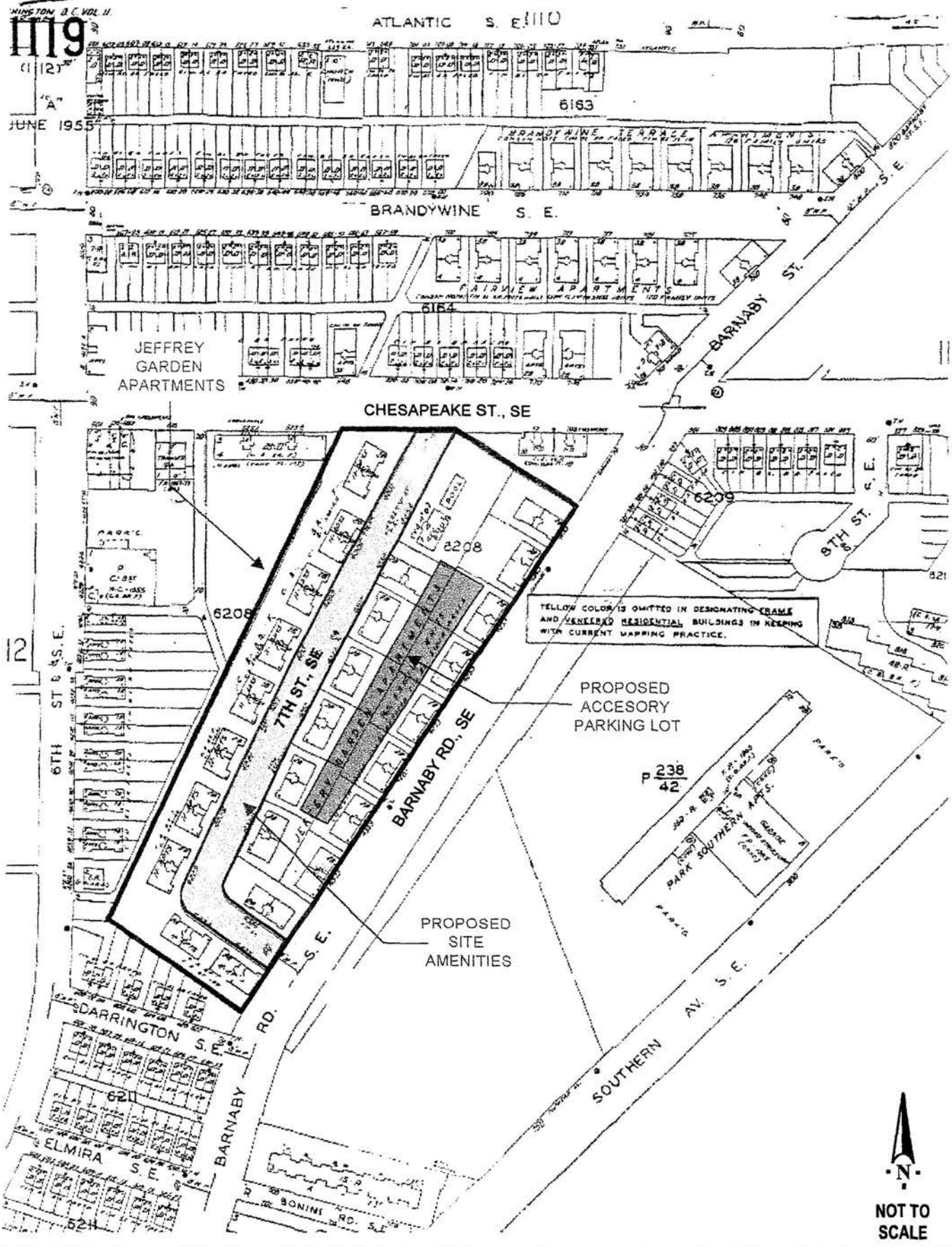
2.0 EXISTING ACCESS AND LANDUSE SITUATION

The subject property is located within Square 6208, which is bounded by Barnaby Road on the east, Sixth Street on the west and Chesapeake Street on the north. Exhibit 2 shows the configuration of the square, outlines the subject property, and delineates the area proposed for the accessory parking lot. This exhibit also shows that all of the apartment buildings have front-door access on either Seventh Street, or along the west side of Barnaby Road.



O. R. GEORGE & ASSOCIATES, INC.

EXHIBIT 1: Site Location Map - Jeffrey Gardens Apartments



O. R. GEORGE & ASSOCIATES, INC.

EXHIBIT 2: Jeffrey Gardens Accessory Parking/ Variance and Road Closure Proposals

Immediate access to the site is provided via Chesapeake Street to the north, and Barnaby Road, which abuts the development along the east side. These access roads are in addition to Seventh Street, which traverses the property. The functional classification and use characteristics of these roadways are presented below.

- ***Barnaby Road, SE***: This is a 36-Ft. wide two-lane roadway. It runs in a generally north-south direction between Southern Avenue to the south, and Wheeler Road to the northeast. South of Atlantic Street (in the vicinity of Jeffrey Gardens) it is designated as a local roadway. North of Atlantic Street it is designated a collector. This roadway serves bus routes on the WMATA[1] system, and carries traffic volumes in the range of 2,200 vehicles per day. The posted speed is 25 MPH.

- ***Chesapeake Street, SE:*** This roadway is designated as a local facility. It is approximately 36 Ft. wide, and provides parking along both sides of the roadway. WMATA bus routes are also along this roadway, with stops in the vicinity of the Jeffrey Gardens complex. The posted speed is 25 MPH; and this roadway carries approximately 3,100 vehicles on an average weekday.

- ***Seventh Street, SE:*** This is a local roadway. It is approximately 36 Ft. wide, and allows parking along both sides. There is no posted speed limit. This section of Seventh Street serves traffic volumes of approximately 300 vehicles per day.

The above descriptions are summarized in Table 1 on Page 5, and are based upon the District of Columbia Functional Classification Map (1999), published by the City's Department of Public Works. For ease of reference, and to facilitate the discussions which follow later in this memorandum, other roadways which have a bearing on access and circulation within the general Jeffrey Gardens area, are also included in Table 1. Exhibit 3 shows the area roadway network for the sub area, based on an extract from the City's Functional Classification Map.

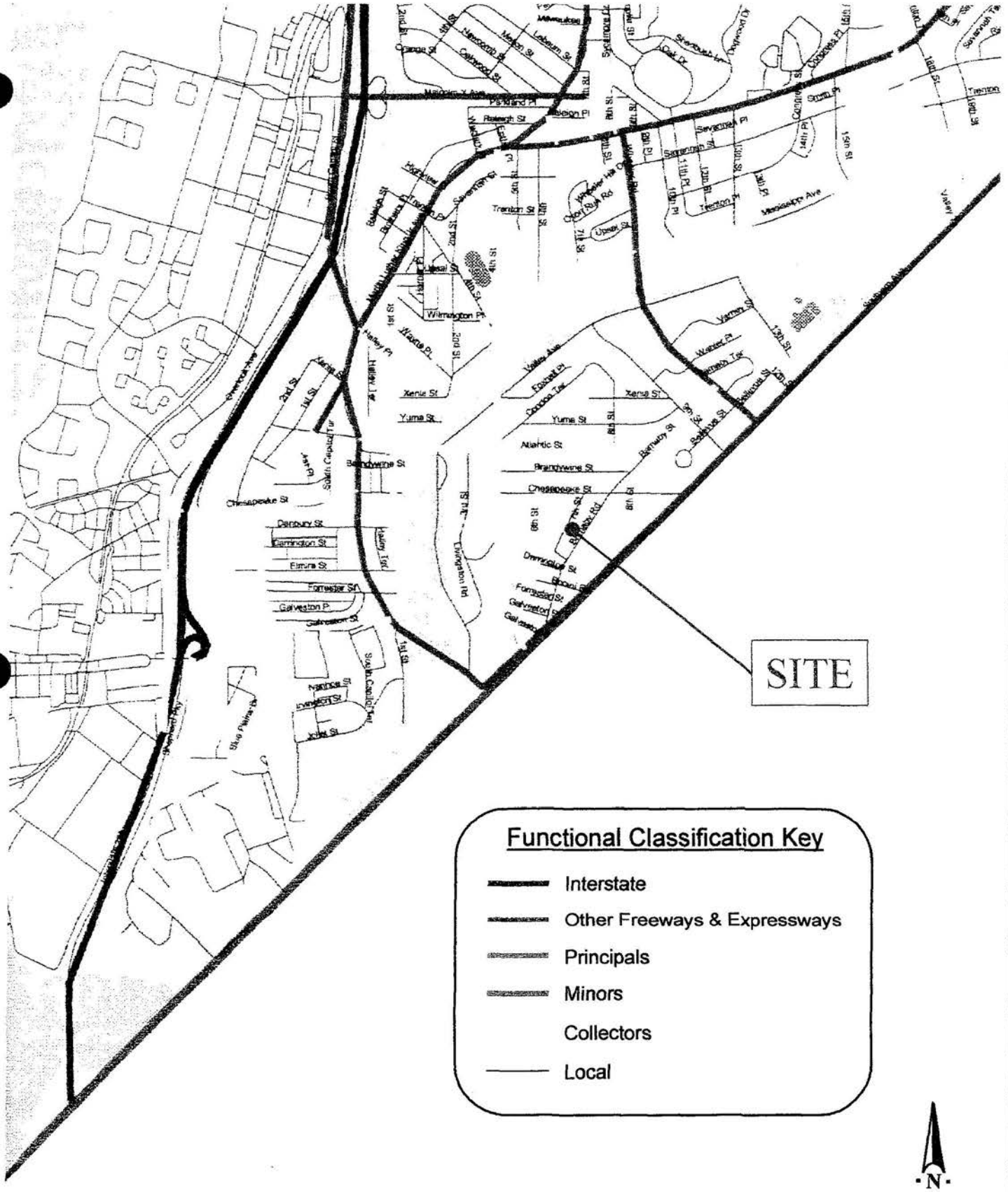
TABLE 1

FUNCTIONAL ROADWAY CLASSIFICATION AND RELATED PHYSICAL AND USE CHARACTERISTICS – JEFFREY GARDENS AREA

Roadway	Functional Classification	Width	Parking Allowed	Posted Speed	ADT Volume	Bus Route
1) Barnaby Rd., SE	Local	36 Ft.	Yes	25 MPH	2,200	Yes
2) Chesapeake St., SE	Local	36 Ft.	Yes	25 MPH	3,100	Yes
3) Seventh St., SE	Collector	36 Ft.	Yes	None	300	No
4) Sixth St., SE	Collector	36 Ft.	Yes	25 MPH	3,000	Yes

Source: District of Columbia Functional Classification Map, and O. R. George & Associates.

[1] WMATA: Washington Metropolitan Area Transit Authority



Source: District of Columbia, Department of Public Works (1999)

NO SCALE

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EXHIBIT 3: Functional Roadway Classification - Jeffrey Gardens Area, Washington, DC

Other key roadways within the area include Fourth Street, which runs between Southern Avenue in the south and Martin Luther King Jr. Avenue/Alabama Avenue to the north; and Atlantic Street, SE, which runs between Barnaby Road in the east, and South Capitol Street in the west. Except for Southern Avenue, a four-lane arterial facility, the area roadway network consists largely of local streets, which provide access to abutting moderate to dense residential development. In addition to residential uses, the Hendley Elementary School (situated near the intersection of Chesapeake and Fourth Streets) and the Saint Thomas More Church and School (located off Fourth Street to the west) are primary institutional uses. As will be discussed later in this report, these institutional uses have some bearing on traffic volumes and circulation patterns within the general Washington Highlands area.

3.0 EXISTING TRAFFIC SITUATION

In order to provide background to addressing the issue of parking provisions for the subject development, an assessment was made of existing traffic operations within the area. This evaluation included field observations and weekday peak period turning movement counts at the three (3) adjacent intersections. Exhibit 4 shows the local road network and its current traffic control devices. This exhibit also shows the existing morning and afternoon peak hour and daily traffic volumes utilizing these roadways. The traffic volume data sheets are presented in Attachment 2.

The peak hour turning movement count data was analyzed using the procedures prescribed by the Department of Public Works for unsignalized intersections. The results are summarized in Table 2 below.

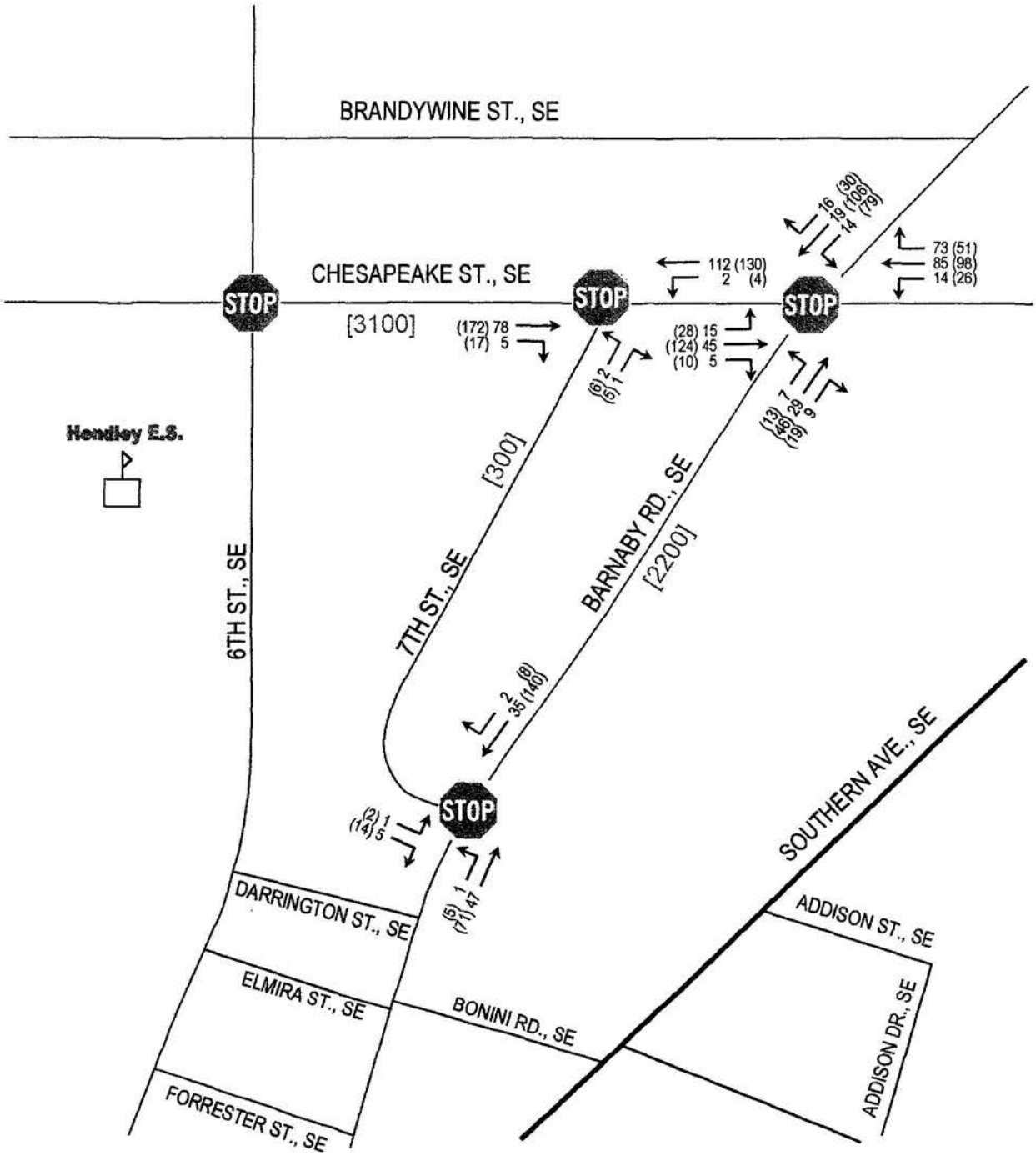
TABLE 2

SUMMARY OF INTERSECTION CAPACITY ANALYSIS RESULTS - EXISTING TRAFFIC SITUATION

Intersection	AM Peak Hour		PM Peak Hour	
	Level of Service	Average (Sec./Veh.)	Level of Service	Average (Sec./Veh.)
• Barnaby Rd., SE @ 7th St., SE	A	8.6	A	9.3
• Barnaby Rd., SE @ Chesapeake St., SE	A	8.2	B	10.5
• Chesapeake St., SE @ 7th St., SE	A	9.4	B	10.1

Source: O. R. George & Associates.

The analysis shows that the three (3) intersections currently operate at Levels of Service B or better during both peak periods. These Levels of Service are well within the City's standards.



00 – AM Peak Hour Volumes
(00) – PM Peak Hour Volumes
[XXXX] – Average Daily Traffic

– Site

N

NOT TO SCALE

O. R. GEORGE & ASSOCIATES, INC.

EXHIBIT 4: Study Area Road Network Volumes - Jeffrey Gardens Area, Washington, DC

"***Level of Service***" is a qualitative measure, describing operational conditions within a traffic stream or at an intersection, and incorporates their perception by roadway users. Principal considerations are factors such as speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Current engineering practice defines six (6) Levels of Service, with Level of Service "A" representing best operating conditions, and Level of Service "F" representing worst conditions. The District of Columbia has adopted Level of Service E as the minimum standard for purposes of planning and design. This Level of Service is typically equivalent to an average delay of up to 50 seconds per vehicle utilizing the (unsignalized) intersection under consideration. For signalized intersections the corresponding delay value is 80 seconds.

As noted in the introduction and background, 59 of the existing 275 units within the Jeffrey Gardens complex are currently occupied. In addition to the turning movement counts performed at the Seventh Street intersections, this study also performed a generalized origin-destination study to determine the level of through traffic using this roadway section. The study determined the following:

Travel Pattern/Movement	AM Peak Hour No. of Vehicles	PM Peak Hour No. of Vehicles
• From EB Chesapeake St., to SB Barnaby Rd.	3	6
• From NB Barnaby Rd. to WB Chesapeake St.	1	2

Source: O. R. George & Associates.

With regard to current parking usage, it is noted that no off-street parking is provided within the complex. Field observations showed an average of 38 vehicles parked during periods of peak demand for residential uses (i.e., between 1:00 AM and 5:00 AM.) It is important to note that all of the apartment units have front-door access onto either Seventh Street or Barnaby Road. Considering the widths of these roadways, the available on-street parking is currently quite convenient and safe. Based upon the lengths of the adjacent segments of these roadways, approximately one hundred-forty (140) spaces are available along the two (2) adjacent streets. This parking does not appear to impact traffic flow in any way; and is typical of the generally unrestricted on-street parking situation within this area of the City.

4.0 JEFFREY GARDENS – DEVELOPMENT PROPOSAL

As noted earlier, the applicant proposes to renovate the existing 275 apartment units, to provide an accessory parking lot with approximately ninety-eight (98) spaces within the internal area of the eastern portion of the site, and to provide for landscaping and other amenities along Seventh Street, including on-street parking. The basic elements of the development proposal are included in Exhibit 2 (shown on Page 4). The remainder of this section evaluates the applicant's proposal from the perspectives of the requirements stipulated in the governing regulations and applicable laws for Accessory Parking, and with respect to the variance application.

4.1 Accessory Parking Proposal

The configuration and conceptual layout of the accessory parking lot is shown in Exhibit 5. With respect to the applicant's accessory parking proposal, Section 214.7 of the Zoning Regulations require that:

> *"Accessory parking spaces shall be located, and facilities in relation to the parking lot shall be designed, that they are not likely to become objectionable to adjoining or nearby property because of noise, traffic or other objectionable conditions."*

The applicant's proposal is not likely to become objectionable to adjoining or nearby properties based upon the following considerations:

(a) Section 3 of this report presented analyses showing the current efficient operation, good Levels of Service, and available roadway capacity within the area.

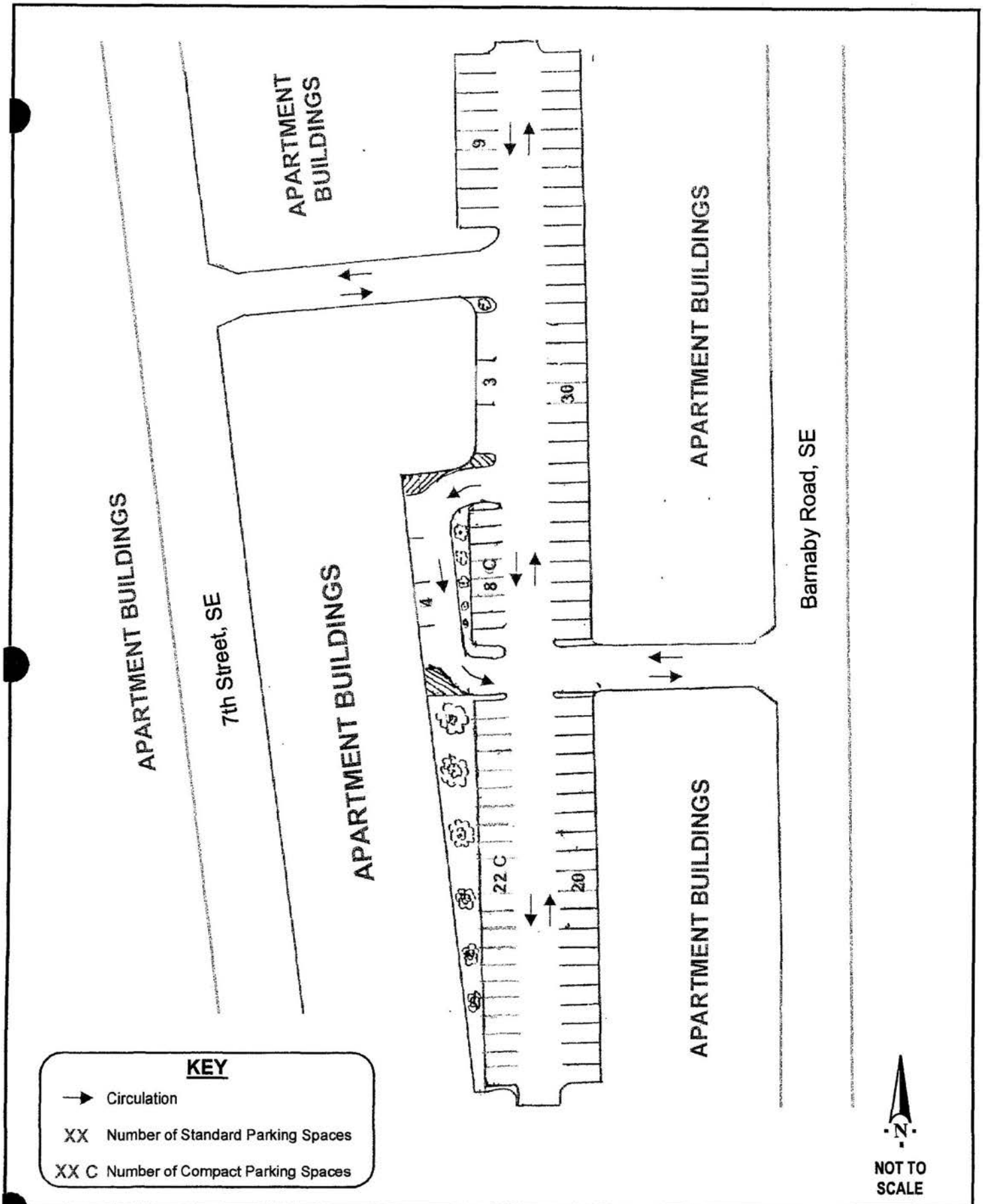
(b) Access to the lot, and dimensions of the parking spaces within the parking lot conform to the relevant sections of the zoning regulations;

(c) The lot will not result in any greater traffic generation from the 275 apartment units, which has existed within the complex;

(d) The proposed parking will increase supply for the site, and will further ensure adequacy for the area.

(e) The proposed accessory parking lot will reduce on-street parking demand from residents of Jeffrey Gardens particularly along the adjacent sections of Barnaby Road, and further enhance traffic flow.

In addition to the above factors, this study notes that the original building permits for the construction of the Jeffrey Gardens complex called for 149 off-street parking spaces. Records obtained from the City's Surveyor's Office show that this parking would be provided in a series of miniature parking lots wrapping around the rear of the various buildings within the eastern section of the site. These "pockets" of parking would be accessed via a fourteen (14) ten-foot wide driveways off Barnaby Road and Seventh Street. Copies of pages showing the overall parking and access proposal, as well as examples of the parking arrangement around four (4) individual lots are included as Attachment 3.



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EXHIBIT 5: Parking Layout Concept for Jeffrey Gardens Apartments

The requirement of 149 parking spaces, as well as the parking layout presented in Attachment 3, were developed in 1952. They do not satisfy the requirements of the Zoning Regulations and current planning and design standards. This assessment is based on the following:

(a) The drive aisles provide for two-way entrances of 10-Ft. widths, compared to the current requirement of 14 Ft. minimum width [*DCMR-10: Section 2117-8(C)(2)*];

(b) The spaces are laid as parallel parking with dimensions of 10-Ft. widths by 17.5-Ft. lengths. This is in lieu of current requirement of 19.0 Ft. minimum length. *(DCMR-11: Section 2115.1):*

(c) The layout does not provide the minimum required 285 Ft^2 per parking space *(DCMR-11: Section 2115.10)*; and

(d) The parking would be accessed via eight (8) driveways off Barnaby Road, and six (6) driveways off Seventh Street. This would be contrary to current guidelines of the D.C. Department of Public Works regarding access management, and would compromise safety of traffic flow along both roadways.

The above suggests strongly suggest that providing the parking as required by the building permits of record would not be in the public interest.

4.2 Parking Supply – Variance Considerations

As noted earlier, construction permits predating 1958 require that 149 parking spaces be provided for the complex. The accessory lot currently proposed will provide approximately 98 spaces. Available frontage along the adjacent section of Seventh Street provides for approximately 104 parking spaces that would be easily accessible and convenient to approximately seventy percent (70%) of the units within the future community. An additional forty (40) spaces would be available along the west side of Barnaby Road. Considering the accessory parking lot proposed by the applicant, a total of approximately 240 spaces would be available for the future development. This number of off-street parking spaces would exceed that required under the building permits of record by approximately 90 spaces.

As part of the background research for this report, this study surveyed other comparable residential communities in this area of the City. The purpose was to note their parking provisions and current usage patterns. The following are noted for their potential relevance to the current application.

- ***Oxon Run Residential Community***: This complex is situated north of Oxon Run, and is bounded by Mississippi Avenue, Wayne Place and Second Street, Southeast. This community consists of 165 rental apartment units, split almost evenly between one- and two-bedroom units. The development is currently fully leased. The complex is served by 83 off-street parking spaces, with considerable parking available on the adjacent public roadways. Peak parking occupancy surveys showed 119 cars parked "within" this complex. *This computes to a parking ratio of 0.72 occupied spaces per unit.*

- ***Skyland Apartment Complex:*** This residential community is situated south of Good Hope Road, Southeast, and fronts on 24th Street and Skyland Place. It consists of 213 units of varying sizes (from one- to three-bedroom units in a low-rise setting. The site is provided with 59 off-street spaces, with its remaining parking being on-street. *Surveys performed during peak demand periods showed parking usage averaging 0.83 spaces per unit.*
- ***Park Naylor***: This residential community is located east of Naylor Road just north of its intersection with Good Hope Road. It consists of 231 units of varying sizes from one-bedroom to duplexes; and it is sewed by 236 off-street spaces. *Parking surveys showed peak occupancy at 0.72 spaces per unit.*
- ***Jeffrey Gardens Apartments***: This residential community is the subject of this report. It currently has 59 occupied units of varying sizes. All parking is provided on-street. *Parking usage surveys showed peak usage averaging 38 parked cars; which compute to a ratio of 0.64 spaces (or cars) per unit.*

The data for the above site is summarized in Table 3 following:

TABLE 3

PARKING USAGE SURVEY RESULTS -
COMPARABLE RESIDENTIAL DEVELOPMENTS

Project Name	Number of Units	Percent Occupancy	Parking Spaces Provided *	Observed Peak Parking Demand	Parking Demand Ratios (Spaces per Unit)
Skyland Apts.	213	99%	59	175	0.83`
Park Naylor Apts.	231	100%	236	166	0.72
Oxon Run Apts.	165	98%	83	119	0.72
Jeffrey Gardens Apts.	59**	100%**	None	38	0.64

Note: * Refers to off-street spaces provided.
** Based upon available/occupiable units.

Source: O. R. George & Associates.

The average parking demand occupancy ratio, based upon the above survey results, is 0.73 spaces per dwelling unit. Applying this ratio to the planned 275 apartment units within the Jeffrey Gardens complex yields a peak parking demand of 198 spaces.

5.0 SUMMARY AND CONCLUSION

The foregoing data, analysis and discussion have demonstrated that the applicant's proposal to provide an accessory parking lot within the interior of the Jeffrey Gardens complex. is feasible. This assessment considers the provisions of the Zoning Regulations relating to ease of access, and the dimensions of the various elements of the parking lot. The layout of the proposed accessory parking lot (which is illustrated conceptually in Exhibit 4) complies with the relevant sections of the Zoning Regulations. The access proposal for this lot would also comply with the City's current guidelines for access management. It is therefore concluded that the proposal would not create objectionable traffic conditions for adjoining or nearby properties from the perspective of traffic. Furthermore, the proposed parking supply should also be quite adequate considering usage and demand patterns for the area. This supports the variance application.

<<<<<<<::::::>>>>>>>

ORG/jfk

Attachments: As Noted.

Ref: C: My Doc\Memos\Jeffrey Gardens (May Revision)

ATTACHMENT

1

CORRESPONDENCE WITH DC-DPW STAFF

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
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April 11, 2001

Mr. Abdoulaye Bah, Senior Planner
Office of Intermodal Planning
Department of Public Works
District of Columbia Government
2000 14th Street, N.W.
Washington, D.C. 20009

Re: Special Exception and Variance Applications for the
Jeffrey Gardens Residential Complex (BZA Case No. 16704)

Dear Mr. Bah:

Please be advised that we have been retained to provide consulting services to the applicant in connection with the referenced matter. The project involves the renovation of 275 apartment units, and provision of an accessory parking lot of 94 spaces within the square. The project will also require the closure of the sections of 7th Street. The case is scheduled to be heard by the Board of Zoning Adjustment on May 29, 2001. The hearings before the City Council on the road closure proposal are yet to be scheduled.

In order to address the requirements of the Zoning Regulations in this matter, we propose to evaluate traffic and parking conditions within the roadway network defined by the following intersections:

1) Barnaby Road, S.E.at 7th Street, S.E.
2) Barnaby Road, S.E. at Chesapeake Street, S.E.
3) Chesapeake Street, S.E. at 7th Street, S.E.

Should your department have any particular issues
or concerns, or information that may be pertinent to this matter, please let us know.

Thank you!

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

Osborne George
President

ORG/jfk

Attachment: As Noted.

Ref: C: My Doc\Letters\Ab Bah-Jeffrey Gardens

ATTACHMENT

2

TURNING MOVEMENT COUNT SUMMARIES &
ROADWAY LANE CONFIGURATION DIAGRAMS

O.R. George & Associates, Inc.
1738 Elton Road, Suite 321
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Tel: (301) 439-7722 Fax: (301) 439-7759

Counted by :ORGA-OS
Board :D1-0933
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: BARN@7TH
Site Code : 27570933
Start Date: 04/12/01

Total Traffic

	Barnaby Road From North				Barnaby Road From South				7th Street From West				
End Time	Thru	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Left	Right	U-Turn	Apprch. Total	Intrvl. Total
04/12/01													
06:15	10	0	0	10	0	11	0	11	0	1	0	1	22
06:30	7	0	0	7	2	5	0	7	0	3	0	3	17
06:45	2	0	0	2	2	5	0	7	0	2	0	2	11
07:00	3	0	0	3	0	3	0	3	0	1	0	1	7
Hour	22	0	0	22	4	24	0	28	0	7	0	7	57
07:15	8	0	0	8	0	6	0	6	1	0	0	1	15
07:30	12	0	0	12	1	8	0	9	0	0	0	0	21
07:45	8	0	0	8	1	4	0	5	2	1	0	3	16
08:00	5	0	0	5	0	11	0	11	0	0	0	0	16
Hour	33	0	0	33	2	29	0	31	3	1	0	4	68
08:15	10	1	0	11	0	12	0	12	1	4	0	5	28
08:30	11	0	0	11	0	12	0	12	0	1	0	1	24
08:45	9	1	0	10	1	12	0	13	0	0	0	0	23
09:00	6	0	0	6	1	5	0	6	0	3	0	3	15
Hour	36	2	0	38	2	41	0	43	1	8	0	9	90
[BREAK]													
16:15	27	1	0	28	0	17	0	17	3	1	0	4	49
16:30	17	3	0	20	2	12	0	14	1	1	0	2	36
16:45	23	0	0	23	0	25	0	25	0	2	0	2	50
17:00	22	2	0	24	0	13	0	13	0	3	0	3	40
Hour	89	6	0	95	2	67	0	69	4	7	0	11	175
17:15	32	3	0	35	1	16	0	17	0	3	0	3	55
17:30	31	1	0	32	4	17	0	21	0	8	0	8	61
17:45	38	0	0	38	0	16	0	16	1	3	0	4	58
18:00	39	4	0	43	0	22	0	22	1	0	0	1	66
Hour	140	8	0	148	5	71	0	76	2	14	0	16	240
Total	320	16	0	336	15	232	0	247	10	37	0	47	630
% Apr.	95.2	4.7	-	-	6.0	93.9	-	-	21.2	78.7	-	-	-
% Int.	50.7	2.5	-	-	2.3	36.8	-	-	1.5	5.8	-	-	-

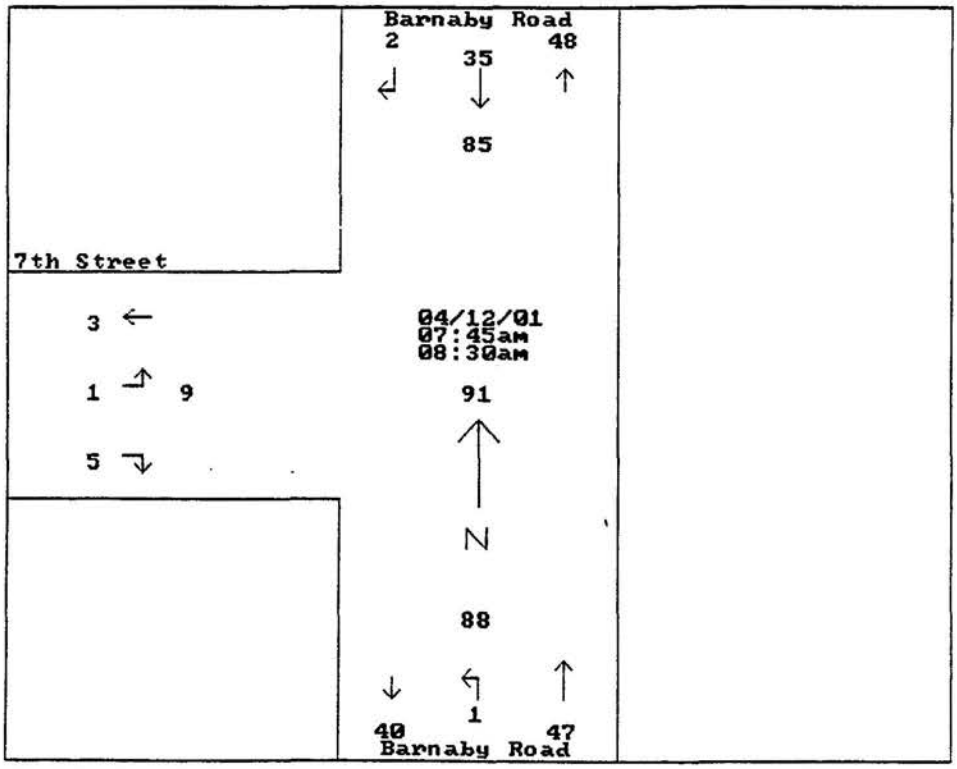
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Counted by :ORGA-OS
Board :D1-0933
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: BARN@7TH
Site Code : 27570933
Start Date: 04/12/01

Total Traffic

End	Barnaby Road From North				Barnaby Road From South				7th Street From West				
Time	Thru	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Left	Right	U-Turn	Apprch. Total	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 06:00 on 04/12/01 to 11:45 on 04/12/01													
Time	07:45				07:45				07:45				
Vol.	35	2	0:45		1	47	0		1	5	0		
Pct.	94.5	5.4	0.0		2.0	97.9	0.0		16.6	83.3	0.0		
Total	37				48				6				
High	08:15				08:30				08:00				
Vol.	11	0	0		1	12	0		1	4	0		
Total	11				13				5				
PHF	0.840				0.923				0.300				



2-B

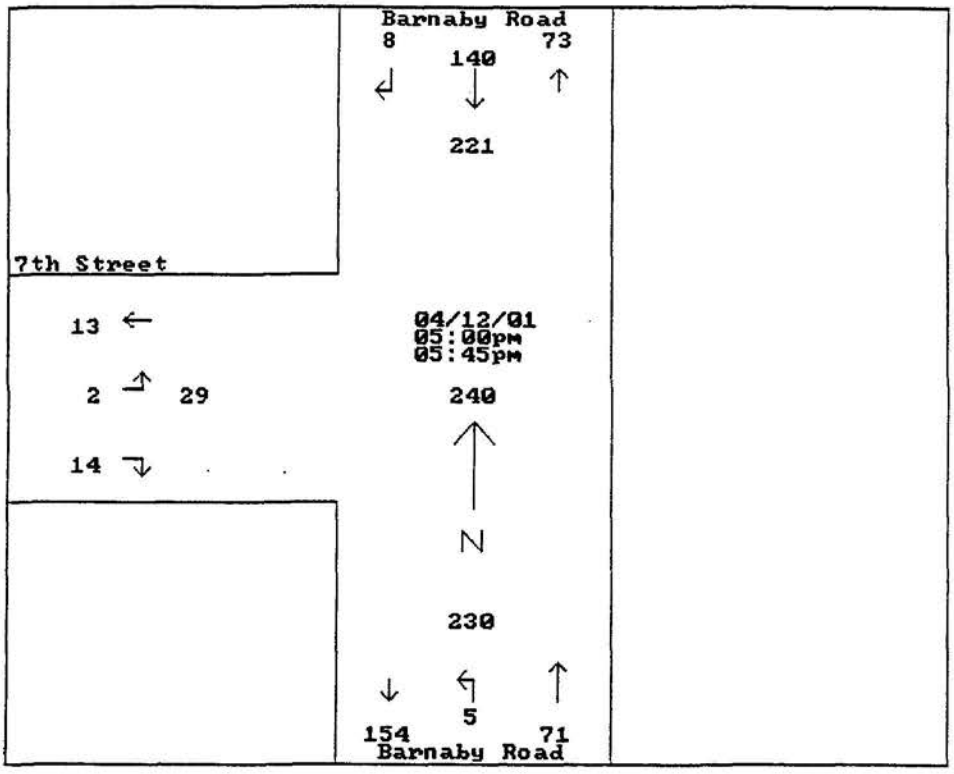
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Counted by :ORGA-OS
Board :D1-0933
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: BARN@7TH
Site Code : 27570933
Start Date: 04/12/01

Total Traffic

	Barnaby Road From North				Barnaby Road From South				7th Street From West				
End Time	Thru	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Left	Right	U-Turn	Apprch. Total	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 12:00 on 04/12/01 to 17:45 on 04/12/01													
Time	17:00				17:00				17:00				
Vol.	140	8	0:00		5	71	0		2	14	0		
Pct.	94.5	5.4	0.0		6.5	93.4	0.0		12.5	87.5	0.0		
Total	148				76				16				
High	17:45				17:45				17:15				
Vol.	39	4	0		0	22	0		0	8	0		
Total	43				22				8				
PHF	0.860				0.863				0.500				



2-C

O.R. George & Associates, Inc.

Counted by :ORGA-AS
Board :D1-0903
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

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

Study Name: CHES@7TH
Site Code : 26560903
Start Date: 04/12/01
Page : 1

Total Traffic

	7th Street From South				Chesapeake Street From East				Chesapeake Street From West				
End Time	Left	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Thru	Right	U-Turn	Apprch. Total	Intrvl. Total
04/12/01													
07:15	0	1	0	1	0	21	0	21	11	1	0	12	34
07:30	1	1	0	2	0	20	0	20	13	0	0	13	35
07:45	0	2	0	2	1	26	0	27	13	1	0	14	43
08:00	1	1	0	2	0	26	0	26	12	0	0	12	40
Hour	2	5	0	7	1	93	0	94	49	2	0	51	152
08:15	0	1	0	1	0	25	0	25	20	3	0	23	49
08:30	0	0	0	0	1	33	0	34	20	1	0	21	55
08:45	1	0	0	1	0	28	0	28	17	0	0	17	46
09:00	1	0	0	1	1	26	0	27	21	1	0	22	50
Hour	2	1	0	3	2	112	0	114	78	5	0	83	200
[BREAK]													
16:15	1	2	0	3	3	29	0	32	37	0	0	37	72
16:30	0	0	0	0	2	34	0	36	31	1	0	32	68
16:45	1	1	0	2	1	41	0	42	33	0	0	33	77
17:00	2	0	0	2	1	29	0	30	48	4	0	52	84
Hour	4	3	0	7	7	133	0	140	149	5	0	154	301
17:15	2	4	0	6	2	34	0	36	37	3	0	40	82
17:30	2	1	0	3	0	34	0	34	45	6	0	51	88
17:45	0	0	0	0	1	33	0	34	42	4	0	46	80
18:00	0	3	0	3	0	37	0	37	30	2	0	32	72
Hour	4	8	0	12	3	138	0	141	154	15	0	169	322
Total	12	17	0	29	13	476	0	489	430	27	0	457	975
% Apr.	41.3	58.6	-	-	2.6	97.3	-	-	94.0	5.9	-	-	-
% Int.	1.2	1.7	-	-	1.3	48.8	-	-	44.1	2.7	-	-	-

2-D

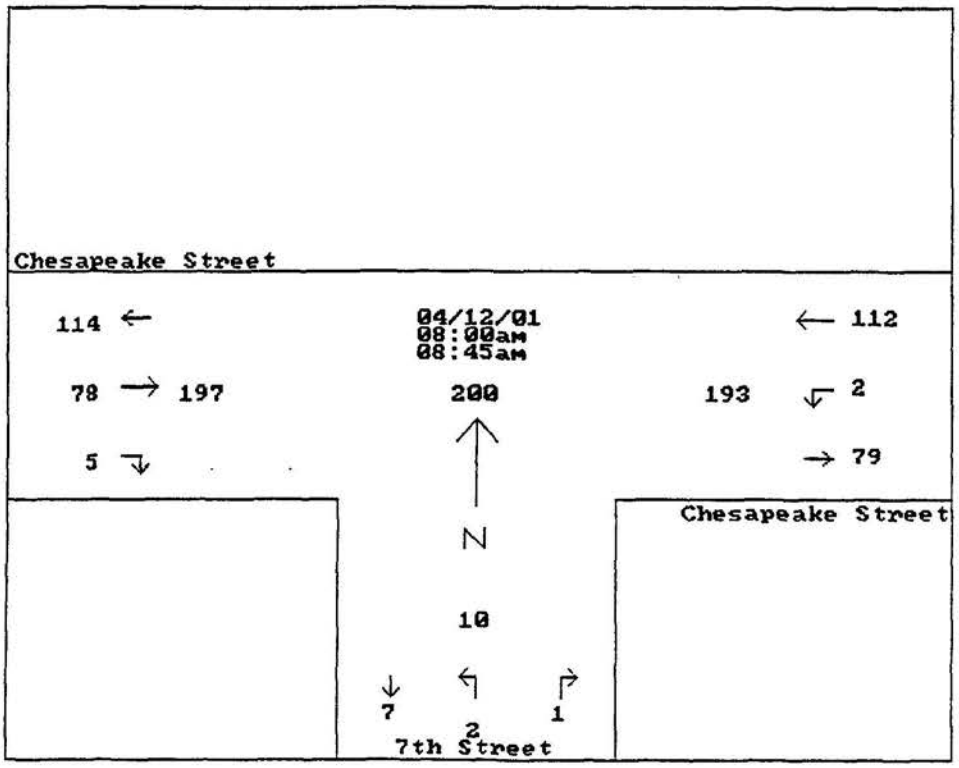
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Counted by :ORGA-AS
Board :D1-0903
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: CHES@7TH
Site Code : 26560903
Start Date: 04/12/01

Total Traffic

End	7th Street From South				Chesapeake Street From East				Chesapeake Street From West				
Time	Left	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Thru	Right	U-Turn	Apprch. Total	Intrvl. Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 04/12/01 to 11:45 on 04/12/01													
Time	08:00				08:00				08:00				
Vol.	2	1	0:00		2	112	0		78	5	0		
Pct.	66.6	33.3	0.0		1.7	98.2	0.0		93.9	6.0	0.0		
Total	3				114				83				
High	08:30				08:15				08:00				
Vol.	1	0	0		1	33	0		20	3	0		
Total	1				34				23				
PHF	0.750				0.838				0.902				



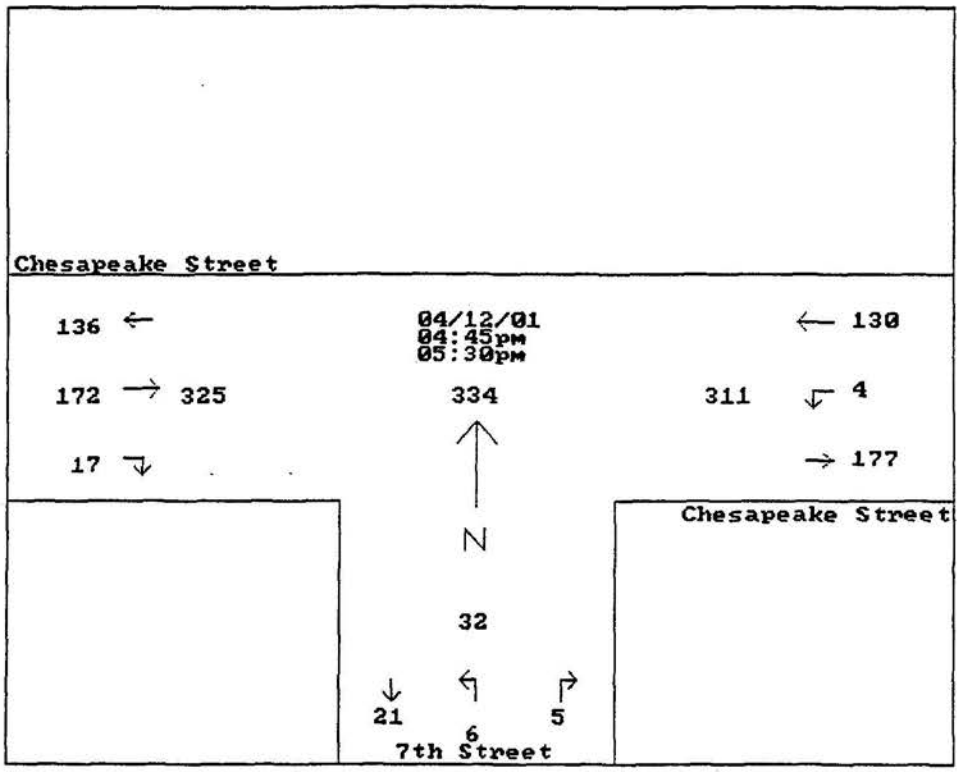
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Counted by :ORGA-AS
Board :D1-0903
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: CHES@7TH
Site Code : 26560903
Start Date: 04/12/01

Total Traffic

End Time	7th Street From South				Chesapeake Street From East				Chesapeake Street From West				Intrvl. Total
	Left	Right	U-Turn	Apprch. Total	Left	Thru	U-Turn	Apprch. Total	Thru	Right	U-Turn	Apprch. Total	
Peak Hour Analysis By Entire Intersection for the Period: 12:00 on 04/12/01 to 17:45 on 04/12/01													
Time	16:45				16:45				16:45				
Vol.	6	5	0:45		4	130	0		172	17	0		
Pct.	54.5	45.4	0.0		2.9	97.0	0.0		91.0	8.9	0.0		
Total	11				134				189				
High	17:00				17:00				16:45				
Vol.	2	4	0		2	34	0		48	4	0		
Total	6				36				52				
PHF	0.458				0.930				0.908				



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Counted by :ORGA-AA
Board :D1-0932
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: CHES@BAR
Site Code : 28170932
Start Date: 04/12/01

Total Traffic

	Barnaby Road From North					Barnaby Road From South					Chesapeake Street From East					Chesapeake Street From West					
End Time	Left	Thru	RightU-Turn		Aprch Total	Left	Thru	RightU-Turn		Aprch Total	Left	Thru	RightU-Turn		Aprch Total	Left	Thru	RightU-Turn		Aprch Total	Intvl Total
04/12/01																					
07:15	4	4	2	0	10	1	3	0	0	4	3	18	17	0	38	1	9	1	0	11	63
07:30	5	5	3	0	13	0	5	1	0	6	5	17	21	0	43	3	8	2	0	13	75
07:45	7	3	5	0	15	1	4	0	0	5	5	21	25	0	51	4	10	1	0	15	86
08:00	3	4	4	0	11	2	8	4	0	14	2	16	21	0	39	1	10	1	0	12	76
Hour	19	16	14	0	49	4	20	5	0	29	15	72	84	0	171	9	37	5	0	51	300
08:15	2	6	3	0	11	1	9	2	0	12	4	21	16	0	41	4	16	1	0	21	85
08:30	2	6	4	0	12	3	8	3	0	14	3	27	11	0	41	6	12	2	0	20	87
08:45	3	7	5	0	15	1	7	2	0	10	2	24	7	0	33	8	9	1	0	18	76
09:00	7	3	8	0	18	1	6	1	0	8	4	21	7	0	32	4	15	1	1	21	79
Hour	14	22	20	0	56	6	30	8	0	44	13	93	41	0	147	22	52	5	1	80	327
[BREAK]																					
16:15	16	22	6	0	44	5	11	4	0	20	3	21	8	0	32	11	25	3	0	39	135
16:30	19	17	8	0	44	4	7	2	0	13	2	22	11	0	35	9	18	1	0	28	120
16:45	22	19	10	0	51	7	14	5	0	26	1	24	14	0	39	10	20	2	1	33	149
17:00	12	17	7	1	37	3	7	4	0	14	7	19	12	0	38	13	29	5	0	47	136
Hour	69	75	31	1	176	19	39	15	0	73	13	86	45	0	144	43	92	11	1	147	540
17:15	15	23	9	0	47	4	9	3	0	16	5	23	13	0	41	9	30	2	0	41	145
17:30	18	22	6	0	46	2	10	5	0	17	7	26	12	0	45	7	36	3	0	46	154
17:45	21	28	10	0	59	1	15	6	0	22	5	25	11	0	41	6	32	4	0	42	164
18:00	25	33	5	0	63	6	12	5	0	23	9	24	15	0	48	6	26	1	0	33	167
Hour	79	106	30	0	215	13	46	19	0	78	26	98	51	0	175	28	124	10	0	162	630
Total	181	219	95	1	496	42	135	47	0	224	67	349	221	0	637	102	305	31	2	440	1797
% Apr.	36.4	44.1	19.1	0.2	-	18.7	60.2	20.9	-	-	10.5	54.7	34.6	-	-	23.1	69.3	7.0	0.4	-	-
% Int.	10.0	12.1	5.2	-	-	2.3	7.5	2.6	-	-	3.7	19.4	12.2	-	-	5.6	16.9	1.7	0.1	-	-

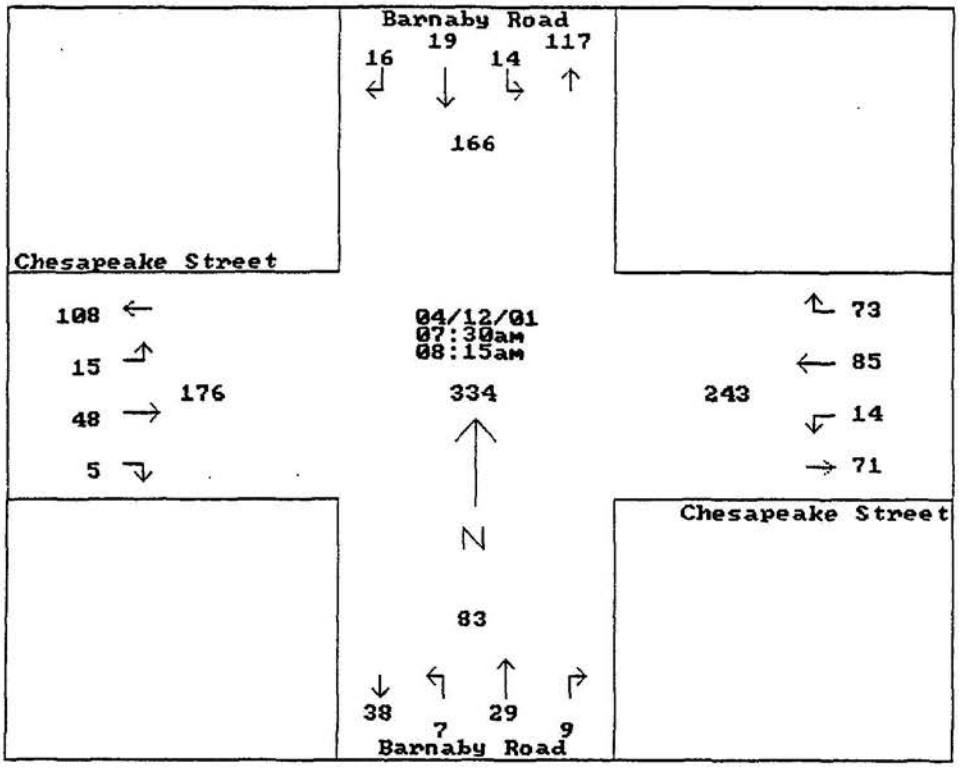
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Counted by :ORGA-AA
Board :D1-0932
City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: CHES@BAR
Site Code : 28170932
Start Date: 04/12/01

Total Traffic

	Barnaby Road From North					Barnaby Road From South					Chesapeake Street From East					Chesapeake Street From West				
End Time	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 04/12/01 to 11:45 on 04/12/01																				
Time	07:30					07:30					07:30					07:30				
Vol.	14	19	16	0		7	29	9	0		14	85	73	0		15	48	5	0	
Pct.	28.5	38.7	32.6	0.0		15.5	64.4	20.0	0.0		8.1	49.4	42.4	0.0		22.0	70.5	7.3	0.0	
Total	49					45					172					68				
High	07:30					07:45					07:30					08:00				
Vol.	7	3	5	0		2	8	4	0		5	21	25	0		4	16	1	0	
Total	15					14					51					21				
PHF	0.816					0.803					0.843					0.809				



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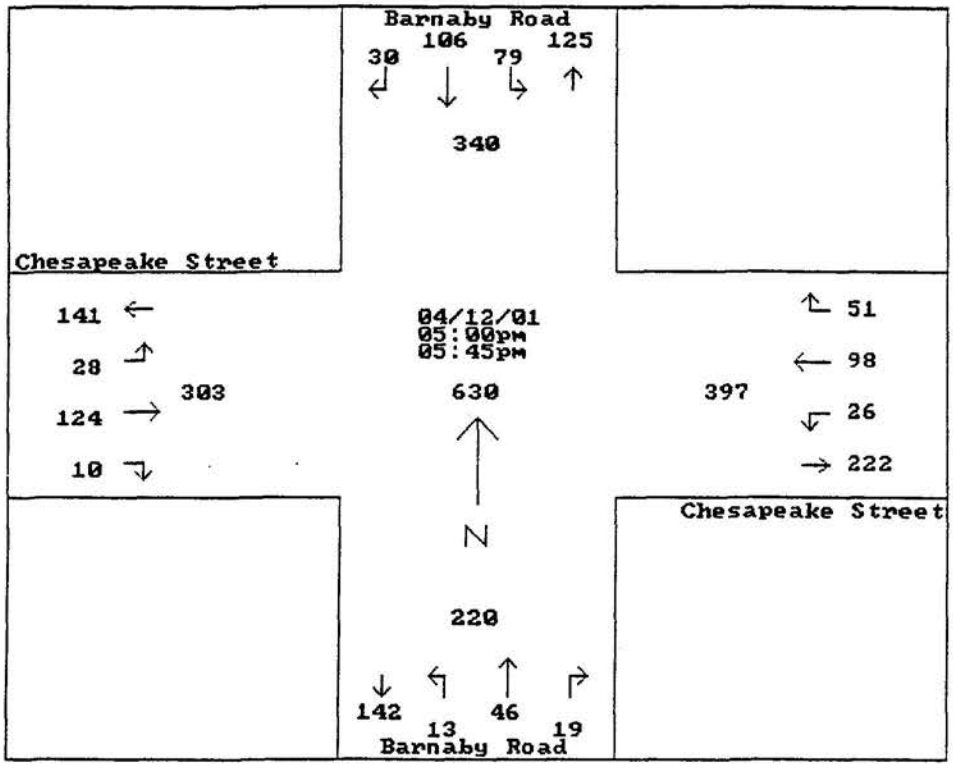
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City/County:Washington D.C.
Weather :Warm/Cloudy/Dry

Study Name: CHES@BAR
Site Code : 28170932
Start Date: 04/12/01

Total Traffic

End	Barnaby Road From North					Barnaby Road From South					Chesapeake Street From East					Chesapeake Street From West					Intvl
Time	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Left	Thru	Right	U-Turn	Aprch Total	Total
Peak Hour Analysis By Entire Intersection for the Period: 12:00 on 04/12/01 to 17:45 on 04/12/01																					
Time	17:00					17:00					17:00					17:00					
Vol.	79	106	30	0		13	46	19	0		26	98	51	0		28	124	10	0		
Pct.	36.7	49.3	13.9	0.0		16.6	58.9	24.3	0.0		14.8	56.0	29.1	0.0		17.2	76.5	6.1	0.0		
Total	215					78					175					162					
High	17:45					17:45					17:45					17:15					
Vol.	25	33	5	0		6	12	5	0		9	24	15	0		7	36	3	0		
Total	63					23					48					46					
PHF	0.853					0.847					0.911					0.880					



ATTACHMENT

3

CAPACITY ANALYSIS WORKSHEETS

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	
Analyst:	ORGA-MFO
Project No.:	KSI Jeffrey Gardens Project
Date:	04/30/2001 AM Peak
East/West Street:	7th Street
North/South Street:	Barnaby Road
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	47			35	2
Hourly Flow Rate, HFR	1	51			41	2
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				1		5
Hourly Flow Rate, HFR				3		16
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage	1					
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	1						19	
C(m) (vph)	1579						1012	
v/c	0.00						0.02	
95% queue length	0.00						0.00	
Control Delay	7.3						8.6	
LOS	A						A	
Approach Delay							8.6	
Approach LOS							A	

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	
Analyst:	ORGA-MFO
Project No.:	KSI Jeffrey Gardens Project
Date:	04/30/2001 PM Peak
East/West Street:	7th Street
North/South Street:	Barnaby Road
Intersection Orientation: NS	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	71			140	8
Hourly Flow Rate, HFR	5	82			162	9
Percent Heavy Vehicles	0	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				2		14
Hourly Flow Rate, HFR				4		28
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Median Storage	1					
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	5						32	
C(m) (vph)	1418						862	
v/c	0.00						0.04	
95% queue length	0.00						0.00	
Control Delay	7.5						9.3	
LOS	A						A	
Approach Delay							9.3	
Approach LOS							A	

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	
Analyst:	ORGA-MFO
Project No.:	KSI Jeffrey Gardens Project
Date:	04/30/2001 AM Peak
East/West Street:	Chesapeake Street
North/South Street:	7th Street
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		78	5	2	112	
Hourly Flow Rate, HFR		86	5	2	133	
Percent Heavy Vehicles		--	--	0	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	2		1			
Hourly Flow Rate, HFR	2		1			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage	1					
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		2		3				
C(m) (vph)		1517		826				
v/c		0.00		0.00				
95% queue length		0.00		0.00				
Control Delay		7.4		9.4				
LOS		A		A				
Approach Delay				9.4				
Approach LOS				A				

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection:	
Analyst:	ORGA-MFO
Project No.:	KSI Jeffrey Gardens Project
Date:	04/30/2001 PM Peak
East/West Street:	Chesapeake Street
North/South Street:	7th Street
Intersection Orientation: EW	Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		172	17	4	130	
Hourly Flow Rate, HFR		189	18	4	139	
Percent Heavy Vehicles		--	--	0	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1 0		0 1		
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	6		5			
Hourly Flow Rate, HFR	13		10			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Median Storage 1						
Flared Approach: Exists?		No				
Storage						
RT Channelized?						
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		4		23				
C(m) (vph)		1376		726				
v/c		0.00		0.03				
95% queue length		0.00		0.00				
Control Delay		7.6		10.1				
LOS		A		B				
Approach Delay				10.1				
Approach LOS				B				

HCS: Unsignalized Intersections Release 3.2

HCS: Unsignalized Intersections Release 3.2

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ALL-WAY STOP CONTROL(AWSC) ANALYSIS

Intersection:	Barnaby Rd. @ Chesapeake St.
City/State:	Washington DC
Analyst:	ORGA-MFO
Project No.:	KSI Jeffrey Gardens
Time period Analyzed:	AM Peak
Date:	04/30/2001 AM Peak
East/West Street:	Chesapeake Street
North/South Street:	Barnaby Road

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	48	5	14	85	73	7	29	9	14	19	16
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		0.84		0.80		0.82	
Flow Rate	83		203		55		59	
% Heavy Veh	1		1		1		1	
No. Lanes	1		1		1		1	
Opposing-Lanes	1		1		1		1	
Conflicting-lanes	1		1		1		1	
Geometry group	1		1		1		1	

Duration, T 0.25 hrs.

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	83		203		55		59	
Left-Turn	18		16		8		17	
Right-Turn	6		86		11		19	
Prop. Left-Turns	0.2		0.1		0.1		0.3	
Prop. Right-Turns	0.1		0.4		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group	1		1		1		1	
Adjustments Table 10-40:								
hLT-adj	0.2		0.2		0.2		0.2	
hRT-adj	-0.6		-0.6		-0.6		-0.6	

hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.2	-0.1	-0.1

Worksheet 4 - Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	83		203		55		59	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.07		0.18		0.05		0.05	
hd, final value	4.36		4.02		4.48		4.43	
x, final value	0.10		0.23		0.07		0.07	
Move-up time, m	2.0		2.0		2.0		2.0	
Service Time	2.4		2.0		2.5		2.4	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	83		203		55		59	
Service Time	2.4		2.0		2.5		2.4	
Utilization, x	0.10		0.23		0.07		0.07	
Dep. headway, hd	4.36		4.02		4.48		4.43	
Capacity	333		453		305		309	
Delay	7.85		8.20		7.81		7.78	
LOS	A		A		A		A	
Approach:								
Delay	7.85		8.20		7.81		7.78	
LOS	A		A		A		A	
Intersection Delay	8.01		Intersection LOS		A			

HCS: Unsignalized Intersections Release 3.2

Osborne R. George
O.R. George & Associates, Inc.
1738 Elton Road, Suite 321
Silver Spring, MD 20903

% Thrus Left Lane
Phone: 301 439-7722 Fax: 301 439-7759
E-Mail: georgeassc@aol.com

ALL-WAY STOP CONTROL(AWSC) ANALYSIS

City/State: Washington, DC
City/State: WAshington, DC
Project No.: KSI Jeffrey Gardens
Project No.: KSI Jeffrey Gardens Project
Time period Analyzed: PM Peak
East/West Street: Chesapeake Street
North/South Street: Barnaby Road
North/South Street: Barnaby Road

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
% Thrus Left Lane												
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
PHF	0.88		0.91		0.85		0.85	
Flow Rate	182		191		91		251	
% Heavy Veh	1		1		1		1	
% Heavy Veh	1		1		1		1	
No. Lanes	1		1		1		1	
Opposing-Lanes	1		1		1		1	
Conflicting-lanes	1		1		1		1	
Geometry group	1		1		1		1	

Duration, T 0.25 hrs.

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Total in Lane	182		191		91		251	
Left-Turn	31		28		15		92	
Right-Turn	11		56		22		35	
Prop. Left-Turns	0.2		0.1		0.2		0.4	
Prop. Right-Turns	0.1		0.3		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
Geometry Group	1		1		1		1	
Adjustments Table 10-40:								
hLT-adj	0.2		0.2		0.2		0.2	

hRT-adj	-0.6	-0.6	-0.6	-0.6
hadj, computed	0.0	-0.1	-0.1	0.0
hadj, computed	0.0	-0.1	-0.1	0.0

Worksheet 4 - Departure Headway and Service Time

	Eastbound	Westbound	Northbound	Southbound
Flow rate	182	191	91	251
Flow rate	182	191	91	251
x, initial	0.16	0.17	0.08	0.22
hd, final value	5.00	4.86	5.05	4.93
x, final value	0.25	0.26	0.13	0.34
x, final value	0.25	0.26	0.13	0.34
Service Time	3.0	2.9	3.0	2.9
Service Time	3.0	2.9	3.0	2.9

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	182		191		91		251	
Service Time	3.0		2.9		3.0		2.9	
Utilization, x	0.25		0.26		0.13		0.34	
Dep. headway, hd	5.00		4.86		5.05		4.93	
Capacity	432		441		341		501	
Delay	9.69		9.53		8.78		10.49	
LOS	A		A		A		B	
LOS	A		A		A		B	
Approach:								
Delay	9.69		9.53		8.78		10.49	
LOS	A		A		A		B	

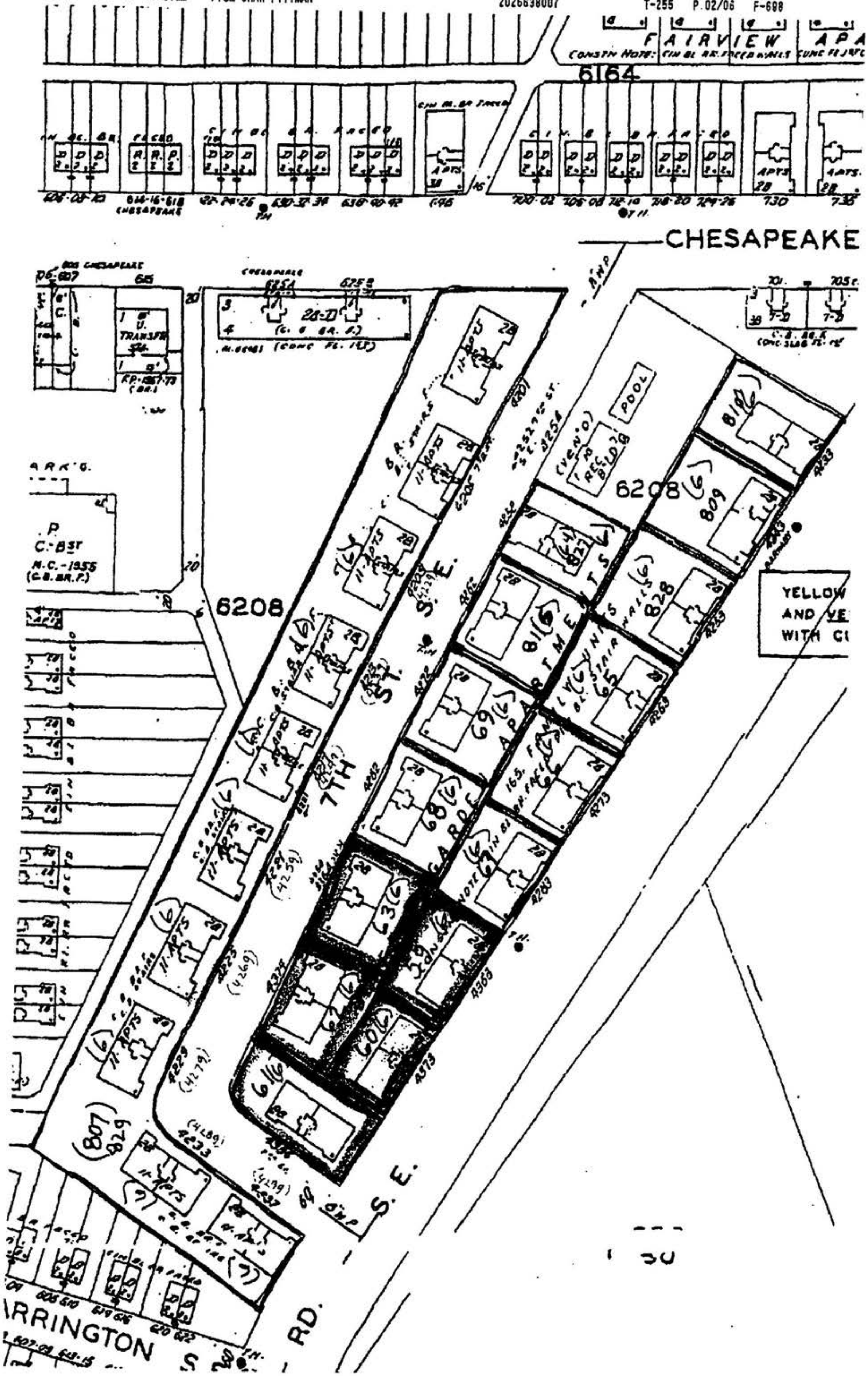
Intersection Delay 9.81 Intersection LOS A

ATTACHMENT

4

JEFFREY GARDENS SITE AND LOT LAYOUT PLANS
(DC SURVEYOR'S OFFICE, 1952)

May-03-01 10:23am From-SHAW PITTMAN 2026638007 T-255 P.02/06 F-698



Form 107—R. D.

Surveyor's Office
DISTRICT OF COLUMBIA

Washington, D. C. 9-29 19 57

Plat, for Building Permit of Pt Square 6208

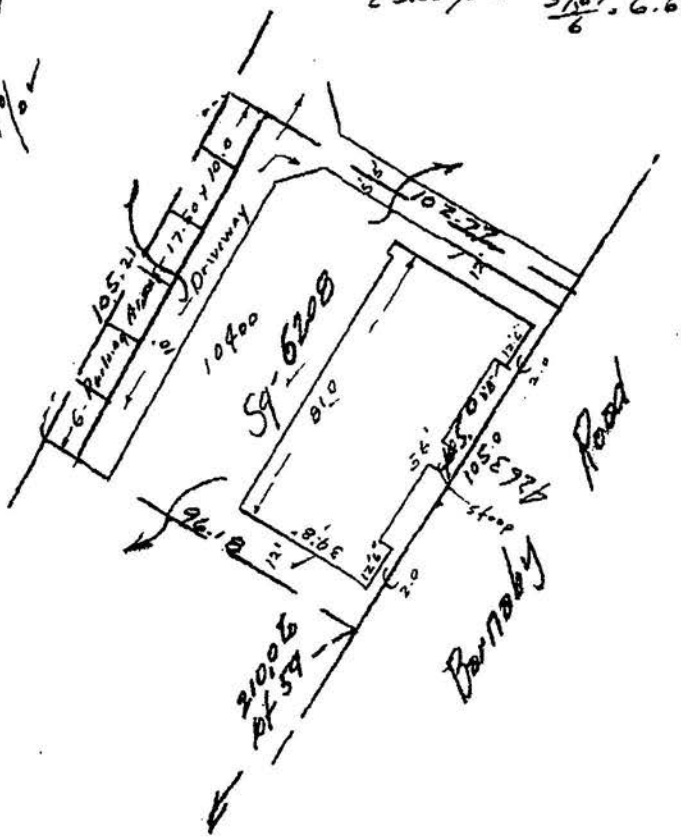
Recorded in Book Assessor's page 280

Scale: 1 inch = 30 feet

S. O. 8067

Res-40-A
Bldg 3008 ft 29%

2 side yards 39.67 - 6.61 / 6



Furnished to A. Fairfax

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly plotted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and plotted and agree with plans accompanying the application; that the foundation plan as shown hereon is drawn, and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the area of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb or alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 15% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 15% across the public parking and the private restricted property).

Date Oct 1 19 57

(Signature of owner or his authorized agent)

SURVEYOR'S OFFICE D.C.
survey has been ...Checked
in accordance with broken lines.

Surveyor, District of Columbia

By

NOTE. DATA SHOWN ON ASSESSMENT AND TAXATION LOTS OR PARCELS ARE PER RECORDS OF ASSESSOR, D. C. BUT DO NOT NECESSARILY AGREE WITH DEED DESCRIPTION.

(N)

Surveyor's Office
DISTRICT OF COLUMBIA

Washington, D. C., 7-8 1952

Plat, for Building Permit of Pt Square 6208

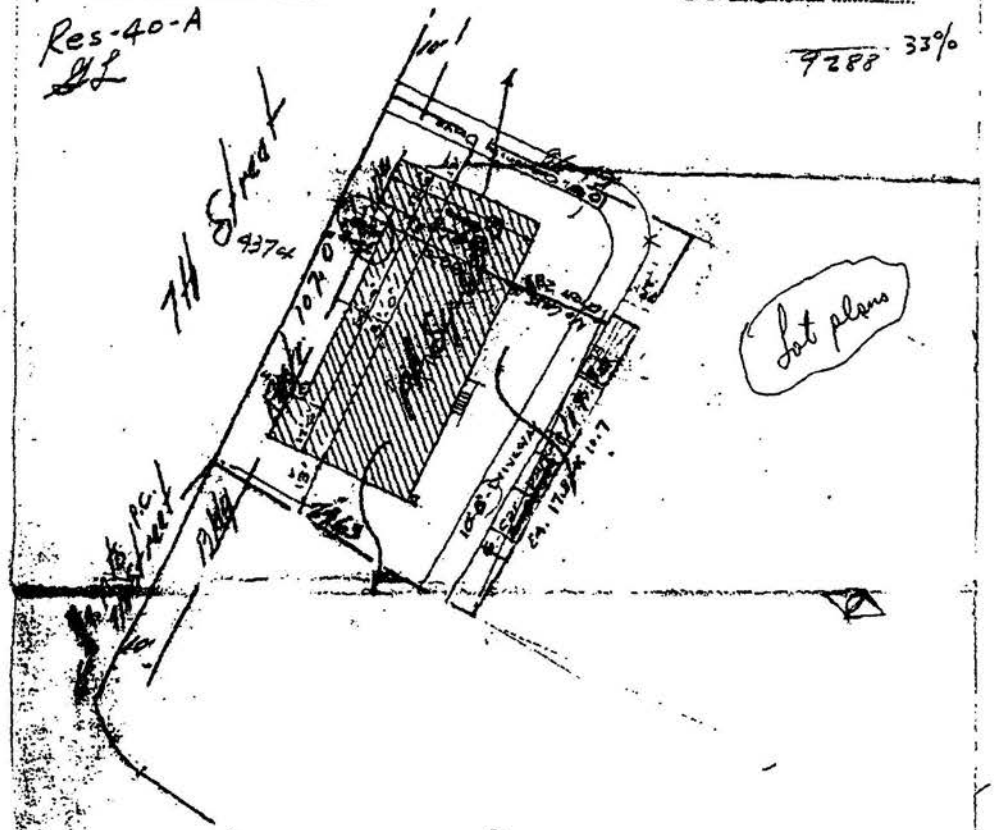
Recorded in Book A.S.S.S.O.R.S. page Etc

Scale: 1 inch = 30 feet

S. O. 63440

Res-40-A
GL

9288 33%



Furnished to Wm. Shumaker

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plan as shown hereon is drawn and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department's approved curb or alley grade will result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 18% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 18% across the public parking and the private restricted property)

Date 7/15/52

Wm. H. Shoemaker (Capt)
(Signature of owner or his authorized agent)

SURVEYOR'S OFFICE D.C.
survey has been checked
in accordance with broken lines.

Surveyor, District of Columbia.

By

NOTE: Data shown on assessment and taxation lots or parcels are per records of Assessor, D. C; but do not necessarily agree with deed description.

4-D

Surveyor's Office
DISTRICT OF COLUMBIA

Washington, D. C., 7-8 1952

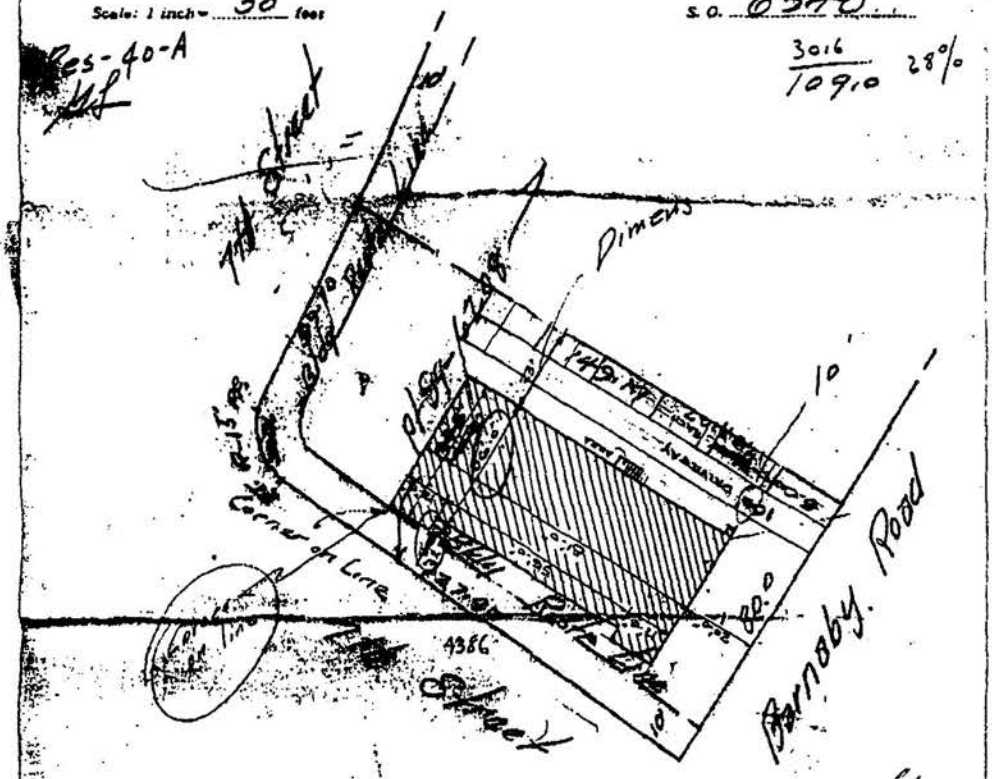
Plat, for Building Permit of Pt Square 6208

Recorded in Book Assessors Page Rec

Scale: 1 inch = 30 feet S. O. 6340

Res-40-A

3016
109.0 28%



Furnished to Wm. H. Shoemaker

I hereby certify that all existing improvements shown hereon, are completely dimensioned, and are correctly plotted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and plotted and agree with plans accompanying the application; that the foundation plan as shown hereon is drawn and dimensioned accurately to the same scale as the property lines shown on this plat, and that by reason of the proposed improvements to be erected as shown hereon the use of any adjoining lot or premises will not be reduced to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be restricted in accordance with the Zoning Regulations, and that the area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb or alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats or in excess of 18% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 18% across the public parking and the private restricted property).

Date 7/15/52

Wm. H. Shoemaker (agt)
(Signature of owner or his authorized agent)

SURVEYOR'S OFFICE D.C.
survey has been ordered
in accordance with broken lines

Surveyor, District of Columbia.
By

NOTE. Data shown on Assessment and Taxation Lots or Parcels are per records of Assessor D. C. but do not necessarily agree with deed description.

4-E

G

DRAFT

MEMORANDUM OF AGREEMENT

between

KSI Services, Inc.

and

Advisory Neighborhood Commission 8E

This MEMORANDUM OF agreement made the _____ day of _____, 2001, for the benefit of the residents of areas within Advisory Neighborhood Commission 8E, is entered into by and between KSI Services, Inc., hereinafter referred to as "KSI" and by Advisory Neighborhood Commission 8E, hereinafter referred to as "ANC-8E".

RECITALS

WHEREAS, KSI intends to renovate and rehabilitate the existing 25 apartment buildings, consisting of 275 apartment units, and adjacent greenspace that make up the Jeffrey Gardens Apartment Complex, located at 4201-4237 and 4252-4386 7Th Street, S.E. and 4233-4373 Barnaby Road, S.E.

WHEREAS, KSI has filed an application with the District of Columbia Board of Zoning Adjustment ("BZA") seeking special exception and variance relief to establish a centrally located parking lot to provide off-street parking spaces for the residents of the Jeffrey Gardens Apartment Complex.

WHEREAS, the Zoning Regulations would require 149 parking spaces be provided on-site, KSI proposes to construct at least 96 parking spaces in this centrally located lot in order to maintain an appropriate amount of greenspace and community activity space, as well as provide an adequate amount of parking spaces for the residents of the project.

WHEREAS, ANC 8E desires to assure that the proposed renovation and rehabilitation of the Jeffrey Gardens Apartment Complex will provide significant economic and residential opportunities for those persons who live within ANC 8E.

WHEREAS, ANC 8E desires to express its support for KSI's special exception and variance applications before the BZA in reliance on KSI's agreement to satisfy the requirements of this Memorandum of Agreement.

NOW, THEREFORE, for and in consideration of the mutual promises contained herein, the receipt of which are hereby acknowledged, the parties hereto agree as follows:

1. KSI will support the establishment of the *Jeffrey Gardens Advisory Committee* (hereinafter referred to as the "*Committee*"), a sub-committee of ANC 8E, with responsibility for assisting KSI's short and long-term accountability to the community.

2. The *Committee* will consist of the following representatives that are located within ANC-8E: two (2) ANC-8E Commissioners; three (3) members of the Jeffrey Gardens Residents Association (JGRA); one (1) representative of the owner of the Jeffrey Gardens Apartment Complex; two (2) homeowners in the area; one (1) representative of the Washington Metropolitan Area Contractors Association; one (1) representative of a local community/church organization; one (1) representative from the local school and one (1) representative from a local business. The ANC will recommend all representatives with the exception of those representing the Jeffrey Garden Resident Association and the owner.

3. Initially, the *Committee* will provide advice and recommendations to KSI on the following:

   A. Establishing selection criteria and preference points for residents and businesses seeking employment and/or contracting opportunities associated with the construction, maintenance and management of the development;

   B. Devising guidelines for the notification, recruitment and selection of potential applicants from the community for employment opportunities associated with the development. KSI will establish a goal of 51% of new hires will be from the community;

   C. Identifying, recruiting and recommending qualified companies or associations to serve as contractor/sub-contractors to conduct the proposed renovation and rehabilitation of the Jeffrey Gardens Apartment Complex. KSI will establish a goal of awarding no less than 35% of contracting opportunities to local, small, disadvantaged, minority or female-owned business from the community; and

   D. In partnership with the Washington Metropolitan Area Contractor's Association establishing, implementing and monitoring a comprehensive Section 3 Program and construction apprenticeship training program.

4. KSI has withdrawn its request to the D. C. Office of the Surveyor to request the closing of 7th Street, between Barnaby Road, S.E. and Chesapeake Street, S. E. (A copy of the letter is attached and made a part of this document). The *Committee* will provide advice and information on the potential impacts that the possible closing of 7th Street may have on the traffic and parking conditions in the area

surrounding the Jeffrey Gardens Apartment Complex and make a recommendation regarding the feasibility of closing the street in the future.

5. The *Committee* will recommend KSI's participation in other local community development initiatives and assist to establish an Adopt-A-School Program with the Hendley Elementary School.

6. Upon the completion of the renovation work at Jeffrey Gardens the *Committee* will decide whether it needs to continue in existence or can be reorganized or disbanded.

7. KSI will enter into a First Source Agreement with the D. C. Department of Employment Services in order to publicize positions created by the proposed renovation and rehabilitation of the Jeffrey Gardens Apartment Complex. The Department of Employment Services shall be consulted for evaluation and performance relating to requirements of the First Source Agreement.

8. ANC-8E will:

   A. Establish and convene the *Committee;*

   B. Provide consultation regarding the community's interests and desires;

   C. Use its "best" effort to ensure successful completion of the project; and

   D. Fully support KSI's special exception and variance application before the BZA by the submission of a resolution in support of the project and testimony in support of the applications at the BZA's May 29, 2001 public hearing.

9. Should KSI fail to perform as agreed, ANC-8E (with an affirmative vote of its members) may authorize the JGRA Representative of the *Committee* to seek enforcement of this Agreement and, if successful, the JGRA *Committee* representative shall be entitled to Attorney' fees and costs that must be immediately forwarded by KSI to the *Committee* to be used for purposes the *Committee* deems appropriate.

10. Should ANC-8E fail to perform any of the conditions as agreed upon in this Agreement, KSI may deem that any and all provisions of this Agreement are void and of no effect.

11. No modification of any of the terms of this Agreement shall be valid unless in writing and fully executed and acknowledged by the parties to this Agreement.

12. This Agreement and the rights and obligations of the parties hereunder shall be construed in accordance with the laws of the District of Columbia.

IN WITNESS WHEREOF, the parties hereto have signed and delivered these presents as their own free act and deed as of the date and year first herein above written.

Advisory Neighborhood Commission 8E

By: Michael Johnson
Chairman

Date:_____

KSI Services, Inc.

By: Richard Knapp
Senior Vice President
KSI Services, Inc.,

Date:_____

Jeffrey Gardens Residents Association

By: _____

Date: _____

H

OUTLINE OF TESTIMONY OF DON HAGUE; KSI SERVICES, INC.

I. Introduction

A. Don Hague; KSI Services, Inc.

B. Responsibilities at KSI Services, Inc.

II. KSI Services, Inc.

A. History of KSI Services, Inc.

B. Other projects in the District of Columbia

C. KSI History with the Jeffrey Gardens Apartment Complex
   a. Description of Project Site and Area
   b. Description of Existing Condition of the Site

III. Proposed Parking Lot on the Site

A. Centrally Located Parking Lot with Adequate Access for All Residents

B. Sufficient Number of Parking Spaces and Appropriate Means of Ingress/Egress

C. Large Amount of Landscaping and Buffering Provided on the Site

IV. Community Support of the Project

A. Support of the Jeffrey Gardens Residents Association

B. Support of Advisory Neighborhood Commission 8E

C. Support of the Ward 8 Councilmember

V. Conclusion

Exhibit H



OUTLINE OF TESTIMONY OF OSBORNE GEORGE; TRAFFIC ENGINEER O.R. GEORGE & ASSOCIATES, INC.

I. Introduction

A. Osborne George; Traffic Engineer; O.R. George & Associates, Inc.

B. Experience in the District of Columbia and Surrounding Jurisdictions

II. Traffic and Parking Impact Assessment Performed for the Proposed Jeffrey Gardens Residential Development

A. Project Background

B. Study Scope

III. Roadway and Parking Conditions

A. Site Location and Access

B. Existing Traffic Conditions

C. Existing Parking Situation

IV. Impact Assessment of Proposed Renovation of the Apartment Complex and Creation of Centrally Located Parking Lot

A. Accessory Parking Proposal – Not likely to become objectionable to neighboring properties

B. Parking Supply – Is adequate to address the expected demand for parking in the area.

V. Conclusion

Document #: 1114512 v.1

Exhibit I