UNIFIED COMMUNICATIONS CENTER
DISTRICT OF COLUMBIA

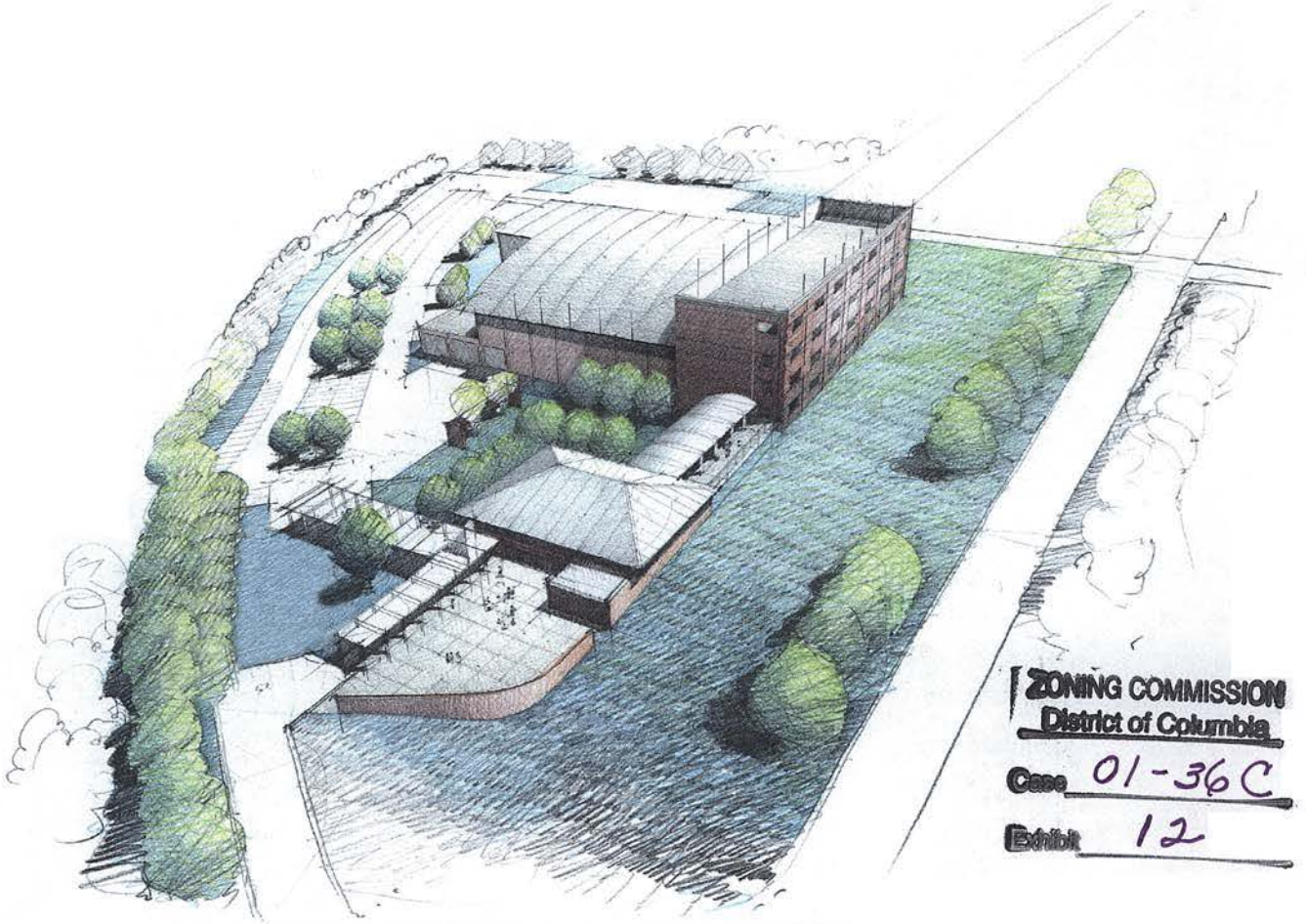
OFFICE OF THE CHIEF TECHNOLOGY OFFICER (OCTO)

GOVERNMENT OF THE DISTRICT OF COLUMBIA

PUD PRE-HEARING SUBMISSION

ZONING COMMISSION CASE NO. 01-36C

08 FEBRUARY 2002



ZONING COMMISSION
District of Columbia
Case 01-36C
Exhibit 12

DMJMH+N

ZONING COMMISSION
District of Columbia
CASE NO.01-36C
EXHIBIT NO.12

ARNOLD & PORTER

202.942.5000
202.942.5999 Fax

555 Twelfth Street, NW
Washington, DC 20004-1206

February 8, 2002

RECEIVED
D.C. OFFICE OF ZONING
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Ms. Carol Mitten, Chair
District of Columbia Zoning Commission
441 4th Street, N.W.
Suite 210
Washington, D.C. 20001

Re: Pre-Hearing Submission
Zoning Commission Case No. 01-36C
District of Columbia Unified Communications Center

Dear Ms. Mitten and Members of the Zoning Commission:

Pursuant to § 3013 of the Rules of Practice and Procedure before the Zoning Commission, we are herewith submitting twenty (20) copies of the Pre-Hearing Submission on behalf of the applicant in the above-referenced case. This information includes the following items:

1. Twenty (20) copies of the Pre-Hearing Statement, including twenty (20) copies of reduced plans and two (2) sets of full-size plans.

2. Additional reports and plans, including:

   - Architectural and Site Plans by Daniel, Mann, Johnson & Mendenhall, Architects;
   - Landscape and Site Plans by Lee & Liu Associates, Landscape Architects;
   - Traffic Impact Study by URS Corporation, Traffic Engineering Group.

ZONING COMMISSION
District of Columbia
Case 01-36C
Exhibit 12

3. A list of witnesses who will testify at the public hearing, a summary of their testimony, and an estimate of the time required for the applicant's presentation.

4. A set of mailing labels with the names and addresses of all property within 200 feet of the subject property.

5. Pursuant to § 3013.3, the sole property owner in this case is the District of Columbia government.

6. Certification pursuant to § 3013.7: We hereby certify that all of the requirements of § 3013 have been complied with in this submission.

Thank you for your consideration of this application.

Sincerely,
ARNOLD & PORTER

Cynthia A. Giordano

Nathan W. Gross

Enclosures

cc: Jennifer Steingasser, Office of Planning

UNIFIED COMMUNICATIONS CENTER
PLANNED UNIT DEVELOPMENT

PROJECT TEAM

APPLICANT:	Office of the Chief Technology Officer, District of Columbia Washington, D.C.
ARCHITECTURE	Daniel, Mann, Johnson & Mendenhall (DMJM) Arlington, Virginia
HISTORIC PRESERVATION	URS Corporation Gaithersburg, Maryland Voith & MacTavish Philadelphia, Pennsylvania
CIVIL SYSTEMS	TRW Systems Washington, D.C.
CIVIL ENGINEER	Delon Hampton & Associates Silver Spring, MD
LANDSCAPE ARCHITECT	Lee & Liu Associates, Inc. Washington, D.C.
BLAST CONSULTANT	Human Consulting Engineer San Francisco, CA
LAND USE COUNSEL	Arnold & Porter Washington, D.C.

LIST OF WITNESSES AND ESTIMATE OF TIME REQUIRED TO PRESENT CASE

Witnesses:

Office of the Chief Technology Officer (One or two of the following):

Suzanne Peck, Chief Technology Officer, District of Columbia
Peter Roy, Deputy Director
Roger Richmond, Technology Program Manager
John Lecker, UCC Program Manager

Mark Graves, Architect

Jeff Lee, Landscape Architect

Mark Edwards or John Cluver, Architectural Historians

Nathan W. Gross, City Planner

Estimated Time Required to Present Case: 1.0 to 1.5 hours

Summary of Testimony of OCTO Representative(s)
One or Two of the Following:

Suzanne Peck, Chief Technology Officer
Peter Roy, Deputy Director
Roger Richmond, Technology Program Manager
John Lecker, UCC Program Manager

I. Summary Background on the Office of the Chief Technology Officer

II. Project Background and Goals

III. Development Planning, Financing, Timetable

IV. Community Involvement in PUD Planning

Summary of Testimony of Mark Graves, AIA
Director of Architecture
Daniel, Mann, Johnson & Mendenhall (DMJM), Architects

I. Identification of the Firm and Its Practice

II. Presentation of Site and Architectural Plans for the PUD

III. Review of Necessary Areas of Flexibility for the Project

V. Building Materials

Summary of Testimony of Jeff Lee, Principal
Lee & Liu and Associates, Landscape Architects

I. Identification of Firm and Its Practice

II. Site Characteristics and Landscape Plan

III. Storm Water Retention Area, Site Contouring

Summary of Testimony of Mark Edwards or John Cluver
Architectural Historians

I. Identification of Firm and Its Practice

II. Description of Historic Context of St. Elizabeth's Campus and the UCC Site

III. Summary of the Section 106 Historic Preservation Process and Outcome

Summary of Testimony of Nathan W. Gross, AICP
City Planner
Arnold & Porter

I. Identification of Firm and Its Practice

II. Assessment of Key Planning Issues and Benefits of Proposed Project

III. Consistency of Project with Comprehensive Plan and PUD Evaluation Standards

THE DISTRICT OF COLUMBIA
UNIFIED COMMUNICATIONS CENTER

PRE-HEARING SUBMISSION

TO THE

DISTRICT OF COLUMBIA
ZONING COMMISSION

FOR A

CONSOLIDATED PLANNED UNIT
DEVELOPMENT

Pre-Hearing Submission of:
D.C. Office of the Chief Technology Officer
1111 19th Street, NW
Washington, D.C. 20036

By:
Arnold & Porter
Cynthia A. Giordano
Nathan W. Gross

February 8, 2002

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PRE-HEARING STATEMENT
UNIFIED COMMUNICATIONS CENTER

I. GENERAL INFORMATION

This document is the Pre-Hearing Submission to the District of Columbia Zoning Commission for approval of a consolidated Planned Unit Development ("PUD") for an 11.80-acre (513,755 square feet) site on the east side of the St. Elizabeth's Hospital campus in Southeast Washington. This location is in Ward 8 and within the area of Advisory Neighborhood Commission ("ANC") 8A[1]. The proposed use and development is the District of Columbia's Unified Communications Center ("UCC"), to be accommodated in a low-density office building with specialized communications equipment in a campus setting.

A. The Applicant

The Applicant is the D.C. Office of the Chief Technology Officer ("OCTO"). This agency develops and enforces policies and standards for information technology in the District government. OCTO identifies where and how technology can systematically support the business and citizen services functions of the District's 68 agencies. Agencies can draw upon OCTO's expertise to get the most out of their technological investments. OCTO also assesses new and emerging technologies to determine their potential application to District programs and services. Finally, OCTO promotes the compatibility of computer, information technology and communications systems throughout the District of Columbia government. Clearly, in the current time period technology is evolving at an extremely rapid pace, offering the opportunity and the challenge to select technologies that have the greatest potential for increasing the efficiency and effectiveness of the District government.

The Office of the Chief Technology Officer is the specialized, point agency to accomplish these goals. The UCC project, described later in this statement, is a very important initiative of OCTO designed to enable the District to make a quantum leap forward in a wide range of its communications technologies and services and in centralizing like functions for maximum efficiency and improved emergency and non-emergency service delivery.

B. Site Description

The site is located on the northern part of the East Campus of St. Elizabeth's Hospital. It has street frontage on MLK Avenue near Pomeroy Road, SE, and is legally

[1] At the time this application was filed in December 2001, the project was in the area of ANC 8A. When redistricting by the D.C. Council is completed, the project will be in the area of ANC 8C.

identified as Lot 1 in Square S5868 (the "Property"). See the *Site Location and Zoning Map* in *Exhibit A*. The Property is irregular in shape and has substantial vacant and open areas together with four frame cottages and associated outbuildings (sheds). This part of the St. Elizabeth's campus was developed beginning in the mid-19th century, so that the natural vegetation has largely been cleared over the years for construction of buildings, streets, driveways and farming areas. Several trees, including oak, walnut, cherry and magnolia trees are located on the Property. Lawn grass covers the open spaces between the existing buildings and the paved areas. Most of the site is vacant and it has a clear line of sight to the existing communications tower located on the southern end of the East campus, both key factors in the District's selection of this site for the new development. [2]

C. The Surrounding Neighborhood

The surrounding neighborhood includes the St. Elizabeth's Hospital campus itself (both East and West campus), federal park and highway land, nearby residential development, and the Barry Farms neighborhood. The predominant surrounding land use context is the St. Elizabeth's campus itself, which abuts the Property for an extended distance to the south and west. The 336-acre campus is developed with gracious institutional buildings, many of them historically designated, together with open spaces and trees.

Abutting the Property to the east is Suitland Parkway, a four-lane expressway with federally owned open space on either side of the highway. There is no vehicular access from Suitland Parkway to St. Elizabeth's Hospital. To the northeast of the Property is a moderate density residential area on either side of Martin Luther King, Jr. Avenue, developed with a mixed housing pattern including garden and midrise apartments, as well as row, semi-detached and detached dwellings. Farther to the west is the Barry Farms neighborhood of row dwellings and garden apartments. The above residential areas are zoned R-5-A, a zone that allows the various types of residential development noted above.

Martin Luther King, Jr. Avenue is a major four lane arterial street providing ample vehicular access to the proposed UCC building. Numerous bus lines run along this Avenue, including some that provide a connection to the Anacostia Metrorail station located approximately one-half mile to the north. The Applicant has retained a traffic consultant, whose report is attached (see Appendix A). In summary, the study concluded that the UCC traffic will be a modest increase to existing volume and a new traffic light is not required, only an adjustment to the timing of one of the nearby traffic signals.

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[2] The subject site was selected for the UCC in part because it is the only available part of the District-owned campus that can accommodate a new building of moderate size without extensive demolition, impact to historic resources and existing hospital operations and provides the most flexibility for future development. The selection of the St. Elizabeth's East Campus itself was made only after a review and analysis by OCTO and District agencies of District-owned sites and privately-owned sites. None of the existing institutional buildings on the East Campus lends itself to serving as the new UCC due to its unique architectural, mechanical/electrical, security and functional requirements.

D. Historic Background of the St. Elizabeth's Campus

St. Elizabeth's was the federal government's first mental hospital and was intended to serve military personnel. It was built as an East Campus and a West Campus, divided by Nichols Avenue, now Martin Luther King, Jr. Avenue. The West Campus was the initial center of development activity and hospital use, while the East Campus remained largely agricultural until the early 20th century. The East Campus was known as "Shepherd's Farm" when it was acquired in 1869, and continued as a farm to increase the self-sufficiency of the hospital and provide therapeutic activity for the inmates.

In the early twentieth century, institutional buildings were constructed on most of the East Campus, and these buildings continue in use today as a mental health facility, leaving the subject site at the northernmost portion with vacant land and some vestiges of the historic agricultural use. Four wood frame "cottages" built in the 1880s remain on the Property. They are approximately 500 feet from two large, historic barns – the 1901 "Horse Barn" and the 1884 "Dry Barn" – located on the adjacent part of the East Campus. Although the barns are not situated on the PUD site, this application will assist in their preservation by means of funding for a new master plan for the East Campus, as discussed later in this statement under "Public Benefits of the PUD." Two of the four frame cottages on the Property are proposed to be relocated and stabilized in locations closer to the barns and their original location[3] to help preserve an area reminiscent of 19th century agricultural use.

When the East Campus was transferred from federal to District of Columbia ownership in 1987, a Memorandum of Agreement ("MOA") was signed by the two governments, the Advisory Council on Historic Preservation, and the State Historic Preservation Office ("SHPO"). The MOA requires activities of the District government potentially affecting specified historic resources to be reviewed by the SHPO and the Advisory Council.

The Applicant and its historic preservation consultants have met numerous times with the District of Columbia historic preservation staff. The applicant and its consultant team met with the Advisory Council on Historic Preservation and the SHPO on December 18, 2001. Since that date, additional materials have been provided to these agencies and consultations are continuing in order to complete the Section 106 process. The end result will be a Memorandum of Agreement specifying the specific historic preservation and mitigation actions that will occur on the site. OCTO conducted an initial meeting with National Capital Planning Commission (NCPC) and Commission of Fine Arts (CFA) on January 15, 2002. The design of the UCC will be presented to the Commission of Fine Arts in mid-February 2002.

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[3]Two of the cottages were previously moved (circa 1955)

II. THE PROJECT

A. General Description

The Unified Communications Center is part of the Mayor's Government Centers initiative, which locates government facilities in neighborhoods to bring services close to citizens and to support community revitalization and economic development. The UCC plan is to centralize in one secure facility the critical communications functions for the District of Columbia. The UCC will be a state-of-the-art, three-story, 144,000 square foot office building (with basement), together with specialized communications equipment, dining area, childcare center, landscaping, surface parking and historic preservation features.

The key functions that will be accommodated in the building are as follows:

- Police and Fire 911 and 311 (public safety -non-emergency) Call Takers;
- The Mayor's Call Center (727-1000);
- "Answers Please!" Call Takers;
- Traffic Management;
- St. Elizabeth's Call Center;
- Mayor's Emergency Command Center, and
- Administrative Functions for the above and Emergency Management Agency.

The UCC will include a call taking-dispatch area, dining area, a childcare center for approximately 65 children, conference rooms for meetings and the media, administrative offices and staff training. There will be approximately 139 communications consoles. The building is designed to accommodate functional growth to the year 2015. In summary, the UCC will serve the District's Police Department, Fire Department, Emergency Management and Emergency Preparedness functions and answer all emergency and nonemergency calls.

The city's goal is to improve public safety and in many ways to enhance the provision of first-class customer services to city residents. The UCC is designed and intended to generate efficiency as well as cost savings from the consolidation of like functions, personnel, equipment and systems. The timing results in part from the current need to replace the existing 911 and emergency management response facilities and equipment with new proven technology as well as our need to prepare for and effectively manage events and emergencies like September 11th. Other goals of the project are to improve the District's ability to recruit and retain persons for these critical public safety and citizen service request positions and provide a functional, reliable, safe and secure facility for the building specific functions/purposes. The estimated project completion date is late 2003.

Because of the nature of risk associated with this type of facility, the UCC will also have 72-hour emergency self-sustaining capability. The design is energy efficient,

following federal design guidelines. The facility will also be designed to meet GSA security level C requirements. The site is designed with a 100-foot security perimeter setback, a gully and berm in the setback area from MLK Avenue. This is designed to stop vehicle entry without the use of construction (i.e. concrete jersey walls) that would be out of character with the site. This area will also be planted with naturalized grasses/trees as part of the historic preservation program, and plantings that will soften the appearance of the gully-and-berm contours.

The historic preservation proposal to the Advisory Council and the D.C. Historic Preservation Office (and included in this PUD application) is to relocate two of the cottages to locations closer to the barns and near their original location to create a stronger historic setting. Today, since there are no planted crop areas between the cottages and the barns, the historic setting is diluted by the substantial vacant area and distance between the cottages and the barns. The relocated cottages will be stabilized on their new sites in preparation for restoration and re-occupancy when new uses for them are identified by the city.[4]

Likewise, the District of Columbia government plans to stabilize the two barns and ultimately refurbish them for future use (not part of this PUD). The two other cottage(s) are proposed to be recorded to Historic American Buildings Survey (HABS) standard, to a level set by the National Park Service and then demolished to allow construction of the new UCC building. The historic preservation plan also proposes to plant grasses in a linear pattern in the security setback area as well as retain many of the existing buckeyes between the Avenue and the UCC building. Because of the historic nature of the St. Elizabeth's campus, an archeological consultant was retained to survey the site. The findings have been submitted to the Advisory Council on Historic Preservation. In summary, the report indicates that there were no significant historical findings and based upon subject results, no further archeological work is recommended. The materials found were attributed to either displaced prehistoric artifacts or general field scatters of historic and modern materials. The historic preservation program also includes a $500,000 contribution towards a master plan for the East Campus. The campus planning process will begin in Spring 2002.

B. Functional Description of the UCC (Interior)

The Unified Communications Center includes a variety of functions both directly related to the communications function of the facility and the associated functions necessary to support the communications activity.

The proposed evolution of this facility is not only to combine these agencies into a single building, but also to further combine all of these communications functions under a single D.C. Government administration. This will not only provide continuity in

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[4] Two of the cottages were relocated to the Property (circa 1955) from campus locations just to the south in order to permit new construction of the Dorthea Dix building..

response to citizen inquiries, but also provide efficiencies in overlap of support functions for the individual organizations.

As a unified communications center, the intent is to establish efficiencies through sharing of the individual administrative functions required to support the individual agencies represented in the facility. In other words, spatial functions such as conference facilities, storage, work-rooms, and training classrooms are shared functions by all of the agencies represented in the building. Additionally, the intent of the operational business model proposed for this new organization will require the establishment of a new administrative support component of the agency. This operational support unit will include such activities as comptroller, personnel, and facilities management.

In addition to the required operational and spatial requirements necessary to support the mission of the agency, the District is providing a variety of employee amenities to attract and maintain a core staff of professional employees. These amenities include such facilities as a full service Childcare Facility, a Physical Fitness Health Facility, a Full Service Kitchen and Dining Facility, and close proximity to a large quantity of secure parking spaces.

C. Exterior Design, Siting and Materials

Beyond the campus itself, consideration must be given to the way that the UCC reflects itself out to the community beyond. Although the proposed site (outside of the St. E's campus) is surrounded by low-income housing and retail, the building has the unique opportunity to have a direct view of the U.S. Capital Building due north of the site. Though unable to view this from the first floor, the upper floors will certainly be provided this view corridor. Furthermore, the view to the east provides a vast array of green, forested area of the valley, and opposite hillside beyond Suitland Parkway. Occupants of the building will be able to view the changing of each of the seasons through this view. The exterior of the building is under development to demonstrate the technological identity of the building's function, while respecting the context of the surrounding classical buildings on the campus. As a communication facility, radio antennas form a critical component of the link to the outside. These antennas are being designed as an integral part of the building architecture, providing a harmonic rhythm sympathetic to the rhythm of the building's exterior cladding. In addition, antennas will be located in along the east side of the staff parking lot. These antennas will also be sited to mimic the architectural lighting standards lighting the parking lot.

The entrance to the UCC site is located directly across from one of the few entrances to the west campus. Though not planned yet, this would provide a direct crossing between the two campuses. The primary vehicular entrance and access route to parking is located south of the proposed building location. Public and visitor parking is located along the street in front of the main entrance. Continuing along the vehicular entrance road toward the east, the staff parking lot is located on the east side of the building, protected from view on Martin Luther King Jr. Avenue. An additional benefit of the grade reduction to the east side of the site further reduces the view of staff vehicles.

Service and delivery vehicles will follow the same route as staff, once cleared through the security gate, to provide deliveries and remove trash from the rear of the building. This also serves as the access to the programmed EMA emergency response vehicle garage.
The building components are divided in the following arrangement:

1. The administrative component of the UCC is located in a three story, rectangular bar-shaped structure on the west side of the site (closest to MLK), though separated by a 100' stand-off.
2. The Call Center is located directly behind the rectangular bar to the east providing the best views for the call takers to the city.
3. The two-story childcare facility is located to the north of the rectangular bar building, separated by an open colonnade. Access to the childcare center is provided by a separate entrance to the property. Emergency vehicular access is proposed between the UCC and childcare center.
4. The main pedestrian entrance to the UCC, food service, and physical fitness facility are all located on the south side of the building on the first floor.

As stated above, the building is located on a historic campus, consisting of neo-classical buildings with brick veneers, heavy moldings, and double hung windows. The success of the UCC design is to design a building that visually promotes the technology of the function that resides within while respecting the architecture of the surrounding buildings on the campus. Moving from the north end of the development, the childcare center will maintain a vernacular design utilizing scale and materials consistent with the historic buildings. The colonnade connecting the rectangular bar building and the childcare center will also follow this theme. Brick masonry will be utilized for both buildings. The west face of the bar building will also use brick masonry in the vocabulary of the exterior with the addition of intermittent cast stone elements. A rusticated base course utilizing a complementary masonry will form a base for the building. To the east and north elevations of the building, the call center is identified as an independent structure. A simple span barrel vault, standing seam, metal roof encompasses the large volume. The materials on the east and north facades will also be composed primarily brick masonry, cast stone, and glass.

D. Landscape Plan

Because the United Communication Center site is functioning as the visual and physical terminal of the St. Elizabeth campus, the UCC is designed to accommodate the future direct connection with the St. Elizabeth main campus. The UCC Site is tied with the main campus by the pedestrian and vehicular systems. The layout of the parking lots as well as the conifer tree and canopy tree lines will respect and strengthen the formality and the geometry of the entire campus. The line of Pin Oak trees along MLK Avenue will be retained and pruned to maintain the formal edge along MLK Avenue. Additionally, several of the Southern Magnolias will be retained to emphasize the historic nature of the campus setting. The radial shaped parking lot and a series of tree lines

follow the existing topography and earth form to minimize earthwork and also to accentuate the curve lines of the center plaza.

Indigenous flowering trees will be planted at the clearing line of the existing trees east of the primary parking area to create a naturalized, park-like edge. Careful attention has being paid to the approach and arrival sequence to create a true sense of arrival at the main plaza. The north/south pedestrian circulation also respects the arrival sequence while reinforcing the ceremonial gesture back to the main campus. Bus parking has been integrated into the main vehicular forecourt, so that when the buses are not present (which will be most of the time) the view into the Communication Center will be maximized. In general, the fly ash material located to the east of the building will be covered with either impervious asphalt in the drive aisles and parking lots, or with topsoil and plantings.

III. EXISTING AND PROPOSED ZONING

The Property and the remainder of the St. Elizabeth's campus is currently unzoned, as specified in the Zoning Regulations at 11 DCMR § 106.4: "Properties owned by the government of the United States and used for or intended to be used for a federal public building or use . . . shall not be included in any zone district." Since the East Campus was transferred to District of Columbia ownership in 1989, no zoning has yet been applied to the Property. Subsection 106.7 prescribes simply that "Zoning shall be established after a public hearing in the manner prescribed by the Zoning Act . . ."

This application requests a rezoning from unzoned to C-2-B for the Property in conjunction with a consolidated planned unit development. The Applicant also requests that the C-2-B District be established as the base, matter-of-right zoning for the Property. C-2-B is a medium-density mixed-use zone that allows a maximum density of 3.5 FAR for residential or mixed uses and a maximum of 1.5 FAR for commercial and nonresidential use and development. With a PUD the maximum density limitation is 4.5 FAR and a maximum of 2.0 FAR for commercial uses. The maximum permitted building height is 57 feet as a matter of right and 90 feet with a PUD. This zone will readily accommodate the low building density (0.28 FAR) and proposed 60' height of the UCC building.

The Applicant proposes C-2-B because this zone, with its mixed residential-commercial character and moderate to medium permitted scale of development, will be compatible both with the remainder of the St. Elizabeth's campus and the adjacent residential neighborhoods to the northwest, which are zoned R-5-A. The C-1 zone was also considered, but was ruled out as being designed for very low-scale neighborhood convenience retail centers. Similarly, C-2-A is intended to be a strip commercial zone and thus somewhat inappropriate to this property, whereas the C-2-B District is designed to be "compact and located on arterial streets" (11 DCMR § 720.7). The Property may be described as compact rather than linear, and it is located on a major arterial street -- MLK Avenue. Finally, the SP-1 zone was considered, but the permitted office density in this

zone is significantly higher, at 2.5 FAR, and unnecessarily high to accommodate the Project. Thus, on balance, the Applicant proposes C-2-B zoning.

IV. TABULATION OF DEVELOPMENT DATA[5]

Subsection 2403.11 of the Zoning Regulations requires a PUD applicant to submit a chart comparing the proposed development with matter-of-right development under existing zoning. In this case, the property is unzoned, government property. Because the predominant development pattern of St. Elizabeth's Hospital is that of a large hospital complex with three- to four-story institutional buildings typically, the existing land use controls may be deemed to be institutional and governmental in a general sense, and a precise comparison of existing zoning standards with the proposed development is not feasible. It can be stated, however, that the proposed building has three stories, similar in height and mass to most of the existing buildings and a very low density at 0.280 FAR. Basic data about the proposed development are presented in the chart below.

Development Data Chart

Total PUD Site Area	513,755 s.f. (11.80 acres)
Required Minimum for PUD (C-2-B)	15,000 s.f.
Gross Floor Area (g.f.a.)	144,000 g.f.a.
Floor Area Ratio (FAR)	0.280 FAR
Permitted – C-2-B (Matter-of-right/PUD)	1.5/2.0 FAR
Building Height	57 feet
Permitted – C-2-B (Matter-of-Right/PUD)	65/90 feet (PUD)
Minimum Lot Width and Lot Area	None prescribed
Lot Occupancy	11% percent
Maximum Permitted	100 percent
Side and Rear Yards - None Required	Ample Setbacks Provided
Parking	282
Required	77
Water Demand	9,825 gallons/day
Sewer Demand	9,825 gallons/day

[5] See the Project Plans attached to this statement.

V. PUBLIC BENEFITS OF THE PUD

A. Public Benefits and Project Amenities

Section 2403 of the Zoning Regulations for PUDs sets forth the evaluation standards for approval of PUDs. The Zoning Commission must find that, "[t]he impact of the project on the surrounding area and upon the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project" (§ 2403.3). Second, a planned unit development must be found to be "not inconsistent with the Comprehensive Plan and other adopted public policies and active programs related to the site" (§ 2403.4).

Finally, the Zoning Commission must evaluate the range of public benefits and project amenities of the proposed PUD. Public benefits are defined as "superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater degree than would likely result from development of the site under matter-of-right provisions." A project amenity is defined as one type of public benefit, "specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors."

1. **Public Safety and Public Service.** The new centralized, advanced-technology communications center for the District of Columbia will improve both emergency (especially the Fire and Police departments) and non-emergency service response to District constituents. Some of the improvements will be due to a common, centralized facility for different agencies having a strong need for similar advanced communications technology and coordination during emergencies and major events, and some of the improvements will be due to the new technology itself. Advanced technology and a functional design will provide for more effective and efficient operations among all functions of the Unified Communications Center.

It is a major public benefit that this facility will improve emergency preparedness and responses by the Metropolitan Police, the Fire and Emergency Medical Services and Emergency Management Agency as a result of consolidation and integration of critical public safety communications functions. These are obviously vital services, where faster responses save lives and property. Other high-priority services to be located here are advanced communications for traffic management, improved facilities and equipment for the St. Elizabeths crisis hotline and Answer Please! (the District's health and human service resource number) call takers, and the numerous functions of the Emergency Management Agency. Furthermore, as a result of the events of September 11, 2001, there is need to centrally manage emergencies and major events among various coordinating agencies. The UCC will also serve this critical function. The UCC also provides the required reliability and security for the public safety and critical

communication functions within the UCC. Finally, the UCC provides a 24-hour public safety presence in this area.

The UCC development will significantly advance a number of policies in the *Comprehensive Plan for the National Capital.* These include several policies regarding public safety and public service, including:

> *601 Public Facilities Goal. It is the goal of the District to provide adequate and energy-efficient public facilities in good condition to support the cost-effective delivery of municipal programs and services, and to support economic development and neighborhood improvement programs.*[6]
>
> *606.1 The location of public facilities objective is to locate public facilities to provide optimum service and to support the land use, transportation, economic and social development, and neighborhood improvement objectives.*
>
> *607 Surplus Properties*
>
> *607.1 The surplus properties objective is to maximize the public benefits derived from the disposition of surplus property.*
>
> *607.2(c) Develop and implement real property disposition strategies that result in creative and effective marketing and use arrangements for the public benefit*
>
> *608.1 The public action objective is to provide for the coordination of all public actions affecting the location, change of use, and disposition of public facilities.*

In summary, the first public benefit of the UCC project is that it will improve community services, including critical services such as public safety.

2. Economic Development and Community Revitalization. The UCC initiative is part of the Mayor's ***Government Centers Program.*** This program strategically locates D.C. government facilities in neighborhood areas to provide community revitalization and economic development, while also improving service delivery to citizens. The new facility will be located on underutilized land at the north end of the East Campus of St. Elizabeth's Hospital. Although the city acquired the East Campus from the federal government in 1987,

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[6] All citations from the *Comprehensive Plan* are from 10 DCMR (1999), the District Elements of the *Comprehensive Plan.*

the 174 total acres continue to be underutilized. Only 29 of the 43 existing buildings on the East Campus are occupied (not all of which are fully occupied).

The introduction of an attractive new building with landscaping and new human activity (approximately 300 employees) on the site on a daily basis, will help stimulate additional activity on the St. Elizabeth's campus and nearby neighborhood areas. The nearby residential areas show signs of aging and deferred maintenance, with little new development or rehabilitation in recent years. The historic preservation elements of the project are designed to add to the character and setting of the UCC building and to enhance the historic character of the campus as a whole. As discussed later, this PUD provides major funding for a new master plan for the East Campus that will lead to future restoration, infill development and revitalization of the campus, with additional spin-off benefits to the surrounding neighborhoods. This project will begin the clean up of the East Campus, including actions like removing abandoned cars, trailers and trash and sealing and landscaping over the fly ash area.

An important policy from the "Economic Development" Element of the *Comprehensive Plan* states, "The economic development outside the Central Employment Area objective is to create and expand economic activity and employment centers in target areas outside the CEA" (§ 206.1). The proposed site was selected after a thorough review by OCTO and the Office of Planning of a large number of city-owned and privately-owned sites around the District. This Property met the physical and communications needs of the UCC facility and was a strategic location for economic development stimulus as well. The UCC facility will generate new contract opportunities for Local, Small and Disadvantaged Businesses, internships and apprenticeships during implementation. For example, OCTO is working with the neighboring school (Ballou High School) to develop an internship partnership whereby students would work on and activity follow and learn about the execution of the UCC. The UCC will also create long-term job/contract opportunities after the UCC is built (i.e., IT and building maintenance, security, janitorial services, call takers, administrative functions, etc.).

3. **Historic Preservation.** St. Elizabeth's Hospital (both East and West campuses) is listed as a historic landmark on the National Register of Historic Places. The National Register designation occurred in 1990, but because the site has no local historic designation, the local Historic Preservation Review Board and Mayor's Agent for Historic Preservation process does not apply. Instead, the federal Section 106 historic preservation review process is the applicable review.

Although the 11.8-acre PUD site is substantially vacant, it does include four 19th-century "cottages," which have the appearance of small, white, wood-frame houses. Two large, existing barns outside the PUD site and on the St. Elizabeth's campus property to the south, have historic status. The historic preservation proposal to the Advisory Council and the SHPO (and included in this

PUD application) is to relocate two of the cottages to locations closer to the barns and their original position to create a stronger historic setting. Today, since there are no planted crop areas between the cottages and the barns, the historic setting is diluted by the substantial vacant area and distance between the cottages and the barns. These two cottages will be stabilized on their new sites in preparation for restoration and re-occupancy when new uses for them are identified by the city. Likewise, the District of Columbia government plans to stabilize the two barns and refurbish them for future use and demolish the Dorothea Dix building (not part of this PUD). Two of the cottages would be properly recorded and then demolished. All four cottages are currently unoccupied, open to the elements and consequently are suffering deterioration. In addition to stabilizing the cottages, the UCC project will remove trash and debris dumped on the property and improve the overall landscape in and around the property as well as create a strong architectural view along MLK Avenue. As stated previously, the federal Section 106 historic preservation review process is well-advanced as of the date of this Pre-Hearing Submission, and agreement on a well-conceived historic preservation plan is expected.

Because of the historic nature of the St. Elizabeth's campus, an archeological consultant was retained to survey the site. The findings have been submitted to the Advisory Council on Historic Preservation.

4. **Historic Preservation – St. Elizabeth's Campus Plan.** The economic stimulus of the UCC complex will help fund and accelerate historic preservation and campus planning for the historic East Campus.. First, the UCC project will bring additional focus and resources to the land and buildings on St. Elizabeths Hospital and may stimulate the District of Columbia to arrange for permanent adaptive reuses of the two large barns, so that they may be physically restored. Part of this effort may also include demolishing the Dorothea Dix building and a temporary building that houses DHS. Both are non-historic and non-contributing structures.

More significantly, the Applicant has already transferred $500,000 to the Office of Planning for preparation of a campus plan for the historic East Campus of St. Elizabeth's Hospital. The Commissioner of Mental Health is contributing an additional $500,000, creating a significant fund for this campus master plan. OP is scheduling to begin the planning process in Spring 2002. Representatives of the surrounding community will be fully involved in the development of the campus plan and development options. The development of the UCC on the northern tip of the campus on substantially vacant land does not restrict the opportunity for the historic institutional buildings to be restored together with compatible infill development to accommodate future mental health facility needs and other public services or alternative development identified through the campus master planning process. Given the underutilization of the existing buildings on the East Campus, approval of the UCC will not impinge on the city's ability to accommodate other needs on the East Campus. In addition, the UCC

will not impact St. Elizabeth's current and future operations and will continue to operate as a hospital.

5. Impacts on the Surrounding Area. No adverse effects are likely to occur on the surrounding area as a result of the proposed PUD. The building has been designed to be at the same or lower height than most of the buildings on the St. Elizabeth's campus. The density of 0.280 FAR is low. The predominant development pattern nearby is garden apartments, with some row houses and flats. Issues of architecture and design compatibility have been addressed by the design team and are being reviewed by the Commission of Fine Arts, NCPC and as part of the historic preservation review process. As discussed in the following section, there will be no adverse effects on traffic or street operations in the vicinity of the Project.

6. "Effective and Safe Vehicular and Pedestrian Access" (2403.9(c)). Given the low density of the proposed UCC building and its location on a principal arterial street, in close proximity to bus stops and two nearby Metrorail stations, vehicular access and egress are not likely to create any adverse traffic conditions in the neighborhood.

The site is located on a principal arterial street that functions as a high-volume, four-lane road in this vicinity. The UCC project will represent a modest addition to existing St. Elizabeth's and MLK Avenue traffic, and no additional traffic light will be required, just an adjustment to the timing of a nearby existing traffic signal. The Applicant's traffic consultant has found traffic, access-egress and parking issues to be entirely workable, and additional transportation management measures (car-pooling, shuttle-bus to the Anacostia or Congress Heights Metrorail station) are being examined. The UCC will not directly affect the nearest residential development to the site because of significant physical separation, absence of adverse traffic or overspill parking conditions, and compatibility of scale.

The Office of Planning and OCTO's design team have jointly developed the location and function of the access driveway and site circulation so that future development on the campus to the south could be served from this one curb cut and driveway. The access drive is aligned with one of the existing entrance gates of the West Campus so as to minimize any adverse traffic effects, coordinate between the East and West campus and minimize entrance points off MLK Avenue. The length of the access drive, at approximately 480 feet, also provides queuing for approximately 25 vehicles between the Avenue and the internal security gate.

The parking plan is well conceived to serve the security and functional needs of the UCC building and to preclude overspill parking on nearby streets. The number of surface parking spaces, at 235 spaces for employees (plus an additional 47 for visitors and the childcare facility), is designed to accommodate the parking demand during the periods when work shifts change. During these short intervals, excess parking demand will occur and will be accommodated. During the majority of day and night time hours, the number of vehicles parked will be substantially less than 235, and the number of

vehicles arriving for a shift will be much less than 235. The quantity of parking spaces was determined based upon the overlap of exiting and incoming vehicles during the primary and largest shift change. Surface parking is used for security reasons and to be consistent with the existing surface parking on the campus.

The findings statement of the "Traffic Impact Study" conducted by Timothy A. Ryan, Group Manager of Traffic Engineering at the URS Corporation is attached.[7] The report analyzes existing traffic and intersection conditions, together with the effect of the additional trips generated by UCC employees by shift and concludes that:

- Each of the three nearby intersections currently functions at an acceptable level of service during the a.m. and p.m. peak periods (Levels B and C[8]);
- After completion of UCC in 2003, these intersections will continue to function at levels B and C, with adjustment to signalization needed only at the Martin Luther King Jr. Avenue/Malcolm X Avenue intersection to maintain a Level of Service C condition.
- The intersection created by the UCC access road will function at Level of Service B.

7. Environmental Benefits. The UCC project incorporates several significant environmental benefits. The first is containment of the fly ash that was dumped on a T-shaped area of the site over a period of many years (1977 to 1989). This fly ash was tested twice by separate environmental firms using industry standard environmental tests/procedures. These independent efforts resulted in consistent results/findings – the fly ash is non-hazardous.

In 1993 the firm of Environmental Resources Management, Inc. ("ERM") conducted detailed soil and water studies on the grounds of the East Campus in conjunction with design and construction of the Congress Heights Metrorail station. The ERM report[9] states, in pertinent part:

> *The overall results of the investigation indicate that the site in its current status does not exceed applicable screening levels that are protective of human health, and that a formal assessment of site risk is not required under existing laws and regulations. [This] qualitative evaluation of the site risk, however, has been conducted to respond to public comments and*

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[7] The technical appendices are not attached because of their length and because the findings of the report are so positive regarding traffic conditions. At the Commission's request, the appendices can be submitted to the record of the case.

[8] The Institute of Transporation Engineers has defined criteria for Levels of Service A through F for intersections, with A being the least congested condition and F being the most congested condition.

[9] The report, funded by the Washington Metropolitan Area Transit Authority, is entitled "Qualitative Risk Evaluation and Mitigation Review for the St. Elizabeths Hospital Site on the Green Line (F) Route," 10 May 1993.

to describe and communicate the nature of such risks to the public. (p. ES-5)

The Municipal Waste Combuster (MWC) ash is not considered a hazardous waste under present RCRA regulations and guidance. (p. ES-12).

In December 2001, the firm of URS / Phase Separation Science, Inc ("PSS") took soil samples and conducted an analysis. The URS/PSS report states, in pertinent part:

The composite sample was analyzed for hazardous waste characteristics of toxicity by metals and organic compounds under Resource Conservation and Recovery Act (RCRA).

All RCA characteristics parameters were below detection limits.

The ash waste when removed and disposed would not be classified as a RCRA hazardous waste for metals, pesticides/herbicides, volatile organic compounds, or semivolatile organic compounds.

Despite these findings, OCTO took additional measures. The applicant's site plan intentionally does not construct the building over the fly ash area (but rather in natural/undisturbed soil). Furthermore, the surface parking area and landscaping is placed over the fly ash in order to contain/seal it. Lastly, the UCC project will implement an air quality monitoring program (following EPA standards) to ensure that a safe air quality environment is maintained throughout the implementation of the facility.

Second, the building includes many energy efficient design features. Third, the site plan includes an innovative and effective storm water retention facility, a low-lying area where water runoff accumulates naturally. This stormwater retention area will be planted with the currently approved mixture of vegetation for successful functioning of the system as well as for aesthetic appearance. There is no standing water in a properly designed stormwater detention facility. Such a "bio-retention pond" is an alternative to a more "engineered" system of concrete holding tanks.

B. Consistency with Other Comprehensive Plan Policies

In addition to areas of policy consistency with the *Comprehensive Plan* cited earlier in this statement, various other policies are summarized below which support the proposed UCC development.

1. Major Themes. The proposed PUD is especially consistent with three of the ten Major Themes set forth in the Plan in Chapter 1, including:

a. "Stabilizing and Improving the District's Neighborhoods." (§ 102). The UCC will be the first new development on St. Elizabeth's and in the immediate

neighborhood in a number of years, and is expected to have an economic and physical stimulus effect on the vicinity.

b. "Respecting and Improving the Physical Character of the District" (§106). The high quality of the proposed development, together with its historic preservation and landscape features, will help improve the physical character of the East Campus and the adjacent neighborhood.

c. "Preserving the historic character of the District" (§ 108). The historic preservation plans will preserve and stabilize some of the existing cottages, trees and landscaping on the site, will relate to preservation efforts regarding the two historic barns on adjacent property, and will contribute a significant amount of money towards a master plan for the historic East Campus of St. Elizabeth's Hospital.

2. Land Use Element. The "Generalized Land Use Map" of the Land Use Element of the Plan sets forth the desired and adopted future development pattern of the city in terms of use and density. This map is intended to be generalized but also serves as a critical guide to zoning and other land use decisions. The land use designation for all of the East Campus is "Local Government Facilities," defined as, "Land and facilities occupied by the District government, excluding parks, recreation centers and open space, are the predominant uses." Clearly, the proposed Unified Communications Center is such a local government facility.

VI. COMMUNITY PARTICIPATION

OCTO has conducted and will continue extensive outreach to the community regarding the UCC project. To date, approximately twenty public meetings (and numerous meetings with individuals and local businesses) have been held in Ward 8 to discuss the UCC project and its potential impacts/benefits to the local community. Community meetings have included Ward 8 ANC's, community development corporations, clergy, non-profits, schools and various other community groups. The presentation included maps, project facts/figures, benefits/opportunities and actions proposed by OCTO to address issues of concerns raised by the community. To date no strong objections have been raised regarding the UCC Project. In fact, support and enthusiasm for the UCC project have been witnessed during the community meetings and in discussions with community residents. A list of these community outreach meetings is indicated below.

Date	Organization
10/26	Community Development Corporations (Far Southeast Southwest, East of the River and Anacostia Economic Development)
10/26	School Board – William Lockridge and Phil Pannell
11/7	ANC 8C
11/17	ANC 8D

11/17	Ward 8 Democrats
11/20	ANC 8C Executive Committee
11/20	ANC 8E
11/26	ERDC Board Meeting
11/27	ACC
11/28	Citizens Advisory Council
11/28	ANC 8B
11/29	FSFC
12/4	AEDC
12/4	Far SW Civic Association
12/10	Congress Heights Comm. Association
12/12	Mayor Town Hall Meeting
1/15	Commission on Fine Arts & National Capital Planning Commission
1/17	UCC Community Meeting
2/5	Ballou Senior High School

The UCC project's outreach efforts will continue throughout the project's duration through the use of newsletters, website, job fairs and continued community meetings.

VII. CONCLUSION

In conclusion, the Applicant submits that the proposed PUD meets the standards of Chapter 24 of the Zoning Regulations The PUD plan provides for major public benefits and amenities, is not inconsistent with the Comprehensive Plan, and will result in no adverse effects on surrounding properties or on public facilities. Construction of the proposed Unified Communications Center of the District of Columbia will advance important goals and policies of the District of Columbia as described in this statement. Accordingly, the Applicant respectfully requests that the Zoning Commission approve the proposed PUD.

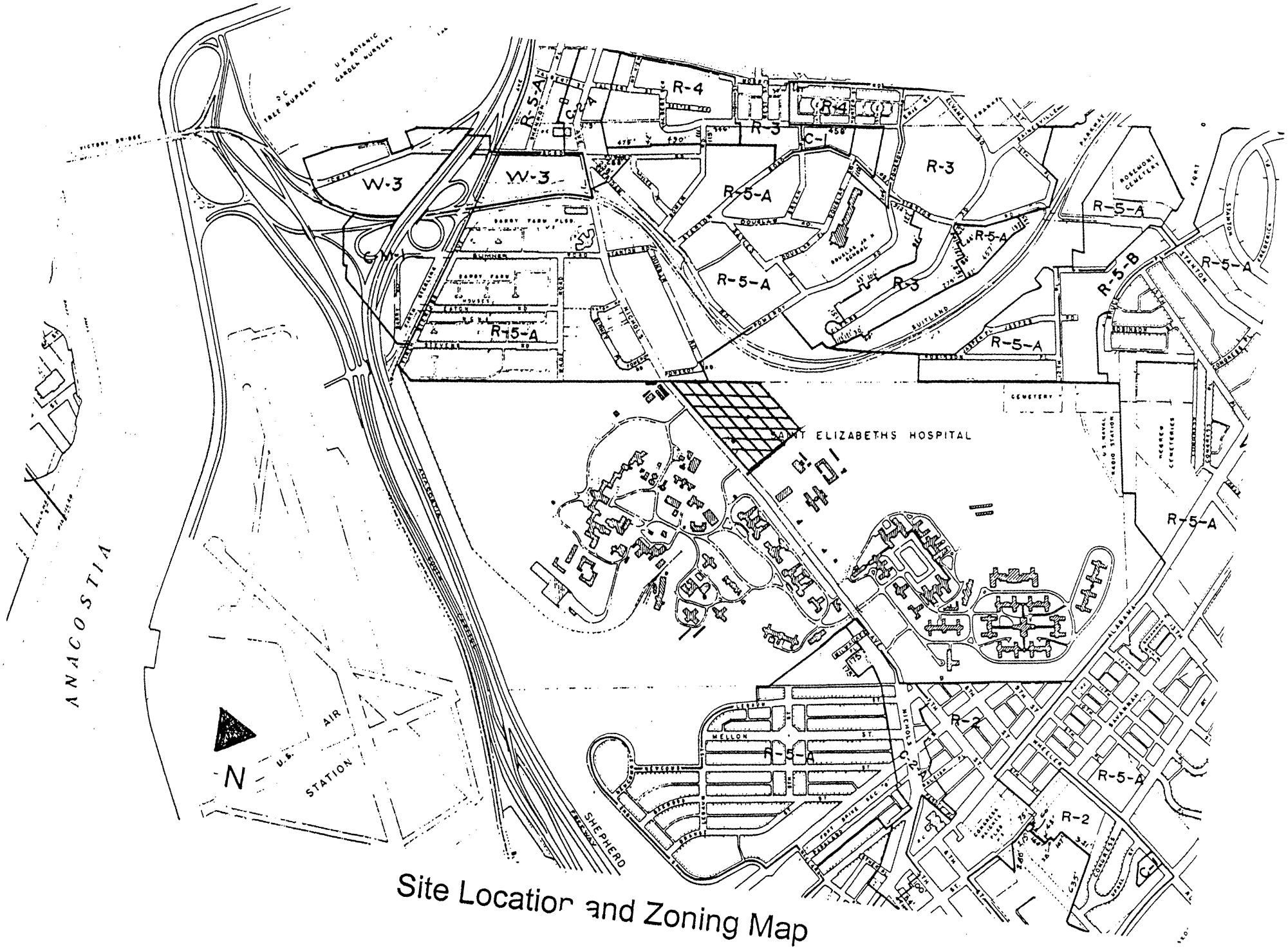
Respectfully Submitted,
ARNOLD & PORTER

Nathan W. Gross

Cynthia A. Giordano

Enclosures

EXHIBIT A: Site Location and Zoning Map



Site Location and Zoning Map

EXHIBIT B: Transportation Consultant's Report

TRAFFIC
IMPACT STUDY

UNIFIED COMMUNICATIONS CENTER

SEPTEMBER 6, 2001

URS

In reply, please refer to: 89-F2001016.00-4.6

September 6, 2001

Mr. David Talley
Senior Project Manager
Jacobs Facilities, Inc.
1111 19th Street, N.W.
Suite 680
Washington, D.C. 20036

Reference: Unified Communication Center
Traffic Impact Study

Dear Mr. Talley:

URS Corporation (URS) is pleased to submit the attached Traffic Impact Study for the Unified Communications Center. The results of the study are summarized as follows:

1. Each of the intersections in the study area currently functions at an acceptable level of service during peak hours.

2. Following completion of the Unified Communications Center in 2003, each of the intersections in the study area is expected to be able to continue to function at an acceptable level of service during peak hours. For the most part, existing signal phasing/timing can be used. Only at the Martin Luther King, Jr. Avenue/Malcolm X Avenue intersection, during the p.m. peak hour, will revised phasing/timing be necessary.

Once you have had a chance to review the study, we would welcome the opportunity to discuss it with you. In the meantime, if you have any questions or desire further information, please do not hesitate to contact me.

Sincerely,

URS Corporation

Timothy A. Ryan, P.E., P.T.O.E.
Group Manager, Traffic Engineering

TAR:slm

URS Corporation
4 North Park Drive, Suite 300
Hunt Valley, MD 21030
Tel: 410.785.7220
Fax: 410.785.6818

TRAFFIC IMPACT STUDY
UNIFIED COMMUNICATIONS CENTER

INTRODUCTION

The Unified Communications Center (UCC) is a 130,000 square foot facility, which has been proposed for the campus of St. Elizabeth's Hospital in Washington, D.C. If constructed, the UCC would house communications equipment and personnel for a number of District agencies at a single location.

As part of the Environmental Impact Screening Form (EISF) process, which is required before the UCC can be constructed, the District asked that a traffic study of the proposed facility be prepared. This document is that traffic study.

STUDY PARAMETERS

District traffic engineering staff requested that the following intersections be included in the study area:

- Martin Luther King, Jr. Avenue/Sumner Road/Stanton Road
- Martin Luther King, Jr. Avenue/UCC Access
- Martin Luther King, Jr. Avenue/St. Elizabeth's Gate 4/Shopping Center Access Drive
- Martin Luther King, Jr. Avenue/Malcolm X Avenue

Based upon the nature of this study area, District traffic engineering staff felt that Item III.15 of the EISF should be addressed, but that Item III.14 would not be necessary.

EXISTING CONDITIONS

Peak hour turning movement counts were conducted on July 24 to 26, 2001, at the three existing intersections identified in the preceding section of this report. The data from these counts is included in **Appendix A**, and is also summarized in **Appendix B** (Figures B.1 and B.2). Capacity analyses were then performed, using software produced for the Year 2000 Highway Capacity Manual (HCS 2000). A summary of the results of these analyses is also shown in **Appendix B**, and shows that each of the intersections currently operates at acceptable levels of service (generally regarded as Level of Service D or better). In fact, none of the existing intersections function below Level of Service C.

TRIP GENERATION/DISTRIBUTION OF PROPOSED FACILITY

Employees and Shifts

Current plans for the UCC call for that facility to employ a total of 615 persons, with operations round-the-clock. Based upon shift information provided for URS' use, the following was derived:

Shift	No. of Employees
Day	279
Evening	113
Overnight	74
Total	466

The remaining 149 were assumed to be "non-shift" employees, working a "normal" office schedule, coinciding with the hours of the day shift.

Trip Generation

In order to estimate the number of vehicle-trips likely to be generated by the UCC, the following assumptions were made:

- During the AM peak hour, the overnight shift would depart; the day shift and the "non-shift" employees would arrive.
- During the PM peak hour, the day shift and the "non-shift" employees would depart; the evening shift would arrive.
- Five percent of the employees would use transit for their journeys to work.
- Ten percent absenteeism, caused by factors such as vacation, sick time, meetings outside the office, etc., will occur.

On the basis of the above information, **Table 1** was developed.

TABLE 1

UCC TRIP GENERATION

Peak Hour	Number of Employees		Number of Vehicle-Trips	
	Entering	Exiting	Entering	Exiting
AM	279 + 149	74	364	63
PM	113	279 + 149	96	364

The numbers in the two rightmost columns of **Table 1** provide the answer for Item III.7 of the EISF.

Trip Distribution

The vehicle-trips derived in **Table 1** were distributed to the roadway network in proportion to existing traffic volumes. The resulting volumes are shown in **Appendix C** (Figures C.1 and C.2).

FUTURE CONDITIONS

Current plans call for the UCC to be completed in 2003. Peak hour volumes anticipated in 2003, if the UCC was not constructed, were developed by assuming a 1 percent annual growth rate. The resulting volumes are shown in **Appendix C** (Figures C.3 and C.4). Volumes expected in 2003, following completion of the UCC, were obtained by adding the volumes shown in Figures C.1 and C.2 to the volumes shown in Figures C.3 and C.4. The resulting volumes are shown in **Appendix D** (Figures D.1 and D.2).

The capacity analyses were repeated, using existing signal timing/phasing. These analyses are also shown in **Appendix D**. Examination of **Appendix D** shows that, for the most, each of the intersections is expected to function at an acceptable level of service. The exception to this is the Martin Luther King, Jr. Avenue/Malcolm X Avenue intersection, which is expected to function at Level of Service E during the PM peak hour.

Additional analyses were performed, using modified phasing/timing for this intersection. These analyses, which are also shown in **Appendix D**, reveal that the intersection could function at Level of Service C with the suggested changes.

SUMMARY

The results of the capacity analyses performed for this study are summarized in **Table 2.**

TABLE 2

LEVEL OF SERVICE SUMMARY

Intersection	Level of Service			
	Existing Conditions		Future Conditions	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Martin Luther King, Jr. Avenue/Sumner Road/Stanton Road	B	B	B	B
Martin Luther King, Jr. Avenue/St. Elizabeth's Gate 4/Shopping Center Access Drive	B	B	C	B
Martin Luther King, Jr. Avenue/Malcolm X Avenue	C	C	C	E C*
Martin Luther King, Jr. Avenue/UCC Access	N/A	N/A	B	B

*With revised signal timing/phasing.
N/A - Not Applicable

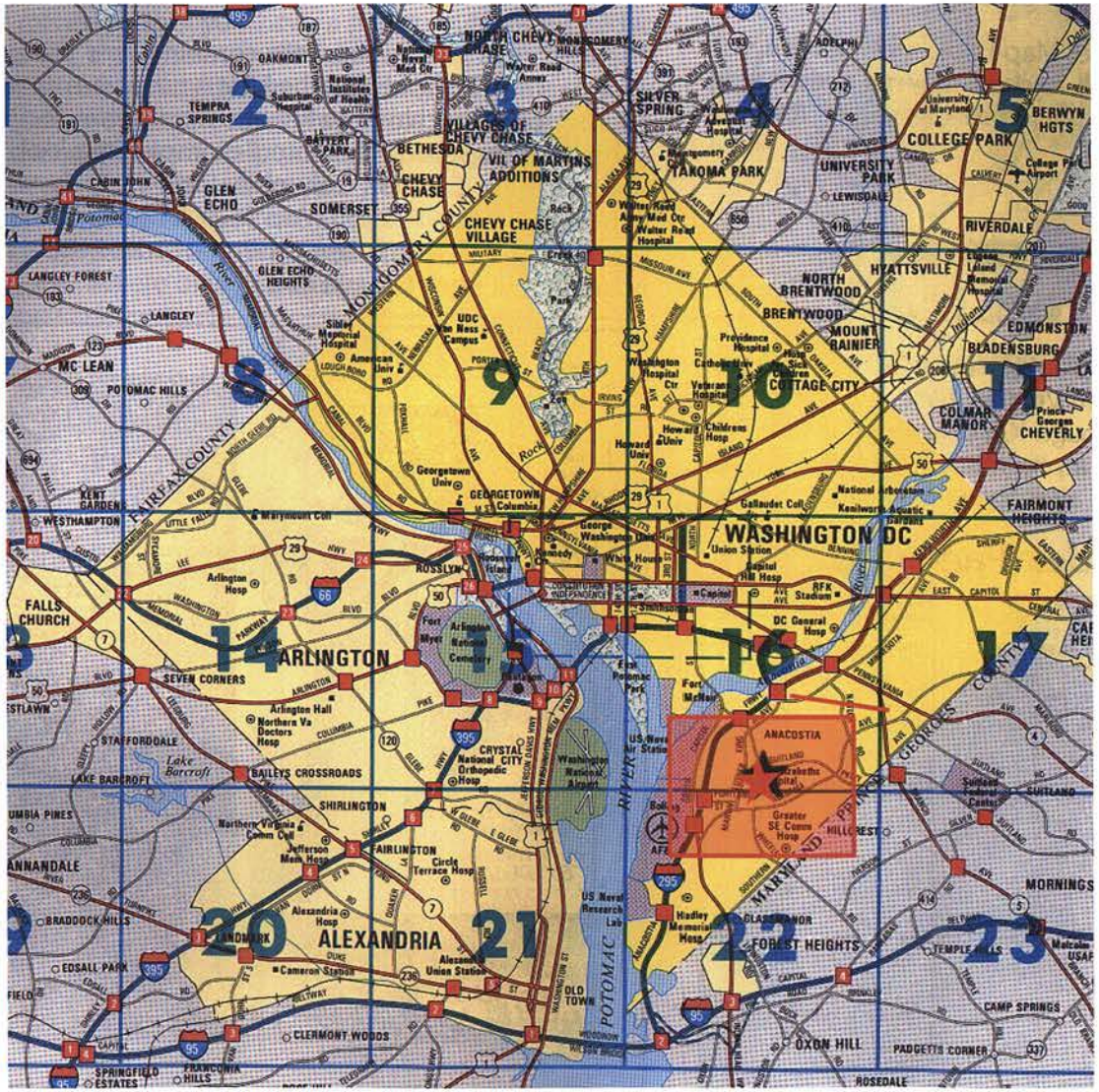
Based upon **Table 2**, the answer to Item III.15 of the EISF is "No."

The results of the Study may be summarized as follows:

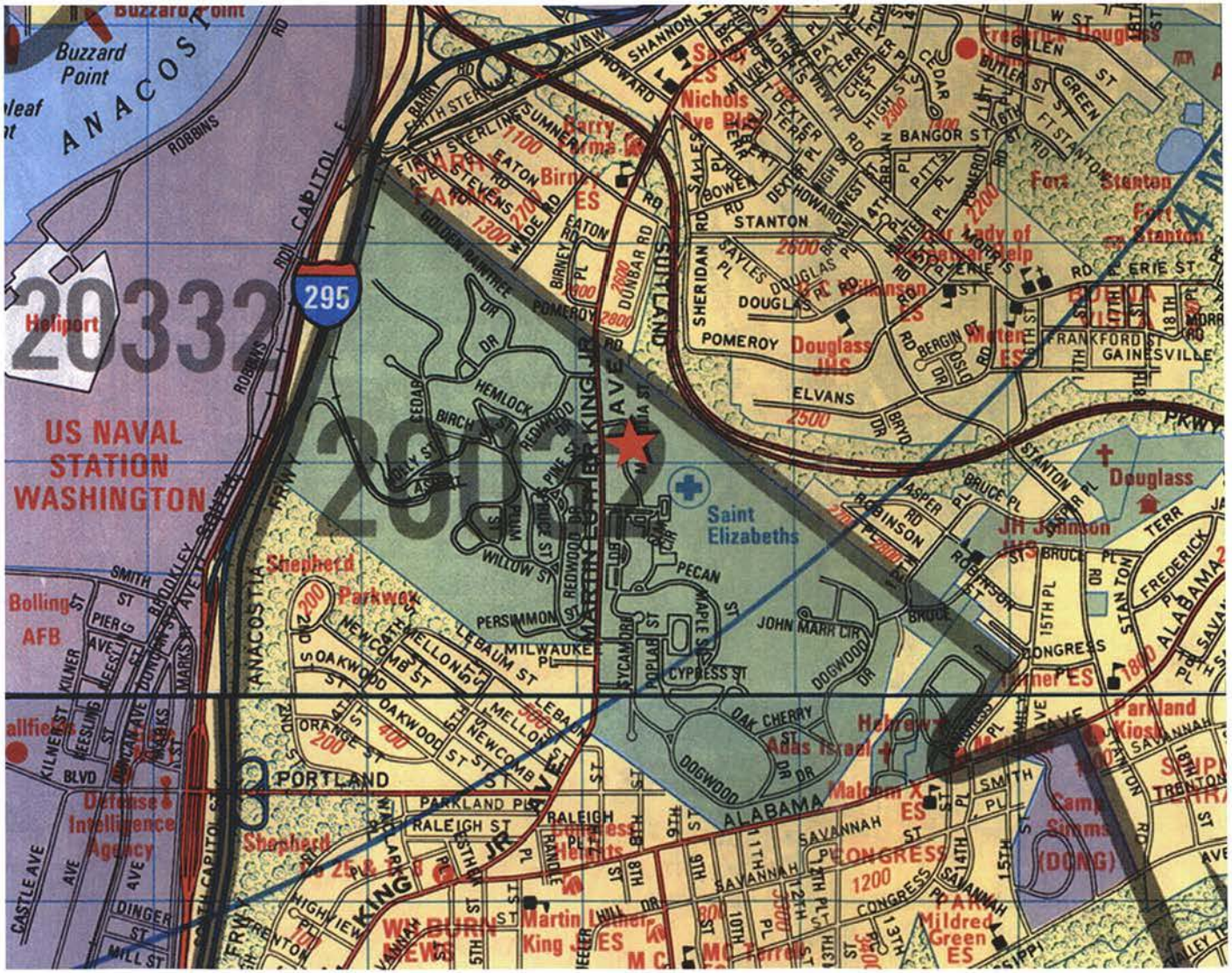
- Each of the intersections in the study area currently functions at an acceptable level of service during peak hours.
- Following completion of the UCC in 2003, each of the intersections in the study area is expected to be able to continue to function at an acceptable level of service during peak hours. For the most part, existing signal phasing/timing can be used.

Only at the Martin Luther King, Jr. Avenue/Malcolm X Avenue intersection, during the PM peak hour, will revised phasing/timing be necessary.

EXHIBIT C: Project Plans


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21
22
23
WASHINGTON DC
ARLINGTON
ALEXANDRIA
SILVER SPRING
TAKOMA PARK
COLLEGE PARK
BETHESDA
CHEVY CHASE
CHEVY CHASE VILLAGE
VIL OF MARTINS ADDITIONS
VILLAGES OF CHEVY CHASE
NORTH CHEVY CHASE
SOMERSET
GLEN ECHO
GLEN ECHO HEIGHTS
CABIN JOHN
TEMPRA SPRINGS
OAKMONT
BATTERY PARK
LANGLEY FOREST
LANGLEY
MC LEAN
POTOMAC HILLS
FALLS CHURCH
SEVEN CORNERS
ARLINGTON
STAFFORDDALE
LAKE BARCROFT
BAILEYS CROSSROADS
SHIRLINGTON
FAIRLINGTON
ANNANDALE
BRADDOCK HILLS
EDSALL PARK
CLERMONT WOODS
SPRINGFIELD ESTATES
FRANCONIA HILLS
ROSSLYN
GEORGETOWN
WESTHAMPTON
KENT GARDEN
ANACOSTIA
FOREST HEIGHTS
GLASSMANOR
MORNINGS
TEMPLE HILLS
CAMP SPRINGS
OXON HILL
PADGETTS CORNER
ROSEDALE
BLADENSBURG
EDMONSTON
COLMAR MANOR
CHEVERLY
FAIRMONT HEIGHTS
RIVERDALE
HYATTSVILLE
NORTH BRENTWOOD
BRENTWOOD
MOUNT RAINIER
UNIVERSITY PARK
LEWISDALE
COTTAGE CITY
MONTGOMERY COUNTY
FAIRFAX COUNTY
PRINCE GEORGES COUNTY
POTOMAC RIVER
ANACOSTIA RIVER
Potomac
Rock Creek
Lake Barcroft
Sibley Memorial Hospital
American Univ
UDC Van Ness Campus
Georgetown Univ
Georgetown Univ Hosp
Marymount Coll
Arlington Hosp
Arlington Hall Northern Va Doctors Hosp
Arlington National Cemetery
Fort Myer
Fort McNair
Fort Leslie J. McNair
Fort Humphreys
Fort Belvoir
Fort Belvoir Proving Ground
Northern Virginia Comm Coll
Jefferson Mem Hosp
Circle Terrace Hosp
Alexandria Hosp
Alexandria Union Station
Cameron Station
Washington Hospital Ctr
Providence Hospital
Howard Univ Hospital
Veterans Hospital
Childrens Hosp
Howard Univ
Gallaudet Coll
National Arboretum
Kenilworth Aquatic
Union Station
Capitol Hill Hosp
RFK Stadium
DC General Hosp
Greater SE Comm Hosp
Hadley Memorial Hosp
Walter Reed Army Med Ctr
Walter Reed Hospital
Naval Med Ctr
Suburban Hospital
Adventist Hospital
University of Maryland
College Park Airport
Lanham Seabrook Memorial Hospital
Prince Georges
Crystal City
National Orthopedic Hosp
Washington Nationals Ballpark
US Naval Air Station
US Naval Research Lab
Old Town
Andrews AFB
Suitland Federal Center
Suitland
Capitol
Pentagon
Kennedy Ctr
Roosevelt Island
White House
Memorial Bridge
Key Bridge
Francis Scott Key Bridge
Woodrow Wilson Bridge
Wilson Bridge
Metro Center
Union Station
Rock Creek Park
Walter Reed Army Med Ctr
Naval Med Ctr
Nations Capital
Montgomery Hills
Adelphi
Lewisdale
Riverdale
Hyattsville
Bladensburg
Edmonston
Colmar Manor
Cheverly
Fairmont Heights
Glassmanor
Forest Heights
Temple Hills
Camp Springs
Oxon Hill
Padgetts Corner
Rosedale
Suitland
Hillcrest
Morningside
Annandale
Bradduck Hills
Edsall Park
Clermont Woods
Springfield Estates
Franconia Hills
Lake Barcroft
Staffordshire
Columbia Pines
Shirlington
Fairlington
Seven Corners
Falls Church
Westhampton
Kent Garden
Rosslyn
Georgetown
Anacostia
Langley Forest
Glen Echo
Glen Echo Heights
Somerset
Cabin John
Tempra Springs
Oakmont
Battery Park
Potomac Hills
Mc Lean
Langley
Bethesda
Chevy Chase
Chevy Chase Village
Villages of Chevy Chase
Vil of Martins Additions
North Chevy Chase
Silver Spring
Takoma Park
College Park
Berwyn Hgts
University Park
Riverdale
Hyattsville
North Brentwood
Brentwood
Mount Rainier
Cottage City
Bladensburg
Edmonston
Colmar Manor
Cheverly
Fairmont Heights
Glassmanor
Forest Heights
Temple Hills
Camp Springs
Oxon Hill
Padgetts Corner
Rosedale
Suitland
Hillcrest
Morningside
Annandale
Bradduck Hills
Edsall Park
Clermont Woods
Springfield Estates
Franconia Hills
Lake Barcroft
Staffordshire
Columbia Pines
Shirlington
Fairlington
Seven Corners
Falls Church
Westhampton
Kent Garden
Rosslyn
Georgetown
Anacostia

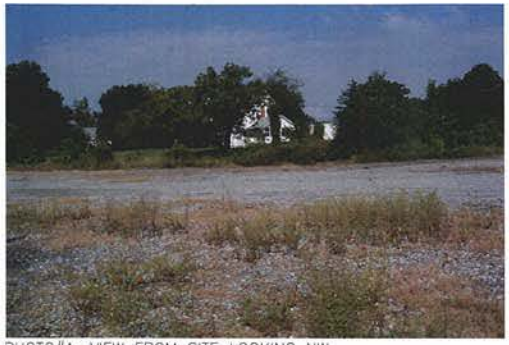
AREA MAP



VICINITY MAP



PHOTOGRAPH LEGEND


PHOTO#1: VIEW FROM SITE LOOKING NW


PHOTO#2: VIEW FROM SITE LOOKING SE


PHOTO#3: EXISTING TRAILERS


PHOTO#4: ABANDONED AMBULANCE


PHOTO#5: EXISTING HORSE BARN


PHOTO#6: EXISTING DRY BARN

EXISTING SITE PHOTOGRAPHS



PHOTO#7: EAST SIDE OF COTTAGE #10



PHOTO#8: SE CORNER OF COTTAGE #9



PHOTO#9: NW CORNER OF COTTAGE #9



PHOTO#10: WEST SIDE OF COTTAGE #10



PHOTO#11: GARAGE AT COTTAGE #9



PHOTO#12: SHED/GARAGE AT COTTAGE #8

EXISTING
SITE PHOTOGRAPHS



PHOTO #13: VIEW FROM SITE LOOKING NORTH



PHOTO #14: VIEW FROM SITE LOOKING EAST

EXISTING
SITE PHOTOGRAPHS

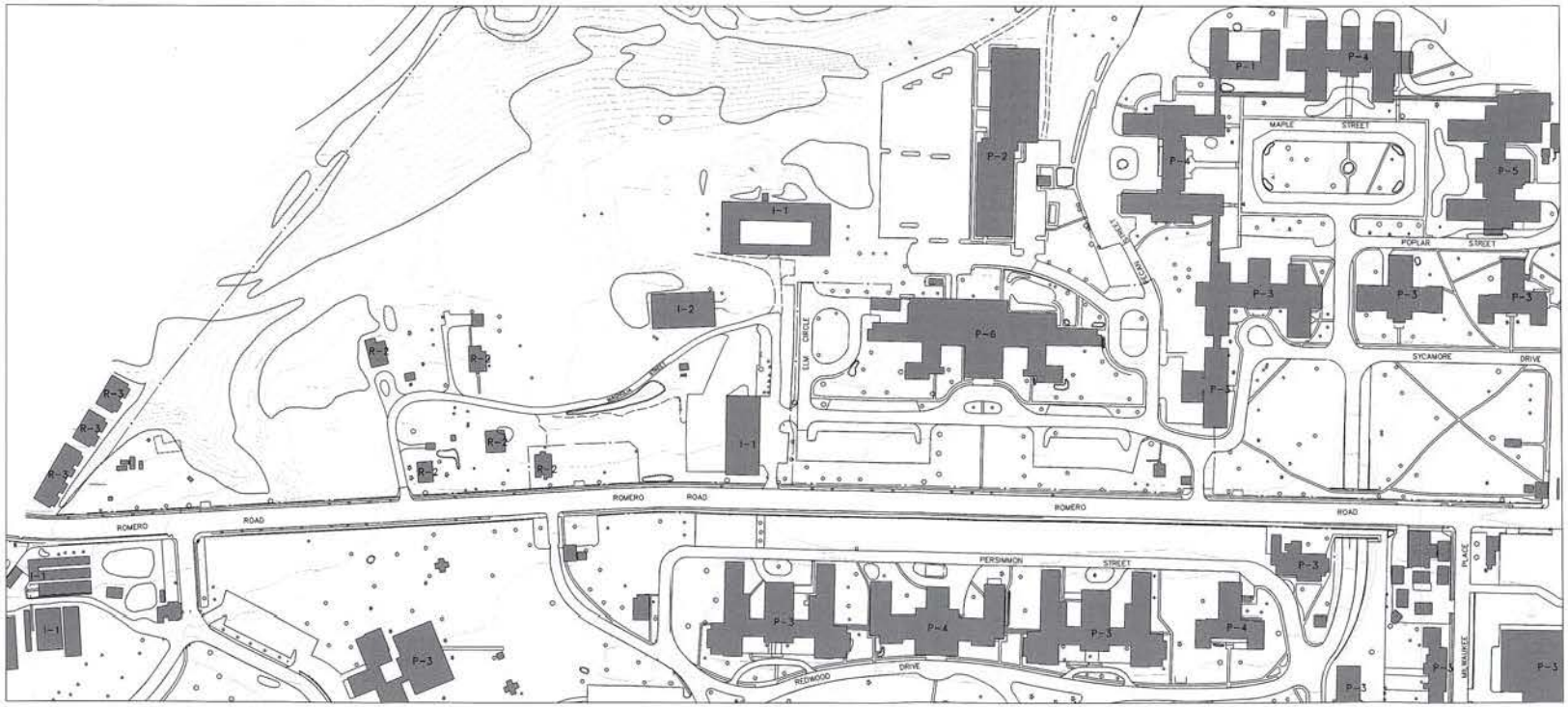


PHOTO#15: VIEW FROM SITE LOOKING SOUTH



PHOTO#16: VIEW FROM SITE LOOKING WEST TOWARDS ENTRANCE

EXISTING
SITE PHOTOGRAPHS

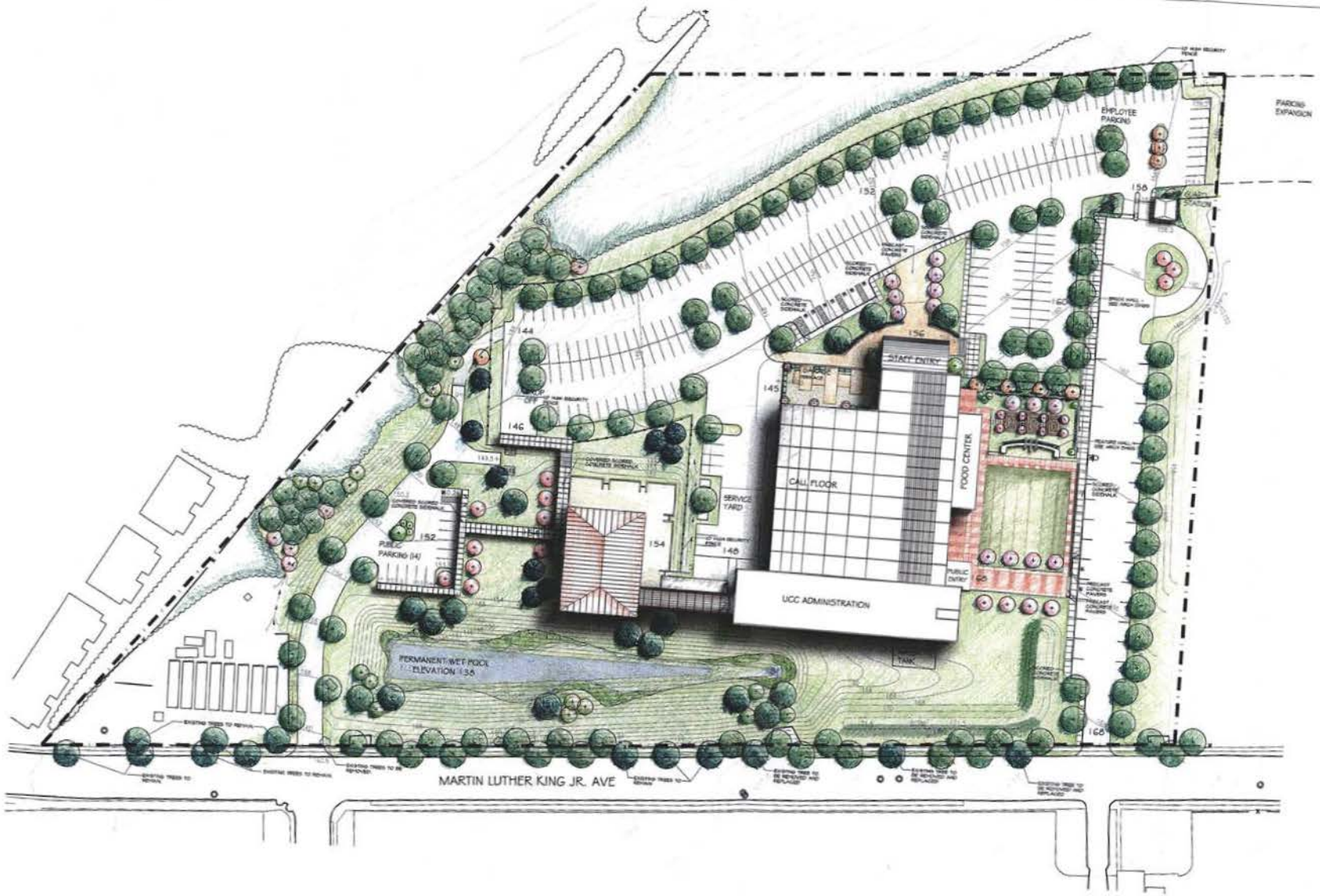


LEGEND:

P– PUBLIC/INSTITUTIONAL
R– RESIDENTIAL
I– INDUSTRIAL

BUILDING USE–BUILDING HEIGHT (i.e. R–2 = RESIDENTIAL – 2 STORIES)

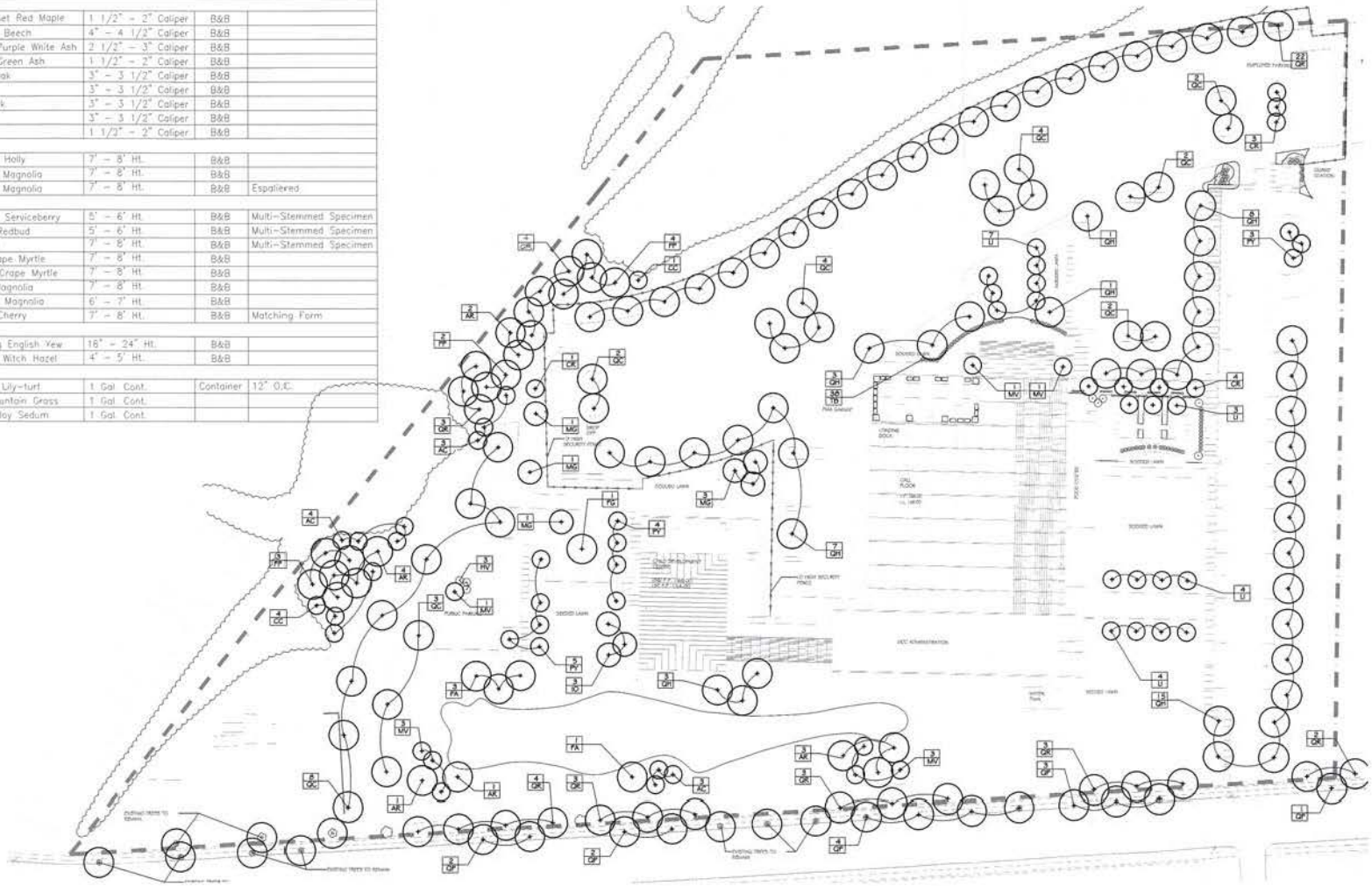
EXISTING CONDITIONS
CONTEXT SITE PLAN



RENDERED
LANDSCAPE PLAN

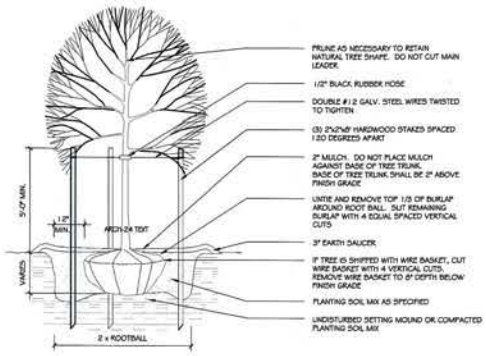
PLANT SCHEDULE

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
CANOPY TREES						
AR	11	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	1 1/2" – 2" Caliper	B&B	
FG	1	Fagus grandifolia	American Beech	4" – 4 1/2" Caliper	B&B	
FA	4	Fraxinus americana 'Autumn Purple'	Autumn Purple White Ash	2 1/2" – 3" Caliper	B&B	
FP	9	Fraxinus pennsylvanica 'Summit'	Summit Green Ash	1 1/2" – 2" Caliper	B&B	
QC	27	Quercus coccinea	Scarlet Oak	3" – 3 1/2" Caliper	B&B	
QP	12	Quercus palustris	Pin Oak	3" – 3 1/2" Caliper	B&B	
QH	38	Quercus phellos	Willow Oak	3" – 3 1/2" Caliper	B&B	
QR	44	Quercus rubra	Red Oak	3" – 3 1/2" Caliper	B&B	
QR2		Quercus rubra	Red Oak	1 1/2" – 2" Caliper	B&B	
EVERGREEN TREES						
IO	3	Ilex opaca	American Holly	7' – 8' Ht.	B&B	
MG	6	Magnolia grandiflora	Southern Magnolia	7' – 8' Ht.	B&B	
MG2	9	Magnolia grandiflora	Southern Magnolia	7' – 8' Ht.	B&B	Espaliered
ORNAMENTAL TREES						
AC	10	Amelanchier canadensis	Shadblow Serviceberry	5' – 6' Ht.	B&B	Multi-Stemmed Specimen
CC	5	Cercis canadensis	Eastern Redbud	5' – 6' Ht.	B&B	Multi-Stemmed Specimen
CR	8	Crataegus	Hawthorn	7' – 8' Ht.	B&B	Multi-Stemmed Specimen
LA	14	Lagerstroemia 'Lipan'	Lipan Crape Myrtle	7' – 8' Ht.	B&B	
LI	18	Lagerstroemia 'Natchez'	Natchez Crape Myrtle	7' – 8' Ht.	B&B	
MS		Magnolia soulangiana	Saucer Magnolia	7' – 8' Ht.	B&B	
MV	9	Magnolia virginiana	Sweetbay Magnolia	6' – 7' Ht.	B&B	
PY	12	Prunus yedoensis	Yoshino Cherry	7' – 8' Ht.	B&B	Matching Form
SHRUBS						
TB	86	Taxus baccata repandens	Spreading English Yew	18" – 24" Ht.	B&B	
HV	8	Hamamelis virginiana	Common Witch Hazel	4' – 5' Ht.	B&B	
GROUNDCOVERS/GRASSES/PERENNIALS						
LM	554	Liriope muscari 'Big Blue'	Big Blue Lily-turf	1 Gal. Cont.	Container	12" O.C.
PA	53	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 Gal. Cont.		
SA	80	Sedum x 'Autumn Joy'	Autumn Joy Sedum	1 Gal. Cont.		

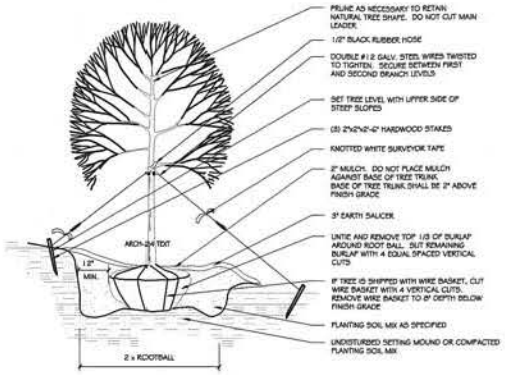


40' 20' 0 40' 80'

PLANTING PLAN AND PLANTING SCHEDULE



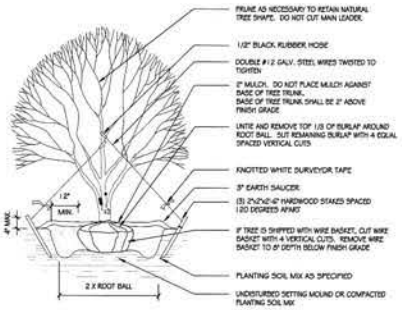
1. CANOPY TREE



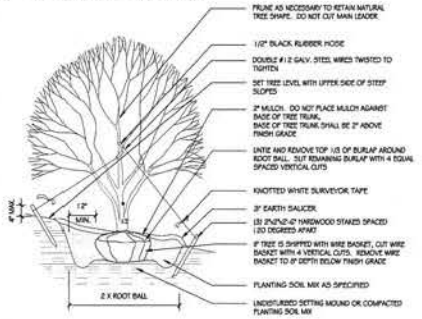
2. CANOPY TREE ON SLOPE



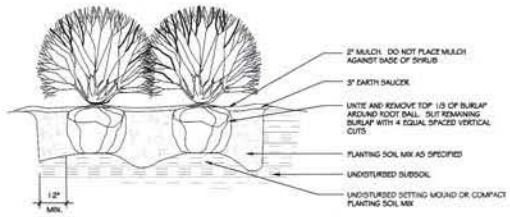
3. EVERGREEN TREE



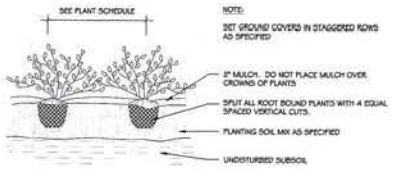
4. ORNAMENTAL TREE DETAIL



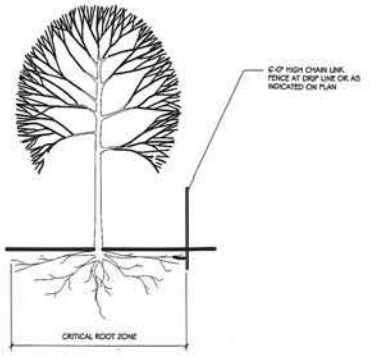
5. ORNAMENTAL TREE DETAIL ON SLOPE



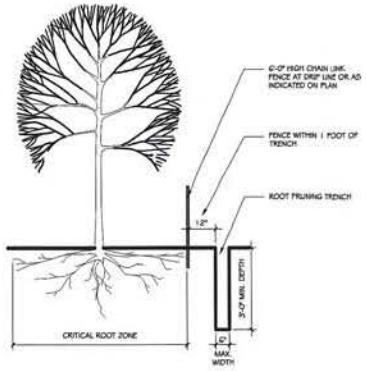
6. SHRUB DETAIL



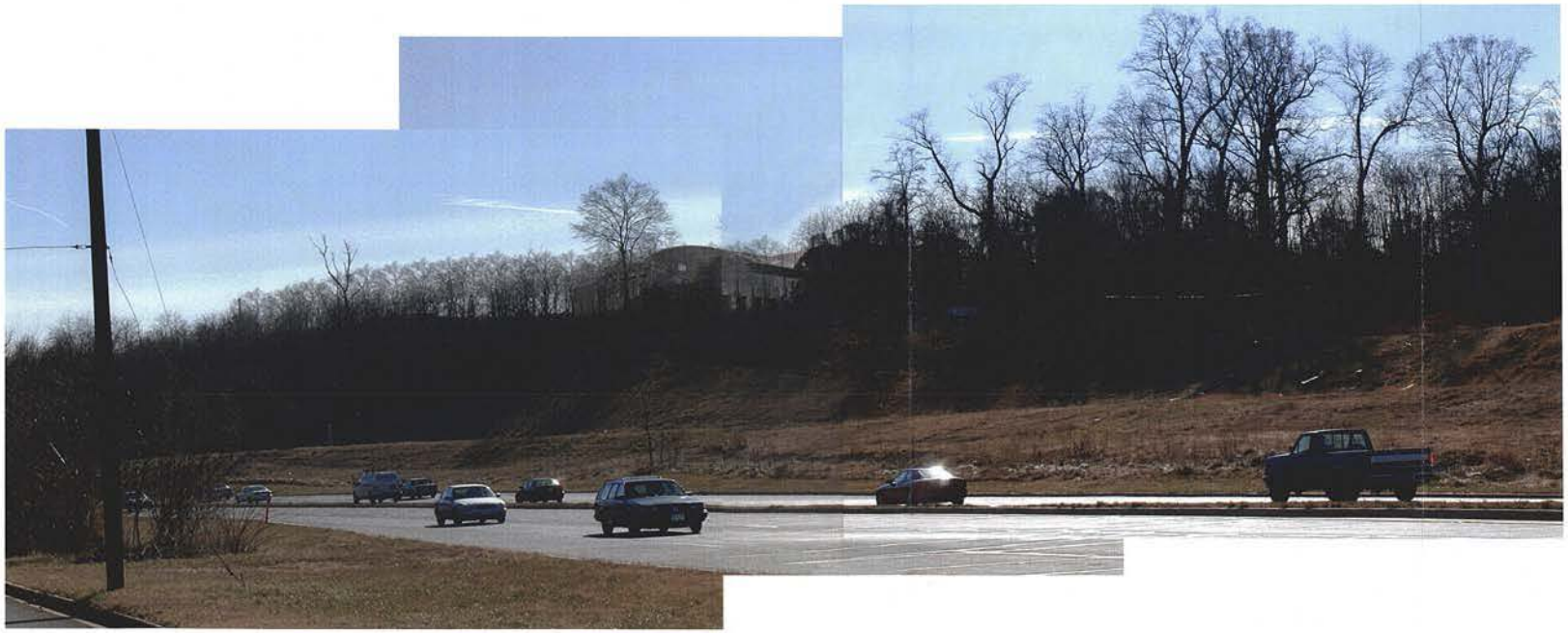
7. GROUND COVER DETAIL



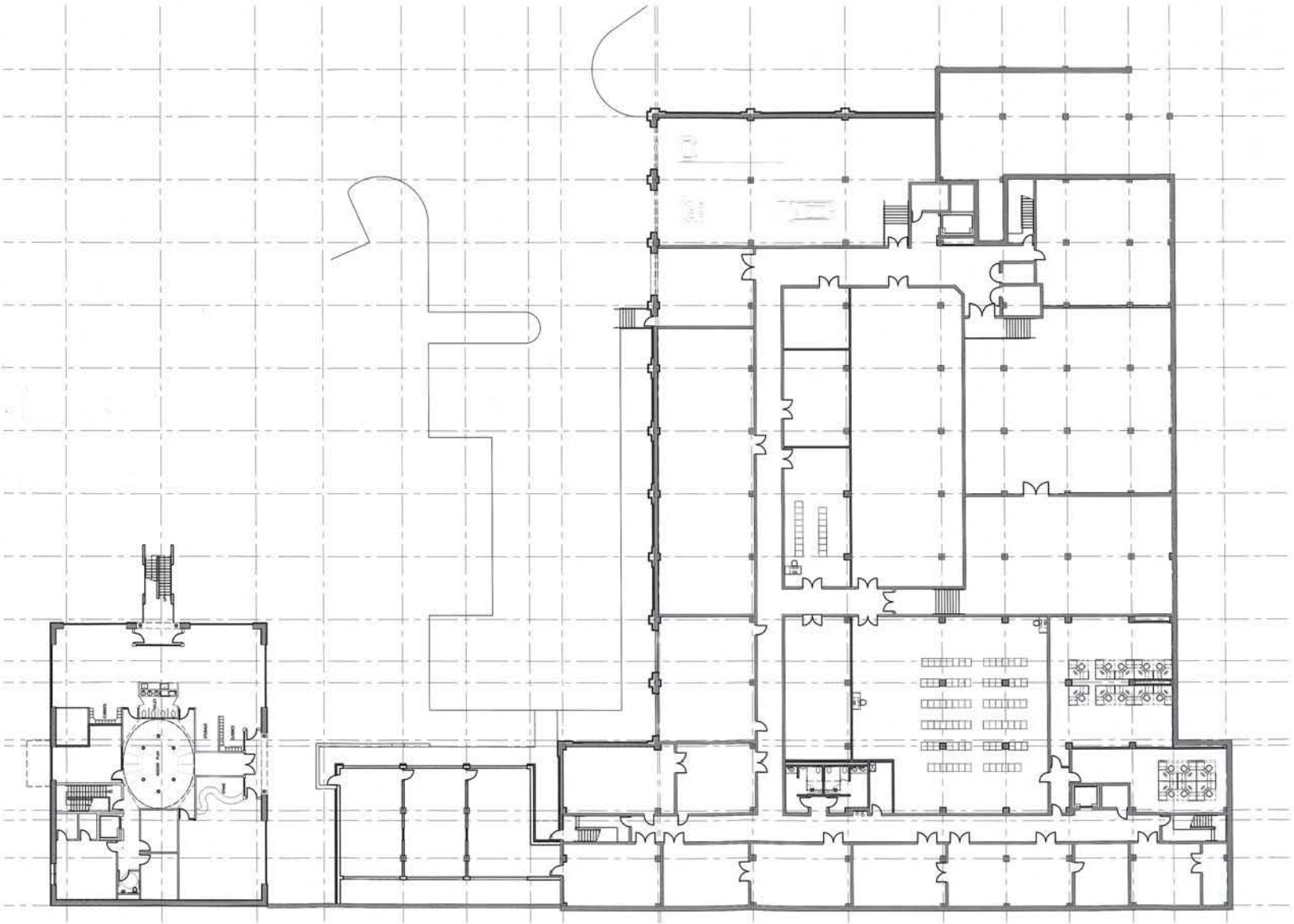
8. TREE PROTECTION FENCE



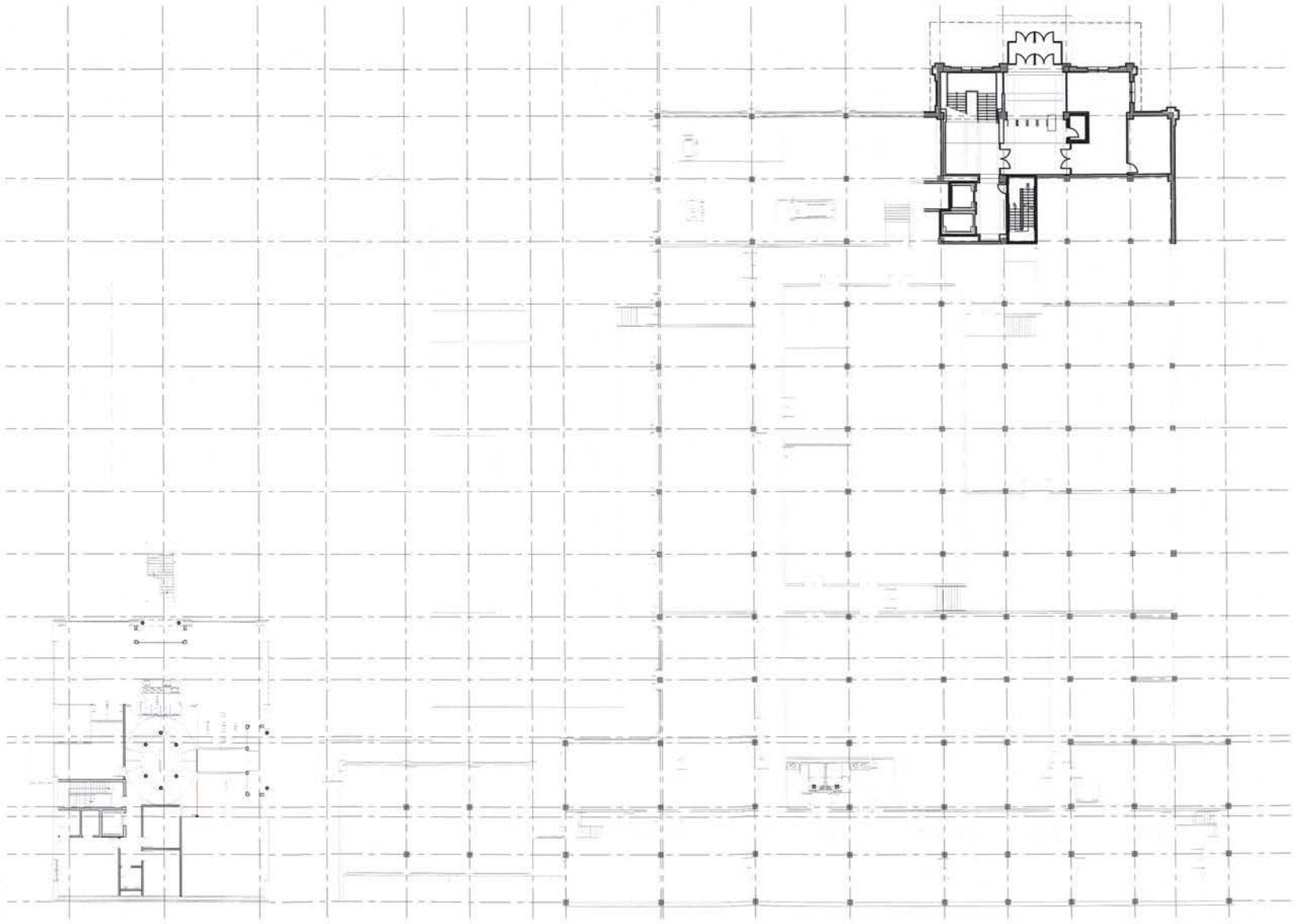
9. ROOT PRUNING DETAIL



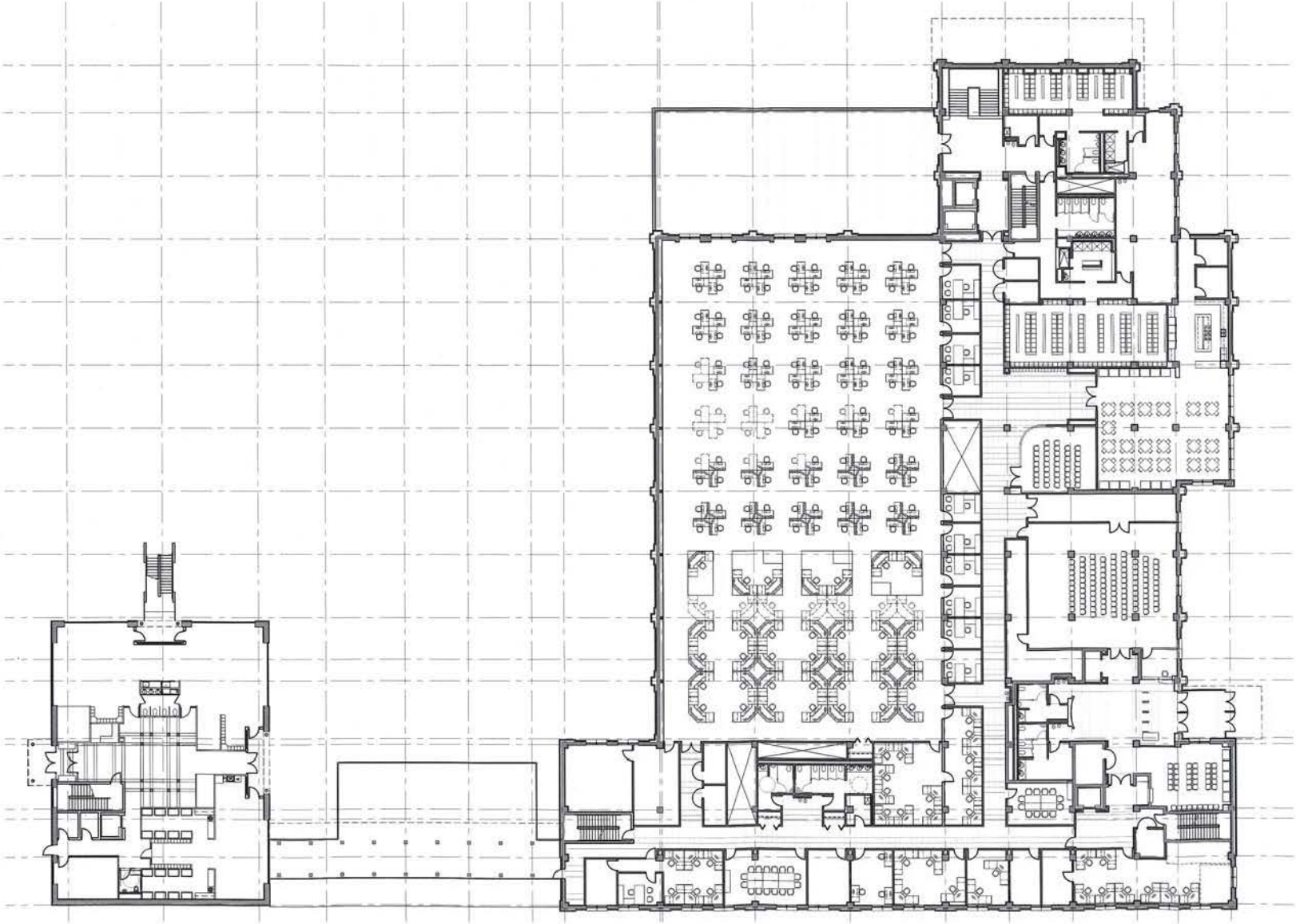
PHOTO#17: COMPUTER GENERATED 3D MODEL OF UCC BUILDING SUPERIMPOSED ONTO EXISTING SITE PHOTOGRAPH LOOKING FROM SUITLAND PARKWAY



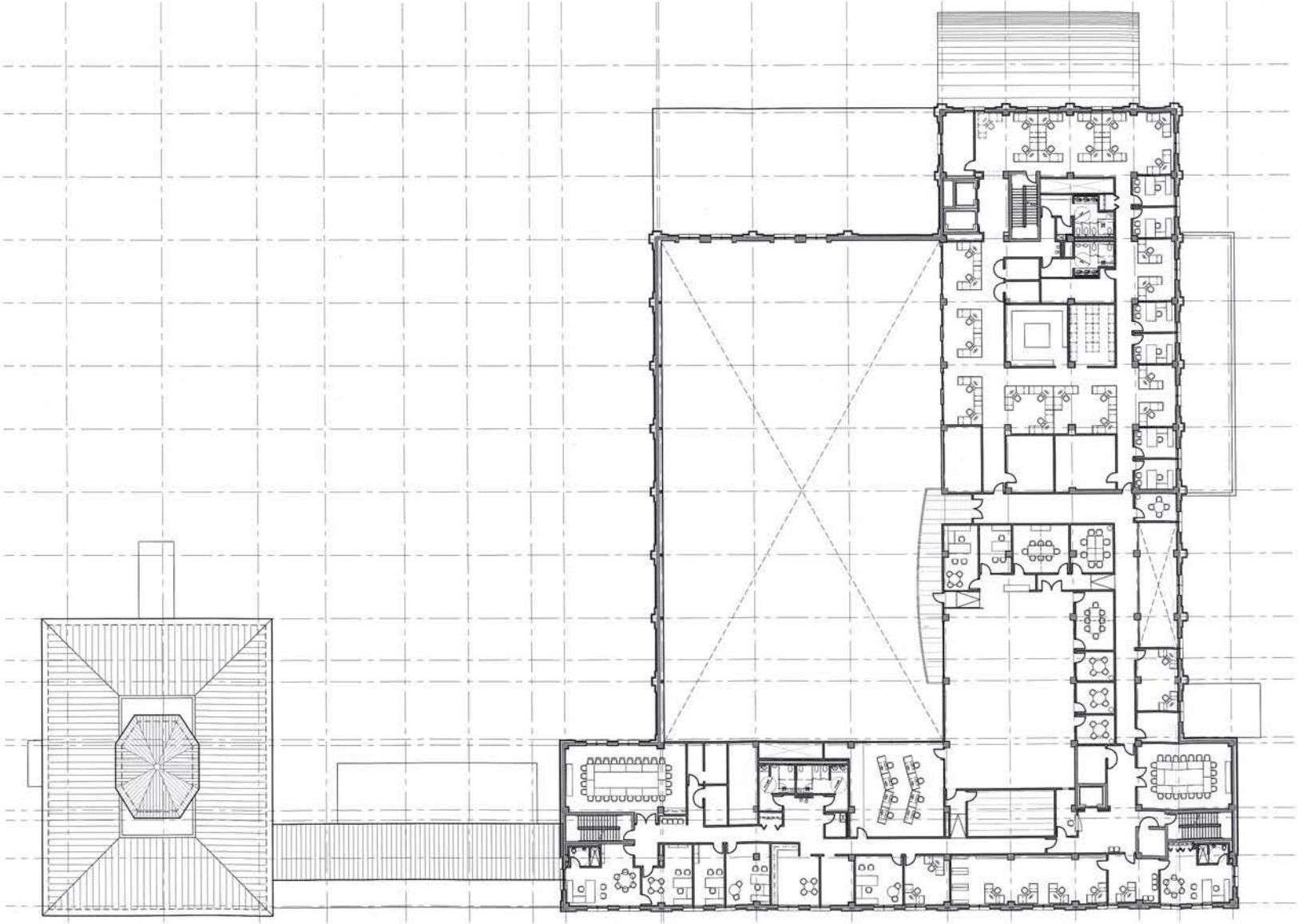
FLOOR PLAN
LEVEL B2



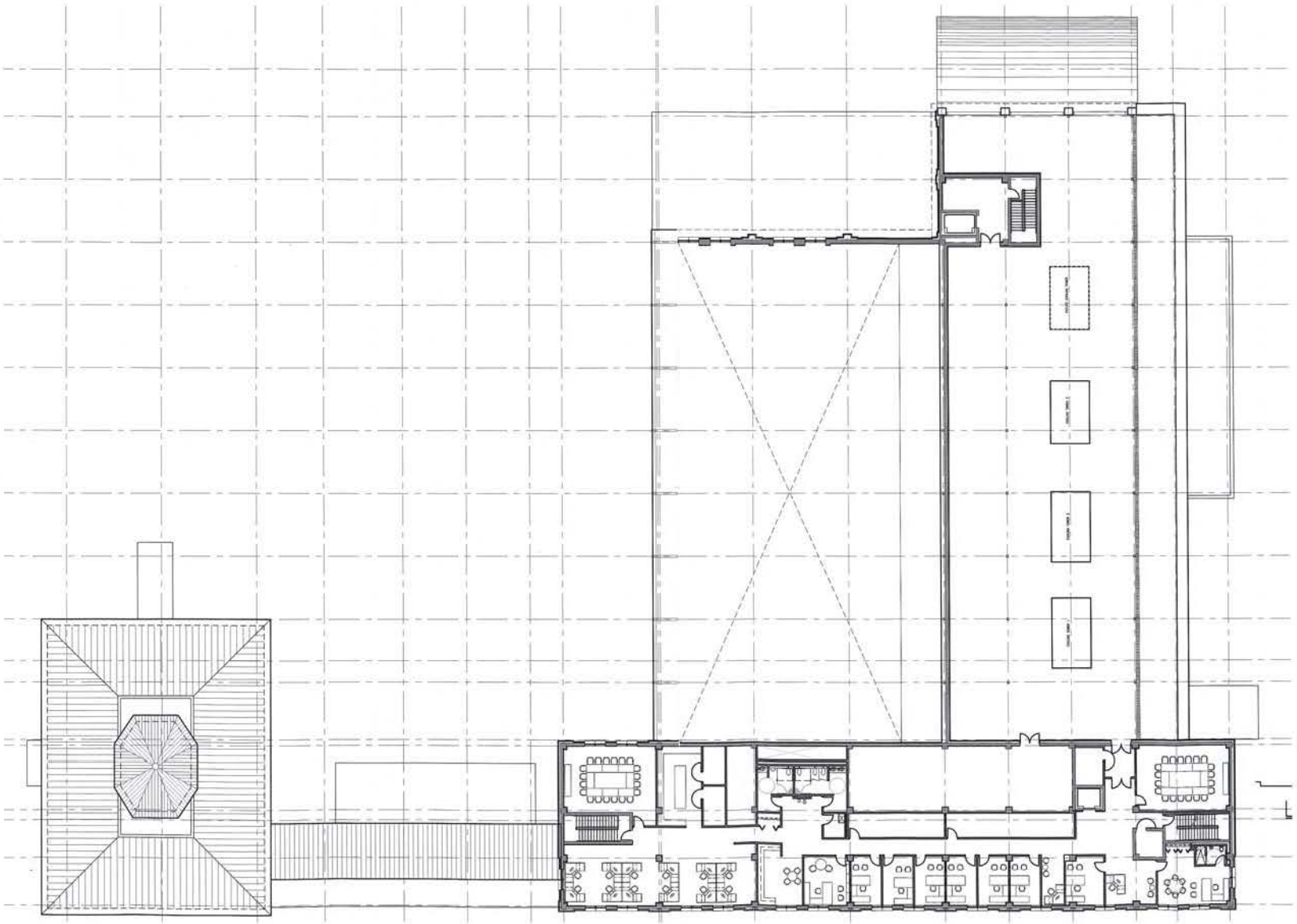
FLOOR PLAN
LEVEL B1



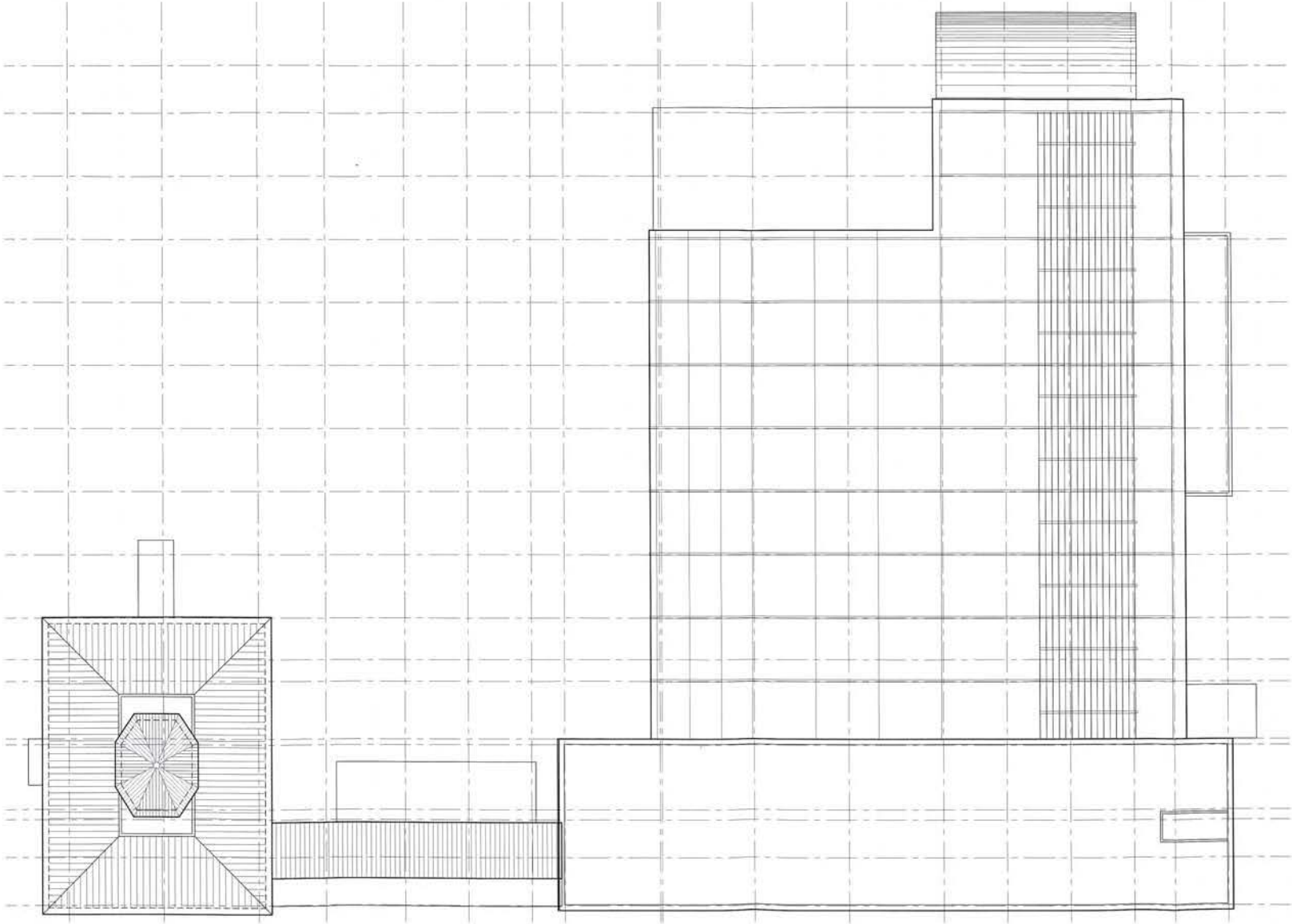
FLOOR PLAN
LEVEL 1



FLOOR PLAN
LEVEL 2

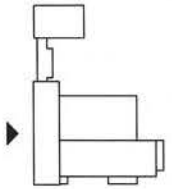


FLOOR PLAN
LEVEL 3



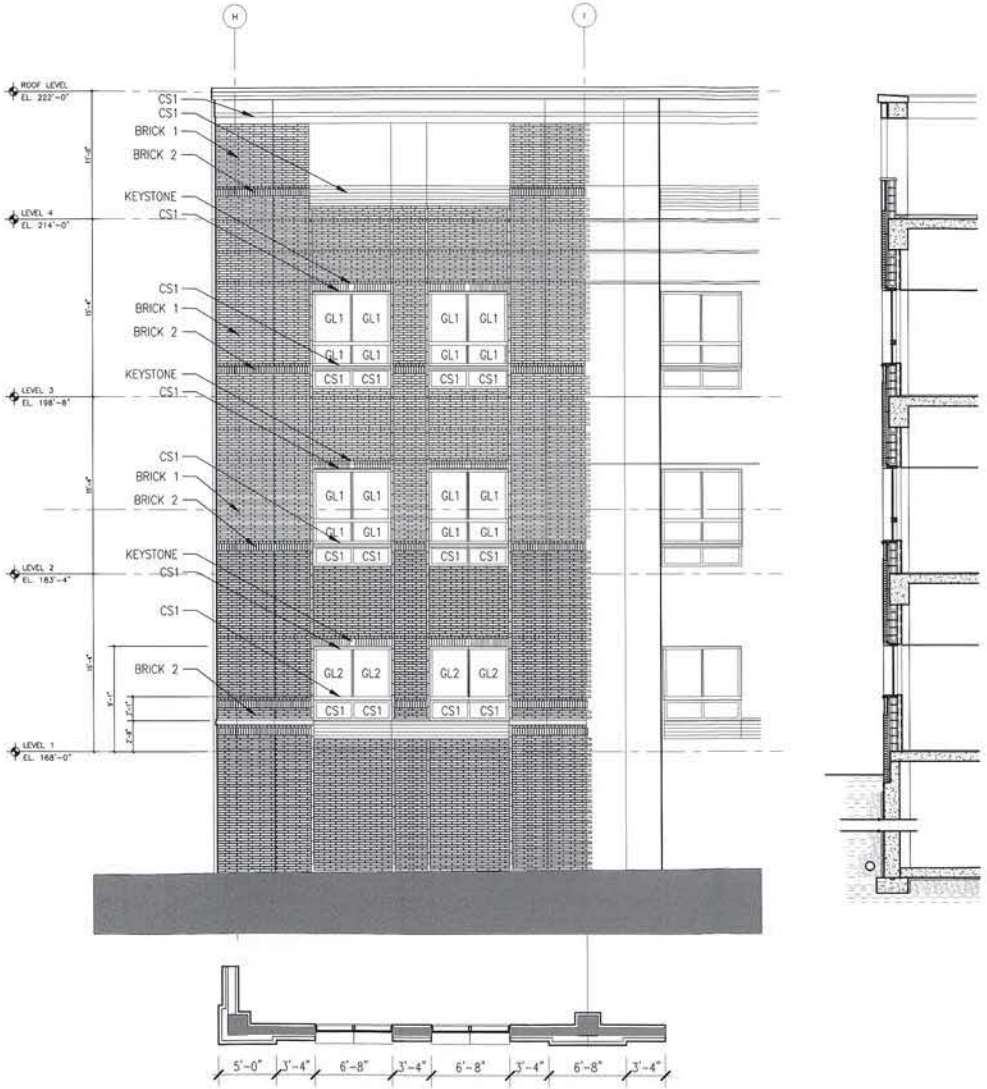
FLOOR PLAN
ROOF LEVEL





10' 5' 0 10' 20'

RENDERED
WEST ELEVATION

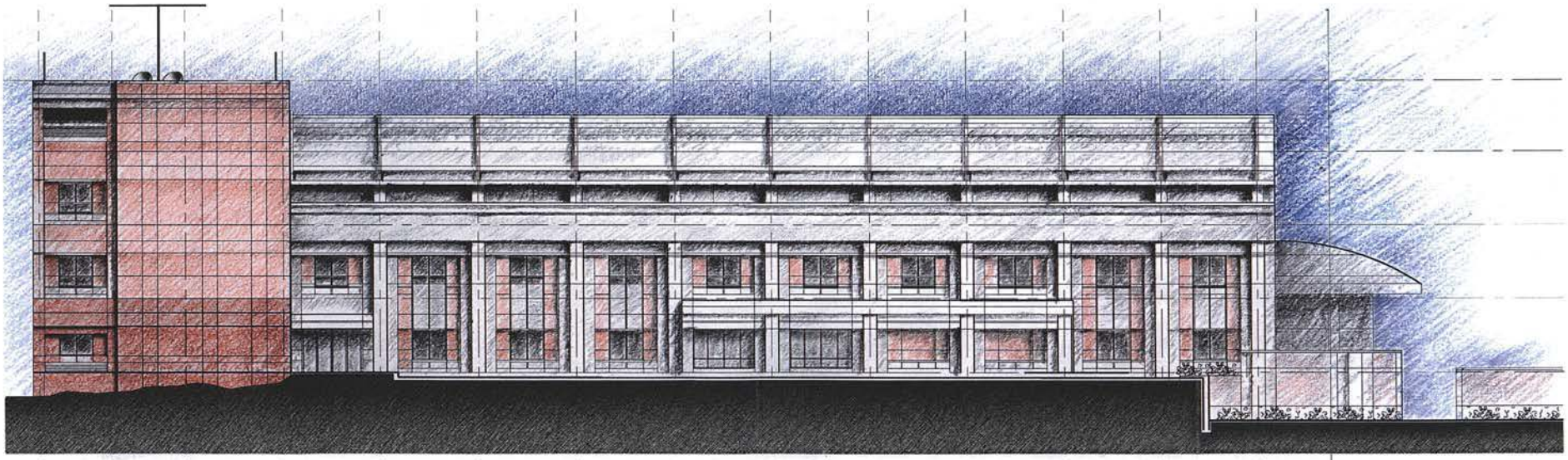


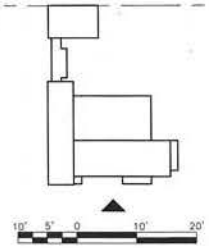
FINISH LEGEND

CS1	CAST STONE– GROUND FACE
CS2	CAST STONE– SPLIT FACE
GL1	BALLISTIC & BLAST RESISTANT GLAZING SYSTEM
GL2	BALLISTIC, BLAST RESISTANT & FORCED ENTRY GLAZING SYSTEM
GL3	INSULATION VISION GLAZING SYSTEM
BRICK 1	NORMAN BRICK MODULE COLOR 1
BRICK 2	NORMAN BRICK MODULE COLOR 2

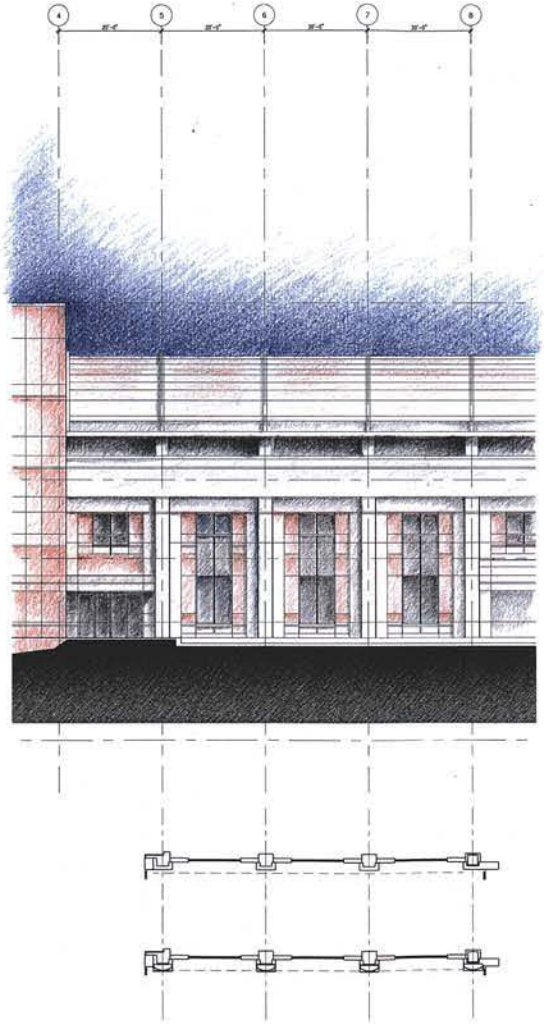
4' 0 4' 8'

BAY DETAIL
WEST ELEVATION



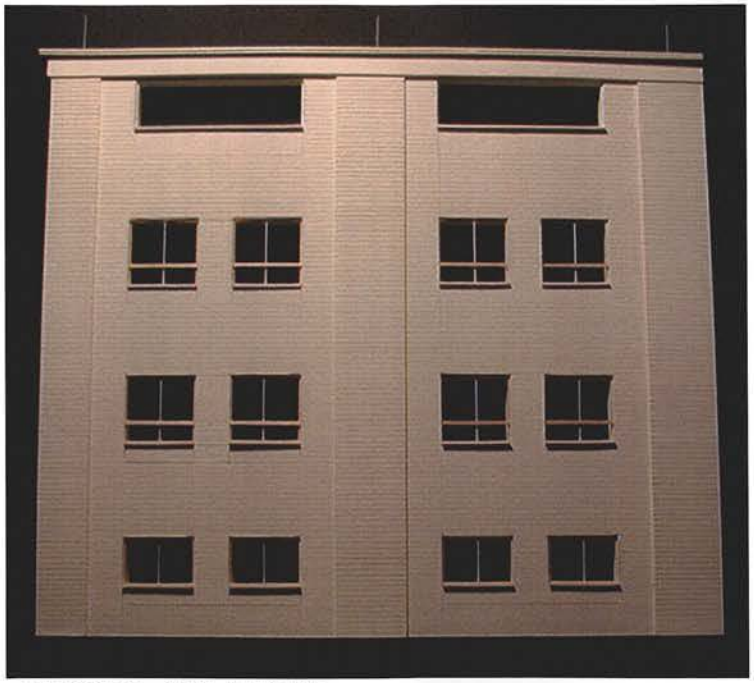


RENDERED
SOUTH ELEVATION





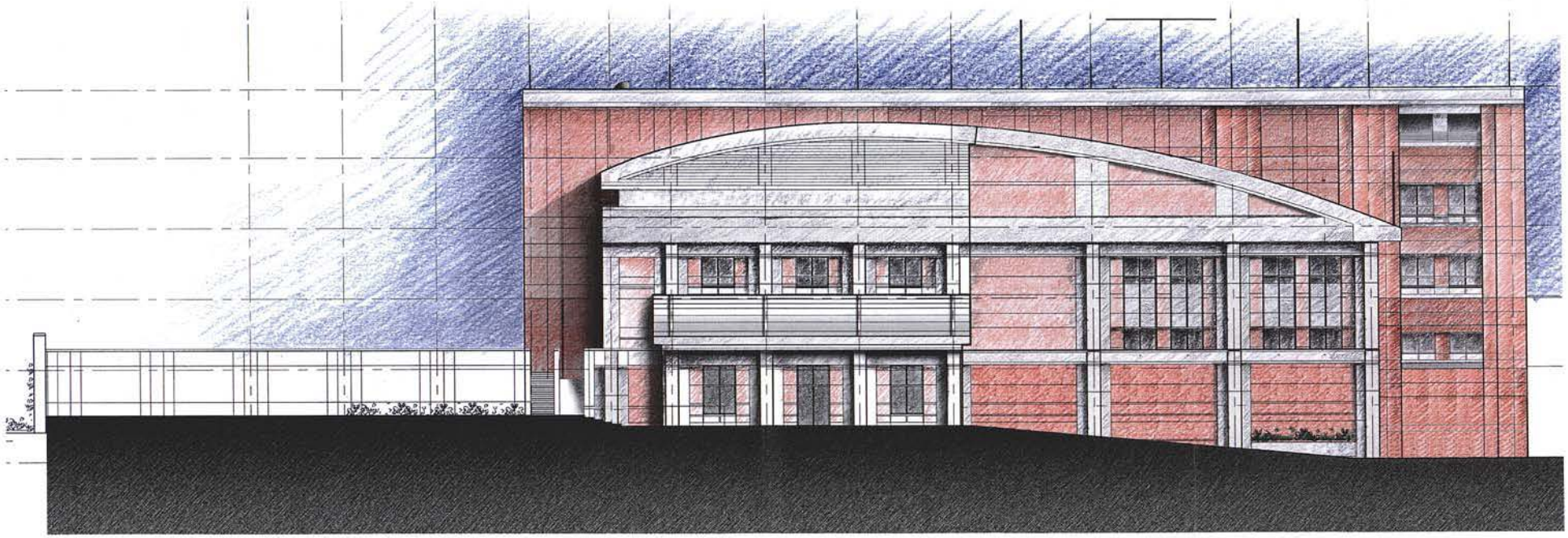
BAY DETAILS
SOUTH ELEVATION

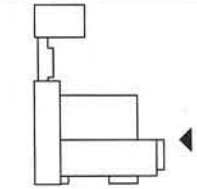


BAY STUDY– WEST ELEVATION



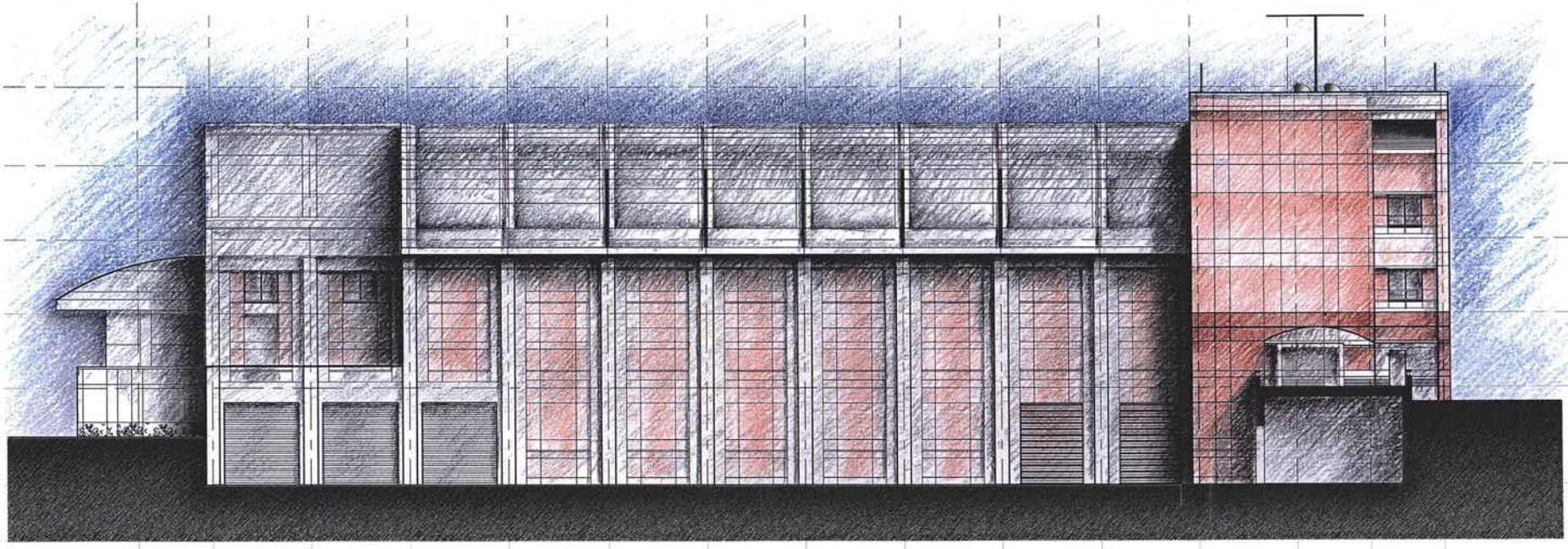
BAY STUDY– SOUTH ELEVATION

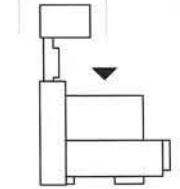




10' 5' 0 10' 20'

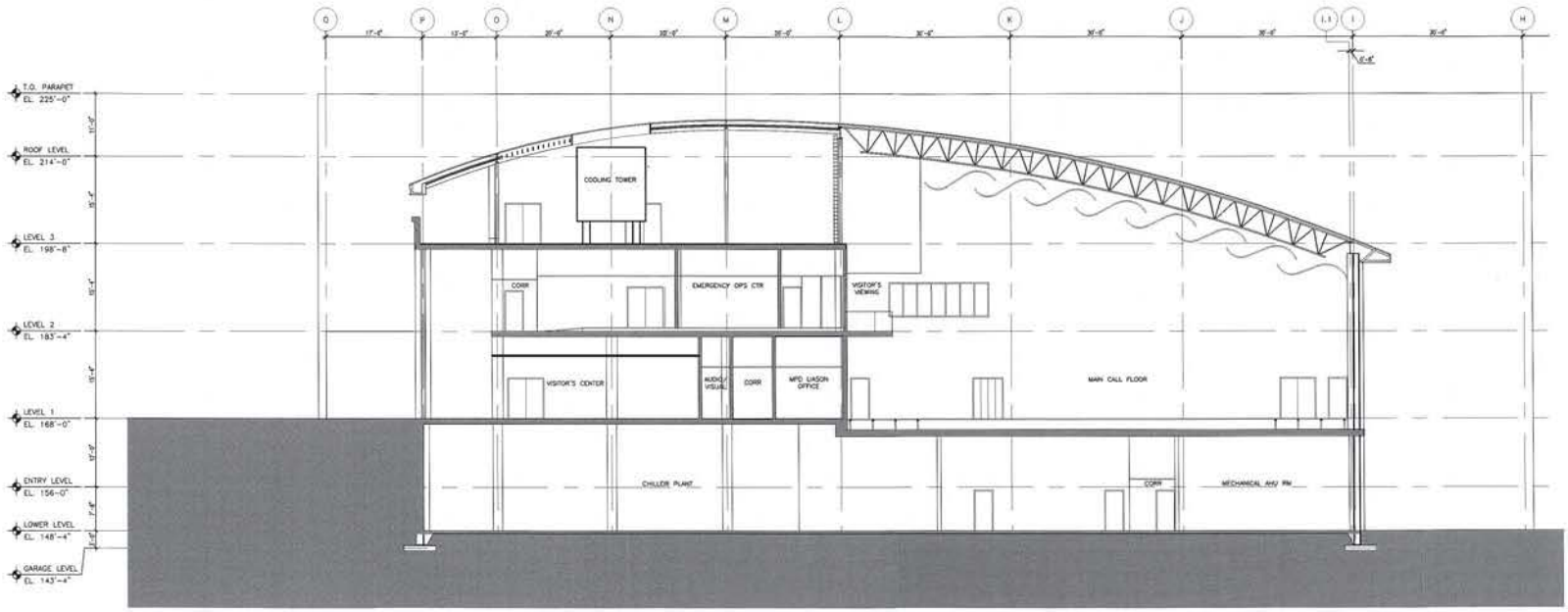
RENDERED
EAST ELEVATION

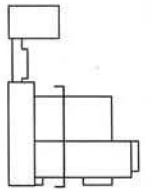




10' 5' 0 10' 20'

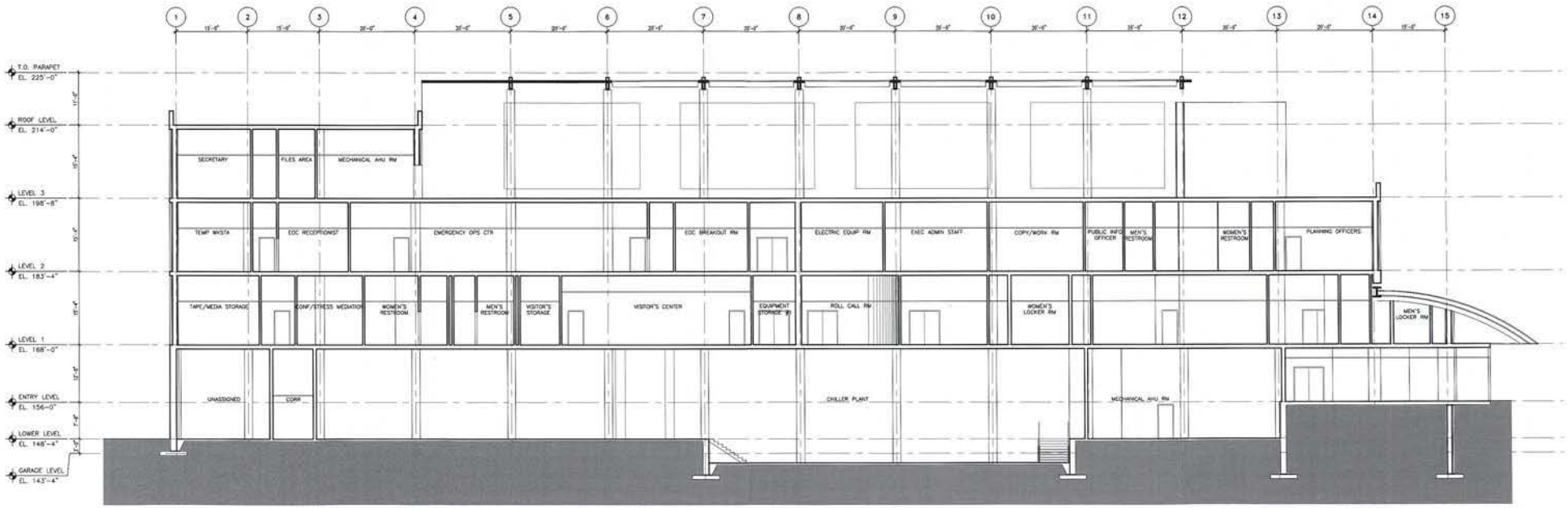
RENDERED
NORTH ELEVATION

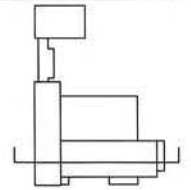




10' 5' 0 10' 20'

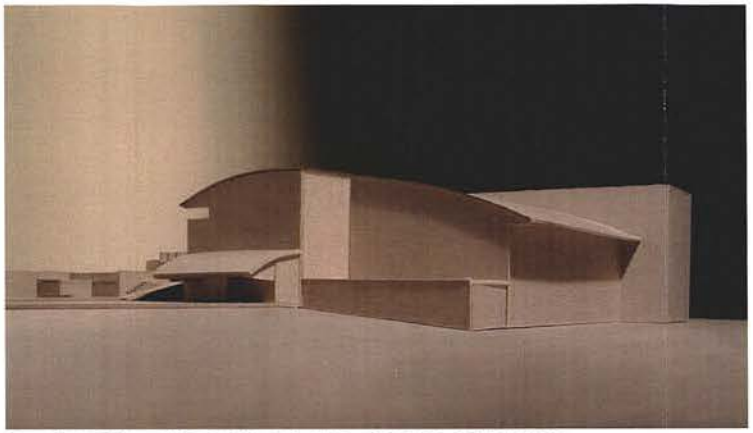
TRANVERSE
BUILDING SECTION



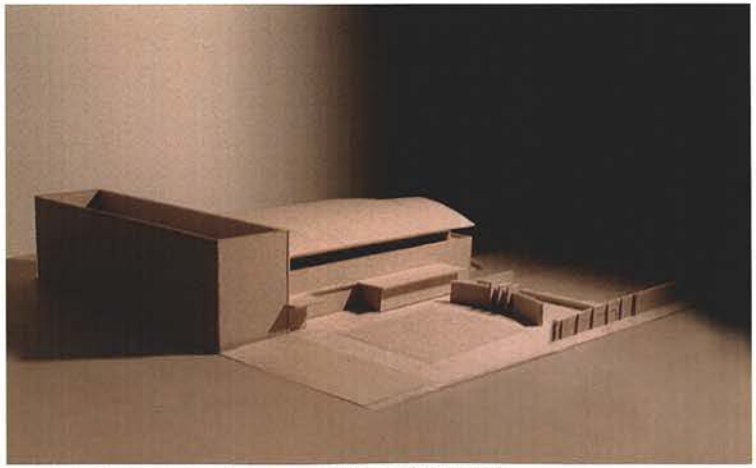


10' 5' 0 10' 20'

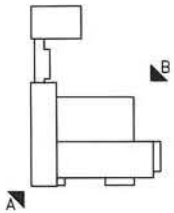
LONGITUDINAL
BUILDING SECTION



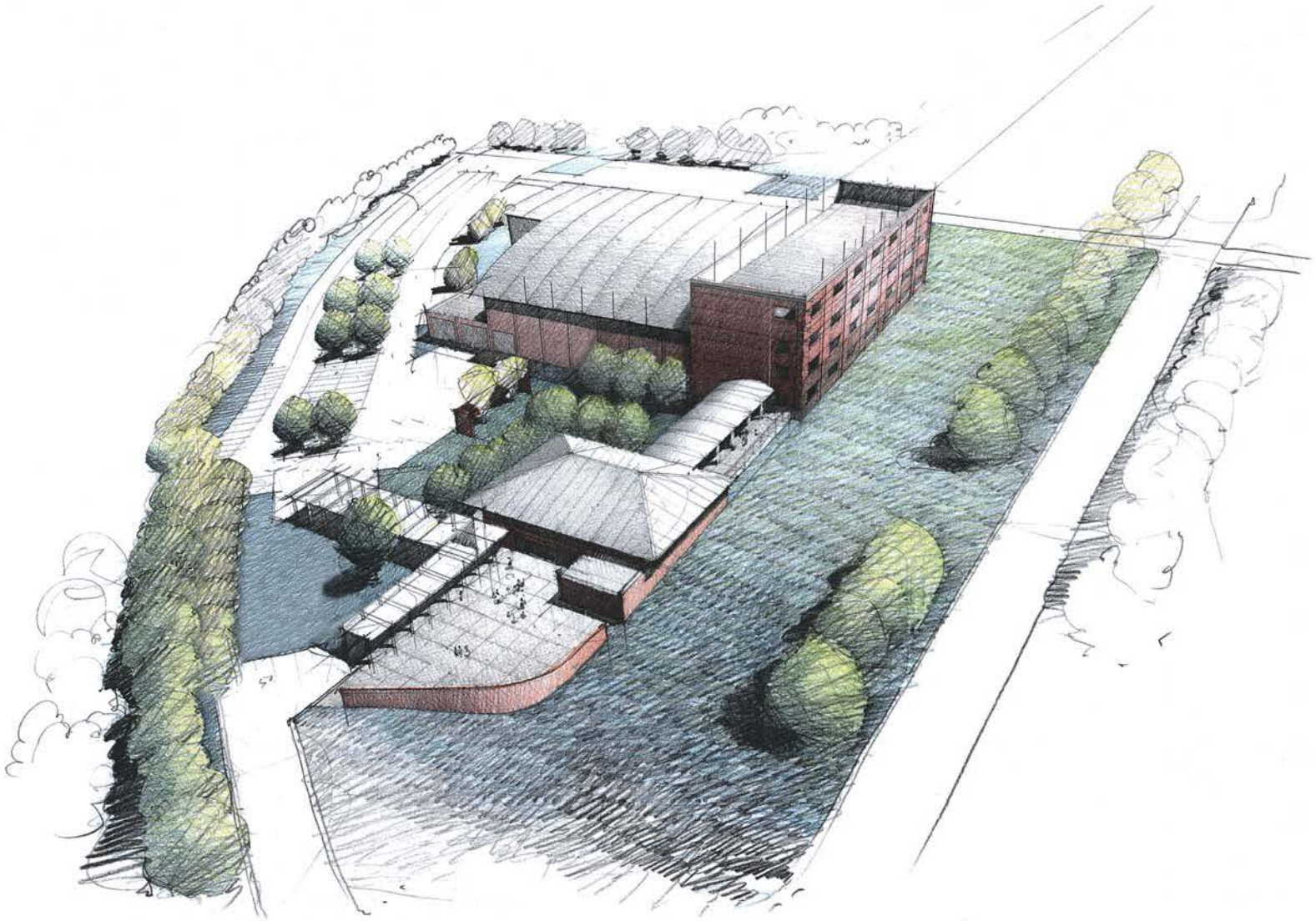
B. VIEW FROM EMPLOYEE PARKING LOOKING SOUTHWEST

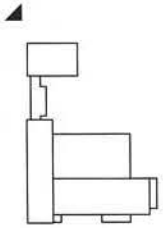


A. VIEW FROM MLK, JR AVE. LOOKING NORTHEAST

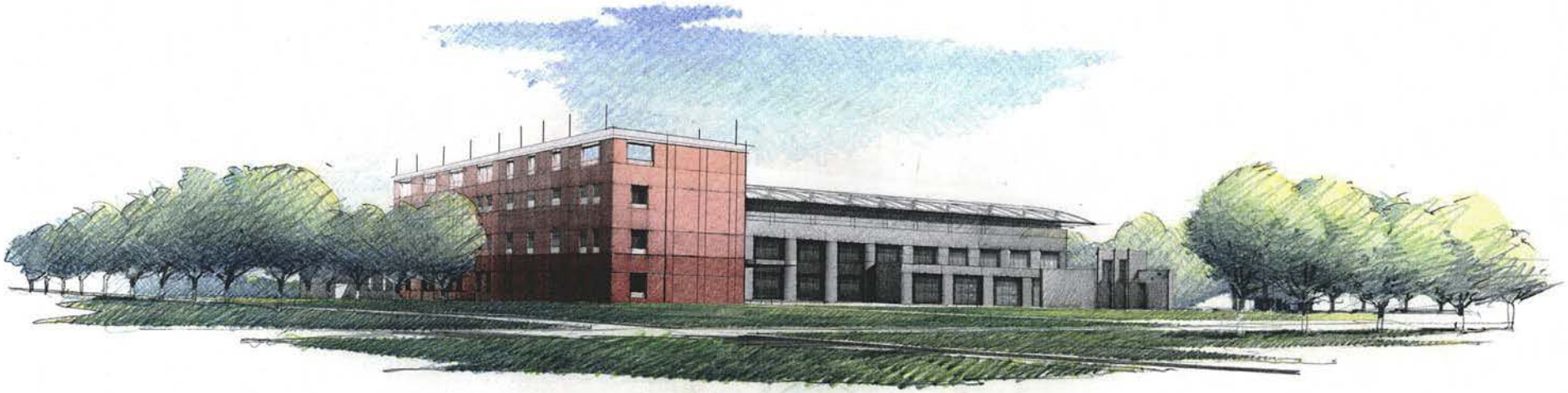


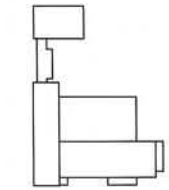
STUDY MODEL
UCC BUILDING VIEWS



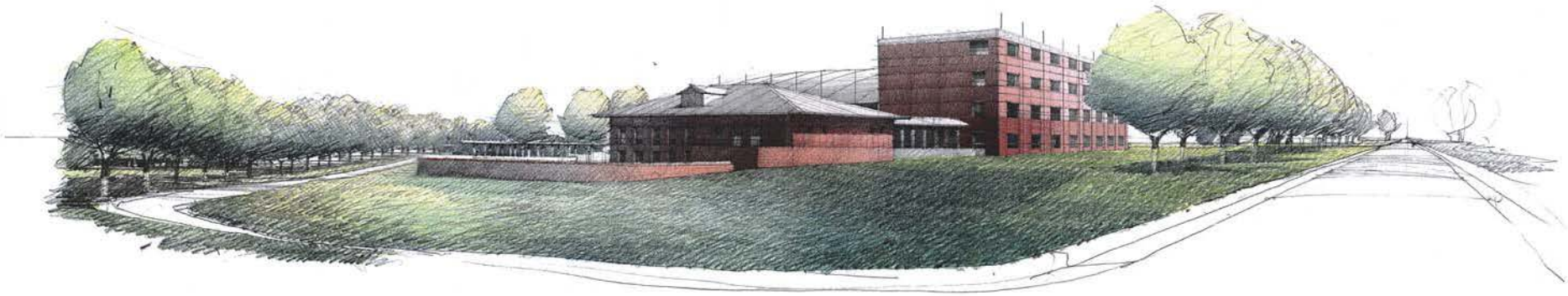


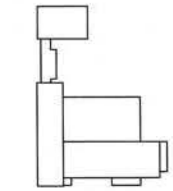
RENDERING
AERIAL PERSPECTIVE





RENDERING
ENTRY PERSPECTIVE





RENDERING
CHILD CARE PERSPECTIVE



1 VINYL BASE
2 CARPET TILE (opt. 1)
3 PAINT
4 MAPLE VENEER PANEL
5 CARPET TILE (opt. 2)
6 SLATE
7 TERRAZZO
8 LINOLEUM
9 PAINT
10 STAINLESS STEEL (NO. 4 FINISH)
11 SYSTEMS FURNITURE VENEER
12 DECORATIVE GLASS
13 MARBLE COMPOSITE TILE
14 ROCKCAST (cast stone)
15 KYNAR FINISH
16 NORMAN BRICK
16 RECYCLED RUBBER TILE
18 CERAMIC TILE (1"x1")
19 CORIAN (COUNTERTOPS)
20 FORMICA
21 CERAMIC TILE (2"x2")

EXTERIOR/INTERIOR
FINISH BOARD