

MRP | REALTY

Washington Gateway

Square 3584

New York and Florida Avenues N.E.

Consolidated Application for Planned Unit Development
FINAL SUBMISSION



Gensler

November 9, 2006

SK&I

Holland+Knight

OCULUS

**Edwards
AND Kelcey**

ZONING COMMISSION

District of Columbia

CASE NO. 06-14

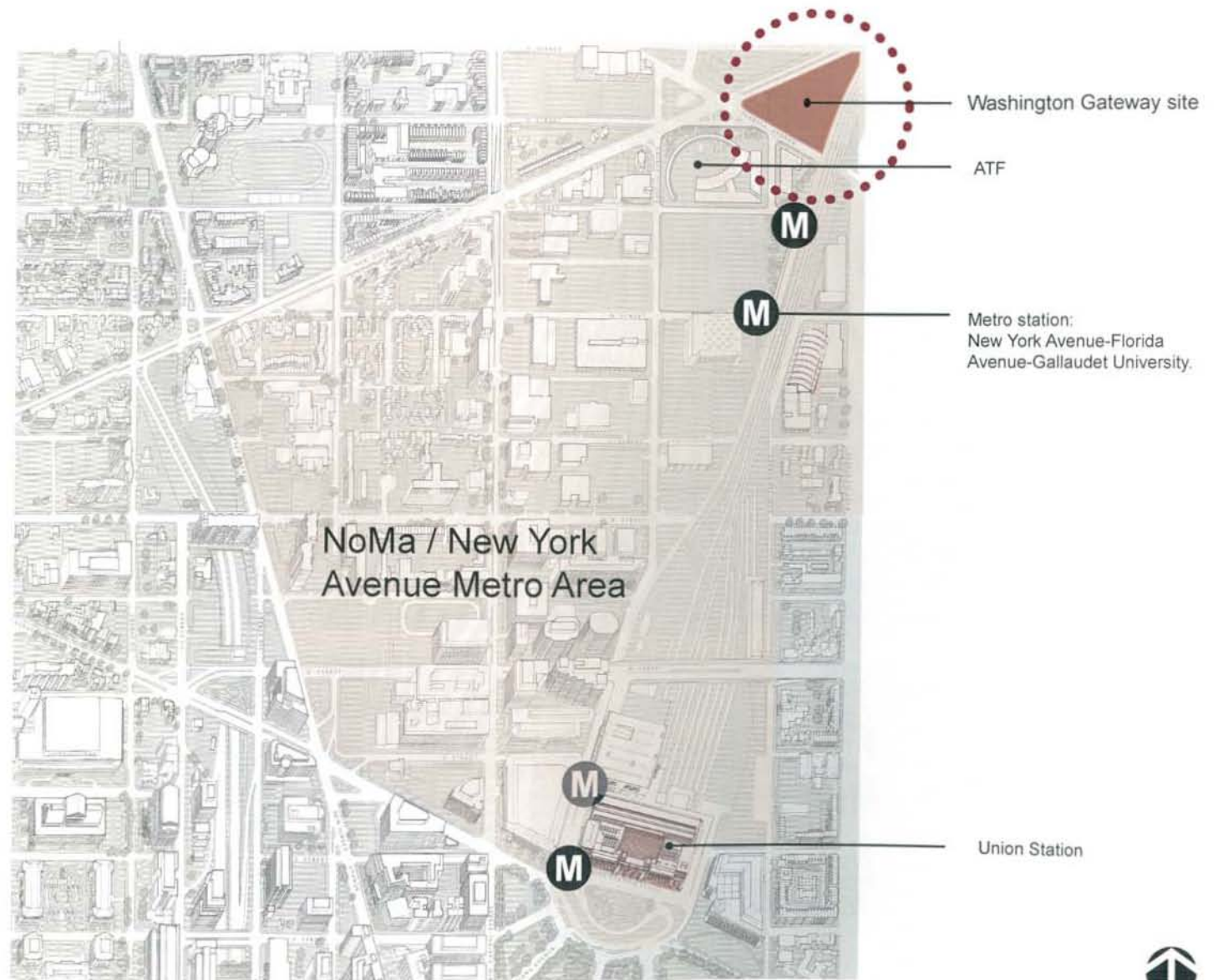
EXHIBIT NO. 29C1

WELLS & ASSOCIATES, LLC
PLANNING AND PARKING CONSULTANTS

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201 Florida Avenue



90 K Street



ATF Building



Capitol Plaza



Capitol Square



ATF Building



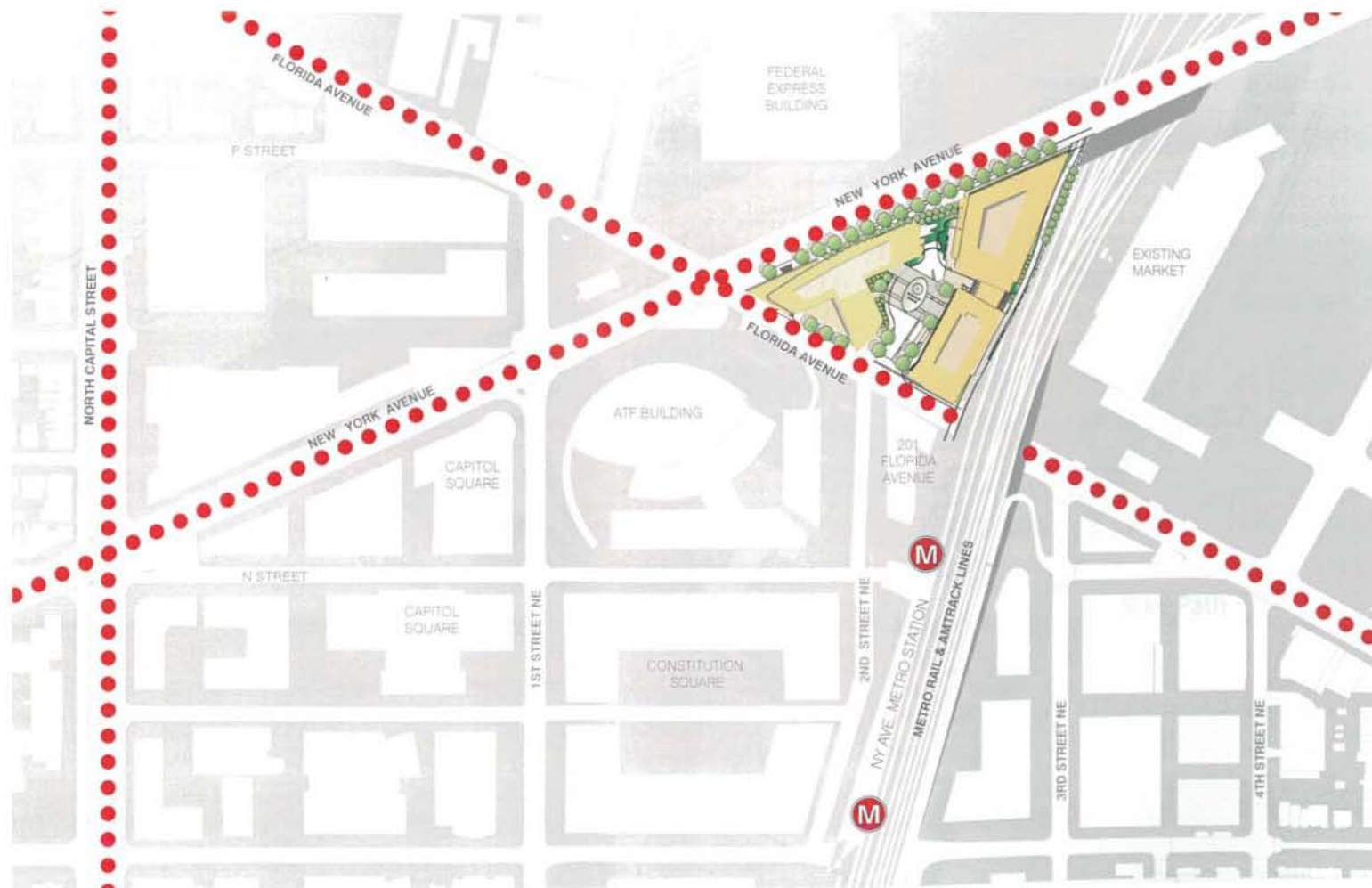
Constitution Square



NoMa Station



First Place





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104 - Project Overview - Site Plan



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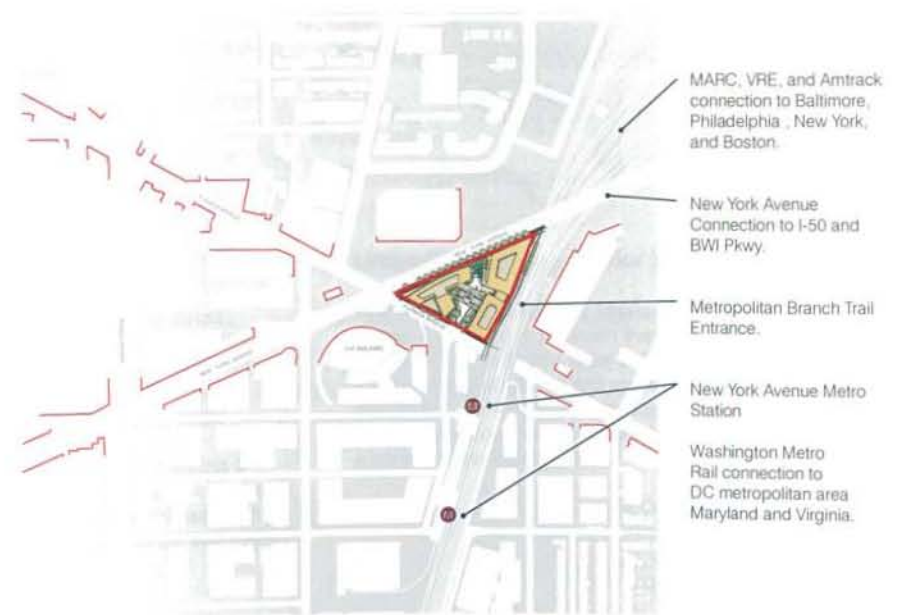


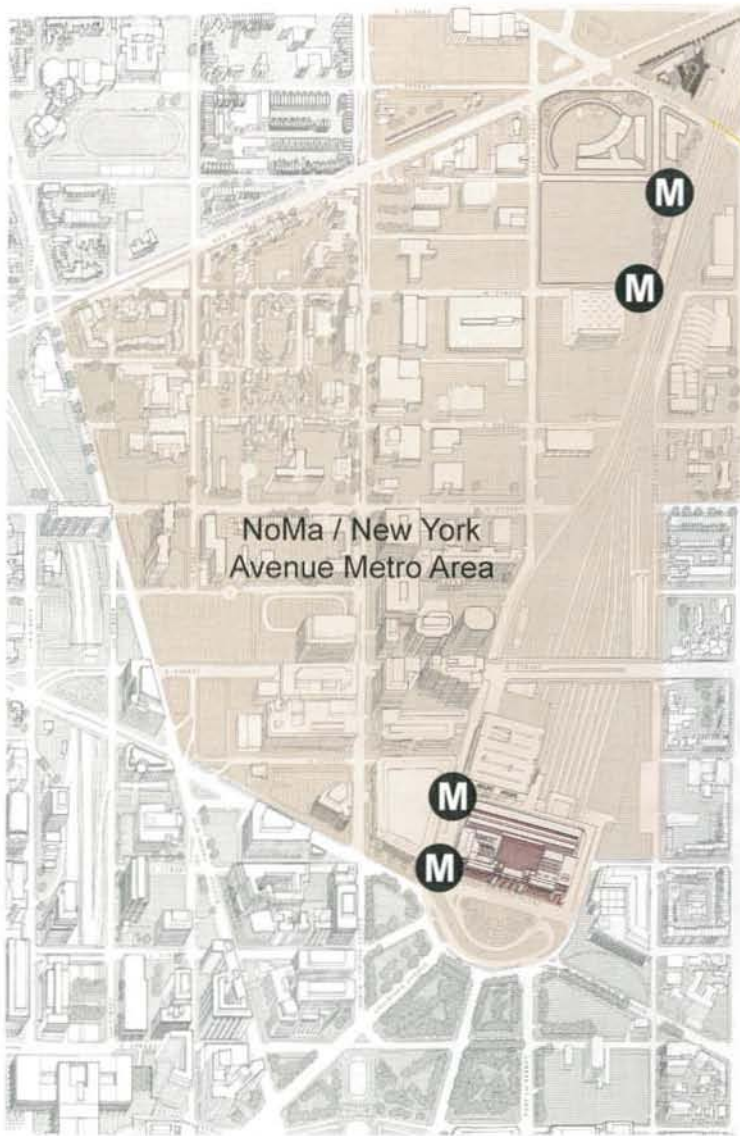
Washington Gateway

Design Narrative

Introduction:

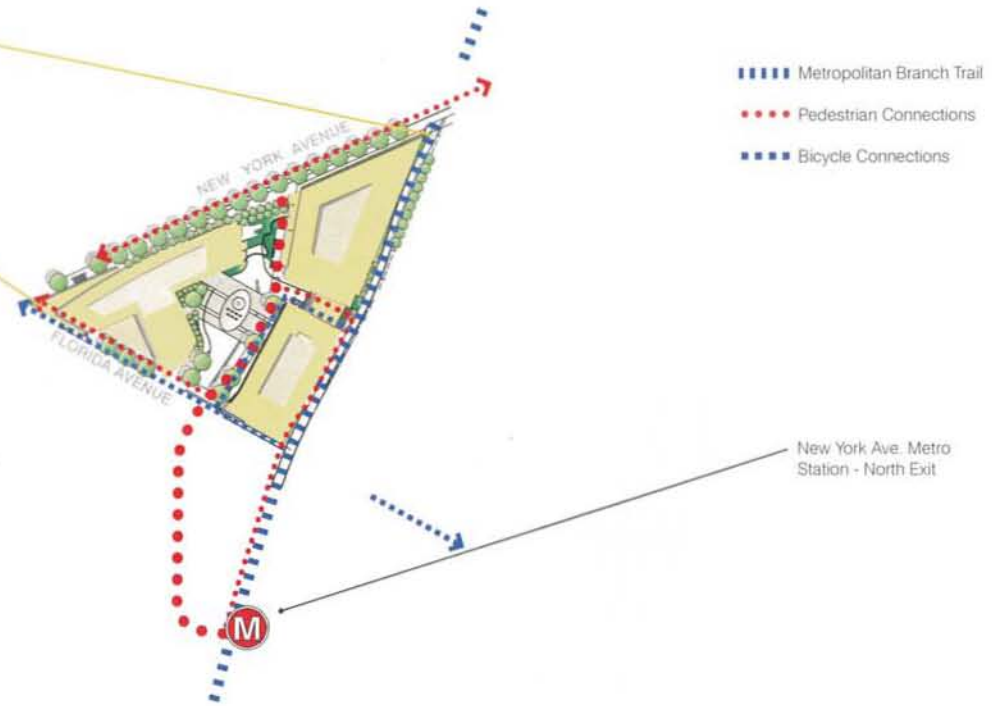
The Washington Gateway project is highly visible as the northern anchor of the North of Massachusetts (NoMa) area. The project creates an urban transformation in a place that has long been left to automobiles and warehouses. It is located at a moment in the city where a finer grain of pedestrian streets and spaces is growing toward an area dominated by New York Avenue, which acts like a highway bringing over 100,000 vehicles into and out of the city every day. In this context, the new Washington Gateway Master Plan opens to New York Avenue like a gateway that frames views into urban interior spaces, while its prominent glassy corners become a landmark entry point into the city.





NoMa / New York Avenue Metro Area

ATF BUILDING



New York Ave. Metro Station - North Exit

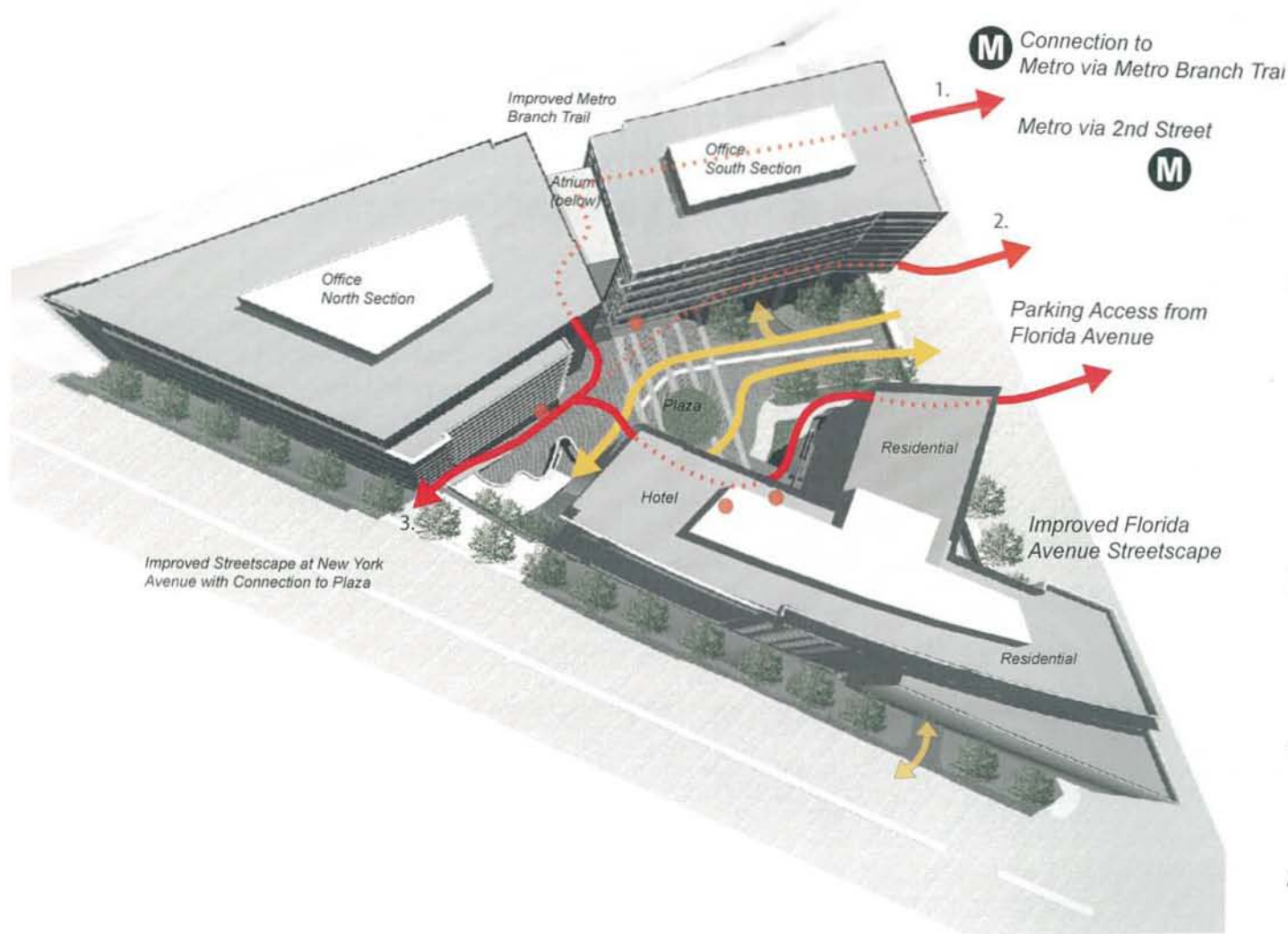
The Street and the Plaza

A fundamental building block of the city is the street, fronted by buildings which serve primarily to define the volume of the street for the pedestrians that use it. Within the structure and spatial volume of the grid of streets, plazas act as relief, moments of rest along the path.

Successful city blocks are usually compact, creating a continuous street wall which defines space along the street edge. At Washington Gateway, this paradigm has been turned inward, to create an interior urban street and plaza experience.

Urban Connection - Interior Street

The Washington Gateway Master Plan is designed to create a connection between the urban street grid of NoMa to the south and New York Avenue to the north. A spatial axis of street-scaled proportions provides a visual connection, and a grand stair provides literal pedestrian connection from Florida Avenue to New York Avenue, as a continuation of 2nd Street.



Urban Connection - Pathways

The Master Plan creates a network of pedestrian connections through beautiful urban spaces:

1. Pedestrians may arrive by Metro and walk along an improved Metro Branch Trail into the new Plaza without crossing Florida Avenue.

Bicyclists may arrive along the Metropolitan Branch Trail and travel through the Atrium into the plaza and the city street beyond.

2. The Atrium is a 3-story space celebrating the Metropolitan Branch Trail and encouraging bicycling for pleasure and commuting.

It will include:

- Paving and signage that encourages bicyclists to use the atrium as a connection between the path and the city, including LED lighting and paving.
- An automatic air pump for bike maintenance.
- A drinking fountain for water.
- A refreshment area with vendor machines, tables, and chairs.
- Natural ventilation to supplement the HVAC system in appropriate seasons.

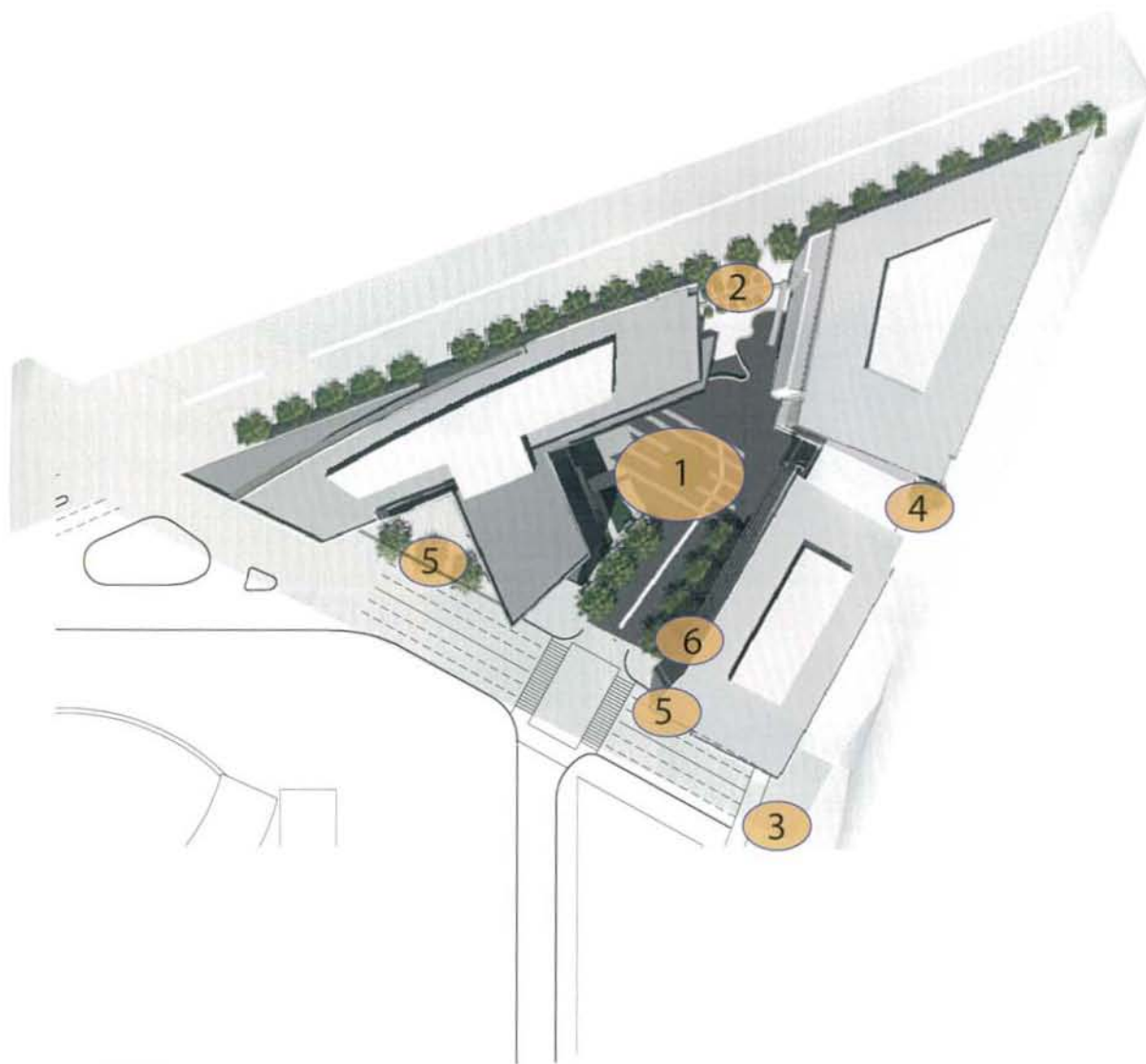
3. Pedestrians may also cross Florida Avenue at street level at a new signalized intersection, and enter the site along a gentle slope into the plaza. They may walk along a new sidewalk into the Residential building, or under the cover of the South Wing Section of the Office Building loggia to the entry of that building.

4. Pedestrians may ascend a monumental stair from the Plaza to New York Avenue (approximately 34' above).

Automobiles

- A. The creation of an interior street allows the majority of drop off, loading and parking to occur along this natural path. Reference: 227 and 228 for a circulation diagram.

A new signalized street intersection at Florida provides controlled access.



PUD BENEFITS AND AMENITIES

Washington Gateway provides several benefits and amenities for the public and occupants of the buildings:

1 - GREAT URBAN SPACE

The project creates a great urban space in the form of a Plaza activated with landscape elements, pedestrian activity, and a fountain.

2 - NEW YORK AVENUE

- a. *Pedestrian and Streetscape Improvements*
- b. *Pedestrian Connection to Site*

The project provides significant landscaping, street furniture and paving upgrades to the New York Avenue streetscape, as well as a monumental connecting stair from New York Avenue through a terraced garden into the site and through the Plaza to Florida Avenue and the New York Avenue Metro.

3 and 4 - METROPOLITAN BRANCH TRAIL

- a. *Improvement to Trail*
- b. *Pedestrian Connection to New York Avenue Metro*



The project provides upgrades to the Metropolitan Branch Trail as an amenity to the public. It also creates a three-story Atrium which will make a graceful connection from the Trail into the Plaza to enhance bicycle and pedestrian connection to the site. Reference: Sheet 127 for details on the Atrium.

5 - FLORIDA AVENUE

- a. *Pedestrian / Streetscape Improvements*

The project provides streetscape improvements to Florida Avenue, and adds Retail opportunities along its frontage to encourage pedestrian activity. The existing sidewalk is widened to a minimum of 15' and up to 35' at the retail area. The retail will add an amenity to the to the proposed bus stop at the entry of the site.

6 - FACADE ENHANCEMENTS

The building facades have been designed as an upgrade to speculative frontier DC office space, to reinforce the character of NoMa, as well as to enhance the entry to the city from the northeast with its distinct architecture.





Existing Condition of Site



Proposed Plaza Landscape

1 - GREAT URBAN SPACE

Street and Plaza

The Washington Gateway Master Plan is organized around an interior Street and Plaza. Like many of the world's great plazas, a single tower element punctuates the defining walls of the space, while the other buildings define its overall spatial boundary.

The Street rises gently as a tree-lined avenue from Florida Avenue into the site, creating a place that is easy to access, but is also protected from the significant traffic volumes of both Florida Avenue and New York Avenue.

Within the Plaza, extensive hardscape and landscape features create a pedestrian scale of spaces to walk, meet, and linger, including an opportunity for an outdoor cafe near the lobby of the North Section of the Office Building, with a fountain to provide a lively and sheltering screen from automobiles entering the site.

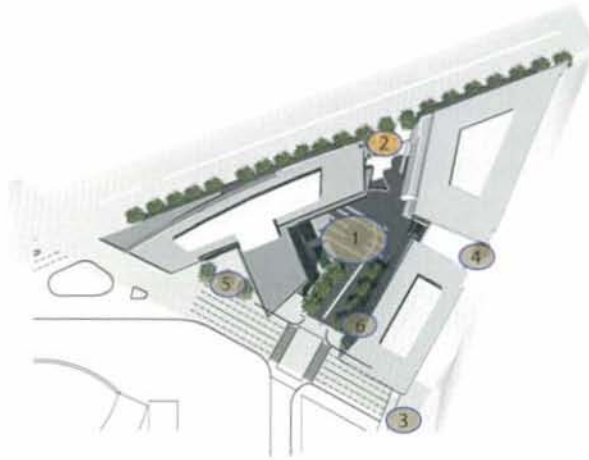
Together, the buildings, trees, fountain, and pedestrian spaces create a great urban space that will benefit occupants of the building and the public.

2b- NEW YORK AVENUE Pedestrian Connection

Pedestrian and Street Improvements

The Master Plan locates the Office and Residential Building to provide a visual axis like a Street between New York Avenue and Florida Avenue. The Street opens up onto New York Avenue with a monumental stair that provides pedestrian access. The stair begins at New York Avenue on an enlarged sidewalk / plaza area with plantings. It descends into the cafe area of the Office Building and from there provides access to the Plaza and NoMa beyond.

The stair is envisioned as a light structure related to the Office Building architecture, that floats over a garden seating area at a mezzanine level before arriving to the Plaza. The plaza at the top and the sinuous wall near the bottom of the stair are envisioned to be constructed of warm materials that will richly complement the modern expression of the building architecture.



Existing Change of Grade at New York Avenue



Proposed Upgrade

3 and 4a Metropolitan Branch Trail Improvements

Overall Upgrade along Project Site

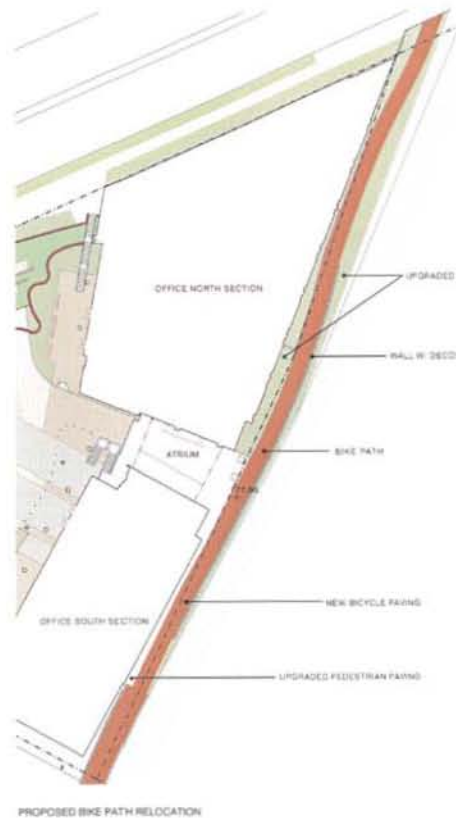
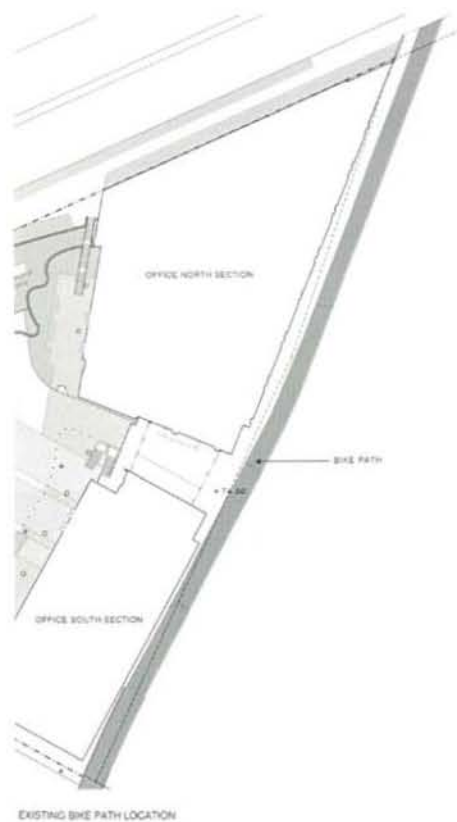
The Metropolitan Branch Trail runs between the Washington Gateway site and the Metro rail lines. The Master Plan for the project includes improvements to the Trail as an amenity to the public. The improvements are envisioned as decorative fencing, landscape elements including trees where feasible and other plantings, paving upgrades and lighting.



Conceptual View



Existing Bike Path



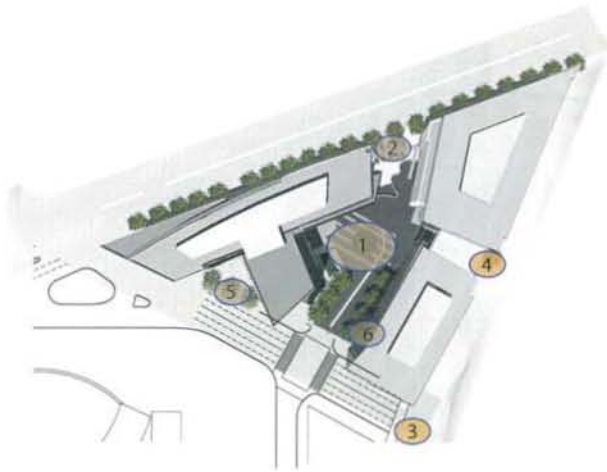
WALKING NORTH ON BIKE PATH



WALKING SOUTH ON BIKE PATH



VIEW FROM NEW YORK AVE. BRIDGE



New Metro Station



Proposed Upgrade

3 and 4b NEW YORK AVENUE Metropolitan Branch Trail Connection to Metro

Improved Metro Connection

The project Master Plan includes improvements to the Metropolitan Branch Trail to encourage pedestrian connection to the New York Avenue Metro Rail Station.

A portion of the Trail will be enhanced for pedestrian use with different paving patterns and treatment, to encourage safe use of the trail by daily commuters and others who would visit the site.

The Metropolitan Branch Trail Atrium is a three story space which celebrate the trail and provides a gracious entry to the city.

It will include:

- Paving and signage that encourages bicyclists to use the atrium as a connection between the path and the city, including LED lighting and paving.
- An automatic air pump for bike maintenance.
- A drinking fountain for water.
- A refreshment area with vendor machines, tables, and chairs.
- Natural ventilation to supplement the HVAC system in appropriate seasons.



Outdoor Bike Pump



Planters



Bike Rack



Natural Ventilation

Natural ventilation will supplement the HVAC system to provide fresh air and a healthy outdoor experience during temperate weather conditions.

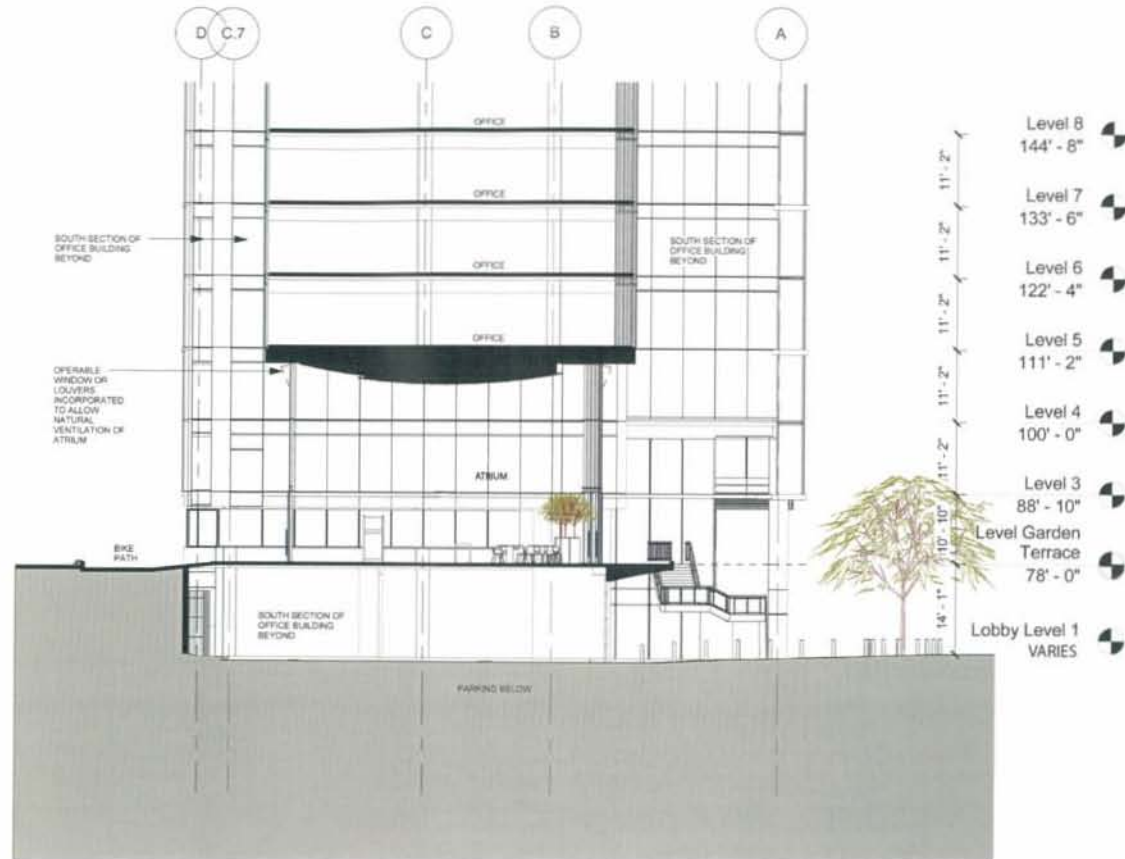
Drinking Fountain



Graphics and Paving

Graphics will showcase the Metropolitan Branch Trail system and raise awareness of bicycles as a transportation alternative, while providing trail and neighborhood information. Paving and LED lighting highlight the trail and provide clear wayfinding through the Washington Gateway.









5- FLORIDA AVENUE Streetscape Improvements

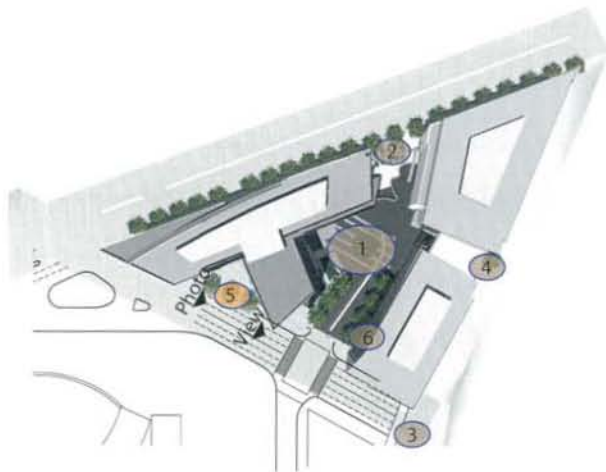
Pedestrian Connections

The Washington Gateway Master Plan provides several improvements designed to make Florida Avenue more accessible to pedestrians and to encourage pedestrian activity.

The building facades at the sidewalk have been moved nine feet from the property line to expand the sidewalk to fifteen feet wide instead of six feet. Along the residential property, the sidewalk is further expanded to 35' in front of retail areas to provide for outdoor seating and gathering.

The entrance to the site from Florida Avenue has been designed to be inviting and open, to create a sense of connection between the site and the city. Trees and other landscape elements are used to guide foot traffic and cars into the site.

The Florida Avenue Streetscape will be enhanced with additional street furnishings and enhanced paving materials.



Proposed Upgrade



Existing Condition at Florida Avenue



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133 - PUD Benefits and Amenities - Florida Avenue

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6 - FACADE UPGRADES

Architecture

The Washington Gateway project establishes new benchmarks for design quality in the area. Conscious of this responsibility, the project is designed with an open expression and materials that appear light and airy, while paying special attention to pedestrian zones.

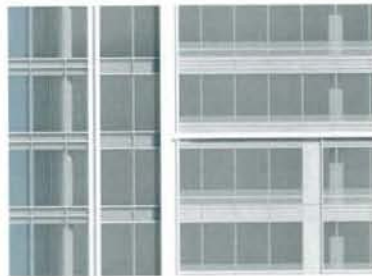
Larger areas of glass for openness on facades facing Plaza area

Decorative metal detailing and precast bands at South Wing Office West facade, at entry to the site, to provide elements of pedestrian scale and visual interest

Open areas of glass at Plaza at base of buildings



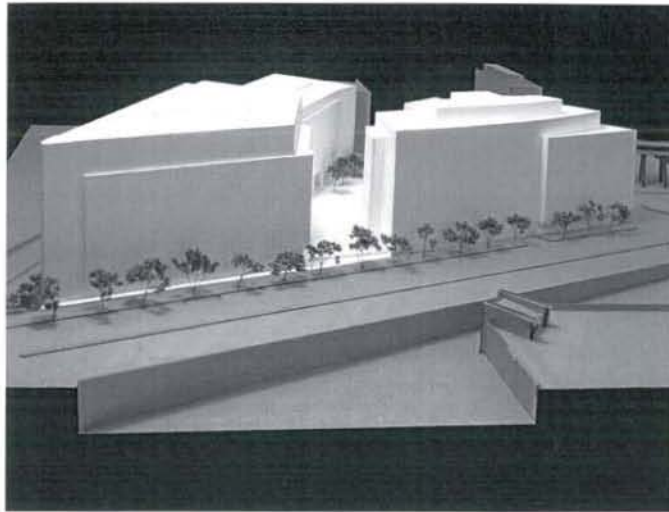
Proposed Upgrade



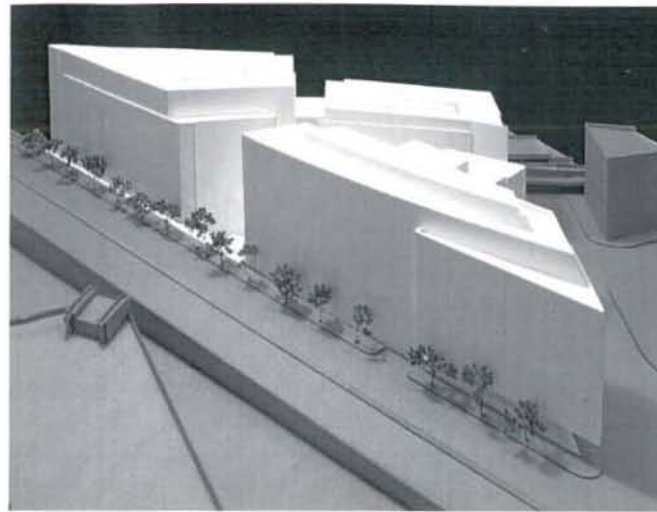
MASSING

Views

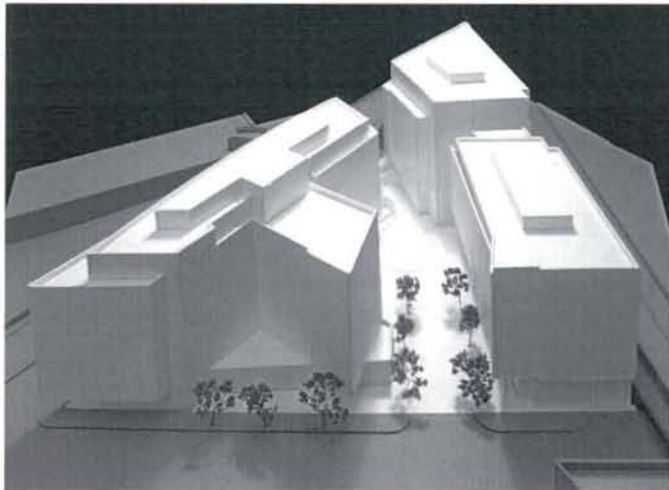
1. View from New York Avenue - NE
2. View from New York Avenue - NW
3. View from Florida Avenue - SW
4. View from Above - S



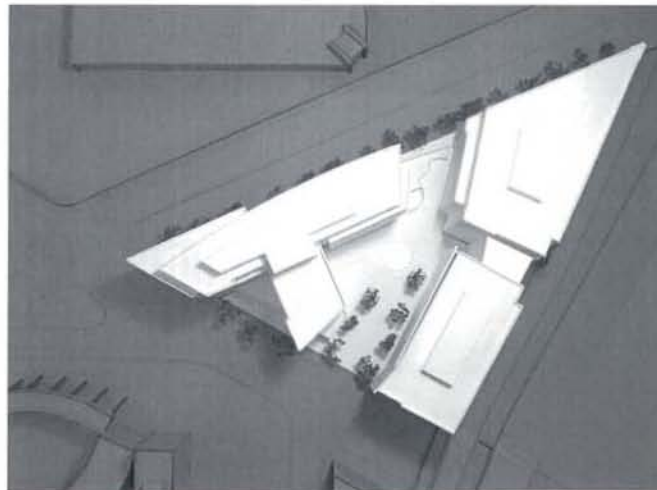
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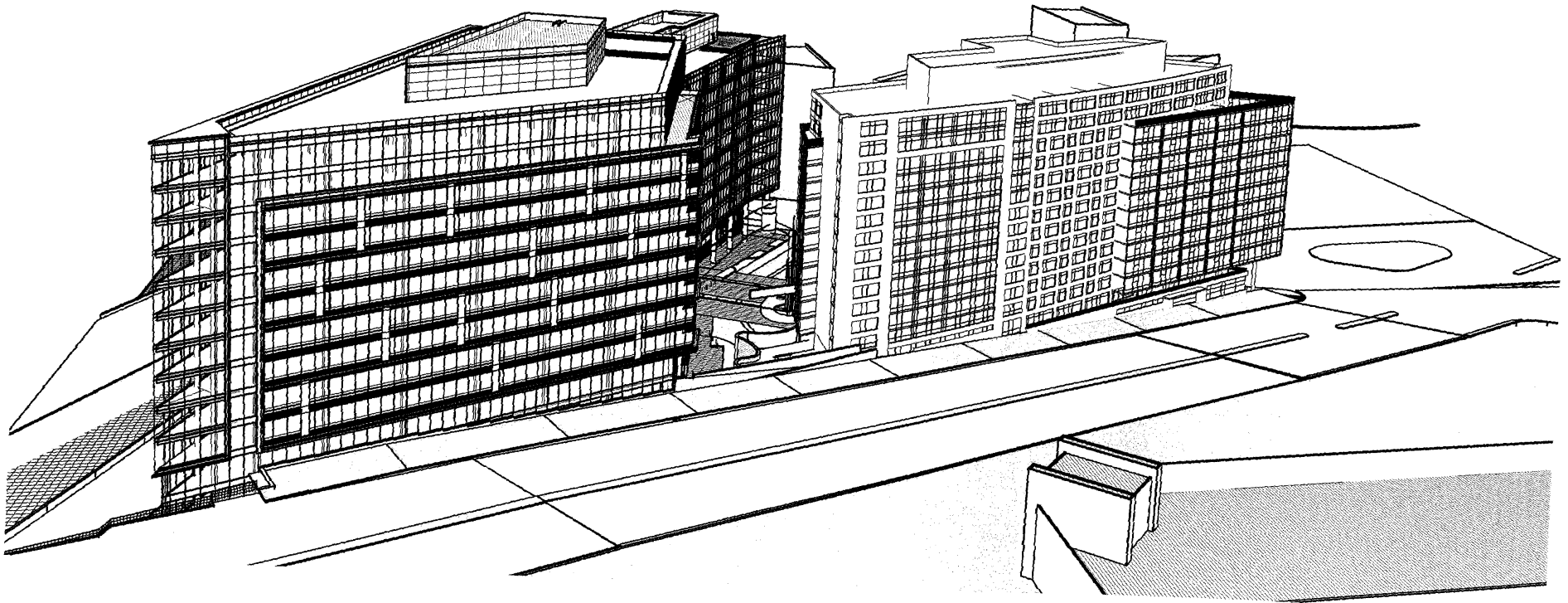
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142 - Project Character - Site Perspective

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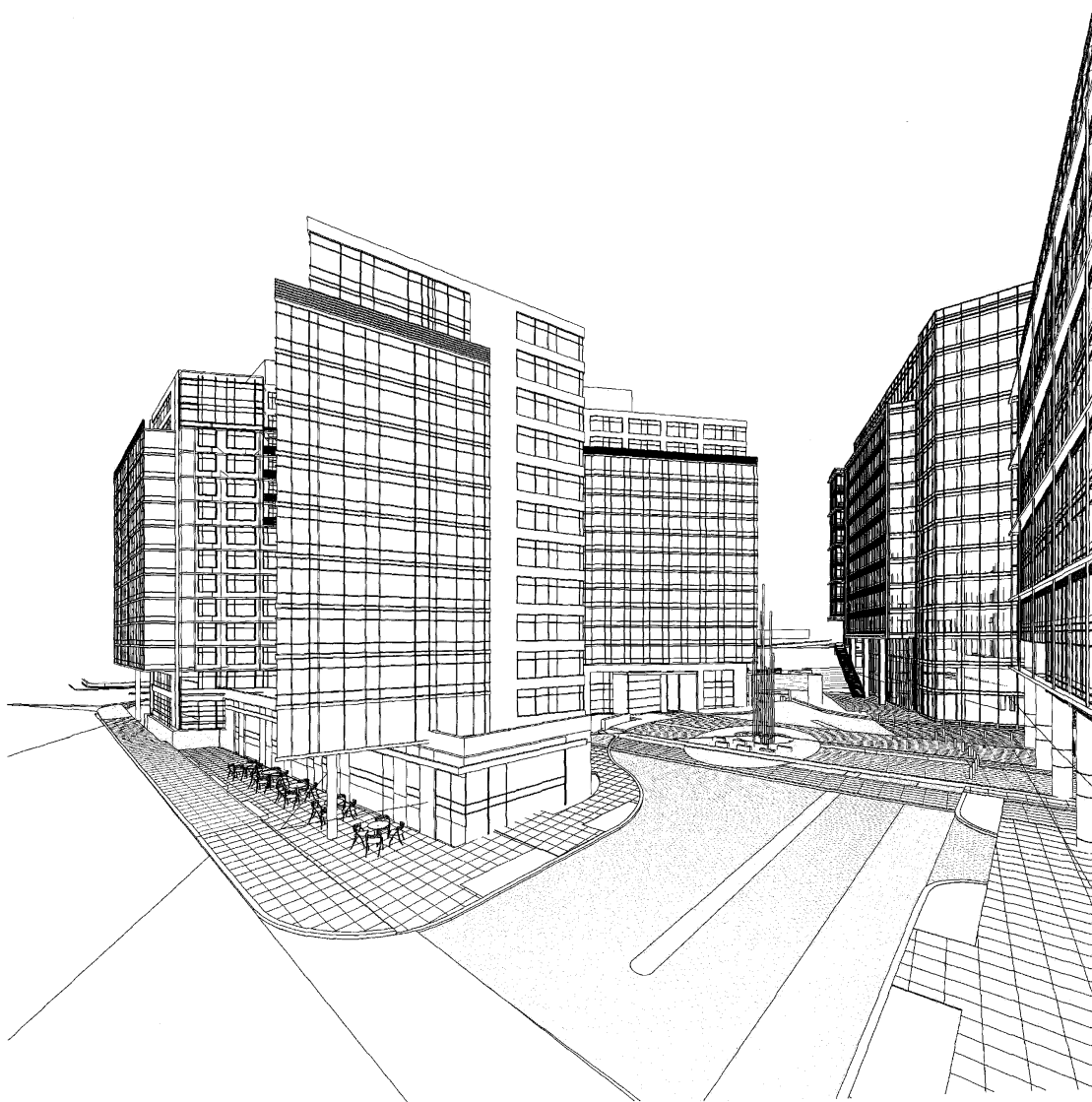
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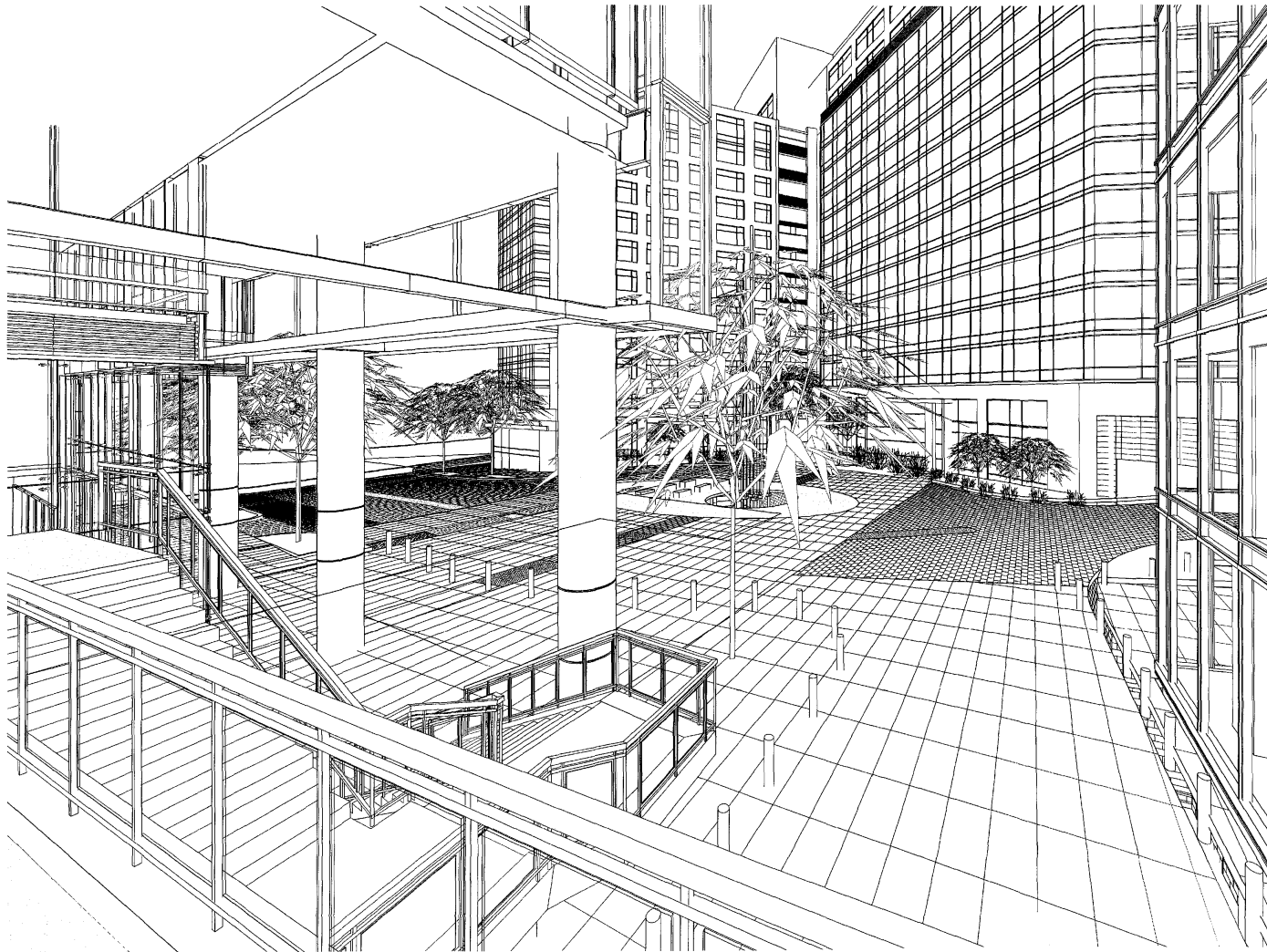
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143 - Project Character - Site Perspective

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148 - Project Character - Pedestrian Experience

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1

PERSPECTIVE



2 PERSPECTIVE



3

PERSPECTIVE



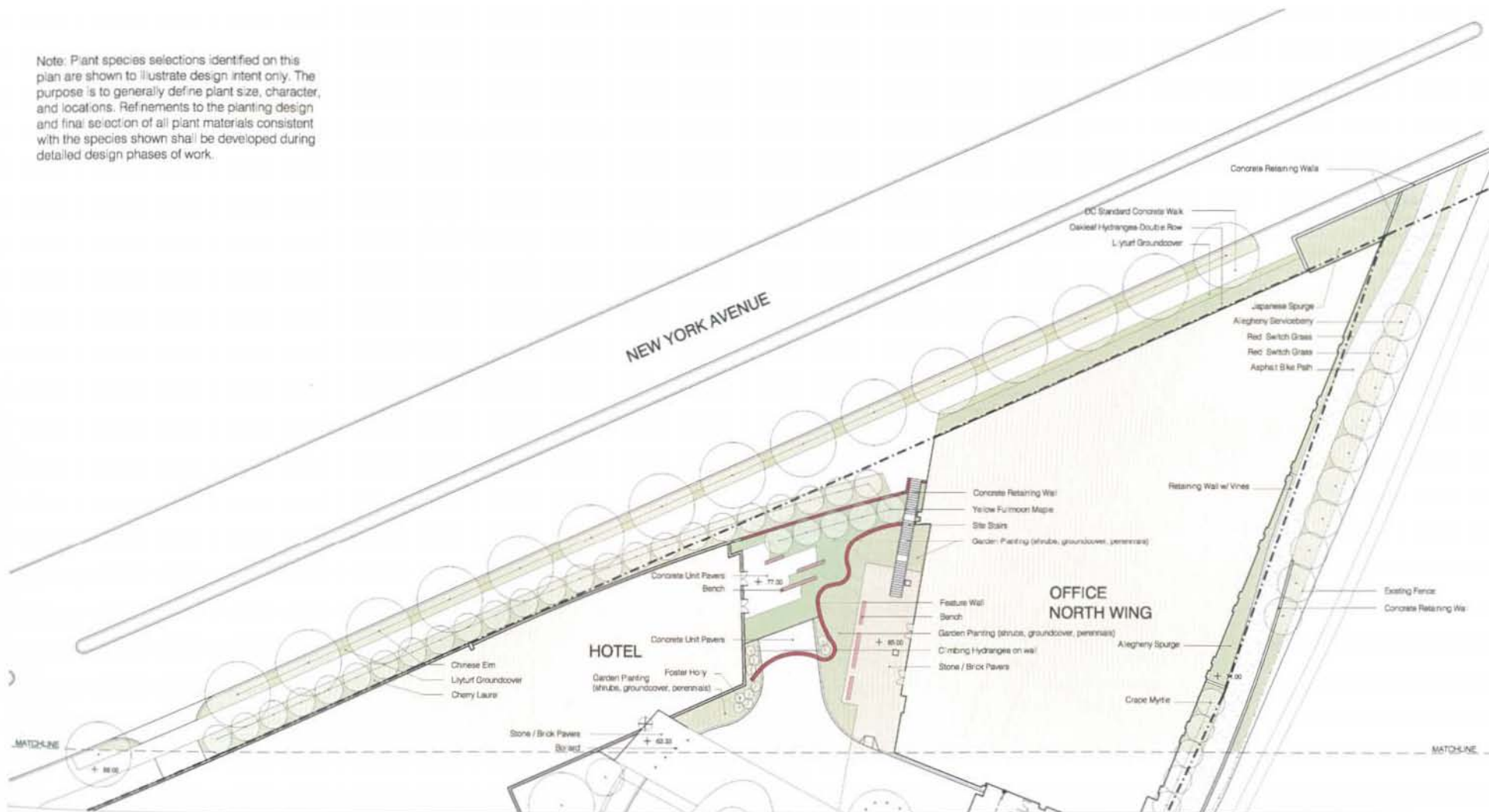
4 PERSPECTIVE

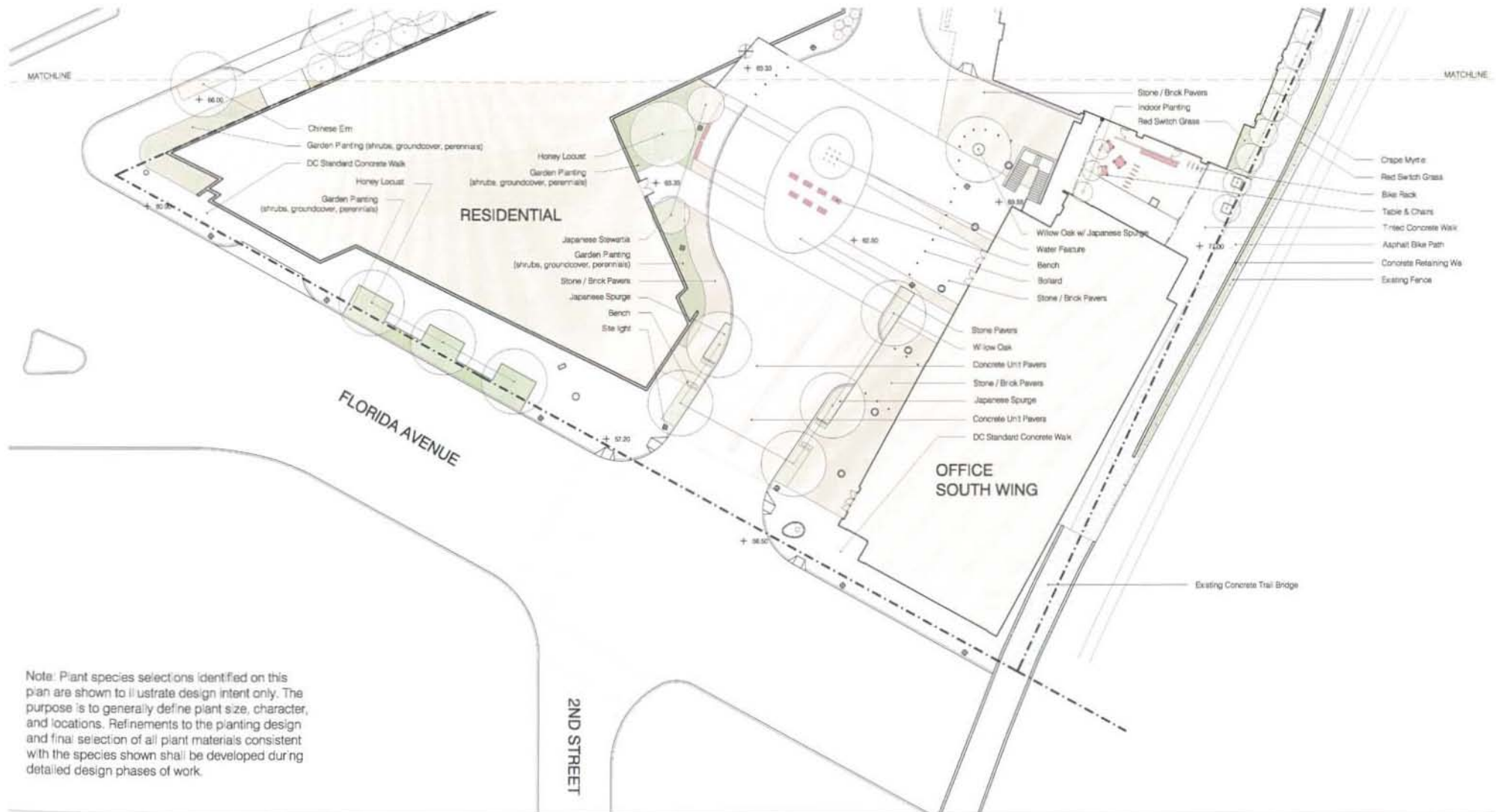


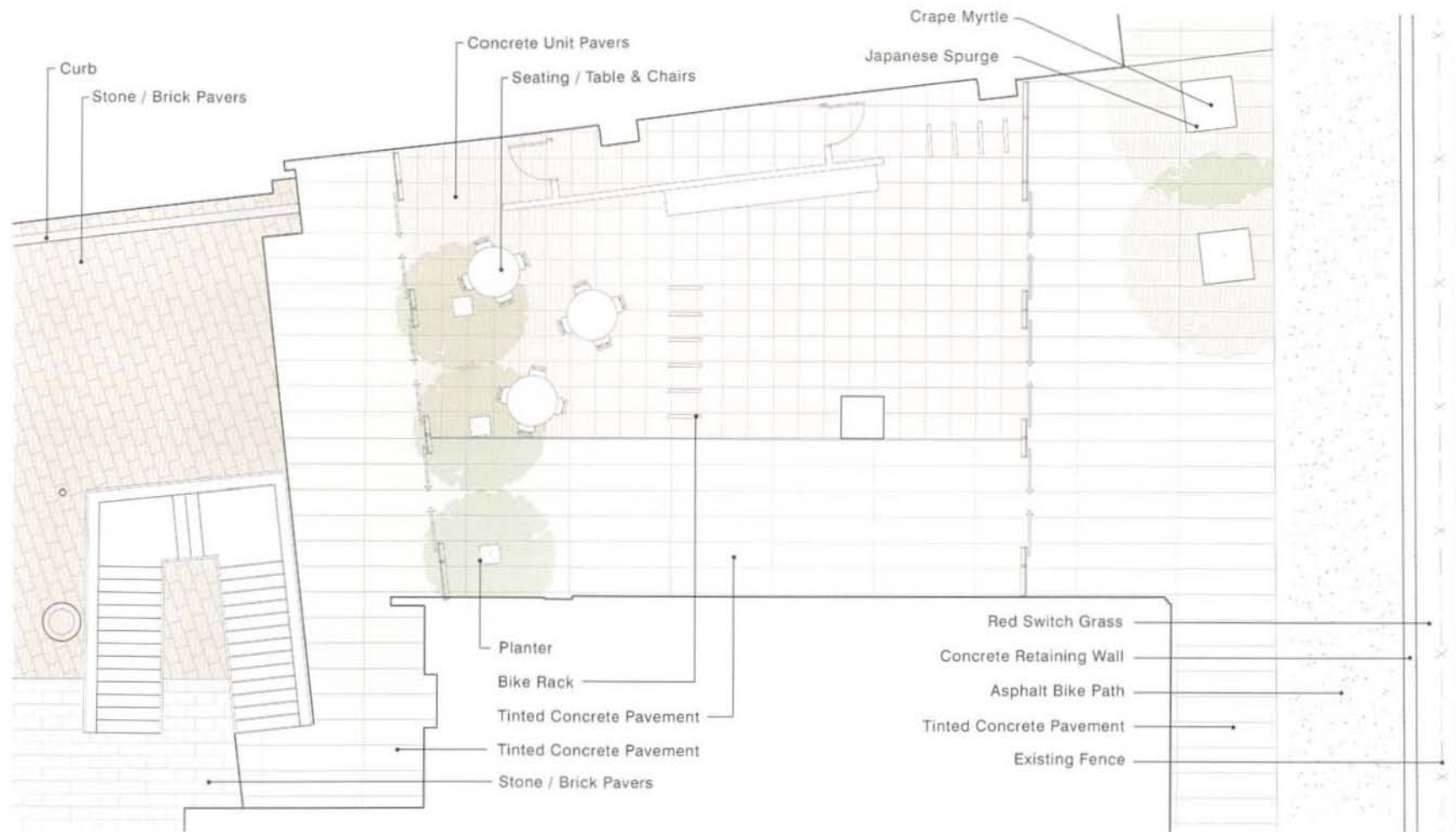
5 PERSPECTIVE

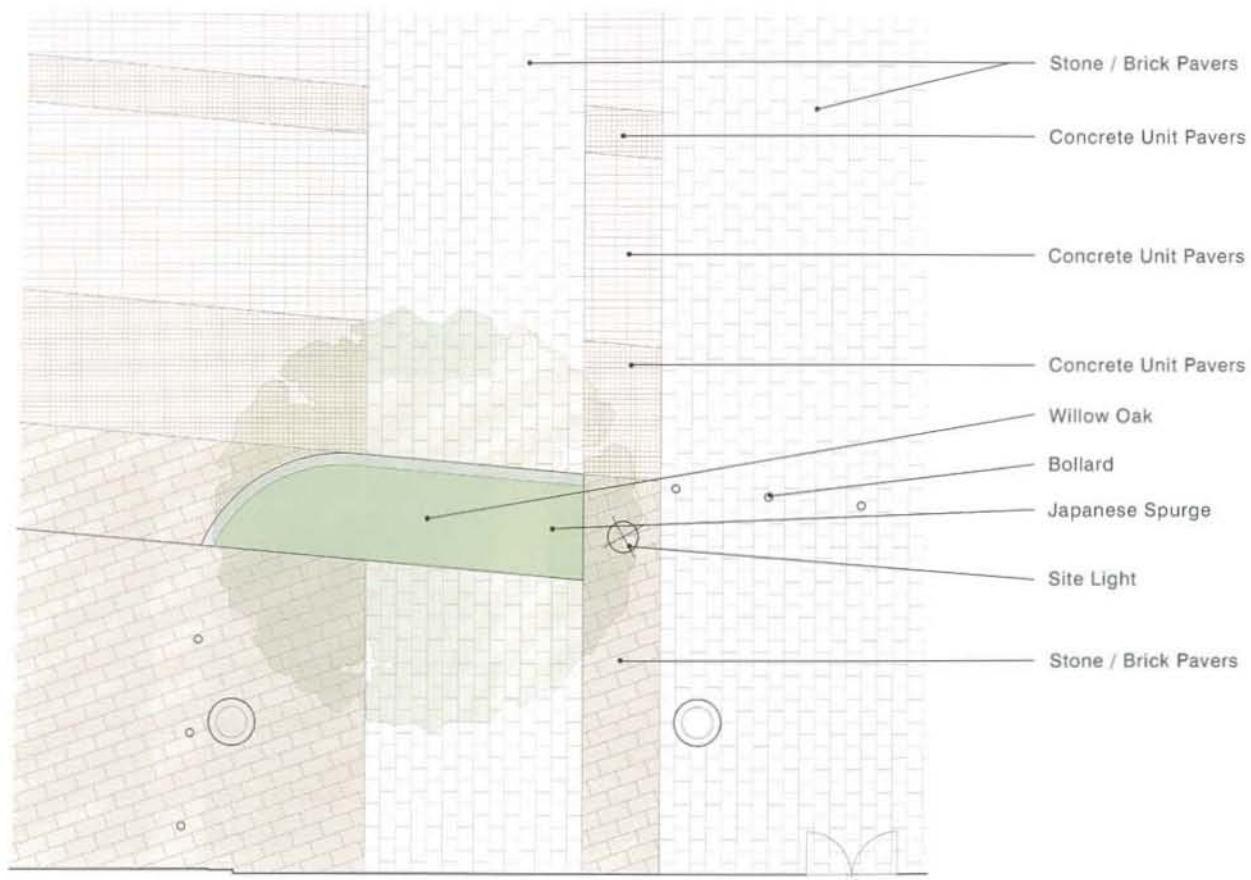


Note: Plant species selections identified on this plan are shown to illustrate design intent only. The purpose is to generally define plant size, character, and locations. Refinements to the planting design and final selection of all plant materials consistent with the species shown shall be developed during detailed design phases of work.











Water feature - water jets in pavement



Bollards



Special seating near water feature
and office north wing entrance



Landscape furniture -
benches



Yellow Fullmoon Maple



Street trees in plaza -
Willow Oak or similar



Florida Avenue street trees -
Honey Locust or similar



New York Avenue street trees -
Chinese Elm or similar

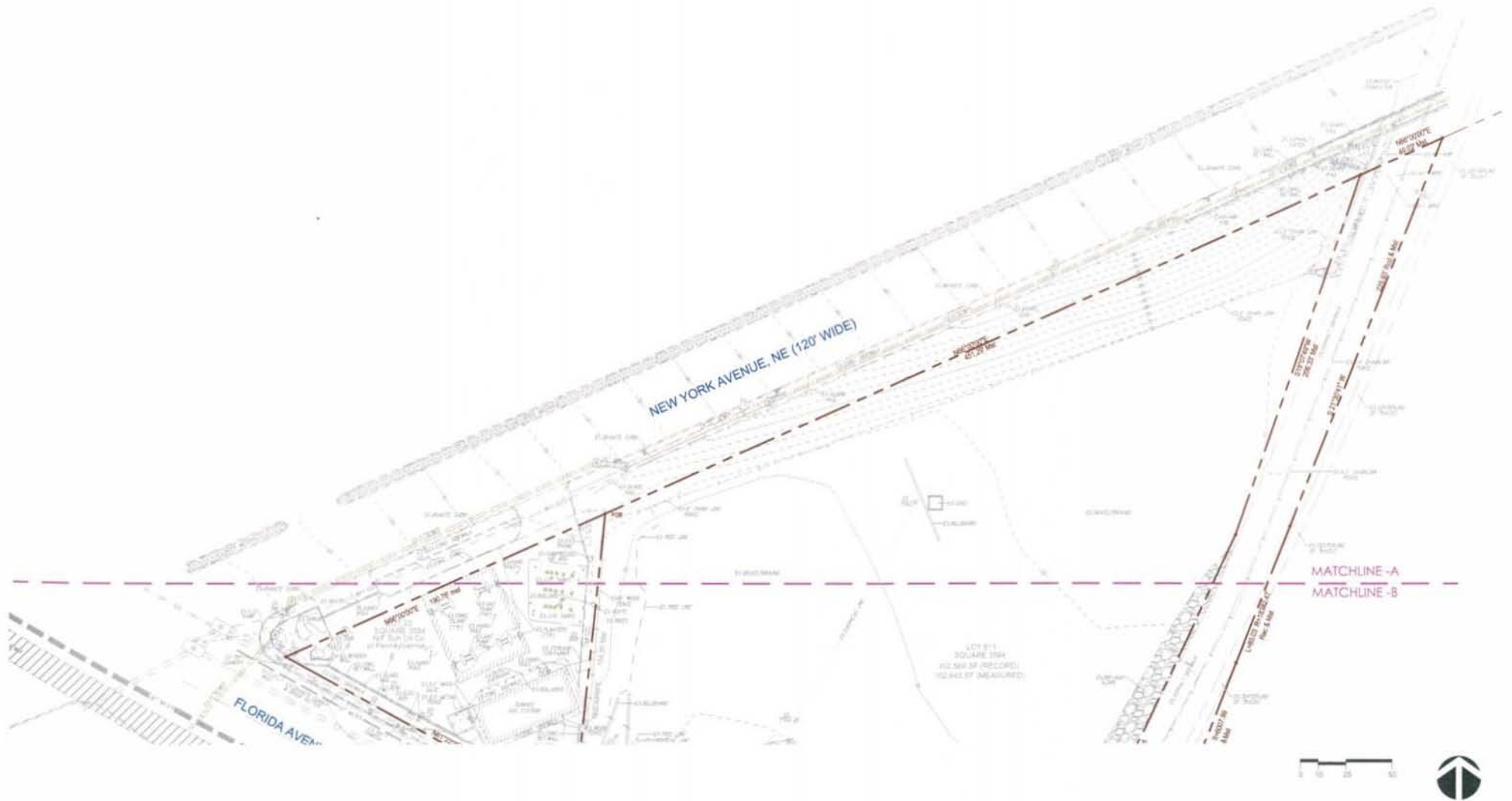


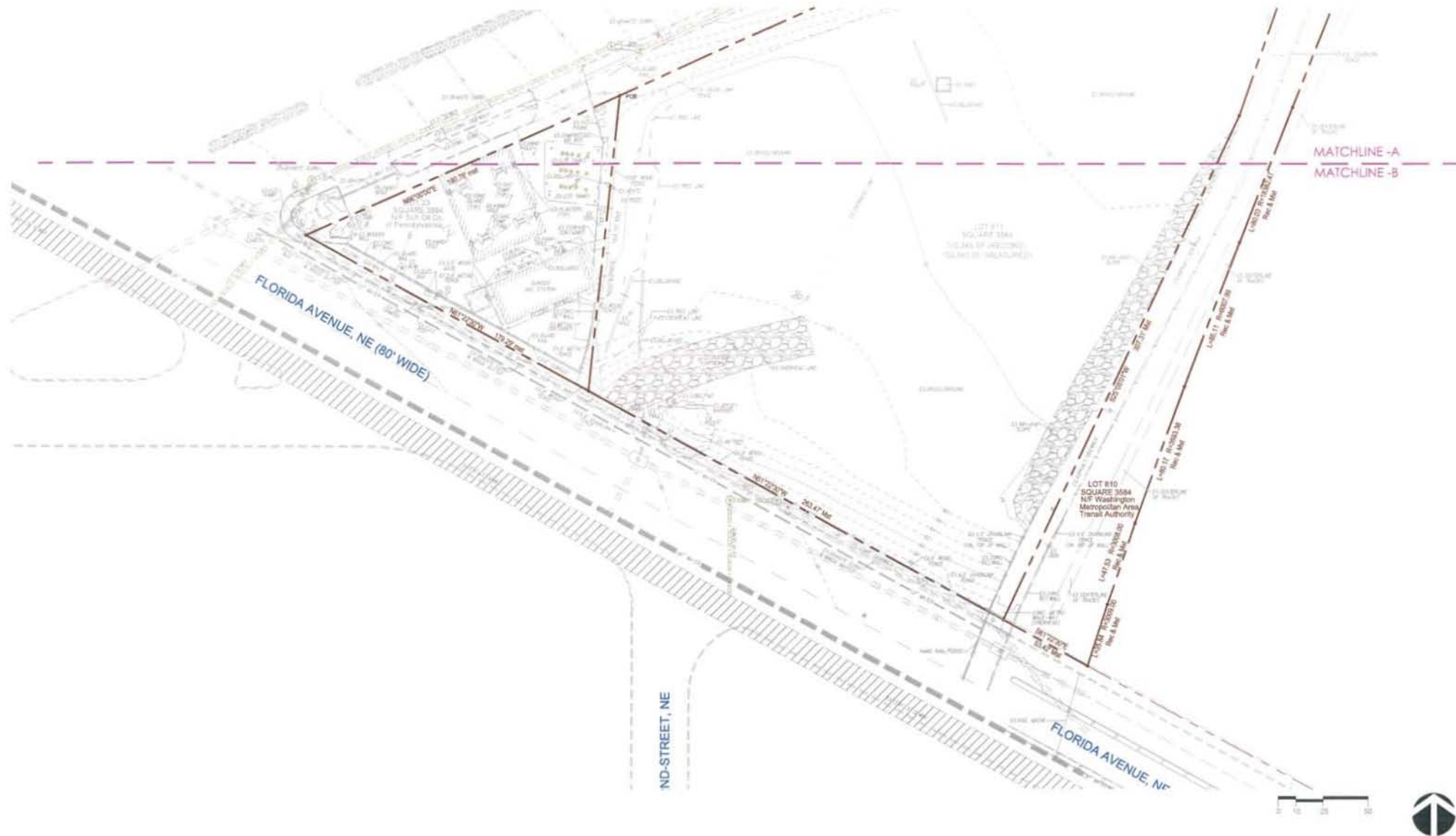
Bike trail trees (east side) -
Serviceberry or similar



Bike trail trees (west side) -
Crape Myrtle or similar

Note: Images presented here are not exact representations of the proposed site elements, but rather are shown to provide the general character of the features.



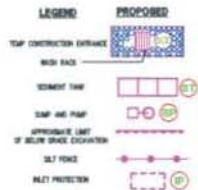


DUST CONTROL NOTES:

1. THE CONTRACTOR SHALL COMPLY OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE EXHAUSTION AND DISPERSION OF DUST. DUST CONTROL SHALL BE VISIBLE THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR MUST PROVIDE CLEAN WATER FREE FROM SALT, OIL, AND OTHER POLLUTANTS NEEDED TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLE OF ADDRESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL MAINTAIN STREET 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 AS OFTEN AS REQUIRED TO PREVENT DUST EXHAUSTION.
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 NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF SURFACE WITH WATER.
 - C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (200 KPA) MINIMUM. KEEP AREAS DAMP WITHOUT CREATING RESURFACE CONDITIONS SUCH AS FLOODING.
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 PRESSURE GAUGE AND NOZZLE.
 - B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE MOISTENED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS DAMP WITHOUT CREATING RESURFACE CONDITIONS SUCH AS FLOODING.
 - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MANAGEMENT OF SPRAY BEFORE SITE BOUNDARIES.

INSTALL SILT FENCE AT PERMITTED TO REMAIN IN PLACE UNTIL BULKY SPILL EXCAVATION HAS BEEN COMPLETED UNLESS OTHERWISE APPROVED BY THE INSPECTOR.

PROVIDE CHAIN LINK FENCE AT PERIMETER OF SITE.

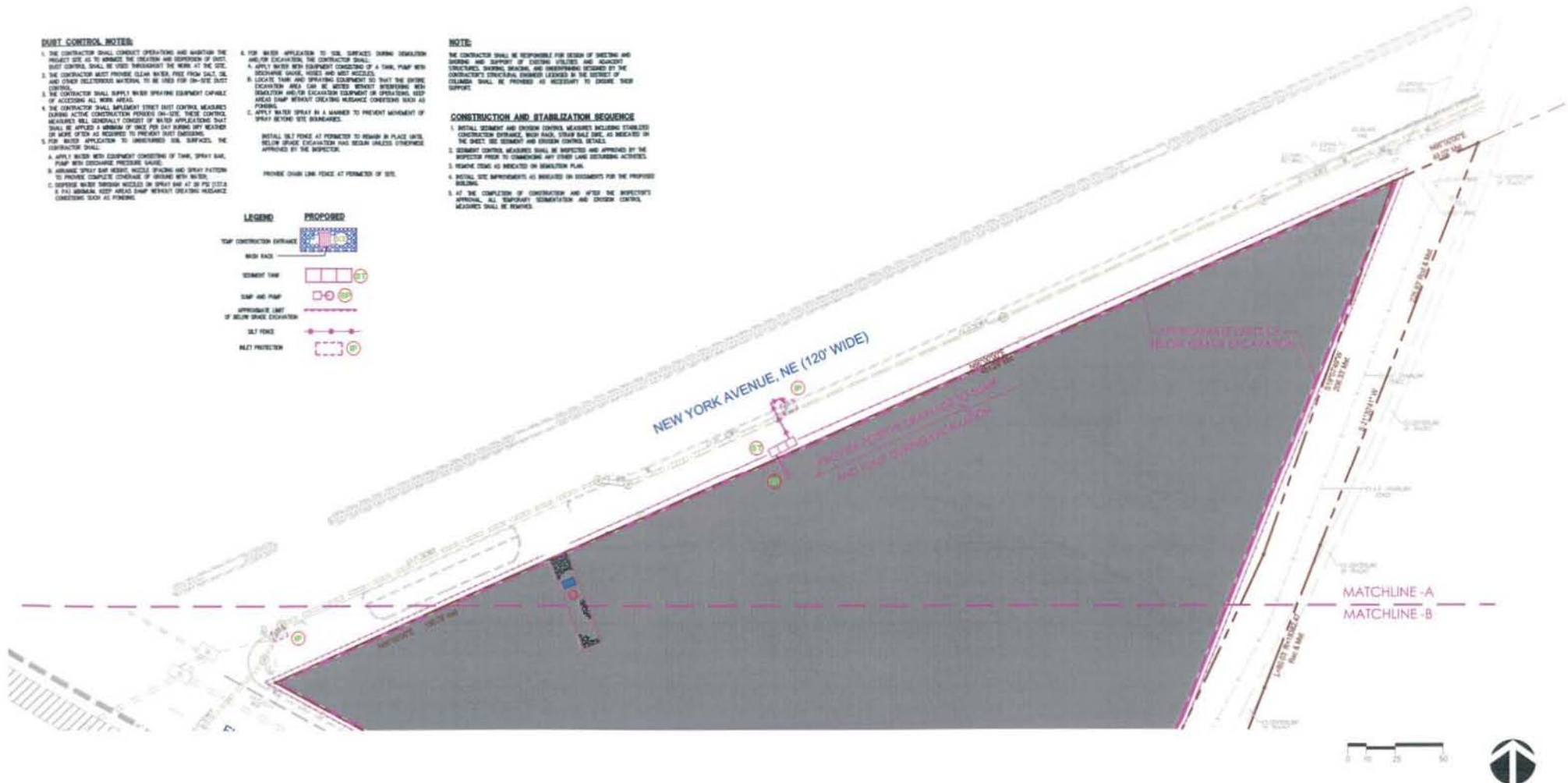


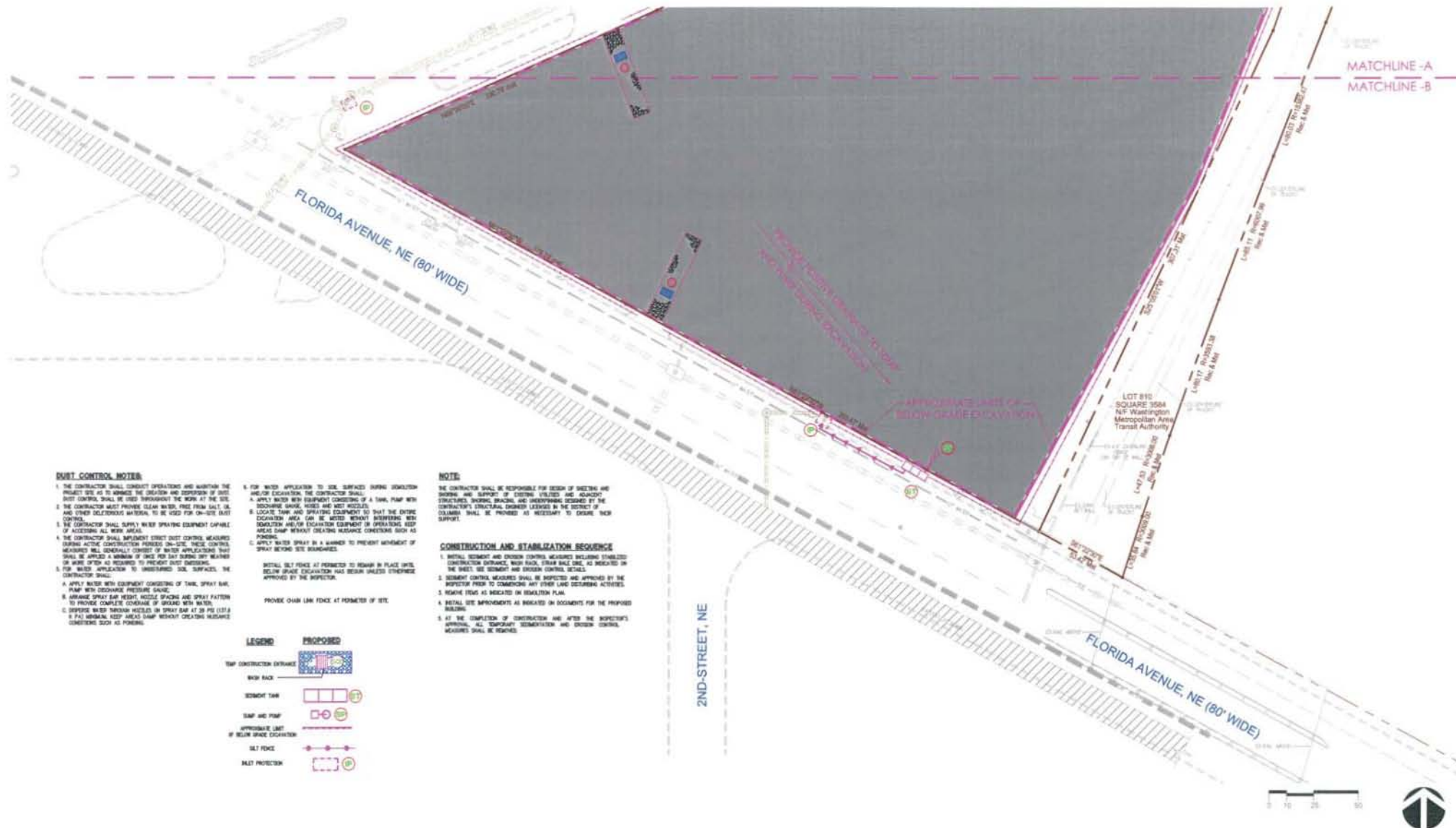
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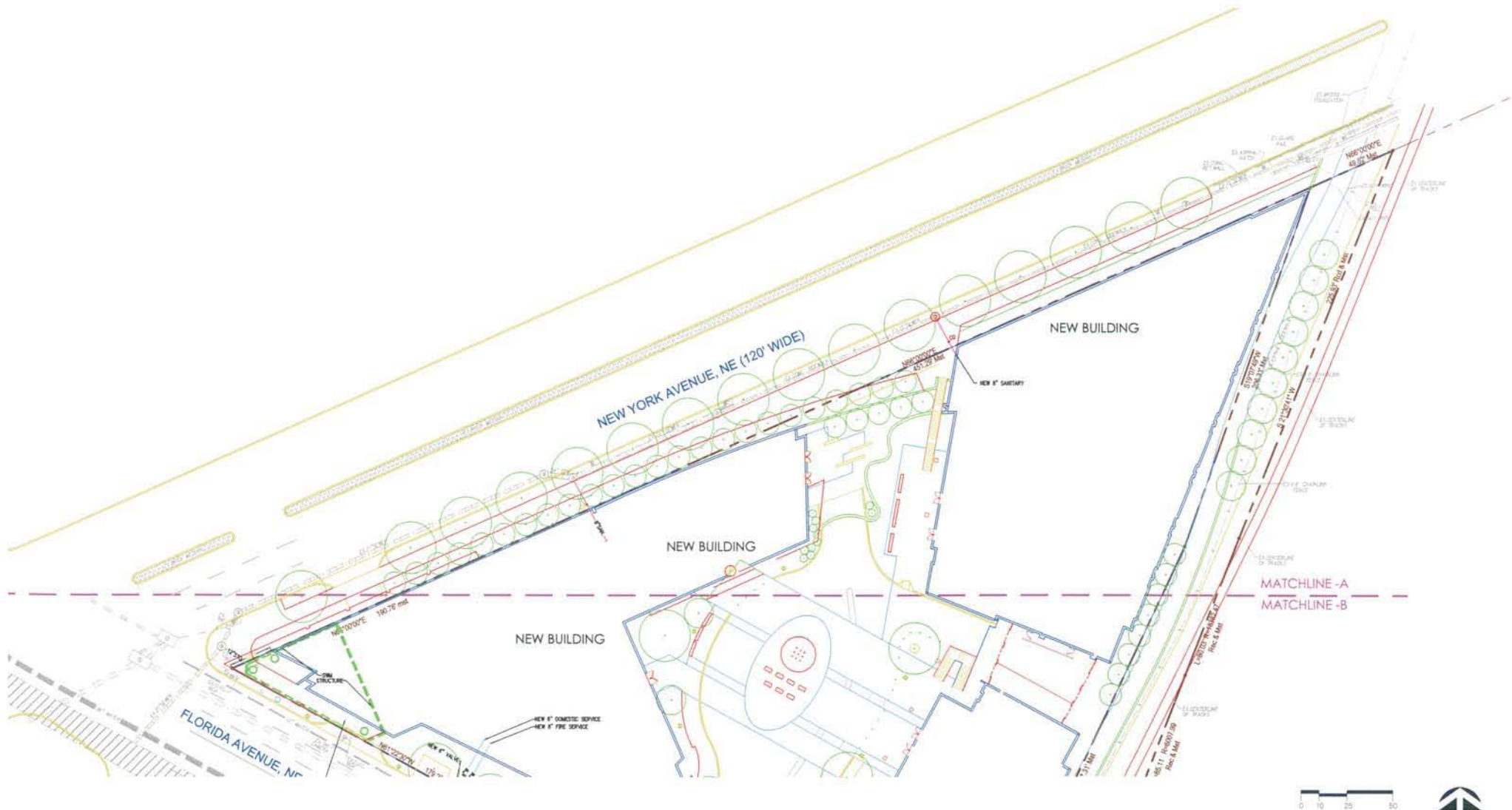
THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF SHEETING AND SHORING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES, TRENCH, BRACING, AND UNDERPINNING OFFERED BY THE CONTRACTOR'S STRUCTURAL ENGINEER LICENSED IN THE DISTRICT OF COLUMBIA SHALL BE PROVIDED AS NECESSARY TO ENSURE THEIR SUPPORT.

CONSTRUCTION AND STABILIZATION SEQUENCE

1. INSTALL SEDIMENT AND EROSION CONTROL MEASURES INCLUDING STABILIZED CONSTRUCTION ENTRANCE, WASH BASIN, TOPSOIL BALE BARR, AS INDICATED ON THE SHEET SEE 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 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.

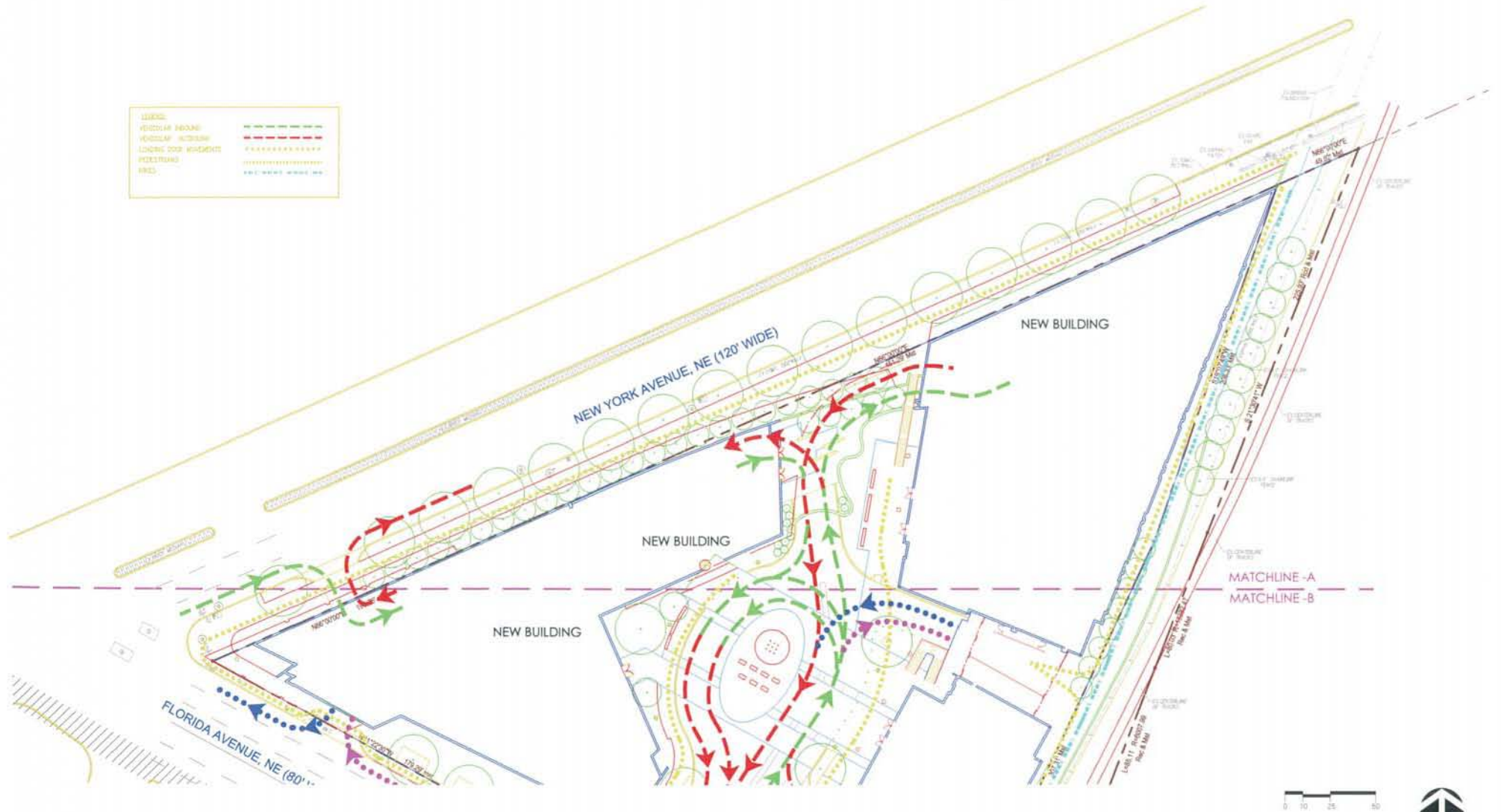


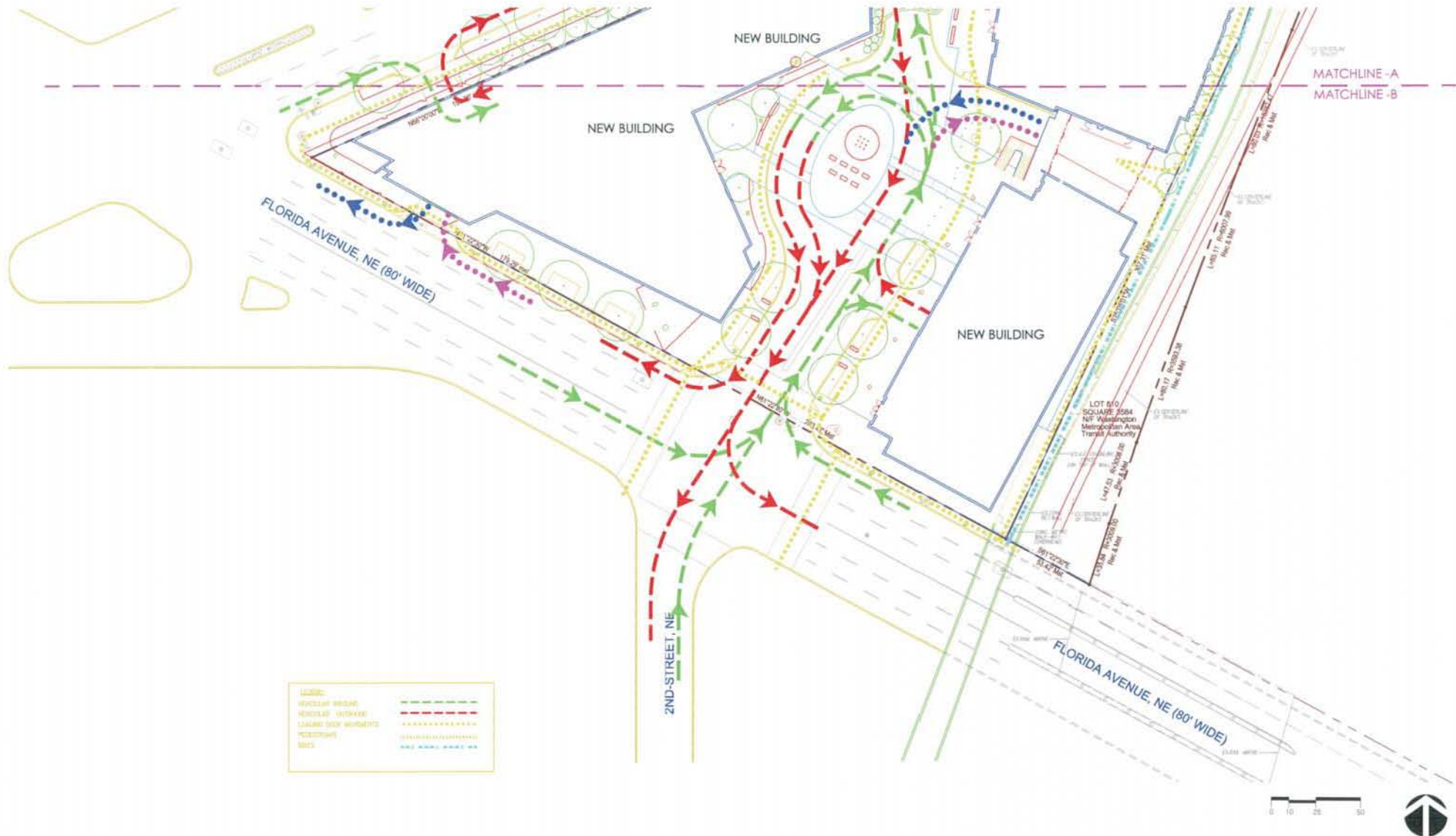


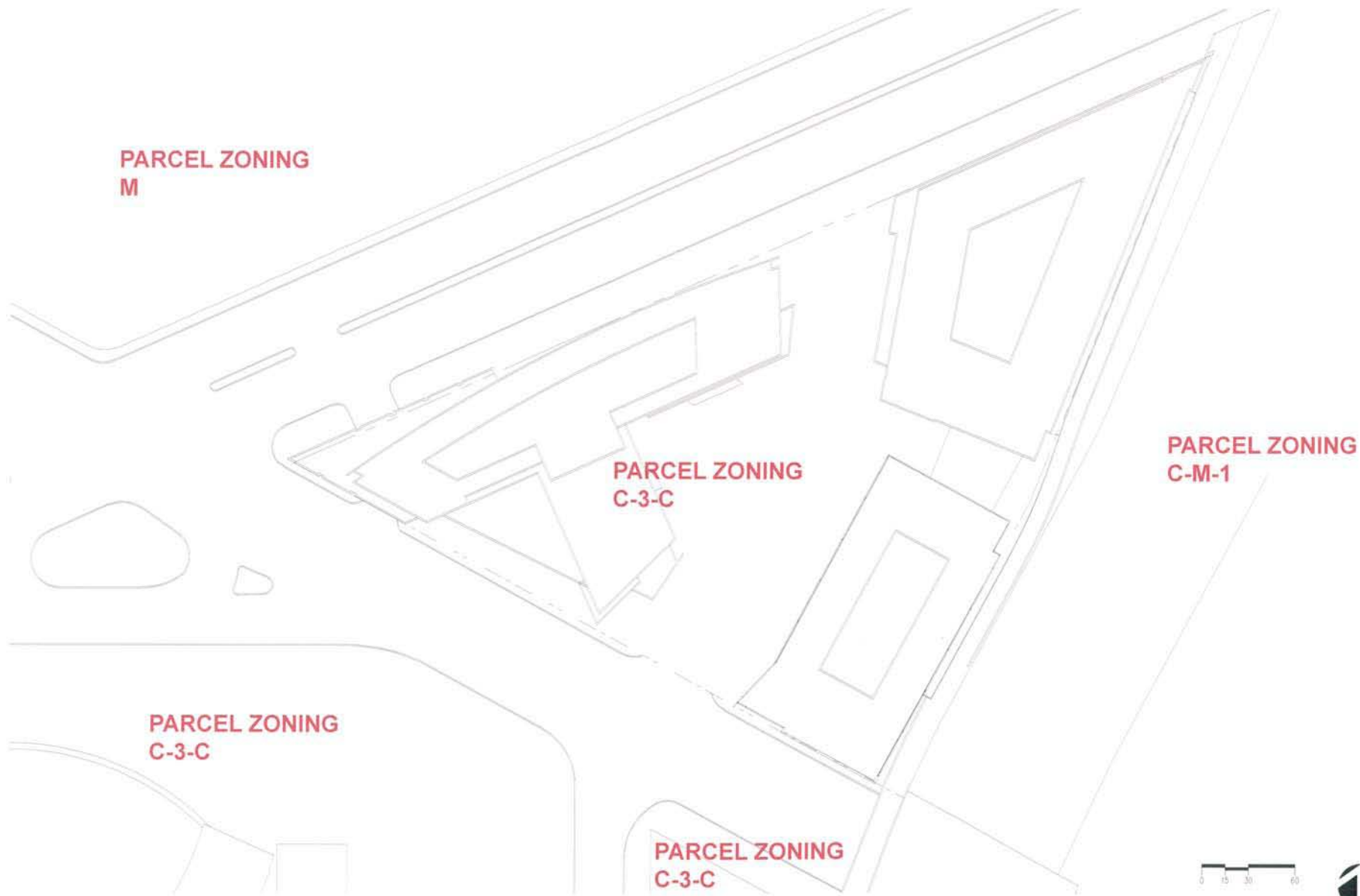


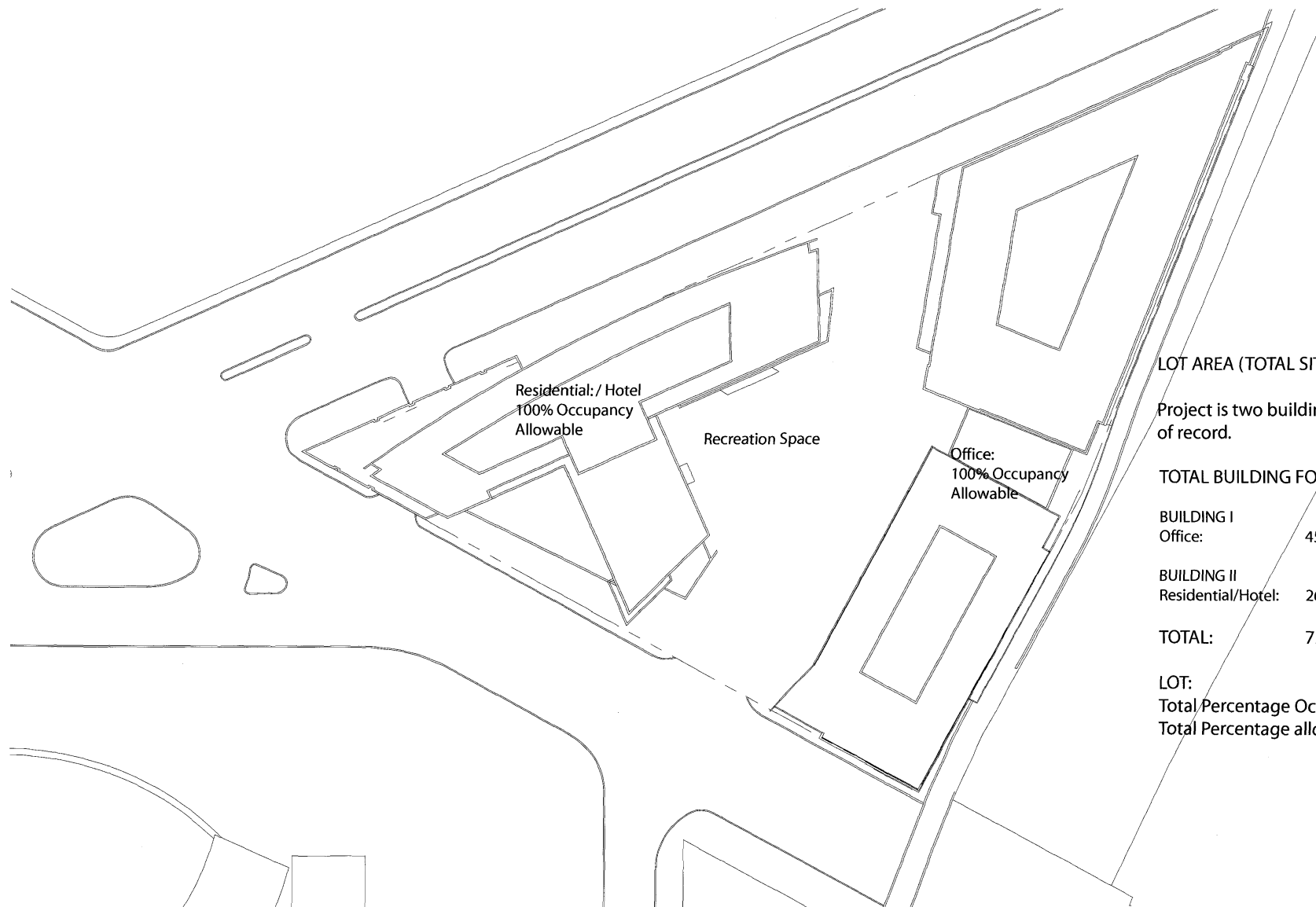


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LOT AREA (TOTAL SITE): 134,665 gsf.

Project is two buildings on a single lot of record.

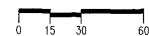
TOTAL BUILDING FOOTPRINT

BUILDING I
Office: 45,450 gsf.

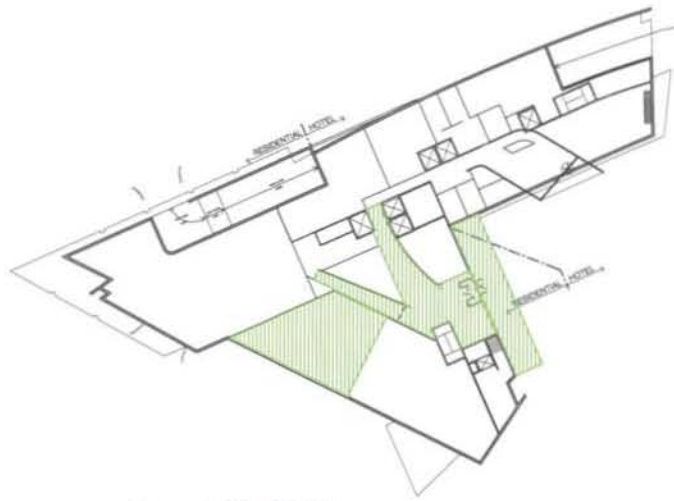
BUILDING II
Residential/Hotel: 26,609 gsf.

TOTAL: 73,931 gsf.

LOT:
Total Percentage Occupied (Building/Lot): 55%
Total Percentage allowable: 100%



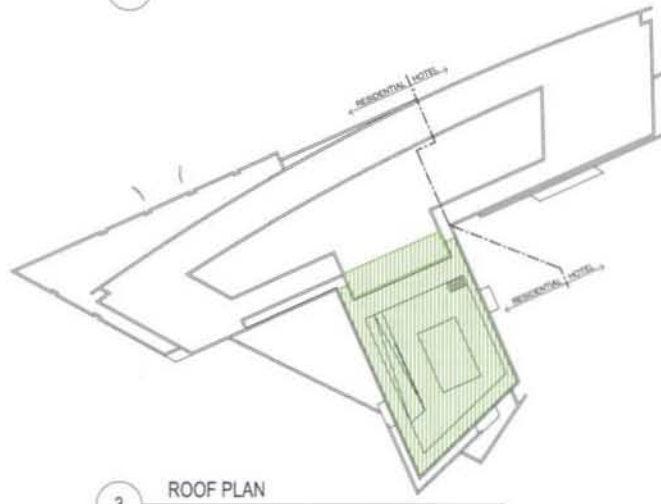




1 1ST FLOOR PLAN



2 2ND FLOOR PLAN



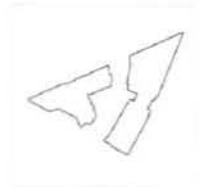
3 ROOF PLAN

RESIDENTIAL RECREATION SPACE

FLOOR	INTERIOR (SF)	EXTERIOR (SF)
1ST	3,903	1,141
2ND		3,476
ROOF	659	5,165
SUB TOTAL	4,562	9,782
PERCENTAGE	31.80%	66.20%

TOTAL PROVIDED: 14,344 SF
TOTAL REQUIRED @ 10% = 22,867 SF

Key Plan



NOTES:
1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not significantly affecting the exterior envelope or the square footage distribution, may occur.
2. For dimensions, see drawing 506.



Prepared for MRP Realty by Gensler, SG&I and H&K

Total Lot - 134,005 SF	C-3-C, Zoning	C-3-C, PU/D	Project Design
FAR Square Feet - Aggregate (Does not include Cellar area, which has been deducted)			929,601 Commercial, Residential, or Hotel
FAR Square Feet - Commercial Lot Area - Office Building = 86,830	563,095 SF	693,040 SF	579,467 SF
FAR Square Feet - Residential & Hotel Lot Area - Residential = 48,035 And Number of Dwelling Units	512,228 SF	384,280 SF	350,133 SF 250 units Residential 195 rooms Hotel
Floor Area Ratio (FAR) - Aggregate	8.5	8	9.9 (979,602 SF / 134,005 SF)
Floor Area Ratio (FAR) - Commercial Lot Area - Office Building = 88,005			8.7 (579,468 SF / 66,630 SF)
Floor Area Ratio (FAR) - Residential & Hotel Lot Area - Residential = 44,005			7.3 (350,133 SF / 48,035 SF)
Building Height	90'	Varies	180
Lot Occupancy (per max. use)	100%	100%	55%
Roof Structure	18'-6" Penthouse allowed	18'-6" Penthouse allowed	18'-6" Penthouse max. height
Parking			
Parking (Office Use)	277 Required	277 Required	377 Provided
Parking (Residential Use)	63 Required	63 Required	153 provided
Parking (Hotel Use)	59 Required	59 Required	59 provided
Parking (Retail Use)	9 Required	9 Required	9 provided
Loading			
Loading Berths (Office use)	3 @ 30' deep 1 @ 20' deep	3 @ 30' deep 1 @ 20' deep	3 @ 30' deep 1 @ 20' deep
Loading Berths (Residential use)	1 @ 55' deep 1 @ 20' deep	1 @ 55' deep 1 @ 20' deep	1 @ 55' deep 1 @ 20' deep
Loading Berths (Hotel use)	1 @ 30' deep 1 @ 20' deep	1 @ 30' deep 1 @ 20' deep	1 @ 30' deep 1 @ 20' deep
Loading Berths (Retail use)	none (Retail is under 8,000 SF)	none (Retail is under 8,000 SF)	none (Retail is under 8,000 SF)
Residential Recreation Space	10% of GFA	10% of GFA	14,244 SF (7.4%)

Building	Location	Proposed Use	Number of Stories	Building Height (Feet)	SF of Office	SF of Residential / Hotel	Approx. Number of Units	SF of Retail
Office Building Sub-Total 574,412 SF	New York Avenue and Metro Branch Trail and Tracks	Commercial Office	11	130' (Meas. Fr. on NY Ave.)	570,912			3,500
Residential / Hotel Sub-Total 355,188 SF	New York Avenue and Florida Avenue	Residential Units and Hotel	14	130' (Meas. Fr. on NY Ave.)		251,255 SF Residential 120,443 Hotel	250 units Residential 104 Hotel	3,500
Total 929,601 SF					570,912	351,688		7,000

Commercial (Office & Retail)*			Residential *			Hotel*			Total		
11 stories from New York Avenue			14 stories from New York Avenue			14 stories from New York Avenue					
Floor	*GSF	***Cellar	Floor	*GSF	Cellar	Floor	*GSF	Cellar	*GSF	Cellar GSF	Total GSF
Florida Ave	61,200	42,228	Florida Ave	12,787	8,823	Florida Ave	18,926	13,059	92,913	64,110	28,803
1st floor***	39,136	16,437	1st floor	5,693	1,309	1st floor	8,588	1,975	53,417	19,722	33,695
2nd floor	39,226	5,492	2nd floor	16,854	1,011	2nd floor	7,390	443	63,470	6,946	56,524
3rd floor	44,460	5,780	3rd floor	18,566	0	3rd floor	7,811	0	70,837	5,780	65,057
4th floor	46,139	0	4th floor	18,566	0	4th floor	7,811	0	72,516		72,516
5th floor	48,579	0	5th floor	18,566	0	5th floor	7,811	0	74,956		74,956
6th floor	48,579	0	6th floor	18,566	0	6th floor	7,811	0	74,956		74,956
7th floor	48,579	0	7th floor	18,566	0	7th floor	7,811	0	74,956		74,956
8th floor	48,579	0	8th floor	18,566	0	8th floor	7,811	0	74,956		74,956
9th floor	48,579	0	9th floor	18,566	0	9th floor	7,811	0	74,956		74,956
10th floor	48,579	0	10th floor	18,566	0	10th floor	7,811	0	74,956		74,956
11th floor	45,270	0	11th floor	18,226	0	11th floor	7,811	0	71,307		71,307
12th floor	28,595	0	12th floor	18,226	0	12th floor	7,811	0	54,632		54,632
13th floor	26,952	0	13th floor	10,260	0	13th floor	7,811	0	45,023		45,023
14th floor	26,952	0	14th floor	10,260	0	14th floor	7,548	0	44,760		44,760
						15th floor	7,548	0	7,548		7,548
Sub-Total *GSF	649,404			240,834			135,921		1,026,159		
Cellar GSF Deduct		69,937			11,144			15,478		96,558	
Total FAR *GSF	579,467			229,690			120,443				929,601

1. All numbers are subject to change and are approximate figures

2. * Information based on current design dated 11.09.2006, calculated per FAR methodology.

3. ** GSF based on the measured lot area

4. *** Cellar percentage is 69% on Florida Avenue / P-0; then for Commerical is 42% on Lvl-1, 14% on Lvl-2, 13% on Lvl-3; for Residential/Hotel is 23% on Lvl-1, 6% on Lvl-2

Site FAR	Site *GSF	FAR
Lot 811 (MRP) **	102,643	6.90
Lot 23 (Sunoco)	13,578	
Lot 813 (DC)	8,063	
Lot 812 (WMATA)	10,381	
Total Record Lot Area	134,665	



1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not significantly affecting the exterior envelope or the square footage distribution, may occur.
2. Refer to Sheet 313 for dimensions.





1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not significantly affecting the exterior envelope or the square footage distribution, may occur.

2. Refer to Sheet 313 for dimensions.

NOTES:

9'x19' Full Size Parking Spaces: 82
 8'x16' Compact Parking Spaces: 0
 HC: 10
 20' Minimum Drive Aisles Provided
 P0 TOTAL: 92





1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not significantly affecting the exterior envelope or the square footage distribution, may occur.

2. Refer to Sheet 313 for dimensions.

NOTES:

9'x19' Full Size Parking Spaces: 223

8'x16' Compact Parking Spaces: 12

HC: 8

20' Minimum Drive Aisles Provided

P1 TOTAL: 243



MRP REALTY

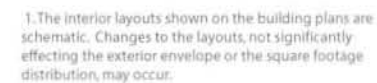
Gensler

Washington Gateway | Washington, D.C.

312 - Development Data - Parking Plans - P1

November 9, 2006

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9'x19' Full Size Parking Spaces: 239
8'x16' Compact Parking Spaces: 12
HC: 3
20' Minimum Drive Aisles Provided

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Commercial Parking Calculations							
Office Building		Code Requirement		Target Market (using BOMA generated RSF)		Provided	
642,404 gsf		642,404 div. by 1800 357		551,544 rsf div. by 1,500 368		368 spaces	
Metrolia Exception - subtract 25% if within 800 ft		25% times 357 89		268 spaces			
Bicycle Parking .05 x number office spaces req =		268 times 0.05 13.3834		13 spaces		13 spaces	
Accessible Spaces (201-300)		per code, included in overall number 7		7 spaces		8 spaces	
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)		7 div. by 8 0.875		1 space		1 space	
				268 spaces		368 spaces	
						368 spaces	
Retail Building		Code Requirement		Target Market (using factors from Sq. 516)		Provided	
7,000 gsf							
Retail = 1.0% of prorated exemption of 3,000 SF = 30 SF exempt		25% x required = 0		0 spaces			
		7,000 minus 30 6,970					
		6,970 div. by 750 9.29333		9 spaces		9 spaces	
Accessible Spaces (0-25)		per code, included in overall number 1		1 spaces		1 spaces	
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)				0 space		0 spaces	
				9		9 spaces	
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