

Washington Gateway

Square 3584

New York and Florida Avenues N.E.

Consolidated Application for Planned Unit Development



Gensler

February 22, 2006

SK&I

Holland+Knight

O C U L U S

**Edwards
AND
Kelcey**

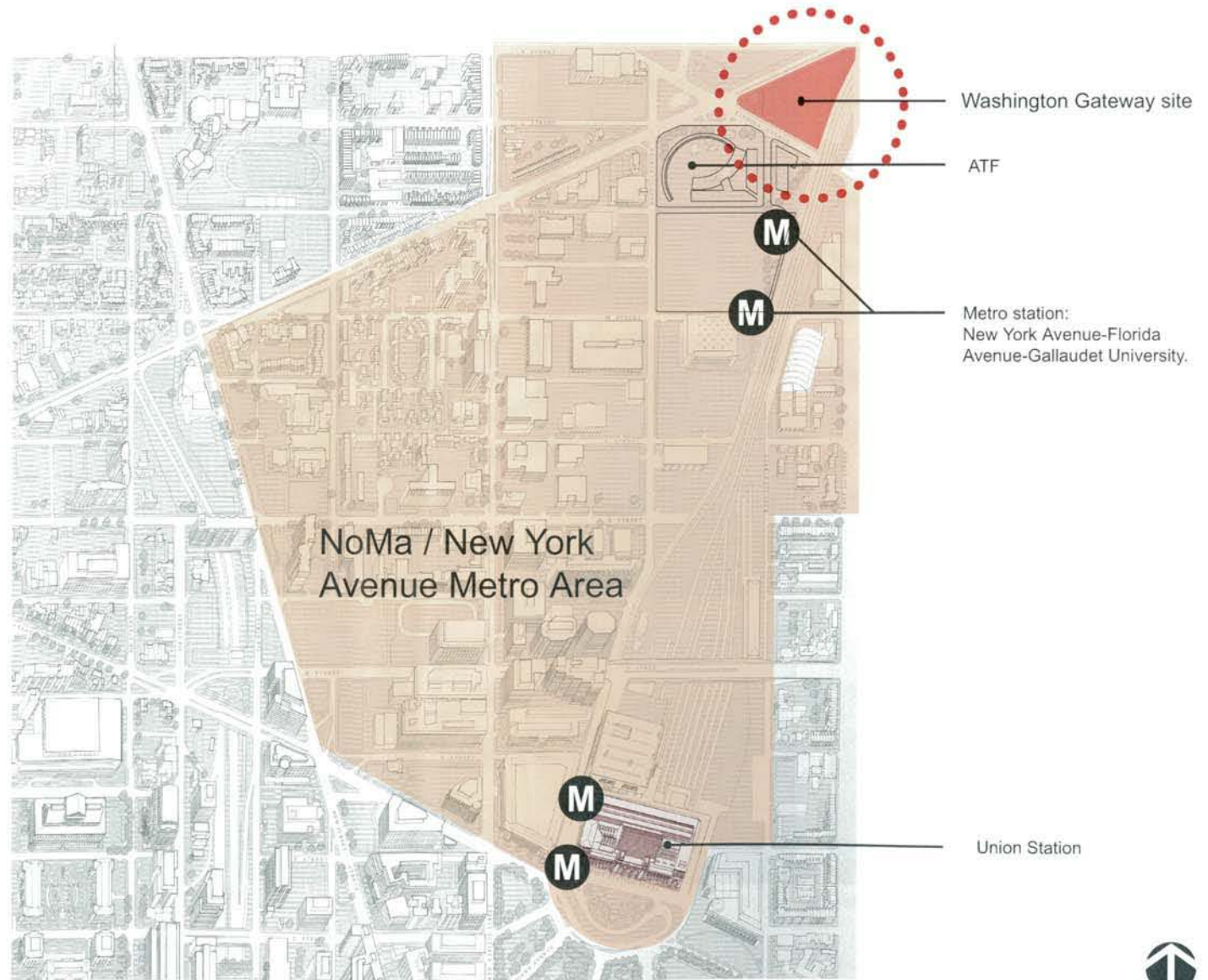
WELLS & ASSOCIATES, LLC
TRAFFIC, TRANSPORTATION, and PARKING CONSULTANTS

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ZONING COMMISSION
CASE NO. 06-19
4
COMMITTEE

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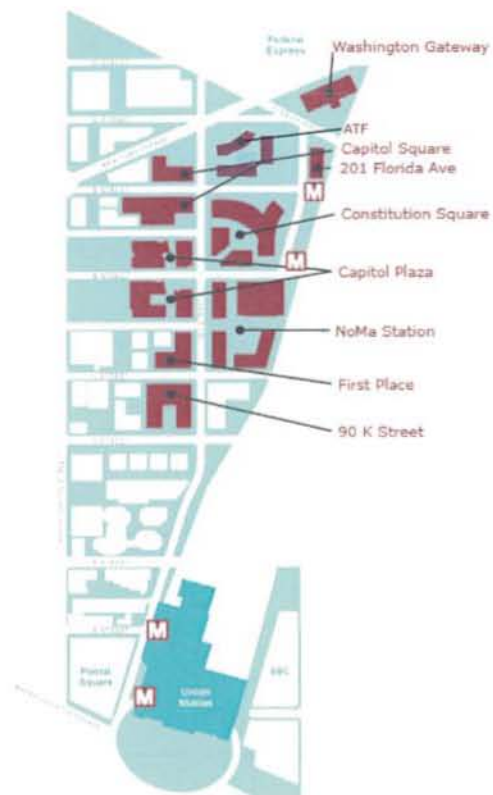
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102 - Location Map

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201 Florida Avenue



90 K Street



ATF Building



Capitol Plaza



Capitol Square



ATF Building



Constitution Square



NoMa Station



First Place



PARCEL ZONING
M

PARCEL ZONING
C-3-C

PARCEL ZONING
C-M-1

PARCEL ZONING
C-3-C

PARCEL ZONING
C-3-C



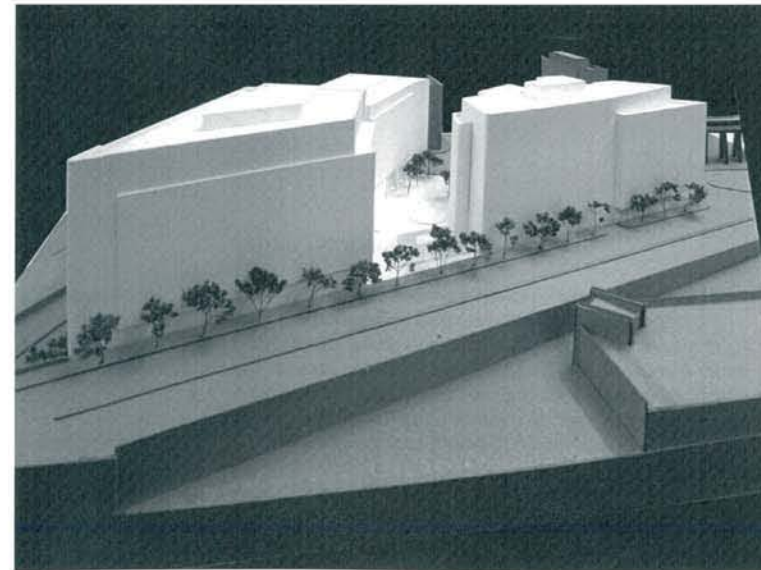


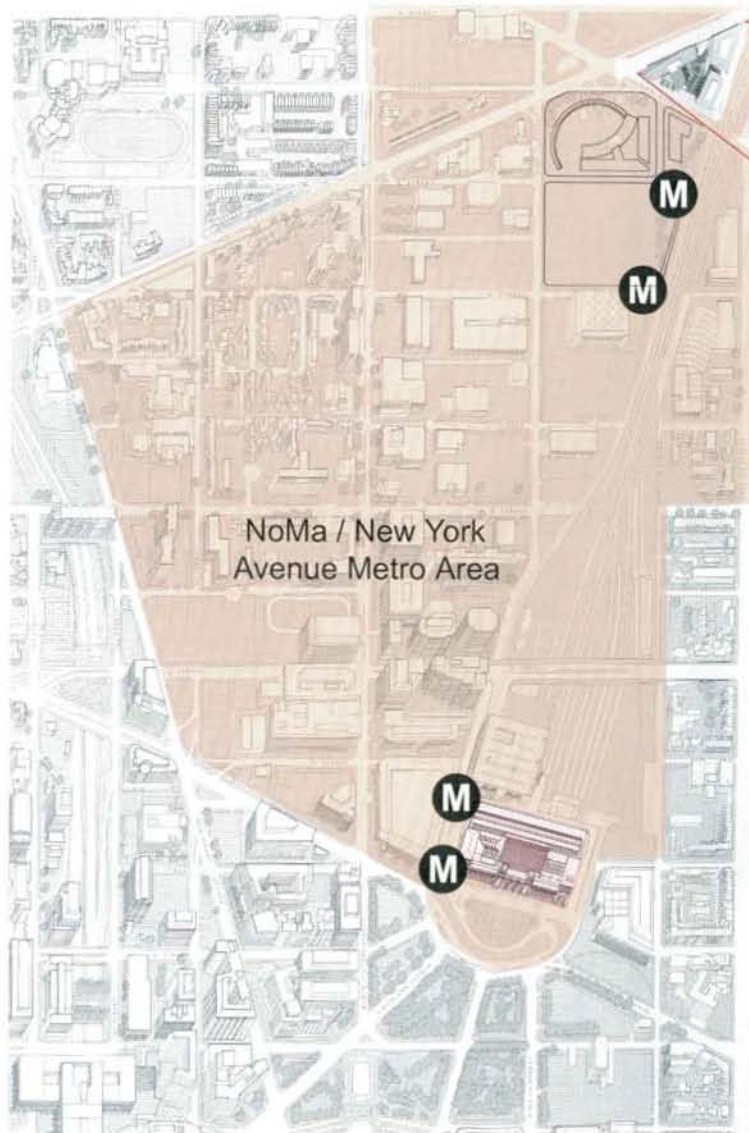
Washington Gateway

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



New York Avenue

Florida Avenue

2nd Street

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.

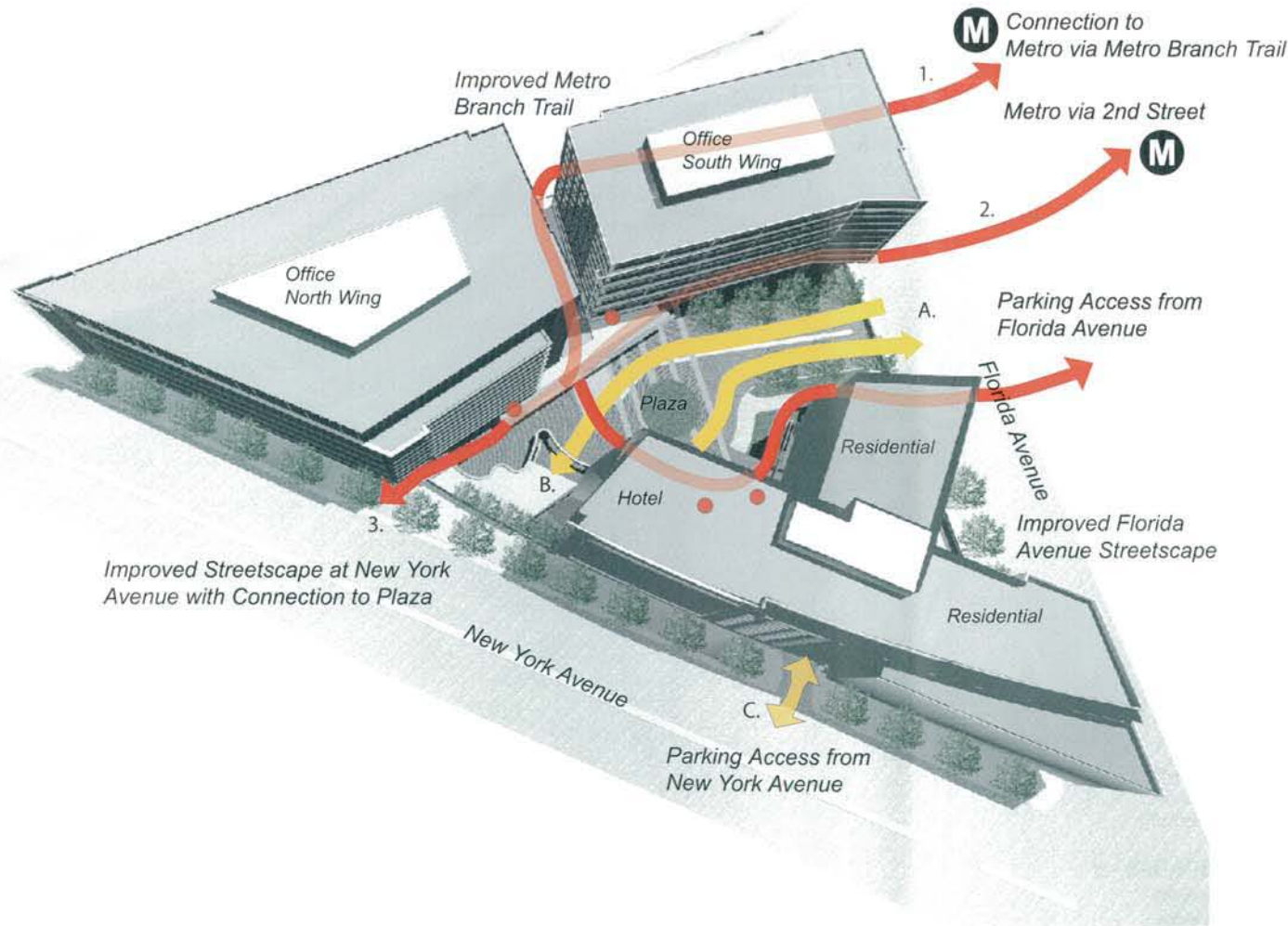
Urban Connection - Pathways

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.
2. - 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 of the Office Building loggia to the entry of that building. They may also continue under the Connecting Canopy to enter the North Wing of the Office Building.
3. - 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 vehicular circulation to occur along this natural path. A new signalized street intersection at Florida provides controlled access.
- B. - Parking for the Office and Residential Buildings can be reached by entering the site from Florida Avenue and proceeding to the Parking entry point at the north end of the site.
- C. - Parking can also be accessed from New York Avenue, with right-in, right-out only traffic.



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 connection point from New York Avenue into the site and through the Plaza to Florida Avenue and the New York Avenue Metro.

3/4 - METRO BRANCH TRAIL

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



The project provides upgrades to the Metro Branch Trail as an amenity to the public. It also creates a graceful connection along the Trail from the Plaza to the New York Metro Rail Station to enhance pedestrian connection to the site.

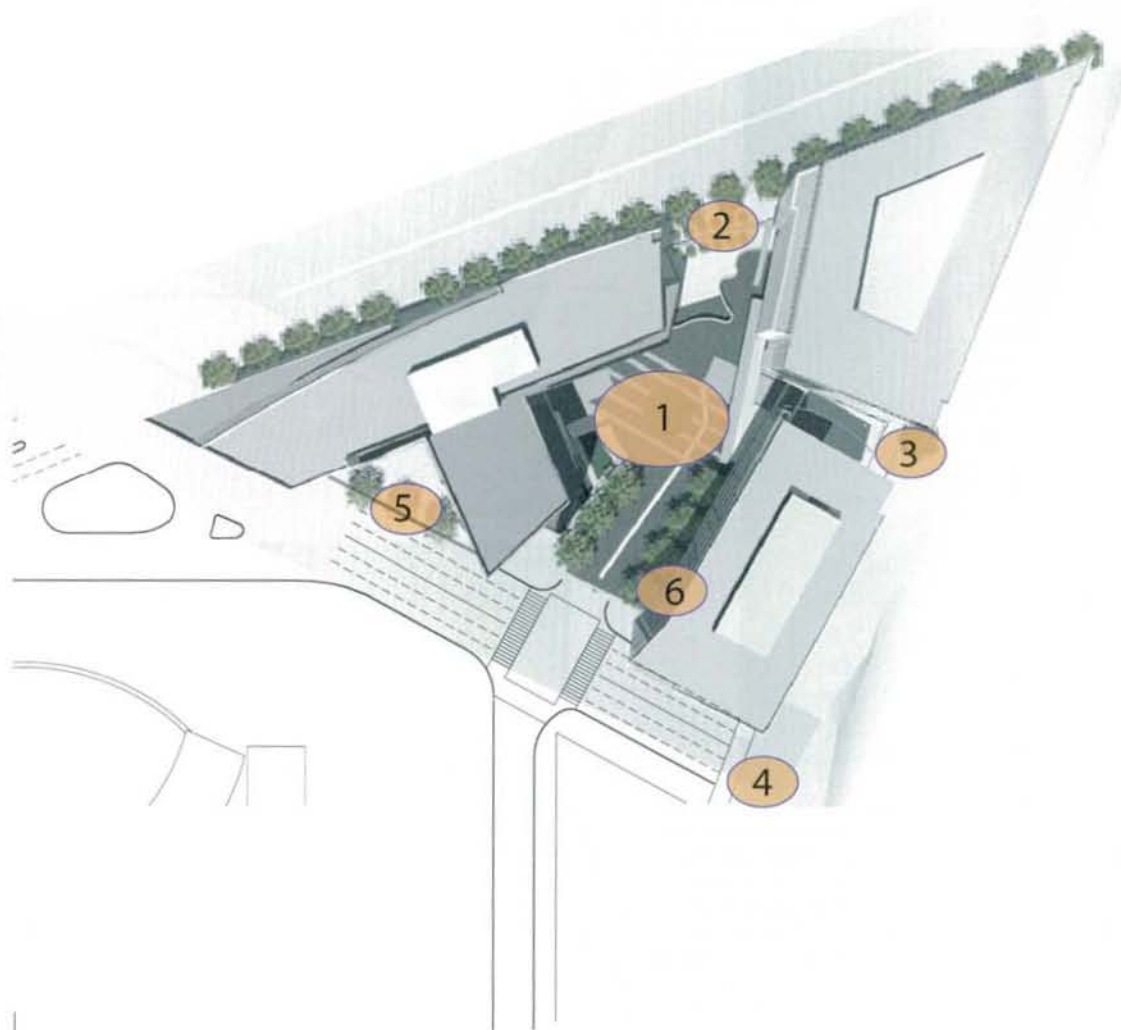
5 - FLORIDA AVENUE

- a. *Pedestrian / Streetscape Improvements*

The project provides streetscape improvements to Florida Avenue, and adds Retail opportunities along its frontage to encourage pedestrian activity.

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.



1 - GREAT URBAN SPACE

Street and Plaza

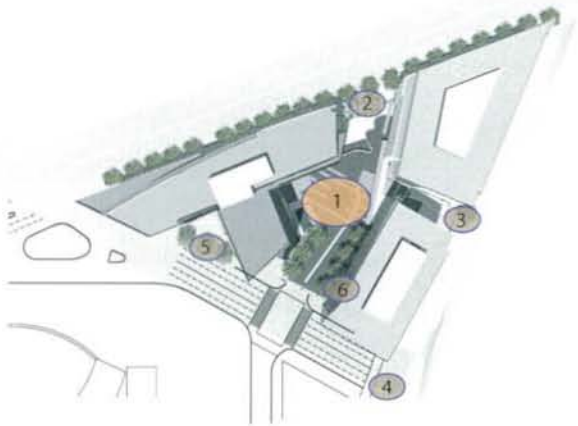
The Washington Gateway Master Plan is organized around an interior Street and Plaza. Like many of the world's great plazas, a single tower element punctuates the defining walls of the space, while the other buildings define its overall spatial boundary.

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

The Connecting Canopy provides a sense of entry and shelter for the Office Building, and canopies at the Hotel and Residential Building similarly articulate arrival points within the overall space.

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



Existing Condition of Site



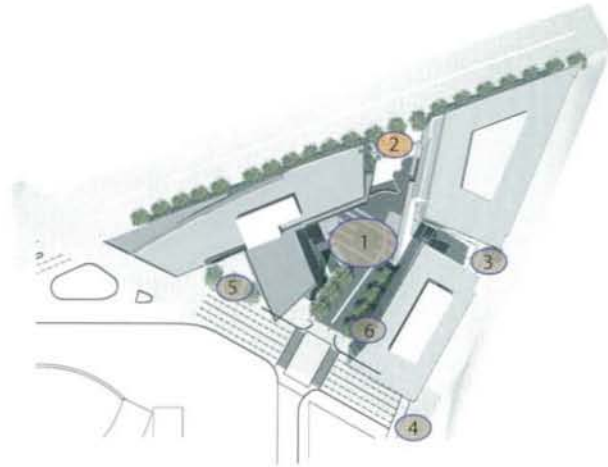
Proposed Upgrade

2b- NEW YORK AVENUE Pedestrian Connection

Street and Connection

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

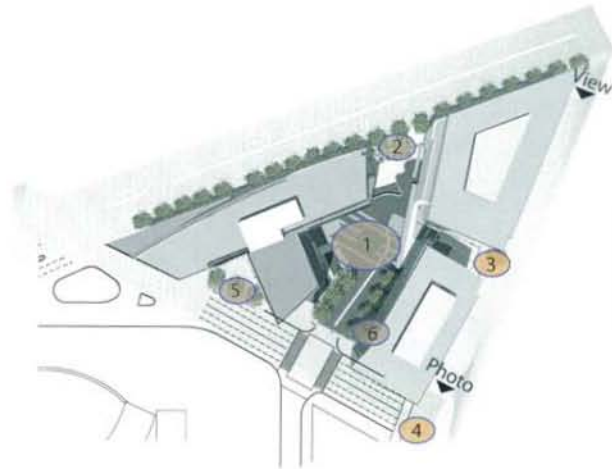


Proposed Upgrade

3/4a- NEW YORK AVENUE Metro Branch Trail Improvements

Overall Upgrade along Project Site

The Metro 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.



Existing Bike Path

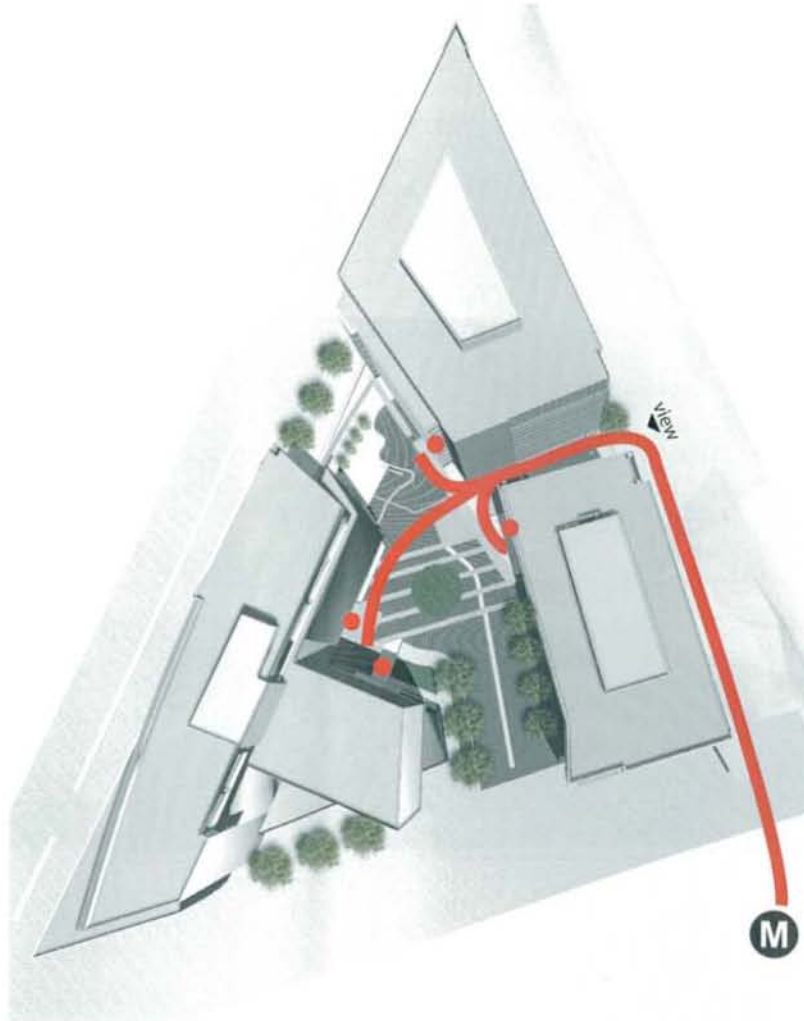
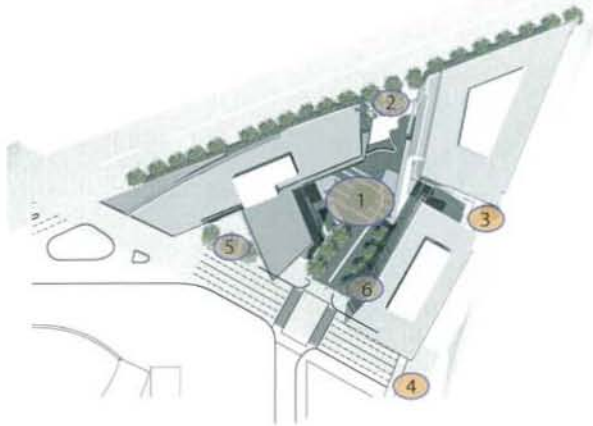
Proposed Upgrade

3/4b- NEW YORK AVENUE Metro Branch Trail Connection to Metro

Improved Metro Connection

The project Master Plan includes improvements to the Metro 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.



New Metro Station

Proposed Upgrade

5- FLORIDA AVENUE Streetscape Improvements

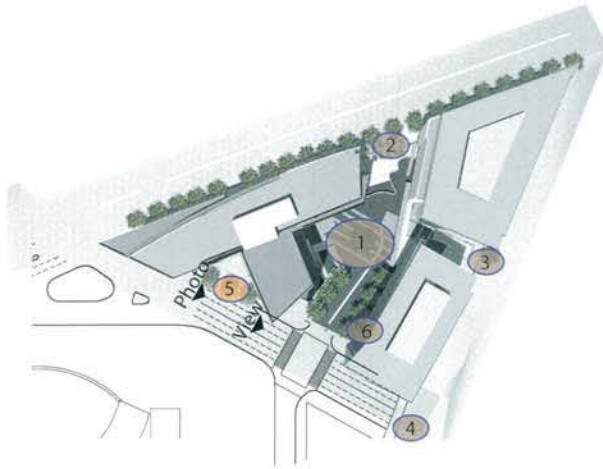
Pedestrian Connections

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 in front of retail areas to provide space 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.

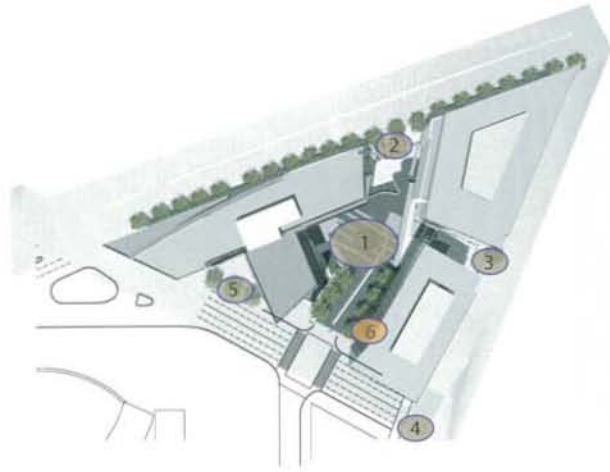


Existing Condition at Florida Avenue



Proposed Upgrade

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

Decorative metal Connecting Canopy and column covers for lightness

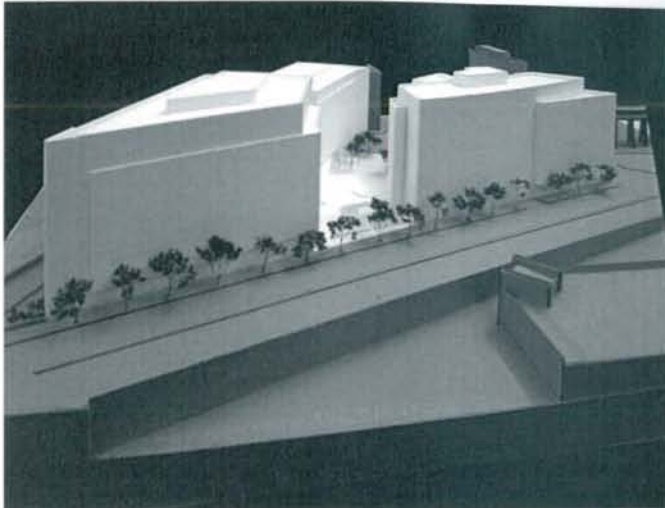
Open areas of glass with stone frame at Plaza at base of buildings

Proposed Upgrade

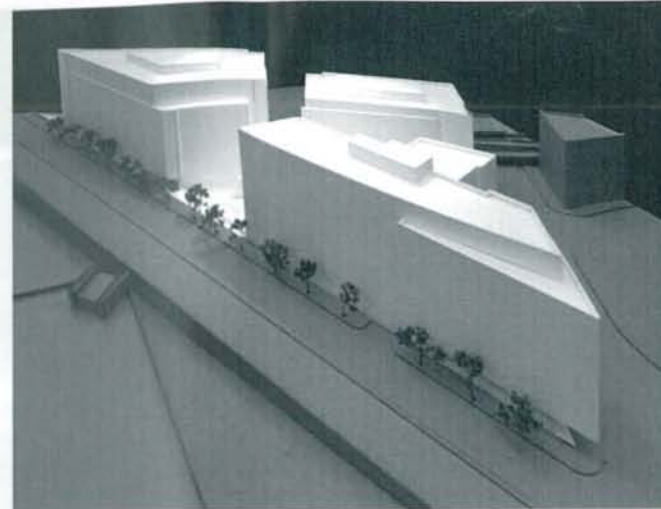
MASSING

Views

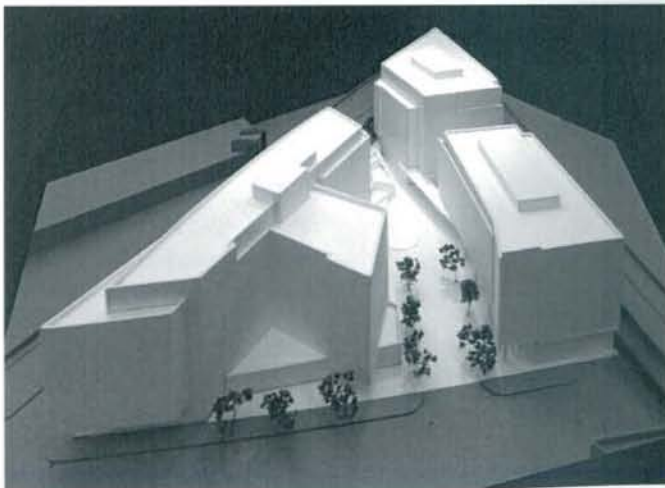
1. View from New York Avenue - NE
2. View from New York Avenue - NW
3. View from Florida Avenue - SW
4. View from Above - S



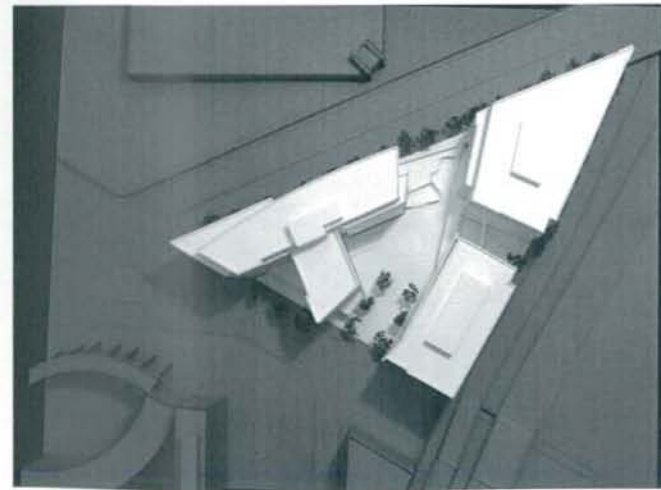
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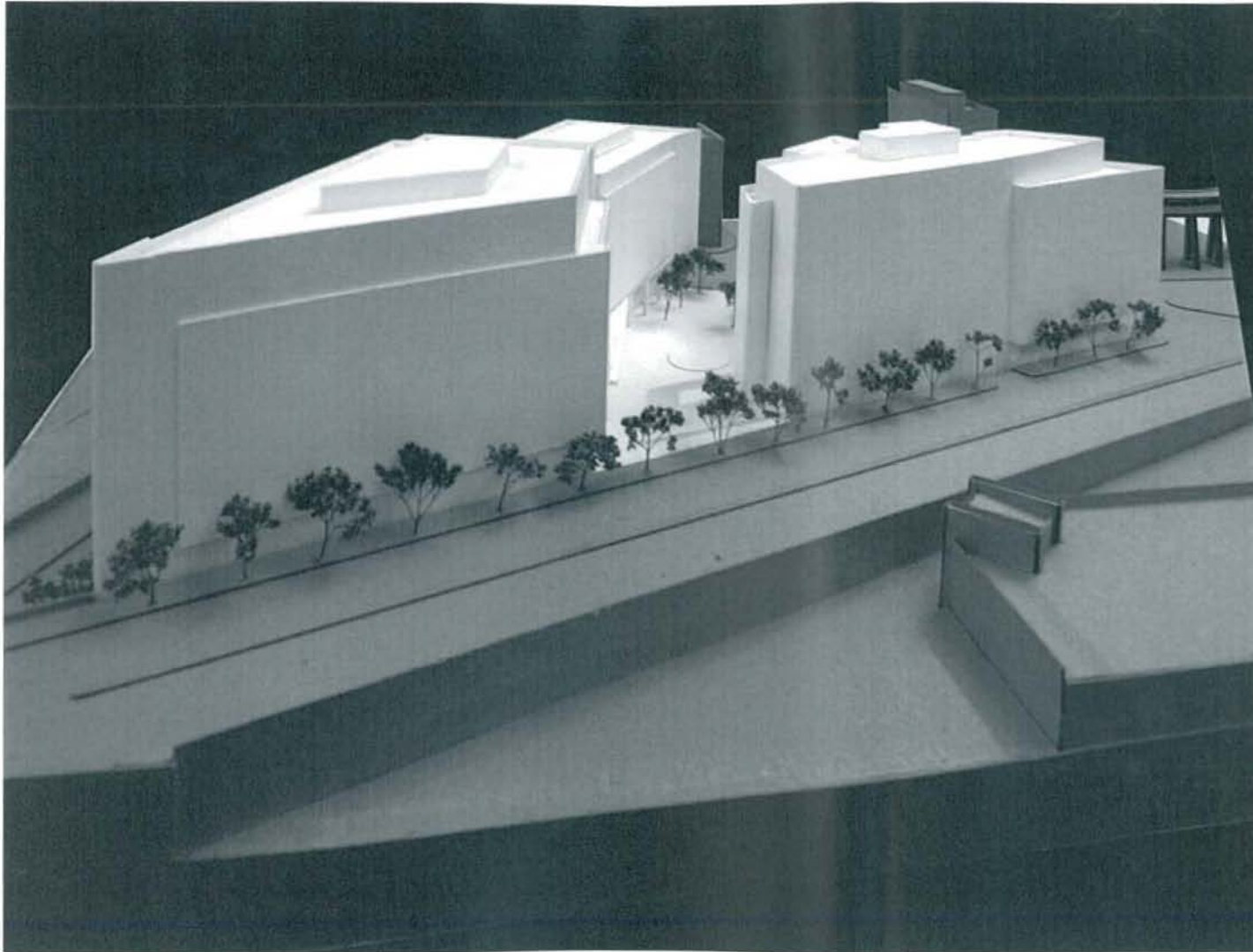


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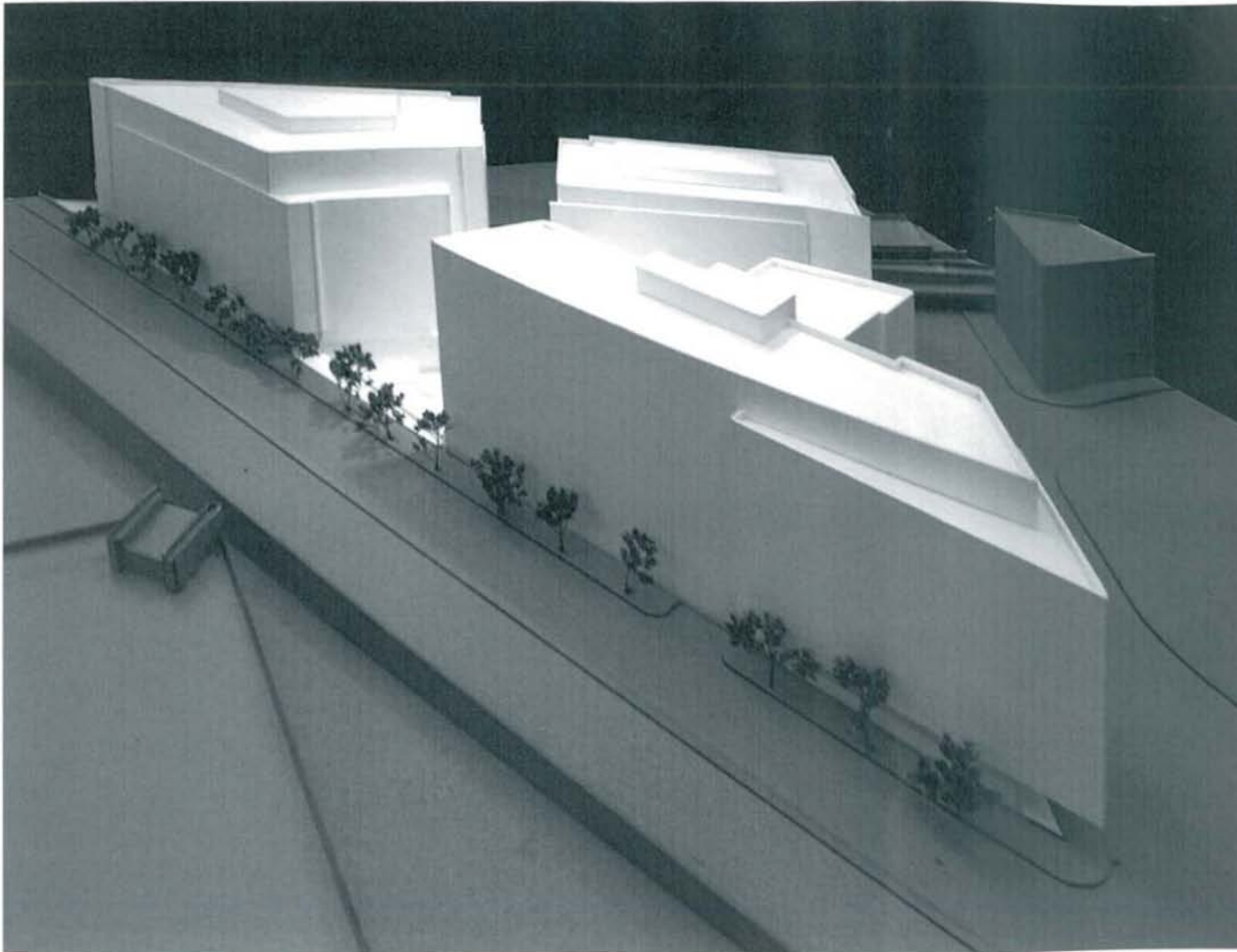


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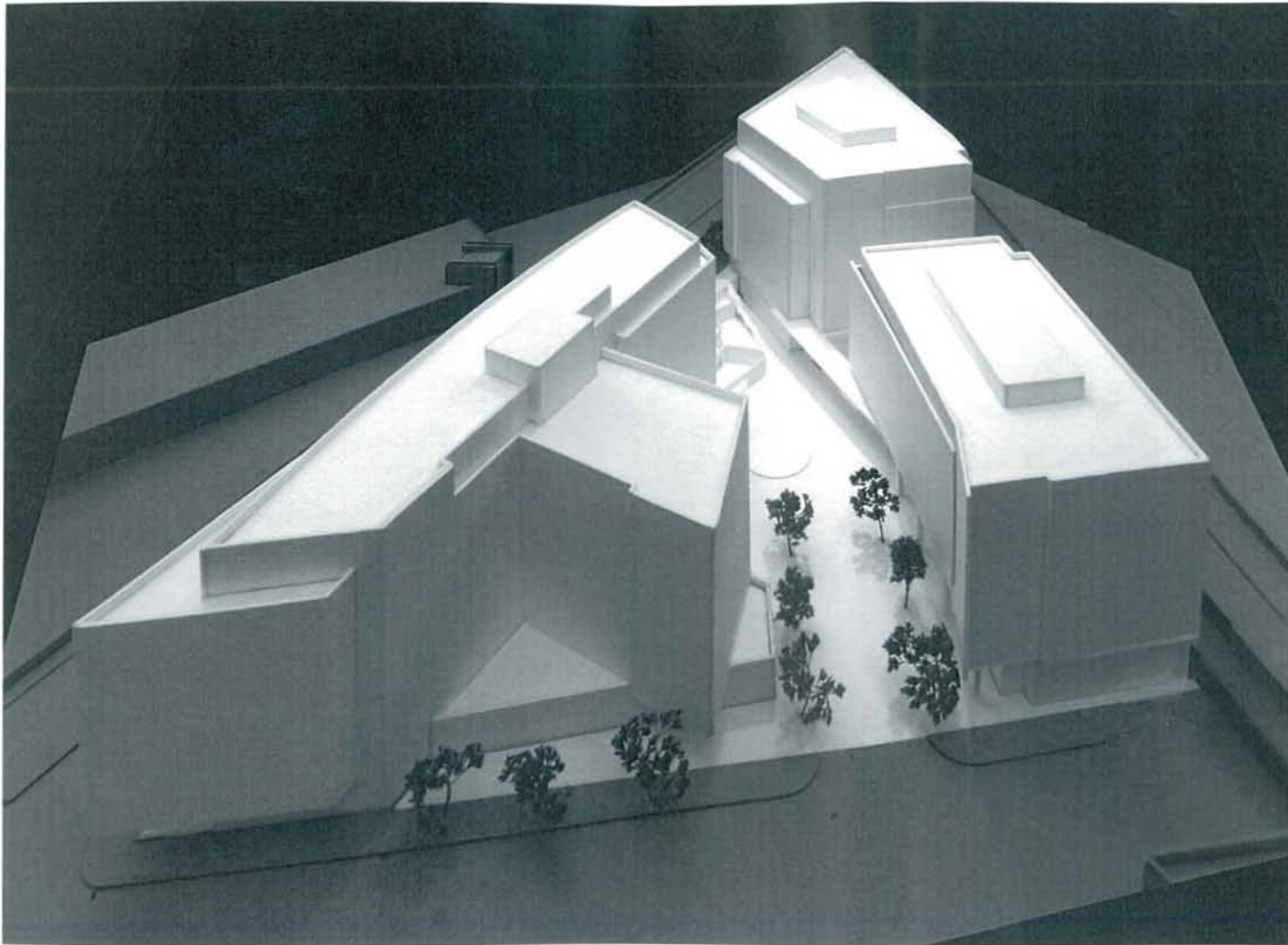
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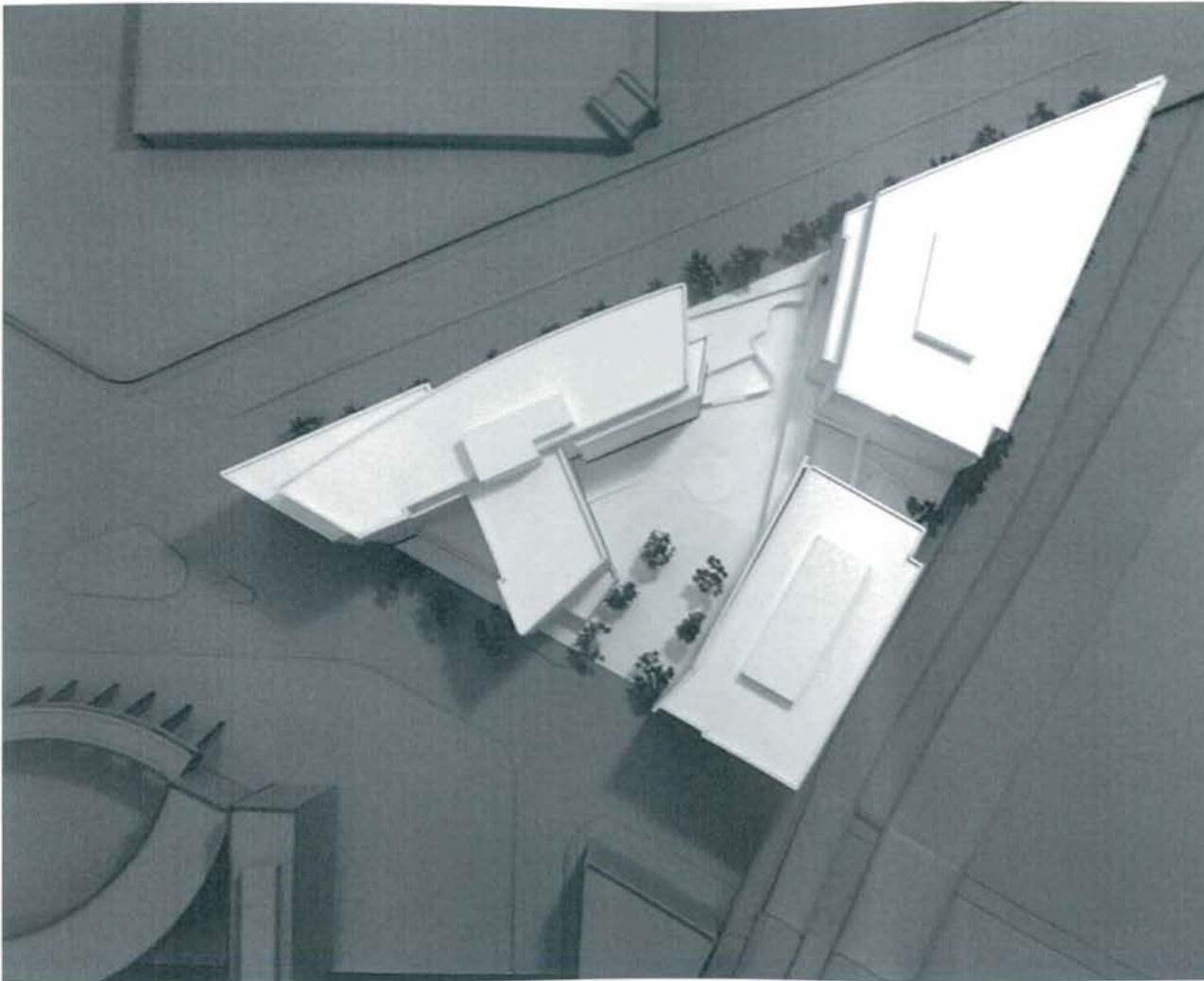
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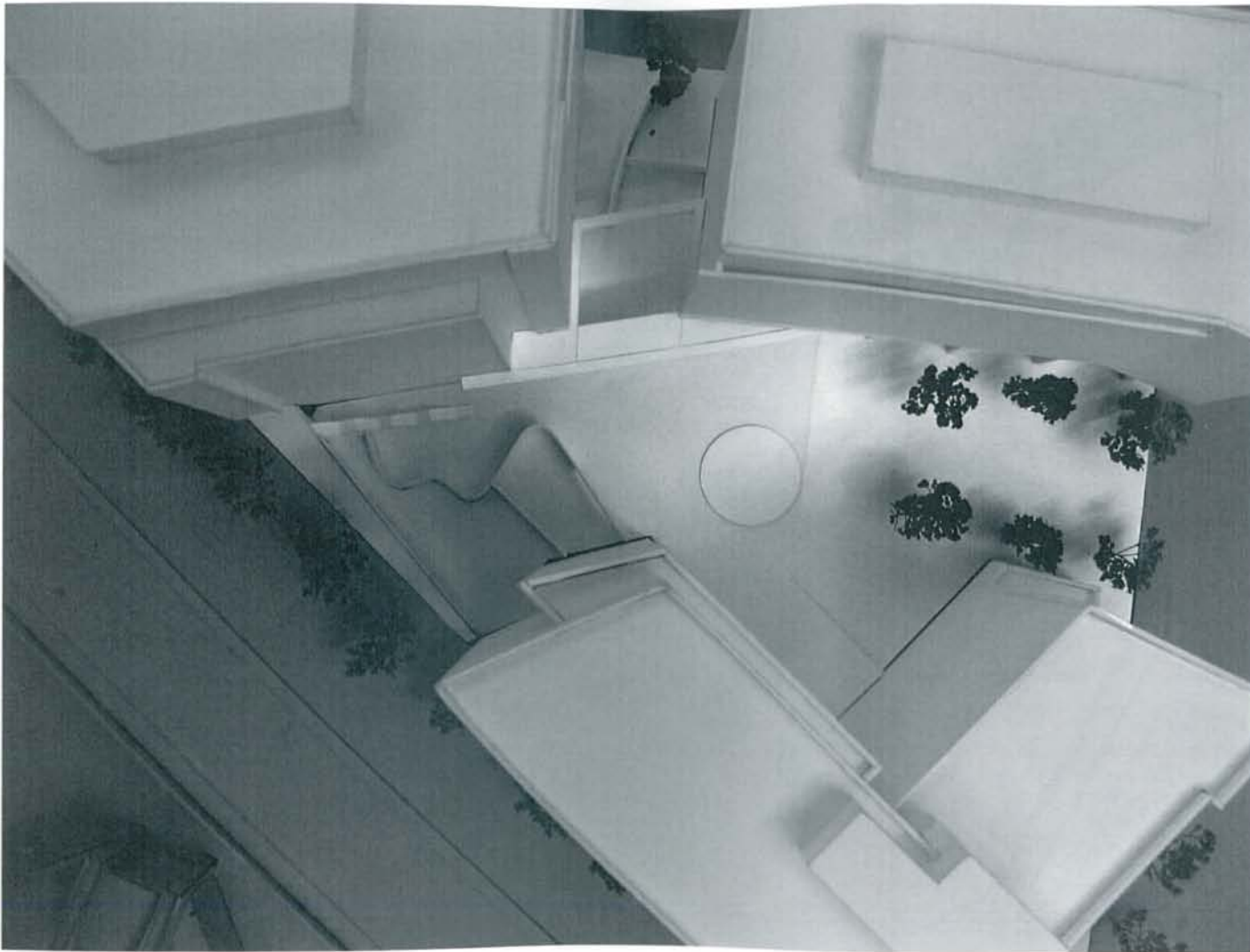
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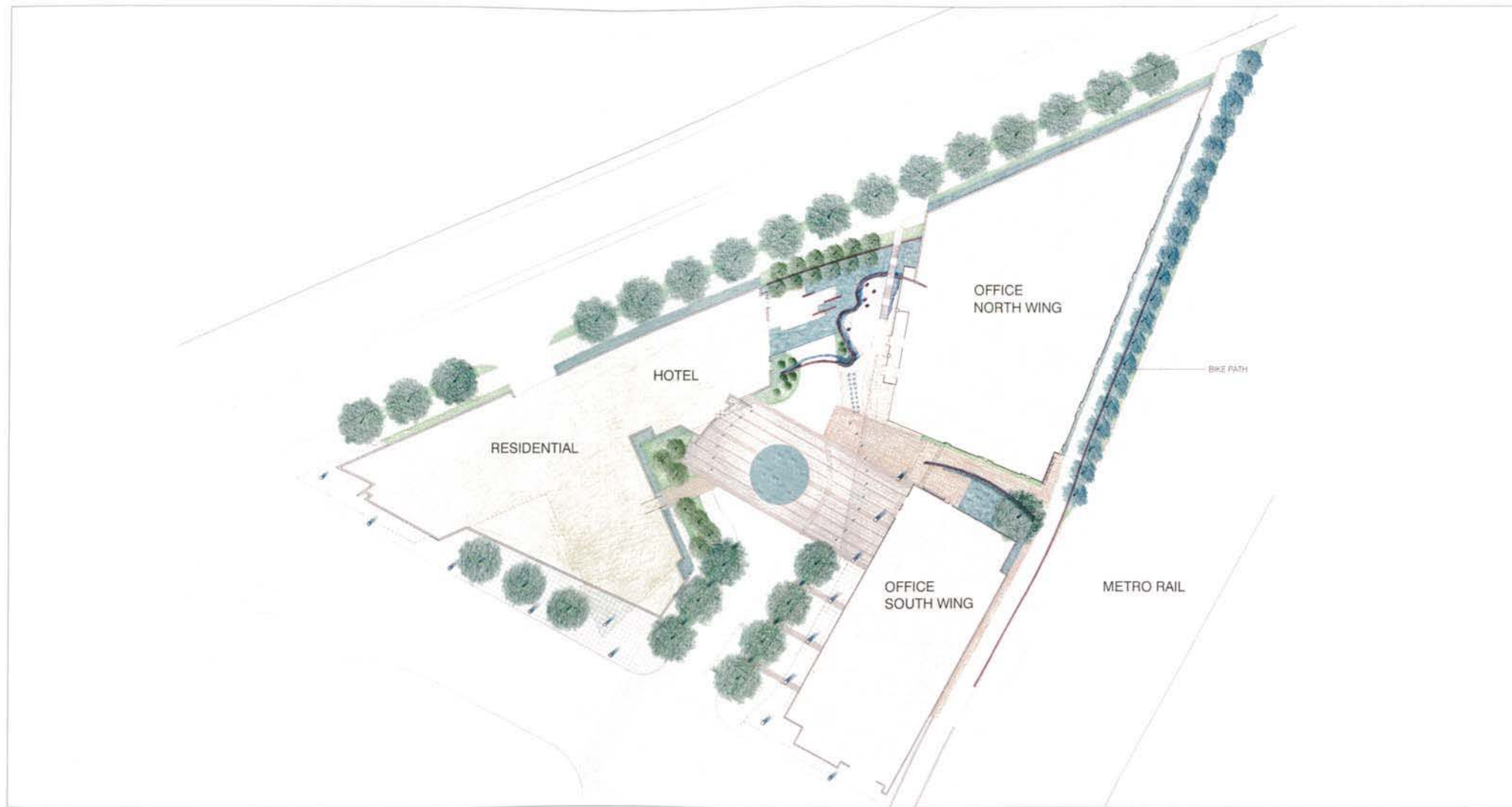


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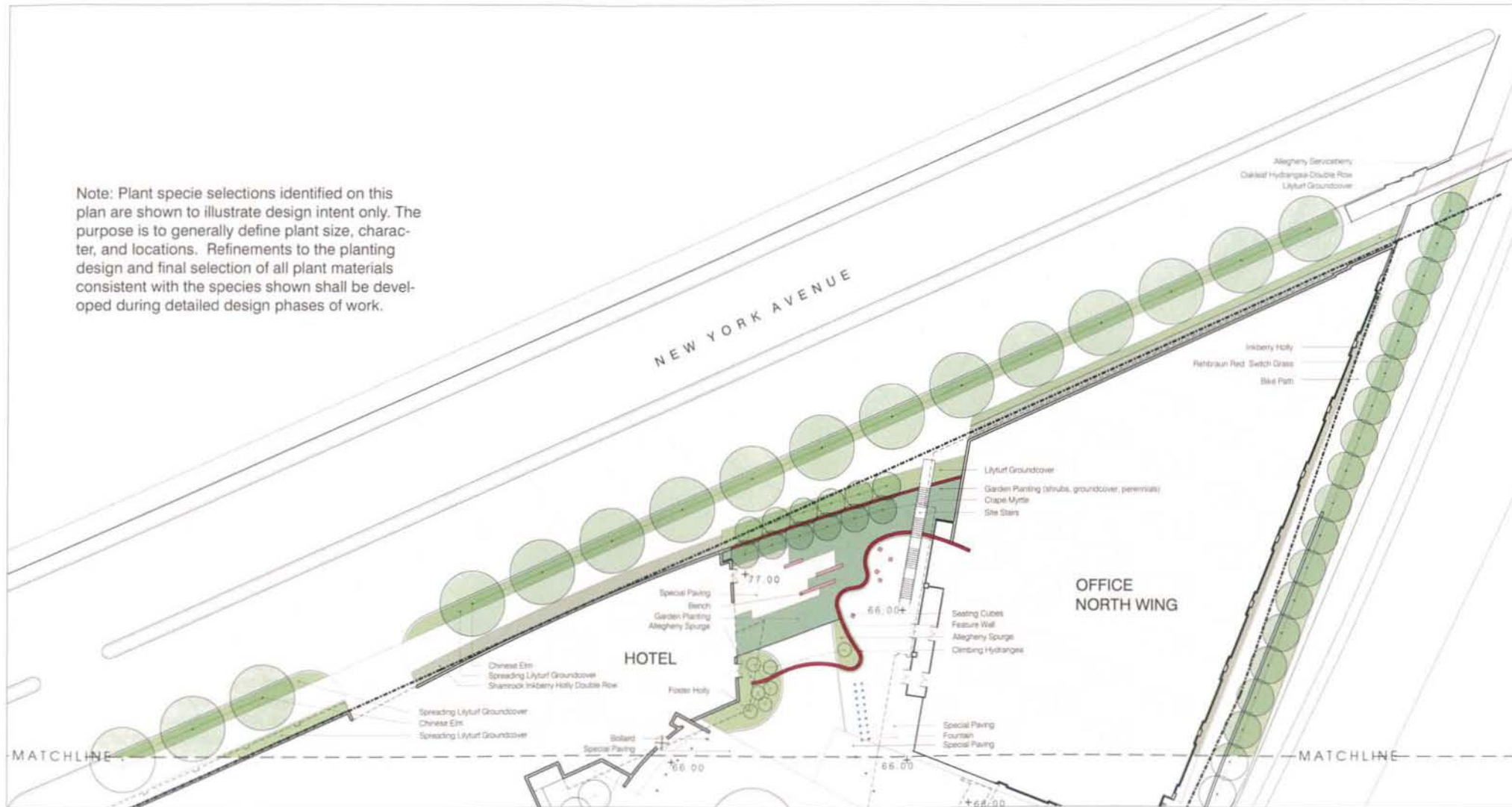


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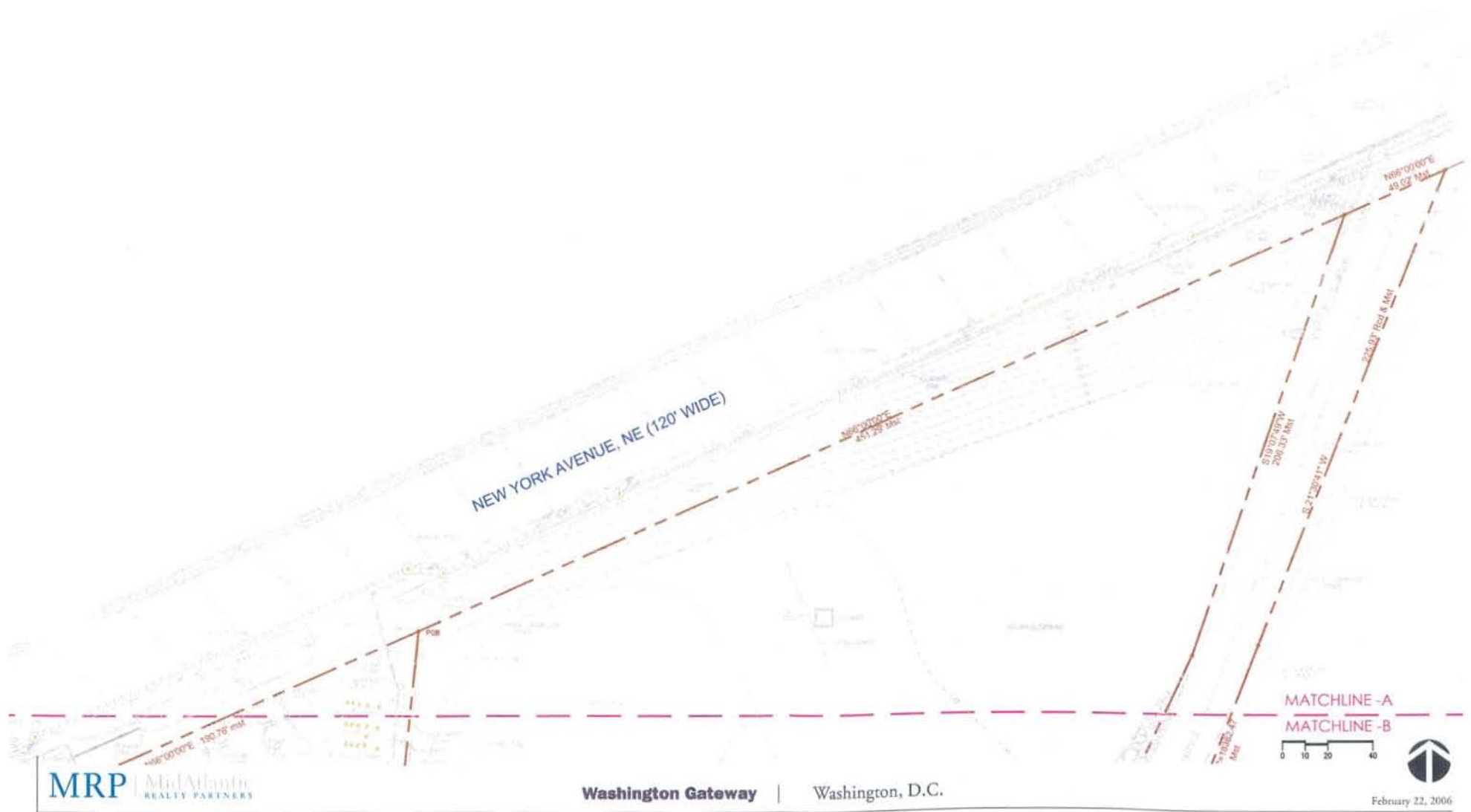




Note: Plant specie selections identified on this plan are shown to illustrate design intent only. The purpose is to generally define plant size, character, and locations. Refinements to the planting design and final selection of all plant materials consistent with the species shown shall be developed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







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204 - Existing Conditions Plan - A

DUST CONTROL MEASURES

1. THE CONTRACTOR SHALL MAINTAIN OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DISPERSION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR MUST PROVIDE CLEAN WHEELS, FREE FROM SALT, OIL, AND OTHER UNDESIRABLE MATERIAL TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL IMPLEMENT 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 PRIOR TO ANY WORK BEING DONE AS REQUIRED TO PREVENT DUST OUTBURSTS.
5. FOR WATER APPLICATION TO UNPAVED SOIL SURFACES, THE CONTRACTOR SHALL:
 - A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DROVAGE PRESSURE GAUGE.
 - B. AVERAGE SPRAY BAR HEIGHT, WHEEL SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF WORKING WITH WATER.
 - C. DISPOSE WATER THROUGH HOSING ON SPRAY BAR AT 30 PSI (12.8 LPM) MINIMUM TEST AREA SHOWN WITHOUT CREATING UNDESIRABLE CONDITIONS SUCH AS FLOODING.

- B. FOR WATER APPLICATION TO SOIL SURFACES DURING REGULATION AND/OR EXCAVATION, THE CONTRACTOR SHALL:
 - A. APPLY WATER WITH EQUIPMENT CONSISTING OF A TANK, PUMP WITH DROVAGE GAUGE, HOSES AND WHEELS.
 - B. LOCATE LINE AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE WETTED WITHOUT INTERFERING WITH REGULATION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP WHEELS SHARP WITHOUT CREATING UNDESIRABLE CONDITIONS SUCH AS FLOODING.
 - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOVEMENT OF SPRAY BEYOND SITE BOUNDARIES.

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

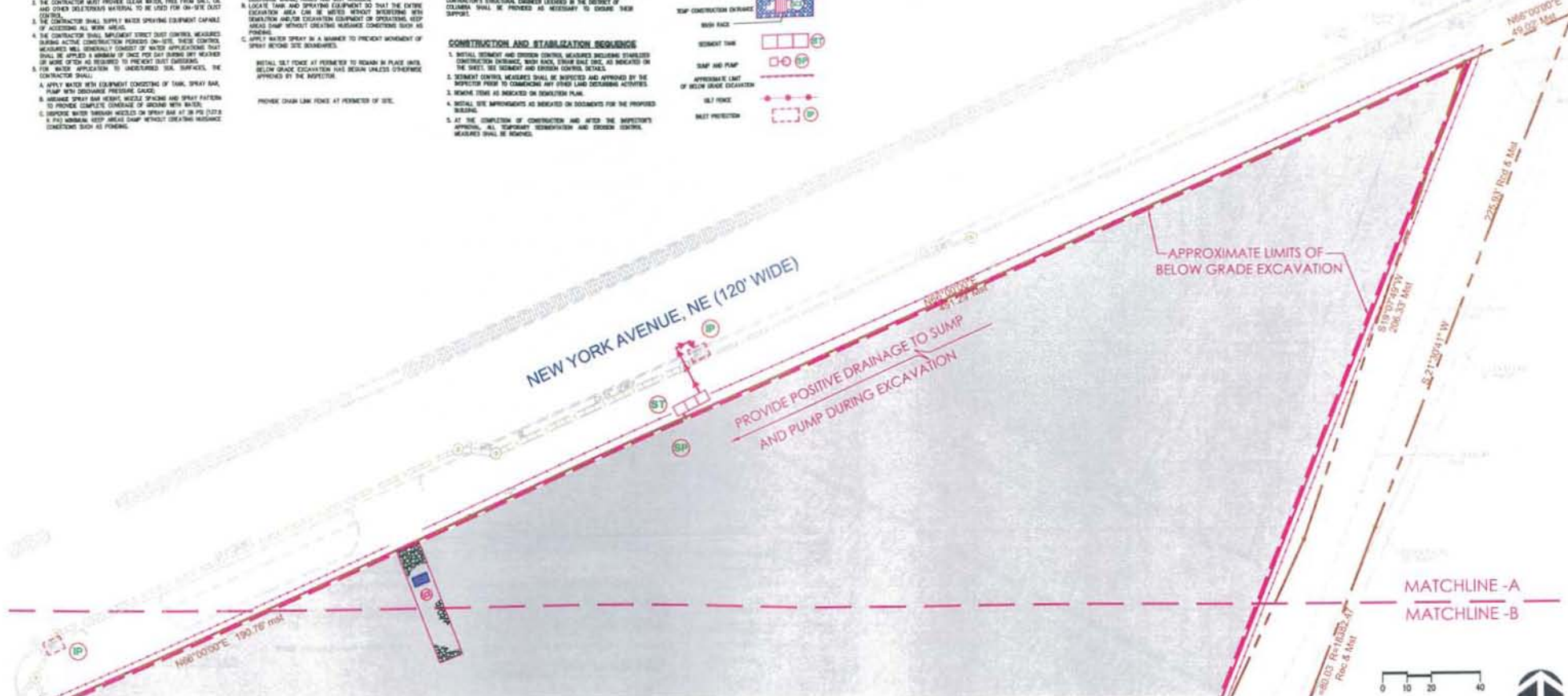
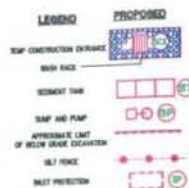
PROTECT CHAIN LINK FENCE AT PERIMETER OF SITE.

NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF SCHEDULING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES, EXISTING BRACKS, AND UNDERPASSES EXISTING 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. INITIAL STORMWATER AND EROSION CONTROL MEASURES INCLUDING CONSTRUCTION EXCAVATION, WITH BACK, OTHER DRAINAGE, AS INDICATED ON THE SHEET, THE 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. BEGINNING STAGE AS INDICATED ON CONSTRUCTION PLAN.
4. INITIAL 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.

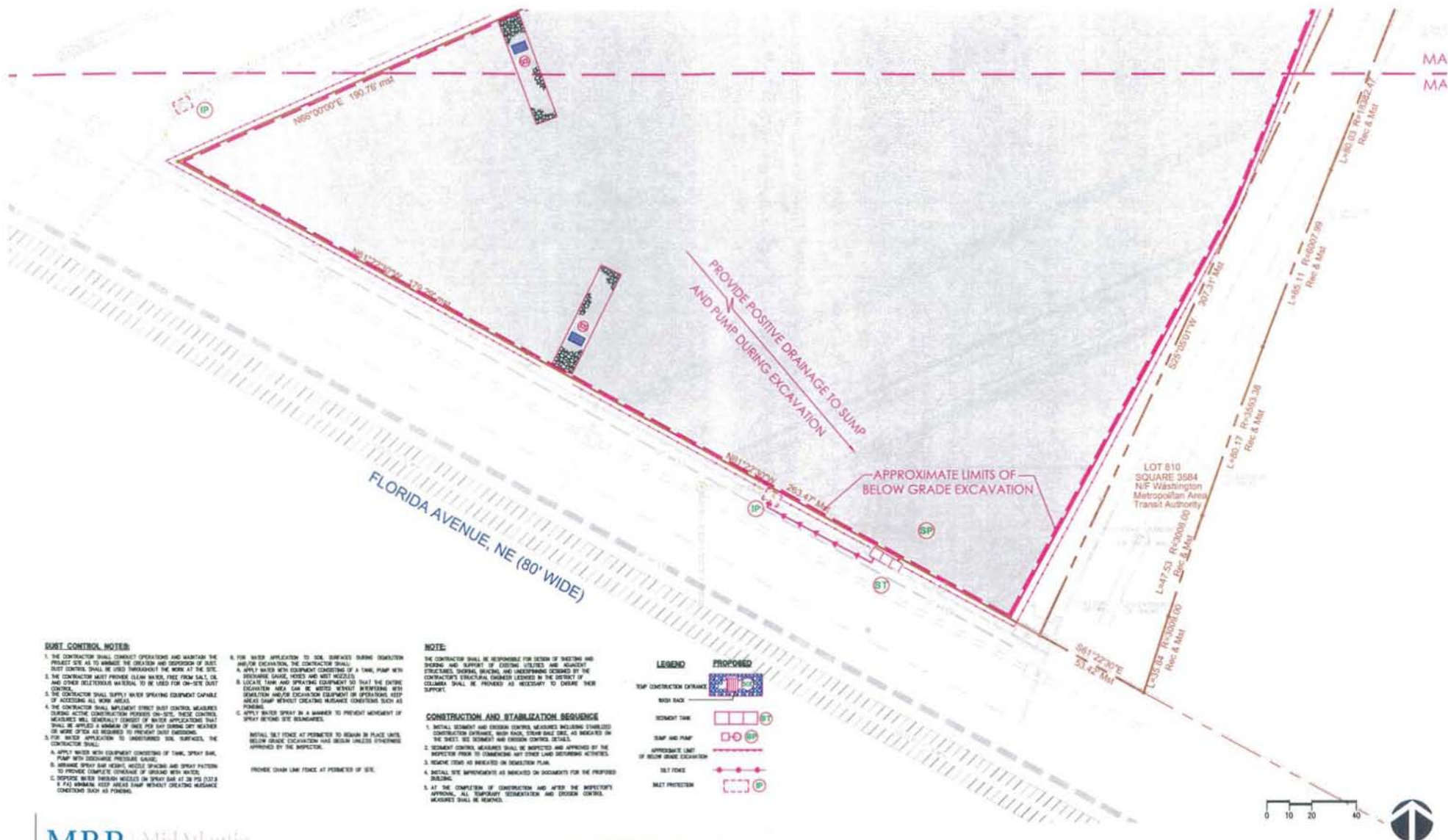


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and Kelcey**

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206 - Sediment and Erosion Control Plan - A



EROSION CONTROL NOTES:

1. THE CONTRACTOR SHALL CONDUCT OPERATIONS AND MAINTAIN THE PROJECT SITE AS TO MINIMIZE THE CREATION AND DEPOSITION OF DUST. DUST CONTROL SHALL BE USED THROUGHOUT THE WORK AT THE SITE.
2. THE CONTRACTOR SHALL PROVIDE CLEAN WATERS, FREE FROM SALT, OIL AND OTHER DELETERIOUS MATERIALS TO BE USED FOR ON-SITE DUST CONTROL.
3. THE CONTRACTOR SHALL SUPPLY WATER SPRAYING EQUIPMENT CAPABLE OF ACCESSING ALL WORK AREAS.
4. THE CONTRACTOR SHALL IMPLEMENT DUST CONTROL MEASURES DURING ACTIVE CONSTRUCTION PERIODS ON-SITE. THESE CONTROL MEASURES WILL GENERALLY CONSIST OF WATER APPLICATIONS THAT SHALL BE APPLIED A MINIMUM OF ONCE PER DAY DURING DRY WEATHER OR MORE OFTEN AS REQUIRED TO PREVENT DUST EMISSIONS.
5. FOR WATER APPLICATION TO UNIMPROVED SOIL SURFACES, THE CONTRACTOR SHALL:
 - A. APPLY WATER WITH EQUIPMENT CONSISTING OF TANK, SPRAY BAR, PUMP WITH DISCHARGE PRESSURE GAUGE.
 - B. WINDMILL SPRAY BAR HEIGHT, NOZZLE SPACING AND SPRAY PATTERN TO PROVIDE COMPLETE COVERAGE OF SPRINK WITH WATER.
 - C. DISPERSE WATER THROUGH NOZZLES ON SPRAY BAR AT 20 PSI (12.1) PSI MINIMUM. KEEP AREAS SHARP WITHOUT CREATING RESURGE CONDITIONS SUCH AS PONDING.

- A. 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, NOZZLES AND WATER NOZZLES.
 - B. LOCATE TANK AND SPRAYING EQUIPMENT SO THAT THE ENTIRE EXCAVATION AREA CAN BE WETTED WITHOUT INTERFERING WITH DEMOLITION AND/OR EXCAVATION EQUIPMENT OR OPERATIONS. KEEP AREAS SHARP WITHOUT CREATING RESURGE CONDITIONS SUCH AS PONDING.
 - C. APPLY WATER SPRAY IN A MANNER TO PREVENT MOUNDING OF SPRAY BEYOND SITE BOUNDARIES.

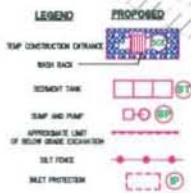
PROVIDE CHAIN LINK FENCE AT PERIMETER OF SITE.

NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF TRACTING AND TIEING AND SUPPORT OF EXISTING UTILITIES AND ADJACENT STRUCTURES, SIGNALS, RAISING, AND UNDERPASSING DESIGNED 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. INITIAL DEMOLITION AND EROSION CONTROL MEASURES INCLUDING CONSTRUCTION OF EXCAVATION, WIND BARR, STORM DRAIN, AND AS REQUIRED BY THE SHEET, SEE DEMOLITION AND EROSION CONTROL DETAILS.
2. DEMOLITION CONTROL MEASURES SHALL BE MONITORED AND APPROVED BY THE INSPECTOR PRIOR TO COMMENCING ANY OTHER LAND DISTURBING ACTIVITIES.
3. RECORD STORM AS PROVIDED ON DEMOLITION PLANS.
4. INITIAL SITE IMPROVEMENTS AS INDICATED ON DOCUMENTS FOR THE PROPOSED BUILDING.
5. AT THE COMPLETION OF CONSTRUCTION AND AFTER THE INSPECTOR'S APPROVAL, ALL TEMPORARY DEMOLITION AND EROSION CONTROL MEASURES SHALL BE REMOVED.



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207 - Sedimentation and Erosion Control Plan - B

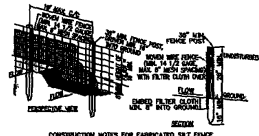
0 10 20 40



February 22, 2006

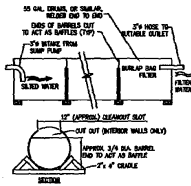
DESCRIPTION	UNIT	AVERAGE DAILY SEWAGE FLOW		AVERAGE DAILY WATER CONSUMPTION
		FLOW/UNIT (GPD/UNIT)	TOTAL FLOW (GPD)	
APARTMENT (AVE. 878 GPD)	250	300	75,000	
HOTEL (AVE. 560 GPD)	170	130	22,100	
TOTAL			97,100	106,810
		USE	106,800 GPD	116,900 GPD

NOTE: STORMWATER MANAGEMENT FACILITIES AND SEDIMENT/EROSION CONTROLS TO MEET THE REQUIREMENTS OF THE DISTRICT OF COLUMBIA, DEPARTMENT OF HEALTH, ENVIRONMENTAL ADMINISTRATION WATERSHED PROTECTION DIVISION AND WILL BE PROVIDED BY MEANS OF A COMBINATION OF SAND/FILTER STRUCTURES AND GREENROOF ON PORTION OF THE RESIDENTIAL BUILDING TO BE APPROVED BY DOH.



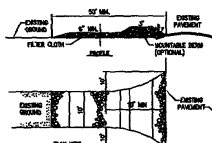
- CONSTRUCTION NOTES FOR FANFOLDABLE SILT FENCE**
1. SILT FENCE SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
 2. SILT FENCE SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
 3. SILT FENCE SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
 4. SILT FENCE SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.

SILT FENCE
(NOT TO SCALE)



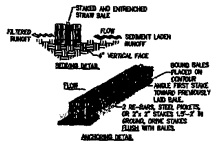
PORTABLE SEDIMENT TANK
(NOT TO SCALE)

- CONSTRUCTION NOTES:**
1. CLEAN OUT THE SEDIMENT TANK WHEN ONE THIRD (1/3) IS FILLED WITH SOIL.
 2. SILT TRAPS ARE USED AS AN EXAMPLE OF HOW TO PREVENT SEDIMENTATION FROM THE TANK AND ARE NOT TO BE USED.
 3. ALL SEDIMENT COLLECTED IN THE TANK SHALL BE REMOVED IN A MANNER THAT DOES NOT CAUSE POLLUTION.
 4. TANKS SHOULD BE MAINTAINED IN A MANNER THAT DOES NOT CAUSE POLLUTION.



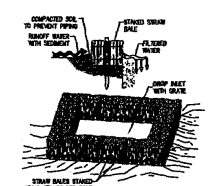
STABILIZED CONSTRUCTION ENTRANCE
(NOT TO SCALE)

- CONSTRUCTION NOTES:**
1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A MANNER THAT DOES NOT CAUSE POLLUTION.
 2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A MANNER THAT DOES NOT CAUSE POLLUTION.
 3. STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A MANNER THAT DOES NOT CAUSE POLLUTION.
 4. STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A MANNER THAT DOES NOT CAUSE POLLUTION.



STRAW BALE DROP MAT
(NOT TO SCALE)

- CONSTRUCTION NOTES:**
1. STRAW BALE DROP MAT SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
 2. STRAW BALE DROP MAT SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
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(NOT TO SCALE)

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STRAW BALE DROP MAT
(NOT TO SCALE)

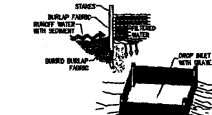


STRAW BALE DROP MAT
(NOT TO SCALE)



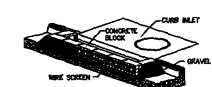
STRAW BALE DROP MAT
(NOT TO SCALE)

- CONSTRUCTION NOTES:**
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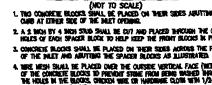


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(NOT TO SCALE)

- CONSTRUCTION NOTES:**
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STRAW BALE DROP MAT
(NOT TO SCALE)

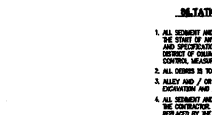


STRAW BALE DROP MAT
(NOT TO SCALE)



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(NOT TO SCALE)

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STRAW BALE DROP MAT
(NOT TO SCALE)

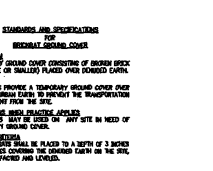
- CONSTRUCTION NOTES:**
1. STRAW BALE DROP MAT SHALL BE PLACED SECURELY TO PREVENT WIND FROM LIFTING IT UP.
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STRAW BALE DROP MAT
(NOT TO SCALE)

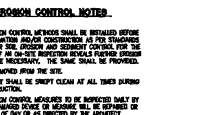


STRAW BALE DROP MAT
(NOT TO SCALE)



STRAW BALE DROP MAT
(NOT TO SCALE)

- CONSTRUCTION NOTES:**
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STRAW BALE DROP MAT
(NOT TO SCALE)



STRAW BALE DROP MAT
(NOT TO SCALE)

Not to scale



February 22, 2006

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REALTY PARTNERS

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210 - Sedimentation and Erosion Control Details

LEGEND:

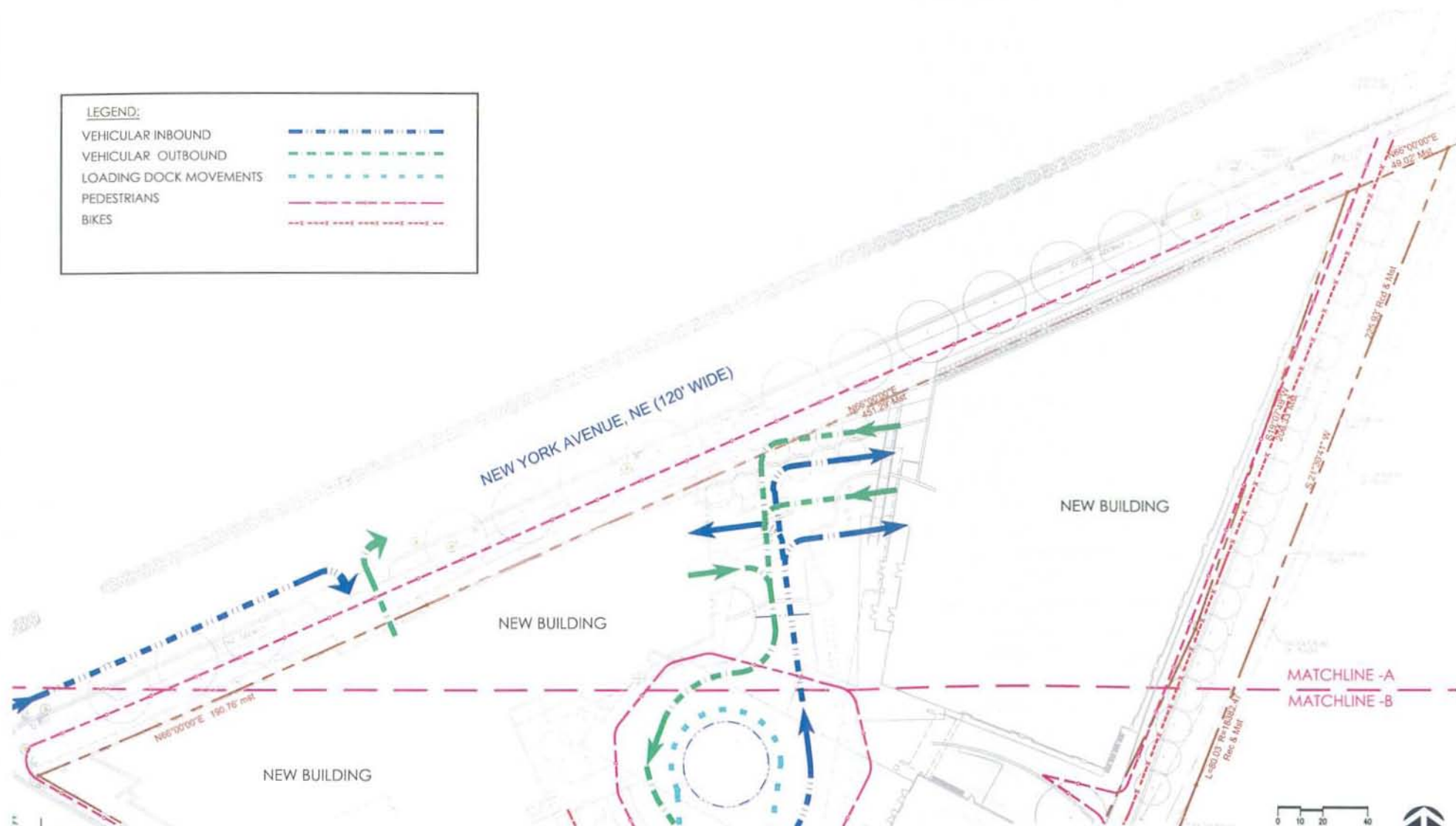
VEHICULAR INBOUND

VEHICULAR OUTBOUND

LOADING DOCK MOVEMENTS

PEDESTRIANS

BIKES

MRP | Mid Atlantic
REALTY PARTNERS

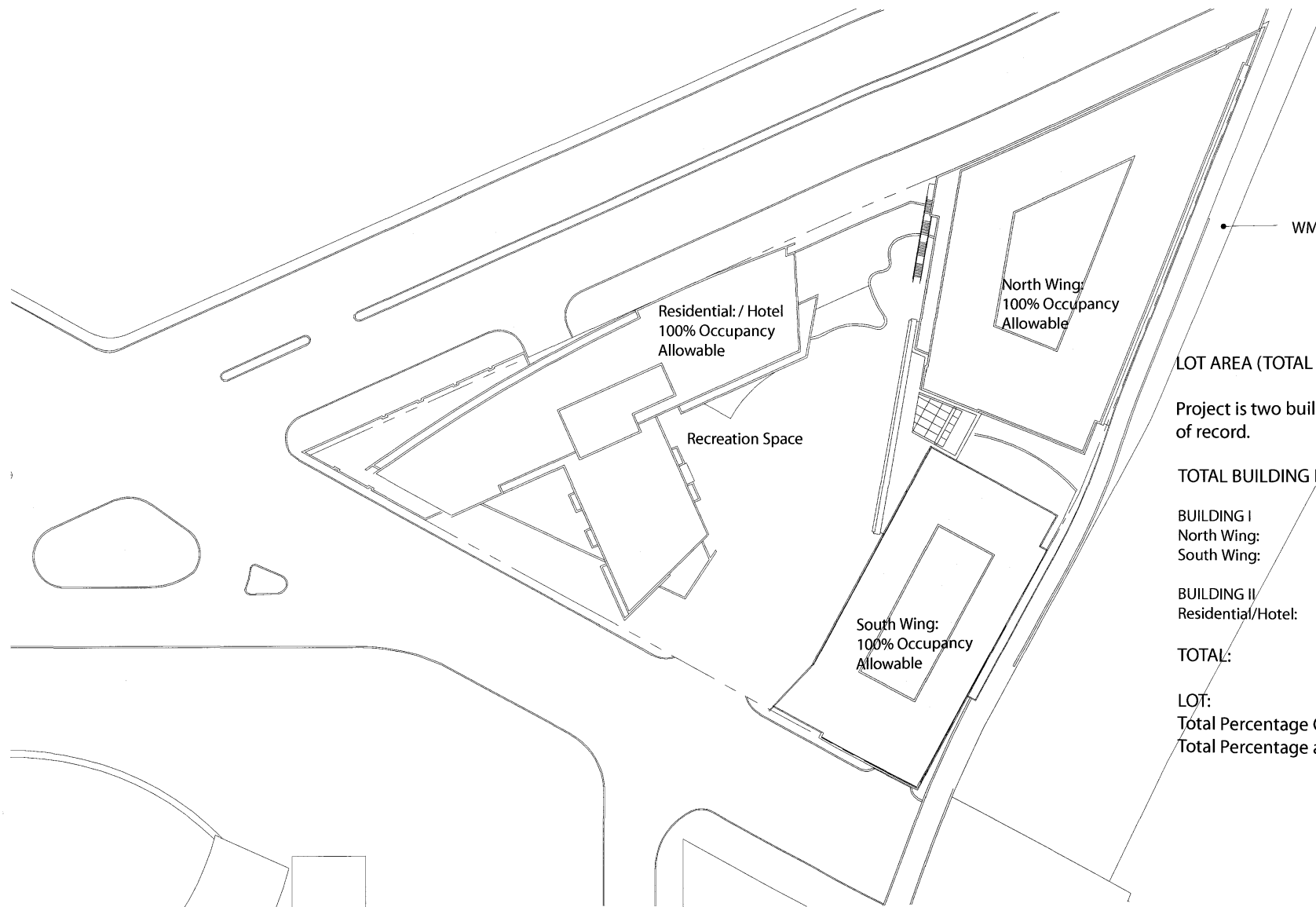
**Edwards
AND Kelcey**

Washington Gateway | Washington, D.C.

211 - Circulation Plan - A

February 22, 2006





WMATA: 20,754 gsf.

LOT AREA (TOTAL SITE): 134,591 gsf.

Project is two buildings on a single lot of record.

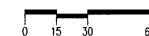
TOTAL BUILDING FOOTPRINT

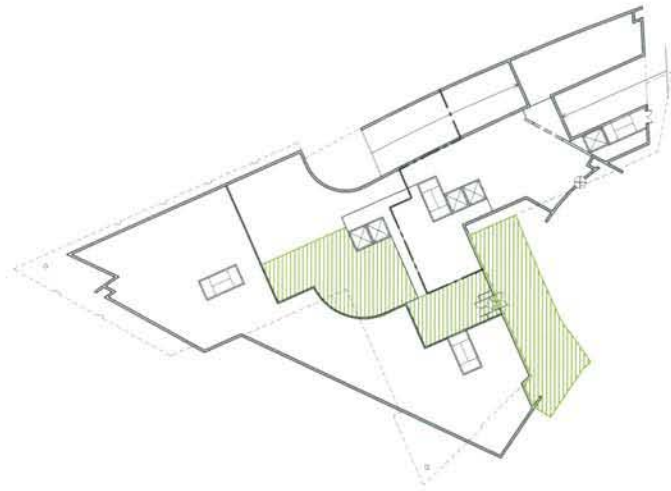
BUILDING I
North Wing: 32,171 gsf.
South Wing: 20,879 gsf.

BUILDING II
Residential/Hotel: 28,771 gsf.

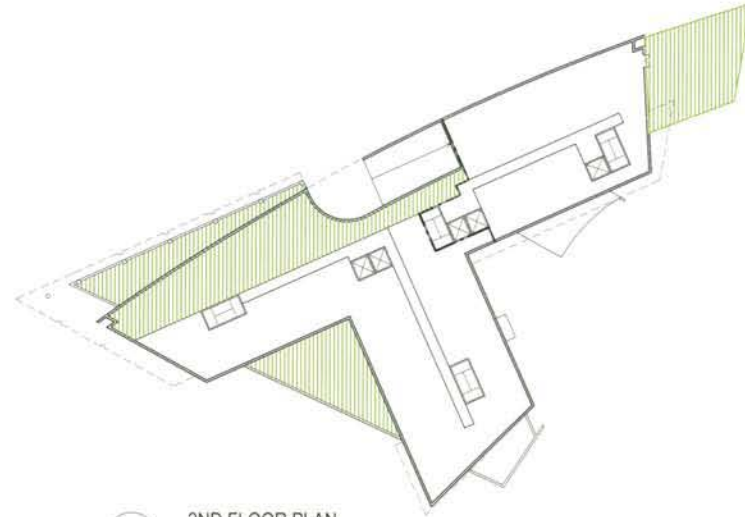
TOTAL: 81,821 gsf.

LOT:
Total Percentage Occupied (Building/Lot): 61%
Total Percentage allowable: 100%

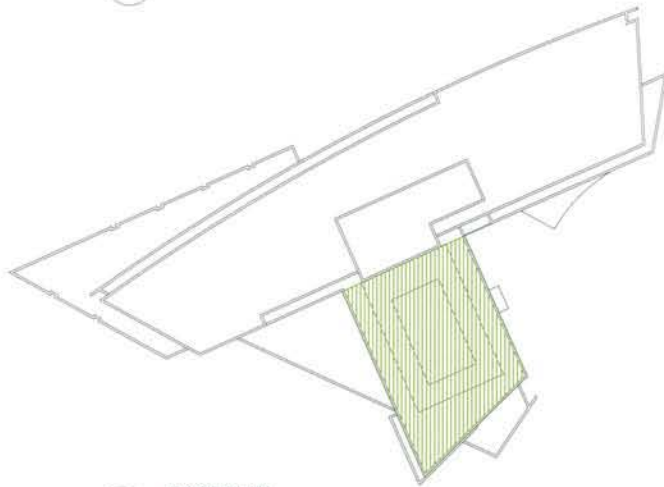




1 1ST FLOOR PLAN



2 2ND FLOOR PLAN

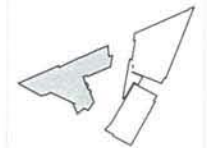


3 ROOF PLAN

RESIDENTIAL RECREATION SPACE

FLOOR	INTERIOR (SF)	EXTERIOR (SF)
1ST	3,000	2,260
2ND	5,000	3,800
ROOF	-	5,600
SUB TOTAL	8,000	11,660
PERCENTAGE	40.7%	59.3%

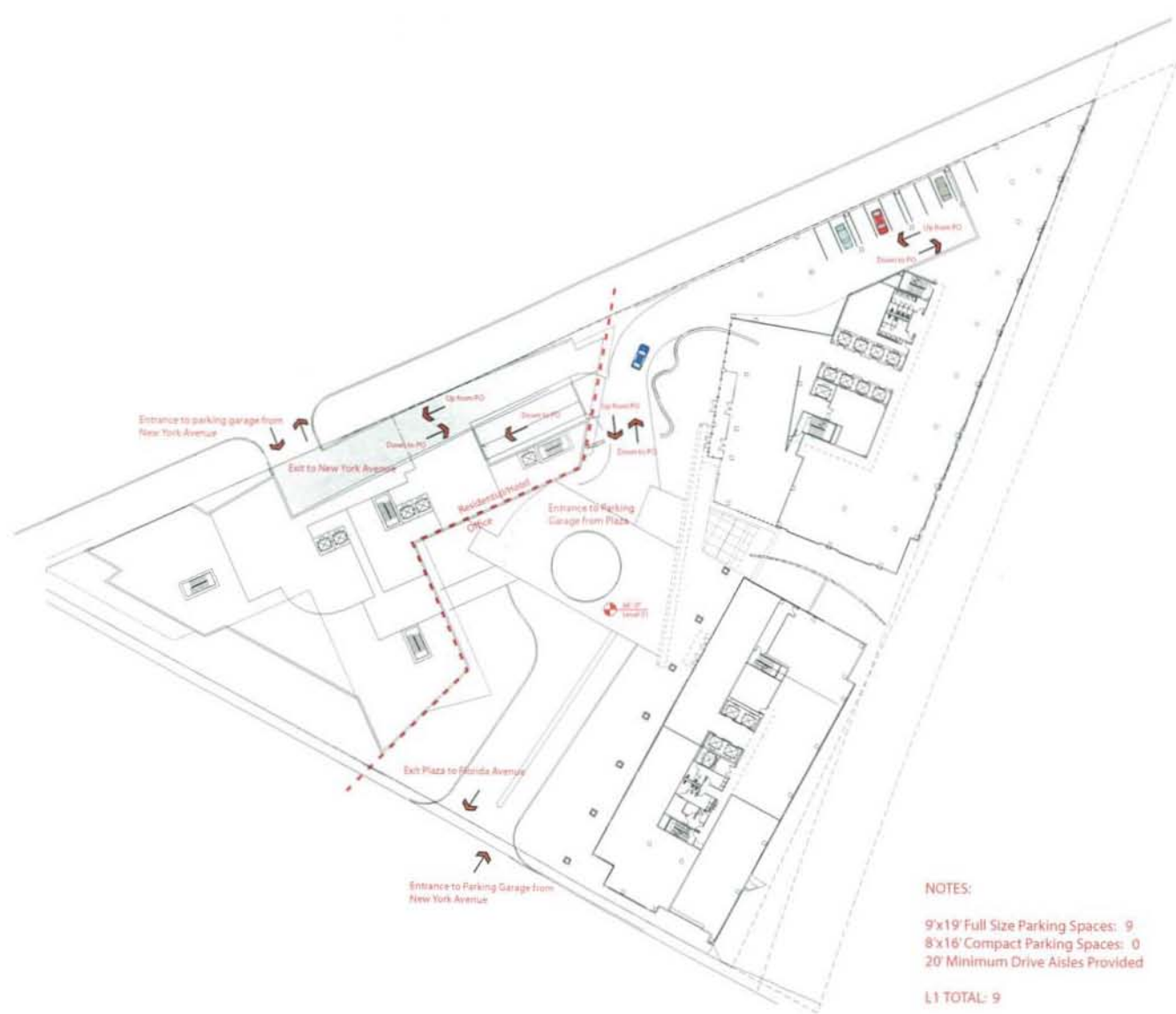
TOTAL PROVIDED: 19,660 SF
TOTAL REQUIRED @ 10% = 22,887 SF



NOTES
1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur.
2. For dimensions, see drawing 606.





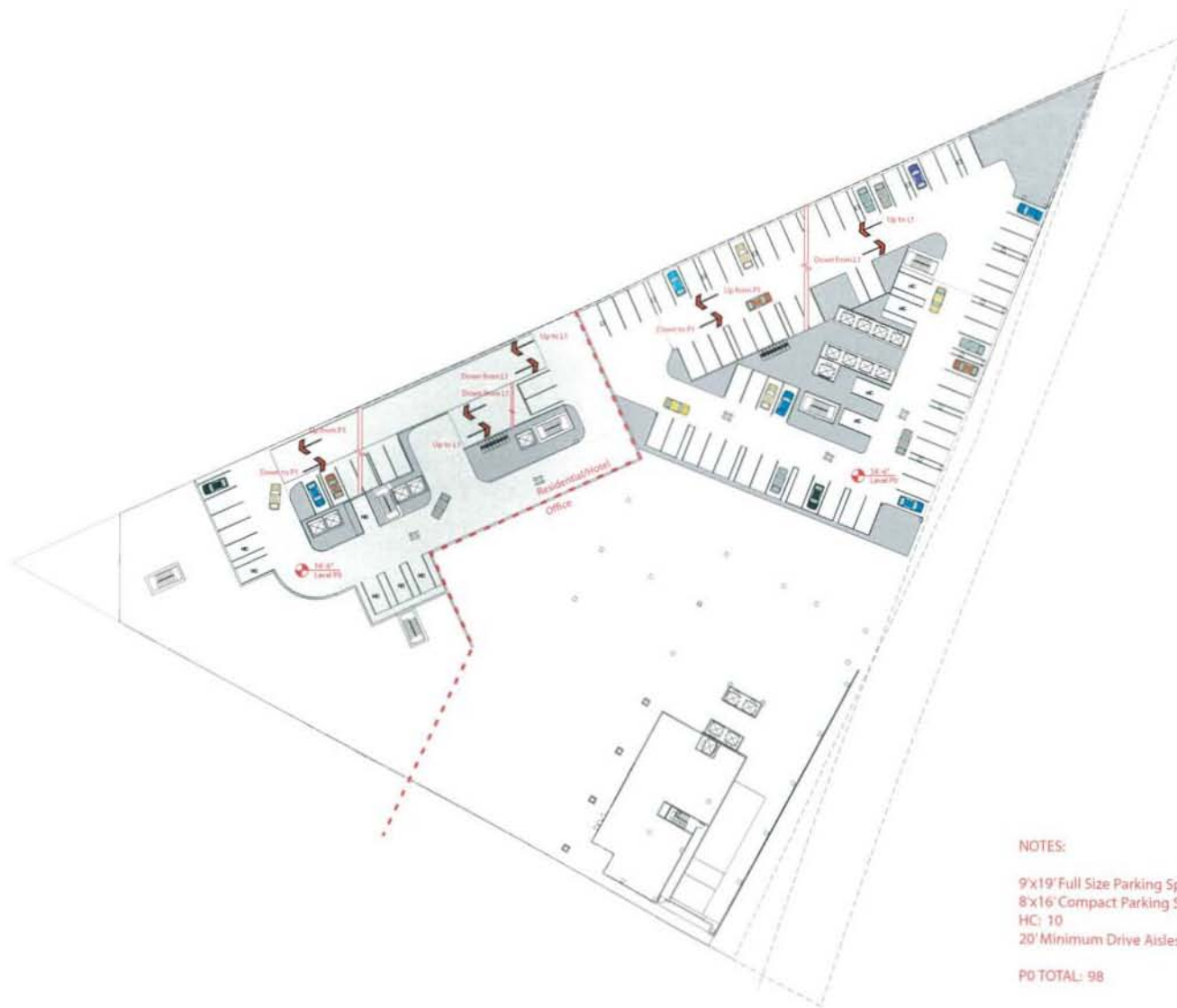


NOTES:

9'x19' Full Size Parking Spaces: 9
 8'x16' Compact Parking Spaces: 0
 20' Minimum Drive Aisles Provided

L1 TOTAL: 9





NOTES:

9'x19' Full Size Parking Spaces: 98
 8'x16' Compact Parking Spaces: 0
 HC: 10
 20' Minimum Drive Aisles Provided

P0 TOTAL: 98



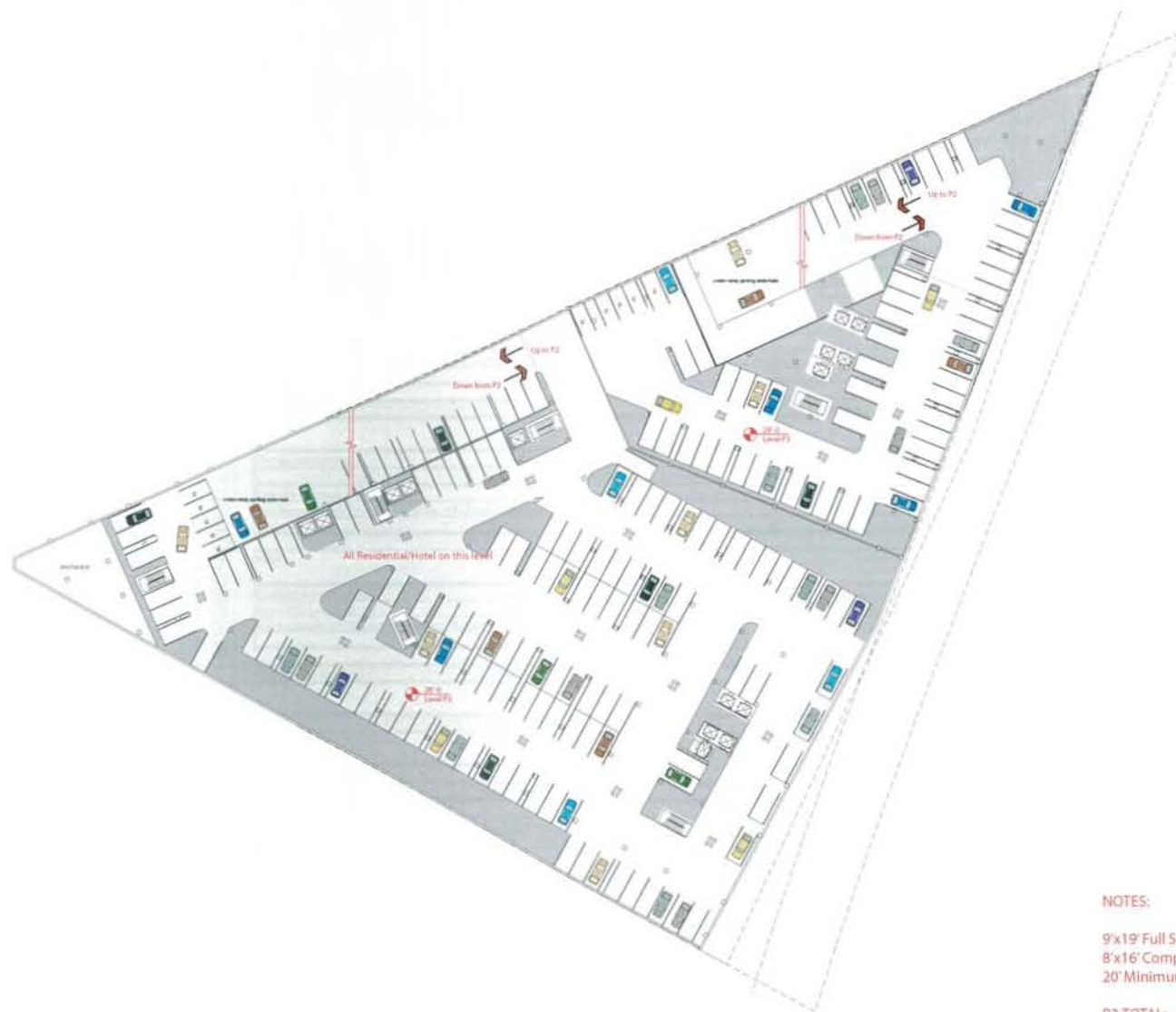


NOTES:

9'x19' Full Size Parking Spaces: 220
 8'x16' Compact Parking Spaces: 0
 20' Minimum Drive Aisles Provided

P2 TOTAL: 220





NOTES:

9'x19' Full Size Parking Spaces: 168
 8'x16' Compact Parking Spaces: 10
 20' Minimum Drive Aisles Provided

P3 TOTAL: 178



OFFICE

Building Program		Code Requirement		Provided
North Wing Office Building =	390,885 gsf	gsf/1800 =	217	217 spaces
Metrolink Exception - subtract 25% if within 800 ft.		25% x required =	54	163 spaces
Bicycle Parking (5% of code required parking)			3	8
0.5 x number office spaces req =		Total Required =		8 spaces
Accessible Spaces (151-200)				6 spaces
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)	0.75			1 space
Total GSA =			163 spaces	280
South Wing Office Building =	189,430 gsf	gsf/1800 =	105	105 spaces
Metrolink Exception - subtract 25% if within 800 ft.		25% x required =	26	79 spaces
Bicycle Parking (5% of code required parking)			1	4
0.5 x number office spaces req =	4	Total Required =		4 spaces
Accessible Spaces (76-100)				4 spaces
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)				1 space
Total Office			242 spaces	479

RESIDENTIAL/HOTEL

Residential Building	238,815 gsf			Provided
218 units planned		# of units / 4 =	54.5	55 spaces
Accessible Spaces (51-75)				3 spaces
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)				1 space
Hotel	104,560 gsf	# of rooms / 4 =	40	40 spaces
160 rooms planned				
Conference room planned	3,200 sf			11 spaces
Accessible Spaces (51-75)				3 spaces
Van Accessible w/in "Accessible" spaces (1/8 of total accessible)				1 space
Subtotal Hotel =				51 spaces
Total Residential/Hotel			106 spaces	211
Total Parking			348 spaces	691

Loading Requirements				
User / District	Min. number / size of Loading Berths	Platform size	Min. number / size	Provided
Office/C-3				
>200,000 gsf	3@30' deep	3@100 sf	1@20' deep	As Required
Retail/Serv.	N/A	N/A	N/A	
Apt House or Multi-Dwelling w/50+ units	1@55' deep (on Plaza)	1@200 sf	1@20' deep	As Required
Hotel/C-3 Guest Rms 30-200	1@30' deep	2@100 sf	1@20' deep	As Required
Hotel/C-3 Function Rms 10,000 > 50,000 gsf	N/A	N/A	N/A	

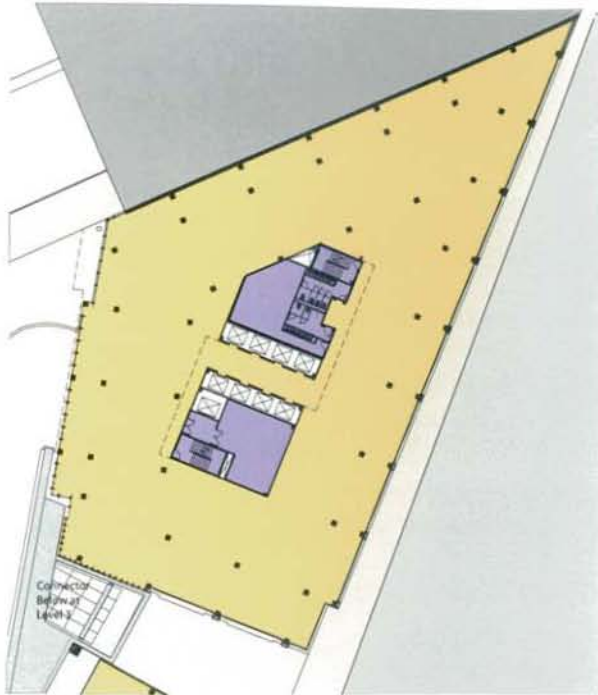


Level 1



Level 2





Level 3



Level 4

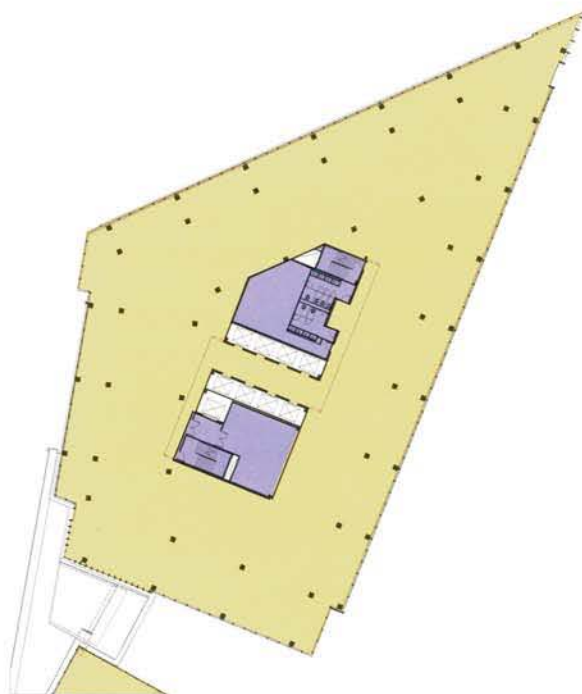
Key Plan



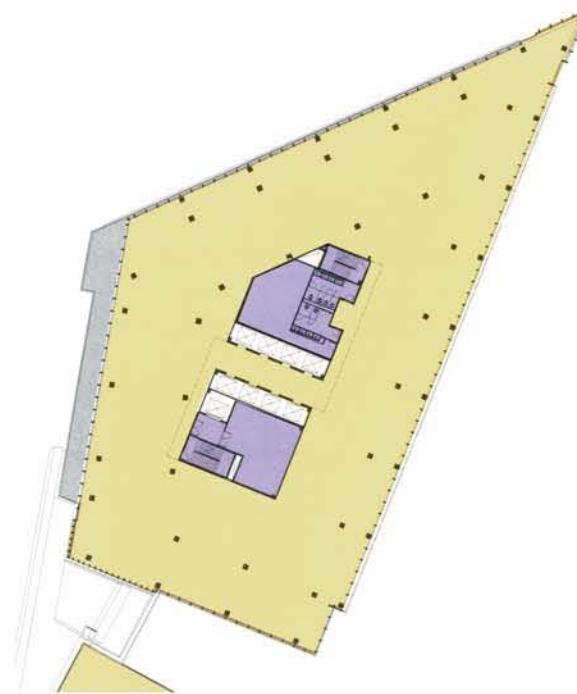
1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not effecting the exterior envelope or the square footage distribution, may occur.

2. Refer to Sheet 404 for dimensions.





Levels 5 - 12



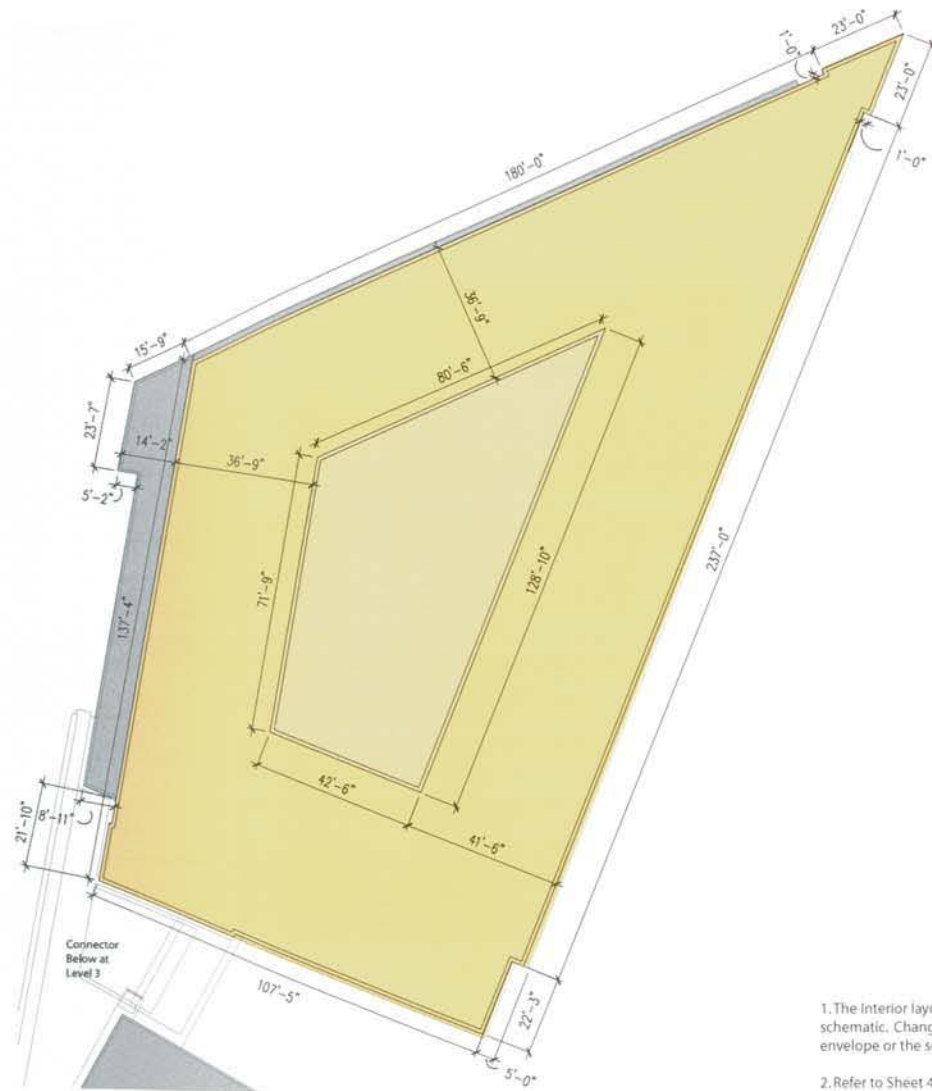
Levels 13 & 14

Key Plan



* Interior layouts shown on the building plans are schematic. Changes to the layouts, not effecting the exterior envelope or the square footage distribution, may occur.





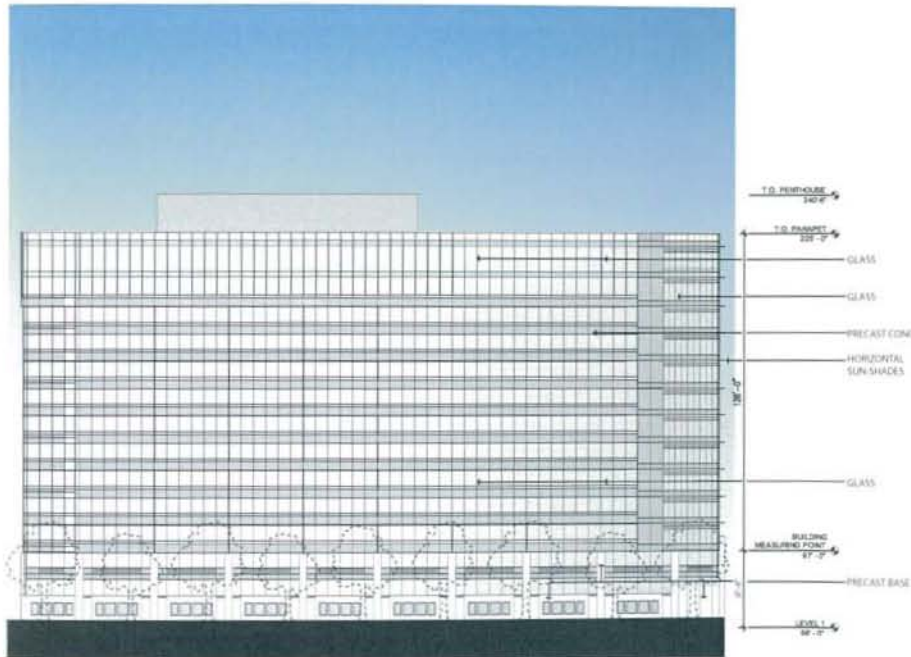
Roof Plan

Key Plan

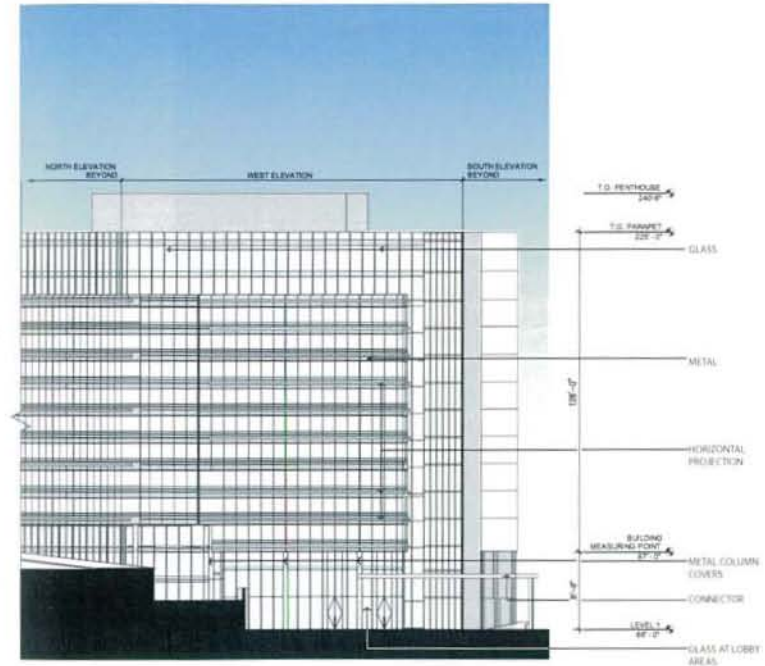


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2. Refer to Sheet 404 for dimensions.





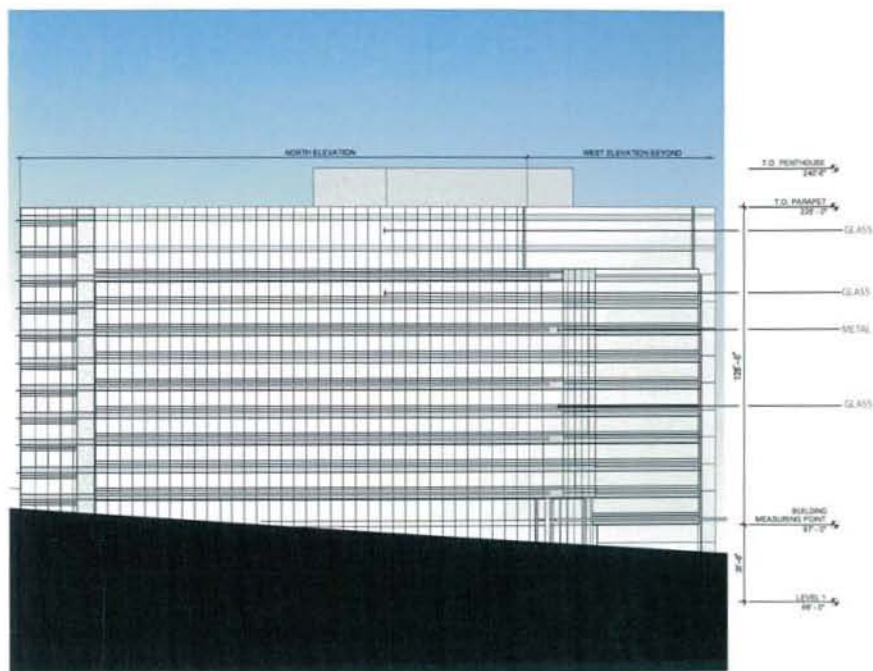
1 - East Elevation - Metro Branch Trail



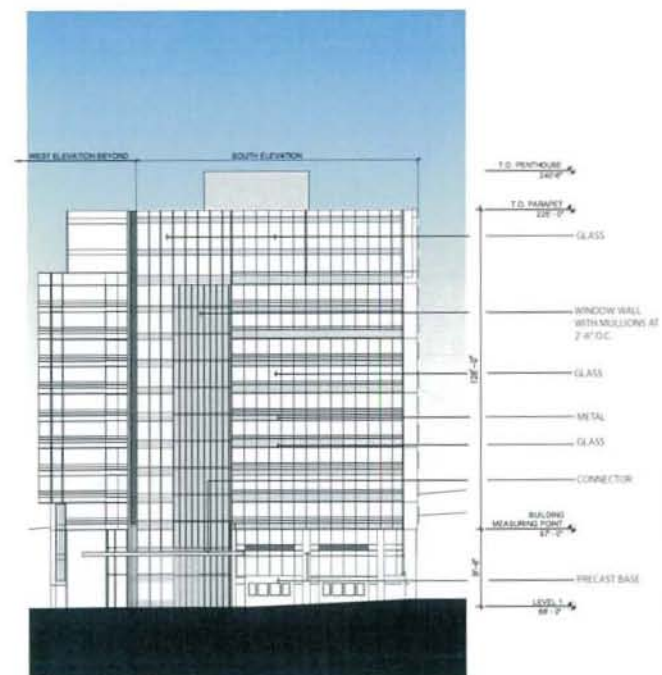
2 - West Elevation - Plaza

Key Plan



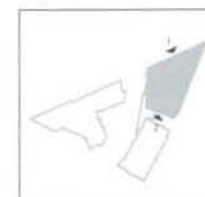


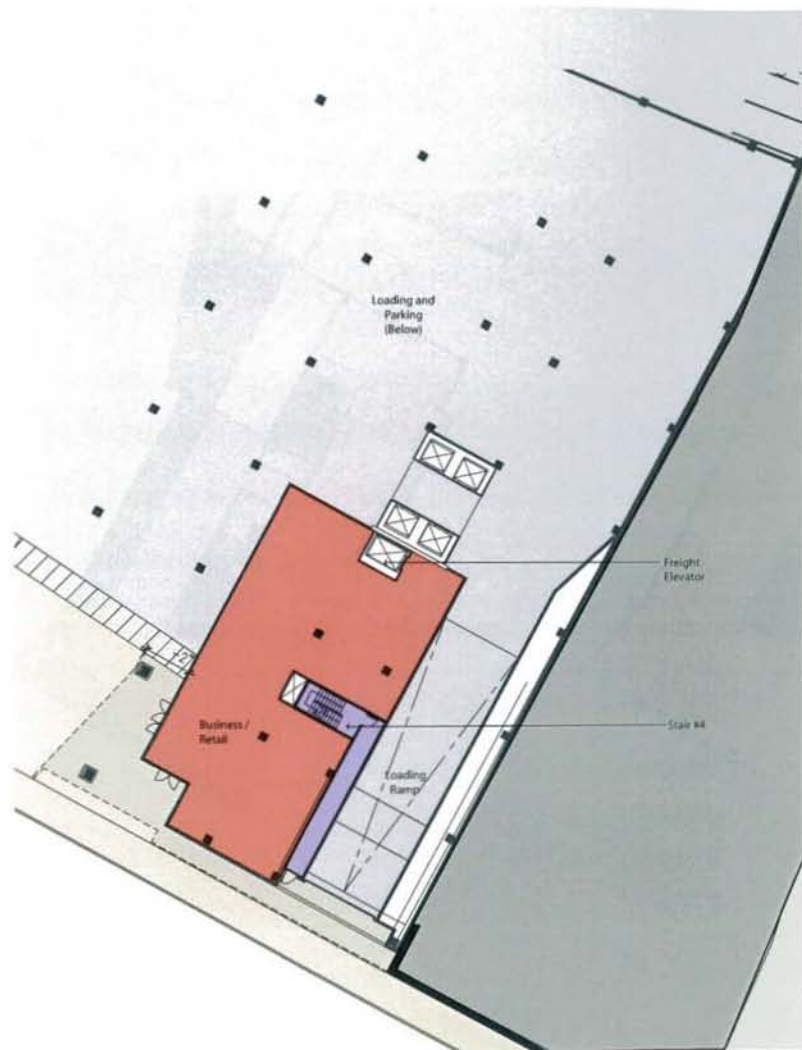
1 - North Elevation - NewYork Avenue



2 - South Elevation - Connector

Key Plan





Level Florida

Level 1

MRP MidAtlantic
REALTY PARTNERS

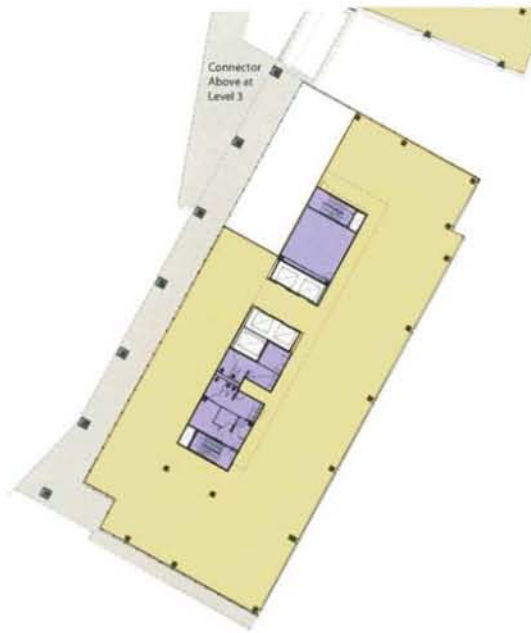
Washington Gateway | Washington, D.C.

Gensler

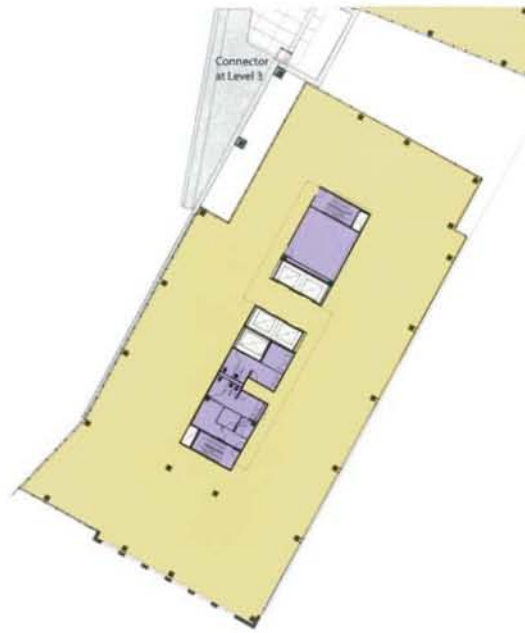
501 - South Wing - Plans

February 22, 2006

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Level 2



Level 3



Levels 4 - 11

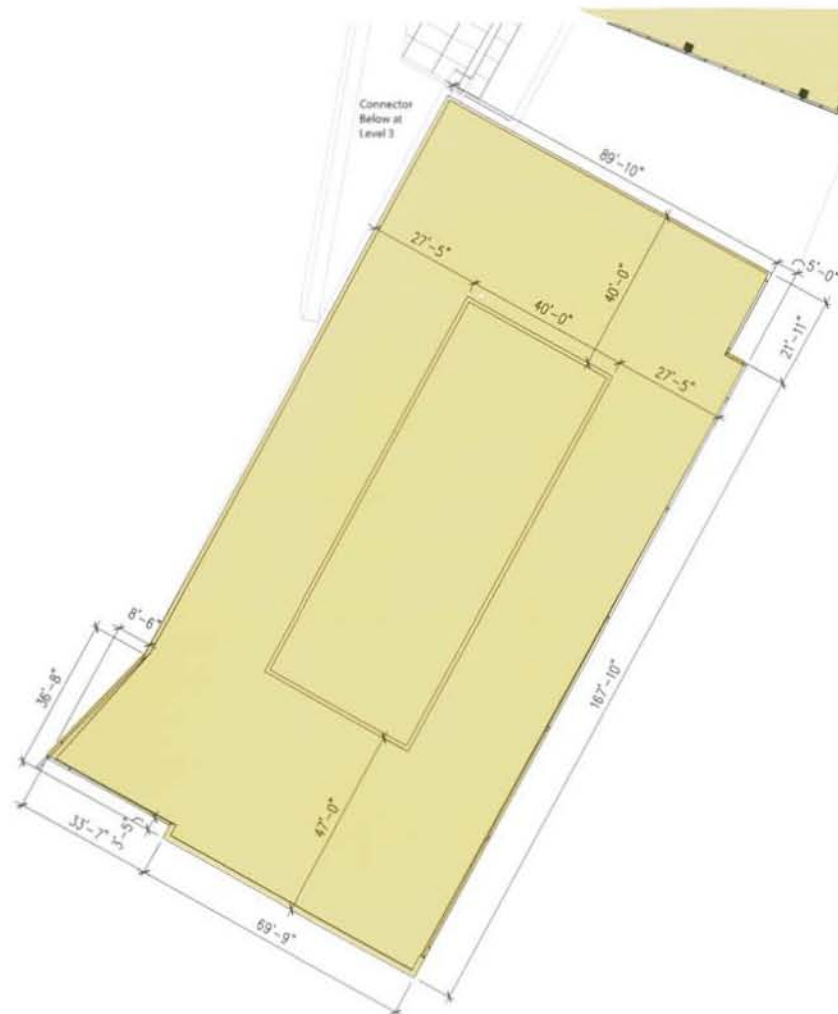
Key Plan



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

2. Refer to Sheet 503 for dimensions.





Key Plan



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

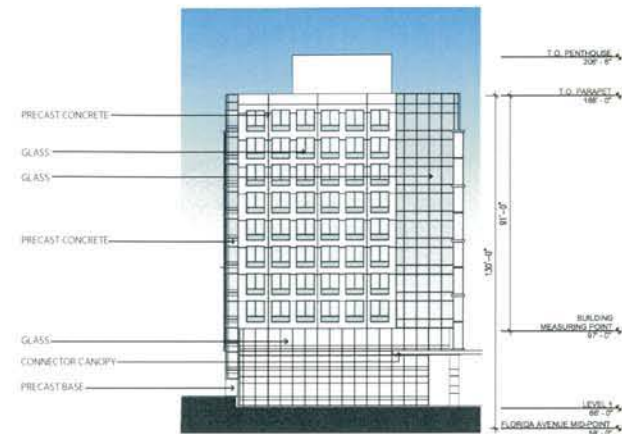
2. Refer to Sheet S03 for dimensions.

Roof Plan

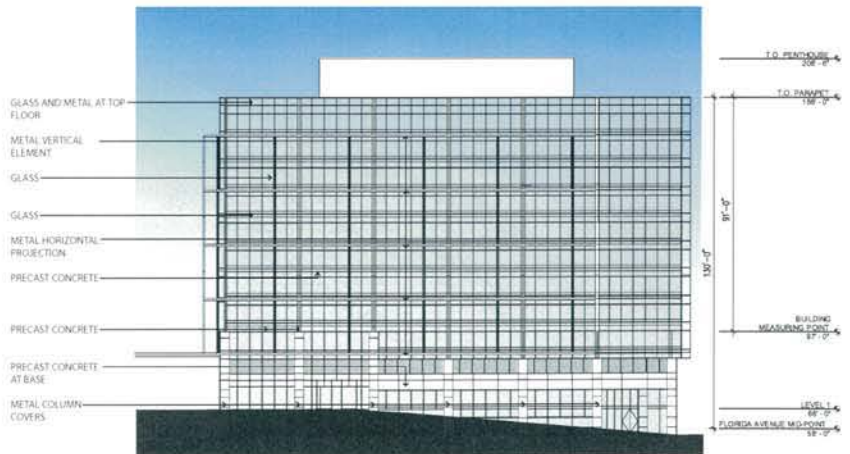




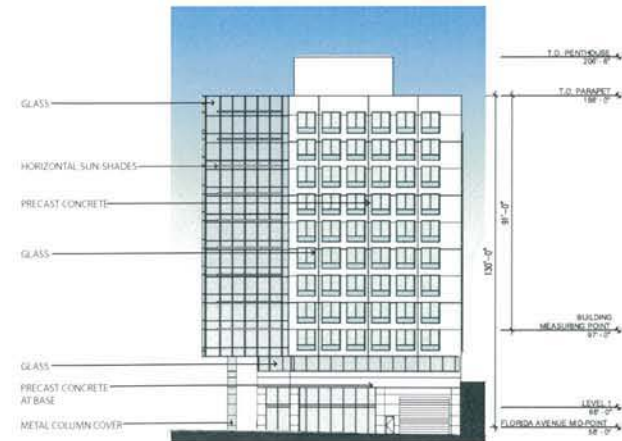
1 - East Elevation - Metro Branch Trail



2 - North Elevation - Connector



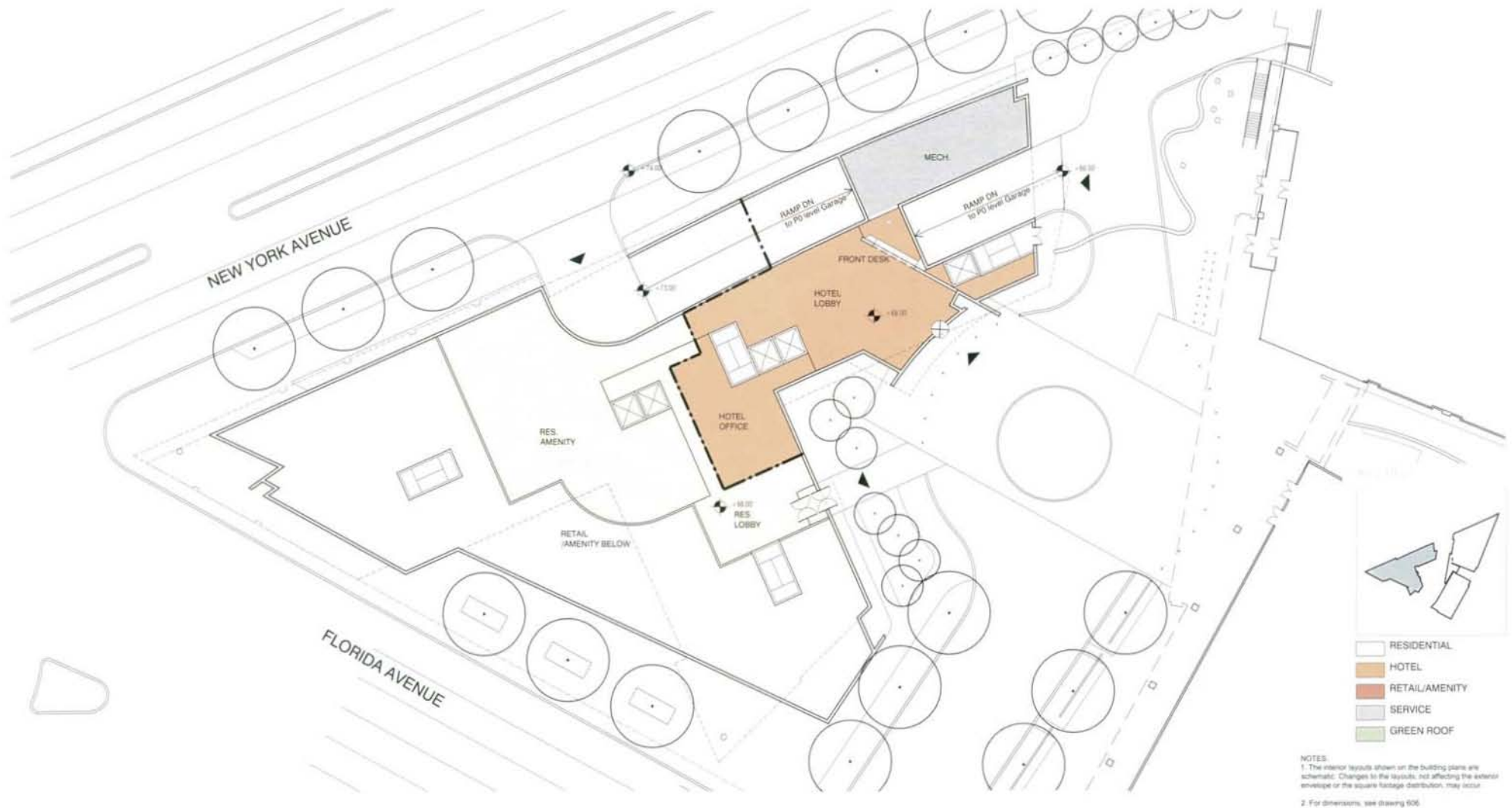
3 - West Elevation - Plaza

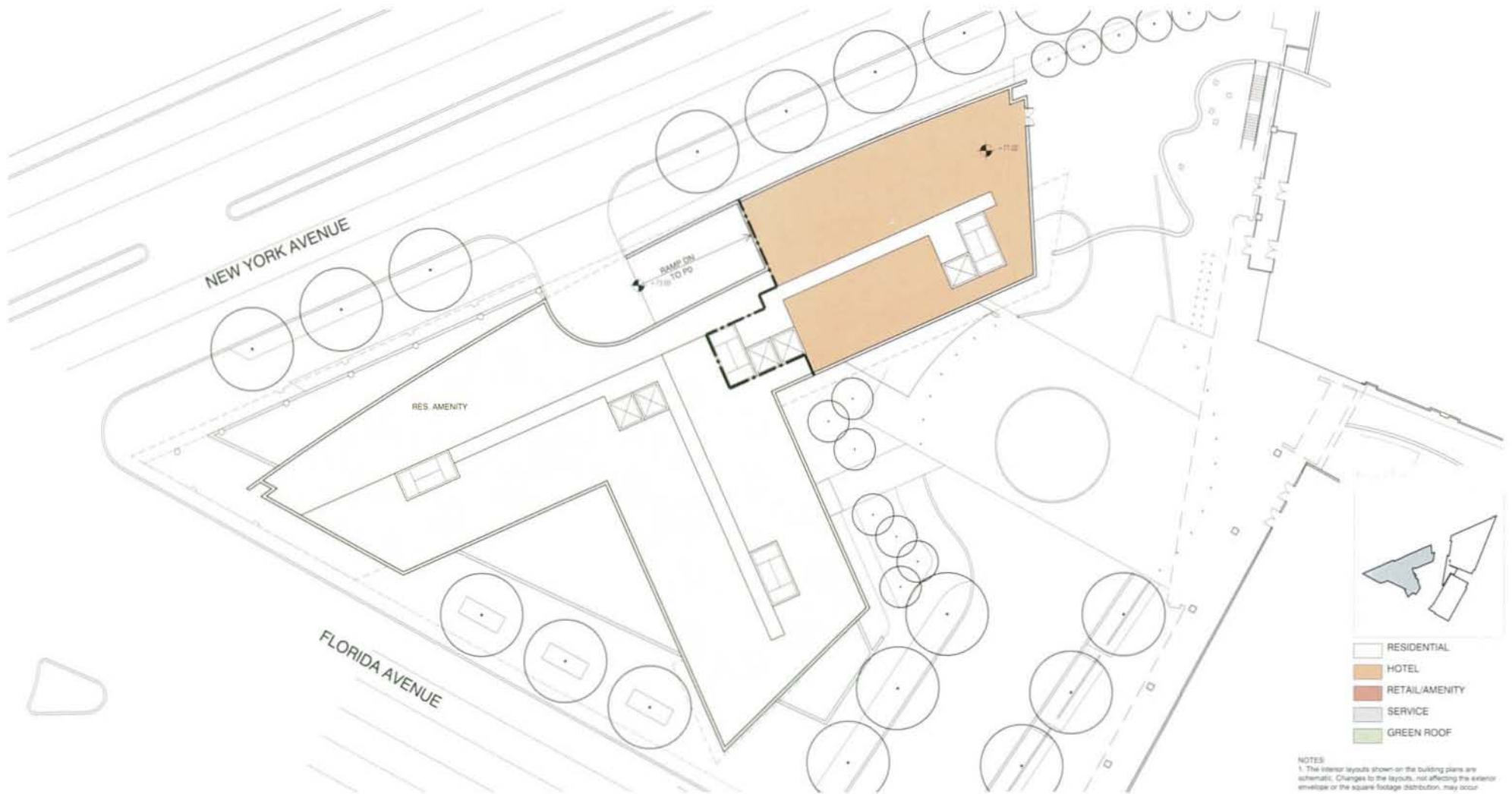


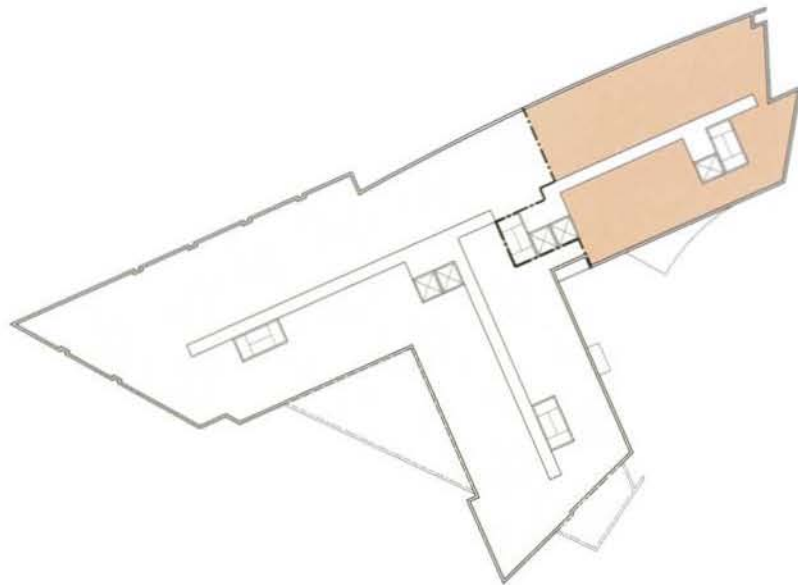
4 - South Elevation - Florida





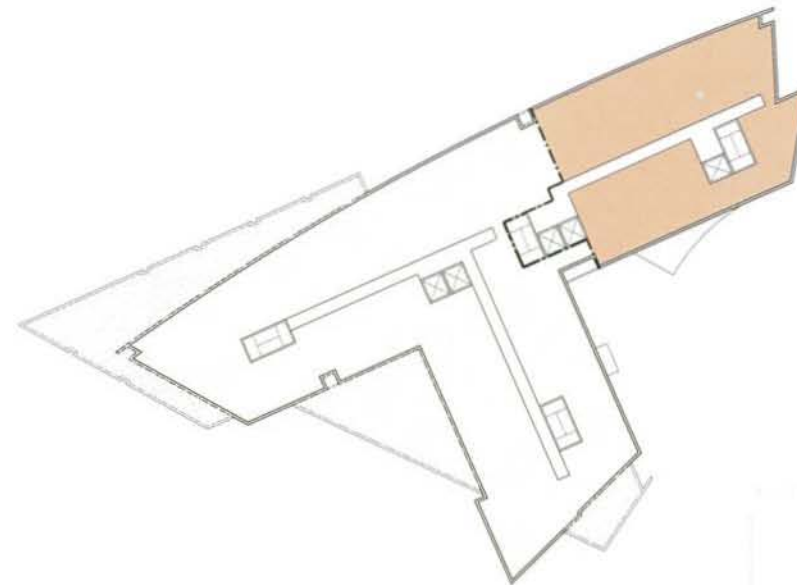






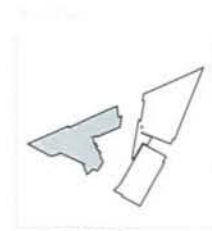
1

3RD-10TH FLOOR PLAN



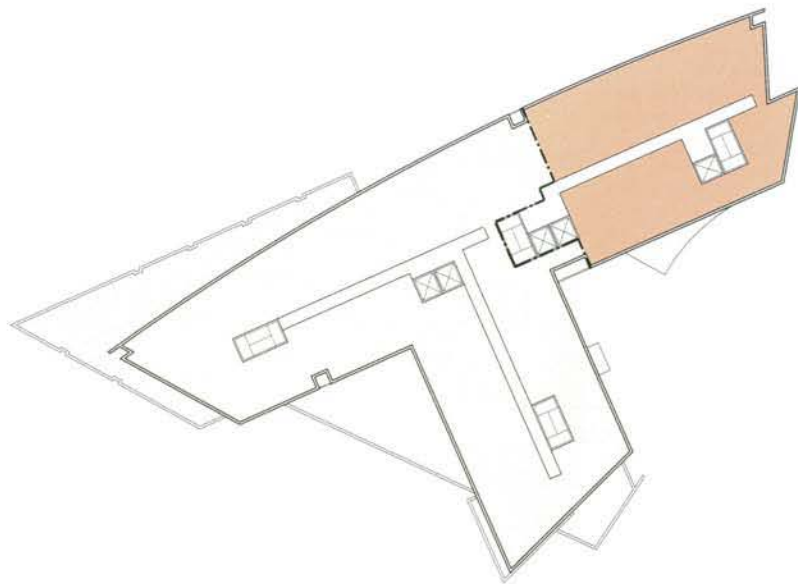
2

11TH FLOOR PLAN

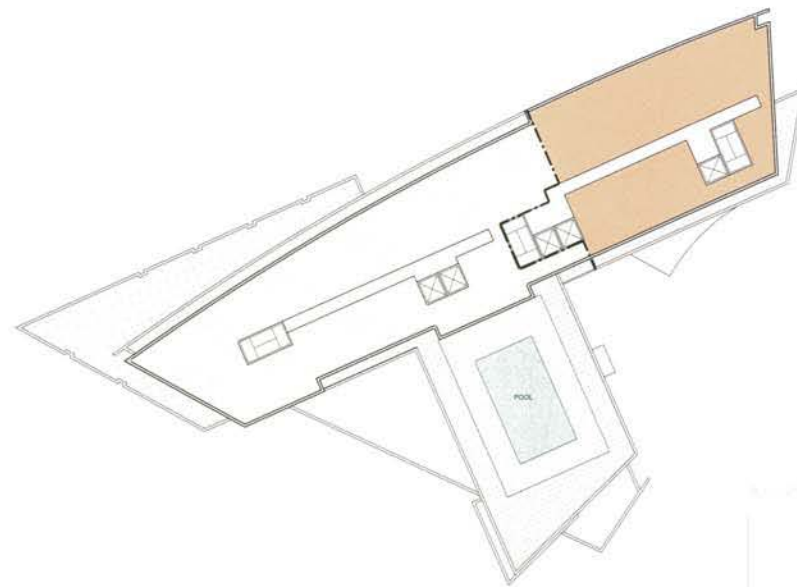


- RESIDENTIAL
- HOTEL
- RETAIL/AMENITY
- SERVICE
- GREEN ROOF

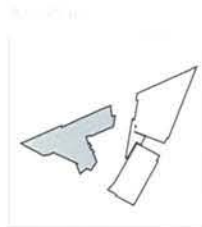
NOTES:
 1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur.
 2. For dimensions, see drawing 806.



1 12TH FLOOR PLAN

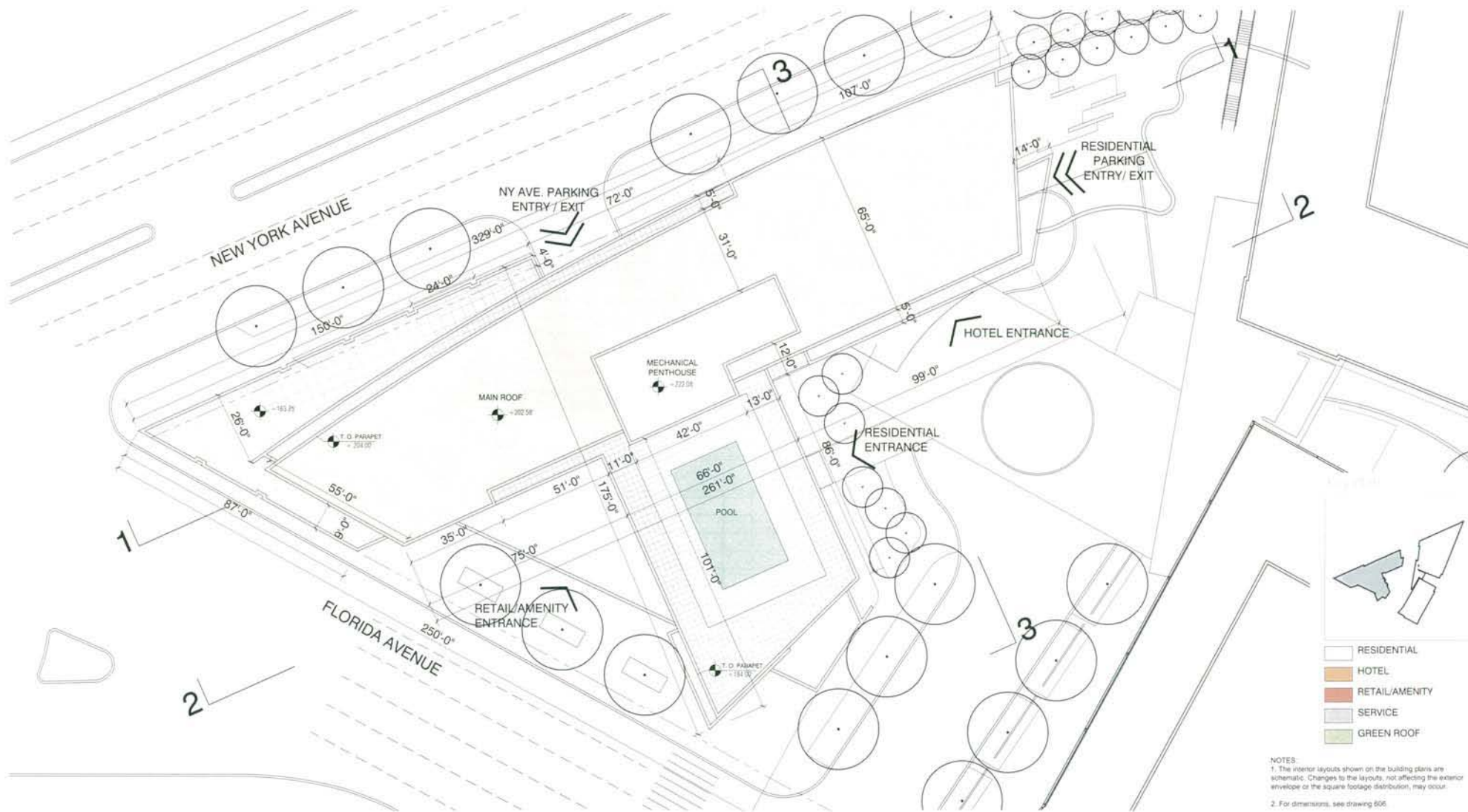


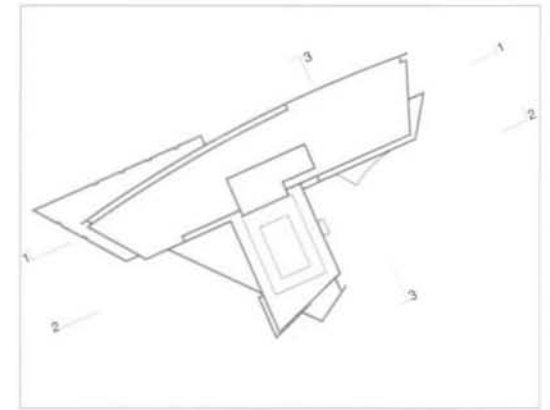
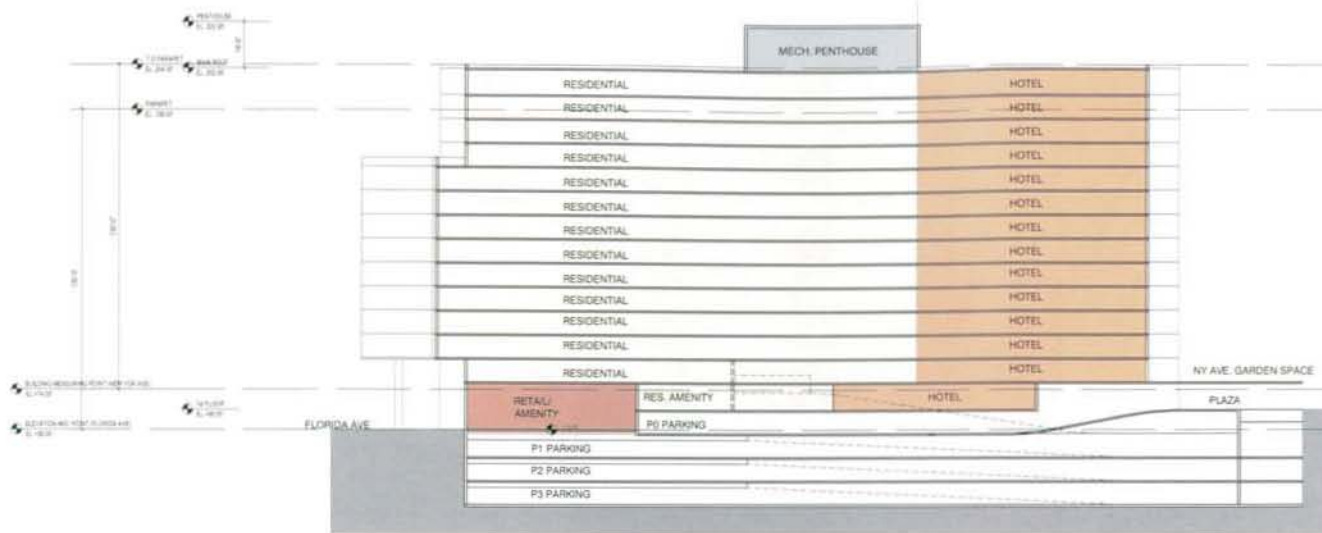
2 13TH-14TH FLOOR PLAN



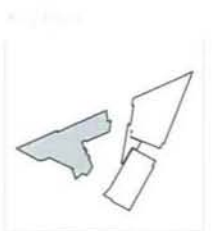
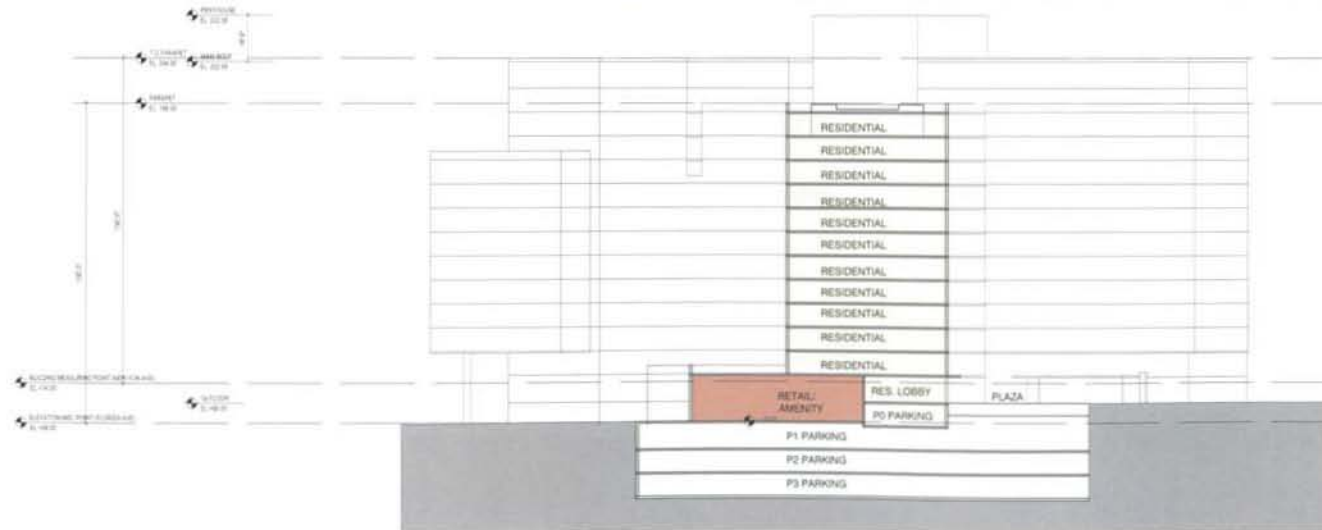
- RESIDENTIAL
- HOTEL
- RETAIL/AMENITY
- SERVICE
- GREEN ROOF

NOTES
 1. The interior layouts shown on the building plans are schematic. Changes to the layouts, not affecting the exterior envelope or the square footage distribution, may occur.
 2. For dimensions, see drawing 606.



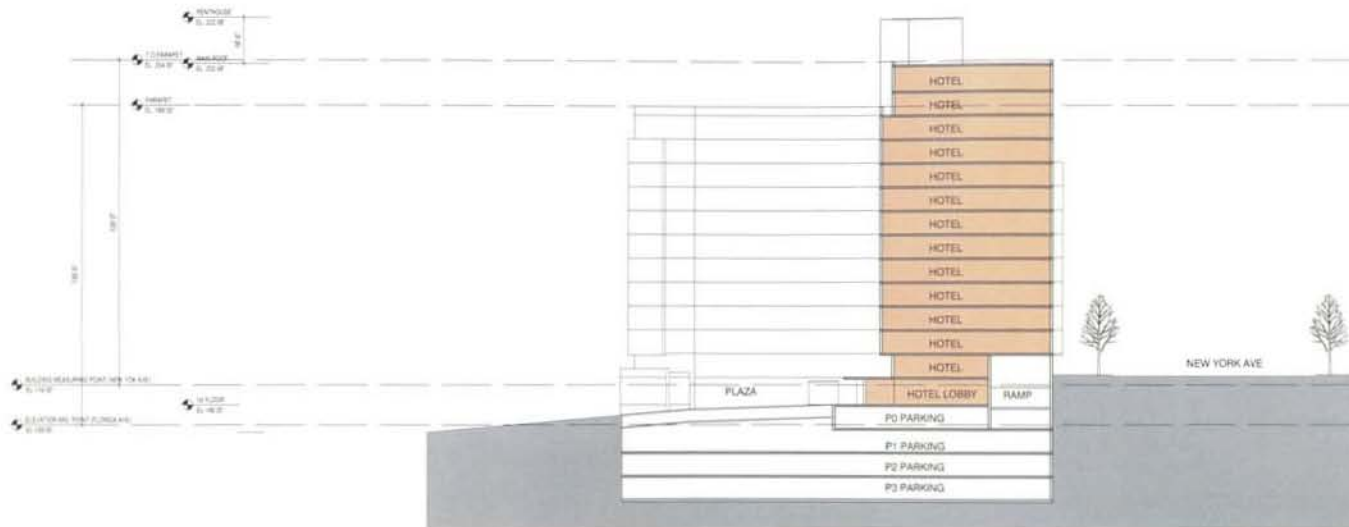


1 SECTION 1

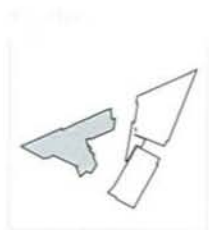
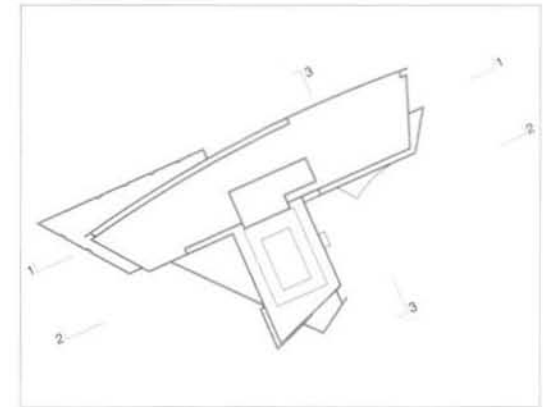


- RESIDENTIAL
- HOTEL
- RETAIL/AMENITY
- SERVICE
- GREEN ROOF

2 SECTION 2



1 SECTION 3



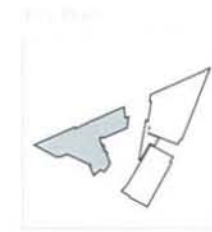
- RESIDENTIAL
- HOTEL
- RETAIL/AMENITY
- SERVICE
- GREEN ROOF



1 NORTH ELEVATION



2 WEST ELEVATION





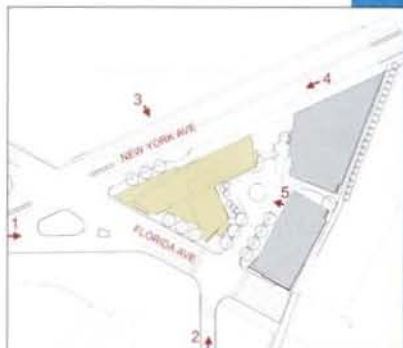
1 SOUTH ELEVATION



2 EAST ELEVATION







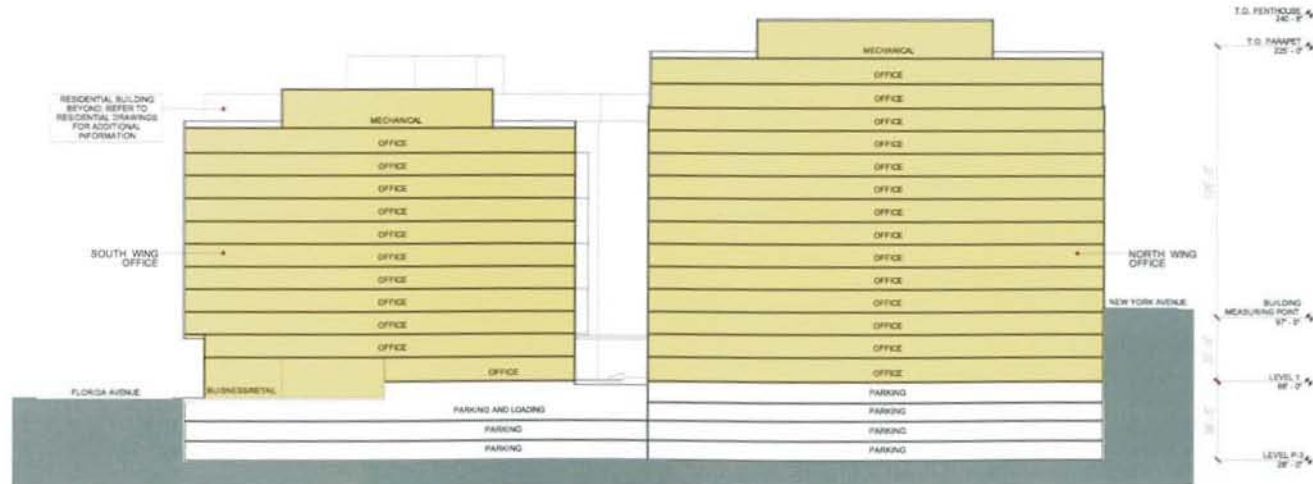








Section 1



Section 2







