ARNOLD & PORTER

Cynthia A. Giordano
Cynthia_Giordano@aporter.com

202.942.5840
202.942.5999 Fax
202.654.7058 Cell

555 Twelfth Street, NW
Washington, DC 20004-1206

June 28, 2002

Jerrily Kress, Director
Office of Zoning
441 4th Street, NW
Washington, DC 20001

Re: Post-Hearing Submissions; Consolidated PUD for the New East Capitol Senior Building, (Z.C. Case No. 02-04C)

Dear Ms. Kress:

At the hearing held on April 25, 2002 on the above-referenced matter, the Zoning Commission requested that the applicant submit a number of additional documents and plans for the record. The applicants, the District of Columbia Housing Authority and A&R/THC LLC, took longer than contemplated to complete this submission because serious consideration was given to several aspects of the proposed design which were of concern to the Commission. Areas of concern included the surface parking lot located behind the building, the loading dock and large truck turnaround area located near the front of the project, and the visual impact of two steep staircases connected to the terrace. As a result, the project has undergone a substantial redesign.

Key changes include the following: (1) all of the surface parking has been brought under the building with the exception of two spaces located along the circular entrance drive and two spaces along the driveway that accesses the parking garage; (2) the number of parking spaces have been reduced slightly from a total of 37 spaces to 30 spaces; (3) the size of the terrace located behind the building has been reduced and the outside staircases have been eliminated; the rear garden is accessed by internal staircases. It will be possible to access the rear garden from any floor from the elevators and hallways; (4) The loading dock area off of Blaine Street has been relocated to the rear of the building and the wide truck turnaround, which services it, has been substantially reduced in size. A tot lot has also been added in this area; (5) the fenestration has been changed with windows added to increase light into the building interiors and to minimize the visual impact of the thru-wall HVAC units; and (6) a structured canopy has been added to the entry so that the path from the drop-off area is better protected from the elements. The redesign has also created attractive two-story spaces in the lobby and

ZONING COMMISSION
District of Columbia
Case 02-04
Exhibit 44

ZONING COMMISSION
District of Columbia
CASE NO.02-04
EXHIBIT NO.44A1
#768911

multi-purpose areas of the project. Overall, we believe that the project is much improved as a result of the Commission's comments and we thank you for your input.

We ask the Commission to accept this late filing (the original submission date was set for May 5th, with responses by the ANC by May 8th and a planned June decision). We hand delivered all of the enclosed plans to the ANC on June 25th and we are hand delivering this cover letter. The ANC will still have more than seven days to respond to it prior to the Commission's July 8th meeting. We are requesting that the Commission take proposed action on this case at its July 8th meeting so that we may expeditiously proceed with working drawings and a building permit submitted over the Commission's August recess.

The following is a list of documents and materials requested by the Zoning Commission and the Applicants' response thereto:

1. Memorandum addressing infeasibility of certain landscaping recommendations made by Urban Forestry Administration: **memo submitted herewith as Attachment A, but no recommendations deemed infeasible**

2. Summary of care management program features and parking demand generated by care management program and building management employees: **Submitted herewith as Attachment B**

3. Traffic study focusing solely on the traffic impact of the proposed senior building and associated programs as opposed to the entire East Capitol PUD: **Submitted herewith as Attachment C**

4. Proposed Zoning Commission Order: **Submitted herewith as Attachment D**

5. A "cut sheet" showing the details of the roll-up door which will provide secured access to the parking garage: **Submitted herewith in Attachment E**

6. Rear and side elevations of proposed building: **Submitted herewith in Attachment F**

7. Elevations showing "thru the wall" HVAC systems: **Submitted herewith in Attachment F**

8. Contextual photographs of PUD site: **Submitted herewith in Attachment F**

9. Photographs of building materials and roof shingle to be used: **Submitted herewith in Attachment F**

10. Full set of landscape plans, including plans showing which existing trees will remain and which will be removed and the location of the fence and other hardscape structures: **Submitted herewith in Attachment F**

11. Section renderings of two (2) outdoor terrace staircases: **Not submitted - these staircases have been deleted**

12. Schedule of planting materials, including caliper size: **Submitted herewith in Attachment F**

13. Renderings of hardscape structures and street furniture: **Submitted herewith in Attachment F**

14. Plan showing the contemplated change in the lot lines located in between the National Park Service's property and the PUD site which will be implemented after the proposed land exchange: **Submitted herewith in Attachment F**

We believe that the aforementioned materials satisfy the Zoning Commission's request. Thank you for your continued assistance in this matter.

Sincerely,

Cynthia A. Giordano

Jamie Z. Goodson

Enclosures

cc: David McGettigan, Office of Planning
John Kirkland, A&R Development
Bernie Tetrault, DC Housing Authority

ATTACHMENT A

THE EDGECOMBE GROUP, INC.
Architecture / Landscape Architecture / Planning / Urban Design
3415 Hamilton Street, Suite 6
Hyattsville, MD. 20782
Tele: 301-864-0042
Fax: 301-864-1131
email: leland@edgecombegroup.com
Web site: www.edgecombegroup.com

May 2, 2002

Mr. David McGettigan
c/o D.C. Office of Planning
801 North Capitol Street, N.W.
Suite 430
Washington, D.C. 20003

RE: New East Capitol - Senior's Building ZC Case 02-04C - Response to D.C. Urban Forestry Division Comments

Dear Mr. McGettigan:

Attached you will find our 11" x 17" Design Development drawings which represents our latest responce to the comments of Mr. Mark Buscano of the D.C. Urban Forestry Divison. While the drawings are still undergoing revisions, we feel that we have responded to Mr. Buscanos comments considerably. We will also meet with Mr. Buscano, in his office, to go over the details of our Landscape Plan and will revise them as required.

Please find our following responses:

Comment 2: **Since the grading plan is still undergoing revisions, we are not quite certain of how many trees will/may be removed; however, the Landscape Plan does show the various trees that may/will be impacted upon as a result of grading and construction within the projects Line of Disturbance (L.O.D.).**

Comment 4: **The Landscape Drawing is to Scale at the 24" x 36" format. We will provide Mr. Buscano with these plans. We are currently showing the corrected scale of the trees reflecting their 10-year projected growth.**

Comment 5: **The Landscape Plan is now coordinated with the Civil Engineers Plan.**

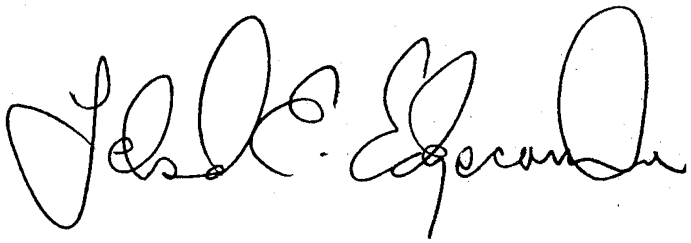
Comment 6: The Landscape Plan currently reflects the quantities of proposed trees and shrubs to be planted. The Plant List reflects the size of the trees and shrubs to be planted.

Comment 7: We have removed the Barberry shrub from our plant species list.

Comment 8: We have removed the Dogwoods from the plant list. We have included three (3) Goldenraintree species.

Comment 9: The tree wrap has been removed. The soil mix is 1/3 topsoil, 1/3 leaf mold, and 1/3 composted manure. The present detail shows the root ball resting on undisturbed earth.

Please contact us if you have any questions.



Sincerely,

LELAND E. EDGECOMBE, ASLA

Principal

NON-RESIDENT PARKING DEMAND SUMMARY

A. Parking Needs of Health Care Service Providers

Background Information: The Senior Building is planned for not less than 150 units. The Senior population is estimated at 165, ten percent as married couples living jointly in one unit. This population will receive coordinated case management and health care management services. The East Capitol View CDC, in partnership with Community Health Initiatives, the property owners, local healthcare providers and community service agencies, will provide these services.

The service model developed by the East Capitol View CDC and CHI prepares an annual social and health needs assessment plan for each senior resident. It addresses the immediate, short-term and long-term needs of each senior citizen. Services provided include: (1.) on-site counseling by a Licensed Health Professionals and a case manager, (2.) transportation to local health clinics and hospitals, (3.) scheduled, on-site visits by doctors, specialist and nurses, (4.) on-site spiritual services by a local volunteer chaplain, (5.) educational group classes on diet, exercise and disease prevention, and (6.) social and recreational activities.

Facilities planned include a general meeting hall and offices for the Case Management staff. The offices include a waiting room, a case manager's office and an examination room to be used by visiting doctors and medical professionals. Permanent staff will include one full-time Licensed Health Professional, two aides/trainees and one volunteer.

Ideal parking requirements should be eight. This would include four permanent parking spaces for the staff and three additional parking spaces for use among the visiting doctors, nurses, chaplain, presenters and supervisory and administrative staff associated with the service provider. A parking space for a van for transportation is also necessary and advisable.

B. Parking Needs of Property Management Service Providers

The ART Management team plan for a total of *four* employees at the East Capitol Senior Building and anticipate that at least *three* will require parking.

ATTACHMENT C

TECHNICAL MEMORANDUM -

NEW EAST CAPITOL SENIOR BUILDING PUD & MAP AMENDMENT, DISTRICT OF COLUMBIA ZONING COMMISSION, WASHINGTON, D.C.

(Case No. 02 – 04C)

Prepared for:

A & R Development Corporation
650 Pennsylvania Avenue, SE, Suite 430
Washington, DC 20003
Cheryl Parker Hamilton, Director

Correspondents:

ARNOLD & PORTER
555 Twelfth Street, NW
Washington, DC 20004
Cynthia A. Giordano, Esquire

Prepared by:

O. R. GEORGE & ASSOCIATES, INC.
Transportation Planning & Engineering Consultants
10210 Greenbelt Road, Suite 310
Greenbelt, Maryland 20706

May 1, 2002

O. R. GEORGE & ASSOCIATES, INC.

Traffic Engineers – Transportation Planners

10210 Greenbelt Road, Suite 310 • Lanham, MD 20706-2218
Tel: (301) 794-7700 • Fax: (301) 794-4400
E-mail: orgassoc@aol.com

TECHNICAL MEMORANDUM

DATE: May 1, 2002

TO: Ms. Cheryl Parker Hamilton, Director
A & R Development Corporation

FROM: Cullen E. Elias/Kamesh K. Mantravadi

RE: New East Capitol Senior Building Consolidated Planned Unit Development and Map Amendment (Case No. 02-04C)

1.0 INTRODUCTION AND BACKGROUND

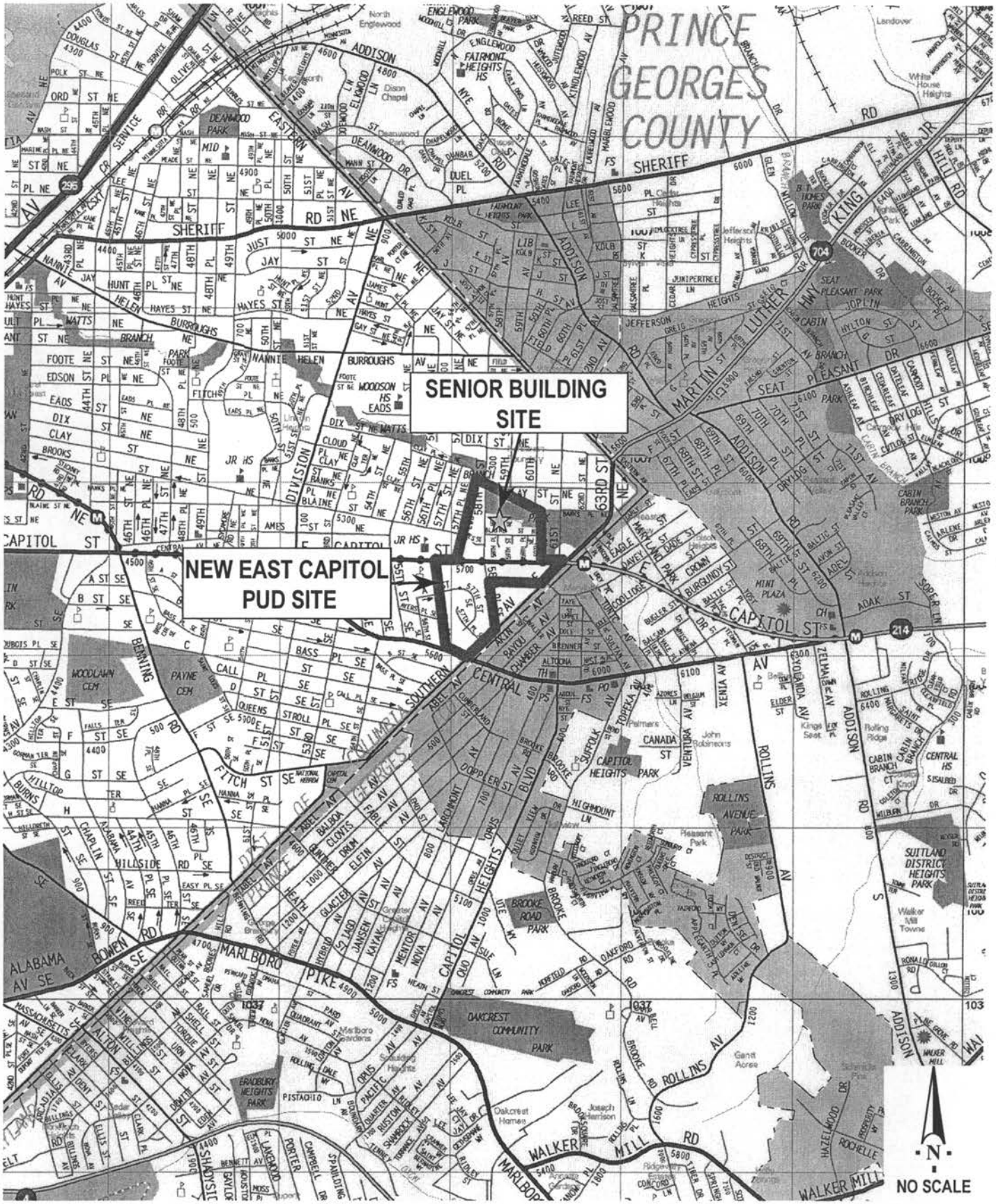
Pursuant to the proceedings and request of the District of Columbia Zoning Commission at it's hearing on March 25, 2002, we have undertaken a transportation impact assessment in support of the referenced application. This assessment includes an evaluation of the projected site trip generation and related impacts, as well as the proposed access, parking and loading provisions.

As background, it is noted that the location of the proposed New East Capitol Senior Building site is a 4.0± acre site situated near the intersection of 58th Street /Blaine Street, in northeast Washington, D.C. This development is the first stage of the larger New East Capitol Planned Unit Development (PUD) application, which was filed on January 30, 2002. The larger PUD encompasses a 39-acre site that straddles East Capitol Street, to the south and west of the proposed development site. This PUD also includes multi-family apartments, townhouses, single-family detached and semi-detached dwellings, as well as a shopping center including a supermarket, retail and office land uses. Exhibit 1 shows the location of proposed development.

A traffic impact study, dated April 12, 2002 was submitted in support of the larger PUD application, which included the subject Senior Building. Per the request of the Zoning Commission, this memorandum presents a separate assessment for the purposes of facilitating the Commission's review of the current phase of the application. The remainder of this memorandum presents relevant data, analyses and the results of the assessment undertaken.

2.0 EXISTING STUDY AREA CONDITIONS

The proposed development site is located within a triangular area, bounded by Blaine Street, NE, to the east, 58th Street, NE, to the west and the Watts Branch to the northeast. This site is situated within the northeast section of the larger New East Capitol PUD area. As noted in the submitted traffic impact study undertaken for the larger PUD, a roadway network consisting of twelve (12) intersections has been evaluated.



O. R. GEORGE &ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

EXHIBIT 1:

SITE LOCATION MAP

New East Capitol Senior Building, Washington, DC

Morning and afternoon peak period traffic turning movement counts were undertaken at these intersections; and the identified peak hour volumes were analyzed to assess the existing capacity and operational situation. The analysis results indicated that all of the study area intersections currently operate at acceptable Levels of Service during both morning and afternoon peak hours. The study area road network and Level-of-Service results are presented in Exhibit 2. The intersection traffic turning movement summaries and capacity analysis results were presented in Appendices B and C, respectively, of the traffic impact study.

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

Accident data was obtained from the District of Columbia Bureau of Traffic Services, to assess the traffic safety situation on the study area road network. The traffic impact study also showed that there are currently no significant safety deficiencies at the study area intersections, warranting further analysis and evaluation.

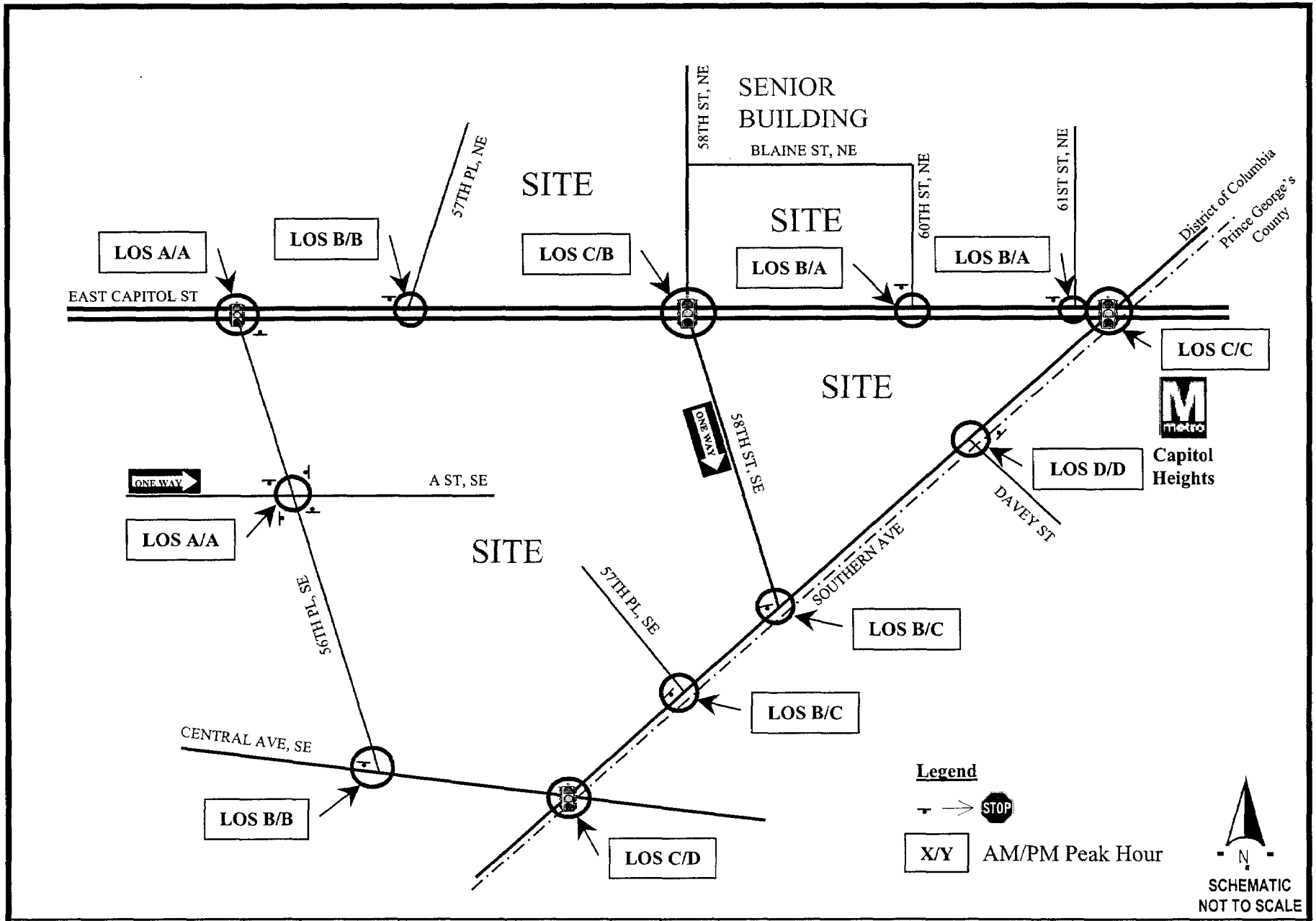
Based on the above, the submitted traffic impact study concluded that the existing roadway network currently operates without any significant operational, capacity and safety deficiencies. The current submission proffers the same assessment.

3.0 TRAFFIC ANALYSIS – NEW EAST CAPITOL SENIOR BUILDING

3.1 Proposed Development Plan

As noted earlier, the proposed Senior Building site is located northeast of the intersection of 58th Street at Blaine Street, NE. The subject property is currently unzoned. Current plans call for the site to be zoned R-5-A; and be developed with a 128,600 square foot facility, providing 150 one-bedroom units for senior residents. Access to the site would be provided off 58th Street, via three (3) entry points. The northernmost entranceway will provide access to a shared loading area serving the residential and maintenance/storage sections of the Senior Building. The southernmost (or main) entranceway will include a drop-off area and two (2) surface parking spaces. The intervening (or middle) entranceway will provide access to twenty-six (26) underground parking spaces, two (2) surface parking spaces and two (2) loading areas.

As noted earlier, the subject development is part of the larger New East Capitol PUD, which will include a mix of other residential uses, as well as the New East Capitol Market comprising a supermarket, and other commercial uses. The New East Capitol Market would be located just south of the proposed Senior Building. The larger PUD development will also incorporate several roadway improvements, including the relocation of Blaine Street to the north of its existing alignment. The Senior Building site plans, showing the location of the proposed facility relative to other PUD uses, as well as the site layout and access situation, were submitted in the subject application package.



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

EXHIBIT 2:
EXISTING LEVELS OF SERVICE
New East Capitol Senior Building, Washington, DC

3.2 Trip Generation

The Department of Public Works Office of Intermodal Planning typically requires that the trip rates recommended by the Institute of Transportation Engineers (ITE) be utilized in developing trip estimates for proposed land use developments. Based on the ITE trip rates, the projected trip generation is as shown in Table 1 following.

TABLE 1

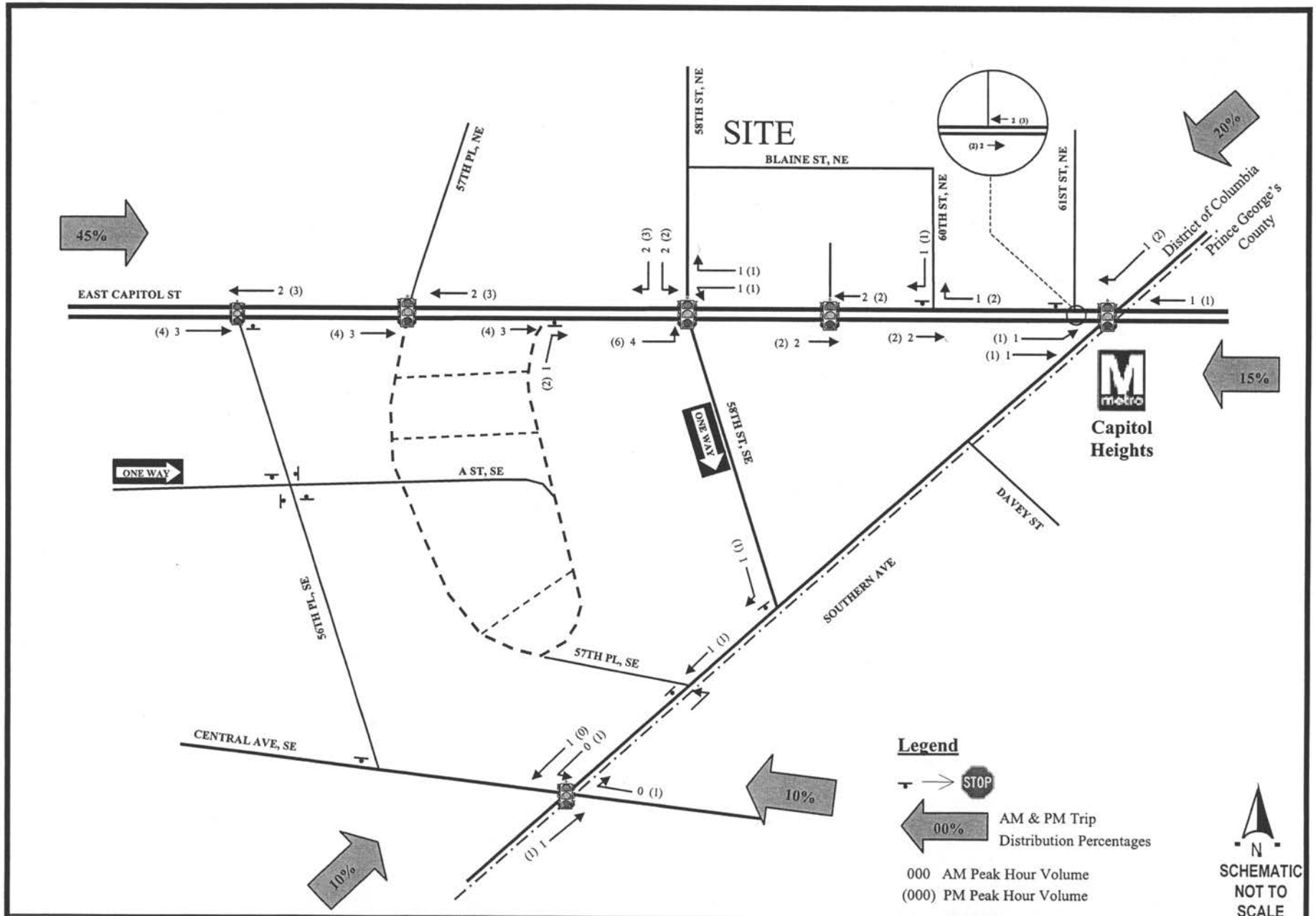
PROJECTED WEEKDAY PEAK HOUR TRIP GENERATION – PROPOSED NEW EAST CAPITOL SENIOR BUILDING

	AM Peak Hour			PM Peak Hour		
Trip Rates	**In**	**Out**	**Total**	**In**	**Out**	**Total**
• Trips/Elderly Housing Unit (Proposed)	0.04	0.03	0.07	0.06	0.04	0.10
Trip Generation						
• 150 Elderly Housing Units (Proposed)	6	5	11	9	6	15
• Capitol View Senior Complex (Existing - 196 Units)	12	1	13	6	1	7

Source: ITE Trip Generation Manual (6th Edition, 1997), District of Columbia Housing Authority and O. R. George & Associates.

Testimony provided by the Applicant at the recent Zoning Commission hearing, indicated that a significant percentage of the proposed Senior Building residents, currently dwell in the Capitol View Senior Apartment complex. The latter development is situated south of the subject site, along East Capitol Street; and is occupied by 198 senior citizens. The larger PUD proposes the replacement of this development with lower density residential uses. Based on these considerations, the vehicular ingress/egress activity records of the facility were obtained from the District of Columbia Housing Authority, and reviewed to determine the peak hour site trip generation. This data is also provided in Table 1 above, to facilitate comparison and review.

The data presented in Table 1 shows that the projected peak hour trip generation for the proposed Senior Building would be quite low. Considering the ITE trip rates and the current vehicular access patterns for the Capitol View Senior housing complex. These trips will be well distributed on the study area road network considered for the larger PUD, as shown in Exhibit 3. Furthermore, a significant proportion of these trips will not be "new" trips, as they are currently accessing the existing Capitol View Senior development.



O. R. GEORGE &ASSOCIATES, INC.

Traffic Engineers - Transportation Planners

EXHIBIT 3:

PROJECTED PEAK HOUR TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

New East Capitol Senior Building, Washington, DC

The traffic study prepared for the larger New East Capitol PUD had developed and evaluated year 2006 traffic forecasts for the proposed land uses, including the Senior Building facility. The analysis results have shown that the study area road network would continue to operate within the City's acceptable Level-of-Service standards, upon build-out of the entire PUD.

Based on the above considerations, the projected impact of the proposed Senior Building would be insignificant, from a transportation prospective. No offsite roadway improvements are therefore considered necessary to support the proposed development.

3.3 Parking and Loading

Current plans call for the proposed development to be provided with thirty (30) parking spaces. Twenty-six (26) of these spaces would be located within a parking lot situated under a section of the Senior Building. This parking lot would be accessed off 58th Street. The remaining four (4) spaces will be distributed evenly between the drop-off area situated to the front of the building, (with access off 58th Street), and the main driveway off 58th Street. Access to the proposed parking off 58th Street would be controlled with the use of a decorative roll-up grate (mall store front style) door. The Applicant plans to use a stainless steel or aluminum grate instead of a solid door to allow for ventilation of the covered parking lot, as well as limit pedestrian access. The adequacy of the proposed parking was determined by undertaking the following:

(a) Review of the City's requirements for residential land uses, as presented in Chapter 21 of the District of Columbia Zoning Regulations (DCMR)–Title 11 (Zoning); and

(b) Review of the vehicular ingress/egress activity records obtained for the adjacent Capitol View Senior development complex.

The DCMR requires the provision of one (1) parking space for every six (6) dwelling units located within a R-5-A zoned district. This computes to the requirement of twenty-five (25) parking spaces for the proposed Senior Building. The vehicular activity records for the Capitol View Senior development indicates the following average vehicular access and parking turnover characteristics:

TABLE 2

VEHICULAR ACCESS AND PARKING TURNOVER PATTERNS – CAPITOL VIEW SENIOR HOUSING DEVELOPMENT

User Category	Average Daily Inbound Vehicles	Average Parking Turnover Time	Dominant Time Period
• Administrative & Professional Staff	17	2 hrs. 15 mins.	6 AM – 5 PM
• Visitors	25	1 hr. 25 mins.	3 PM – 11 PM
• Contractors	12	1 hr. 00 mins.	8 AM – 2 PM
• Courier Services	5	0 hrs. 6 mins.	10 AM – 3 PM

Source: District of Columbia Housing Authority and O. R. George & Associates.

The above data shows that the peak parking demand within the Capitol View Senior development is in the range of twenty-five (25) spaces. The data also indicates the peak parking usage occurs during two mutually exclusive periods, i.e., 10:00 AM – 2:00 PM and 3:00 – 11:00 PM. Based on an extrapolation of the above patterns, and the projected occupancy of 165 residents for the proposed Senior Building it is projected that the peak parking demand for the new facility would be in the range of twenty-one (21) spaces.

Based on the above considerations, it can be concluded that the proposed parking would be adequate. In the unlikely event that additional parking is required, such as during peak visitation periods, this would be accommodated by on-street parking provided along Blaine and 58th Streets.

The Senior Building will be provided with three (3) loading spaces. Two (2) of these spaces will be located adjacent to the underground parking area, and the other will be located at the northern end where its use will be shared by the residential and maintenance sections of the proposed Senior Building. The loading areas would be designed in accordance with the City's standards. It is also projected that deliveries would be scheduled primarily during off-peak daytime and nighttime periods, as well as on weekends. As such, these provisions should be quite adequate; and should not adversely impact the prospective users of the facility, or the adjacent roadway network.

4.0 CONCLUSION

This study has demonstrated that the proposed Senior Building Planned Unit Development and Map Amendment will have no appreciable adverse impacts on the adjacent study area roadway network. The Senior Building is proposed as part of the larger New East Capitol Planned Unit Development, which includes several roadway improvements to enhance access to the various land uses. However, the Senior Building development, in and of itself, would not require such improvements, due to its demonstrated negligible traffic impacts.

The proposed site access, parking and loading provisions would also be adequate, from an operational and safety prospective. It is projected that deliveries to the site by semi-trailer type trucks would be extremely rare. As such, the area proposed on-site to facilitate maneuvers by large vehicles, may be eliminated from the development site plan, without adversely impacting the access needs of the development.

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

CEE/KM

ATTACHMENT D

ZONING COMMISSION ORDER NO.
Case No. 02-04C
(Consolidated PUD – New East Capitol Senior Building)
May , 2002

Pursuant to notice, the Zoning Commission for the District of Columbia held a public hearing on April 25, 2002, to consider an application from the District of Columbia Housing Authority (DCHA) and A & R/THC LLC, for consolidated review and approval of a Planned Unit Development (PUD), pursuant to Chapter 24 of the District of Columbia Municipal Regulations (DCMR), Title 11, Zoning. The public hearing was conducted in accordance with the provisions of 11 DCMR 3022.

FINDINGS OF FACT

1. On January 30, 2002, the District of Columbia Housing Authority (DCHA), together with A & R/THC LLC, a joint venture between A & R Development, Corp. and The Henson Development Company, filed an application for consolidated review and one-step approval of a Planned Unit Development for the property consisting of Lot 57 and Lots 60 through 63 in Square 5273. On February 11, 2002, the Zoning Commission decided to set down the application for a hearing. The senior building development is connected with the proposed redevelopment of the area surrounding the senior building with other residential housing and a commercial center. The remainder of the development, which is known as "New East Capitol," is being considered in a separate two-step PUD application, Zoning Commission Case No. 02-05.

2. A description of the proposed development, including a description of the subject property and notice of the public hearing, were published in the D.C. Register on [_____], 2002, and were mailed to all property owners within 200 feet of the property as well as Advisory Neighborhood Commission (ANC) 7C.

3. Under the PUD process of the Zoning Regulations, the Zoning Commission has the authority to consider this application as a consolidated PUD. The Commission may impose development conditions, guidelines and standards that may exceed or be less than the matter-of-right standards identified for height, floor area ratio (FAR), lot occupancy, or yards and courts. The Zoning Commission may also approve uses that are permitted as special exceptions that would otherwise require approval by the Board of Zoning Adjustment (BZA).

4. The subject property, to be named the "New East Capitol Senior Building" after construction, is located in the Capitol View neighborhood in the eastern corner of the city and has been vacant (except for public streets) since the multi-family public housing buildings formerly on the site were demolished in 2000. The senior building is in Ward 7 and within the boundaries of ANC 7C.

5. The property is bounded by Watts Branch Park to the north and east, Blaine Street to the south, and 58th Street, N.E. to the west. The land area of the site is approximately 153,748 square feet, or 3.85 acres.

6. The subject property is currently unzoned, and the applicant seeks to have the site zoned R-5-A. The R-5-A District permits matter-of-right development of single-family detached and semi-detached dwellings and, with the approval of the BZA, low-density development of general residential uses including row houses, flats, and apartments to a maximum lot occupancy of 40% (60% for churches and schools), a maximum FAR of 0.9, and a maximum height of three stories/forty feet (11 DCMR 2405). The PUD standards for the R-5-A District establish a maximum FAR of 1.0 and a maximum height of 60 feet.

7. The proposed development would be a single apartment building containing between 150 and 156 units, with a gross floor area of approximately 135,900 square feet, a floor area ratio (FAR) of 0.88, and a lot occupancy of 21%. The building will be approximately 40 feet tall when measured from the first floor entry to the mid-point of the roof. Because of the steep grade of the site, the building varies between 3 and 4 stories in height. The indicated height, FAR and lot occupancy are well within the standards of the PUD regulations. Side yards vary in size between 15-105 feet, and rear yards vary between 30-92 feet. Accordingly, the development meets all standards applicable to a PUD in an R-5-A zone and would not require relief from R-5-A zoning standards.

8. The development will provide 30 parking spaces, more than the 26 spaces required to meet the 1:6 spaces-to-dwelling units ratio required for affordable housing for the elderly. Off-street parking is provided both beneath the building and in front of the building in the drop-off area.

9. Upon project completion, the current senior residents of Capitol View Plaza I, an apartment building serving as public housing for the elderly and managed by DCHA, will be relocated to the new senior building.

10. The units will have approximately 565 square feet of finished space, containing one bedroom, a living/dining area, and a bathroom. The exterior building materials will be a combination of brick and EIFS or Hardi-Panel.

11. The senior building is planned as an independent living senior building, but a care management program would provide medical and social services to the senior residents. In connection with the care management program, the senior building will contain a case manager's office and medical examination room for health care professionals to use when examining and consulting with residents on-site. In addition, the proposed senior building contains such amenities as a fitness room, game room, and a library. Meeting rooms will provide space for such activities as religious observances, diet and health instruction, and social and recreational activities.

12. The proposed site plan preserves ample open spaces and numerous existing, mature trees. Outdoor amenities will include a large front porch, a terrace, a garden, and pedestrian paths through a large landscaped site. These amenities add scenic and recreational value to the living environment. The landscaping plan provides for additional plantings, as well as for street trees to provide an attractive streetscape. A six-foot fence to the north and east of the site will protect residents from potential danger from the steep slopes leading to Watts Branch Park.

13. The proposed PUD will be financed primarily with debt through the issuance of tax-exempt bonds. In addition, tax credit equity and funding from DCHA and other District of Columbia and federal agencies will be used. The total development cost for the senior building is $18 million.

14. The traffic impact analysis prepared for the applicant by O.R. George & Associates, Inc., concluded that key intersections near the PUD site currently operate at highly acceptable levels of service during a.m. and p.m. peak periods and will continue to do so after completion and occupancy of the senior building. Average Daily Traffic (ADT) volumes for nearby streets have remained generally stable for many years and can readily accommodate traffic generation from this development; the number of proposed parking spaces is adequate.] The applicant proposes to relocate Blaine Street when construction of the remainder of the New East Capitol project is underway, so as to integrate the street plans for the senior building within the larger New East Capitol development.

15. The applicant met several times with Advisory Neighborhood Commission (ANC) 7C, in which the subject property is located, as well as with adjacent ANC 7E. The final plans were presented at ANC 7C's regular meeting on April 11, 2002. Dr. Mary L. Gaffney, Chairperson of ANC 7C, submitted to the Zoning Commission a letter dated April 15, 2002 stating that ANC 7C had decided to recommend approval of the senior building PUD application. Dr. Gaffney noted that "[t]he Senior Housing plans were well presented and well received. All of our security, safety, designs and site concerns were satisfactorily addressed and the developer has continually communicated with the community and the ANC throughout the development of this project." Dr. Gaffney's letter did not indicate that the decision to recommend approval of the application was made by a majority vote at a properly noticed meeting at which a quorum present, however. Therefore, the Zoning Commission cannot accord the letter the "great weight" to which the recommendations of ANC 7C would otherwise be entitled.

16. The applicant is negotiating a land exchange with the National Park Service (NPS) that would regularize the site boundaries from their present stair-step configuration and would further protect Watts Branch Park.

17. The Commission concludes that the proposed project includes the following public benefits and project amenities:

(a) Housing and affordable housing that will help to meet the overall goals of DCHA, the U.S. Department of Housing and Urban Development (HUD), and the Housing Opportunity Areas policies of the Comprehensive Plan.

(b) Attractive architecture, urban design, landscaping and creation and preservation of open spaces, including preservation of open space along the borders of the site, creation of new landscaped open spaces preservation, and minimization of impacts on adjacent Watts Branch Park and stream.

(c) Site planning and efficient and economical land utilization.

(d) Environmental benefits, including provision of superior water quality and storm water runoff control by means of a sand filter, correction of sanitary sewer infrastructure problems, stabilization of soils, and minimization of curb erosion on the existing site.

(e) Efficient and safe vehicular and pedestrian access, including a comprehensive pedestrian circulation system and safe vehicular access to the building.

(f) Uses of special value to the neighborhood and the District of Columbia as a whole, as a result of the provision of affordable housing for senior citizens.

(g) Social services and facilities, including a care management program, nurse's office, game room, fitness room, library, multi-purpose room, and meeting rooms.

18. The proposed residential development was formulated in full partnership with the residents of Capitol View Plaza I, public housing for senior citizens located on a neighboring site, who will be relocated to the senior building. ANC 7A was fully involved in planning the proposed PUD. In addition, a Steering Committee held quarterly meetings to provide updates and solicit input on the development plans. The East Capitol View Community Development Corporation (ECV-CDC), a non-profit community development corporation, was formed in June of 2000 to assist residents affected by the redevelopment and will continue to serve the New East Capitol community, including residents of the senior building, upon project completion.

19. The District of Columbia Office of Planning (OP) by memorandum dated April 15, 2002, recommended approval of the application. OP noted that the proposed PUD meets the standards of the PUD regulations in 11 DCMR 24, is consistent with the intent and purpose of the Zoning Regulations and Map, is not inconsistent with the Comprehensive Plan, and provides significant public benefits. OP also recommended approval of the proposed zoning map amendment from unzoned to R-5-A. It stated that the architecture of the building is compatible with that of the surrounding area and the overall New East Capitol

project and that the residential density is in keeping with that of the surrounding neighborhood. OP concluded that the proposed project's impact on the surrounding area and on public facilities and services are acceptable commensurate with the public benefits of the PUD.

20. The Metropolitan Police Department (MPD), by memorandum filed March 27, 2002, strongly recommended that the proposed PUD be approved. MPD determined that the PUD would enhance the quality of life in the site area and would require low demand for police presence.

21. The Urban Forestry Administration of the District Division of Transportation (UFA), by memorandum filed April 5, 2002, recommended preservation of several oaks and Austrian pines in good condition, reforestation of the proposed bio-retention pond on the site, and substitution of certain plant species for those proposed in the landscape plan submitted by the applicant.

22. The Zoning Commission finds that the impact of the proposed PUD on the surrounding area and upon the operation of city services and facilities is acceptable given the significance, quantity and quality of public benefits cited in Finding No. 18, above. The Commission also finds that the proposed PUD is not inconsistent with the Comprehensive Plan.

CONCLUSIONS OF LAW

1. The PUD process is an appropriate means of controlling development of the site in a manner consistent with the best interests of the District of Columbia.

2. Pursuant to the Zoning Regulations, the PUD process is designed to encourage high-quality developments that provide public benefits, 11 DCMR 2400.1. The overall goal of the PUD process is to permit flexibility of development and other incentives, provided that the PUD project "offers a commendable number or quality of public benefits, and that it protects and advances the public health, safety, welfare and convenience," 11 DCMR 2400.2.

3. The development of this PUD project carries out the purposes of Chapter 24 of the Zoning Regulations to encourage well-planned developments that will offer a variety of building types with more efficient and attractive overall planning and design not achievable under matter-of-right development.

4. The Zoning Commission has the authority under the Zoning Regulations to consider this application as a consolidated PUD. The Commission may impose development conditions, guidelines, and standards that may be exceed or be less than the matter-of-right standards identified for height, FAR, lot occupancy, or yards or courts. The Zoning Commission may also approve uses that are permitted as special exceptions and would otherwise require approval by the BZA.

5. The approval of this PUD is not inconsistent with the Comprehensive Plan.

6. The proposed PUD meets the minimum area requirements of 11 DCMR 2401.1.

7. The development of this PUD is compatible with city-wide goals, plans and programs and is sensitive to environmental considerations.

8. The proposed PUD can be approved with conditions that ensure that the development will enhance the neighborhood and ensure neighborhood stability.

9. The application is subject to compliance with D.C. Law 2-38, the Human Rights Act of 1997.

10. ANC 7C submitted a letter supporting the senior building project but did not submit a report or testify on this case.

DECISION

In consideration of the Findings of Fact and Conclusions of Law contained in this order, the Zoning Commission for the District of Columbia orders APPROVAL of this application for consolidated review of a planned unit development for Lots 57 and 60-63 in Square 5273. The approval of this PUD is subject to the following guidelines, conditions and standards:

1. The PUD shall be developed in accordance with the plans prepared by the architectural firms of Sorg and Associates Architects, PC and Grimm & Parker Architects; the site and civil plans by the engineering firm of Ben Dyer Associates, Inc.; and the landscape plans by The Edgecombe Group Landscape Architects, marked as Exhibits __, __, __, and __, as modified by the guidelines, conditions, and standards of this order.

2. The subject property shall be zoned R-5-A.

3. The development approved in this PUD shall be a new, 151-unit, four-story apartment building for senior citizens. Rents will be in the affordable range, and the building will be known as the Senior Building (in the New East Capitol community).

4. The total floor area ratio (FAR) of the development shall not exceed 0.90 FAR and the maximum lot occupancy of the development as a whole shall not exceed 20%.

5. The height of the building shall not exceed 50 feet.

construct on and use the subject property in accordance with this order or any amendment thereof.

13. The Office of Zoning shall not release the record of this case to the Zoning Regulations Division of DCRA until the applicant has filed a certified copy of the covenant with the records of the Zoning Commission.

14. The PUD approved by the Zoning Commission shall be valid for a period of two years from the effective date of this order. Within such time, application shall be filed for a building permit as specified in 11 DCMR 2408.8 and 2409.1. Construction shall start within three years of the effective date of this order.

15. Pursuant to D.C. Code § 1-2531 (1991), Section 267 of D.C. Law 2-38, the Human Rights Act of 1977, the applicant is required to comply fully with the provisions of D.C. Law 2-38, as amended, codified at D.C. Code, Title 1, Chapter 25 (1991). Nothing in this order shall be understood to require the Zoning Regulations Division of DCRA to approve permits if the applicant fails to comply with any provision of D.C. Law 2-38, as amended.

Vote of the Zoning Commission taken at its public meeting of _____, 2002, by a vote of _____. This order was adopted by the Zoning Commission at its public meeting of, _____, 2002, by a vote of _____.

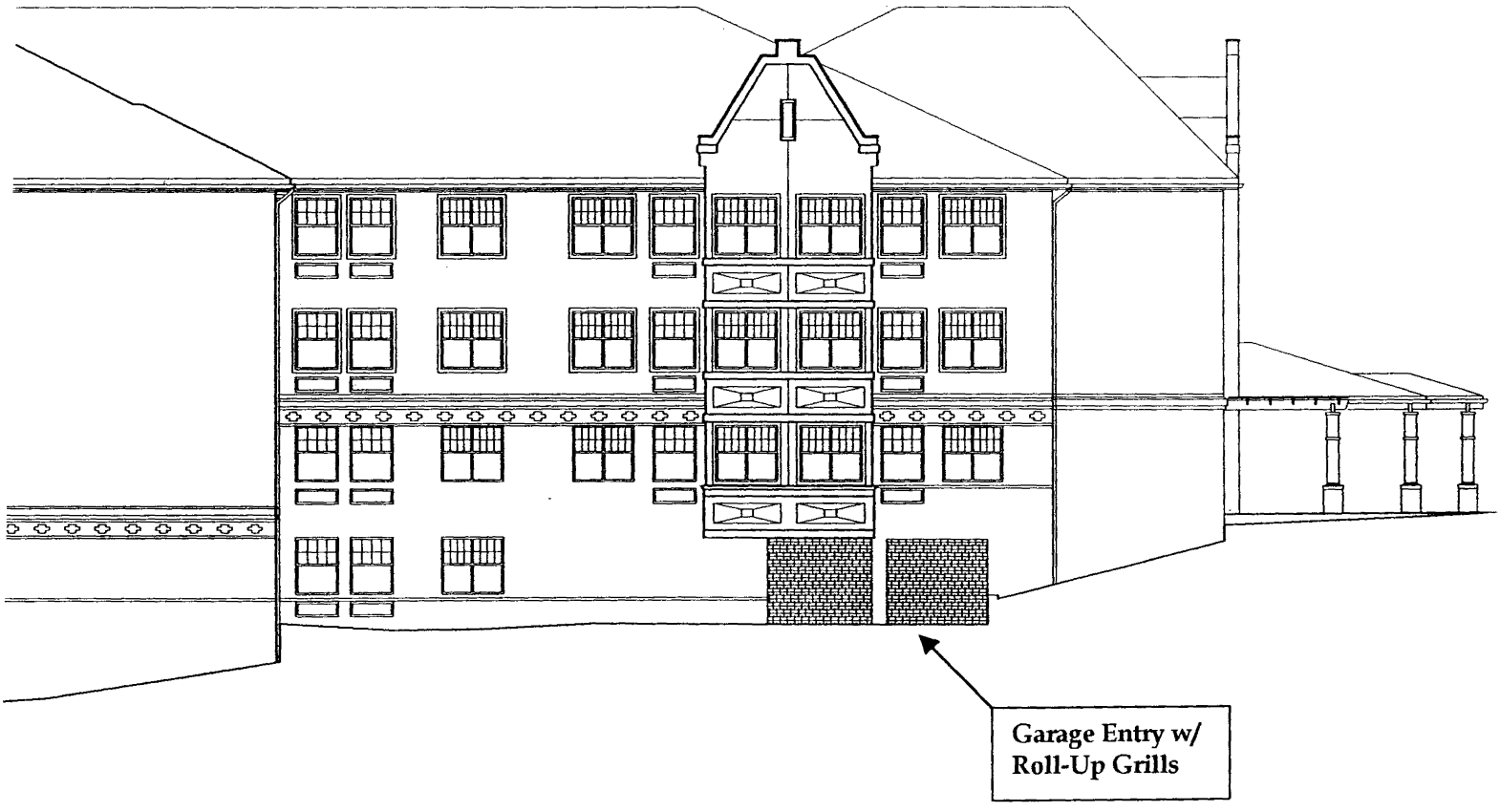
In accordance with the provisions of 11 DCMR 3028, this order shall become final and effective upon publication in the D.C. Register, that is, on _____.

CAROL J. MITTEN
Chairman
Zoning Commission

JERRILY R. KRESS, FAIA
Director
Office of Zoning

ATTACHMENT E







Rolling Grilles

Practical Design Applications

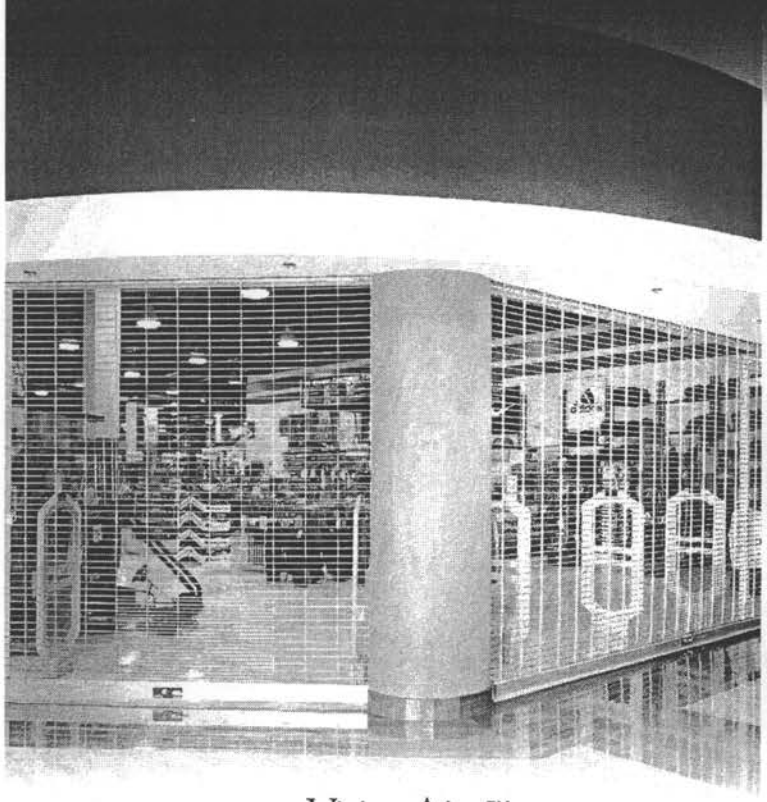
- Mall Storefronts
- Behind Storefront Glass
- School Corridors
- Service Window Openings
- Healthcare
- Transportation
- Hospitality/Public Space

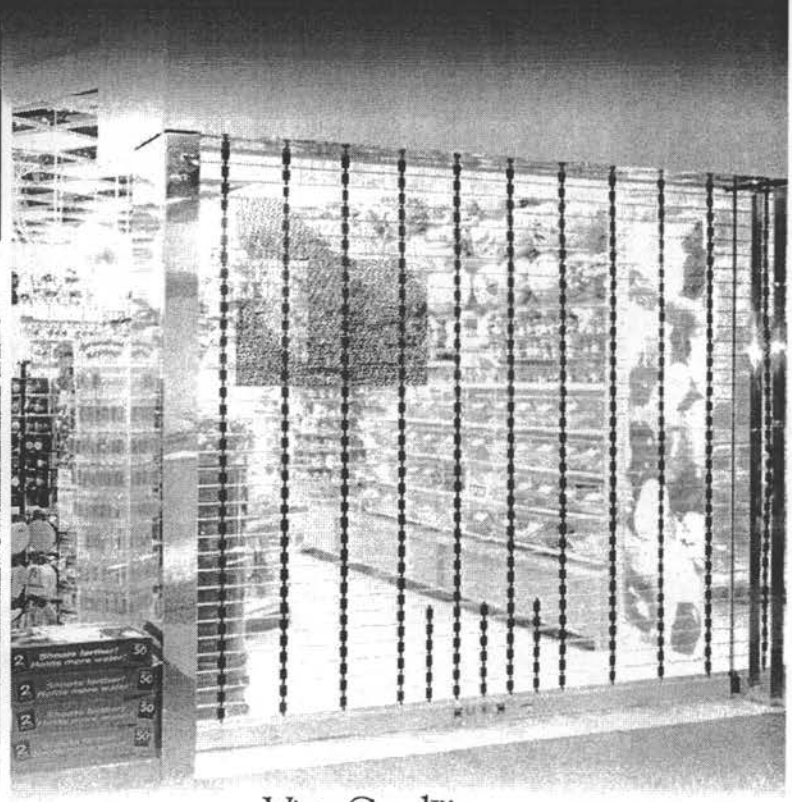
Benefits

- Q/S Program - Cornell can manufacture and ship most standard grilles in one week.
- Size Flexibility - each unit is built to exact opening size requirements.
- Compact Storage - curtain stores in an overhead coil that is totally supported by extensions of the side guides.
- Durability - commercial duty design.
- Maintenance - little to none.
- Repairs - job records are retained and parts are readily available.

Available Options

- Hoods and fascias
- Cylinder locks with or without an interior thumbturn
- Bottom bar sensing edge for motorized units
- Operator covers
- Emergency manual release system
- Motor mounted interlock device





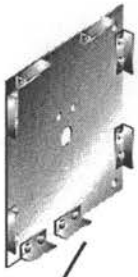
VisionAire™

Are open design grilles allowing free circulation of air and full visual access to the area being protected. The curtain is comprised of a series of 5/16" diameter solid aluminum (stainless or galvanized optional) rods of alloy 5056 H32 at 2" on center (1 1/2" optional). Supporting the horizontal rods are vertical chains formed of eyeletted aluminum (stainless optional) spaced at 9" apart. For added security, the chains may be specified to be spaced at 6" or 3" apart.

VistaGard™

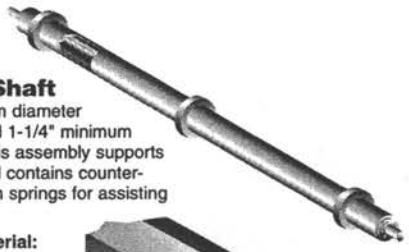
Are grilles with glazed G.E. Lexan® (or equal) panels in the curtain design.The panel modules are clear 12" x 3", 1/8" thick flame-retardant polycarbonate material that provides additional protection from theft of small articles through the curtain and creates a barrier against refuse, odors, and smoke. The panels are secured by bronze color molded nylon links that are attached to 5/16" diameter solid aluminum horizontal rods of alloy 5056 H32.

Rolling Grille Components



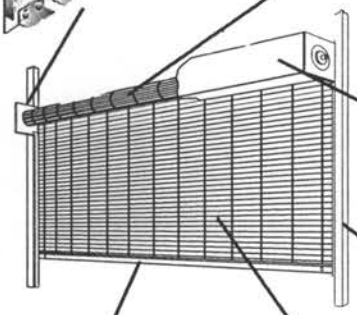
Brackets
Minimum 3/16" painted steel plates bolt to guide supporting member and support counter balance shaft and curtain.

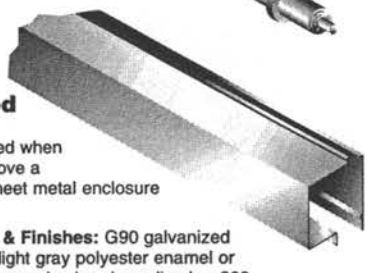
Standard Material & Finish: Steel, shop painted gray



Counter-balance Shaft
4-1/2" minimum diameter outer shaft and 1-1/4" minimum inner shaft. This assembly supports the curtain and contains counter-balance torsion springs for assisting operation.

Standard Material: Steel





Optional Hood & Fascia
(not normally provided when unit is concealed above a ceiling) Protective sheet metal enclosure for the curtain.

Standard Materials & Finishes: G90 galvanized steel with baked-on light gray polyester enamel or aluminum in mill, clear and colored anodized or 300 series stainless steel with a #4 finish



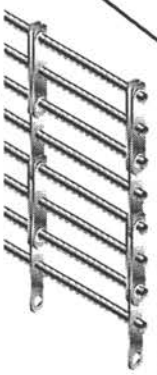
Guides
Extruded aluminum sections equipped with polypropylene pile runners and mounting member. Support the entire weight of the grille.

Standard Material & Finish: mill finish aluminum
Optional Finishes: clear and color anodized

Bottom Bar
2" x 3 1/2" heavy duty extruded aluminum tubular section that houses optional lock options. For widths greater than 27'-4", the bottom bar is reinforced with 3" x 2" x 3/16" aluminum angle(s).



Standard Material & Finish: mill finish aluminum
Optional Material: stainless steel angles



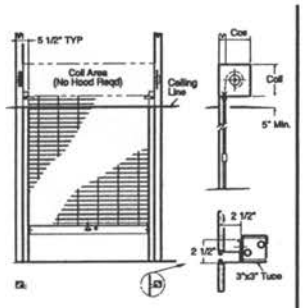
Curtain
A series of horizontal rods and chains OR rods with glazed polycarbonate panels between molded nylon links. See complete curtain description on front page.

Standard Material & Finish: mill finish aluminum
Optional Materials: stainless or galvanized steel

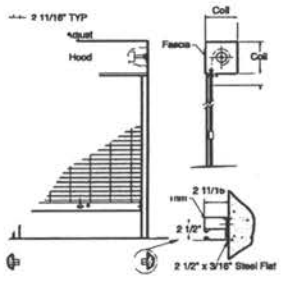
Operation
Push-up operation shown. Hand crank and motors are available. Grilles operate by rotating the shaft gear end. The opposite end of shaft applies spring tension and is equipped with a spring adjusting wheel.

Self-Supporting Installation Option
Many grille installations utilize structural steel tubes for support, which allows for installation prior to the walls and ceiling being built. The tubes are factory prepared for the attachment of all grille components. Tubes are attached to the floor slab below and the joists above, thereby becoming self-supporting.

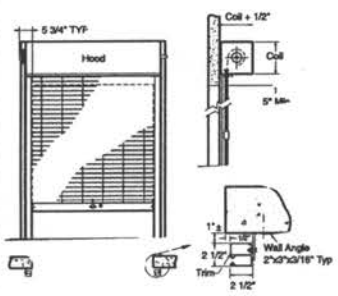
Mounting & Clearances



Between Jambs Self-Supporting
Mounts to structural tubes that are attached to the floor slab and braced to the structure above.



Between Jambs Conventional
Mounts within the opening, fascia (front hood closure piece) required.



Face of Wall
Maintains clearance of full opening, minimal exposed components.

Special Feature Options



- Manual Release System - for use with motorized grilles to meet building code exit requirements. A wall mounted pull handle disengages the motor allowing the grille to partially open for egress.
- Motor Mounted Interlock - is an overload sensing device that prevents damage if motor operation is attempted when the grille is locked. Field wired guide mounted interlocks are no longer necessary.
- EZ Lift Package - extends manual push-up operation by about 33%. Push-up VisionAire™ aluminum grilles are now available up to 22' wide by 10' high.

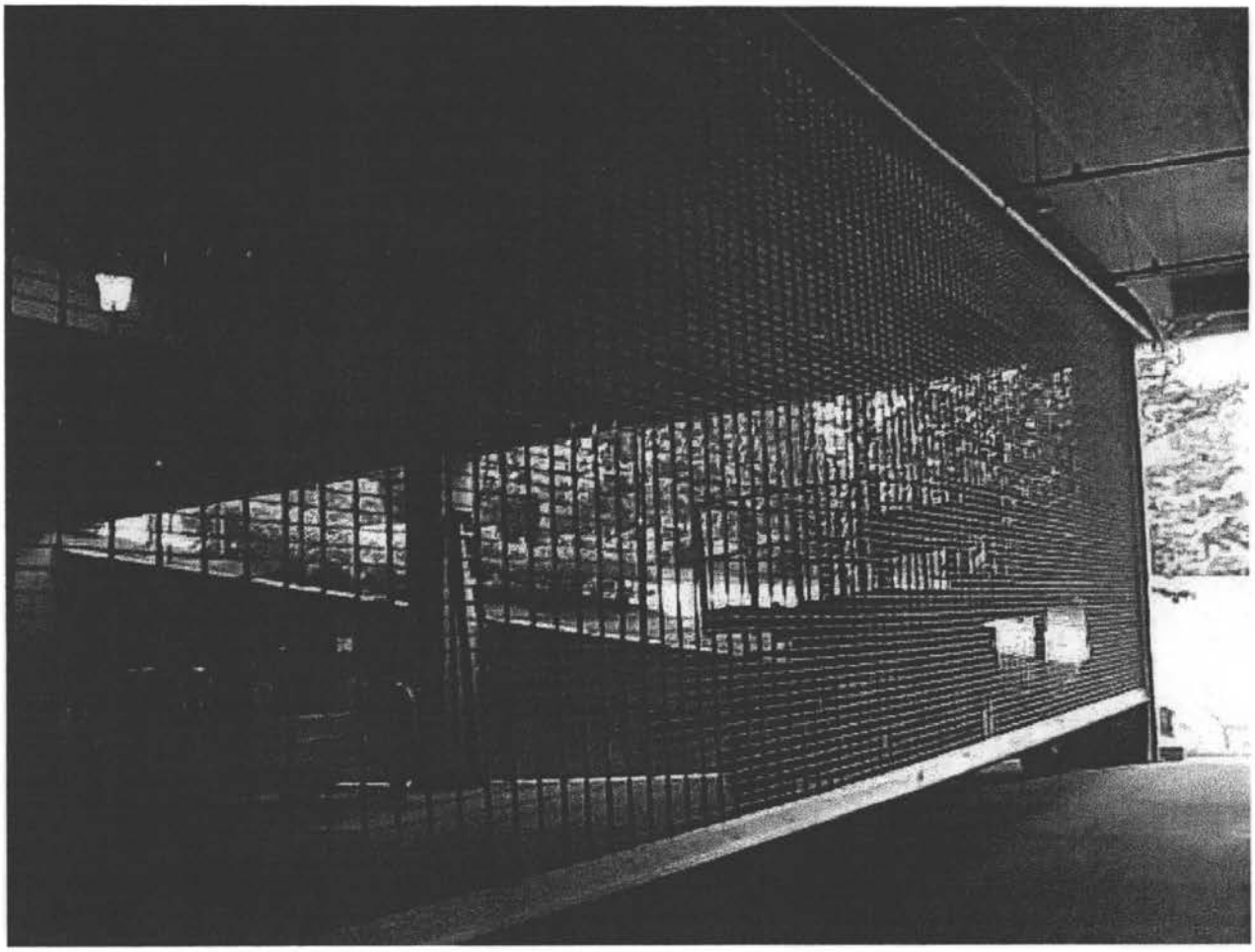
Optional Finishes

- Aluminum in clear or color anodized
- Stainless steel, 300 series #4 finish
- Hot-dip galvanized steel rods
- Powder coat finish on perimeter components in selected color (not available on curtains)

Special Applications

- High Cycle Construction - for grilles expected to operate more than 20 cycles per day such as parking garages, sally ports and certain industrial applications.
- Combination Doors - combines two different curtains on the same opening. Typically an insulated door is used in conjunction with either a ScreenGard™ door or an open design rolling grille.
- Fixed Panels - grille curtains can be mounted in a fixed frame assembly to be mounted near a rolling grille curtain or separately.
- Sloping or Irregular Sills - special bottom bar designs meet odd floor conditions including slopes, curbs or rails.
- Removable Guide Mullions - used for extra wide openings that require full access on a limited basis.

CORNELL
Rolling door specialists
Crestwood Industrial Park
Mountaintop, PA 18707
TEL 800.233.8366 • FAX 800.526.0841
Technical Services: Ext. 551 or 641
Website: www.cornelliron.com
Email: cornell@cornelliron.com



Operator Info - Rolling Grilles

HOME
SERVICE DOORS
INSULATE DOORS
COUNTE DOORS
FIRE DOORS
COUNTE FIRE DOO
SMOKESHIE DOORS
ROLLING GRILLES/CLOSU
SIDE FOLDIN GRILLES/CLOSU
SENTRYGA CLOSURE

Model DH: c UL listed, industrial duty operator that features an emergency chain hoist operator. Features a door lock sensor to eliminate jamming and damage from attempting to operate a locked door. Eliminates the need for wiring guide mounted interlocks. Sprocket /chain speed reduction. Pre-wired motor controls.
HP: 1/2
Volts: 115, 208/230, and 460
Recommended for rolling grilles between 20'W x 10'H and 30'W x 10'H (200 to 300 square feet) where motor mounted interlocks are desired.

Download Model DH - Technical Details

Model DJ: c UL listed industrial duty jackshaft operator that includes utilizes sprocket /chain speed reduction, with provisions for emergency push up operation. Features a door lock sensor to eliminate jamming and damage from attempting to operate a locked door. Eliminates the need for wiring guide mounted interlocks. Pre-wired motor controls.
HP: 1/2
Voltage: 115, 208/230, and 460
Recommended for rolling grilles up to 20'W x 10'H (200 square feet) where motor mounted interlocks are desired.

Download Model DJ- Technical Details

Model GH: c UL listed, heavy industrial duty gear head operator that features an emergency chain hoist operator. Worm gear in oil bath reducer. Overload protection. Low voltage control circuit for user safety and code compliance. Pre-wired motor controls.
HP: 1/2, 3/4, 1, 1 1/2, 2, 3
Voltage: 115, 208/230, 460, and 575. Sizes above 3/4 HP should be 3 phase.
Recommended for all grilles larger than 300 square feet and units operated more than 20 cycles per day

Download Model GH- Technical Details

Model LGJ: c UL listed, compact, light duty gear head operator. Features a door lock sensor to eliminate jamming and damage from attempting to operate a locked door. Eliminates the need for wiring guide mounted interlocks. Worm gear in oil bath reducer. Includes thermal overload protection and provisions for emergency push up operation. Pre-wired motor controls.
HP: 1/4
Voltage: 115
Available for rolling grilles less than 15'W x 10'H (150 square feet) where motor mounted interlocks are desired.

Download Model LGJ - Technical Details

For more information including operator owner's manuals, visit the Liftmaster Website, contact Liftmaster at 800-528-5880, email technical.support@chamberlain.com, or call or email us at Cornell.

Copyright) 2001 Cornell Iron Works, Inc. All rights reserved. Terms of Use. Users Of This Site Agree To Be Bound By The Terms Of The Cornell Iron Works Web Site Rules and Regulations.

Model DH Specifications

Standard Features

Motor: Continuous-duty, high starting torque motor with instant reverse and overload protection. Available in 1/3 and 1/2 H.P.; single or three phase. Capacitor start on single phase. Motor removable without affecting limit switch settings.

Door Lock Sensor: The adjustable Door Lock Sensor can detect if the door lock is engaged and will stop the operator eliminating jamming and damage to the door or operator. There is no longer any need for wiring guide-mounted interlocks.

Drive Reduction: First stage heavy-duty 5L V-belt; second and third stages #48 chain; #50 drive chain.

Emergency Manual Operation: Model DH provides easy emergency manual operation using an electrically interlocked floor level disconnect and chain hoist mechanism.

Wiring Type: D1, D, C2 and B2 wiring types are all available. D1 wiring is standard and is pre-wired to accept a photoelectric control, sensing edge, radio controls and most types of access control devices.

Positive Locking Mechanical BrakeSystem: Efficient self-locking mechanical reduction system that functions as a holding brake.

Friction Clutch: Adjustable friction clutch helps protect against major damage to door and operator should the door meet an obstruction.

Pushbutton Station: 2-button station for open/close functions is standard with D or D1 wiring. 3-button station is standard with B2 or C2 wiring.

Control Circuit: 24V NEC Class 2.

External Radio Control Terminal: External terminals provide quick, convenient connections for radio controls.

Construction: NEMA 1 type electrical box, heavy-duty 11-gauge steel frame with durable baked-on powder coat finish, all reduction sprockets drilled and pinned to shafts.

Bearings: Industrial ball bearings on a 1" output shaft; heavy-duty, oil filled iron bearings on reduction shafts.

CONTROL ACCESSORIES AND OPTIONS

2 Position Keylock: (Flushmount) Ideal for use with the DH Operator. Provides OPEN/CLOSE operation with spring to center (Model 02109).

Sensing Edge: Designed to sense an obstruction and signal door operator to stop or reverse as desired. Either an electric or pneumatic sensing device can be added to bottom edge of door. Requires D1, C2 or B2 wiring type.

Brake: Heavy-duty solenoid actuated brake.

Radio Control: Universal transmitters and receivers are available to signal the operator to open and/or close door. Requires C2 or B2 wiring type.

CPS™ Commercial Protector System: (Recommended) An inexpensive "non-contact" photo safety sensor designed to sense an obstruction and signal the door operator to reverse to open.

- Safety of a non-contact infrared reversing sensor
- Fast and easy-to-install
- Patented electrical interface monitors system status at all times
- LED indicators for quick alignment
- One size fits all (for doors up to 30 ft. wide)
- Requires D1, C2 or B2 wiring type

Model DJ Specifications

Standard Features

Motor: Continuous-duty, high starting torque motor with instant reverse and overload protection. Available in 1/3 and 1/2 H.P.; single or three phase. Capacitor start on single phase. Motor removable without affecting limit switch settings.

Door Lock Sensor: The adjustable Door Lock Sensor can detect if the door lock is engaged and will stop the operator eliminating jamming and damage to the door or operator. There is no longer any need for wiring guide-mounted interlocks.

Drive Reduction: First stage heavy-duty 5L V-belt; second and third stages #48 chain; #50 drive chain.

Emergency Manual Operation: Model DH provides easy emergency manual operation using an electrically interlocked floor level disconnect and chain hoist mechanism.

Wiring Type: D1, D, C2 and B2 wiring types are all available. D1 wiring is standard and is pre-wired to accept a photoelectric control, sensing edge, radio controls and most types of access control devices.

Positive Locking Mechanical Brake System: Efficient self-locking mechanical reduction system that functions as a holding brake.

Friction Clutch: Adjustable friction clutch helps protect against major damage to door and operator should the door meet an obstruction.

Pushbutton Station: 2-button station for open/close functions is standard with D or D1 wiring. 3-button station is standard with B2 or C2 wiring.

Control Circuit: 24V NEC Class 2.

External Radio Control Terminal: External terminals provide quick, convenient connections for radio controls.

Construction: NEMA 1 type electrical box, heavy-duty 11-gauge steel frame with durable baked-on powder coat finish, all reduction sprockets drilled and pinned to shafts.

Bearings: Industrial ball bearings on a 1" output shaft; heavy-duty, oil filled iron bearings on reduction shafts.

CONTROL ACCESSORIES AND OPTIONS

2 Position Keylock: (Flushmount) Ideal for use with the DH Operator. Provides OPEN/CLOSE operation with spring to center (Model 02109).

Sensing Edge: Designed to sense an obstruction and signal door operator to stop or reverse as desired. Either an electric or pneumatic sensing device can be added to bottom edge of door. Requires D1, C2 or B2 wiring type.

Brake: Heavy-duty solenoid actuated brake.

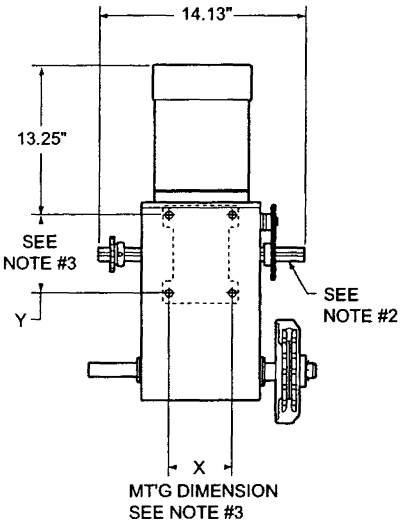
Radio Control: Universal transmitters and receivers are available to signal the operator to open and/or close door. Requires C2 or B2 wiring type.

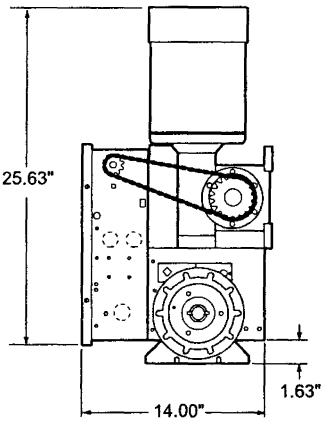
CPS™ Commercial Protector System: (Recommended) An inexpensive "non-contact" photo safety sensor designed to sense an obstruction and signal the door operator to reverse to open.

- Safety of a non-contact infrared reversing sensor
- Fast and easy-to-install
- Patented electrical interface monitors system status at all times
- LED indicators for quick alignment
- One size fits all (for doors up to 30 ft. wide)
- Requires D1, C2 or B2 wiring type

Heavy Industrial-Duty Door Operator

Model GH Specifications





NOTES:

1) DIMENSIONS VARY WITH HORSEPOWER OF OPERATOR, MAX. DIMENSION SHOWN.

2) OUTPUT SHAFT WITH
   1" x 1/4" KEY FOR 1/2 THRU 1 H.P. OPERATORS
   1-3/16" x 1/4" KEY FOR 1-1/2 THRU 2 H.P. OPERATORS
   1-1/4" x 1/4" KEY USED FOR 3 H.P. OPERATORS

3) MT'G CENTERS
   X = 4-3/4" Y = 5-1/2" THRU 2 H.P. OPERATORS
   X = 3-17/32" Y = 9-1/16" FOR 3 H.P. OPERATORS

STANDARD FEATURES

■ Model Specific:

Work included – The electric operator will be Lift-Master Model GH as manufactured by The Chamberlain Group, Inc. Related work – Door preparation, miscellaneous or structural metal work, field electrical wiring, wire, conduit, fuses and disconnect switches are in the scope of work of other divisions or trades.

■ Product:

Supply Model GH, heavy industrial-duty, cUL listed, gearhead hoist type operator(s) rated ___H.P., ___Volts, ___ Phase.

■ General:

Provide cUL listed electric door operator assembly of size and capacity recommended by door manufacturer; complete with electric motor and factory-prewired motor controls, worm-gear reduction unit, solenoid operated brake, 3-button OPEN/CLOSE/STOP control station, conduit and wiring from control to motor and accessories required for proper operation.

■ Electric Motor:

Motor shall be high starting torque, continuous-duty, industrial type, protected against overload by a current sensing or thermal overload device.

■ Motor Starter, Controls, Enclosures:

SPECIAL NOTE TO ARCHITECT: For cUL approved Self-Monitoring Safety Operation in 115V and 208-240V single or three phase applications, select Option #1 and add "Must include a CPS II™ Self-Monitoring Sensor to detect obstructions in the doorway."

Option #1: For 115V (1/2 through 1 H.P.), and 208-240V (1/2 through 2 H.P.):

Motor Starter, Controls, Enclosures: Motor starter shall be cUL approved solid state Triac Circuity type. Motor starting device shall be enclosed in a NEMA 1 enclosure and integral with the operator. Control enclosures shall conform to ANSI/NEMA ICS6. OPEN/CLOSE/STOP control stations shall be NEMA type 1.

Option #2: For 115V, 208-240V, 460V or 575V operation:

Motor Starter, Controls, Enclosures: Motor starter shall be an across-the-line, mechanically interlocked, magnetic reversing contactor. Motor starting device shall be enclosed in a NEMA 1 enclosure and integral with the operator. Control enclosures shall conform to ANSI/NEMA ICS6. A NEMA type 1 OPEN/CLOSE/STOP control station shall be provided as standard equipment.

■ Frame and Reduction:

Speed reduction shall be wormgear-in-oil-bath gear reducer with synthetic "All Climate" oil. Shall provide a 45:1 speed reduction. Door drive shall utilize #50 roller chain and sprockets; #80 roller chain and sprockets on 3 H.P. Operator shall be equipped with an electrically interlocked floor level disconnect and chain hoist for manual operation and an electric solenoid-actuated brake to stop the motor and hold the door in position. Operator shall be capable of driving the door at a speed of approximately 8 to 9 inches per second (20 to 23 cm/sec).

■ Limit Switches:

Fully adjustable, driven linear type limit switch mechanism shall synchronize the operator with the door. Low friction nylon limit nuts fitted on threaded steel shaft, rotating on oilite self-lubricating bronze bushings. The motor shall be removable without affecting the limit switch settings.

■ Execution:

Install the motor operator in accordance with Lift-Master instructions and standards and in compliance with applicable federal, state or local regulations.

■ Warranty:

Lift-Master Commercial Door Operators and accessories shall be warranted to be free of any defect in materials and workmanship for a period of two years.

CHAMBERLAIN
LiftMaster
PROFESSIONAL

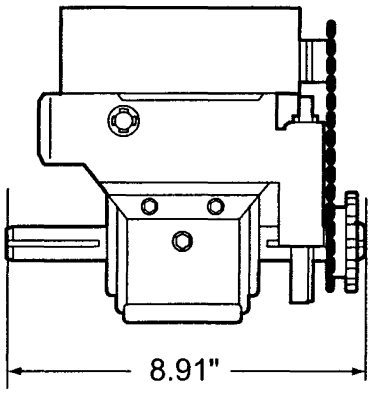
For More Information Call: (800) 323-2276 or (800) 766-1188
Or Fax: (630) 530-6098 or (516) 467-2566
Manufactured by: **THE CHAMBERLAIN GROUP, INC.**
845 Larch Avenue • Elmhurst, Illinois 60126 (800) 323-2276
World's Largest Manufacturer of Door Openers

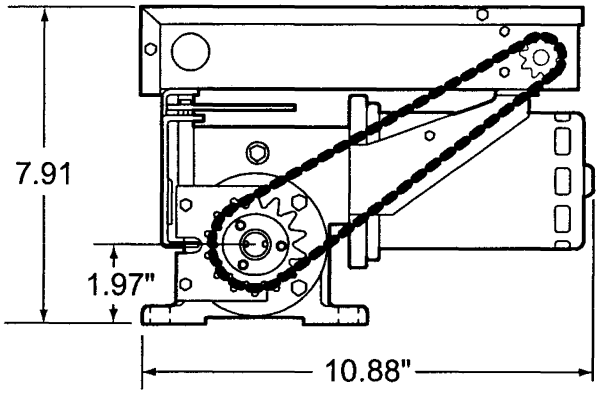
Chamberlain reserves the right to make design or specification changes without notice.

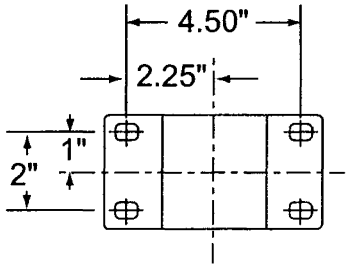
Printed in U.S.A.

Light-Duty Industrial Operator

Model LGJ Specifications







MOUNTING DIMENSIONS

STANDARD FEATURES

■ Model Specific:
Work included – The electric operator will be Lift-Master Model LGJ as manufactured by The Chamberlain Group, Inc. Related work – Door preparation, miscellaneous or structural metal work, field electrical wiring, wire, conduit, fuses and disconnect switches are in the scope of work of other divisions or trades.

■ Product:
Supply Model LGJ, light-duty, cUL listed, gearhead jackshaft type operator(s) rated 1/4 H.P., 115 Volts, Single Phase.

■ General:
Provide cUL listed electric door operator assembly of size and capacity recommended by door manufacturer, complete with electric motor and factory-prewired motor controls, emergency manual chain hoist mechanism, positive locking mechanical brake, 3-button OPEN/CLOSE/STOP control station, conduit and wiring from control to motor and accessories required for proper operation.

■ Electric Motor:
Motor shall be high starting torque 1/4 H.P. rated for a maximum capacity of 7 cycles per hour, protected against overload by an internal automatic reset thermal overload device.

■ Control Circuit:
Solid state control and motor drive with door lock sensing circuit.

■ Frame and Reduction:
Primary speed reduction shall be wormgear-in-oil-bath. Operator shall be equipped with a floor level disconnect. Output and door driven sprocket shall be provided with the operator. Operator shall be capable of driving the door at a speed of approximately 8 to 9 inches per second.

■ Limit Switches:
Fully adjustable, driven linear type limit switch mechanism shall synchronize the operator with the door. Low friction nylon limit nuts fitted on threaded steel shaft, rotating on oilite self-lubricating bronze bushings. The motor shall be removable without affecting the limit switch settings.

■ Execution:
Install the motor operator in accordance with Lift-Master instructions and standards and in compliance with applicable federal, state or local regulations.

■ Warranty:
Lift-Master Commercial Door Operators and accessories shall be warranted to be free of any defect in materials and workmanship for a period of two years.

CHAMBERLAIN
LiftMaster
PROFESSIONAL

For More Information Call: (800) 323-2276 or (800) 766-1188
Or Fax: (630) 530-6098 or (516) 467-2566
Manufactured by: THE CHAMBERLAIN GROUP, INC.
845 Larch Avenue • Elmhurst, Illinois 60126 (800) 323-2276
World's Largest Manufacturer of Door Openers

Chamberlain reserves the right to make design or specification changes without notice.

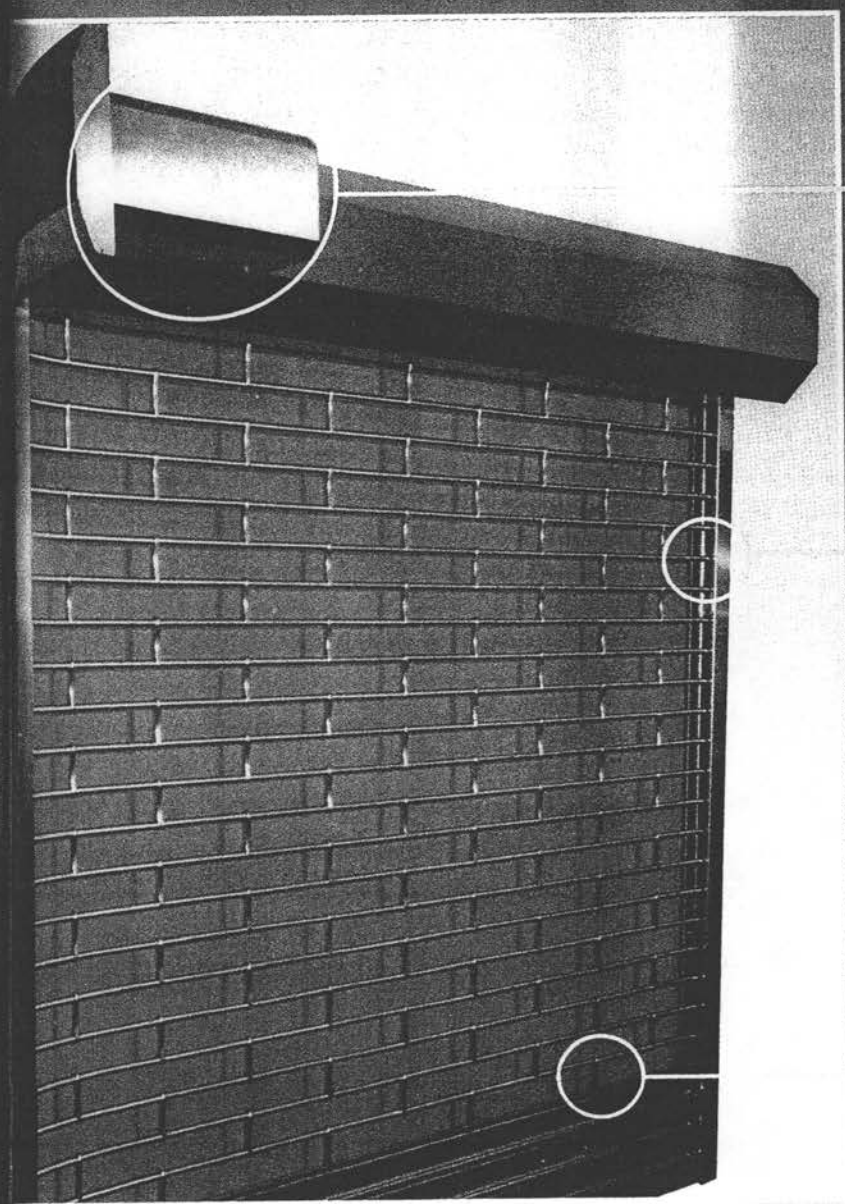
Printed in U.S.A.

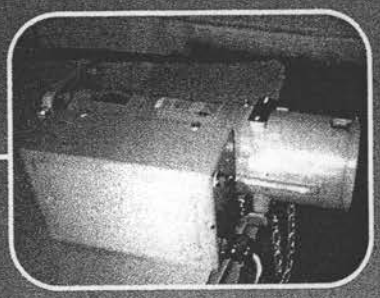
08330/DYP
BuyLine 2567

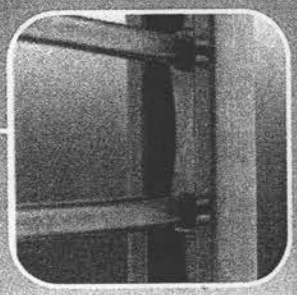
DYNASTY

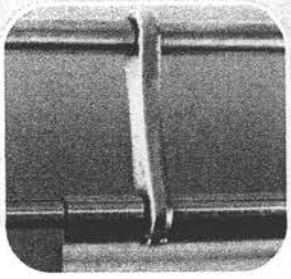
inless Steel Roll Up Doors
Electric Doorlift Motors

(NO SPRINGS REQUIRED)









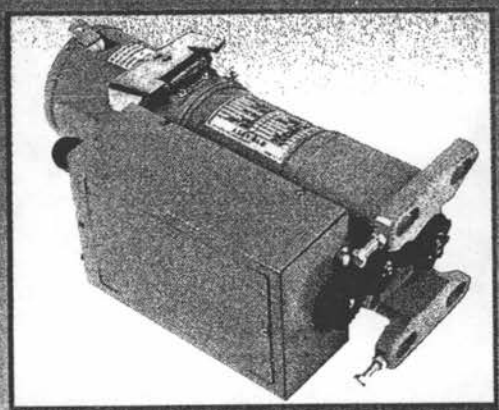
ished more than 20 years ago, Dynasty has
d at the vanguard of development in quality
ovative products.
ith our attractive line of stainless steel roll-up
nd gates, a patented, compact and powerful
lift motor has been developed to compliment
plete the system.

It's unique design enables its operation without the use of springs or torsion bars.

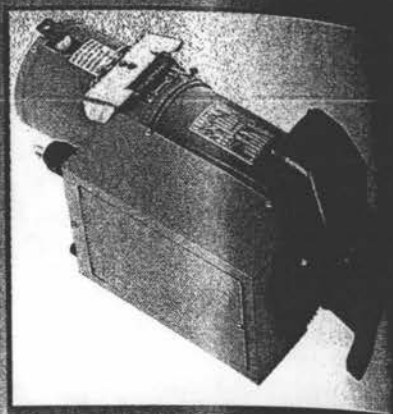
No springs or torsion bars!

In addition, our swing-door division boasts a full line of patented, primary and security stainless steel doors for both residential and commercial application.

DYNASTY
MOTOR SPECIFICATIONS



OUTBOARD (OUTSIDE HOUSING) SPROCKET

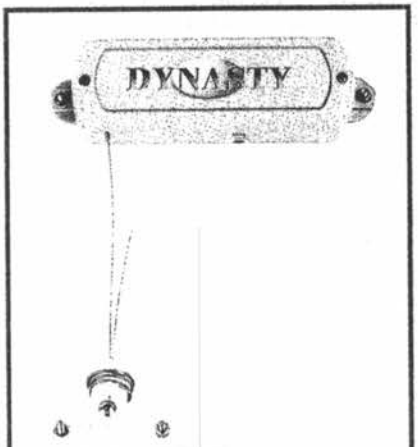


INBOARD (INSIDE HOUSING) SPROCKET

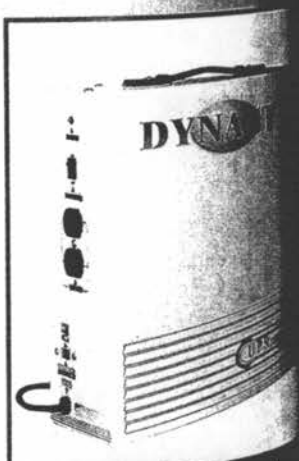
MODEL	HP	VOLTAGE (SINGLE PHASE)	MAX LOAD SPRING-FREE	SPROCKET POSITION IN HOUSING	REC. MIN. SHAFT DIAMETER	MOTOR RPM	DRIVE MODE	DRIVE CHAIN SIZE	MAX DOOR HEIGHT
DY-300	1/4	110 VAC	660 LBS.	OUTSIDE	4 1/2"	1720	SPROCKET & CHAIN	#530	19.5 FT (6M)
DY-400	1/3	110 VAC	880 LBS.	OUTSIDE	4 1/2"	1720	SPROCKET & CHAIN	#530	19.5 FT (6M)
DY-500	1/2	110 VAC	1100 LBS.	OUTSIDE	4 1/2"	1720	SPROCKET & CHAIN	#530	19.5 FT (6M)
DY-700	3/4	110 VAC	1540 LBS.	INSIDE	4 1/2"	1720	SPROCKET & CHAIN	#640	19.5 FT (6M)
DY-1000	1	220 VAC	2200 LBS.	INSIDE	4 1/2"	1720	SPROCKET & CHAIN	#640	19.5 FT (6M)
DY-550 MULTI CYCLE	1/2	110 VAC	1210 LBS.	INSIDE	4 1/2"	1720	SPROCKET & CHAIN	#640 DBL	19.5 FT (6M)



RECEIVER AND TRANSMITTERS



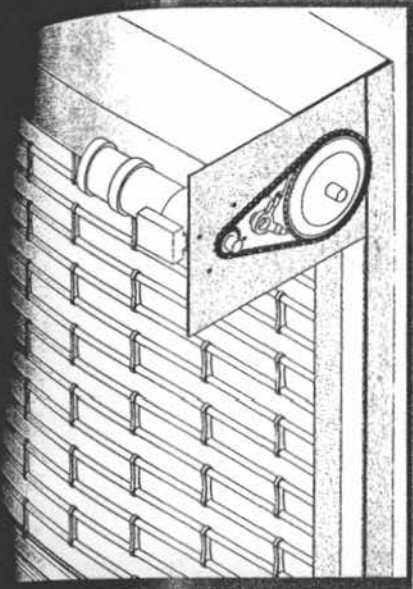
REMOTE CUT-OFF SAFTEY SENSOR



BACK-UP SYSTEM "U.P.S."

DYNASTY
MOTOR SAFETY FEATURES

08330/DYP
BuyLine 2567

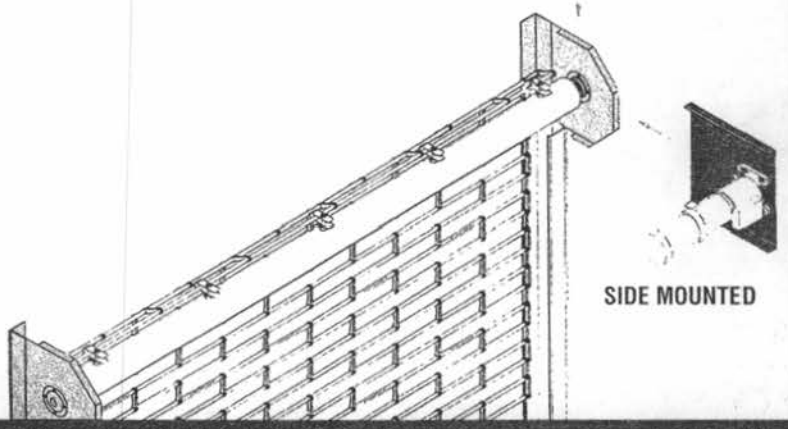


SAFETY PAWL SYSTEM
(RIGHT HAND APPLICATION)

NOTE: OPTIONAL MOUNTING PLATE FACILITATES VARIED POSITIONS



TOP MOUNTED

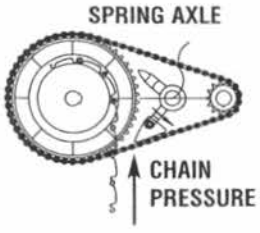


SIDE MOUNTED

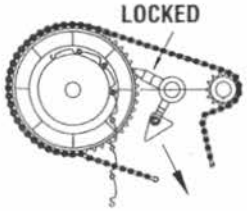
LIFT MOTOR ASSEMBLY (RIGHT HAND APPLICATION SHOWN)

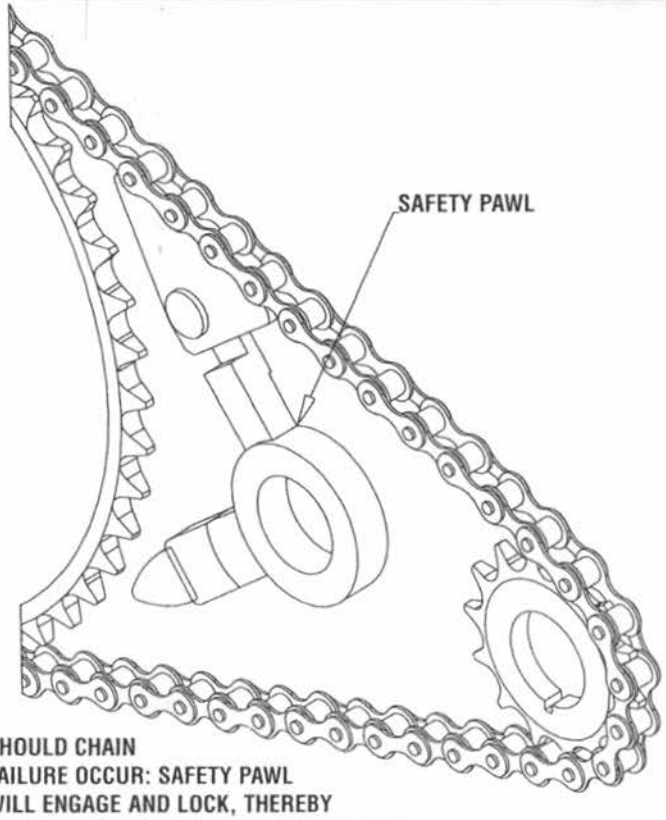
SAFETY PAWL DETECTOR SYSTEM

NORMAL OPERATION



CHAIN BROKEN





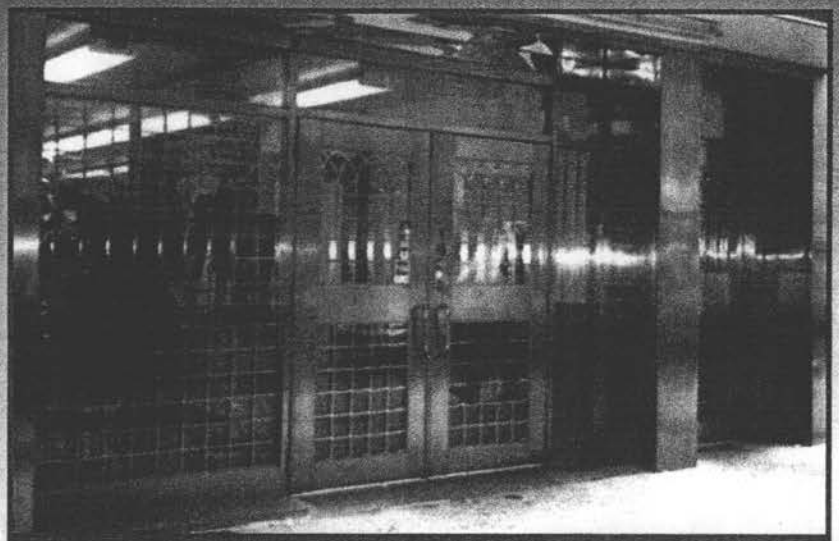
SHOULD CHAIN FAILURE OCCUR: SAFETY PAWL WILL ENGAGE AND LOCK, THEREBY PREVENTING GATE FROM CRASHING DOWN.



MARKET SLIP, SOUTH STREET SEAPORT, NYC



US ARMY RECRUITING CENTER TIMES



151 E. 60TH STREET, NYC

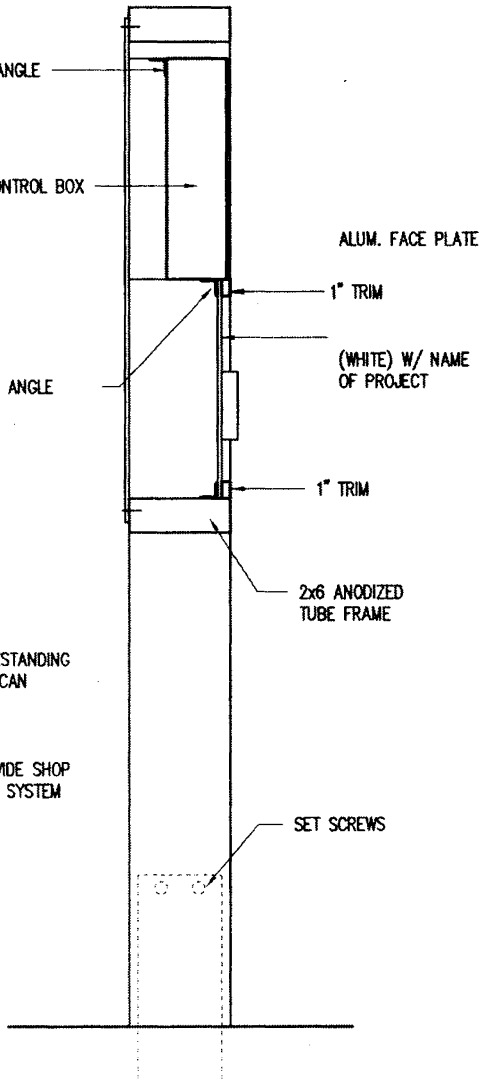


West 65th STREET, NYC

DYNASTY

Stainless Steel & Metal Industries Inc.

36-27 College Point Blvd. Flushing, New York, 11354
25 Essex Street New York, 10002
Tel(718) 359-3210 1-800-747-9080 Fax (718) 359-0809
www. dynastystainlesssteel.com
E-mail: sales@dynastystainlesssteel.com



.T AT
SHER
V

CONTRACTOR OPTION:

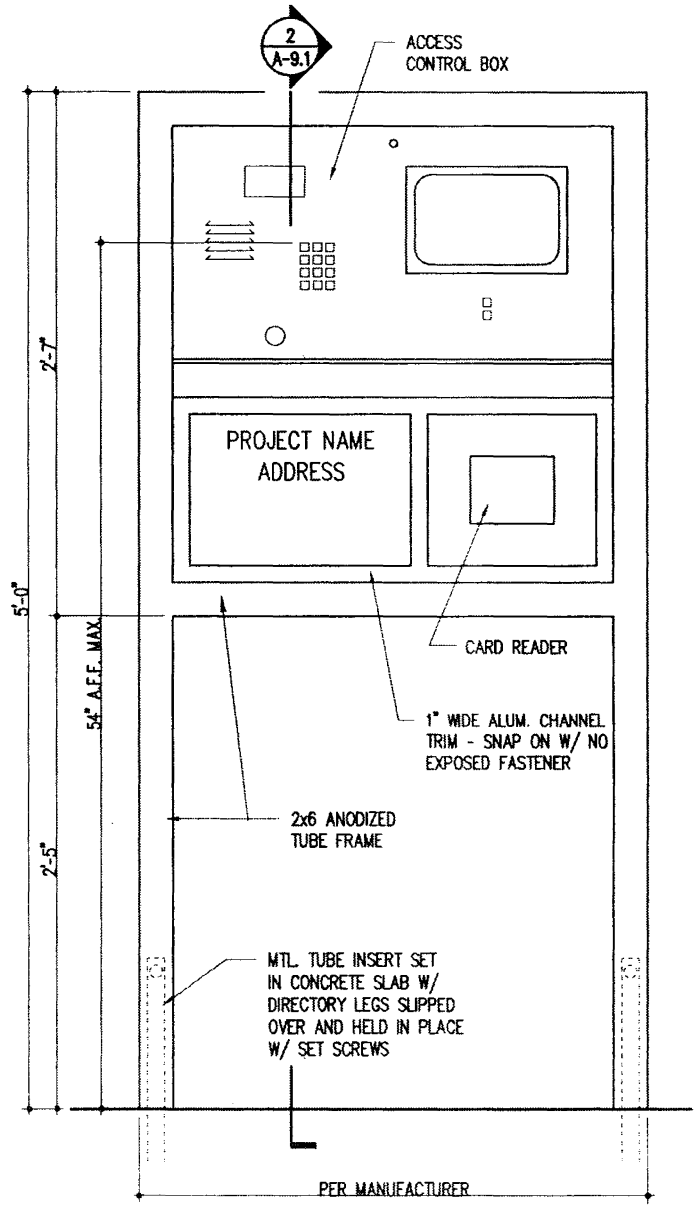
PRE-FABRICATED FREESTANDING ANNUNCIATOR PANEL CAN BE SUBSTITUTED.

NOTE:

CONTRACTOR TO PROVIDE SHOP DRAWINGS OF ACCESS SYSTEM FOR REVIEW.

DIRECTORY - SECTION 2

1-1/2" = 1'-0"



DIRECTORY - ELEVATION 1

1-1/2" = 1'-0"



NEW EAST CAPITOL

Senior Apartment Building

Washington, DC

ZONING COMMISSION
District of Columbia
Case 02-04C
Exhibit 44A

PUD Submission
June 24, 2002

A&R DEVELOPMENT CORP. (Developer)
650 Pennsylvania Avenue, SE
Suite 430
Washington, DC 20003
(202) 546-9033
Contact: John Kirkland

A.R.T. MANAGEMENT INC. (Property Manager)
101 Center Place
Suite A
Baltimore, MD 21222
(410) 288-3446
Contact: Sam Lowery

ARNOLD & PORTER (Zoning Attorney)
555 Twelfth Street, NW
Washington, DC 20004-1206
(202) 942-5840
Contact: Cynthia Giordano

BEN DYER ASSOCIATES, INC. (Civil Engineer)
11721 Woodmore Road
Mitchellville, MD 20721
(301) 430-2000
Contact: Kevin Caillouet

DISTRICT OF COLUMBIA HOUSING AUTHORITY
1133 N. Capitol Street, NE
Washington, DC 20002-7599
(202) 535-2563
Contact: Bernie Tetreault

DORACON CONTRACTING, INC. (Contractor)
3500 Biddle Street
Baltimore, MD 21213
(410) 558-0600
Contact: Ron Lipscomb

THE EDGECOMBE GROUP (Landscape Architect)
3415 Hamilton Street
Suite 6
Hyattsville, MD 20782
(301) 864-0042
Contact: Leland Edgecombe

EHLERT/BRYAN, INC. (Structural Engineer)
1451 Dolley Madison Boulevard
Suite 220
McLean, VA 22101
(703) 827-9552
Contact: Wayne Bryan

ENCON GROUP INC. (MEP Engineer)
10605 Concord Street, Suite 307
Kensington, MD 20895
(301) 949-5900
Contact: Didier Follain-Grisell

GRIMM + PARKER ARCHITECTS
(Senior Building Architect)
11785 Beltsville Drive
Suite 1400
Calverton, MD 20705
(301) 595-1000
Contact: Logan Shultz

HARKINS BUILDER (Contractor)
2201 Warwick Way
Marriottsville, MD 21104
(410) 750-2600
Contact: Dave Miller

THE HENSON COMPANY (Developer)
P.O. Box 26469
Baltimore, MD 21207
(410) 367-8001
Contact: Dan Henson

KOZERA & ASSOCIATES (Geo-technical)
1408 Bare Hills Road
Suite 200
Baltimore, MD 21209
(410) 823-1060
Contact: Dave Kozera

SORG AND ASSOCIATES, P.C.
(Residential Architect and PUD Coordinator)
2000 S Street, NW
Washington, DC 20009
(202) 393-6445
Contact: Bob Swank and Christiane Arnouts

WOLFMAN & ASSOCIATES, P.C. (Structural Engineer)
8720 Georgia Avenue
Suite 908
Silver Spring, MD 20910
(301) 587-0260
Contact: Bing James Rao

TABLE OF CONTENTS

SENIOR APARTMENT BUILDING

I. EXISITNG CONDITIONS

Photographs

II. CIVIL

Site Plan and Grading Plan – Phase One and Two
Stormwater Management, Water, and Sanitary Sewer Plan
Sediment Control Plan and Details
Details

III. LANDSCAPING

Schematic Groundcover Plan
Schematic Landscape Plan
Plant Schedules
Schematic Site Details

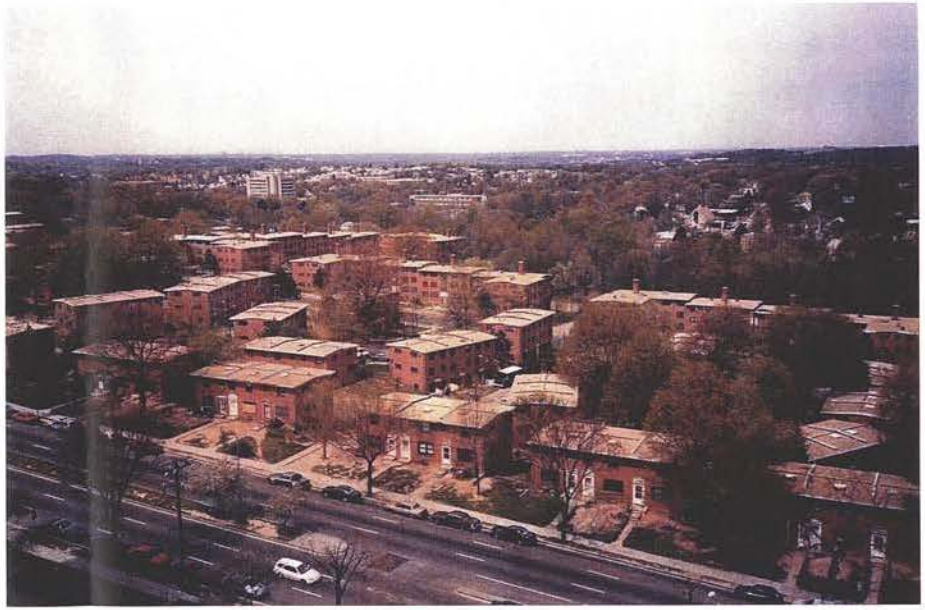
IV. ARCHITECTURAL

Floor Plans
Unit Plans
Building Sections
Elevations

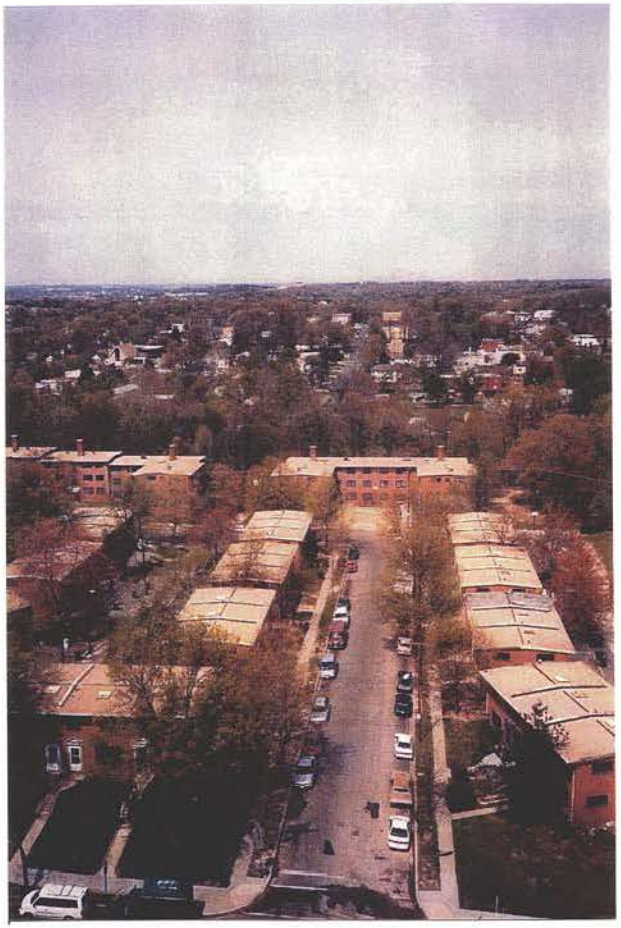
V. FINISH MATERIALS SAMPLES

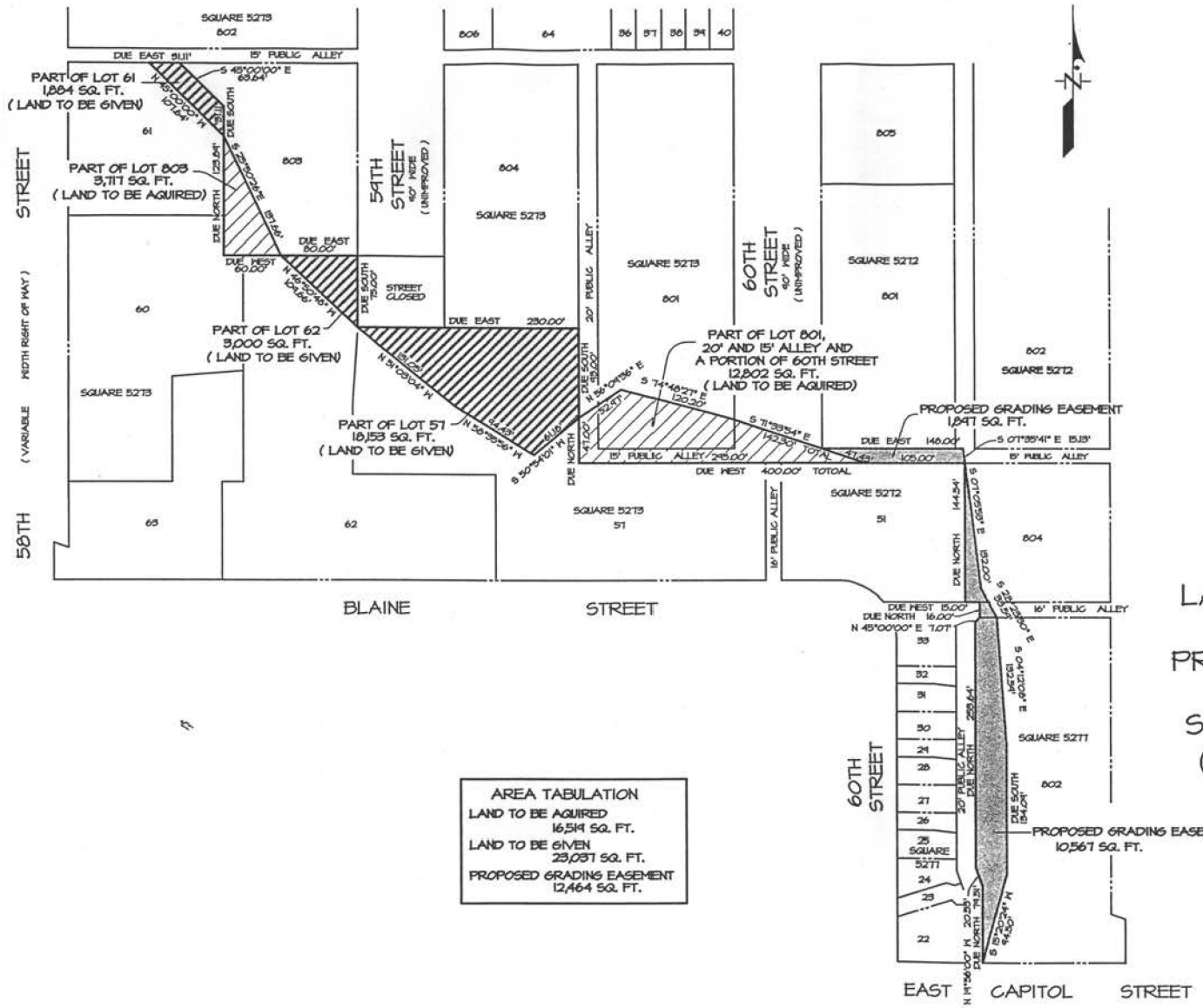
Photographs of Finishes











AREA TABULATION

LAND TO BE AQUIRED
16,514 SQ. FT.

LAND TO BE GIVEN
23,037 SQ. FT.

PROPOSED GRADING EASEMENT
12,464 SQ. FT.

PLAT OF COMPUTATION
LANDS TO BE AQUIRED AND GIVEN
AND
PROPOSED GRADING EASEMENTS
PARTS OF
SQUARES 5272, 5273 AND 5277
(EAST CAPITOL DWELLINGS)
WASHINGTON
DISTRICT OF COLUMBIA

SE

11721 WOODMORE ROAD, SUITE 200
MITCHELLVILLE, MARYLAND 20721
BEN DYER ASSOCIATES, INC.
Engineers / Surveyors / Planners
TELEPHONE (301) 430-2000

COPYRIGHT © 2002 BEN DYER ASSOCIATES, INC.

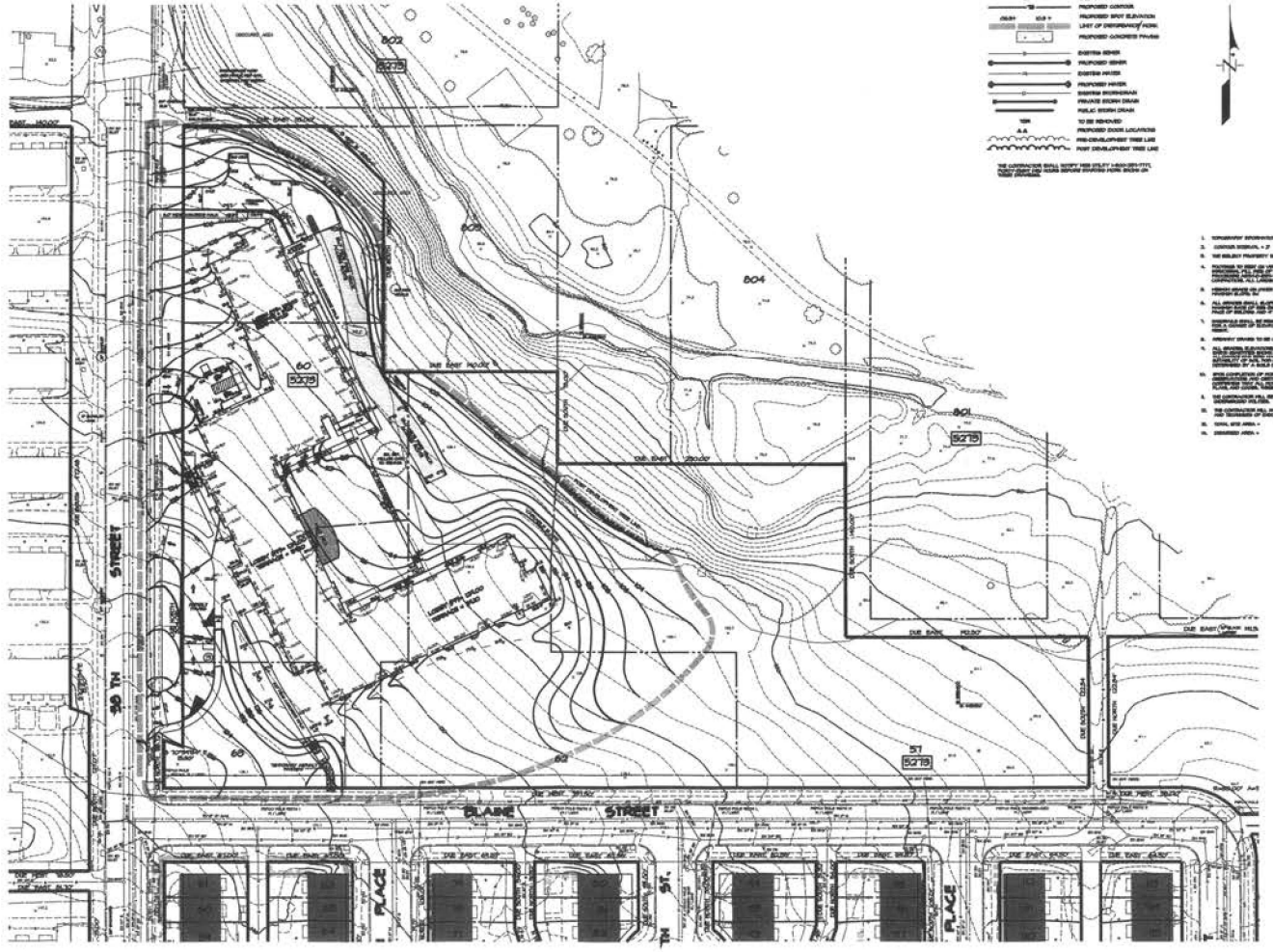
DRAWN BY	DESIGNED BY	CHECKED BY	RECORD NO.
WEB			J-A99130
SCALE	NOT TO SCALE		DRWG. NO.
DATE	JUNE , 2002		30.003-L

NEW EAST CAPITOL **SENIOR APARTMENT BUILDING**

Washington, D.C.

A & R/THC, LLC. for the District of Columbia Housing Authority

Final PUD Submission 06/20/02



1721 WOODMORE ROAD, SUITE 200
BOWIE, MARYLAND 20721
BEN DYER ASSOCIATES, INC.
Engineers / Surveyors / Planners
TELEPHONE (301) 430-2000

COPYRIGHT © 2002 BEN DYER ASSOCIATES, INC.

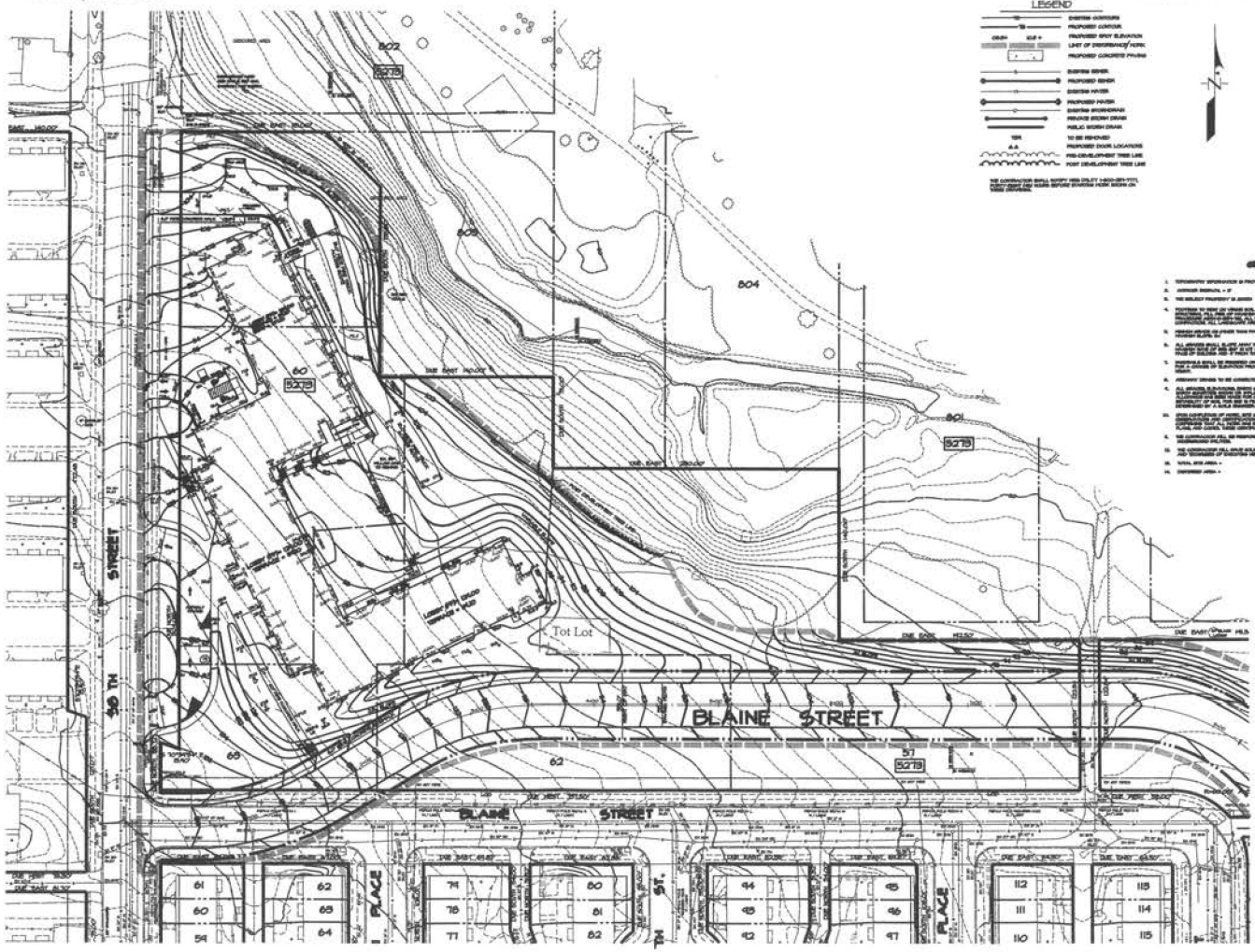
PHASE ONE
SITE PLAN
SCALE: 1" = 30'

GRAPHIC SCALE 1" = 30'

S:\SDSKPROJ\99130\SP\RHSP-1.dwg Wed Jun 19 16:08:02 2002 BEN49

NEW EAST CAPITOL SENIOR APARTMENT BUILDING
Washington, D.C.

A & R/THC, LLC. for the District of Columbia Housing Authority
Final PUD Submission 06/20/02



BEN DYER ASSOCIATES, INC.
Engineers / Surveyors / Planners
TELEPHONE (301) 490-9090

COPYRIGHT © 2002 BEN DYER ASSOCIATES, INC.

PHASE TWO
SITE PLAN
SCALE: 1" = 30'

GRAPHIC SCALE 1" = 30'

S:\SDSKPROJ\99130\SP\RHSP-2.dwg Wed Jun 19 16:14:09 2002 BEN49