Car Sharing

Car sharing is like time sharing. Instead of buying a week's use of a vacation condominium, you pay an hourly fee to use a car when you need it, avoiding the ownership, insurance and maintenance headaches. It allows a group of people to share access to vehicles that are parked close to their homes or offices.

American car sharing began in Portland, OR, in 1998. Other ventures are up in cities like Seattle, San Francisco, and Chicago. When members need a car, they make a reservation or show up on the spur of the moment. Hourly rates range from $2 to $9 plus a mileage charge. Users also typically pay an initiation fee and an annual fee.

Car sharing works best for city dwellers who usually walk, bike, cab or ride transit but who might need a car a few times a week to run errands, visit friends or travel out of town. Most users tend to be environmentally-minded twenty- and thirty-somethings, and people between 45 and 60 who are downsizing for a more urban lifestyle.

If you drive less than 7,500 miles a year, you may want to sign-up when car sharing comes to DC. Car owners spend about $5,000 a year on their vehicle, yet they spend only 5 percent of their time driving.

Miles driven per year	2,500	5,000	10,000
Car sharing	$1,007	$2,038	$3,700
Car ownership	$3,173	$3,363	$3,734

Car sharing can help a home-buyer qualify for a location efficient mortgage and build equity as well as save money. When considering whether you need or even want a car, these social, economic and environmental benefits are a part of the big picture:

- Reduces car usage by as much as 50%
- Each car share vehicle replaces 4 to 8 privately held cars
- Preserves space as fewer parking spaces are needed
- Fewer greenhouse gas emissions and particulates
- Less congestion

A car sharing program is starting up in DC, for more information visit www.icfconsulting.com/dccar/description.htm or contact Roger Gorham: regldc@dante.lbl.gov. Visit these sites to learn more about car sharing programs elsewhere in the US:
www.sfcarshare.org
www.flexcar.com
www.zipcar.com

Ward 1

Located in the northwest quadrant, this is the city's smallest, most densely populated ward and is 80 percent residential. It is one of the most diverse wards with no majority ethnicity or race but the largest share of Hispanics. In 1990, the majority of residents commuted by rail and bus. This has probably increased since the ward's two Metrorail stations, on the Green Line, both opened in recent years. Ridership at Columbia Heights has been two times higher than expected. Compared to other wards residents here owned fewer cars per household. More people commuted by bus than drove a car to work. This ward includes the oldest areas just beyond the original L'Enfant Plan. Major corridors are Sixteenth Street and Georgia Avenue as well as Park Road, Columbia Avenue and Florida Avenue. Five pedestrian fatalities occurred in Ward 1 between 1994 and 1999.

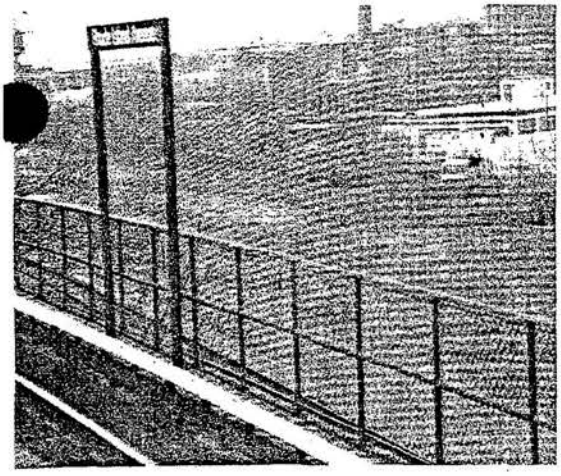
Ward 2

Located in parts of the northwest and southwest quadrants on the Potomac waterfront and including the downtown, 60 percent of Ward 2 is commercial development. More households are located in this ward than any other, but they also are the smallest households and have the fewest children. One of the most economically and racially diverse wards, more Asians live here than elsewhere in the city. As the heart of the L'Enfant planned grid street network overlaid with radial avenues, Ward 2 also is the hub of the Metrorail network with 15 stations on five rail lines. In 1990, the lowest share of both bus and car commuters resided here. The second highest number of pedestrian fatalities—15—occurred in Ward 2 between 1994-1999. This large number is not as disproportionate as other wards with high incident rates. The 1990 census data indicate *more* people walk: a significant 36 percent of residents walked or biked to work. Along with Ward 1, households here owned fewer cars that those in other wards.

Ward 3

Westernmost ward of the District, Ward 3 is the largest and most populous ward but the least dense, with about 25 people per residential acre. Racially mixed but predominately white, individual incomes here are greatest, and the share of people living in poverty is lowest. Its majority share of grocery stores—seven—indicates this community's purchasing power. Outermost extensions of radial avenues: Wisconsin, Massachusetts, and Connecticut, are the major retail corridors of the ward. Nebraska Avenue and Military Road serve as more direct east-west connections. The five Metrorail stations have been operating almost two decades. This helps explain why in 1990,

Board of Zoning Adjustment
District of Columbia
CASE NO.16791
EXHIBIT NO.30A9



In Ward 5 and Ward 4, a trail will be built along the red line as a north-south corridor on the eastside.
Photo WABA

More Ward 3 residents commuted by Metrorail than elsewhere in the city although the majority of residents drove alone to work. Ward 3 had the lowest pedestrian fatality rate: two deaths in a six-year period.

Ward 4

With Rock Creek Park to the west and Maryland to the east, the largest share of residential land and the highest rate of owner-occupied homes are in Ward 4. Two Metrorail stations are located here, the Georgia Avenue station opened in the fall of 1999 and has two times more riders than expected. In 1990, households here owned the greatest number of cars and comprised the largest share of car commuters in the city. Ward 4 has the second lowest pedestrian fatality rate in the city. The retail laden Georgia Avenue and elegant Sixteenth Street are two major corridors, along with Missouri and New Hampshire Avenues. Ward 4 is home to a predominately black middle class. It has the largest average household size after Ward 8, and has lost more than 10 percent of its residents during the nineties. Most people who are 65 or older live in Ward 4.

Ward 5

Ward 5's southwestern tip edges the L'Enfant planned city and stretches northeast to Prince George's County. This area is the second largest ward and is less populous than most. A sizable number of elderly people live here and it ranks second in unemployment. Eleven pedestrians were killed here between 1994-1999. Three railroads traverse this ward and most of the industrial land in the city is here. Thirty-one acres of developable land surround the ward's four Metrorail stations, some of which has been sold for development. Rhode Island and New York Avenues are major corridors linking to interstates while North Capitol Street is a designated highway. At New York and Florida Avenues along the Red Line a fifth Metrorail station will be built. An off-road trail will be constructed along the Red Line as well.

Ward 6

Ward 6 includes parts of the northeast, southwest and southeast quadrants and spans the Anacostia River. Home to Union Station and the second most Metrorail stations (seven on three lines), in 1990 Ward 6 had the third largest share of people who take transit to work. The ward is racially and economically mixed and contains neighborhoods with very distinct populations. To the west are affluent homeowners on Capitol Hill and to the east are tracts of high poverty and unemployment. The ward's unemployment rate is third highest in the city. The street system includes L'Enfant's combined grid/radial network. Before highways were stopped in the District, the interstate highway 395 and southwest freeway were built here. Major corridors include North Capitol and East Capitol Streets. Between 1994-1999, 15 percent of all pedestrian fatalities (with a verifiable location) occurred here. Major reinvestment along the waterfront area is being developed.

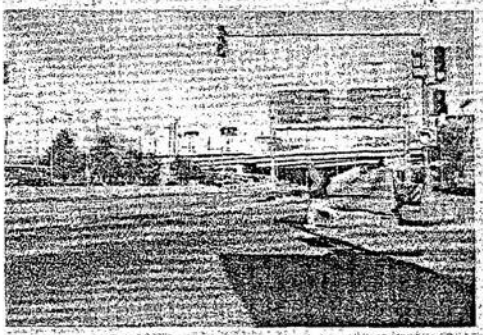
Ward 7

Half the land in the easternmost Ward 7 across the Anacostia River is non-taxable federal land. Most of this is parkland along the Anacostia waterfront, but the Anacostia Freeway severs access. Ward 7 is crossed with interstate highways and major roadways: East Capitol Street and boundary roads Eastern and Southern Avenues. While the 1990 census reports that the number of commuters who walk is lowest in this ward, 13 pedestrian fatalities occurred between 1994-1999. This indicates that Ward 7 is the most dangerous area for walking. The number of pedestrian fatalities, relative to the number of children living here, indicates Ward 7 is the second

Most kids live in Ward 8 and a disproportionate number of child pedestrians die here.
Photo Walk DC



Reconnecting DC with its Waterfront



In the late fifties the Maryland, Virginia and the D.C. Highway Departments proposed a 450-mile interstate freeway system for the region. The proposal included 38-miles of freeways through the District.

When the first parts of the inner loop—the Southwest and Southeast Freeways—were complete the citizen reaction to their appearance and operation was negative, intense, and sustained. After a decade long battle the rest of the system was struck from the plans. The Southwest and Southeast Freeways remain, dividing and despoiling their neighborhoods.

Now imagine! The Southeast Freeway, a regional commuter route through D.C. since 1965, torn down and replaced by a graceful, tree-lined boulevard for local traffic, cyclists, and walkers—with a tunnel west of Eighth Street SE for through traffic.

Federal and District officials have concluded that the 1.5-mile freeway is an obstacle to redevelopment of homes, shops, restaurants, and offices near the Capitol and along the Anacostia River. The area includes the Navy Yard, where 5,000 federal employees are being relocated, and the Southeast Federal Center. Eventually the area will provide 30,000 new jobs.

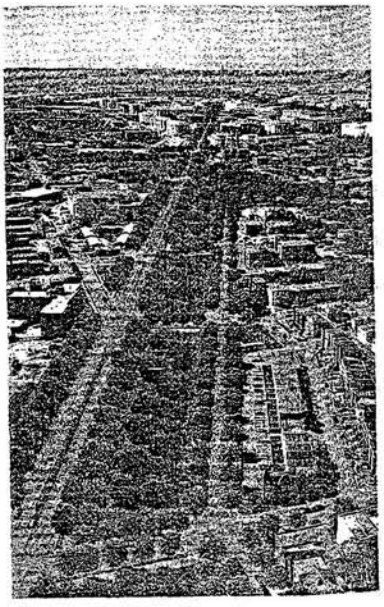
Under the proposal, an expanded Virginia Avenue SE, returned to its former graceful dimensions, would replace the freeway. It would carry local and through traffic between Barney Circle and Eighth Street SE. Beginning at Eighth Street, where the Anacostia Freeway ramps now connect to the Southeast Freeway, through traffic would funnel into a four-lane tunnel, with local traffic continuing above on Virginia Avenue. Traffic would merge with the Southwest Freeway west of South Capitol Street.

The National Capital Planning Commission called for demolishing the Southeast Freeway as part of its Legacy Plan, a vision of Washington in the next 50 years. The project faces hurdles, including the approval of local and federal agencies. Determining the important issue of cost will require a feasibility study.

The proposal came out of a charrette on redevelopment of the Anacostia waterfront (see page 17) where many stakeholders decided this better waterfront connection would foster quality of live benefits from waterfront redevelopment to other neighborhoods in SE, which are suffering from neglect.

Portland, OR, Boston, MA, and San Francisco, CA are other American cities that reclaimed their waterfronts by ripping out interstate freeways, replacing them with tree-lined boulevards. For more information on the proposal, contact Joseph Passonneau at 202/ 296-8017.





most dangerous area for child pedestrians. Four Metrorail stations are sited here and all have developable land, with some on the market for joint development. Metrorail use has increased by a third at Minnesota Avenue. The high rates of poverty, public assistance and unemployment indicate that jobs, housing and economic development are needs.

Ward 8

Ward 8 has struggled with urban renewal efforts that have concentrated low-income families here since the sixties. It is the least populous ward, and also has the fewest households, but on average the number of people per household is the largest in the city. Most children live in Ward 8 and a disproportionate number of child pedestrian fatalities occur here. This ward has the highest share of pedestrian fatalities, 26 percent, which is 8.3 per cent more than the second largest share in Ward 2. Individual incomes are the lowest in the city. Here also are the largest shares of people who live in poverty, are unemployed, or receive welfare. Most private and public housing development is occurring in Ward 8. Efforts are focused on converting derelict public housing into mixed income communities. There is no grocery store in this ward, only convenience stores. Two Metrorail stations, located at Anacostia and Congress Heights, have available land that is being primed for public investment. Three freeways fracture Ward 8's terrain.

Table 1. Selected Housing, Population, and Travel Characteristics, and Pedestrian Fatalities by City Ward

Ward Profiles

	Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
Residents (a)								
Population	69,778	68,945	72,705	67,517	60,270	61,126	61,191	58,890
Per capita income 1998	$25,983	$39,225	$63,340	$24,566	$20,528	$27,800	$17,743	$12,651
% Population < 18	20.2	11.1	12.4	18.1	21	17.8	25.6	33.2
% Population > 65	9.9	12.3	17.4	18.8	18.2	11.9	14.5	8
% Black	52.1	31.1	4.5	79.4	87.7	67.8	96.2	89.6
% Hispanic	23	9.8	8.1	7.0	2.2	2.2	0.3	1.6
% Asian	4.1	7.5	6.2	1.5	1.1	1.6	0.9	1.3
Household & Social (a)								
Households 1999	34,607	38,900	38,068	28,948	28,241	28,216	28,798	23,856
Persons/Household	1.99	1.77	1.91	2.33	2.13	2.17	2.12	2.47
Female Head of HH	5,123	3,538	1,969	6,427	6,997	5,864	9,024	9,633
% in poverty	19.7	20.7	6	9	15.4	16.8	20.2	28.1
Avg Welfare Cases 2000	1,658	1,618	21	1,393	2,225	2,339	3,358	4,960
% Unemployment	6.6	5.9	2.4	6.8	9.2	8.2	8.2	13.4
Pedestrian Access & Safety								
Walk to Work 1990	5,941	16,130	3,812	1,706	2,092	4,534	597	1,166
Pedestrian Deaths 1994-99 (b)	5	15	2	4	11	13	13	22
Walk Danger Index	0.12	0.14	0.07	0.35	0.87	0.47	3.56	3.20
Population < 18	14,095	7,653	9,015	12,221	12,657	10,880	15,665	19,551
Child Pedestrian Deaths (b)	0	1	1	0	0	1	4	8
Child Danger Risk	0	1.31	1.11	0	0	0.92	2.55	4.09
Density & Land Use (a)								
Size in acres	1,222	4,025	4,746	3,087	4,629	2,437	3,704	4,024
People/acre	57	17	15	21	14	25	17	15
People/residential acre	105	96	25	40	45	71	41	62
Supermarkets	3	4	7	3	1	2	2	0
Metrorail stations	2	15	5	2	4	7	4	2
Construction Starts 1999	179	49	41	4	30	14	48	498
% Vacant Units	10.6	13.8	5.8	4.7	8.3	12.6	9.8	17.3
Commuter Profile (c)								
% Drive alone	26	23	39	44	40	34	43	35
% Metrorail	9	13	21	7	11	19	15	3
% Metrobus	33	14	12	27	23	18	23	35
% Walk or bicycle	15	36	9	5	7	13	2	4
% Other	17	14	19	17	19	16	17	23
Avg. Cars/Household	0.7	0.7	1.1	1.2	0.9	0.9	0.9	0.8

SOURCE NOTES:

(a) Updated 1990 Census, State Data Center. Census 2000 results indicate these estimates are very low.

(b) NHTSA FARS, U.S. Census 1990. Walk Danger Index is total pedestrian fatalities per 10,000 population. Child Pedestrian Risk is per 10,000 children. Due to unverifiable data in fatality reporting, 30 pedestrian deaths were not located by ward.

(c) 1990 Census (not updated), State Data Center.

Traffic Calming

Speeding happens all around the District. It compromises our neighborhood livability—creating noise and air pollution, causing difficulties for pedestrians and bicyclists, and, of most concern, jeopardizing the safety of our children.

Traffic calming techniques use physical measures to make streets safe. They are often designed to slow, restrict, redirect or block traffic from using residential streets as shortcuts or arterial streets as speedways. Examples include curb extensions, bulb-outs, raised intersections, roundabouts, and diverters.

When placed in "high-incident" areas, these measures reduce motor vehicle speeds, traffic volume, and conflicts between road users. Overall, traffic calming can reduce crashes in residential streets by an average of one-third.

In Seattle, roundabouts have reduced intersection crashes by 96 percent compared to two-way and four-way stop signs. Retrofitting intersections with roundabouts costs $3,000-10,000, but the crash reduction rate is a proven benefit with a very high "cost-benefit."

Traffic calming is more than a technical solution to a specific traffic problem. It is an interaction between land use and transportation as well as resident and community needs and preferences. It is not traffic management solely for the safe and efficient movement of vehicles.

This is because traffic calming began as a grassroots movement. Angry residents of the City of Delft fought cut-through traffic by turning their streets into woonerven, or "living yards" where the travel of pedestrians and the play of children were the most important street activities.

Traffic calming in the States was practiced as early as the late sixties in Berkeley, CA; Seattle, WA; and Eugene, OR. Today, residents of many other communities in the region and across the country are using it in their neighborhoods too.

Visit these sites to learn more:

City of Portland, Oregon Office of Transportation Traffic Calming Program: www.trans.ci.portland.or.us/Traffic_Management/trafficcalming/

Montgomery County, Maryland. Traffic Services Division: www.dpwt.com/TraffPkgDiv/triage.htm

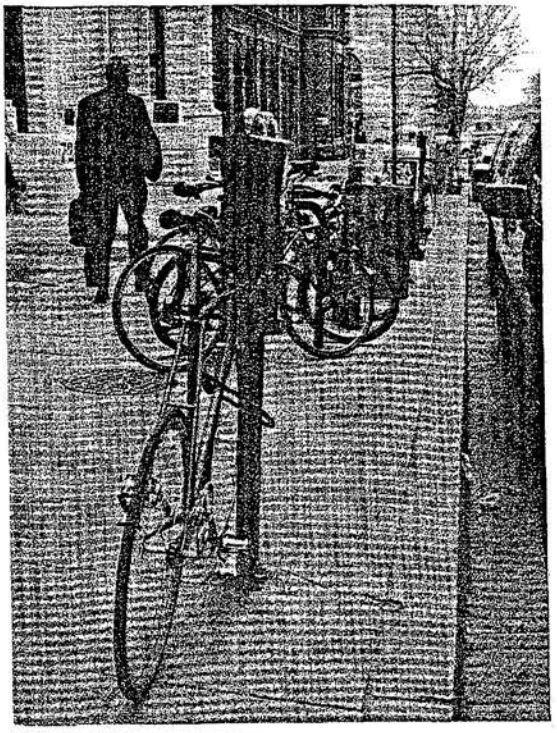
City of Fairfax, Virginia. Traffic Calming Policy and Devices: www.ci.fairfax.va.us/cityinfo/traffic.html

Institute of Transportation Engineers. Traffic Calming for Communities: www.ite.org/traffic/tcresources.htm

The availability of federal funding for bicycle facilities has never been greater. In 1998, Congress earmarked $8.5 million for the District government to construct the Metropolitan Branch Trail, a north-south trail corridor on the eastside. Recently the U.S. Department of Transportation made funding available to the District for the Anacostia River Trail.

Bicycle facilities are eligible for funding under sixteen federal programs included in the Transportation Equity Act for the 21st Century (TEA-21), passed by Congress in 1998.

The design, construction and maintenance of bicycling facilities in the District have not kept pace with the available funding or national trends in urban transportation. Chicago, Philadelphia and nearby Rockville, Maryland have recently completed bicycle plans and embarked on multi-million dollar implementation efforts. These cities understand that investing in bicycle infrastructure improves the livability of their cities and promotes tourism. The District of Columbia has been noticeably behind the curve. Less than 2 miles of bike lanes have been constructed since 1975.



The Mayor's proposal to install bike racks will meet existing demand and encourage more cycling.
Photo WABA



METROPOLITAN POLICE DEPARTMENT
INFORMATION TECHNOLOGY

Calls For Service Report
Covering Period
December 15, 1999 thru Present Date

AG_ID	DATE	CCN#	ADDRESS	EVENT
MPD	12-18-1999	703-685	4801 SARGENT RD, NE	FUGITIVE FROM JUSTICE
MPD	12-24-1999	706-435	4801 SARGENT RD, NE	MISSING PERSON
MPD	12-18-1999	No Report	4801 SARGENT RD, NE	OTHER
MPD	12-28-1999	No Report	4801 SARGENT RD, NE	SUICIDE
MPD	01-03-2000	No Report	4801 SARGENT RD, NE	SUICIDE
MPD	01-11-2000	No Report	4801 SARGENT RD, NE	SEXUAL ASSAULT
MPD	01-15-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	01-18-2000	No Report	4801 SARGENT RD, NE	OTHER
MPD	01-25-2000	No Report	4801 SARGENT RD, NE	SUICIDE
MPD	02-08-2000	No Report	4801 SARGENT RD, NE	ADDITIONAL INFORMATION
TRU	02-08-2000	No Report	4801 SARGENT RD, NE	ADDITIONAL INFORMATION
MPD	02-17-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM
MPD	02-19-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM



METROPOLITAN POLICE DEPARTMENT
INFORMATION TECHNOLOGY

Calls For Service Report
Covering Period
December 15, 1999 thru Present Date

AG_ID	DATE	CCN#	ADDRESS	EVENT
MPD	01-13-2000	005-880	4801 SARGENT RD, NE	MISSING PERSON
MPD	01-15-2000	006-757	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-08-2000	016-202	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-09-2000	016-828	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-20-2000	021-628	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-21-2000	022-233	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-22-2000	022-406	4801 SARGENT RD, NE	MISSING PERSON
MPD	02-25-2000	024-083	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-04-2000	027-755	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-10-2000	030-834	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-17-2000	033-759	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-22-2000	036-067	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-24-2000	037-345	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-04-2000	042-625	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-06-2000	043-553	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-09-2000	045-080	4801 SARGENT RD, NE	MISSING PERSON



METROPOLITAN POLICE DEPARTMENT
INFORMATION TECHNOLOGY

Calls For Service Report
Covering Period
December 15, 1999 thru Present Date

AG_ID	DATE	CCN#	ADDRESS	EVENT
MPD	04-11-2000	045-511	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-12-2000	046-186	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-14-2000	047-171	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-22-2000	050-443	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-26-2000	052-361	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-26-2000	052-431	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-26-2000	052-433	4801 SARGENT ROAD, NE	MISSING PERSON
MPD	04-26-2000	052-465	4801 SARGENT ROAD, NE	MISSING PERSON
MPD	05-11-2000	060-016	4801 SARGENT RD, NE	MISSING PERSON
MPD	05-19-2000	064-121	4801 SARGENT RD, NE	MISSING PERSON
MPD	06-20-2000	080-235	4801 SARGENT RD, NE	MISSING PERSON
MPD	06-26-2000	083-323	4801 SARGENT RD, NE	MISSING PERSON
MPD	12-16-1999	702-233	4801 SARGENT RD, NE	MISSING PERSON
MPD	12-18-1999	703-661	4801 SARGENT RD, NE	KIDNAPPPING

METROPOLITAN POLICE DEPARTMENT
INFORMATION TECHNOLOGY

Calls For Service Report
Covering Period
December 15, 1999 thru Present Date

AG_ID	DATE	CCN#	ADDRESS	EVENT
MPD	02-21-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM
MPD	02-22-2000	No Report	4801 SARGENT RD, NE	SICKMO
MPD	02-24-2000	No Report	4801 SARGARENT ROAD, NE	MISSING PERSON
MPD	02-28-2000	No Report	4801 SARGENT RD, NE	DISORDERLY
MPD	03-09-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-15-2000	No Report	4801 SARGENT RD, NE	DISORDERLY
MPD	03-23-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-24-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	03-26-2000	No Report	4801 SARGENT RD, NE	UNCONSCIOUS PERSON
MPD	03-27-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-03-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM
MPD	04-11-2000	No Report	4801 SARGENT RD, NE	OTHER
MPD	04-11-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-13-2000	No Report	4801 SARGENT RD, NE	ADDITIONAL INFORMATION



METROPOLITAN POLICE DEPARTMENT
INFORMATION TECHNOLOGY

Calls For Service Report
Covering Period
December 15, 1999 thru Present Date

AG_ID	DATE	CCN#	ADDRESS	EVENT
TRU	04-13-2000	No Report	4801 SARGENT RD, NE	ADDITIONAL INFORMATION
MPD	04-13-2000	No Report	4801 SARGENT RD, NE	NOTIFY
MPD	04-15-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-20-2000	No Report	4801 SARGENT RD, NE	ASSAULT / SIMPLE
MPD	04-23-2000	No Report	4801 SARGENT RD, NE	ADDITIONAL INFORMATION
MPD	04-26-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	04-27-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	05-07-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	05-19-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM
MPD	05-19-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	06-05-2000	No Report	4801 SARGENT RD, NE	BUSINESS / ALARM
MPD	06-08-2000	No Report	4801 SARGENT RD, NE	MISSING PERSON
MPD	07-02-2000	No Report	4801 SARGENT RD, NE	OTHER

Total of 70 records selected.

METROPOLITAN POLICE DEPARTMENT
COMPUTER ASSISTED DISPATCHING SYSTEM
RADIO RUNS BY ADDRESS..... 4801 SARGENT RD NE
PROGRAM CREATED BY LORENZO 07:39:03 Jun 08 2000
FROM 05/01/99 THROUGH 12/14/99

DATE....	TIME....	ADDRESS.....	NATURE.....	REPORT....	R	PRI.	UNIT	COUNT
05/05/99	23:24:11	4801 SARGENT RD NE	SEEC-SEE COMPLAINT	99-0243056	N	5011		1
05/06/99	08:19:43	4801 SARGENT RD NE	BALM-BUSINESS/ALARM	99-0243299	N	5021		1
05/08/99	12:30:21	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0248365	Y	5011		1
05/09/99	23:30:38	4801 SARGENT RD NE	BUAL-BURGLAR ALARM	99-0251807	N	5011		1
05/10/99	19:07:18	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0252692	Y	5031		1
05/10/99	19:51:52	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0253596	Y	5011		1
05/11/99	18:21:57	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0255612	Y	5011		1
05/11/99	21:39:39	4801 SARGENT RD NE	OTHR-OTHER	99-0256131	N	5012		1
05/12/99	01:33:48	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0256415	N	5011		1
05/15/99	11:20:59	4801 SARGENT RD NE	AGAS-AGGRAVATED ASSAULT	99-0263723	Y	5011		1
05/16/99	15:57:10	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0266307	Y	5051		1
05/17/99	12:20:55	4801 SARGENT RD NE	DEPR-DESTROY PROPERTY	99-0267988	N	5011		1
05/19/99	15:36:13	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0272594	Y	5012		1
05/19/99	17:48:19	4801 SARGENT RD NE	BUAL-BURGLAR ALARM	99-0272752	N	5011		1
05/21/99	16:48:03	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0277252	N	5011		1
05/21/99	18:18:17	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0277327	Y	5011		1
05/21/99	20:44:35	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0277631	Y	5011		1
05/24/99	12:45:57	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0283429	N	5012		1
05/26/99	14:51:54	4801 SARGENT RD NE	BWRT-BENCH WARRANT	99-0288131	N	5011		1
05/26/99	19:09:49	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0288494	N	55555		1
05/26/99	21:26:29	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0288995	Y	5011		1
05/27/99	15:34:03	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0290476	N	5012		1
05/28/99	15:18:38	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0292596	N	5012		1
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05/31/99	21:21:46	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0299810	N	5011		1
06/01/99	16:59:38	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0301320	Y	5011		1
06/01/99	20:15:13	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0301905	N	5011		1
06/01/99	21:30:21	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0301935	N	5011		1
06/01/99	21:30:00	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0302004	Y	B1245		1
06/02/99	17:09:31	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0303576	N	5011		1
06/02/99	18:47:14	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0303830	Y	5011		1
06/09/99	11:01:58	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0318098	Y	5041		1
06/10/99	22:28:02	4801 SARGENT RD NE	DEPR-DESTROY PROPERTY	99-0321653	N	5011		1
06/17/99	08:07:34	4801 SARGENT RD NE	ASSP-ASSAULT / SIMPLE	99-0335108	N	5011		1
06/17/99	09:22:28	4801 SARGENT RD NE	DEPR-DESTROY PROPERTY	99-0335271	N	5011		1
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06/23/99	14:30:13	4801 SARGENT RD NE	DISO-DISORDERLY CONDUCT	99-0348113	N	5503		1
06/23/99	14:32:14	4801 SARGENT RD NE	DISO-DISORDERLY CONDUCT	99-0348123	N	55555		1
06/23/99	22:43:09	4801 SARGENT RD NE	JUCO-JUVENILE COMPLAINT	99-0349176	N	5011		1
06/24/99	11:40:41	4801 SARGENT RD NE	DISO-DISORDERLY CONDUCT	99-0350168	N	5011		1
06/28/99	19:19:31	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0360326	Y	CR5019		1
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07/12	01:09:12	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0386604	Y	5011		1
07/12	03:00:20	4801 SARGENT RD NE	ITT-INVESTIGATE THE TROUBLE	99-0388863	N	5011		1

PAGE: 1

METROPOLITAN POLICE DEPARTMENT
COMPUTER ASSISTED DISPATCHING SYSTEM
RADIO RUNS BY ADDRESS..... 4801 SARGENT RD NE
PROGRAM CREATED BY LORENZO 07:39:03 Jun 08 2000
FROM 05/01/99 THROUGH 12/14/99

DATE....	TIME....	ADDRESS.....	NATURE.....	REPORT....	R	PRI	UNIT	COUNT
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08/07/99	10:26:52	4801 SARGENT RD NE	BALM-BUSINESS/ALARM	99-0443759	N	5011		1
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08/12/99	19:44:31	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0454680	Y	5011		1
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08/16/99	18:49:00	4801 SARGENT RD NE	DEPR-DESTROY PROPERTY	99-0462520	N	55555		1
08/16/99	21:05:51	4801 SARGENT RD NE	SEEC-SEE COMPLAINT	99-0462943	N	5012		1
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08/18/99	21:06:09	4801 SARGENT RD NE	OTHR-OTHER	99-0466631	N	5011		1
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				99-0495151				
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09/1 9	22:11:26	4801 SARGENT RD NE	MPCI SSING PERSON CRITICAL	99-0529231	Y	5011		1
09/2 9	12:12:26	4801 SARGENT RD NE	AINF DITIONAL INFORMATION	99-0540512	N	5012		1
[illegible]	[illegible]	[illegible] SARGENT RD NE	MPCR SSING PERSON CRITICAL	99-0542712	N	5032		1

METROPOLITAN POLICE DEPARTMENT
COMPUTER ASSISTED DISPATCHING SYSTEM
RADIO RUNS BY ADDRESS..... 4801 SARGENT RD NE
PROGRAM CREATED BY LORENZO 07:39:03 Jun 08 2000
FROM 05/01/99 THROUGH 12/14/99

DATE....	TIME....	ADDRESS.....	NATURE.....	REPORT....	R	PRI	UNIT	COUNT
09/24/99	12:44:35	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0542815	Y	5032		1
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10/23/99	10:42:20	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0601575	Y	5011		1
10/25/99	17:12:16	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0605334	N	55555		1
10/25/99	18:33:46	4801 SARGENT RD NE	OTHR-OTHER	99-0605656	N	5011		1
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10/29/99	17:00:44	4801 SARGENT RD NE	JUCO-JUVENILE COMPLAINT	99-0613811	N	5022		1
11/01/99	09:05:23	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0618921	Y	5011		1
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11/05/99	11:11:07	4801 SARGENT RD NE	SIMO-SICK MO	99-0626816	N	5021		1
11/06/99	09:14:40	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0632745	Y	5032		1
11/09/99	08:11:46	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0634508	N	5011		1
11/09/99	16:17:38	4801 SARGENT RD NE	DISO-DISORDERLY CONDUCT	99-0635316	N	5F01		1
11/13/99	01:43:32	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0642132	Y	5011		1
11/14/99	19:13:56	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0645610	N	5011		1
11/15/99	16:40:58	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0646875	Y	5011		1
11/15/99	23:21:30	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION		N	5011		1
11/16/99	07:34:26	4801 SARGENT RD NE	BALM-BUSINESS/ALARM	99-0647864	N	5012		1
11/16/99	21:24:29	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0649218	Y	5011		1
11/17/99	12:27:59	4801 SARGENT RD NE	AINF-ADDITIONAL INFORMATION	99-0650195	N	5011		1
11/18/99	19:52:50	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0652718	N	5B01		1
11/19/99	17:41:18	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0654453	Y	5011		1
11/19/99	22:19:52	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0655571	N	5011		1
11/20/99	00:23:15	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0655112	Y	5011		1
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11/21/99	14:07:31	4801 SARGENT RD NE	ASSP-ASSAULT / SIMPLE	99-0658303	N	5011		1
11/21/99	13:50:00	4801 SARGENT RD NE	ASSP-ASSAULT / SIMPLE	99-0658312	Y	B2041		1
11/21/99	15:38:17	4801 SARGENT RD NE	MPCR-MISSING PERSON CRITICAL	99-0658493	Y	5011		1
11/21/99	20:13:00	4801 SARGENT RD NE	MP-MISSING PERSON NON CRITICAL	99-0658980	N	5011		1
11/23/99	15:30:00	4801 SARGENT RD NE	ASSS-ASSIST	99-0662012	N	5011		1
11/28/99	20:41:20	4801 SARGENT RD NE	BALM-BUSINESS/ALARM	99-0671180	N	5B01		1
12/06/99	11:14:08	4801 SARGENT RD NE	JUCO-JUVENILE COMPLAINT	99-0685494	N	5011		1
12/08/99	19:25:49	4801 SARGENT RD NE	IIT-INVESTIGATE THE TROUBLE	99-0689843	N	5012		1
12/14/99	17:56:15	4801 SARGENT RD NE	ASSS-ASSIST	99-0700616	N	5012		1
		**********						-----
		4801 SARGENT RD NE						135
								=====
TOTAL								135

135 records listed

M

Southeast Citizens for Smart Development

Listing of known social and/or community service organizations located near the proposed Boys Town U.S.A. site, Pennsylvania Avenue @ Fourteenth Street SE, as of August, 2000.

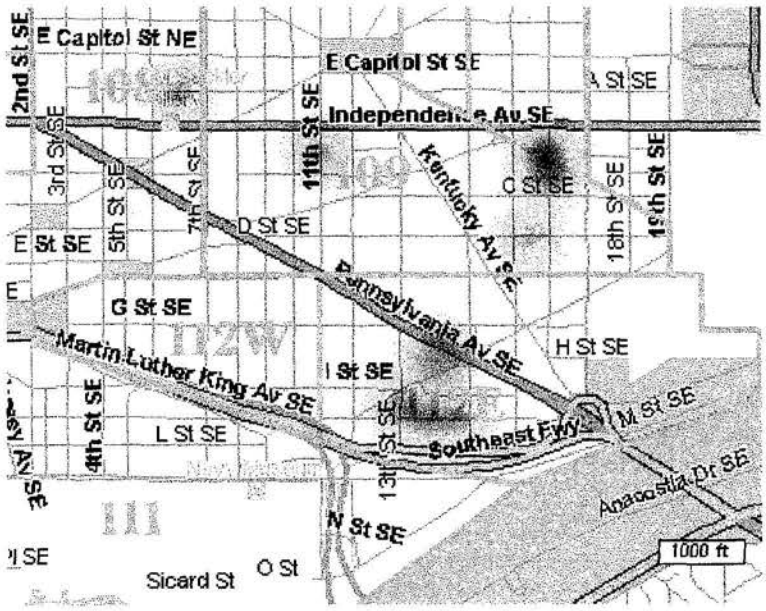
741 8th Street, SE	Sasha Bruce,
901-903 14th Street, SE	Group house for mentally Ill
1322 "G" Street, SE	Social Service
1326 thru 1332 "G" Street, SE	Social Service
1338 "G" Street, SE	Capitol Hill Group Ministry
1613-1615 "H" Street, SE	Community Connections
14?? Ives Place, SE	Community Connections
1100 "K" Street, SE	Social Service
921 Pennsylvania Ave., SE	Community Action Group
1237 Pennsylvania Ave., SE	Fudora House
1238 Pennsylvania Ave., SE	"Our Place"
1239-41 Pennsylvania Ave., SE	Fudora House
1301 Pennsylvania Ave., SE	Social Service (owner/operator unknown)
1306 Pennsylvania Ave., SE	Social Service (owner/operator unknown)
1433 Pennsylvania Ave., SE	Daily care for feeble and elderly (proposed)

1451 Pennsylvania Ave, SE
1437 Potomac Ave, SE
1518 Potomac Ave, SE
812 Kentucky Ave, SE

N

Sex Offenders
Currently Residing in the Community

This list was transcribed from the official sex offender registry log maintained at the police station on 4th & E, Southeast. It is a complete list of all the entries for the specified areas. Noteworthy is the fact that of the 7 offenses cited below, 5 were committed against people who were less than 18 years of age. I have drawn a map to depicting the proximity of the offender's residences to the proposed Boys Town facility in PSA 112. Red indicates an offender's residence, and green indicates Boys Town. PSA 111 was not included in this survey, as the Southwest Freeway provides a natural barrier that limits access to the area in question, even though PSA 111 is physically adjoining PSA 112. PSA 111 houses two additional sex offenders.



- - - - - registered sex offenders - - - - -

PSA 112

offender: Donta Wilson residence: 700 block of 13th street, SE
offense: Attempted lewd, indecent or obscene acts against a minor (person under 18).
date of conviction: 5/11/00

offender: William Thornton residence: 1300 block of K street, SE
offense: Attempted second degree child sexual abuse against a person under 16 years of age.
date of conviction: 4/30/99

PSA 109

offender: Robert A Perry residence: 200 block of 11th street, SE
offense: Rape.
date of conviction: 3/15/71

offender: Robert Dino Perry residence: 200 block of 16th street, SE
offense: Second degree child sexual abuse against a person under 16 years of age.
date of conviction: 3/26/99

offender: Fred Lindsey residence: 1500 block of D street, SE
offense: Lewd, indecent or obscene acts against a minor (person under 18).
date of conviction: 9/5/95

offender: Salerno Brown residence: 200 block of 16th street, SE
offense: Assault with intent to commit rape.
date of conviction: 10/24/83

PSA 108

offender: Patrick Thompson residence: 600 block of A street, SE
offense: Third degree sexual abuse against a minor (person under 18).
date of conviction: 8/4/94

- - - - - end of list - - - - -

This document was prepared by Eric Hall, on June 18th, 2001. It is intended for the use by Southeast Citizen's for Smart Development relating to Girls and Boys Town, USA. Please not that harassment of the individuals listed is illegal.

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BY MAGGIE HALL

Can You DIG It?

Nibbling the Bones of the Original Eastern Market

Lucky us!
We Capitol Hill residents are going to have a new and very special tourist attraction to keep us amused this summer. And we get to be the eager sightseers. Any day now the deep and dirty secrets of the original Eastern Market will begin to be revealed.

Soon to begin is the third phase of the archeological excavation of the grassy waste expanse to the south of the Freeway, which is bordered by 5th and 7th Streets, L Street and Virginia Avenue.

Until 18 months ago, this site was taken up by one of the buildings of the Arthur Capper public housing project—and then it was sold to the Marines, who plan to construct sorely needed new bachelor quarters once the land is cleared.

But first, military rules demand that a basic archeological survey be done. So before the high-rise apartment building was flattened, trenches were dug for what was expected to be a perfunctory examination.

No one had any thoughts of the task being anything but routine in nature. Nobody harbored fantasies of finding long-hidden steps to the past.

So it was a true, screaming alert that went up when "interesting looking stuff" was uncovered. DC's Historic Preservation Division hastened to the southeast wasteland. One look at what the workmen's picks and shovels had hit and it was clear to the department's archeologist, Nancy Kassner, that something very special was just waiting to be brought back to life.

The archeological project was immediately put into the hands of Dr. Bill Gardner, who recently retired, after 33 years, as Professor of Anthropology at Catholic University. Gardner is the founder of Thunderbird—a firm that made archeological headlines in 1970 when they excavated a 12,000 year-old Native-American settlement near Front Royal.

Gardner and his team conducted an assessment of the treasures the Capper Project has been sitting on. The preliminary findings were uncovered after four, 10' by 8' "windows" were carved into the ground. The glimpse they provided into the secret history of this neglected section of our community was more than enough to designate the site as a number one, must do, excavation.

Then, nothing.

In the months that followed, a tangled bureaucratic maze had to be worked through. Convoluted federal, DC and military regulations combined to make the erection of the Marine quarters—and the dig—a lengthy, red tape process. The site was covered-up and grassed over, awaiting the final word from all the involved agencies.

Now, at last, the archeologists will have their day—actually, their several months. The clues they expect to uncover will allow them to reconstruct the daily life of the market, which sold its first fruit and veggies in 1806, and its last in 1879.

And we will be able to watch the drama as it unfolds, for the first thing that will happen is not a discovery—but a construction. An observation deck will be erected so all the curious from the neighborhood—and who knows from what other exotic places—can follow the excitement.

What is expected to emerge from the excavation? Hopes are high that the result will be a detailed and colorful portrait of what the original Eastern Market looked like; how the inside of the market was set up; what products were sold and where.

Thanks to archeological phases I and II, completed well over a year ago, we already know that the market was brick-built and was divided into "stalls" by granite walls. Photographs taken during the initial phases provide dramatic teasers as to what illuminating evidence of an earlier Capitol Hill culture lies below the ragweed and scruffy turf.

The already discovered remains lie at various levels, from three to eleven feet below the present surface. When work gets underway it will proceed in typical dig style. First the bulldozers will come in to clear the topsoil. Then the manual work with picks and shovels will take over. Very quickly, as the treasure-sensitive level is reached, those tools will give way to trowels and then, finally, brushes—for the delicately tedious job of unearthing the precious crumbs.

But just as important as the uncovering of artifacts will be the collecting of samples from the soil.

Lead archeologist, Dr. Gardner, points out: "We just don't know what artifacts we're going to find, but the soil analyses will be vital. All these years later we'll be able to tell, thanks to minute traces of pollen, blood, seeds, and skin, what was sold and where. The specialists handling the soil analysis will be able to extract an awful lot of information from the samples...we should be able to reconstruct what exactly was happening in the market."

From a multitude of spots, dirt, earth, and waste will be carefully scooped-up and bagged—in good old Ziplocs—for analysis. Archeologists will collect varying amounts, from spoonfuls to spade fulls, according to what hints, tips and pointers they think the selected flecks, dabs and patches of chosen soil samples might hold.

Labeling will be pivotal to the outcome. Precise information, in excruciating detail, regarding the exact

Left to right: Sign marking future home of USMC Bachelor Enlisted Quarters; Working shots of the Dig

location each sample was taken from will be necessary. For example, something on the lines of: third stall in second row; NE corner; three feet from east wall, one foot from north wall; six foot depth.

This information, it is hoped, will allow Dr. Linda Scott Cummings, 1,500 miles away in Golden, Colorado, to pass word back that two centuries ago a grocer served his customers flour, pickles, sugar, whatever, from barrels or containers that stood in the top right-hand corner of his store.

Or that this was the site of the fishmonger, selling crabs, mullet, perch, sea bass and river trout, fresh from the Chesapeake Bay and the Potomac. And that oysters were piled high in baskets at the entrance to his stall.

Written records have already been unearthed of the names of the traders and which spaces they occupied, but not what they traded in. It's now only a short but technically fraught and expert step to finding the missing links.

Dr. Scott Cummings' company,



Paleo Research Institute, is the leader when it comes to archeological DNA. She and her team of anthropologists, along with a geologist and a biologist, will, via all the high-tech bells and whistles of their scientific trade, be able to determine what was on sale in the market—from dried figs to cabbages, squawking chickens to hogs' heads, wine to bread, and any non-food sellers like cobblers and iron mongers—and exactly whereabouts.

Scott Cummings is excited at the thought of the stimulating challenge coming her way from Capitol Hill. "I'm really looking forward to helping unravel the historic secrets of the first Eastern Market," she says.

Indeed, there's more reason than you might think for her excitement. Most of those involved believe our Eastern Market will be the first "original" farmer's market to be investigated archeologically on the Eastern Seaboard.

Nancy Kassner hesitates, minutely, "We think this is a first." But whether it is or it isn't, she says, "There's going to be some exciting stuff discovered. We're eager to get into this site. We've found the foot-

print—now we're going back to uncover the whole body."

The public shares her eagerness to get cracking. Kassner says: "I bump into people all the time who want to know what we've found. I explain there's been a lot of hoops to go through but that the results will be well worth waiting for."

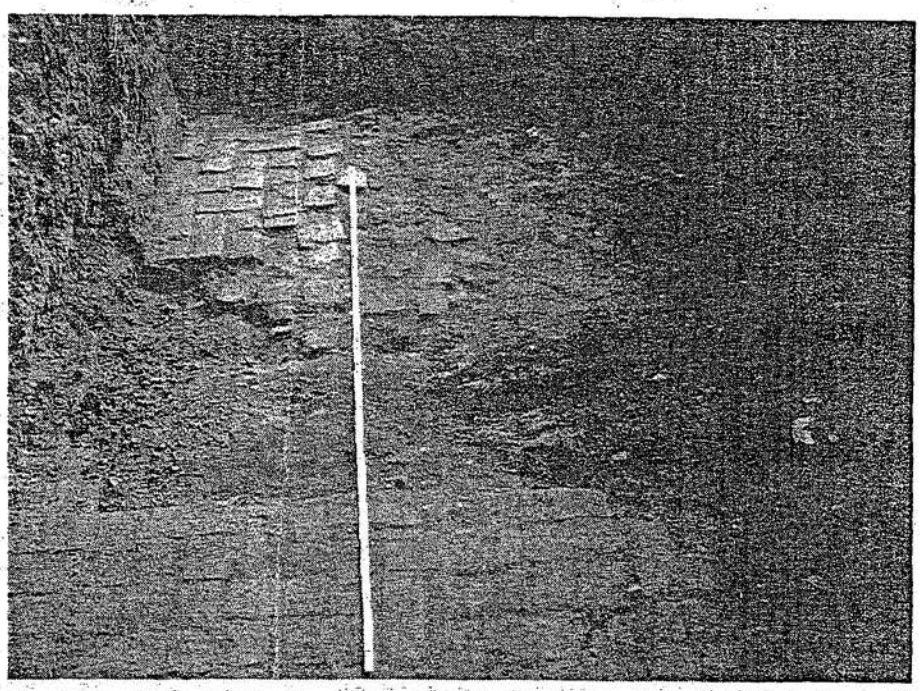
(For those of you who have thoughts of getting close-up and personal by offering your services on the dig, don't get your hopes up. It's doubtful that volunteers will be recruited to help with the painstaking work—liability insurance for accidents is just too pricey.)

Kassner expresses one regret with the first round of excavation; a house that everyone had high expectations of uncovering, was gone. Nothing remains of the "gentlemen's residence," owned—according to the records—by one Notley Maddox. Nor have the bones of any lesser dwellings been uncovered.

"There wasn't a trace of it, or any other houses," says Ms. Kassner. "It was a big disappointment. There were no signs where we thought they would be. Probably all the signs have been disturbed and destroyed by later construction."

But the loss of the private homes is undoubtedly going to be compensated for by the Market's "dig" bounty.

Gardner is chomping at the bit to get started—and is certain that he's latched onto a first: "This is pretty exciting," he enthuses. "Nobody has ever had a chance to look at such an early 'main street' market in the eastern Atlantic region before. We checked with Boston, Providence, Philadelphia, Charleston and other cities—but nobody has found evidence like we've got here."

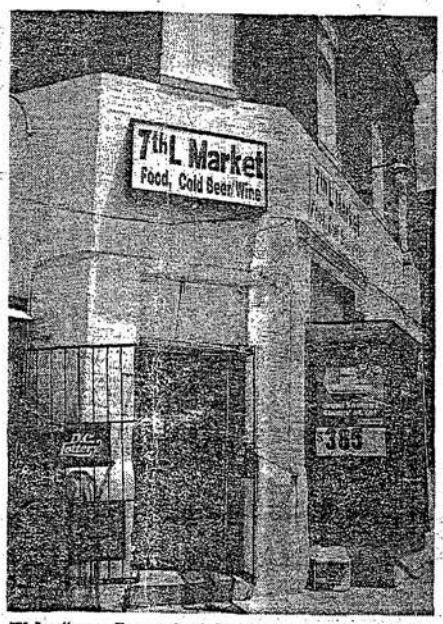


The Marine Barracks Dig discovers a brick floor 4-feet down

"We're talking about a first urban development. A bulk of the earliest of DC's history could lie here. It's not Knossos," he laughs, referring to the famous 3,000 BC Minoan civilization site of Crete, Greece. "But to DC it's just as important and relevant."

Jim Omans, head of Natural Resources Section of HQ Marine Corps—who kept a keen eye on the mandated archeological survey work before the demolition wrecking-ball got to work—couldn't agree more. His excitement is heightened by the fact that when he ordered the survey trenches dug he didn't, for one second, anticipate reaping anything of historic or cultural value.

"We genuinely didn't expect to hit anything," he recalls. "But we did—big-time. It was a cool discovery, especially as we found it only as part of a very routine survey of the building site...I have to be honest, Eastern



This "new" market looks onto the site of the Old Eastern Market.

Market meant nothing to me. It was the name of a Metro stop, and that was it. But not any more."

The first Eastern Market, he continues, "was the beginning, the hub, the apex of shopping, for the middle and working class, of the city. I have this image of it as the seed of Giant and Home Depot rolled into one. In cultural terms, to hit a market archeologically is so very exciting and fascinating. It's going to tell us so much about what daily life in DC, 200 years ago, was like."

Maggie Hall wrote about the Old Naval Hospital in the May issue of the Voice of the Hill

At the End of the Day...

When the dust clears, the old Eastern Market site will become home to 332 single Marines. Construction of the 3-story quarters, a garage with room for 273 cars, and a separate facility for band rehearsal space is due to begin next April and should be completed by June 2003.

The price tag for the development, which will take pressure off the historic barracks on 8th Street, SE, and end the unsatisfactory business of young, enlisted Marines having to pay high rent for off-base accommodation, is predicted to come in at $36 million.

Of benefit to the Capitol Hill community is the Marine's plan to incorporate a sports round, complete with floodlights and bleachers, into the complex. It will be open to the public—though the Marines will have dibs, using it for their own sporting activities and some exercise regimes.

As for the young men and women in uniform who will find welcome "digs" in the new annex: they will always be reminded that they're sleeping atop history. It's expected that a small exhibit of photos, taken during the up-coming excavation excitement, will be a permanent reminder of what went before.

The rest of the photos and artifacts will be given new and very exposed life as a high-profile feature of the new City Museum, due to open in March of next year.

The City Museum—a fancier name is being worked on—will be housed downtown, in the Carnegie Library at Mount Vernon Square. The entire library space, previously used and occupied by UDC, will be given over to exhibits.

The plan is to display portions and samples of the uncovered ruins and artifacts. Anything that is found of the foundations, walls, floors, windows, shelving, and doors will go into the collection, alongside any fragments of pots, containers, barrels, tools and textiles. A model of the market, based on all the findings of this summer's dig, will also go on show. A photo-gallery, tracking each stage of the excavation and its graphic unraveling of the fascinating Eastern Market enigma, will be another big draw.

"This project is going to attract a lot of attention," says city archeologist Nancy Kassner. "It's going to be wonderful to have the new museum in which to display the findings."

The "New" Eastern Market Circa 1900

BY PAUL KELSEY

Remarkably, the Eastern Market of today retains the same architectural and social qualities it had when the building was completed nearly 130 years ago, in 1873. It replaced a more temporary market structure on the same



site that had been built in 1802, as part of Pierre L'Enfant's desire to sprinkle markets throughout the city for the convenience of both residents and sellers.

This vintage photograph shows produce vendors located outside the market in mobile, temporary stalls. Those inside the market rented their space from the city on a more permanent basis.

Eastern Market was designed by architect Adolph Cluss, a German immigrant who had come to Washington in about 1850. Interestingly, he spent his early years here translating and promoting the work of his old friend, Karl Marx.

Cluss, who came into the architecture profession through his new friend, notorious City Commissioner Alexander "Boss" Shepherd, obtained countless municipal commissions throughout the city during the late 1860s and into the 1870s. Shepherd developed and Cluss designed "Shepherd Row" along Farragut Square, in which they both lived.

Their friendship diminished, however, when Cluss testified against Shepherd at his Congressional corruption trial, comparing him to infamously corrupt "Boss" Tweed of New York City. Although Shepherd was never linked to any actual crimes, he spent the remainder of his life in isolation in Mexico.

Paul Kelsey Williams is the proprietor of Kelsey & Associates, Inc., "The House History People," an architectural research and preservation firm based in the District since 1995. Williams has also recently wrote a book on Dupont Circle for Arcadia Press.

RECEIVED 6/29/01 DW

Southeast Citizens for Smart Development

June 29, 2001

Mr. Denzil Noble, Acting Interim Director
Business Licensing Regulatory Administration
Department of Consumer & Regulatory Affairs
941 North Capitol Street, NE, Room 2000
Washington, DC 20002

Dear Mr. Noble:

On behalf of the Southeast Citizens For Smart Development, I am transmitting to you our report entitled "Comments To Pending Environmental Assessment and Impact Analysis", which your office is currently in the process of preparing.

We wanted to express our concerns to you at this time before your office made a decision regarding whether or not an Environmental Impact Statement will need to be completed before the planned development by Father Flanagan's Boys Town, of Omaha, Nebraska, of the site located at 14th Street, Pennsylvania Avenue & Potomac Avenues, SE.

Please do not hesitate to contact me at (202) 547-7131, or Will Hill, Chair, should you have any questions with regards to the enclosed Comments and Request For Relief.

We look forward to hearing from you.

Sincerely,

Ellen Opper-Weiner
Vice Chair

cc: David A. Clark, Acting Director, DCRA
Theresa Lewis, Deputy Director For Operations, DCRA
Eric Price, Deputy Mayor For Planning & Economic Development
Andrew Altman, Director, Office of Planning
Honorable Sharon Ambrose
Honorable Harold Brazil

Will Hill, Chair
701 14th St., SE
Washington, DC 20003
202 544-3785 * (Email) willonthehill@starpower.net

Southeast Citizens for Smart Development, Inc.

July 11, 2001

Mr. Denzil Noble, Acting Interim Director
Business Licensing Regulatory Administration
Department of Consumer & Regulatory Affairs
941 North Capitol Street, NE, Room 2000
Washington, DC 20002

Dear Mr. Noble:

I am in receipt of your letter dated July 5, 2001, and we appreciate your prompt reply.

We have several questions with regard to DCRA's process in the matter of Father Flanagan's Boys Town's application for building permits to construct four (4) houses, and the additional plan to erect a Short Stay Facility and Administrative Building on the 14th Street, Pennsylvania Avenue & Potomac Avenue, SE site, as follows:

1. Will your office provide a copy of our "Comments To Pending Environmental Assessment and Impact Analysis", ("Comments"), which we submitted to your office on June 29, 2001, to the other agencies which must approve Boys Town's plans, such as Public Space, WASA, Environmental Policy, Stormwater Management and Erosion Control, etc. as a part of this process? If you are, when will you provide the Comments to each agency? If not, please advise us as to your reasons for not doing so.

2. Will your office provide a copy of our "Comments" to the Department of Health (Environmental Regulation Administration), WASA, the Department of Public Works' Division of Transportation and Solid Waste Management Administration for review? If you are, when will you provide these comments to each agency? If not, please advise us as to your reasons for not doing so.

Please provide us with a copy of the application for and the actual raze permits which your office issued for 1347 and 1349 Pennsylvania Avenue, SE in July 2000. Also, please provide us with copies of the reports prepared by the Vector Control and Public Space branches of the Department of Public Works, WASA, Department of Health, the Historic Preservation Review Board, Bell Atlantic, Washington Gas, PEPCO, and the Plumbing and Construction Inspection branches of DCRA's Building and Land Regulation Administration, for Boys Town's proposed project at this site.

Will Hill, Chair
701 14th St., SE
Washington, DC 20003
*202 544-3785 * (Email) willonthehill@starpower.net*

We expect to submit the signed petitions requesting a public hearing on this matter within one (1) week. In addition, we would like to schedule a meeting with you and your staff to discuss the process Boys Town will be required to follow in order to obtain building permits to proceed with its proposed project at 14th Street, Pennsylvania Avenue & Potomac Avenues, SE, before these permits are issued.

Please do not hesitate to contact me at (202) 547-7131, or to call Will Hill, Chair, should you have any questions with regards to these requests.

We look forward to hearing from you soon in order to schedule a meeting and to receive your answers to our inquiries.

Sincerely,

Ellen Opper-Weiner
Vice Chair

cc: David A. Clark, Acting Director, DCRA
Theresa Lewis, Deputy Director For Operations, DCRA
Will Hill, Chair, SCSD

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

Building and Land Regulation Administration
Office of the Administrator

July 16, 2001

Ellen Opper-Weiner
Vice Chair
Southeast Citizens for Smart Development, Inc.
701 14th Street SE
Washington DC 20003

Dear Ms. Opper-Weiner:

I am in receipt of your letter dated July 11, 2001.

In response to your request, the Department of Consumer and Regulatory Affairs (DCRA) will notify the appropriate agencies that your organization's report, "Comments To Pending Environmental Assessment and Impact Analysis", is available for their review.

Copies of the raze permits and clearance letters for 1347 and 1349 Pennsylvania Avenue SE are available for pick up from Candy Hall at the Building and Land Regulation Administration, 941 North Capitol Street NE, Suite 2000.

With regard to your request for a meeting, please call Jo-Ann Spenser at 442-8937 to schedule a meeting with Theresa Lewis, DCRA's Deputy Director for Operations.

You may call me at 442-4455 if you have further questions.

Sincerely,

Denzil Noble
Deputy Administrator

cc: Theresa Lewis
Will Hill

Southeast Citizens for Smart Development, Inc.

July 23, 2001

DELIVERED BY HAND

Mr. Denzil Noble, Acting Interim Director
Business Licensing Regulatory Administration
Department of Consumer & Regulatory Affairs
941 North Capitol Street, NE, Room 2000
Washington, DC 20002

Dear Mr. Noble:

On behalf the Southeast Citizens For Smart Development, Inc., I hereby transmit copies of the signed petitions requesting a public hearing to review any potential or actual environmental impact Father Flanagan's proposed development at 14th Street, Potomac Avenue, & Pennsylvania, Avenue, SE, will have on the neighborhood, pursuant to § 6-983(b) of the DC Code.

These signed petitions should be inserted into our previously submitted document, dated June 29, 2001, entitled "Comments To Pending Environmental Assessment and Impact Analysis", as Exhibit C.

We look forward to meeting with you and your staff to discuss the process Boys Town will be required to follow in order to obtain building permits before it can proceed with its proposed project at 14th Street, Pennsylvania Avenue & Potomac Avenues, SE, and before any building permits are issued. We also look forward to receiving answers to our previous inquiries.

Please do not hesitate to contact me at (202) 547-7131, or to call Will Hill, Chair, should you have any questions with regard to these requests.

Sincerely,

Ellen Opper-Weiner
Vice Chair

cc: David A. Clark, Acting Director, DCRA
Theresa Lewis, Deputy Director For Operations, DCRA
Eric Price, Deputy Mayor For Planning & Economic Development
Andrew Altman, Director, Office of Planning
Honorable Sharon Ambrose
Honorable Harold Brazil

Will Hill, Chair
701 14th St., SE
Washington, DC 20003
202 544-3785 * (Email) willonthehill@starpower.net

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Health
Environmental Health Administration

RECEIVED
JUL - 2 2001
BUILDING AND LAND
REGULATION ADMINISTRATION, OA

Office of Enforcement, Compliance & Environmental Justice

MEMORANDUM

TO: Denzil Noble
Acting Administrator
Building and Land Regulation Administration
Department of Consumer and Regulatory Affairs
Attn: Marquette Sanders

THROUGH: Doreen E. Thompson
Chief, Office of Enforcement, Compliance
& Environmental Justice

FROM: Ibrahim Bullo
DOH Environmental Review Coordinator

DATE: July 2, 2001

SUBJECT: Environmental Assessment: Boys and Girls Town
1308-14 Potomac Avenue, SE

Attached for your consideration is an environmental assessment of the subject project. The Department of Health has reviewed the Environmental Impact Screening Form (EISF) and related documents for this project, with regard to our areas of concern as specified in the attached document. In summary, we find no apparent significant adverse impact or likelihood of substantial negative impact on the environment as a result of the proposed project. Therefore, the Department of Health does not recommend preparation of an Environmental Impact Statement (EIS) for this project.

Please contact Ibrahim Bullo, DOH Environmental Review Coordinator, at 535-2506 should you have any questions about this assessment.

Attachment

Copy via e-mail w/o EISF Part 2:
David A. Clark, Acting Director, DCRA
Theodore J. Gordon, Chief Operating Officer, DOH
Attn: Karen Holliday

ENVIRONMENTAL ASSESSMENT
for
Boys and Girls Town
1308-14 Potomac Avenue, SE

June 2001

DEPARTMENT OF HEALTH
Ivan C.A. Walks, M.D., Director
Theodore J. Gordon, Chief Operating Officer
ENVIRONMENTAL HEALTH ADMINISTRATION

Compiled by:
The Office of Enforcement, Compliance
& Environmental Justice

Doreen E. Thompson, Chief
Ibrahim Bullo,
Environmental Review Coordinator

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LIST OF ACRONYMS

AQD	Air Quality Division
BGS	Below ground surface
BTEX	Benzene toluene ethyl and xylene
BZA	Board of Zoning Adjustment
CFS	Cubic feet per second
DOH	District of Columbia Department of Health
DPW	Department of Public Works
EHA	Environmental Health Administration
EIS	Environmental Impact Statement
EISF	Environmental Impact Screening Form
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRMS	National Flood Insurance Rate Maps, published by FEMA
HWD	Hazardous Waste Division
LUST	Leaking underground storage tank
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
OECEJ	Office of Enforcement, Compliance & Environmental Justice
NOx	Nitrogen oxides
VOCs	Volatile organic compounds
PPM	Parts per million
RCP	Reinforced Concrete Pipe
SCS	Soil Conservation Service
TPH	Total petroleum hydrocarbons
TSD	Toxic Substance Division
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank
USTD	Underground Storage Tank Division
WASA	Water and Sewer Authority
WPD	Watershed Protection Division
WQD	Water Quality Division

LIST OF MATERIALS REVIEWED IN RELATION TO THE PROJECT

A. Materials Provided by Applicant:

EISF Application and the following documents:

1. Existing Conditions Plan.
2. Phase 1& 2 Site Development Plan.
3. Property Location Map.

B. Materials Provided by the Community:

The Department of Health has received no expressions of concern from the community, regarding this proposed project.

C. In-House Reference Materials:

1. Water Quality Division

a. DC Ground Water Resources Studies (series of four reports).
b. The District of Columbia Wetland Conservation Plan, August 1997, The Department of Consumer and Regulatory Affairs (DCRA).
c. EISF dated May 11, 2001.
d. Johnston, P.M., 1964. Geology and Ground-Water Resources of Washington, D.C. and Vicinity. U.S. Geological Survey (USGS), Water Supply Paper 1776. Reston, Virginia.
e. Other Pertinent, in-house information compiled by staff.
f. (USGS), 1965. Topographic Map Washington West Quadrangle 7.5 Minute Series. Photo Revised 1983.

2. Watershed Protection Division

a. DC Storm Water Management Guidebook.
b. DC Erosion and Sediment Control Standards and Specifications.
c. DC DPW/WASA General Sewerage Map.
d. DC WASA Sewer and Water Counter Maps.
e. DC Soil Survey (USDA-SCS).
f. FEMA National Flood Insurance Rate Maps.
g. Site visit.

3. Fisheries and Wildlife Division

a. District of Columbia List of Endangered and Threatened Species.
b. U.S. Fish and Wildlife Service List of Threatened and Endangered Species.
c. Section 6 Guideline for Threatened and Endangered Species Act published by the U.S. Fish and Wildlife Service.

4. Air Quality Division

National Ambient Air Quality Standards.

5. **Underground Storage Tank Division**
   a. EPA UST database-UST Access.
   b. DC LUST database.
   c. Case files specific for the address.
   d. UST Regulations 20DCMR, Chapter 55-70, October 1, 1999.

6. **Toxic Substances Division**
   As no toxic substances were identified, no in-house reference materials were reviewed.

7. **Hazardous Waste Division**
   As no hazardous wastes were identified, no in-house reference materials were reviewed.

8. **Criminal Justice**

   a. 1990 Census Tract Data.
   b. D.C. Office of Planning State Data Center Data.
   c. Site visit.

I. INTRODUCTION AND PURPOSE

A. INTRODUCTION

The proposed project site is located at 1308-1314 Potomac Avenue, SE. The site, which is approximately 2.1 acres, will be developed in two phases. This EISF is completed for Phase I of the project. Phase II will consist of a childcare facility and an administration building.

Phase I of the project deals with the construction of four (4) Youth Residential Care Homes. The two-story homes, 5,829 square feet each, will house 6 children for a period of 12-18 months. All four homes are identical, designed to be a typical residential home with living room, kitchen, dining room and bedrooms. Each home will have residential parents that will reside on the premises and provide paternal guidance to the children. The parents will have their own two-bedroom apartment within the Group Home. Each home is designed with a front and rear yards, with a 3ft high iron fence along the sidewalk. Parking for two cars will be provided for each home.

B. PURPOSE FOR THE PROPOSED ACTION

The purpose of the project is to create four (4) residential youth care homes.

II. ENVIRONMENTAL POLICY ACT DIRECTIVES APPLICABLE TO DOH

As to this specific project, the Department of Health serves as an advisory agency to the Department of Consumer and Regulatory Affairs (DCRA), the lead agency on this project, in the process of determining whether an environmental impact statement is required. Section 7201.2 of Title 20, D.C. Municipal Regulations requires that proposed projects are to be assessed in a number of areas for their impact on the environment. The following areas, listed in the regulations, fall within the mandate of the Environmental Health Administration within DOH. They are whether:

1. The action might have a significant adverse effect on a rare or endangered species of animal or plant, or the habitat of the species (§7201.2 (a);
2. The action might violate published national or local standards relating to hazardous waste (§7201.2 (b);
3. The action might significantly deplete or degrade ground water resources (§7201.2 (c);
4. The action might significantly interfere with ground water recharge (§7201.2 (d);
5. The action might cause significant flooding, erosion or sedimentation (§7201.2 (f);
6. The action might significantly diminish habitat for fish, wildlife or plants (§7201.2 (h);
7. The action might create a potential public health hazard or would involve

the use, production or disposal of materials that pose a hazard to people, animal or plant populations in the area (§7201.2 (i);

8. The action might violate any ambient air quality standard, contribute significantly to an existing or projected air quality violation, or expose sensitive receptors to significant pollutant concentrations (§7201.2 (j); and
9. The action might cause significant adverse change in existing surface water quality or quantity (§7201.2 (l).

III. DOH/EHA DIVISIONS INVOLVED IN REVIEWING THIS PROJECT

The divisions within DOH's Environmental Health Administration that are responsible for reviewing this project are as follows:

Area Reviewed	**DOH/EHA Division/Office**
Water quality	Water Quality Division
Sedimentation & storm water management., watershed protection	Watershed Protection Division
Vegetation and wildlife	Fisheries and Wildlife Division
Air quality	Air Quality Division
Underground storage tanks/leaking underground storage tanks	Underground Storage Tank Division
Toxic substances	Toxic Substances Division
Hazardous wastes	Hazardous Waste Division

Specific reports from each of the aforementioned divisions are presented in Section VI of this Report.

IV. LIST OF NEEDED PERMITS AND APPROVALS REQUIRING DOH INVOLVEMENT

The construction and operation of the various components associated with the proposed project would require permits and approvals from DOH/EHA divisions. Table 1.0 provides a list of the environmental related permit and approval requirements for the proposed action:

Table 1.0
List of Permits and Approvals
Associated with DOH/EHA

Action	Permit/Approval Requirement	Approving Agency	Permitting Agency
Stormwater Management	Construction Permit	DOH/EHA	DCRA
Erosion and Sediment Control	Construction Permit	DOH/EHA	DCRA
Site Characterization Report & Corrective Action Plan for Soil and Groundwater Remediation	Approval	DOH/EHA	DCRA

V. PUBLIC INVOLVEMENT/CONCERNS WITH DOH AREAS OF REVIEW

The EHA has received expressions of concern from the community relating to the proposed project. However, none of the comments related to EHA's specific areas of concern as to this project. The community, however, expressed concern regarding work at the applicant's Sargent Road project and water run-off corrections at that site. This concern has been transmitted to the Watershed Program. These comments will be made part of this Report.

VI. ENVIRONMENTAL SETTING AND CONSEQUENCES

A. WATER QUALITY

1. Environmental Setting

Geologically, the site is located in the Atlantic Coastal Plain physiographic province. A substantial quantity of ground water occurs within the surficial and deeper aquifers of this

province. According to the EISF (2001), soil borings for the project (Part II.12) indicate that the depth to the water table is approximately 24 feet below ground surface at the site. In addition, based on the EISF (Part II.14 and 15), the relevant topographic map for the site (USGS, 1965), Johnston (1964), and the D.C. Wetland Conservation Plan (DCRA, 1997), there are no lakes, ponds, springs or wetlands within 100 feet of the project site.

2. Environmental Consequences

Section 7201.1 (c), (d) and (l) of the Environmental Policy Act implementing regulations provides that a project should be assessed to determine whether:

(c) The action might significantly deplete or degrade ground water resources;
(d) The action might significantly interfere with groundwater recharge;
(l) The action might cause significant adverse change in the existing surface water quality or quantity.

Ground Water

The following addresses Section 7201.1(c) and (d) of the Environmental Policy Act regulations.

It is noted on the EISF (Part III.2) that the average and maximum depths of excavation will be respectively three and 14 feet. Since the project will require no ground water removal (Part III.24), and the water table (approximately 24 feet below ground surface) (Part II.12) is below the sub-basement of the proposed project, minimal impact is anticipated on ground water flow in the area.

The responses to Part III.36 and 37 of the EISF indicate that no contaminants will be stored, used, and generated at the site. Also, no fill or solid wastes have been disposed of at the site or will be disturbed by the construction of pipelines for the development of the property. As a result, minimal impact is anticipated to ground water quality.

According to the EISF (Part II.1.b), seventy percent of the existing surface of the proposed project area is impervious (EISF, 2001). A comparison of site plans showing pre- and post development impervious surfaces at the site (EISF, 2001) suggests that this value will not be significantly changed by the project. In addition, Part III.2 indicates that the proposed project will not interfere with ground water recharge. Therefore, development at the site is expected to have a minimal to small impact on ground water recharge in the area.

Surface Water

The following addresses Section (l) of the Environmental Policy Act regulations.

The project site is more than 1,000 feet away from the nearest hydraulically downgradient natural surface water body (USGS, 1965). The EISF (2001) also states that the development will not affect the surface area of existing water bodies (Part III.32). Consequently, minimal impact is expected to surface water flow.

The responses to Part III.36 and 37 of the EISF indicate that contaminants will not be stored, used, and generated at the site, and the project will not adversely affect existing surface water quality (Part III.34). As a result, minimal impact is anticipated to surface water quality.

In view of the above, the Water Quality Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment with regards to Sections 7201.1 (c),(d) and (l) of the Environmental Policy Act. Therefore, preparation of an environmental impact statement is not recommended for the areas of concern to the Water Quality Division.

B. SEDIMENTATION AND STORM WATER MANAGEMENT/ WATERSHED PROTECTION

1. Environmental Setting

The proposed project site is located at 1308-1314 Potomac Avenue, S.E., and 1347 -1349 Pennsylvania Avenue, S.E., on lots 132-137, Square # 1045. The site, which is approximately 2.1 acres, will be developed in two phases. Approximately 70% of the entire site is covered with impervious asphalt, while the remaining 30% is grass. The topography is generally flat, ranging from 1.4% to 2.3%. Presently, the runoff from the site is untreated. Most of the runoff is collected by an asphalt swale running from west to east at the northern portion of the property. The runoff is then directed to a grate inlet located at the northeastern corner of the property. The inlet then conveys the runoff to a catch basin before it is discharged into a 12-inch combined sewer. Runoff from the southern portion of the property drains towards Potomac Avenue, S.E. Phase I of the proposed development will involve the construction of four-three story houses with a driveway connection to an existing alleyway off Potomac Avenue, S.E. The total area to be disturbed will be 1.29 acres. Approximately 49,000 cubic yards of material will be excavated. The current permit application is for Phase I only. Phase II, to be constructed at a later date, will consist of the construction of a child care facility and an administration building. Both buildings will be constructed under a separate permit. The project is not located in the 100-year floodplain as defined by FEMA's National Flood Insurance Rate Maps (FIRMS) for the District of Columbia.

2. Environmental Consequences

Section 7201.1(f) of the Environmental Policy Act implementing regulations provides that a project should be assessed to determine whether:

The action might cause significant flooding, erosion or sedimentation

Preliminary erosion and sediment control and storm water management plans for phase I were submitted to our office on 01/22/01 for review. Final plans addressing all our comments were submitted on 06/22/01 for our review. An analysis of the hydrologic computations shows the 2-year existing and post development peak flows to be 2.31 cfs and 6.26 cfs respectively, an increase of 3.95 cfs. The 15-year existing and post development peak flows are 3.41 cfs and 9.26 cfs respectively, an increase of 5.85 cfs. A review of the submitted plans shows that both the quantity and quality of the excess runoff generated as a result of the proposed new development will be treated using a combination of two parallel oversized detention pipes and a sand filter water quality structure. Of the total runoff volume of approximately 2600 cu ft, 1884 cu ft will be processed directly by the filter. The excess 716 cu ft will be conveyed through the filter to two-54-inch reinforced concrete pipes (RCPs) for temporary storage before it is discharged through controlled orifice flow to an existing 12-inch combined sewer system running along Potomac Avenue, S.E. Because the storm water drain pipe from each proposed building crosses the boundary of the adjacent lot, the developer is working with the Office of the Corporation Counsel and DCRA to establish "Cross Property Drainage Easements" in order to comply with the District's plumbing codes (a copy of the draft document is attached).

The design plans also show proposed erosion and sediment control measures that will be installed and monitored for compliance with District regulations. Based on our review of the final project plans, which we consider to be approvable, and site visits and materials submitted as part of the construction permit application, we do not anticipate any significant adverse impact or the likelihood of substantial negative impact to the environment as a result of the proposed project.

In view of the above, the Watershed Protection Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment as a result of the proposed project. Therefore, preparation of an environmental impact statement is not recommended for the Watershed Protection Division's areas of concern (namely erosion/sediment control, floodplain and storm water management).

C. VEGETATION AND WILDLIFE

1. Environmental Setting

The project site is located at 1308-14 Potomac Avenue, SE, Washington, D.C. The site is in an urban setting with mixed residential and commercial buildings.

2. Environmental Consequences

Sections 7201.1 (h) of the Environmental Policy Act's implementing regulations provide that a project should be assessed to determine whether:

(h) The action might significantly diminish habitat for fish, wildlife or plants.

As stated above, the proposed project is in an urban setting. There are no known endangered species at the site, and, given the urban nature of the site, there is limited habitat for fish, wildlife or plants.

After review of the plans for the above project, and based on a site visit, communication with The Republic Properties Corporation and other in-house documents, the Fisheries and Wildlife Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment as a result of the proposed project. Therefore, the necessity to prepare an environmental impact statement is not recommended for the areas of concern to the Fisheries and Wildlife Division.

D. AIR QUALITY

The EISF was reviewed for air quality issues in accordance with the D.C. Environmental Policy Act and regulations, Section 7201.2(k).

1. Environmental Setting

The proposed project is located at 1308-14 Potomac Avenue, SE. The proposed work involves the construction of two story homes in a four row residential apartment complex. This project work contains residential premises designed to house less than fifty (50) families. The parking facilities (garage, surface lots, etc) have a capacity of less than fifty (50) vehicles.

The project site is located within the National Capital Interstate Air Quality Control Region, which includes the Washington, DC metropolitan area. The region currently meets the National Ambient Air Quality Standards (NAAQS) for all criteria air pollutants with the exception of ozone (EPA 1999). The EPA has designated the region as a "serious non-attainment area" for ozone. Until recently, EPA had also designated the region as a "non-attainment area" for carbon monoxide (CO) however, EPA redesignated the region as an "attainment area" for CO because the region has not violated the NAAQS for CO since 1988.

Air quality in the Washington, DC metropolitan area has exceeded the federal health standard for ozone in 19 of the last 20 years. The highest levels of ozone generally occur during the summer (May to late October) when the increased temperature and sunlight intensity enhances the formation of ozone. In the Washington, DC area, 28 percent of the volatile organic compounds (VOCs) that form ozone come from mobile sources. About one-third of this "mobile source" pollution is attributed to commuting traffic and the rest comes from the trips throughout the day, such as business travel or truck deliveries. Large industrial facilities such as power plants and factories cause only a small portion (about three percent) of the VOC emissions in the Washington, DC region. The remaining portion of VOCs are emitted from a multitude of small sources, including printers, service stations, construction contractors, paints and cleaning solvents.

2. Environmental Consequences

The Environmental Policy Act implementing regulations sets out as a potential significant impact, the impact on air quality. Specifically, section 7201.2 (k) of the regulations provides that a project should be assessed to determine whether:

> The action might violate any ambient air quality standard, contribute significantly to an existing or projected air quality violation, or expose sensitive receptors to significant pollutant concentrations.

The EISF application Part III.10, 11, 12 and 13 and Part III.16 set out a series of questions to which an applicant must respond which are designed to elicit information regarding potential air quality impacts. Based on an applicant's responses to these questions, the applicant may be required to submit an air quality analysis of emissions (in pounds or tons of pollutants per day) of Carbon Monoxide (CO), volatile organic compounds (VOCs), and nitrogen oxides (NOX) resulting from the operating of mobile sources associated with the proposed project. Applicants submitting an air quality analysis are required to use the most current version of the EPA "Mobile emissions factor model in deriving the emissions estimates. Applicants are also required to provide an analysis of the impact from mobile sources on CO concentrations (in parts per million) in the vicinity of the proposed project. This analysis, at a minimum, must be conducted in accordance with the procedures identified in the EPA guidance document entitled, Guidelines for Air Quality Maintenance Planning and analysis Volume 9: Evaluating Indirect sources (Publication No. EPA-450/4-74-10), using an approved air quality dispersion model and must include a comparison of the resulting air quality with both the one (1) hour average and eight (8) hour average National Ambient Air Quality Standards (NAAQS) for CO. Therefore, after reviewing the Environmental Impact Screening Form (EISF), the Air Quality Division concluded that the project would not cause deterioration of the ambient air quality or create objectionable odors.

It is noted on the EISF (Part III.10) that the proposed project will not house fifty (50) or more families. Part III.11 states that the proposed project will not consist of shopping and/or office and/or commercial facilities having 50,000 or more square feet of gross floor space. Part III.12 states that the proposed project will not have the capacity to accommodate more than 400 persons at one time. Response to Part III.13 indicates that the proposed project will reuse the existing parking facility which has a capacity of 50 or more vehicles. Applicant's response to the EISF Part III.16 states that the proposed project will not result in an emission into the atmosphere of odorous or other air pollutants from any source, in any quantity and of any characteristic and duration which is, or is likely to be, injurious to the public health or welfare, or which interferes with the reasonable enjoyment of life and property. After reviewing the Environmental Impact screening Form (EISF), the Air Quality Division concludes that the project would not cause deterioration of the ambient air quality or create objectionable odors.

In view of the above, the Air Quality Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment with regards to Section 7201.2 (k) of the Environmental Policy Act. Therefore, preparation of an environmental impact statement is not recommended for areas of concern to the Air Quality Division.

E. UNDERGROUND STORAGE TANKS/LEAKING UNDERGROUND STORAGE TANKS

1. Environmental Setting

Based on database research by the Underground Storage Tank Division, there is no registered underground storage tank present at the site of the proposed project.

2. Environmental Consequences

Sections 7201.1 (b) and (j) of the Environmental Policy Act implementing regulations provides that a project should be assessed to determine whether:

(b) The action might violate published national or local standards relating to hazardous waste;
(j) The action would create a potential public health hazard or would involve the use, production or disposal of materials that pose a hazard to people, animal or plant populations in the area.

An environmental site assessment/excavation during the construction stages should reveal any unknown or buried tanks and other subsurface conditions. The soil excavated from areas must be screened in the field to determine the soil quality standards. If the sample test results indicate greater than 100 ppm TPH or 10 ppm total BTEX, or is above established disposable criterion for VOC-impacted soil, the soil must be shipped to an approved off-site treatment facility. As a best management practice, a construction plan should also include dust control, migration of contaminants and odor control measures to ensure that off-site migration of contaminants is minimized. Any contaminated groundwater extracted must be treated according to the District's water discharge standards. A pretreatment discharge permit must be obtained from WASA prior to any discharge to any sanitary or combined sewer.

In view of the above, there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment, due to the presence of underground storage tanks at the project site. Therefore, the Underground Storage Tank Division does not recommend preparation of an environmental impact statement for its areas of concern.

F. TOXIC SUBSTANCES

1. Environmental Setting

There are no known toxic substances in use at the site, nor does the project plan indicate any will be used, disturbed or created in concentrations that would constitute a significant adverse impact on the environment.

2. Environmental Consequences

Sections 7201.1 (j) of the Environmental Policy Act implementing regulations provides that a project should be assessed to determine whether:

> (j) The action would create a potential public health hazard or would involve the use, production or disposal of materials that pose a hazard to people, animal or plant populations in the area.

Based upon the plan submitted, there is no indication that adverse environmental impacts would occur in the areas of interest to the Toxic Substance Division for the following reasons:

- No species of plant or animals were identified as threatened or endangered and therefore would not be affected if there were any releases of pesticides during construction of the project;
- There are no reported effects of pesticides to public health and safety originating from this site where pesticides may have been applied according to label directions.
- Pesticide products will not be applied at this site as part of the project according to the information provided.

In view of the above, the Toxic Substance Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment as a result of the proposed project. Therefore, the Division does not recommend that an environmental impact statement be required for this project.

G. HAZARDOUS WASTES

1. Environmental Setting

There are no known hazardous wastes present at the site of the proposed project in concentrations that would represent a significant adverse impact on the environment. Review of the project plan does not indicate the production or disposal of hazardous wastes that would represent a significant adverse environmental impact.

2. Environmental Consequences

Sections 7201.1 (b) and (j) of the Environmental Policy Act implementing regulations provide that a project should be assessed to determine whether:

> (b) The action might violate published national or local standards relating to hazardous wastes.
>
> (j) The action might create a potential public health hazard or would involve the use, production or disposal of materials that pose a hazard to people, animal or plant populations in the area.

There is no indication that the proposed action would violate published national or local standards relating to hazardous wastes, nor will the action create a potential public health hazard or involve the use, production or disposal of materials that pose a hazard to people, animal or plant population in the area.

In view of the above, the Hazardous Waste Division has determined that there is no apparent significant adverse impact or likelihood of substantial negative impact to the environment as a result of the proposed project. Therefore, preparation of an environmental impact statement is not recommended for areas of concern to the Hazardous Waste Division.

H. ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 prohibits intentional discrimination on the grounds of race, color or national origin under any program or activity receiving federal financial assistance. 42 U.S.C. §2000d *et seq.* Environmental justice or environmental equity is based on the concern that segments of society, such as low-income and minority communities, bear a disproportionate share of the harmful effects of governmental decisions to allow the siting of pollution-causing projects in their communities. This disproportionate negative impact directly contravenes the prohibition of Title VI of the Civil Rights Act. In February of 1994, President Clinton signed Executive Order 12898, directing each federal agency to make achieving environmental justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health effects of its programs, policies and activities on minority populations.

The EPA's Office of Environmental Justice defines environmental justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations and policies." As stated above, fair treatment means that no racial or ethnic minority or low-income group of people should bear a disproportionate share of negative environmental consequences resulting from a federal action. Meaningful involvement requires District agencies receiving federal assistance to provide opportunities for community input in the EIS review process, and to ensure that

meetings and notices are accessible to minority and low-income communities potentially affected by a proposed project.

The Department of Health, Environmental Health Administration is mandated to protect human health and the environment and to prevent environmentally related diseases through the promulgation and enforcement of environmental laws and regulations. It administers many of its environmental programs with the assistance of federal funding. Thus, in the interest of environmental equity, it must also examine the potential adverse impacts on the communities in which environmentally hazardous projects are sited, especially those communities that are low-income and/or minority.

The proposed project is located in the 20003 zip code. An examination of 1990 Census Tracts Data for 20003 and D.C. Office of Planning State Data Center information showing income levels, reveals that the per capita income for zip code 20003 is $20,311 compared to the average per capita income for the District of $29,383. The 1990 census data for the 20003 zip code also indicates that the area is populated predominantly by Blacks (58%).

The proposed project consists of building four (4) residential youth care homes. The area of the proposed project is a mixed residential and commercial. There is a charter school directly across the street from the proposed homes. Although the categories of potential environmentally sensitive projects or locally noxious projects are still being developed for the District's Environmental Justice Program, there is no indication that this facility would be inherently hazardous or would otherwise pose a disparate and unjustified health risk to the community in which it will be sited. Thus, based on the EISF presented, the project does not raise an environmental justice concern.

VII. RESPONSE TO COMMUNITY CONCERNS

As mentioned previously in this Report, expressions of concern from the community have been received relative to this specific project. These comments will be made part of this Report.

VIII. DOH RECOMMENDATIONS AND MITIGATION MEASURES

The D.C. Department of Health, a reviewing agency per the Environmental Policy Act and its implementing regulations, recommends to the Department of Consumer and Regulatory Affairs, the lead agency, that the applicant for the Boys and Girls Town not be required to prepare an environmental impact statement. Our recommendation is based on the fact that none of our reviews have identified any significant adverse impact or the likelihood of a substantial negative impact to the environment as a result of the proposed project.

The Department's completion of Part II of the EISF is memorialized in this report. A copy of Part II is available for inspection and review in the Environmental Impact

Review Public Docket Room at 51 N Street, NE, Sixth Floor, Workstation # 6043-B, Washington, D.C. 20002.