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ORIGINAL

June 7, 2007

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Anthony Hood, Chairperson
D.C. Zoning Commission
441 4th Street, NW
Washington, DC 20036

**Re: Zoning Commission Case No. 05-35; Post-Hearing Submission of
Horning Brothers and Stanton Square, LLC (the "Applicant")**

Dear Chairperson Hood and Members of the Commission:

Enclosed please find an original and twenty copies of the Applicant's post-hearing submission. A public hearing for the above-referenced case was held on May 24, 2007. The information provided in this submission addresses the issues raised at the public hearing, as well as issues raised in the report of the District Department of Transportation ("DDOT"), dated May 23, 2007, that the Zoning Commission requested further information or clarification from the Applicant.

Homebuyer's Program

Attached as Exhibit A, is a letter agreement between Horning Brothers and Manna, Inc. that outlines the process of creating a dedicated chapter of the Manna Homebuyers Club ("HBC") for the Stanton Square project.

Architectural Controls to be Included in Homeowners Association Documents

Attached as Exhibit B is a description of the duties of the Architectural Review Board for the Stanton Square Homeowners Association that will be created for this project.

The Applicant will include the following condition of approval in its draft Findings of Fact and Conclusions of Law, which will be submitted to the Zoning Commission on June 28, 2007:

The bylaws of the Stanton Square Homeowners Association that will be created for this project will include a prohibition that no fences or other embellishments shall be located on private property between the entrance to the individual units and the adjacent public space.

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Response to DDOT's May 23, 2007 Report

- Design and construct the proposed alleys to DDOT design standards and dedicate them for public use after DDOT has obtained the authority to approve right-of-ways less than 55 feet wide.

As noted at the public hearing, the Applicant will follow the alternative approach noted on the first page of the DDOT report and construct all of the streets and alleys as private streets and alleys. It is important to note that truck tracking diagrams submitted to DDOT demonstrate that cars, trash trucks, and emergency vehicles will be able to access all the streets and alleys within the site.

- Modify the design of the new roadway across from Gainesville Street, SE by changing it to a one-way traffic pattern and connecting it with Elvans Road, SE.

The project architect and the Applicant's traffic engineer reviewed this alternative during the site planning phase of the project. The conclusion of these professionals is that DDOT's proposal would not be appropriate and would in fact be detrimental for the following reasons:

- a) The current design allows all traffic from the upper portion of the site to enter and exit at an all-way stop-controlled intersection. Accident data provided by DDOT shows the existing Elvans Road @ Gainesville Street intersection to be safe.
- b) DDOT's suggested new roadway connection to Elvans Road would be along a section of a combined horizontal and vertical curve, with restricted sight distances. The crest of the hill is approximately mid-way between the suggested exit onto Elvans Road and the Gainesville Street intersection. DDOT's proposal would have all traffic for the upper portion of the site exiting at the extended roadway; where it would not be feasible to provide an all-way stop-controlled intersection, as exists at the currently designed entrance at Gainesville Street, SE.
- c) Considering the design criteria of the American Association of State Highway and Transportation Officials ("AASHTO") Geometric Design Manual, the stopping sight distance and driveway corner sight distances approaching the



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suggested new exit onto Elvans Road would both be inadequate. (See Exhibit C, “Sight Distance Evaluation Summary”.)

- Modify the proposed two-way roadway in the middle of the Stanton Road portion of the project to one-way heading out to Stanton Road, SE.

This alternative was considered during the site design phase, and discussed with DDOT’s Traffic Services Administration staff. The proposal is not considered feasible or desirable for the following reasons:

- a) The middle access point along Stanton Road is separated from Pomeroy Road and Elvans Road by distances of 420 feet and 435 feet, respectively. This separation and the accompanying visibility/sight lines and stopping distance availability makes this the location most appropriate for significant access activity into and out of the site.
 - b) This proposal would make the northernmost access (closest to Pomeroy Road) the only point through which vehicles could enter the site. This arrangement would be impractical, and create potential hazards along Stanton Road.
 - c) This proposal would result in significant “redundancy of travel” within the site (i.e., residents would need to drive considerable extra distances to access a large number of the units.) This situation would violate “driver expectation” and encourage violations of the proposed one-way traffic circulation pattern.
- Connect the proposed alley SE that ends between Unit No. 1 and Unit No. 31, to the proposed north-south alley ending at Unit No. 32.

Throughout the design review process, the Applicant has sought to address the requests of the Zoning Commission and the Office of Planning to maximize greenspace and reduce paved area on this site. The Applicant has reviewed DDOT’s recommendation to connect these two alley systems and has determined that the potential loss of green space and a residential unit is a significant detriment to the project. As noted above, the Applicant has created, and provided to DDOT, truck tracking diagrams that provide evidence that the proposed alley systems will be able to adequately serve cars, trash trucks and emergency vehicles that may need to access the alley systems. Therefore, the Applicant does not agree to DDOT’s recommendation to connect these alley systems.



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- Perform a signal warrants analysis at the intersections of Elvans Road and Gainesville Street, SE and Elvans Road and Stanton Road, SE.

The Applicant's traffic engineering firm, O.R. George & Associates, Inc., has prepared the requested signal warrants analyses and has determined that these intersections do not satisfy any of the warrants for the construction of a signalized intersection at these locations. A copy of the analysis is attached as Exhibit D. Moreover, in 2004, DDOT conducted a circulation and traffic calming study for the entire Cluster 37 area (the area in which the property is located) and did not identify the need for signalization at any of the local intersections.

- Coordinate with appropriate DDOT staff in designing public space improvements, street markings and regulatory signage.

The Applicant agrees to undertake this coordination with DDOT staff. The Applicant does note, however, that there are currently no parking restrictions along the Stanton Road frontage of the site, with the exception of a Metrobus stop adjacent to the intersection with Elvans Road. Approximately 42 ± parking spaces are available along the Stanton Road frontage of the site for residents and guests. The Elvans Road frontage is currently restricted by the two-hour Residential Parking Permit Program between the weekday hours of 7:00AM – 8:30PM. Approximately 70± parking spaces are available along the Elvans Road frontage of the site for residents and guests.

- Other issues raised in the DDOT report.

Sidewalk width – The DDOT report recommends that the Applicant widen the proposed internal sidewalks from four feet to six feet in width and reduce the size of the proposed planting strips from six feet to four feet. The Applicant does not agree with this recommendation and desires to maintain the four foot sidewalks and six foot planting strips proposed in this project. The four foot sidewalks provide adequate space for pedestrian circulation throughout the site and the six foot planting strips are important in maximizing greenspace on the property.

Location of driveways for front-loaded garage units – The DDOT report notes that 21 of the 187 townhomes have front-loaded garages with individual driveways accessed directly from the street. The Zoning Regulations require a minimum distance of 28 feet between such driveways (11 DCMR §2117.8(d)), while this project provides a distance of six feet – eight feet between the driveways that act as “safety zones”. Satisfaction of the strict requirements of §2117.8(d) is not possible because these townhome units are only



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16-20 feet wide. Therefore, the Applicant requests that the Zoning Commission provide flexibility to locate the driveways to these front-loaded garage townhouses as shown on the plans submitted into the record.

Redesign of L-shaped alley that services Units 169-177 and 178-182 – The DDOT report recommends that the Applicant redesign the L-shaped alley behind Units 169-177 and 178-182 on the upper portion of the property in order to provide a turn-around for vehicles where the alley currently dead-ends. As noted previously, the Applicant has conducted truck tracking diagrams that prove cars, trash trucks, and emergency vehicles can adequately access all of the alley systems. In addition, the creation of a paved turn-around area at this location will diminish the amount of greenspace and increase the amount of paved area on the site.

Conclusion

The proposed private streets and alleys will provide a safe and functional vehicular circulation system that addresses the goals of maximizing greenspace and limiting the amount of paved area on the property. This project fully satisfies the PUD standards enumerated in Section 2403 of the Zoning Regulations. Similarly, as noted in the Applicant's pre-hearing statement and the Office of Planning's report, the PUD project and the proposed Zoning Map Amendment are consistent with the Comprehensive Plan. Therefore, we request that you approve this application.

Sincerely,

Paul Tummonds

Enclosures



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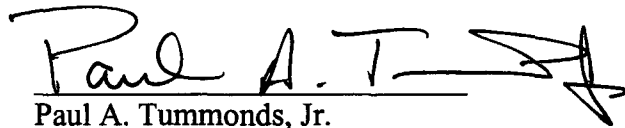
CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a copy of this letter and enclosures were delivered by first class mail to the following on June 7, 2007.

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