ANACOSTIA GATEWAY GOVERNMENT CENTER

PLANNED UNIT DEVELOPMENT APPLICATION

EXHIBIT A

CB RICHARD ELLIS

HEERY INTERNATIONAL INCORPORATED

04 FEBRUARY 2005



ZONING COMMISSION
District of Columbia
CASE NO.05-03
EXHIBIT NO.2

GOVERNMENT OF THE DISTRICT OF COLUMBIA

CBRE
CB RICHARD ELLIS

HEERY

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APPLICANT and OWNER
DISTRICT OF COLUMBIA
Office of Property Management

PROGRAM MANAGER
CB RICHARD ELLIS, INC.

ARCHITECT
HEERY INTERNATIONAL INC.

TRAFFIC CONSULTANT
WELLS AND ASSOCIATES, LLC

LAND USE COUNSEL
HOLLAND & KNIGHT, LLP

GROSS FLOOR AREA TABULATIONS

	GROSS FLOOR AREA					
	PARKING	LOADING	OFFICE			TOTAL
		MLK WING	MLK WING	BRIDGE	GOOD HOPE WING	
FLOOR LEVEL						
SIXTH LEVEL			34,200			34,200
FIFTH LEVEL			40,000			40,000
FOURTH LEVEL			40,000			40,000
THIRD LEVEL			52,300	320	13,120	65,740
SECOND LEVEL			56,000	320	13,120	69,440
ENTRANCE LEVEL		4,000	53,000	320	9,620	66,940
(ENTRANCE LEVEL RETAIL LEASE SPACE)					3,500	3,500
BASEMENT *			15,450			15,450
SUBTOTAL ABOVE GRADE		**4,000**	**290,950**		**40,320**	**335,270 GSF**
CELLAR (BASEMENT LEVEL)*			14,835			
PARKING LEVEL ONE (P1)	96,100					
PARKING LEVEL TWO (P2)	81,700					
SUBTOTAL BELOW GRADE	177,800		14,835			
TOTAL AREA	**177,800**	**4,000**	**305,785**		**40,320**	**350,105 GSF**

*ENCLOSED AREA AT BASEMENT LEVEL IS 92,000GSF TOTAL
(INCLUDES 40,725SF OF AIRSPACE ABOVE PARKING LEVEL ONE).
PERIMETER WALL IS 1525' LONG, 256' OF WHICH ARE ABOVE GRADE.
ALLOT 256'/1525' x 92,000GSF = 15,450GSF TO BASEMENT
CONDITIONED SPACE AT BASEMENT LEVEL IS 30,285GSF; ALLOT 30,285 - 15,450 = 14,835GSF TO CELLAR

ZONING TABULATIONS

PROPERTY:
SQUARE 5600 Parcel 224/31, Lot 17
SQUARE 5601 Lots 858, 859, 860, and part of 857
The ALLEY traversing SQUARE 5601
The portion of S STREET that divides SQUARES 5600 AND 5601

PROPERTY AREA:
114,302sf
(Pending Certified Survey)

CURRENT ZONING:
C-3-A
C-M-1
R-3

PROPOSED ZONING:
C-3-A with
PUD Development Standards

ZONING REGULATIONS	C-3-A W/ PUD DEVELOPMENT STANDARDS:	PROPOSED DESIGN:
USES:	General Office Use Permitted Retail Uses Permitted	Office, retail, and supporting uses
F.A.R.:	3.0 maximum = 358,092GSF	2.93 (335,270GSF)
ROOF STRUCTURE F.A.R.:	.37 maximum = 44,165sf	area < 30,000sf
BUILDING HEIGHT:	90' maximum per Zoning Regulations 80' maximum per Act of 1910	80' (measured from the curb opposite the front of the building on Martin Luther King Jr Avenue)
ROOF STRUCTURE HEIGHT:	18'-6" maximum	height < 18'-6"
SIDE YARD:	Not required	
REAR YARD:	2 1/2" per foot of building height = 16'-8"	49'-10" (Half of 60' 13th St. R.O.W. plus 19'-10" at narrowest point)
COURTS:	3" per foot of building height x 80' = 20'	40' (at Alleys); 27'-10" (diameter of maximum inscribed circle at North end of building)
PARKING:	Office - (>2000sf, one per each 600sf): 581	436*
LOADING:	Office>200,00sf: 3 berths each 30' deep minimum 1 berth 20' deep minimum	3 berths each 30' deep minimum 1 berth 20' deep minimum
BICYCLE PARKING:	5% parking requirements minimum = 29 spaces	30 spaces

*A 25% reduction to 436 spaces is being sought per Section 2405.6 of the Zoning Regulations

ARCHITECT'S STATEMENT

PROJECT GOALS

The Anacostia Gateway Government Center (AGGC) will provide the District of Columbia Department of Transportation (DDOT) with an efficient, well equipped, and well arranged work environment to carry the organization well into the future. The unique design challenge of the AGGC is to use this project as an opportunity to create a new and stronger sense of place and a portal into the historic district of Anacostia. The project should enhance and extend the urban fabric of Anacostia.

The project will have its front door on Martin Luther King, Jr. Avenue, Anacostia's main street. DDOT wants to be a part of the community; they will eat in the restaurants, ride the trains and buses, and enjoy the local amenities. Their presence will attract commercial and retail tenants for surrounding properties; the project will act as a catalyst for future business and community growth.

Each of the three constituencies with which the building will engage - its users, its neighbors and the broader public - will perceive the Anacostia Gateway Government Center as being appropriate both to its place in the city and to the important work of the department it will house.

What is called for here is an architecture that will animate the urban scene while optimizing the workplace environment for the DDOT staff. The design vision embraces both of these qualitative goals and recognizes that they are ultimately interdependent.

TRAFFIC ENHANCEMENTS

As part of a strategy to revitalize the neighborhood, but independently of this project, DDOT is planning new traffic patterns for Anacostia. The 11th Street and Officer Welsh Bridges are being re-engineered to incorporate light rail, pedestrian, and bicycle lanes, and to minimize commuter traffic through Anacostia. Martin Luther King, Jr. Avenue is planned to become a two-way street to promote a better retail environment. Another possible component of this plan would be a new traffic circle at the northern end of Martin Luther King, Jr. Avenue, where it would meet the one way traffic crossing the Officer Welsh Bridge.

The circle would signify the entrance to downtown Anacostia, a transition from the bridge to the city. The AGGC building form is designed to accommodate this future circle and to amplify its significance when it is constructed; the front door to the building is placed there. The AGGC will have an address on Martin Luther King, Jr. Avenue and be a part of the community, as it announces the entrance to the community.

A NEW CIVIC SYMBOL

The building design will provide a strong civic image from both within the community and from across the river; it will be a symbolic gateway to a rejuvenated Anacostia community. The building scale and façade materials will respect Anacostia's architectural character. In addition and as a further symbol of its obligations to the larger community, the District is committed to creating a green building, LEED "Silver" certified to be energy efficient and environmentally friendly.

BUILDING SCALE

Located at the far north end of Martin Luther King, Jr. Avenue, the site is bounded by Good Hope Road to the south, the Anacostia River bridge ramps to the north, and 13th Street to the east. The building shares the site block with the proposed three story AEDC office building. One of the major challenges of the AGGC was to design a building to house DDOT's space program while keeping the scale of the building in context with the low-rise architecture of the neighborhood.

The design accomplishes this by dividing the large program into smaller parts. An alley parallel to Good Hope Road divides the program into two unequal parts - the MLK Wing to the north and the Good Hope Wing to the south. Three story facades face the existing one, two, and three story buildings across Good Hope Road and 13th Street. At approximately 44 feet, these facades are much lower than the 65 foot height permitted in the C-3-A district. The three story building street frontage also matches the cornice height of the proposed AEDC building.

The majority of DDOT's space program is placed in a six story massing located away from neighboring residential development and closer to I-295 on the north and west side of the site. This massing is also broken into smaller parts, with a three story base and stepped-back top stories.

SITE CIRCULATION

The front entrance lobby will be adjacent to the passenger drop-off area on the Martin Luther King, Jr. Avenue circle. Until the circle is constructed, drop-off along Martin Luther King, Jr. Avenue will be from a lay-by lane at the front door. The front lobby can also be accessed from the east-west service alley that divides the site; an additional vehicle passenger drop-off is located there. A third access to the front lobby is by three elevators from visitor parking located below. A security control point in the lobby gives access to the atrium and the rest of the building. DDOT employees can also access their workplace by card access elevators from parking below.

An additional building entrance is provided at the corner of Good Hope Road and 13th Street. A card access staff entry is provided about mid-way along 13th Street. A pedestrian bridge connects the MLK Wing and Good Hope Wing.

Ingress and egress to the below-grade parking and access to the loading dock are reached by passing through the interior service alleys of the site coming off Martin Luther King, Jr. Avenue, 13th Street, and Good Hope Road. A secondary parking entrance is located at basement level at the northeast corner of the site. This entrance is adjacent to the Day Care drop-off and entrance on that level.

The site is well served by public transportation. The Anacostia Metro Station is a half mile away, approximately a three to five minute bus ride. There are three different bus stops near the site. The Light Rail Demonstration Line will stop along Good Hope Road, about 250' from its corner with Martin Luther King, Jr. Avenue and less than 600' from the AGGC front door.

Pedestrian circulation around the site is accommodated by sidewalks along Good Hope Road, Martin Luther King, Jr. Avenue and 13th Street. Sidewalks are also provided along the internal alleys. Sidewalks or pedestrian access along the Light Rail edge of the site awaits further development of the Light Rail design.

ARCHITECT'S STATEMENT CONT.

PROGRAM & INTENT

The DDOT program calls for a combination of large special support spaces and open and private office areas for the engineers and professional staff. The 475 people who comprise the DDOT staff are looking for an environment which not only provides a well lit, well organized workspace, but one which provides and manages the specialized technological infrastructure necessary for a transportation department of a major American city.

The District of Columbia Department of Transportation works around the clock, seven days a week. Emergency response and the dissemination of information play a critical role when the situation calls for it. Some of the special support spaces designed into the building program will accommodate the needs of this ongoing scope of work. Meeting spaces and training rooms are being provided to meet the needs of real time interaction both in critical situations and for the everyday response to ongoing professional activities.

Special support spaces include the Traffic Management and Control Center, a two-story space where traffic throughout the city will be assessed and controlled, a Media room, and a press conference area. Other support spaces include a training center, an employee child care center, a fitness facility, locker facilities, and a lunch room. No dedicated cafeteria or food service will be provided; staff will use neighborhood facilities.

436 parking spaces are being provided in the building. 322 spaces are programmed for DDOT employees and consultants, and for DDOT fleet vehicles. Visitor parking for 62 is also included in the program. 52 overflow spaces are provided to ensure no residential overflow parking occurs.

Customer service areas of DDOT are to be accessible to the public for the distribution of child safety seats, school transit passes, maps, and other public interface activities. The Traffic Management and Control Center will be open to visitors and school tour groups, making the workings of this public service agency visually accessible to the population it supports.

In addition to the DDOT customer service areas, ground level retail lease space will be made available to serve the community.

The District is committed ensuring the entire facility will be energy efficient and environmentally friendly, and will strive for a LEED "Silver" certificate.

ORGANIZATIONAL & SPATIAL STRATEGY

The Anacostia Gateway Government Center Project (AGGC) is destined to be the new headquarters for the District of Columbia Department of Transportation (DDOT) While most of the functions of the building are private office functions of DDOT, the design seeks to make AGGC appear accessible and inviting to the public.

The crescent-shaped main entrance façade on the Martin Luther King, Jr. Avenue welcomes both the staff and the public. This façade is seen on axis with Martin Luther King, Jr. Avenue, and with the bridge from the north. In addition to being the visible front door to the center, this major entry point is expected to be heavily used as the front door by DDOT staff commuting to and from the future light rail stop.

A two story entry lobby gives access to public outreach facilities, and leads up to a five story central atrium that begins at the Second Level. The building is organized around this atrium; the sky-lit space provides natural light to interior offices while providing the building with a central common space that will foster a strong sense of shared purpose - an esprit de corps that engenders pride in those who serve as well as those who are served by the DDOT.

The north side of the atrium is glazed and faces the Anacostia River and the city beyond, providing views on all of the upper levels across a transparent open office and walkway system. The large glazed elevation will offer a sense of openness and transparency from the exterior as well; the light and life within the building will be apparent from the riverfront.

A service alley is provided to access parking and loading. This alley is 40' wide, and gives light and air to the neighboring AEDC building as well as to the MLK Wing. DDOT's building program also requires a large workshop area adjacent to loading for their signal control operations; that area is accommodated on the Ground Level, beneath the atrium floor. A staff entry to this area is provided along 13th Street.

Across the alley from the MLK Wing, the three story Good Hope Wing completes the building program, and complements the AEDC massing to complete the street façade along Good Hope Road. The Good Hope Wing is connected to the MLK Wing at the Second (atrium) and Third Levels by a glazed walkway.

The major entry to the smaller Good Hope Wing is located in the southeast corner of the site, in a square glazed tower that recalls somewhat the AEDC entrance element at the opposite corner.

ARCHITECTURAL EXPRESSION & FACADE DEVELOPMENT

With the aforementioned steps, a spatial strategy has been developed to respond to the functional needs of DDOT, while expressing their desire to be perceived as an open, engaged, and welcoming public institution. In the articulation of the facade, this expression of openness and transparency is further refined, while establishing an appropriate architectural character for Anacostia Gateway Government Center Project in relation to its immediate neighbors.

The new AGGC project embraces a contemporary and dynamic civic expression. The design respects the three story elements of the adjacent AEDC building and its commercial neighbors across Good Hope Road, not only in scale but also in materials.

ARCHITECT'S STATEMENT CONT.

ARCHITECTURAL EXPRESSION & FACADE DEVELOPMENT (CONTINUED)

The MLK Wing façade facing Martin Luther King, Jr. Avenue is organized vertically with an updated version of the classic base, shaft and capital vocabulary found on many government and civic buildings – an arcaded stone base at the lower three levels; a metal and glass curtain wall with metal decorative columns for the middle section above; and a cantilevered canopy with metal panel/glass attic and atrium enclosure to cap the composition.

The MLK Wing base on Martin Luther King Jr. Avenue uses a curved stone arcade of large openings with light shelf canopies that reflect the retail and pedestrian character of the street. A five story stone entrance portal into the public lobby and the upper atrium space beyond is set asymmetrically in the curved arcade. The stone color will complement that of the AEDC and local masonry.

The middle section of the facade steps back approximately 15 feet in plan, reducing the overall scale of the building from the street and providing a roof terrace at the fourth level office areas. This façade is clad in a curtain wall system using metal panels and glass. The entire section is framed by a two story colonnade, providing rhythm and scale, creating shadow depth, and adding exciting visual interest when viewed from afar. The metal clad columns support a 13 foot deep metal canopy, providing a distinctive cap to the building.

The three part motif is echoed in varied forms on the alley and 13th Street facades. Along 13th Street, the top three stories are set back to at least 21 feet, to further minimize the height of the building opposite the residential area on the other side of the ramp and street.

On the river façade of the MLK Wing, the full height of the atrium is allowed to read as a glass face, allowing the full scale of the building to match the scale of the vista across the Anacostia. The atrium enclosure at the top provides a strong silhouette when viewed from a distance. This roof cap curves following the shape of the atrium; the glass top has a rhythmic series of supporting ribs with glass infill panels that bring light into the interior.

The Good Hope Wing entrance at the corner of Good Hope Road and 13th Street is designed to balance the massing of the corner massing of the AEDC building. The entrance has similar material vocabulary as the Martin Luther King, Jr. Avenue entrance portal, but at a smaller scale. The adjacent brick and window massing along Good Hope Road and 13th Street are modulated in a horizontal pattern similar to the AEDC building. The façade organization changes slightly as to differentiate itself from the MLK Wing, thus further breaking down the scale to respect the lower and more variegated scale and feel of the neighborhood.

STREETSCAPE

Our streetscape concept transitions from civic to urban to residential as one moves around the site. The Martin Luther King, Jr. Avenue streetscape is a civic space, a semi-circular paved plaza. The Good Hope Road streetscape is urban, matching the look of main street Anacostia. The 13th Street streetscape is more landscaped and park-like to complement its residential neighbors across the street. The Light Rail side of the building is largely built up to the property line. Landscaping awaits the development of landscape concepts by the Light Rail Demonstration Project, but is expected to have a park-like ambience.

Sidewalks and crosswalks are generally brick, as throughout the immediate vicinity of Anacostia. Granite accent paving is used at building entrances. The plaza on Martin Luther King, Jr. Avenue is paved with radial patterned granite and landscaped with European Hornbeam trees set 18 feet apart within seating-height stone planters. The planters follow the curved profile of the plaza and provide a vertical transition between the sloping street and the flat walkway alongside the building.

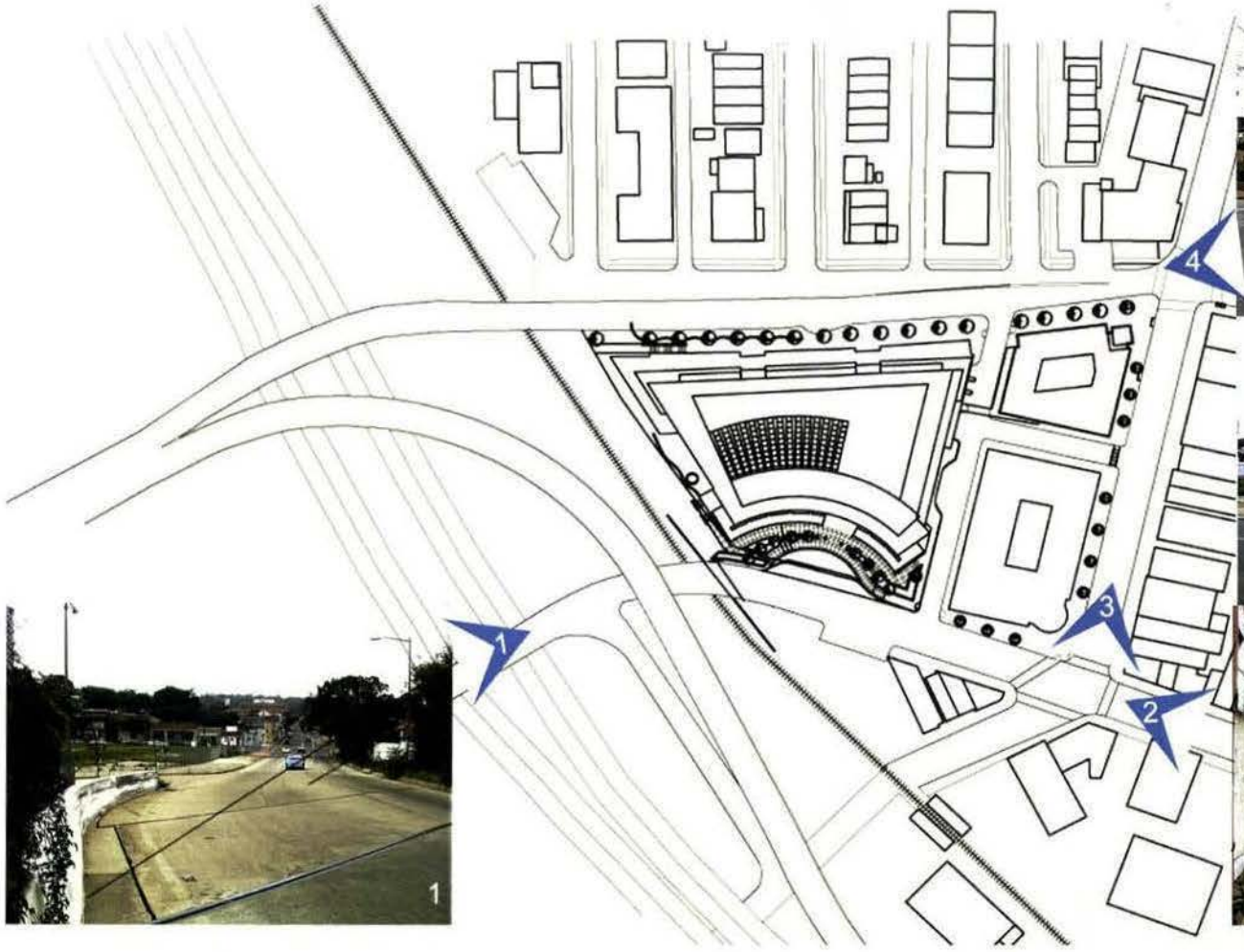
On Good Hope Road, the brick sidewalk is continued around the block. European Hornbeams here are placed on grade in decorative metal tree grates. A patterned granite paving apron surrounds the secondary DDOT entrance at the corner with 13th Street.

The 13th Street side becomes less urban, facing the highway on-ramp and the residential neighborhood beyond. The design along this street is more park-like. The brick sidewalk runs alongside the building, and the rest of the 25 foot setback off the 13th Street is planted with multi-stemmed River Birches in low groundcover. As the ramp rises moving northward, the bank between the ramp and the sidewalk is terraced with two brick clad retaining walls - the lower wall set at seating height, the serpentine upper wall retaining the highway embankment.

The alleys receive brick sidewalks but no plantings; the alley entrance to the MLK Wing is paved in a radial granite pattern.

Street lighting will be designed be compatible with DDOT standards for the area with modifications to meet LEED criteria for light pollution reduction; street furniture will also match local standards.

In addition to the development of landscape improvements, the design of the streetscape is complemented by the arrangement of accessible public ground floor uses within the building. Most important of these are the major building entries on Martin Luther King, Jr. Avenue and Good Hope Road, which are accessible to the public. The Martin Luther King, Jr. Avenue entrance offers views into the central atrium space. The Good Hope Wing entrance offers an entrance also open to the public, as well as retail fronting Good Hope Road.









ARCHITECT
HEERY
HEERY INTERNATIONAL INC.
1099 14th STREET NW SUITE 101
WASHINGTON DC 20005

EXISTING PHOTOGRAPHS

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

NORTH

DRAWING NO.
S1


ANACOSTIA FREEWAY
C-2-A
GOV
FREDERICK DOUGLASS HOME
C-M-1
R-3
C-2-A
GOVERNMENT CENTER SITE
AEDC SITE
C-M-1
R-3
R-4
R-3
C-3-A
C-M-1
R-4
C-2-A
C-2-A
R-5-A
TO / FROM DOWNTOWN DC VIA 11TH STREET BRIDGES
TO ANACOSTIA METRO STATION VIA MLK JR. BLVD
LEGEND
ZONING BOUNDRIES
HISTORIC DISTRICT
GOVERNMENT CENTER / AEDC PROPERTY LINES
RESIDENTIAL
INSTITUTIONAL
RETAIL / COMMERCIAL / MIXED
LOCAL PUBLIC FACILITIES
OFFICE
GOVERNMENT CENTER SITE TO BE ZONED C-3-A
N



LEGEND

- PREDOMINANT AM TRAFFIC
- PREDOMINANT PM TRAFFIC
- CURRENT TRAFFIC FLOW
- FUTURE TRAFFIC FLOW
- CURRENT SITE ACCESS/EGRESS
- GOVERNMENT CENTER / AEDC PROPERTY LINES

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1099 14th STREET NW SUITE 101
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VEHICULAR SITE ACCESS

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

DRAWING NO.
S3

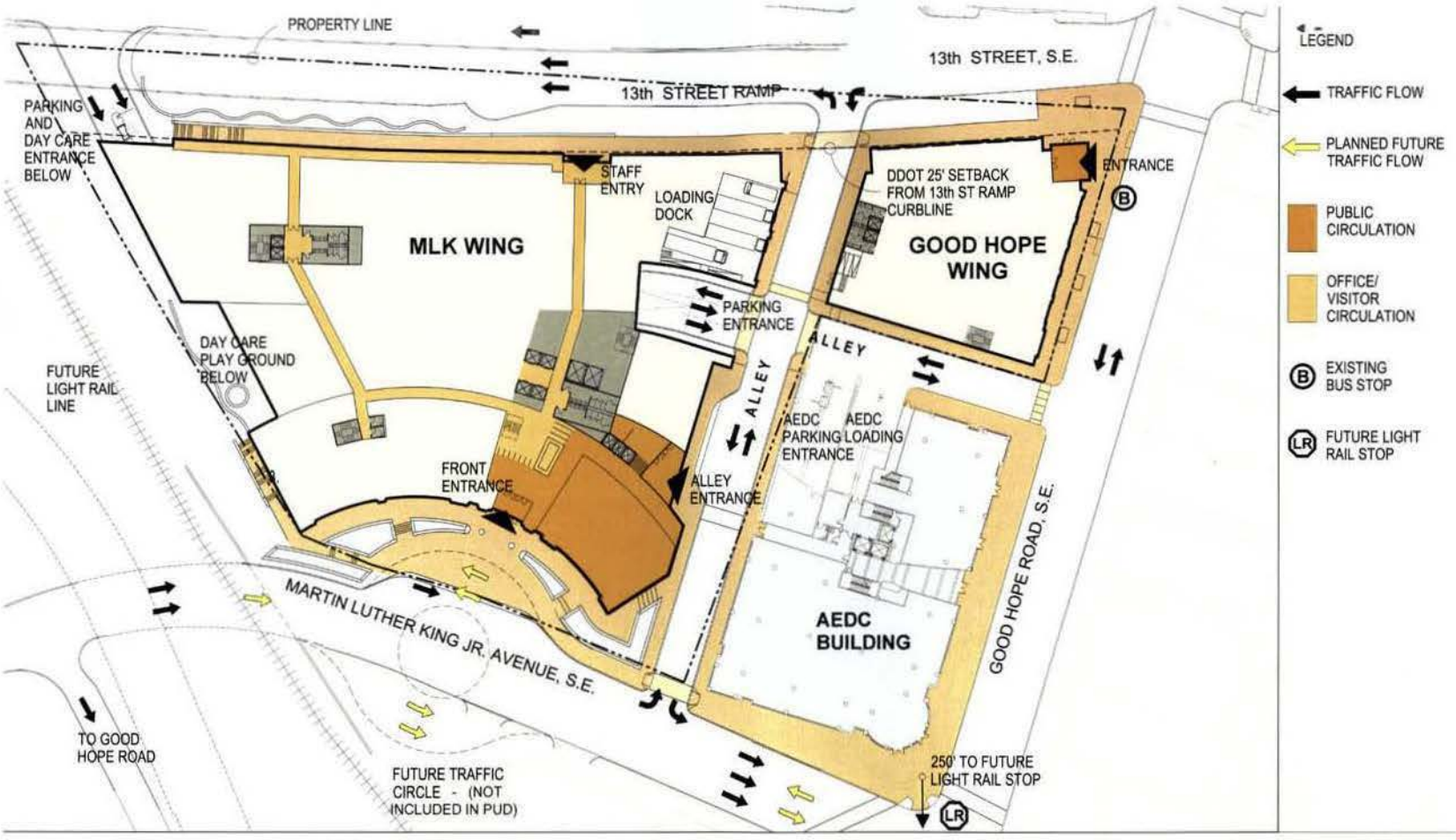


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1099 14th STREET NW SUITE 101
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PEDESTRIAN SITE ACCESS

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

DRAWING NO.
S4



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1099 14th STREET NW SUITE 101
WASHINGTON DC 20005

SITE CIRCULATION PLAN

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0 50 100

DRAWING NO.
S5



LEGEND

1. BRICK WALK
2. BRICK WALL
3. STONE OR UNIT PAVER WALK / STEPS
4. STONE CLAD PLANTER (18" above sidewalk)
5. 14' MULTI-STEM RIVER BIRCH Betula nigra 'Heritage'
6. 3" CALIPER EUROPEAN HORNBEAM Carpinus betulus 'Fastigiata'
7. GROUND COVER Pachysandra terminalis
8. GRASS
9. 45% SLOPE

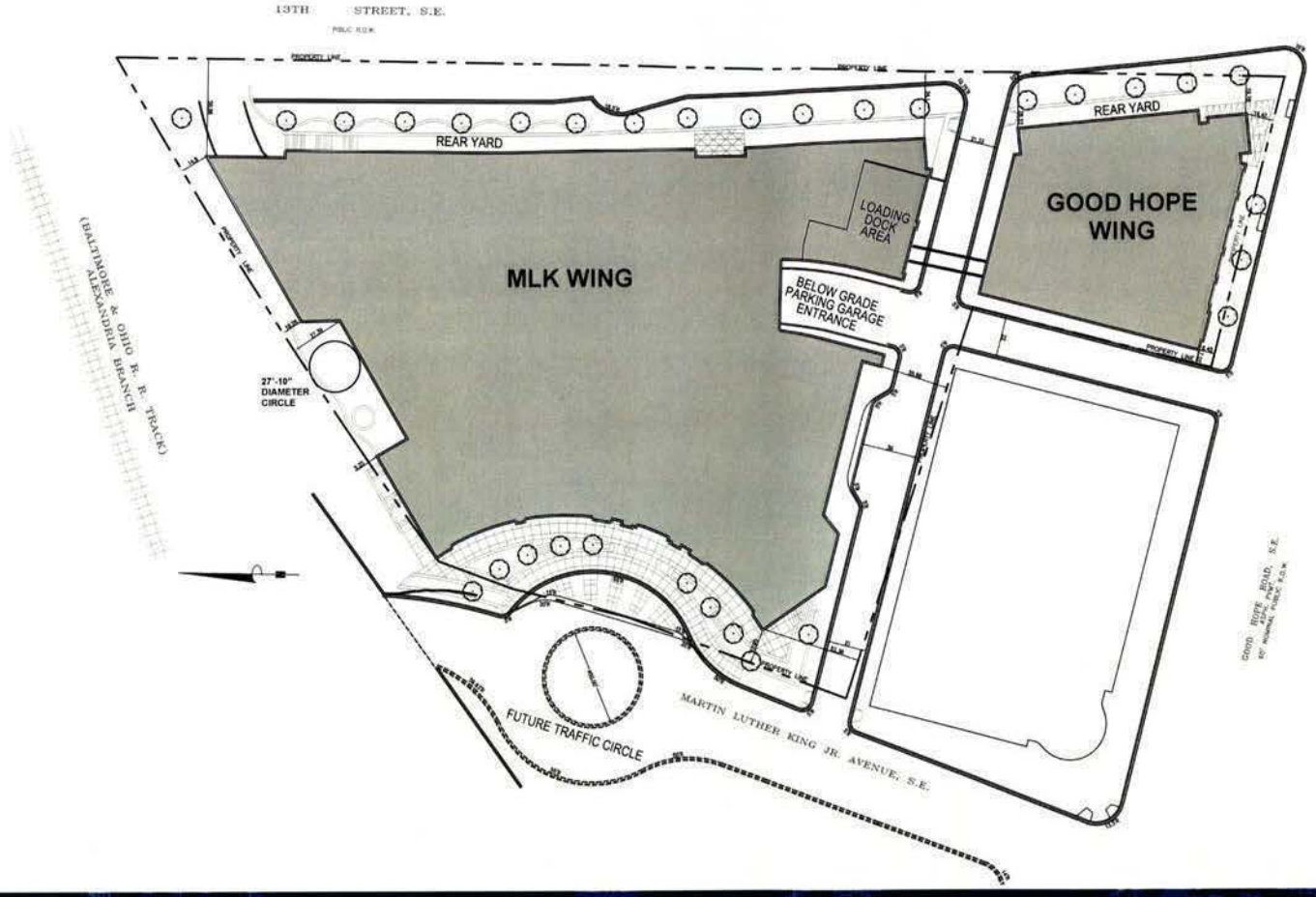
ARCHITECT
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WASHINGTON DC 20005

SITE LANDSCAPE & GRADING PLAN

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0 50 100

DRAWING NO.
S6



ARCHITECT

HEERY

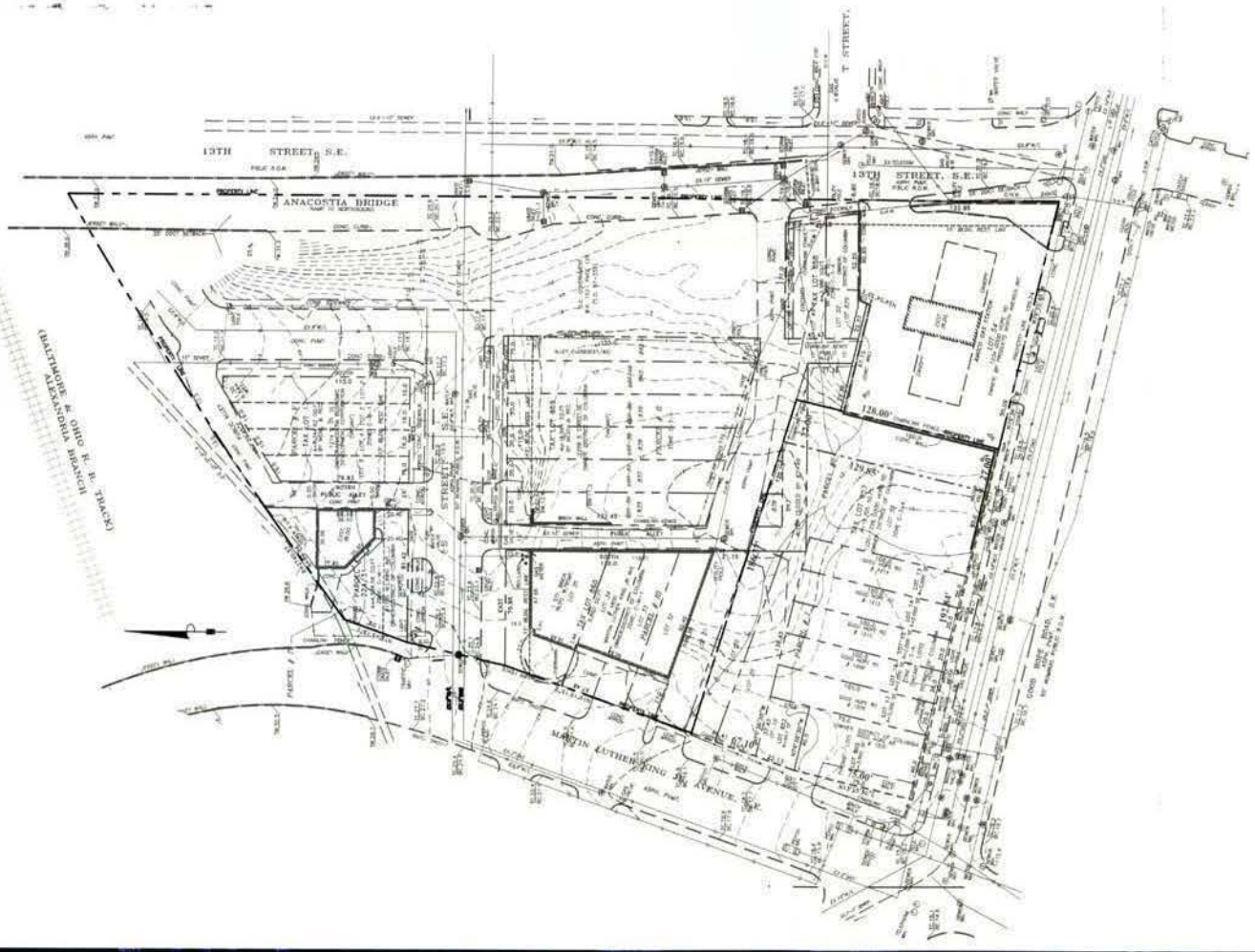
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1099 14th STREET NW SUITE 101
WASHINGTON DC 20005

SITE PLAN

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0 ' 60 ' 120 ' 180 ' 240 '

DRAWING NO.
C1





VICINITY MAP
NOT TO SCALE

LEGEND

- (E) PEPCO MANHOLE
- (S) SEWER MANHOLE
- (T) TELEPHONE MANHOLE
- (W) WATER MANHOLE
- FIRE HYDRANT
- G GAS VALVE
- LP LIGHT POLE
- UTILITY POLE
- WM WATER METER
- WV WATER VALVE
- M/W MONITORING WELL
- —E— ELECTRIC POWER LINE
- —G— GAS LINE
- —S— SEWER LINE
- —T— TELEPHONE LINE
- —W— WATER LINE
- x—x CHAIN LINK FENCE
- TELEPHONE POLE
- TRAFFIC SIGNAL POLE
- SIGN
- (L.D.) LEGAL DESCRIPTION PARCEL #

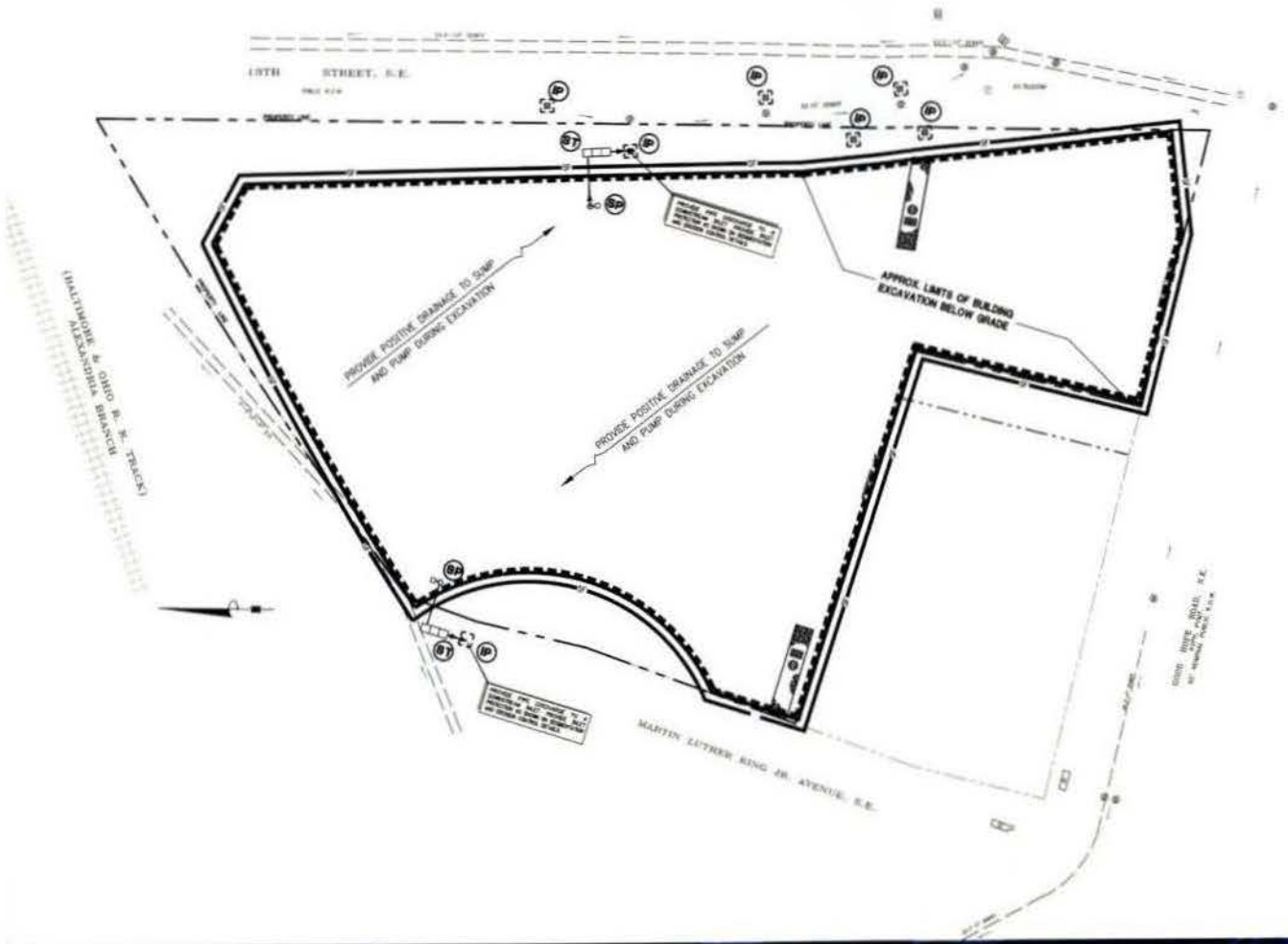
ARCHITECT
HEERY
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1099 14th STREET NW SUITE 101
WASHINGTON DC 20005

SITE SURVEY/ EXISTING CONDITIONS

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0 ' 60 ' 120 ' 180 ' 240 '

DRAWING NO.
C2



CONSTRUCTION AND STABILIZATION SEQUENCE:

1. INSTALL SEDIMENT AND EROSION CONTROL MEASURES INCLUDING STABILIZED CONSTRUCTION ENTRANCE, WASH RACK, INLET PROTECTION, TREE PROTECTION, SILT FENCE, STRAW BALE DIKE, AS INDICATED ON THE SHEET. SEE SHEET SEDIMENT AND EROSION CONTROL DETAILS.
2. SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AND APPROVED BY THE INSPECTOR PRIOR TO COMMENCING ANY OTHER LAND DISTURBING ACTIVITIES.
3. REMOVE ITEMS AS INDICATED ON DEMOLITION PLAN.
4. INSTALL SITE IMPROVEMENTS AS INDICATED ON CONSTRUCTION DOCUMENTS FOR THE PROPOSED BUILDING.
5. AT THE COMPLETION OF CONSTRUCTION AND AFTER THE INSPECTOR'S APPROVAL, ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE REMOVED.

NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF SHEETING AND SHORING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES. SHORING, BRACING, AND UNDERPINNING DESIGNED BY THE CONTRACTOR'S STRUCTURAL ENGINEER LICENSED IN THE DISTRICT OF COLUMBIA SHALL BE PROVIDED AS NECESSARY TO ENSURE THEIR SUPPORT.

CONTRACTOR TO PROVIDE CHAIN LINK FENCE AT PERIMETER OF THE EXCAVATION AREA.

INSTALL SILT FENCE AT PERIMETER TO REMAIN IN PLACE UNTIL BELOW GRADE EXCAVATION HAS BEGUN, UNLESS OTHERWISE APPROVED BY THE INSPECTOR.

DUST CONTROL NOTES:

1. THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR MUST PROVIDE CLEAN WATER, FREE FROM SALT, OIL AND OTHER DELETERIOUS MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL IMPLEMENT STRICT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON-SITE. THESE CONTROL MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
5. FOR WATER APPLICATION TO UNDISTURBED SOIL SURFACES, THE CONTRACTOR SHALL:
   A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DISCHARGE PRESSURE GAUGE.
   B. ARRANGE SPRAY BAR HEIGHT, NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF GROUND WITH WATER.
   C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (137.8 K PA) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
6. FOR WATER APPLICATION TO SOIL SURFACES DURING DEMOLITION AND/OR EXCAVATION, THE CONTRACTOR SHALL:
   A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DISCHARGE GAUGE, HOSES AND MIST NOZZLES.
   B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE MISTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING NUISANCE CONDITIONS SUCH AS PONDING.
   C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND SITE BOUNDARIES.

LEGEND

PROPOSED

- TEMP CONSTRUCTION ENTRANCE
- WASH RACK
- SILT FENCE — SF
- INLET PROTECTION — IP
- TREE PROTECTION — TP
- SUMP PUMP — SP
- SEDIMENT TANK — ST

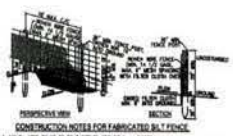
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SEDIMENTATION AND EROSION CONTROL PLAN

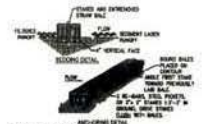
ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0' 60' 120' 180' 240'

DRAWING NO.
C3



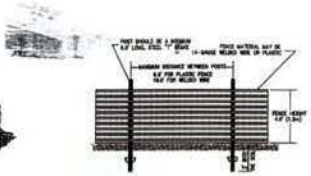
SILT FENCE
(NOT TO SCALE)



STRAW BALE DIKE
(NOT TO SCALE)



VEHICLE WASH DETAIL
(NOT TO SCALE)



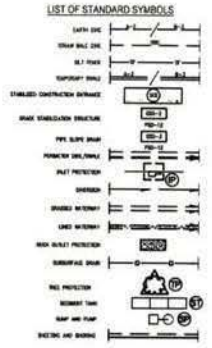
TREE PROTECTION FENCE
INSTALLATION DETAIL
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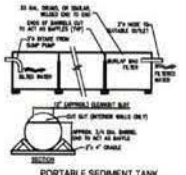
STANDARDS AND SPECIFICATIONS
FOR
BRICKBAT GROUND COVER



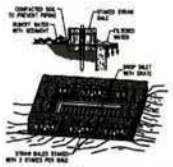
BRICKBAT DETAIL
(NOT TO SCALE)

LIST OF STANDARD SYMBOLS





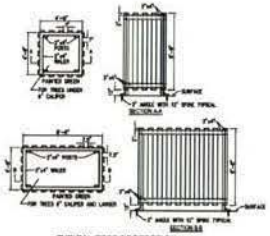
PORTABLE SEDIMENT TANK
(NOT TO SCALE)



STRAW BALE DROP INLET
SEDIMENT FILTER
(NOT TO SCALE)



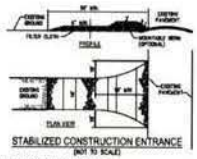
CURB INLET SEDIMENT FILTER
(NOT TO SCALE)



TYPICAL TREE PROTECTION
FENCING
(NOT TO SCALE)

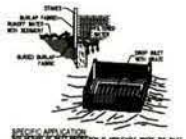
EROSION AND SEDIMENT CONTROL MEASURES AND SEQUENCE:

SILTATION EROSION CONTROL NOTES:



STABILIZED CONSTRUCTION ENTRANCE
(NOT TO SCALE)

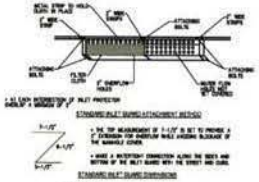
CONSTRUCTION RAMP SPECIFICATION:



BURLAP DROP INLET
SEDIMENT FILTER
(NOT TO SCALE)



WASH RACK DETAIL
(NOT TO SCALE)



GRADE INLET GUARD
(NOT TO SCALE)



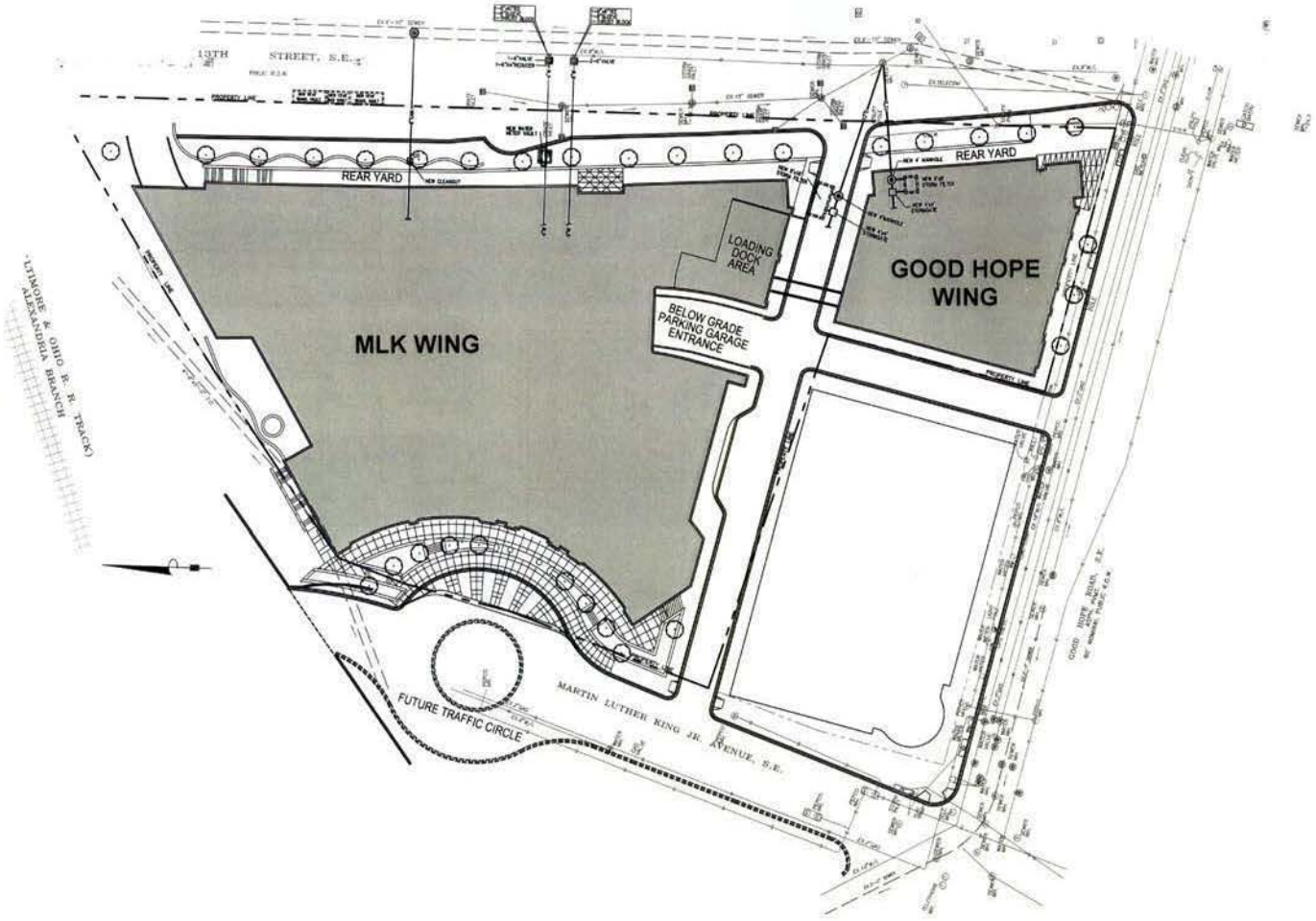
SUMP PIT
(NOT TO SCALE)

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SEDIMENTATION AND EROSION CONTROL DETAILS

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

DRAWING NO.
C4



PROPERTY AREA: 119,364 SF

PLUMBING FIXTURES

	QUANTITY	SFU EACH	SFU TOTAL	WFU EACH	WFU TOTAL
WC	72	6	432	10	720
UR	23	2	46	5	115
LAV	94	1	94	0.2	188
DF	39	0.5	20	0.3	12
SH	12	2	24	4	48
SS	8	2	16	0.3	24
HB	10	–	–	3	30
FD	50	2	100	–	–
			732		1,137

SANITARY = 732 SFU = 8" PIPE 140 = GPM (1/2FULL @ 1.0%)
WATER = 1137WFU = 230 GPM

SANITARY FIXTURES 140 GPM
GARAGE DRAINAGE + 50 GPM
190 GPM 3" @1.0%

WATER FIXTURES 230 GPM
MEGA + 33 GPM
263 GPM 4" SERVICE

POWER

140,000 PSF @2!W/SF = 2,940 KW = 3,460 KVA = 4,325 AMP@460/3

SO USE ONE 2,000 AND ONE 3,000 AMP
460 V – 3 PHASE SWITCHBOARD

PEPCO TRANSFORMERS: USE 7W/OSF FOR PEAK DEMAND
140 K x 7 = 980 KW = 1150 KVA

FOR NETWORKED TRANSFORMERS USE TWO 1,000 KVA TRANSFORMERS. SO TWO 18' x 6' TRANSFORMER VAULTS AND 12' x 6" BUSS VAULT.

SUMMARY

SANITARY: 8" SEWER @ 1.0%, 190 GPM PEAK FLOW
DOM WATER: 4" SERVICE, 263 GPM PEAK FLOW
FIRE WATER: 6" SERVICE, 600 GPM PEAK FLOW
POWER: TWO 18' x 6' TRANSFORMER VAULTS AND ONE 1' x 6' BUSS VAULT

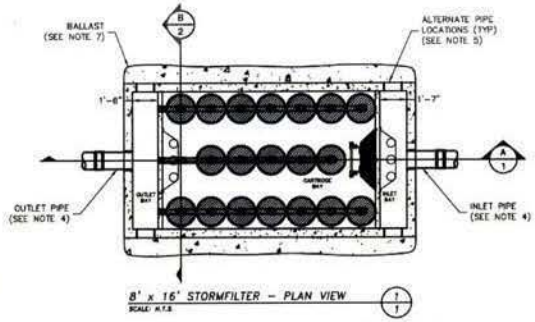
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SITE UTILITY PLAN

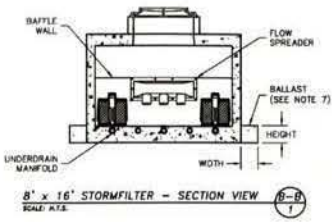
ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0' 60' 120' 180' 240'

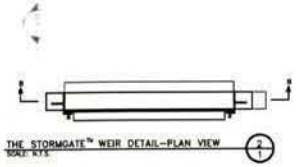
DRAWING NO.
C5



8' x 16' STORMFILTER – PLAN VIEW (1/1)
SCALE: N.T.S.



8' x 16' STORMFILTER – SECTION VIEW (B-B/1)
SCALE: N.T.S.

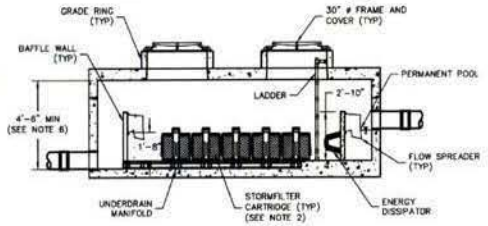


THE STORMGATE™ WEIR DETAIL–PLAN VIEW (2/1)
SCALE: N.T.S.

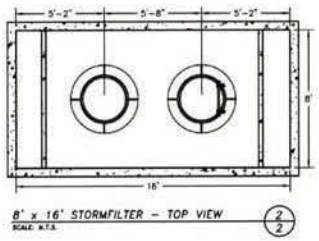
STORMWATER MANAGEMENT CALCULATIONS:

FIRST FLOOR AREA = 59,760 = 1.37 AC

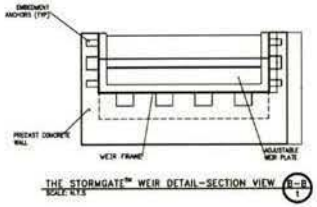
- PRE-DEVELOPED RUNOFF (15 YEAR STORM)
  T_c = 5 MINUTES, I_{15} 7.56 IN/YR, C=0.35
  AREA = 59,760 = 1.37 AC
  $Q_{15} = CI_{15}A$ = 0.35 x 7.56 x 1.37 = 3.63 cfs
- POST-DEVELOPMENT RUNOFF (15 YEAR STORM)
  T_c = 5 MINUTES, I_{15} 7.56 IN/YR
  AREA = 59,760 = 1.37 AC
  $Q_{15} = CI_{15}A$ = 0.9 x 7.56 x 1.37 = 9.32 cfs



8' x 16' STORMFILTER – SECTION VIEW (A-A/1)
SCALE: N.T.S.



8' x 16' STORMFILTER – TOP VIEW (2/2)
SCALE: N.T.S.



THE STORMGATE™ WEIR DETAIL–SECTION VIEW (B-B/1)
SCALE: N.T.S.

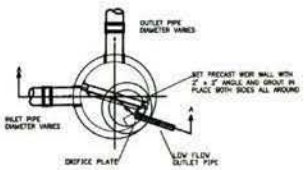
SIZE CHART:

STORMFILTER VAULT SIZE	NUMBER OF CARTRIDGES	NOMINAL EXTERIOR FOOTPRINT	
		WIDTH (FT)	LENGTH (FT)
6 x 8	1 TO 6	7	9
8 x 12	7 TO 11	7	13
8 x 16	12 TO 26	9	17
8 x 18	27 TO 33	9	19

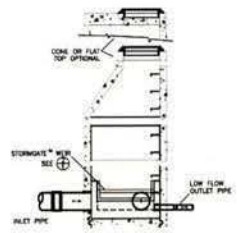
DETERMINE NO. OF CARTRIDGES:

AREA = 59,760 = 1.37 AC

1. Qtreat = 0.90 x 0.5 in./hr. x 1.37 AC
   Qtreat = 0.62 cfs
2. Nflow = Qtreat (449 gpm/cfs / 15 gpm/cartridge)
   Nflow = 0.62 cfs x $\frac{449 \text{ gpm/cfs}}{15 \text{ gpm/cartridge}}$
   Nflow = 18.56 cartridges
   *** USE 19 CARTRIDGES



THE STORMGATE™ – PLAN VIEW (1/1)
SCALE: N.T.S.



THE STORMGATE™ – SECTION VIEW (A-A/1)
SCALE: N.T.S.

GENERAL NOTES

1.) STORMFILTER BY STORMWATER MANAGEMENT INC., PORTLAND, OREGON 800/548-4867.
2.) FILTERS TO BE SIPHON-ACTUATED AND SELF-CLEANING.
3.) PRECAST CONCRETE VAULT TO BE CONSTRUCTED IN ACCORDANCE WITH ASTM C857 AND C858.
4.) STORMFILTER REQUIRES 2.3' OF DROP FROM INLET TO OUTLET. INLET AND OUTLET PIPING TO BE SPECIFIED BY ENGINEER AND PROVIDED BY CONTRACTOR.
5.) PRECAST STORMFILTER EQUIPPED WITH EITHER CORED OPENINGS OR KNOCKOUTS AT INLET/OUTLET LOCATION.
6.) RECOMMENDED MINIMUM CLEARANCE FOR MAINTENANCE ACCESS. CONTACT SMI FOR OTHER OPTIONS IF A SHALLOWER SYSTEM IS REQUIRED.
7.) ANTI-FLOTATION BALLAST TO BE SPECIFIED BY ENGINEER IF NEEDED. BALLAST TO BE PLACED ALONG ENTIRE LENGTH OF BOTH SIDES OF VAULT. BALLAST MATERIALS TO BE PROVIDED BY CONTRACTOR.
8.) ALL STORMFILTERS REQUIRE REGULAR MAINTENANCE. REFER TO OPERATION AND MAINTENANCE GUIDELINES FOR DETAILS.
9.) DETAIL REFLECTS DESIGN INTENT ONLY. ACTUAL VAULT DIMENSIONS AND CONFIGURATION WILL BE SHOWN ON PRODUCTION SHOP DRAWING.
10.) STANDARD DETAIL SHOWS MAXIMUM NUMBER OF CARTRIDGES. EXACT NUMBER REQUIRED TO BE SPECIFIED ON SITE PLANS.

GENERAL NOTES:

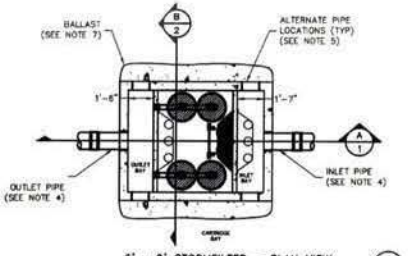
1.) STORMGATE BY STORMWATER MANAGEMENT, INC., PORTLAND, OREGON (800-548-4667).
2.) ALL WATER QUALITY FACILITIES REQUIRE REGULAR MAINTENANCE. MINIMUM ANNUAL MAINTENANCE INCLUDES INSPECTION OF COMPONENTS AND REMOVAL OF SEDIMENTS. FOLLOW ALL LOCAL, STATE, & FEDERAL SAFETY GUIDELINES.
3.) PRECAST CONCRETE MANHOLE CONSTRUCTED IN ACCORANCE WITH ASTM C858.
4.) EXTERNAL PIPING AND COUPLINGS PROVIDED BY OTHERS.
5.) FLEXIBLE COUPLINGS TO BE SET 18" OUTSIDE FACE OF WALL. FERNCO OR ENGINEER APPROVED. SEE PRECAST STORMGATE DATA BLOCK FOR MANHOLE SIZE AND WEIR SETTING.
6.) CONTRACTOR TO ADJUST WEIR TO DESIGN ELEVATION.
7.) WHEN SETTING SCREWS ON WEIR PLATE DO NOT EXCEED 5.0 FT-LBS TOURQUE.
8.) SEAL WEIR WITH SILICONE SEALANT AFTER FINAL ADJUSTMENT.
9.)

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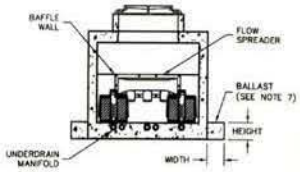
STORMWATER MANAGEMENT PLAN MLK WING

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

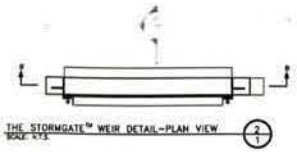
DRAWING NO.
C6



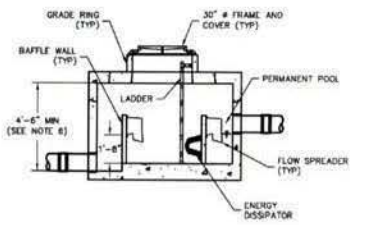
6' x 8' STORMFILTER – PLAN VIEW (1/1)
SCALE: N.T.S.



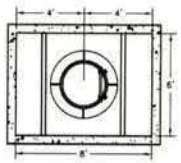
6' x 8' STORMFILTER – SECTION VIEW (B–B/1)
SCALE: N.T.S.



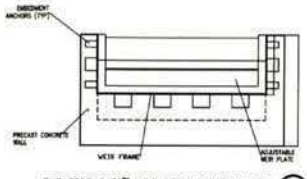
THE STORMGATE™ WEIR DETAIL–PLAN VIEW (2/1)
SCALE: N.T.S.



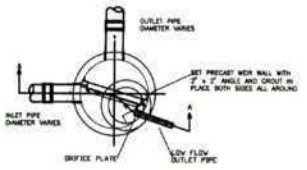
6' x 8' STORMFILTER – SECTION VIEW (A–A/1)
SCALE: N.T.S.



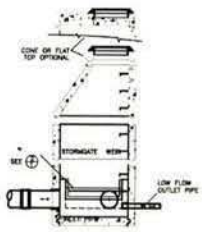
6' x 8' STORMFILTER – TOP VIEW (2/2)
SCALE: N.T.S.



THE STORMGATE™ WEIR DETAIL–SECTION VIEW (B–B/1)
SCALE: N.T.S.



THE STORMGATE™ – PLAN VIEW (1/1)
SCALE: N.T.S.



THE STORMGATE™ – SECTION VIEW (A–A/1)
SCALE: N.T.S.

GENERAL NOTES

1.) STORMFILTER BY STORMWATER MANAGEMENT INC., PORTLAND, OREGON 800/548-4667.
2.) FILTERS TO BE SIPHON-ACTUATED AND SELF-CLEANING.
3.) PRECAST CONCRETE VAULT TO BE CONSTRUCTED IN ACCORDANCE WITH ASTM C857 AND C858.
4.) STORMFILTER REQUIRES 2.3' OF DROP FROM INLET TO OUTLET. INLET AND OUTLET PIPING TO BE SPECIFIED BY ENGINEER AND PROVIDED BY CONTRACTOR.
5.) PRECAST STORMFILTER EQUIPPED WITH EITHER CORED OPENINGS OR KNOCKOUTS AT INLET/OUTLET LOCATION.
6.) RECOMMENDED MINIMUM CLEARANCE FOR MAINTENANCE ACCESS. CONTACT SMI FOR OTHER OPTIONS IF A SHALLOWER SYSTEM IS REQUIRED
7.) ANTI-FLOTATION BALLAST TO BE SPECIFIED BY ENGINEER IF NEEDED. BALLAST TO BE SET FLUSH ENTIRE LENGTH OF BOTH SIDES OF VAULT. BALLAST MATERIALS TO BE PROVIDED BY CONTRACTOR.
8.) ALL STORMFILTERS REQUIRE REGULAR MAINTENANCE. REFER TO OPERATION AND MAINTENANCE GUIDELINES FOR DETAILS.
9.) DETAIL REFLECTS DESIGN INTENT ONLY. ACTUAL VAULT DIMENSIONS AND CONFIGURATION WILL BE SHOWN ON PRODUCTION SHOP DRAWING.
10.) STANDARD DETAIL SHOWS MAXIMUM NUMBER OF CARTRIDGES. EXACT NUMBER REQUIRED TO BE SPECIFIED ON SITE PLANS.

STORMWATER MANAGEMENT CALCULATIONS:

FIRST FLOOR AREA = 12,800 = 0.29 AC

- **PRE-DEVELOPED RUNOFF (15 YEAR STORM)**
  T_C= 5 MINUTES, I_{15} 7.56 IN/YR, C=0.35
  AREA = 12,800 = 0.29 AC
  $Q_{15} = CI_{15}A$ = 0.35 x 7.56 x 0.29 = 0.77 cfs
- **POST-DEVELOPMENT RUNOFF (15 YEAR STORM)**
  T_C= 5 MINUTES, I_{15} 7.56 IN/YR
  AREA = 12,800 = 0.29 AC
  $Q_{15} = CI_{15}A$ = 0.9 x 7.56 x 0.29 = 1.97 cfs

SIZE CHART:

STORMFILTER VAULT SIZE	NUMBER OF CARTRIDGES	NOMINAL EXTERIOR FOOTPRINT	
		WIDTH (FT)	LENGTH (FT)
6 x 8	1 TO 6	7	9
6 x 12	7 TO 11	7	13
8 x 16	12 TO 26	9	17
8 x 18	27 TO 33	9	19

DETERMINE NO. OF CARTRIDGES:

AREA = 12,800 = 0.29 AC

1. Qtreat = 0.90 x 0.5 in./hr. x 0.29 AC
   Qtreat = 0.13 cfs
2. Nflow = Qtreat (449 gpm/cfs / 15 gpm/cartridge)
   Nflow = 0.13 cfs x $\frac{449 \text{ gpm/cfs}}{15 \text{ gpm/cartridge}}$
   Nflow = 3.89 cartridges
   *** USE 4 CARTRIDGES

GENERAL NOTES:

1.) STORMGATE BY STORMWATER MANAGEMENT, INC., PORTLAND, OREGON (800-548-4667).
2.) ALL WATER QUALITY FACILITIES REQUIRE REGULAR MAINTENANCE. MINIMUM ANNUAL MAINTENANCE INCLUDES INSPECTION OF COMPONENTS AND REMOVAL OF SEDIMENTS. FOLLOW ALL LOCAL, STATE, & FEDERAL SAFETY GUIDELINES.
3.) PRECAST CONCRETE MANHOLE CONSTRUCTED IN ACCORDANCE WITH ASTM C858.
4.) EXTERNAL PIPING AND COUPLINGS PROVIDED BY OTHERS.
5.) FLEXIBLE COUPLINGS TO BE SET 18" OUTSIDE FACE OF WALL. FERNCO OR ENGINEER APPROVED. SEE PRECAST STORMGATE DATA BLOCK FOR MANHOLE SIZE AND WEIR SETTING.
6.) CONTRACTOR TO ADJUST WEIR TO DESIGN ELEVATION.
7.) WHEN SETTING SCREWS ON WEIR PLATE DO NOT EXCEED 5.0 FT-LBS TOURQUE.
8.) SEAL WEIR WITH SILICONE SEALANT AFTER FINAL ADJUSTMENT.
9.)

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STORMWATER MANAGEMENT PLAN GOOD HOPE WING

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

DRAWING NO.
C7



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PARKING LEVEL TWO — P2

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0' 40' 80'

DRAWING NO.
A1



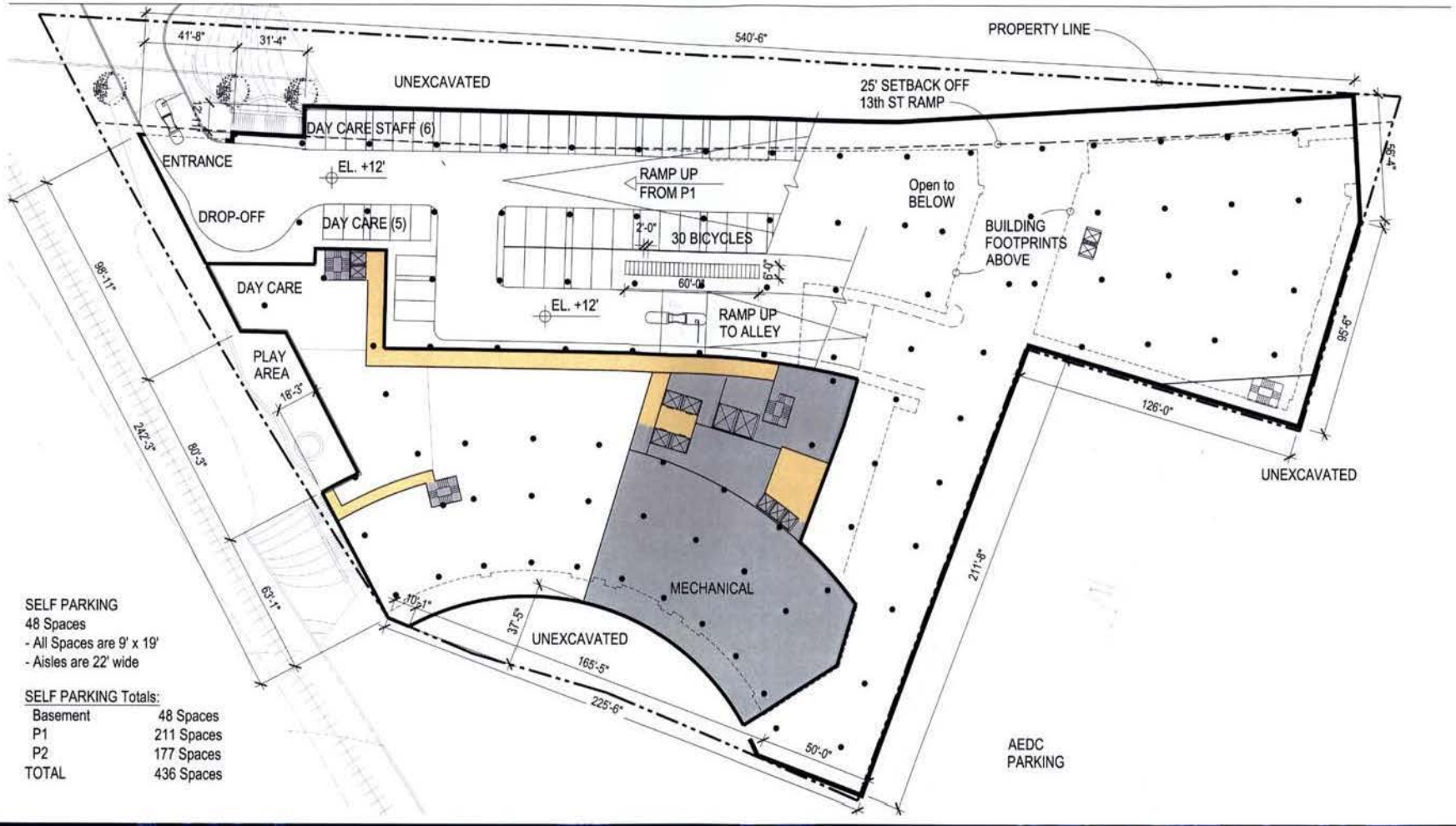
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PARKING LEVEL ONE — P1

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04 FEBRUARY 2005

0 ' 40 ' 80 '

DRAWING NO.
A2



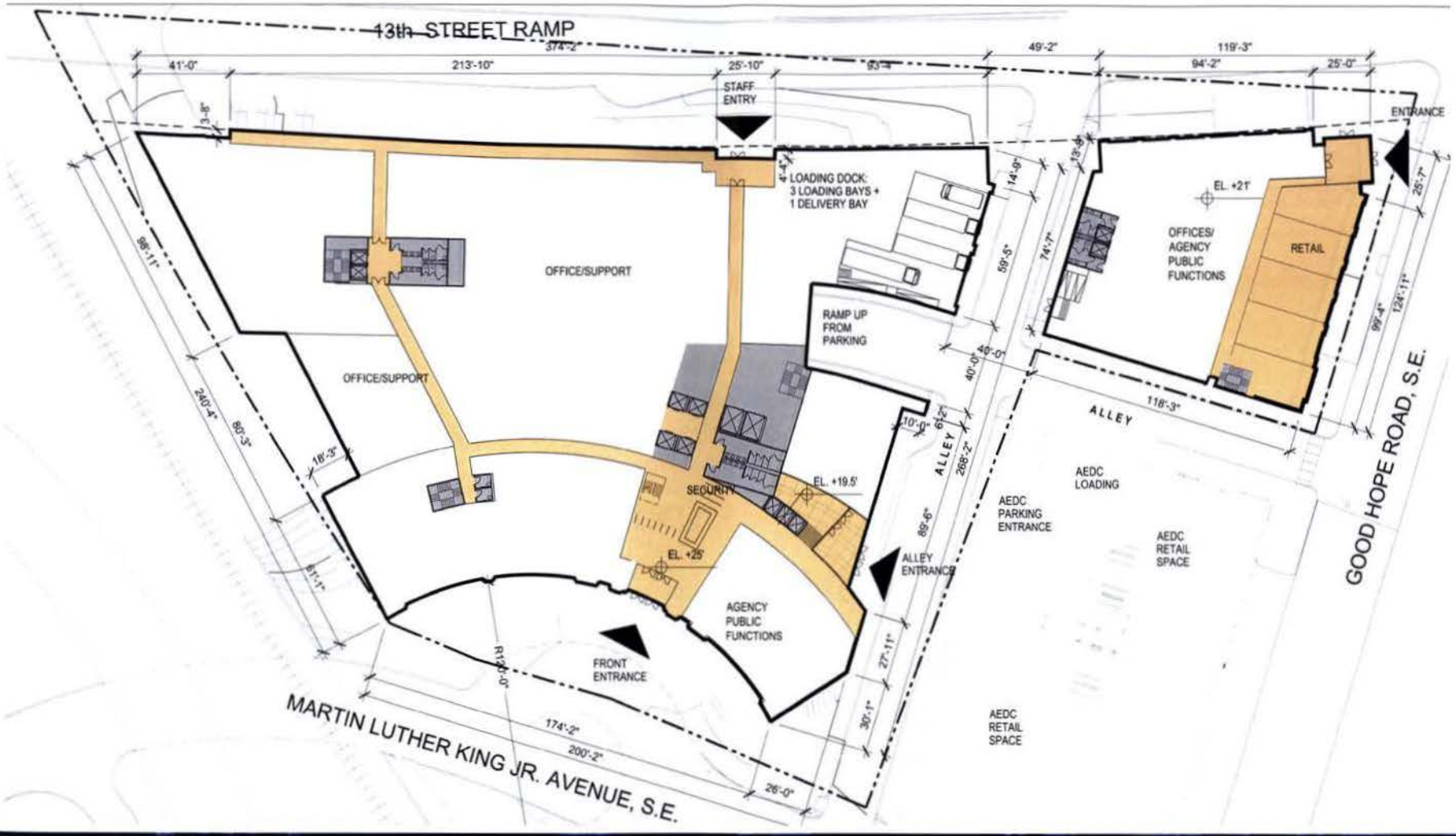
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BASEMENT

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0' 40' 80'

DRAWING NO.
A3



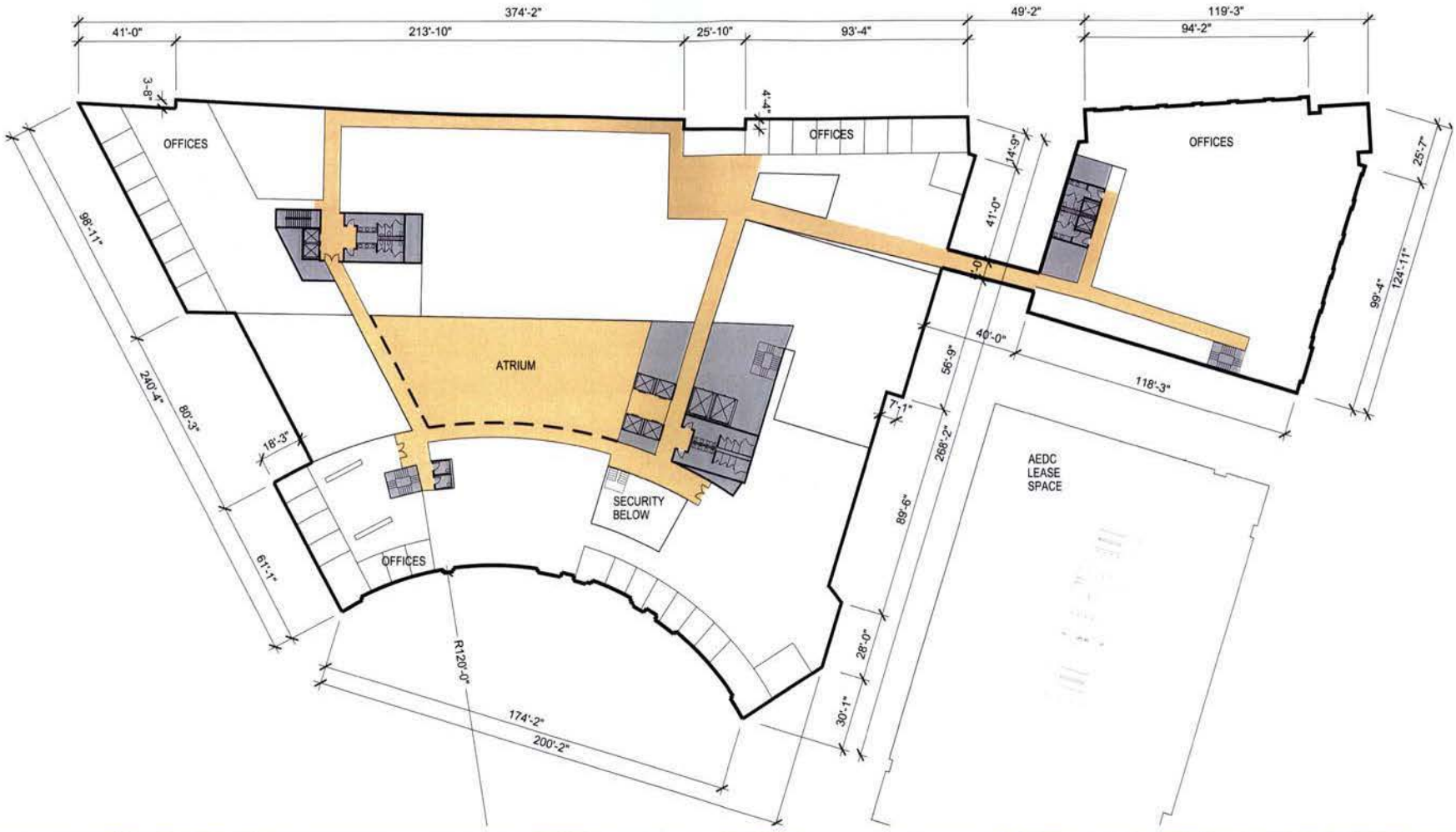
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ENTRANCE LEVEL

ANACOSTIA GATEWAY GOVERNMENT CENTER
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0' 40' 80'

DRAWING NO.
A4



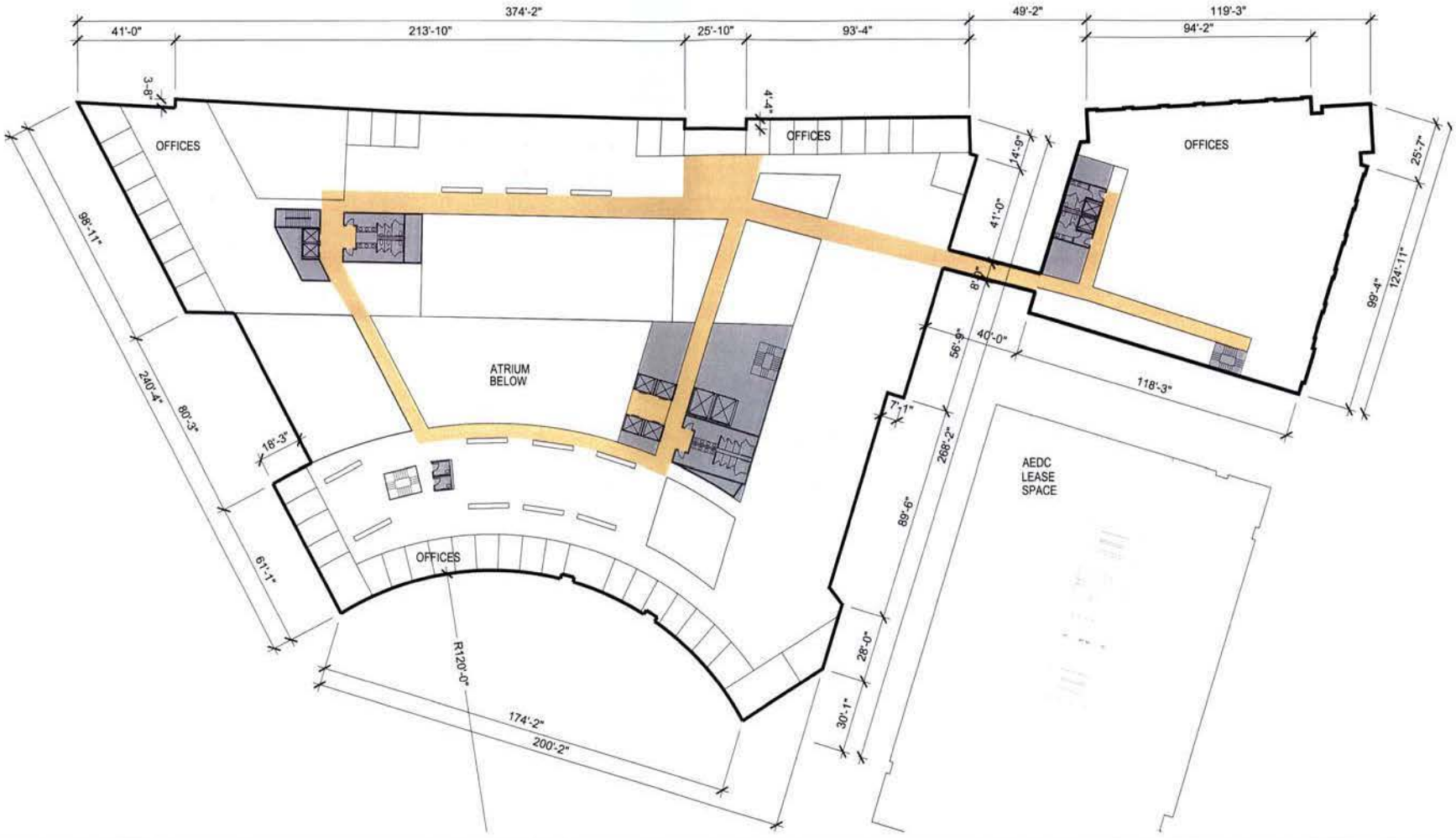
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SECOND LEVEL

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0' 40' 80'

DRAWING NO.
A5



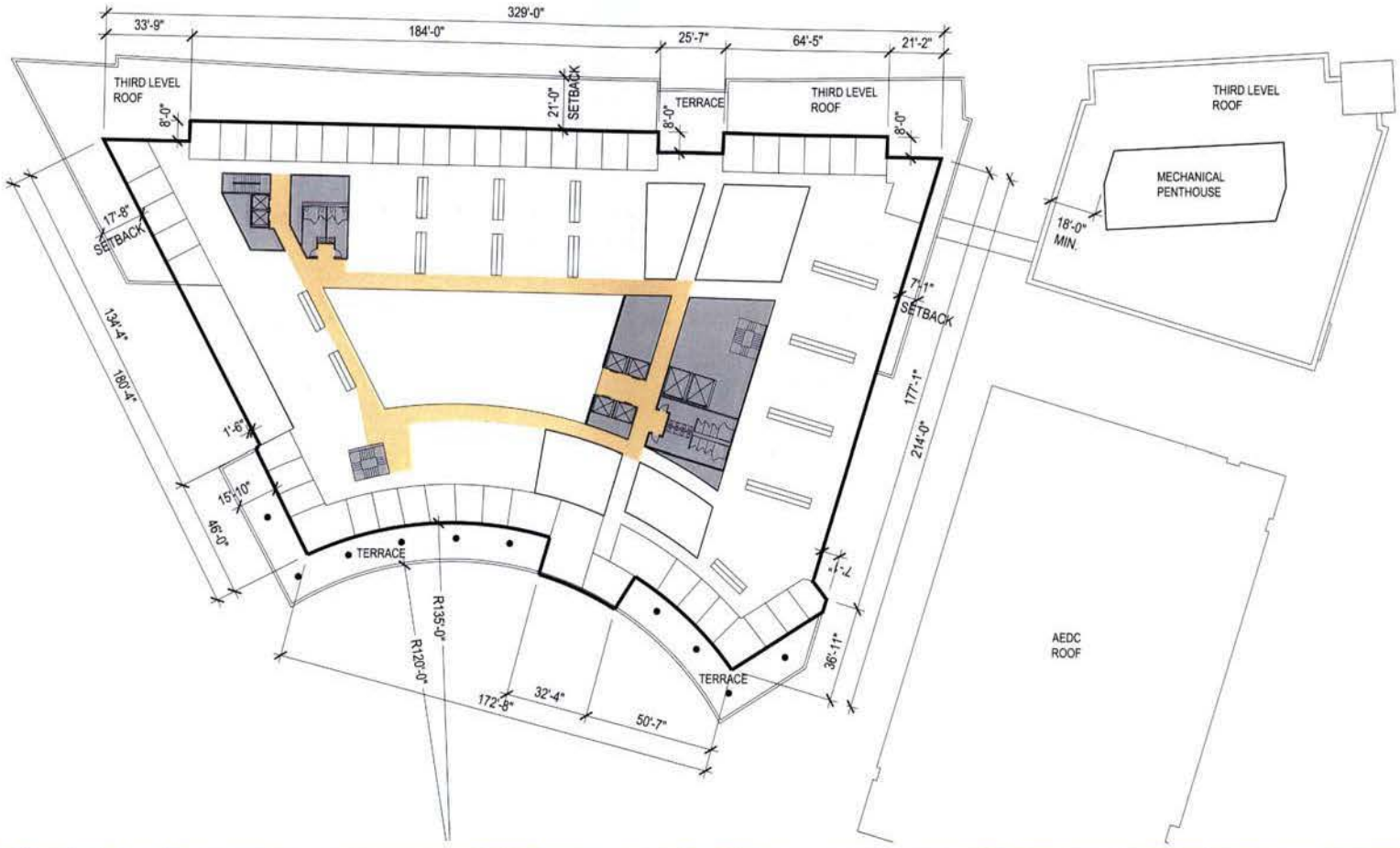
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THIRD LEVEL

ANACOSTIA GATEWAY GOVERNMENT CENTER
04 FEBRUARY 2005

0' 40' 80'

DRAWING NO.
A6



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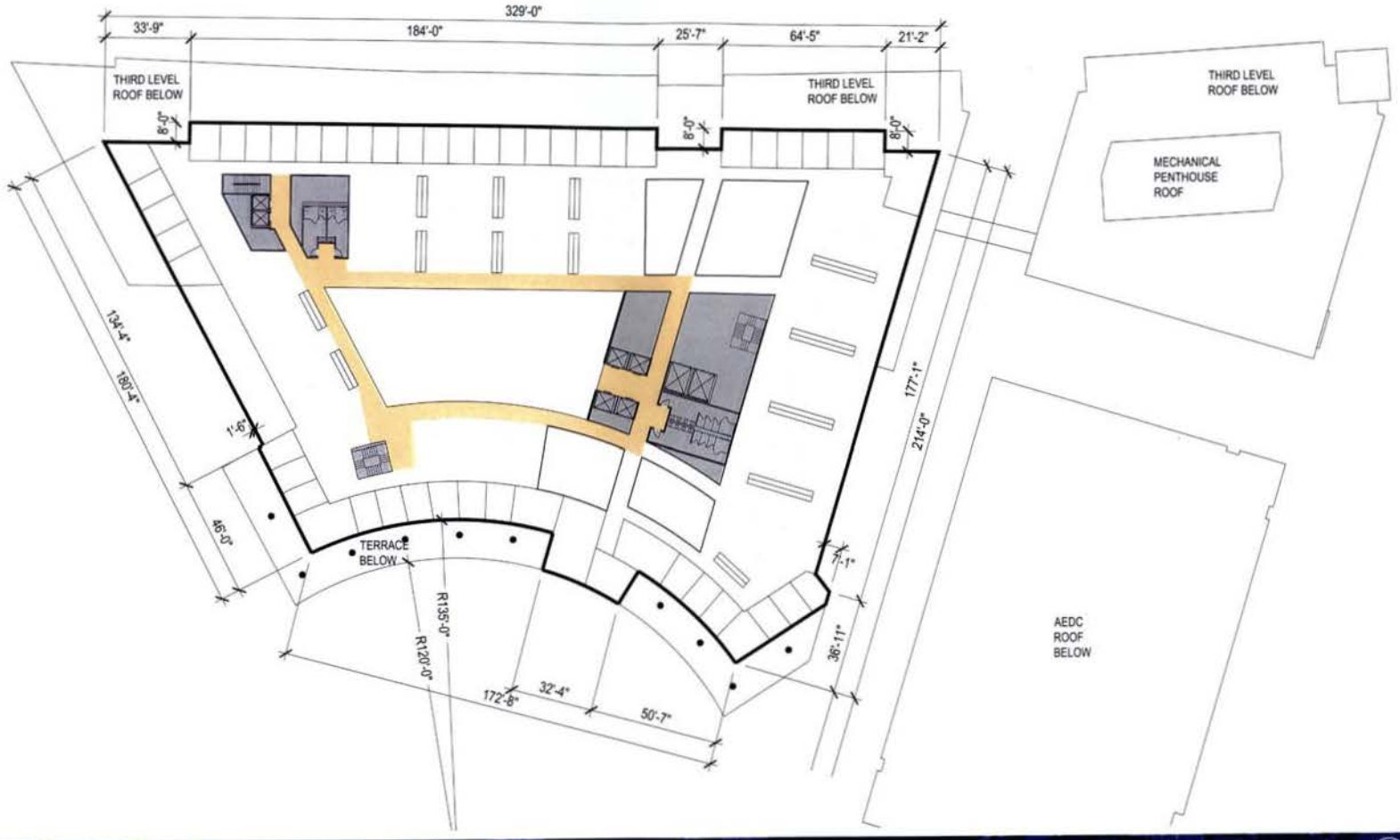
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FOURTH LEVEL

ANACOSTIA GATEWAY GOVERNMENT CENTER
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0' 40' 80'

DRAWING NO.
A7



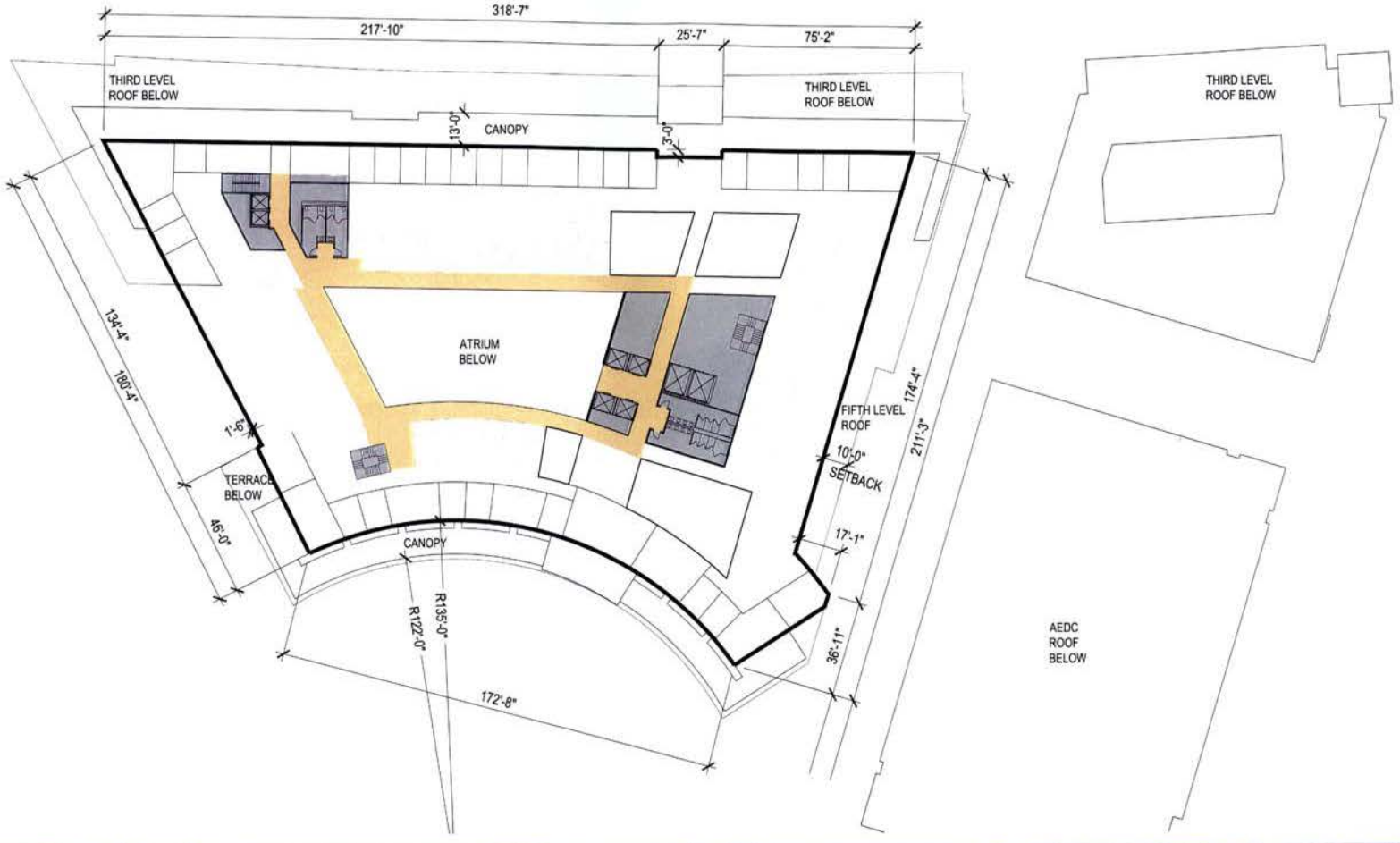
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FIFTH LEVEL

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0' 40' 80'

DRAWING NO.
A8



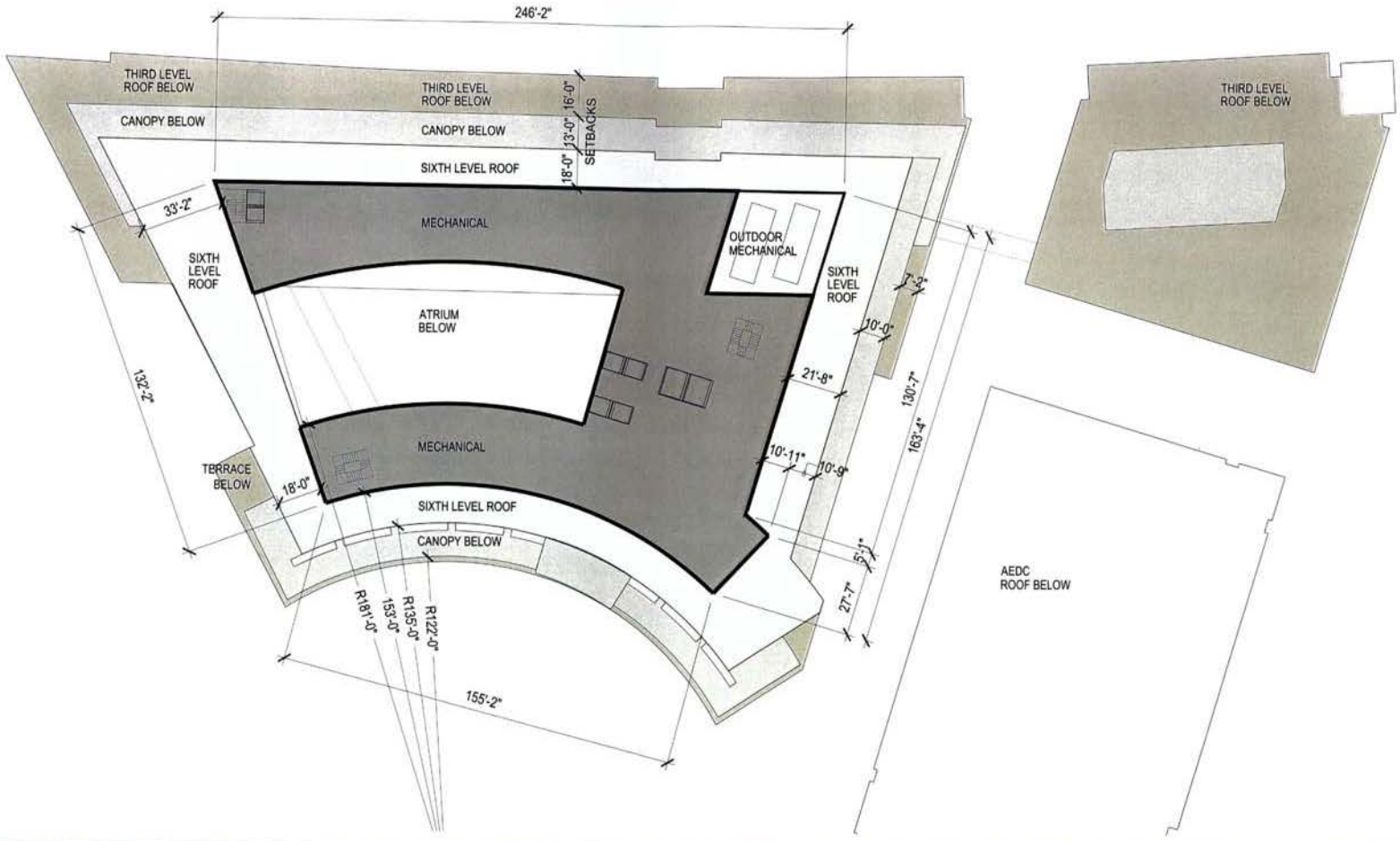
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SIXTH LEVEL

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0' 40' 80'

DRAWING NO.
A9



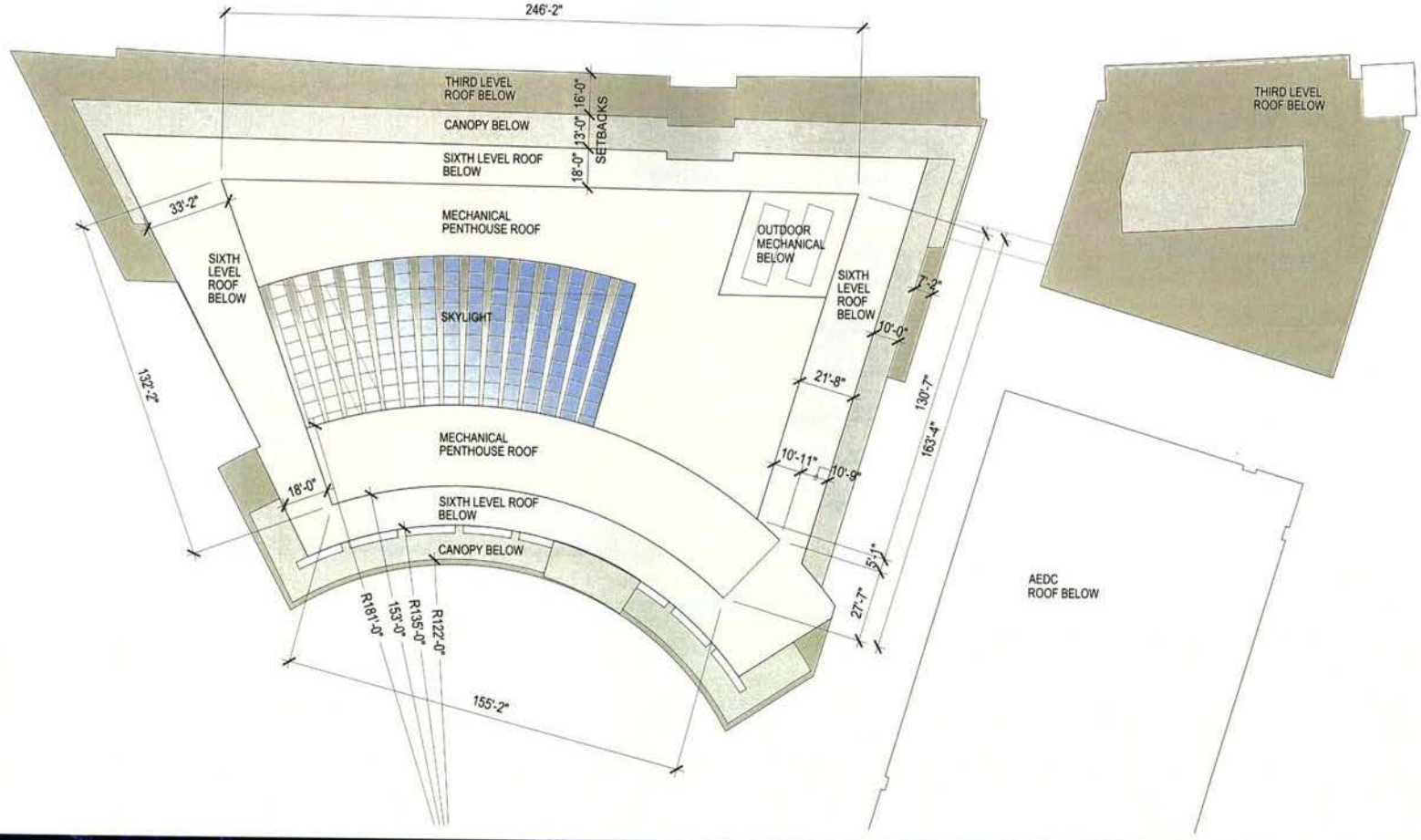
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MECHANICAL / PENTHOUSE LEVEL

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0 40' 80'

DRAWING NO.
A10



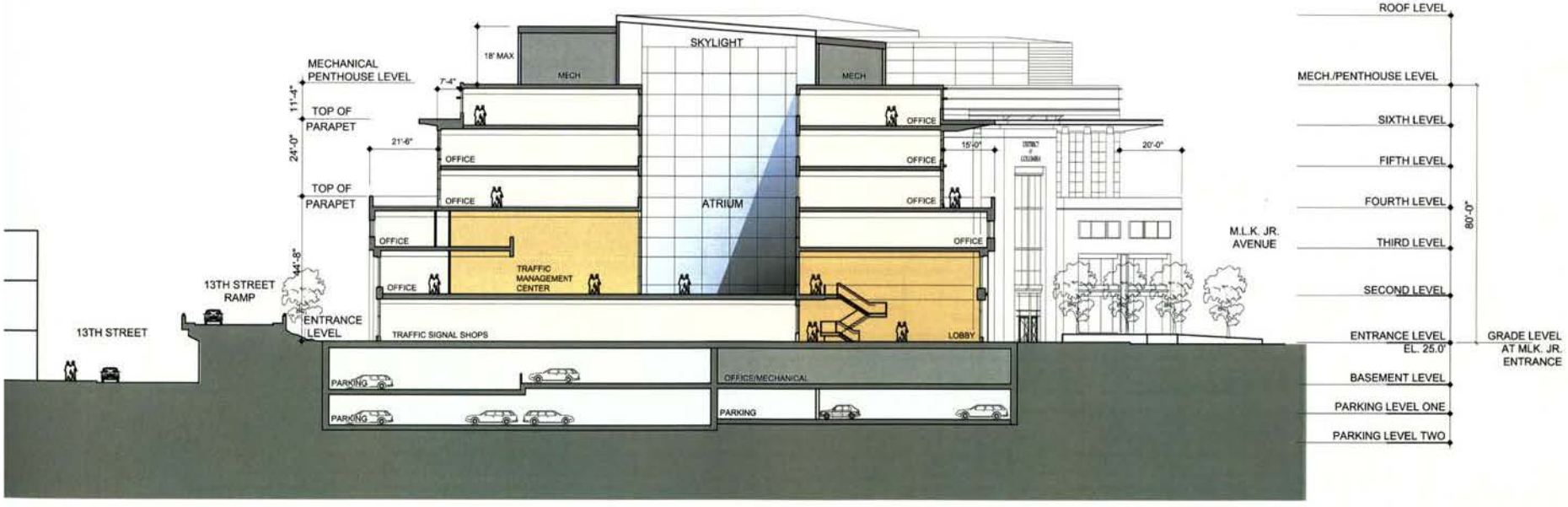
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ROOF LEVEL

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0' 40' 80'

DRAWING NO.
A11



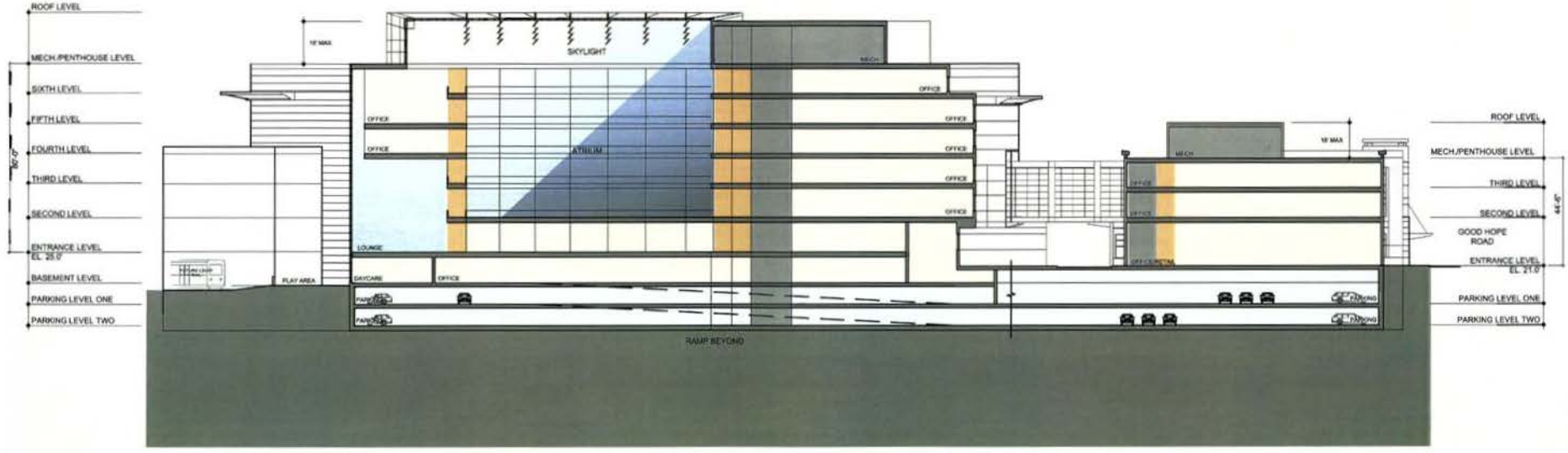
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WEST—EAST SECTION

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0' 30' 60'

DRAWING NO.
A20



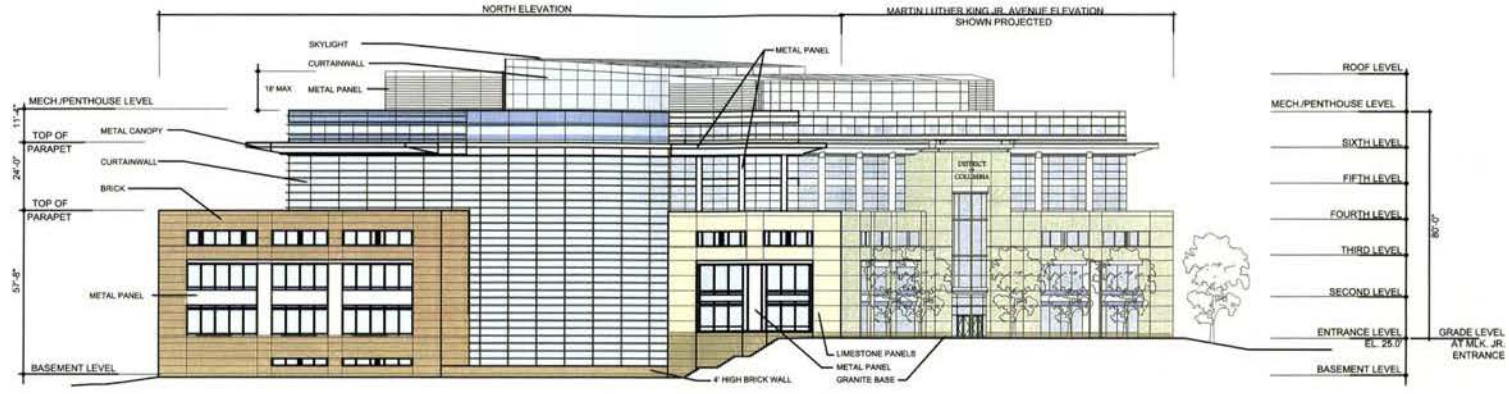
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NORTH - SOUTH SECTION

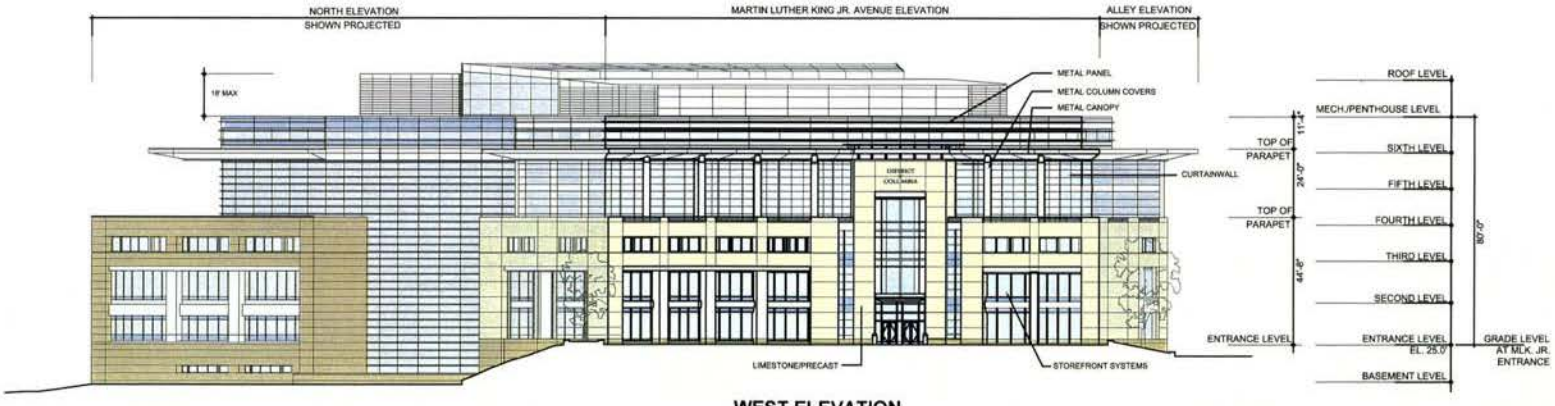
ANACOSTIA GATEWAY GOVERNMENT CENTER
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0' 40' 80'

DRAWING NO.
A21



NORTH ELEVATION
SCALE: 1"=40'



WEST ELEVATION
SCALE: 1"=40'

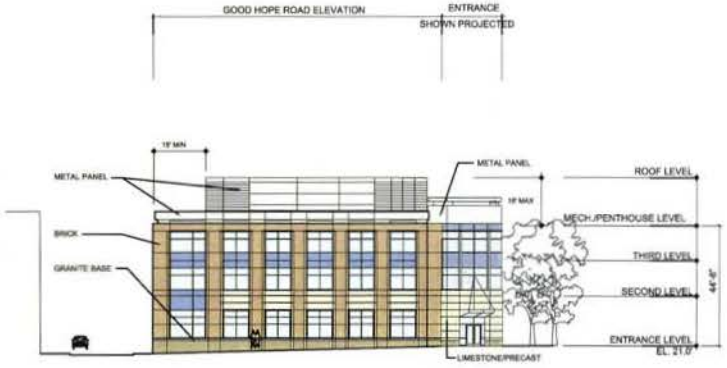
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ELEVATIONS

ANACOSTIA GATEWAY GOVERNMENT CENTER
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0 40 80

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A30





SOUTH ELEVATION
SCALE: 1"=40'



EAST ELEVATION
SCALE: 1"=40'

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ELEVATIONS

ANACOSTIA GATEWAY GOVERNMENT CENTER
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0' 40' 80'

DRAWING NO.
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VIEW FROM MARTIN LUTHER KING JR. AVENUE

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PERSPECTIVE VIEW

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CORNER OF GOOD HOPE ROAD AND 13TH STREET

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PERSPECTIVE VIEW

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04 FEBRUARY 2005

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