ERIC COLBERT & ASSOCIATES PC 717 5th STREET NORTHWEST WASHINGTON DC 20001 TELEPHONE (202) 289-6800

1200 R Street, N.W.
Architect's Statement
8/25/04

The project's Architect, Eric Colbert & Associates, has completed and is underway with more boutique apartment buildings in Washington than any other firm. Their work is mostly in historic districts, where they have tirelessly worked with community groups to design attractive apartment buildings incorporating the neighborhood's concerns. They have completed ten projects in this Logan Circle neighborhood and have several more under construction. The new republished "Best Addresses" features two of the firm's completed projects, the Lofts at Adams Morgan and The Regent at 16th and R Streets, NW.

With the help of the community, the design of 1200 R Street, N.W. is evolving and becoming an understated but elegant concept that will blend handsomely within this historic neighborhood. Once completed, this design will capture the feeling of surrounding blocks of elegant old townhouses and small apartment buildings. Our design incorporates a residential floor that is more than 50% recessed in the ground. This "English basement" helps to reduce the overall height of the building. Most of the residential buildings in the neighborhood have English basements, therefore, including this element in our design helps relate it to older structures. We will be using expensive brick and cast stone throughout the facades. The stairways and porches will have carefully detailed ironwork that connotes historic design. Expensive oversized windows will be used with true divided lites, giving the façade elegant proportions. The windows will be provided with heavy brick mould to give a feeling of solidity and substance.

Eric Colbert & Associates has been working closely with the Logan Circle Community Association on the development of the building design. The following changes were made to accommodate their concerns:

1. The façade along Vermont Avenue was extended south so that our building has more frontage and presence on this street. This change makes the "rear" of our building less visible.

2. The bays were made wider to more closely approximate the proportion of bays on rows of townhouses in the area.

3. More front iron stairs were added to enhance the design, giving it the rhythm and appearance of a group of townhouses.

ZONING COMMISSION
District of Columbia
CASE NO.04-13
EXHIBIT NO.14B

4. Upscale materials and finishes will be used on the rear of the building.

5. We will use more than one brick color to help break up the mass of the building.

6. The top floor has been set back far enough so it is not visible from the sidewalk on the opposite (north) side of R Street.

7. More variations in the window pattern have been provided.

In addition to working with the community, the Architect has been further developing the design with the historic staff at the Office of Planning, Historic Preservation Division, as follows:

1. A more varied roof/cornice line has been provided to help break down the building into smaller segments.

2. The proportions of the canopy have been adjusted.

3. The rear façade has been given more life by providing multiple planes and more elaborate balconies.

4. Window detail has been refined; additional vertical muntions were added.

5. Bay heights were varied to help provide additional character.

6. The historic division has helped us strike the correct balance between a structure that looks like a row of townhouses and a single apartment building. We have captured the rhythm and massing of a row of townhouses without simply duplicating them; we have incorporated historic features with a subtle contemporary flair.

Throughout the PUD process, we will continue to refine and enhance the design. Many of our refinements address aesthetic concerns. In addition, we plan to provide a functionally superior building. The existing dwellings are deteriorated and substandard. They do not comply with current building codes and are not safe. The existing apartments do not comply with current egress requirements and do not contain fire sprinkler systems. Our new building will comply with all current codes and will be fully sprinklered.

The existing buildings have no parking. There are at least 25 dwelling units currently, and all these residents park on the street. Our proposed building will provide 89 parking spaces for 63 dwellings, which will help remove existing cars from the street. Our garage entrance will be off Vermont Avenue, which will reduce congestion on R Street.

Based on these facts, we feel that our proposed structure is superior architecturally and will be an asset to the community.

1200 R STREET, NW

PLANNED UNIT DEVELOPMENT (PUD) SET

VICINITY MAP



CLIENT

LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400
BETHESDA, MARYLAND 20816

CONSULTANTS:

ARCHITECT:	ERIC COLBERT & ASSOCIATES 717 5TH STREET, N.W. 2ND FLOOR WASHINGTON, D.C. 20001
STRUCTURAL ENGINEER:	STRUCTURAL DESIGN GROUP 12 SOUTH SUMMITT AVENUE SUITE 110 GAITHERSBURG, MD 20877
MECHANICAL & PLUMBING ENGINEER:	DWYER ENGINEERING 26-H FAIRFAX STREET SE LEESBURG, VA 20175
ELECTRIAL ENGINEER:	DWYER ENGINEERING 26-H FAIRFAX STREET SE LEESBURG, VA 20175
CIVIL ENGINEER:	VIKA INC. 8180 GREENSBORO DRIVE SUITE 200 McLEAN, VA 22102

ZONING INFORMATION

LAND AREA = 23,251 SQ. FT

BUILDING AREAS:	NON F.A.R.	F.A.R.
PARKING LEVEL (P-2)	21,410 SQ.FT	
PARKING LEVEL (P-1)	21,410 SQ.FT	
CELLAR	16,954 SQ.FT	
FIRST FLOOR		16,954 SQ.FT
SECOND FLOOR		16,954 SQ.FT
THIRD FLOOR		16,594 SQ.FT
SETBACK LEVEL		12,494 SQ. FT
TOTAL	59,774 SQ.FT.	62,996 SQ.FT.

BUILDING FOOTPRINT (W/OUT BALCONIES) = 16,954 SQ.FT.
BUILDING FOOTPRINT (INCL. BALCONIES) = 17,116 SQ.FT.
PERCENTAGE OF LOT COVERAGE (INCL. BALCONIES) = 73.6%

PARKING PROVIDED:

PARKING LEVEL (P-2)	31 SPACES
PARKING LEVEL (P-1)	53 SPACES
PARKING ON GRADE	5 SPACES
TOTAL	89 SPACES

* BALCONIES NOT INCLUDED

ABBREVIATIONS

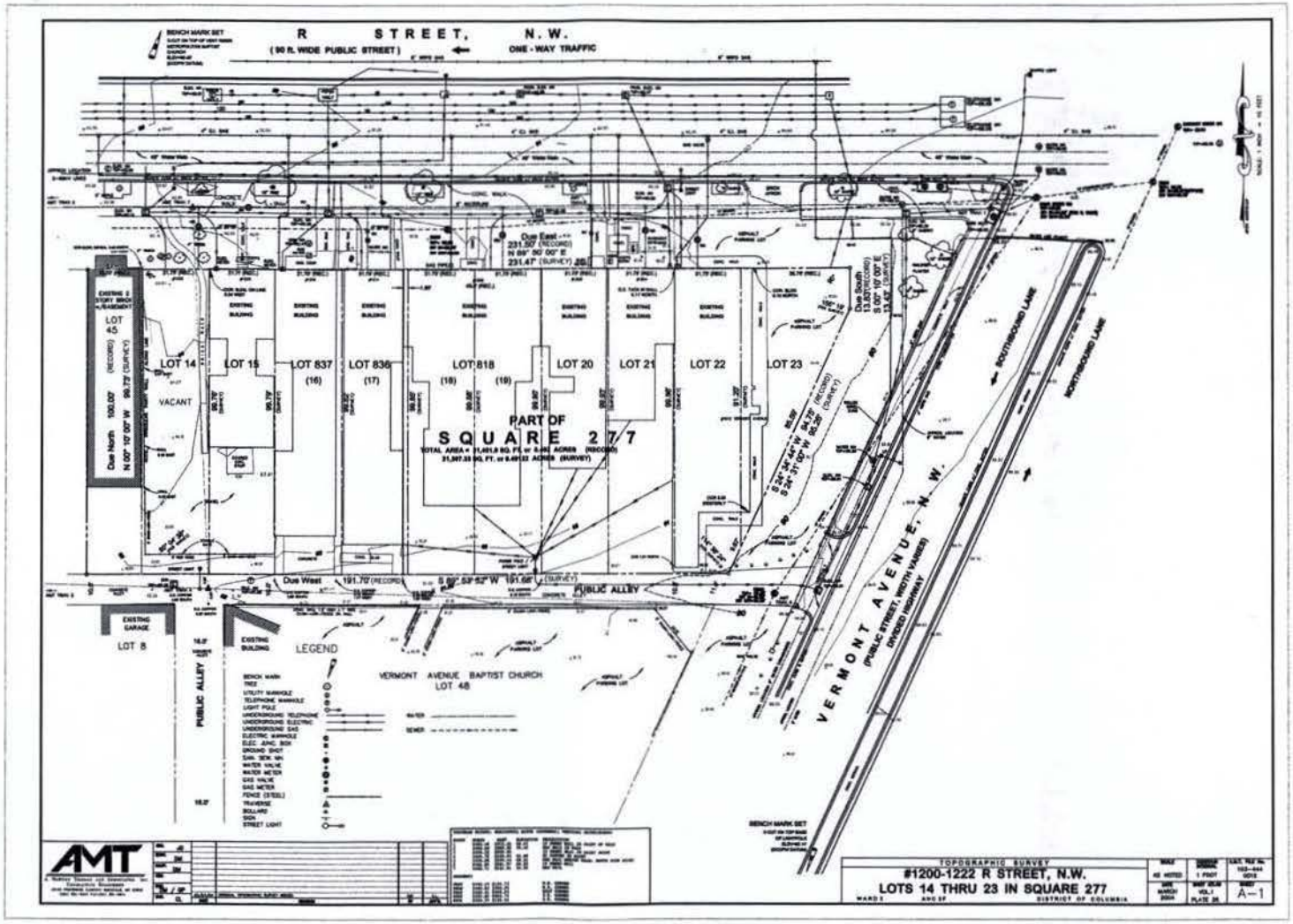
&	AND	F.E.	FIRE EXTINGUISHER	P.L.	PROPERTY LINE
L	ANGLE	F.E.C.	FIRE EXTINGUISHER CABINET	PL.	PLATE
@	AT	F.F.	FINISH FLOOR	P. LAM.	PLASTIC LAMINATE
BASMT.	BASEMENT	F.H.C.	FIRE HOSE CABINET	PLYWD.	PLYWOOD
℄	CENTERLINE	FIXT.	FIXTURE	PTD.	PAINTED
Ø	DIAMETER OR ROUND	FL.	FLOOR		
⊥	PERPENDICULAR	FLOUR.	FLUORESCENT	R	RISER
ACOUS.	ACOUSTICAL	FT.	FOOT OR FEET	RAD.	RADIUS
A.F.F.	ABOVE FINISH FLOOR			R.D.	ROOF DRAIN
ALUM.	ALUMINUM	GA.	GAUGE	RECEP.	RECEPTACLE
APPROX.	APPROXIMATE	GALV.	GALVANIZED	REINF.	REINFORCED
ARCH.	ARCHITECTURAL	GL.	GLASS	REQ'D.	REQUIRED
		GYP.	GYPSUM	RESIL.	RESILIENT
BA.	BATHROOM			RM.	ROOM
BD.	BOARD	H.	HIGH	R.O.	ROUGH OPENING
B.H.	BULKHEAD	HDWD.	HARDWOOD		
BLDG.	BUILDING	H.M.	HOLLOW METAL	S.C.	SOLID CORE
BLKG.	BLOCKING	HORIZ.	HORIZONTAL	SCHED.	SCHEDULE
BOT.	BOTTOM	HR.	HOUR	S.D.	SOAP DISPENSER
BR.	BEDROOM	HT.	HEIGHT	SECT.	SECTION
				SHT.	SHEET
C.	CHANNEL	INSUL.	INSULATION	SIM.	SIMILAR
CAB.	CABINET	INT.	INTERIOR	SPECS.	SPECIFICATIONS
CER.	CERAMIC			SQ.	SQUARE
CLG.	CEILING	JAN.	JANITOR CLOSET	SST.	STAINLESS STEEL
CLO.	CLOSET	JT.	JOINT	STD.	STANDARD
CMU.	CONCRETE MASONRY UNITS	KIT.	KITCHEN	STL.	STEEL
COL.	COLUMN			STOR.	STORAGE
CONC.	CONCRETE	LAV.	LAVATORY	SUSP.	SUSPENDED
CONST.	CONSTRUCTION	LIN.	LINEN CLOSET		
CONT.	CONTINUOUS	LR.	LIVING ROOM	T.	TREAD
CORR.	CORRIDOR			TEL.	TELEPHONE
		MAS.	MASONRY	THK.	THICK
D.	DEEP	MAX.	MAXIMUM	T.O.	TOP OF
DBL.	DOUBLE	MECH.	MECHANICAL	T.P.D.	TOILET PAPER DISPENSER
D.F.	DRINKING FOUNTAIN	MET.	METAL	TYP.	TYPICAL
D.S.	DOWNSPOUT	MFR.	MANUFACTURER		
DET.	DETAIL	MIN.	MINIMUM	U.O.N.	UNLESS OTHERWISE NOTED
DIM.	DIMENSION	MISC.	MISCELLANEOUS		
DN.	DOWN	M.O.	MASONRY OPENING	V.C.T.	VINYL COMPOSITION TILE
D.O.	DOOR OPENING	MTD.	MOUNTED	VERT.	VERTICAL
DR.	DINING ROOM				
DWG.	DRAWING	N.A.	NOT APPLICABLE	W.	WIDE
		N.I.C.	NOT IN CONTRACT	W/	WITH
EA.	EACH	NO.#	NUMBER	WD.	WOOD
EL.	ELEVATION			W/O	WITHOUT
ELEC.	ELECTRICAL	O.A.	OVERALL	WT.	WEIGHT
EQ.	EQUAL	O.C.	ON CENTER	W.W.F.	WELDED WIRE FABRIC
E.W.C.	ELECTRIC	O.D.	OUTSIDE DIAMETER		
EXIST.	EXISTING	OFF.	OFFICE		
EXP.	EXPANSION	O.H.	OVERHEAD		
EXT.	EXTERIOR	OPNG.	OPENING		
		O.R.	OUTSIDE RADIUS		

SYMBOLS

- NORTH ARROW
- DRAWING NAME / SCALE:
- INDICATION ON PLAN CALLING OUT EXTERIOR ELEVATION
- PLAN DETAIL
- SECTION
- INTERIOR ELEVATIONS
- DOOR TYPE
- PARTITION TYPE
- FINISHES
- NOTE (PLAN OR ELEVATION)
- WINDOW TYPE
- CHANGES
- ROOM NAME (100)

INDEX OF DRAWINGS

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A-2.3	SEDIMENT & EROSION CONTROL NOTES
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A-2.5	LANDSCAPE PLAN
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A-13	NORTH & EAST ELEVATIONS W/ EXISTING CONDITIONS
A-14	NORTH/SOUTH BUILDING SECTION



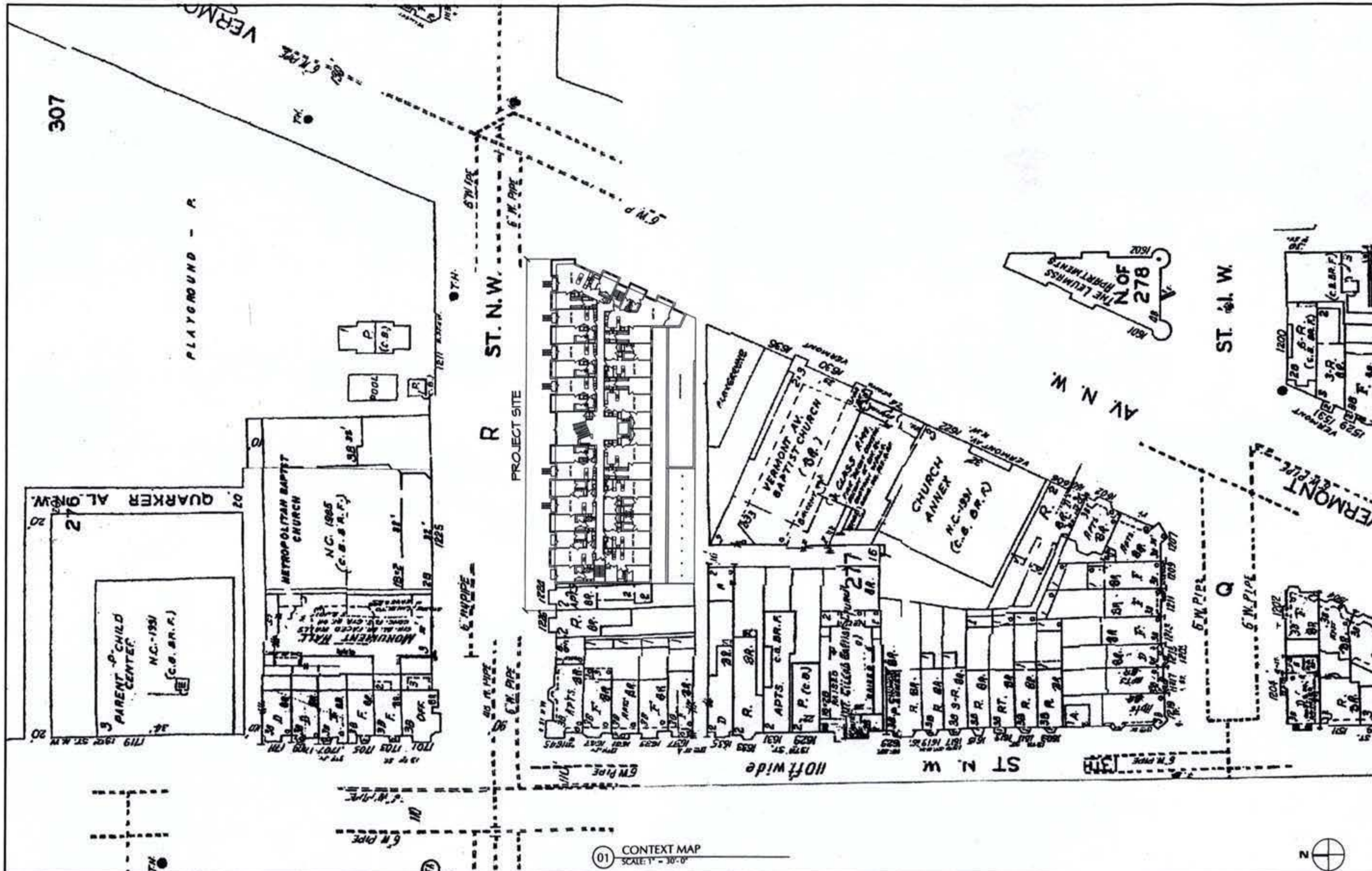
01 EXISTING CONDITIONS (SURVEY)
SCALE: 1/16" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 8TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
9272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

A-1



01 CONTEXT MAP
SCALE: 1" = 30'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

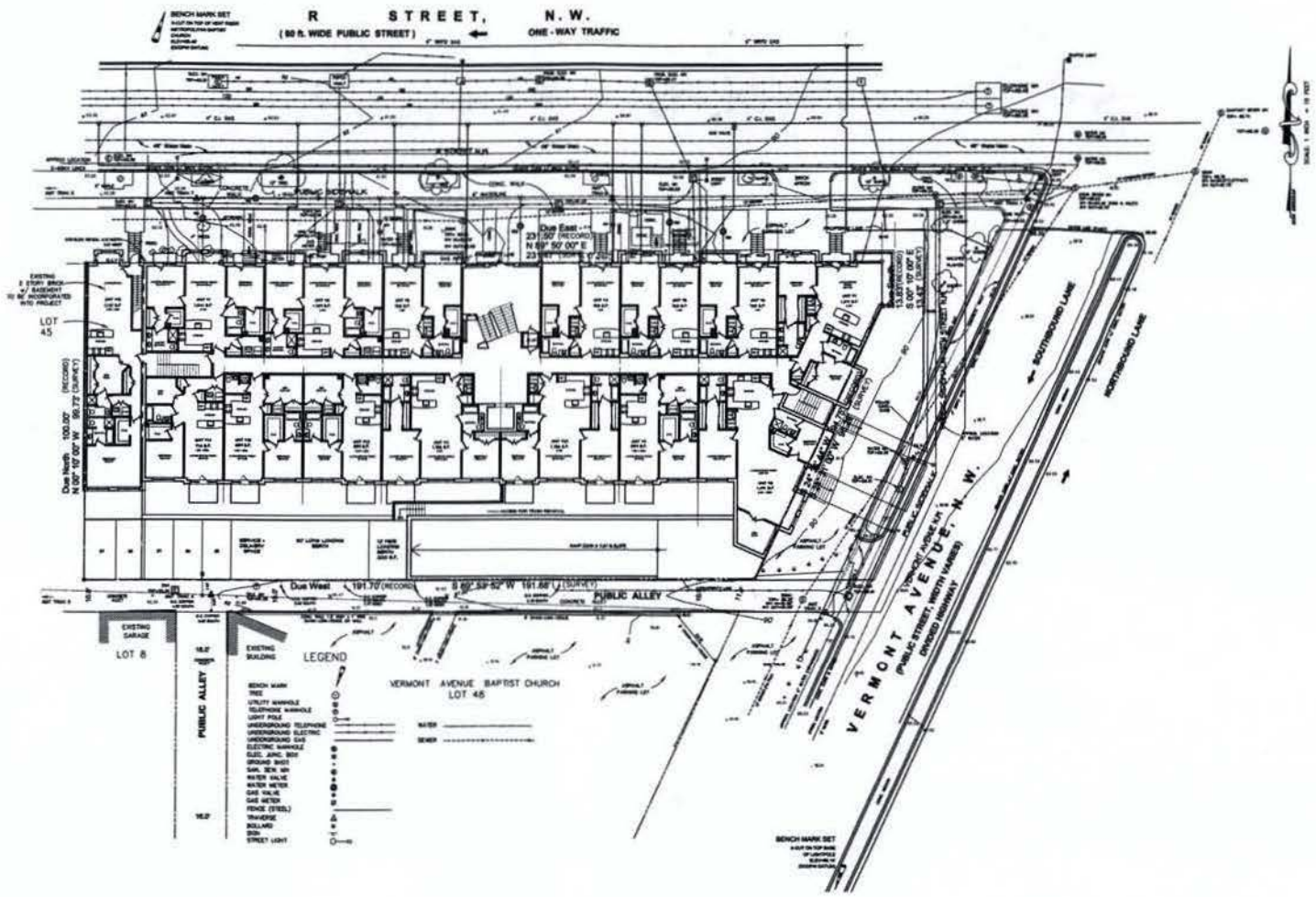
CLIENT: LOGAN PHASE II, LLC
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PROJECT: 1200 R STREET

APR. 05, 2004
APR. 27, 2004

A-2

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01 SITE PLAN
SCALE: 1/16" = 1'-0"

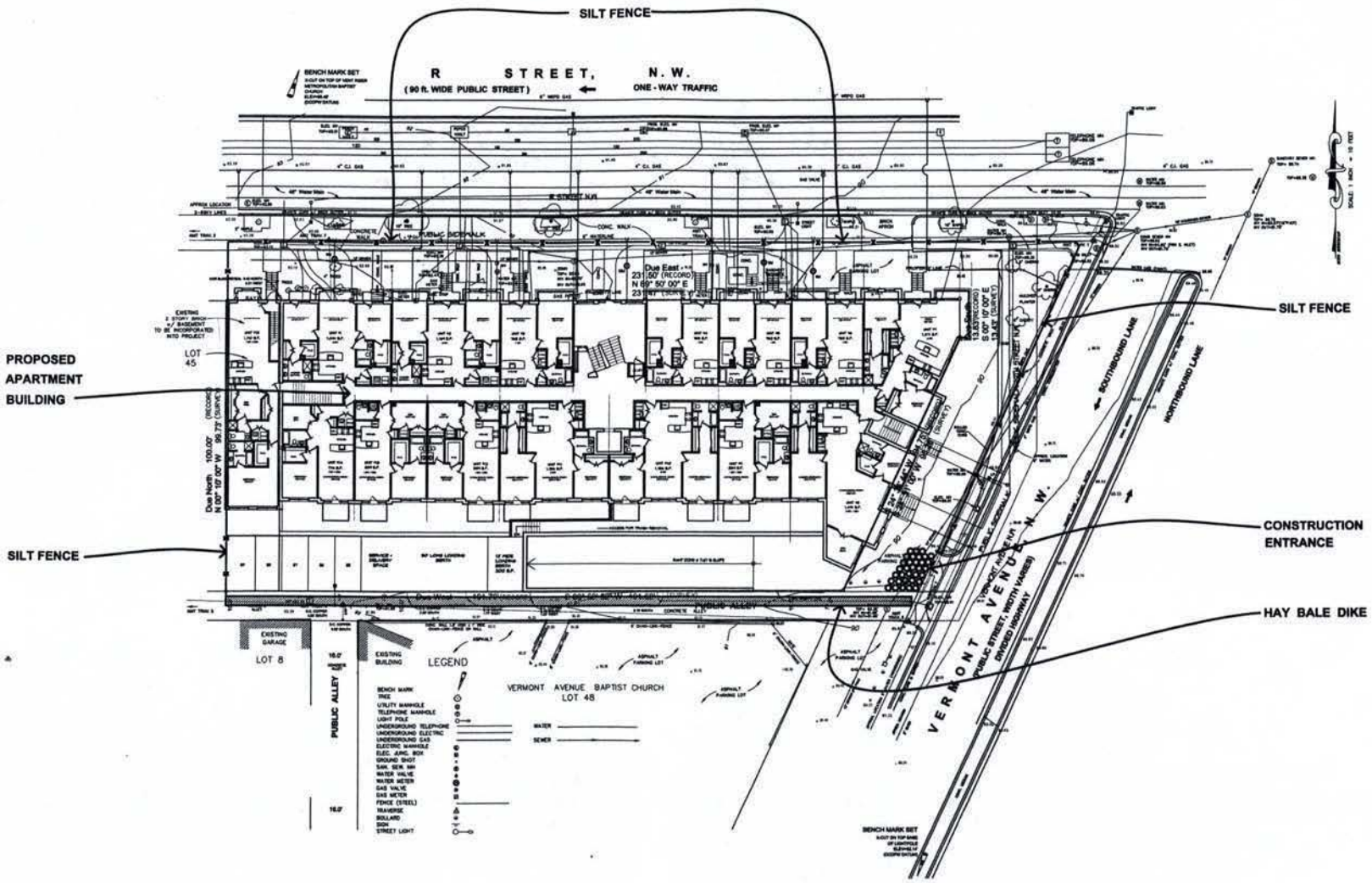
ARCHITECT: ERIC COLBERT & ASSOCIATES
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PROJECT: 1200 R STREET

APR. 05, 2004
APR. 27, 2004
AUG. 20, 2004

A-2.1



01 SEDIMENT & EROSION CONTROL PLAN
SCALE: 1/16" = 1'-0"

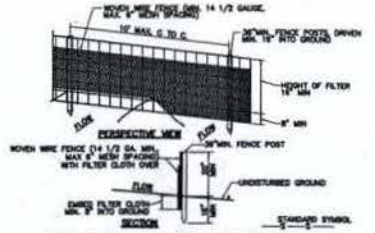
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PROJECT: 1200 R STREET

APR. 20, 2004
APR. 27, 2004
AUG. 23, 2004

A-2.2



CONSTRUCTION NOTES FOR FABRICATED SILT FENCE

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POST WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

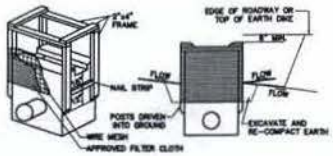
POST: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

FENCE: WOVEN WIRE, 14 1/2 GA. MIN. 6" MAX. MESH SPACING

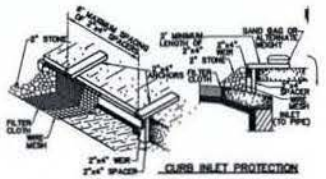
FILTER CLOTH: MIRAFI 100X, STABINAR S1 OR STRENGTH EQUAL

FABRICATED UNITS: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL

1 SILT FENCE DETAIL (TYP.)
NOT TO SCALE



SWALE INLET PROTECTION



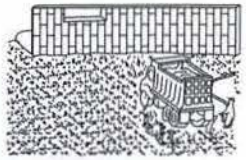
CURB INLET PROTECTION

CONSTRUCTION SPECIFICATIONS

A. MATERIALS
1. FILTER CLOTH MUST BE OF A TYPE APPROVED FOR THIS PURPOSE, RESISTANT TO SUNLIGHT WITH SIEVE SIZE, EOS, AO-#6, TO ALLOW SUFFICIENT PASSAGE OF WATER AND REMOVAL OF SEDIMENT.

B. CURB INLET PROTECTION
1. THIS TYPE OF PROTECTION MUST BE INSPECTED FREQUENTLY AND THE FILTER CLOTH AND STONE REPLACED WHEN CLOGGED WITH SEDIMENT.

3 INLET PROTECTION
NOT TO SCALE



STANDARDS AND SPECS FOR VEHICLE WASH AREA

DEFINITION: AN ON-SITE AREA WHERE TIRES AND UNDER CARRIAGE OF A VEHICLE CAN BE WASHED.

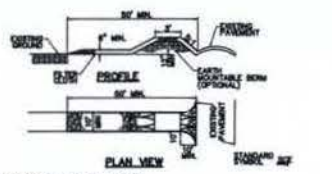
PURPOSE: THE VEHICLE WASH IS PROVIDED TO MINIMIZE THE QUANTITY OF SEDIMENT DEPOSITED ON DISTRICT OF COLUMBIA ROADS BY VEHICLES LEAVING THE SITE.

CONDITION WHERE PRACTICE APPLIES: THE VEHICLE WASH AREA WILL BE REQUIRED ON ANY SITE WHERE VEHICLES CAN ENTER INTO UNIMPROVED SURFACES.

DESIGN CRITERIA: THE "VEHICLE WASH AREA" SHALL BE PROVIDED ON-SITE. THE AREA MAY BE CONSTRUCTED OF RUBBLE OR OTHER HARD POROUS MATERIAL. A WORKING WATER HOSE MUST BE LOCATED IN THE AREA DURING ALL CONSTRUCTION ACTIVITIES.

WASHING-WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO U.S. NATIONAL ARBORETUM ROADS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.

4 VEHICLE WASH AREA
NOT TO SCALE



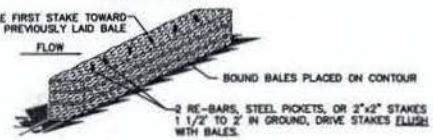
CONSTRUCTION SPECIFICATIONS

1. STONE SIZE-USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH-AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS-NOT LESS THAN SIX (6) INCHES.
4. WIDTH-TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. FILTER CLOTH-WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER-ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE-THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO DISTRICT OF COLUMBIA ROADS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO DISTRICT OF COLUMBIA ROADS MUST BE REMOVED IMMEDIATELY.
8. WASHING-WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO DISTRICT OF COLUMBIA ROADS WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

2 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



BEDDING DETAIL

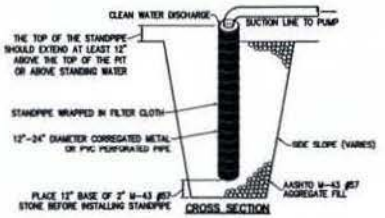


ANCHORING DETAIL

CONSTRUCTION SPECIFICATIONS

1. BALES SHALL BE PLACED AT THE TOP OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF FOUR INCHES (4"), AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

5 STRAW BALE DIKE
NOT TO SCALE



CONSTRUCTION SPECIFICATIONS FOR SUMP PIT

1. PIT DIMENSIONS ARE VARIABLE.
2. THE STANDPIPE SHOULD BE CONSTRUCTED BY PERFORATING A 12" TO 24" DIAMETER CORRUGATED OR PVC PIPE. THE PERFORATIONS SHALL BE 1/2"x6" SLITS OR 1" DIAMETER HOLES.
3. A BASE OF 2" AGGREGATE SHOULD BE PLACED IN THE PIT TO A DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE SHOULD THEN BE BACKFILLED WITH 2" AGGREGATE.
4. THE STANDPIPE SHOULD EXTEND 12" TO 18" ABOVE THE LIP OF THE PIT.
5. IF DISCHARGE WILL BE PUMPED DIRECTLY TO A STORM DRAINAGE SYSTEM, THE STANDPIPE SHOULD BE WRAPPED WITH FILTER CLOTH BEFORE INSTALLATION.

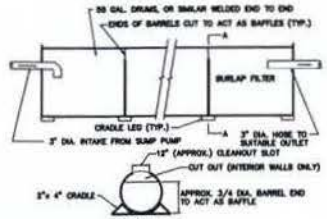
NOTES:
1. SUMP PITS ARE CONSTRUCTED WHEN WATER COLLECTS DURING THE EXCAVATION PHASE OF CONSTRUCTION. THIS PRACTICE IS PARTICULARLY USEFUL IN URBAN AREAS DURING EXCAVATION FOR BUILDING FOUNDATIONS. SUMP PITS MAY ALSO BE USED TO DEWATER SEDIMENT BASINS.
2. IF DESIRED 1/4"-1/2" HARDWARE CLOTH (WIRE) MAY BE PLACED AROUND THE STANDPIPE, PRIOR TO ATTACHING THE FILTER CLOTH. THIS WILL INCREASE THE RATE OF WATER SEEPAGE INTO THE PIPE.

6 SUMP PIT
NOT TO SCALE

SOD ESTABLISHMENT (VEGETATIVE STABILIZATION)

To provide quick cover on disturbed areas which will be maintained with equipment (3:1 grade or flatter).

1. General Specifications
   a. Class of turfgrass and shall be Maryland or Virginia State Certified, or Maryland or Virginia State approved sod.
   b. Sod shall be machine cut at a uniform thickness of 3/4", plus or minus 1/4", at the time of cutting. Measurement for thickness shall exclude top growth and thatch.
   c. Standard size sections of sod shall be strong enough to support their own weight and retain their size and shape when suspended vertically with a firm grasp on the upper 10 percent of the section.
   d. Individual pieces of sod shall be cut to the supplier's width and length. Broken pieces shall be acceptable if the size of the piece is at least 75 percent of the specified width and length. Torn, uneven pads and loss or uneven ends will not be acceptable.
   e. Sod shall not be harvested or transplanted when moisture content (excessively dry or wet) may adversely affect its survival.
   f. Sod shall be harvested, delivered, and installed within a period of 36 hours. Sod not transplanted within this period shall be inspected and approved prior to installation.
   g. Sod labels shall be made available to the job foreman and inspector.
2. Sod Installation
   a. During periods of excessively high temperatures the soil shall be lightly irrigated immediately prior to laying the sod.
   b. The first row of sod shall be laid in a straight line with subsequent rows placed parallel to and tightly wedged against each other. Lateral joints shall be staggered to promote more uniform growth and strength. Ensure that sod is not stretched or overlapped and that all joints are butted tight in order to prevent voids which would cause air drying of the roots.
   c. On sloping areas where erosion may be a problem, sod shall be laid with the long edges parallel to the contour and with staggering joints. Secure the sod by staking, lapping and pegging or other approved methods.
   d. As sodding is completed in any one section, the entire area shall be rolled or tamped to ensure solid contact of roots with soil surfaces. Sod shall be watered immediately after rolling or tamping until the underside of the new sod pad and the surface below it are thoroughly wet. The operations of laying, tamping and irrigating for any piece of sod shall be completed within eight hours.
3. Sod Maintenance
   a. In the absence of adequate rainfall, watering shall be performed daily or as often as necessary during the first week and in sufficient quantities to maintain moist soil to a depth of 4". Watering should be done during the heat of the day to prevent wilting.
   b. After the first week, sod shall be watered as necessary to maintain adequate moisture and ensure establishment.
   c. First mowing should not be attempted until sod is firmly rooted. No more than 1/3 of the grass leaf shall be removed by the initial cutting, or subsequent cuttings. Grass height shall be maintained between 2" and 3" unless otherwise specified.



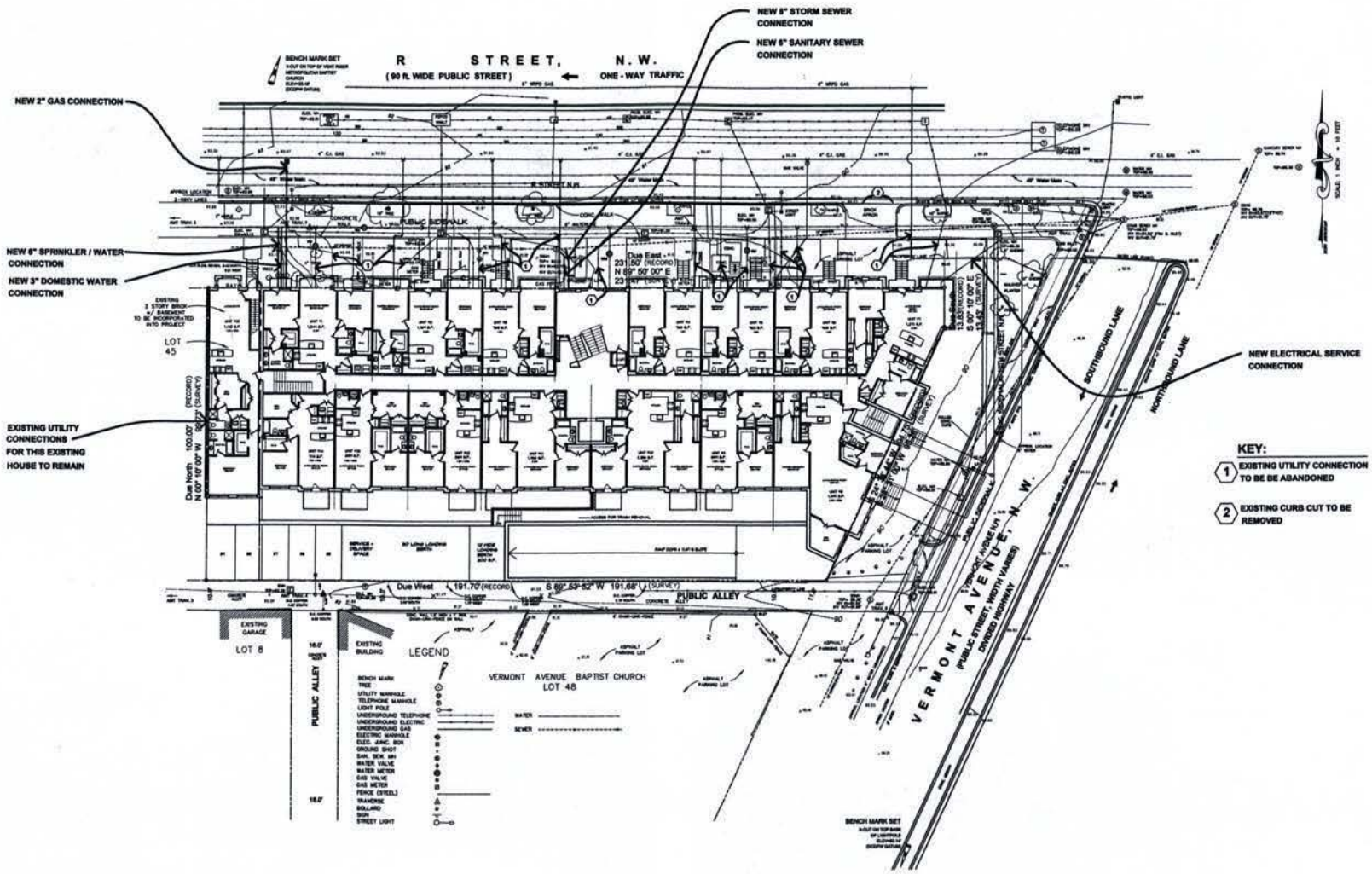
SECTION A-A

NOTES:
1. CLEAN OUT THE SEDIMENT TANK WHEN ONE THIRD (1/3) FILLED WITH SILT.
2. STEEL DRUMS ARE USED AS AN EXAMPLE DUE TO THEIR READY AVAILABILITY. ANY TANKS MAY BE USED PROVIDING THAT THE VOLUME IN CUBIC FEET EQUALS SIXTEEN TIMES THE PUMP DISCHARGE IN GALLONS PER MINUTE. PUMP DISCHARGE (G.P.M.) x 16=CUBIC FOOT STORAGE
3. ALL SEDIMENT COLLECTED IN THE TANK SHALL BE DISPOSED OF BY A METHOD APPROVED BY THE ARCHITECT.

7 PORTABLE SEDIMENT TANK DETAIL
NOT TO SCALE

SEDIMENT & EROSION CONTROL NOTES & DETAILS
SCALE: NTS

P:\615-1200 R\615-A-02.3 S.E.C. Notes.dwg, 5/3/2004 10:10:40 AM



01 UTILITY CONNECTION PLAN
SCALE: 1/16" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

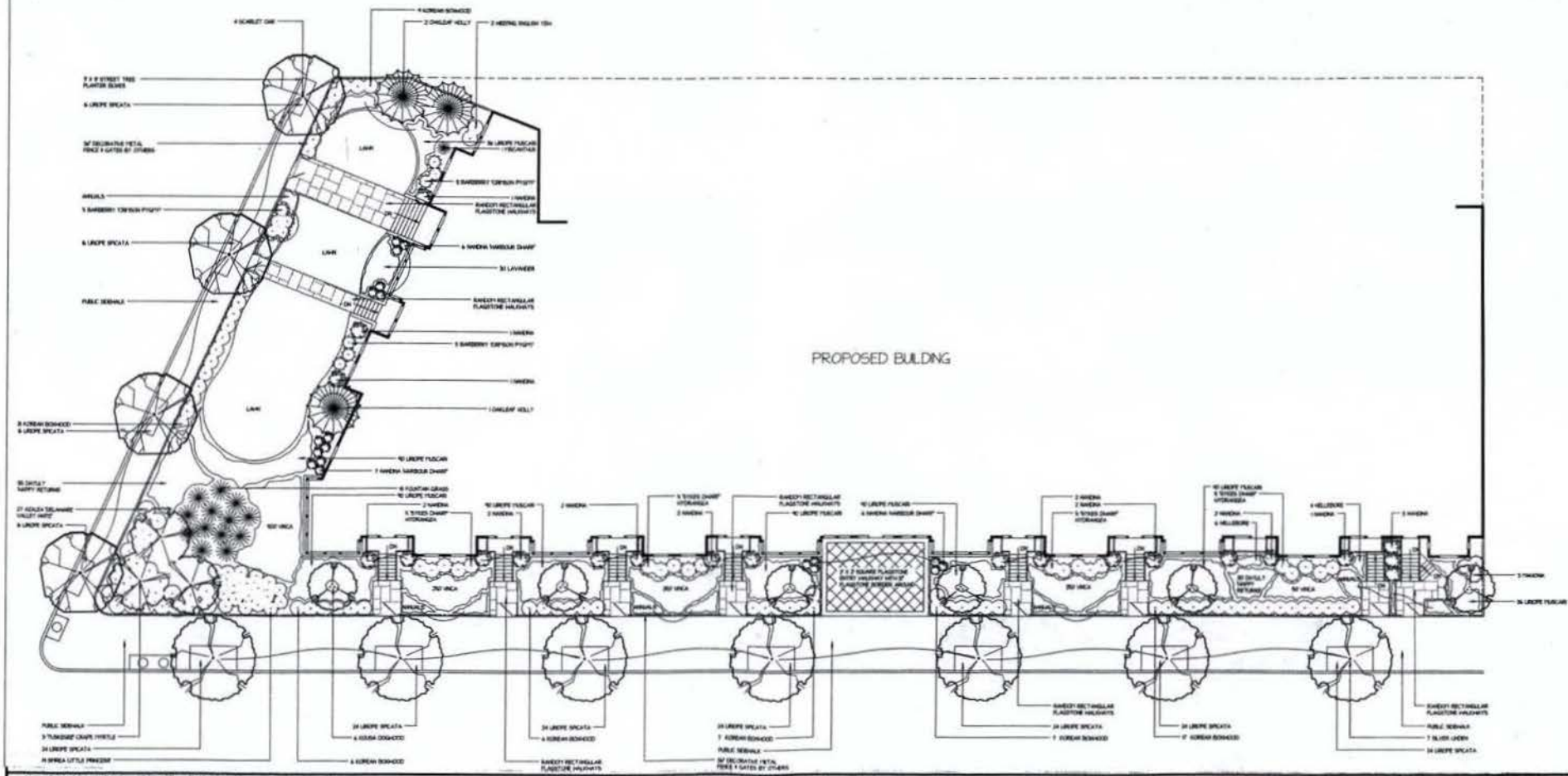
CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

APR. 05, 2004
APR. 27, 2004
AUG. 23, 2004

A-2.4

Client: VERMONT AVE. & R STREET, NW		
Street: VERMONT & R STREETS, NW Town: WASHINGTON, DC 20009		Scale: 1" = 10'
Contact: DENCHFELD LANDSCAPING	Phone #	Date: 8/16/04
Designer: ED COLAHAN & PAUL MEYERS	Editor: KURT A. DENCHFELD	Plan #

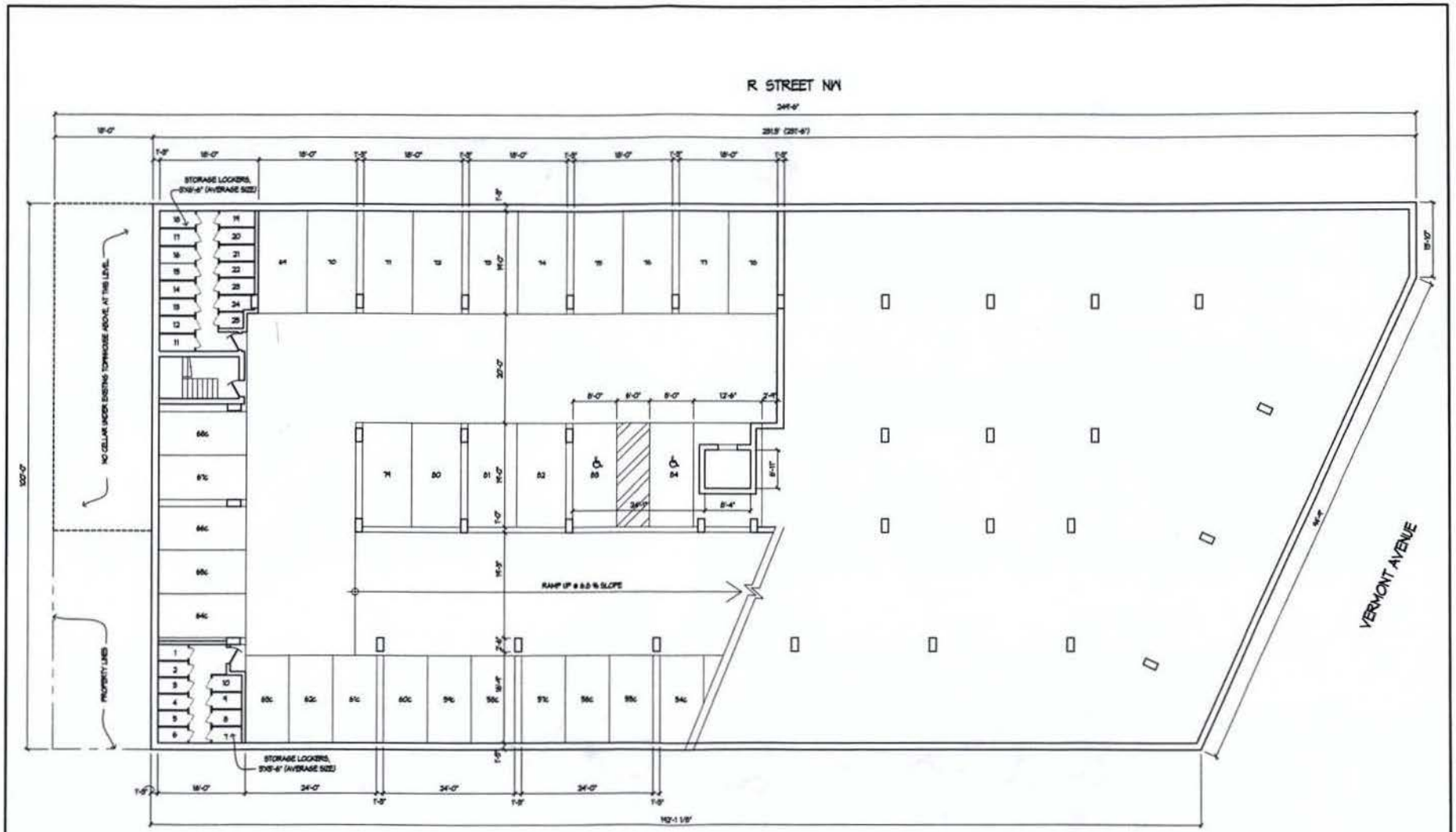


ARCHITECT: ERIC COLBERT & ASSOCIATES
717 8TH STREET, N.W. WASHINGTON, D.C. 20001

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PROJECT: 1200 R STREET

A-2.5



01 PARKING LOWER LEVEL (P-2)
SCALE: 1/8" = 1'-0"

N

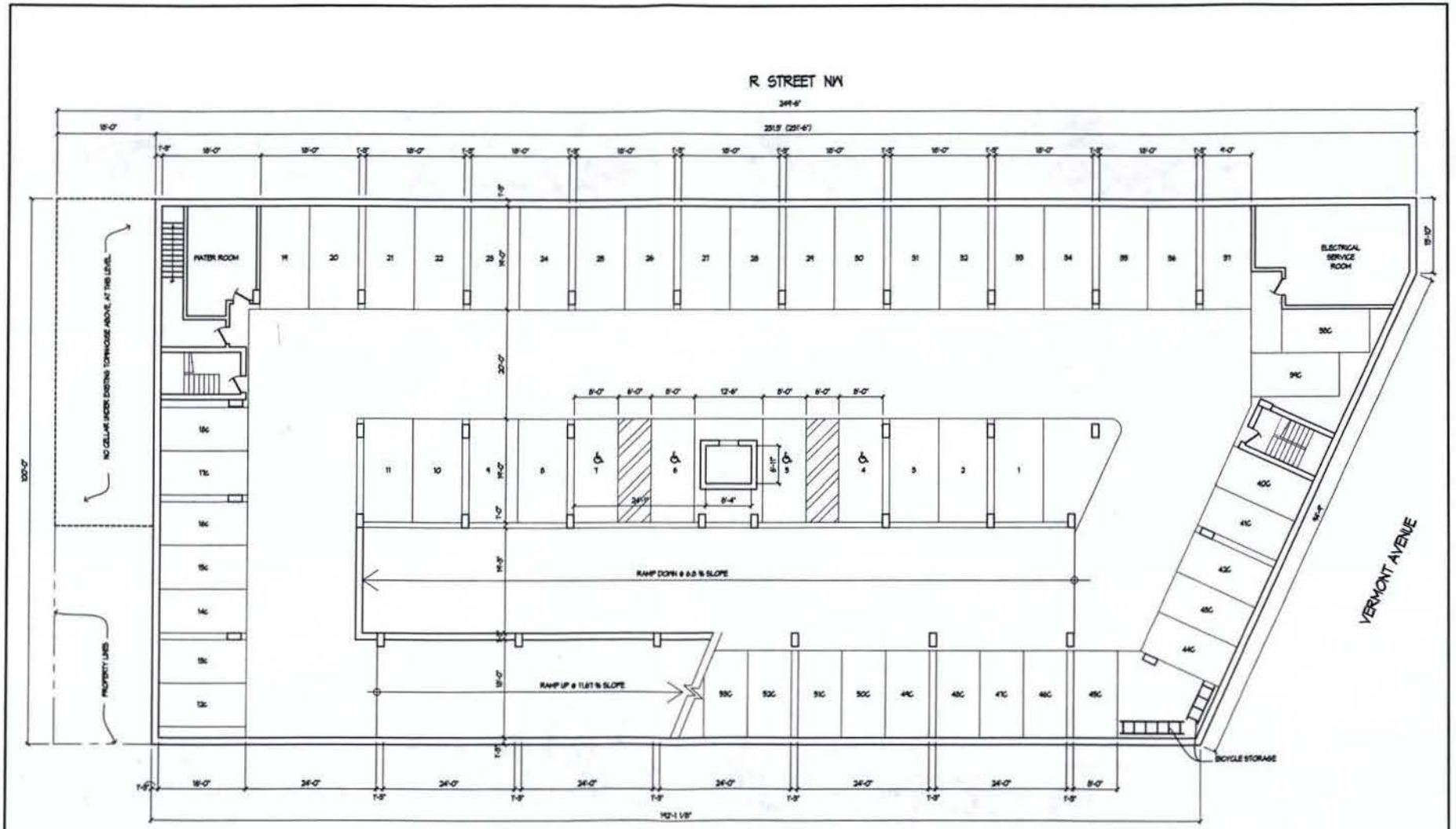
ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

A-3

P:\015-1200 R\015-A-03 PARKING LOWER.dwg, 4/30/2004 5:33:29 PM



01 PARKING UPPER LEVEL (P-1)
SCALE: 1/8" = 1'-0"

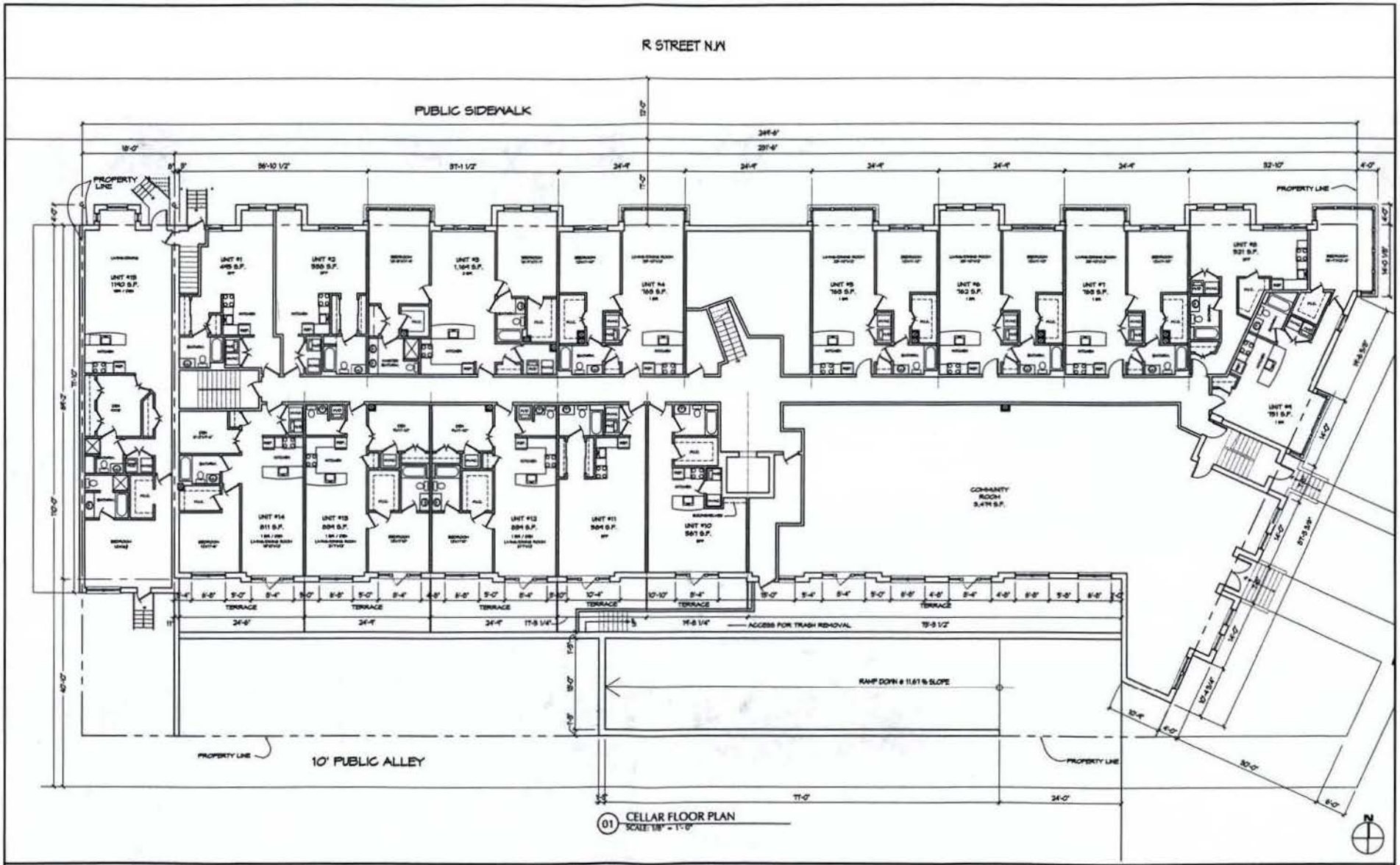
ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

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PROJECT: 1200 R STREET

A-4

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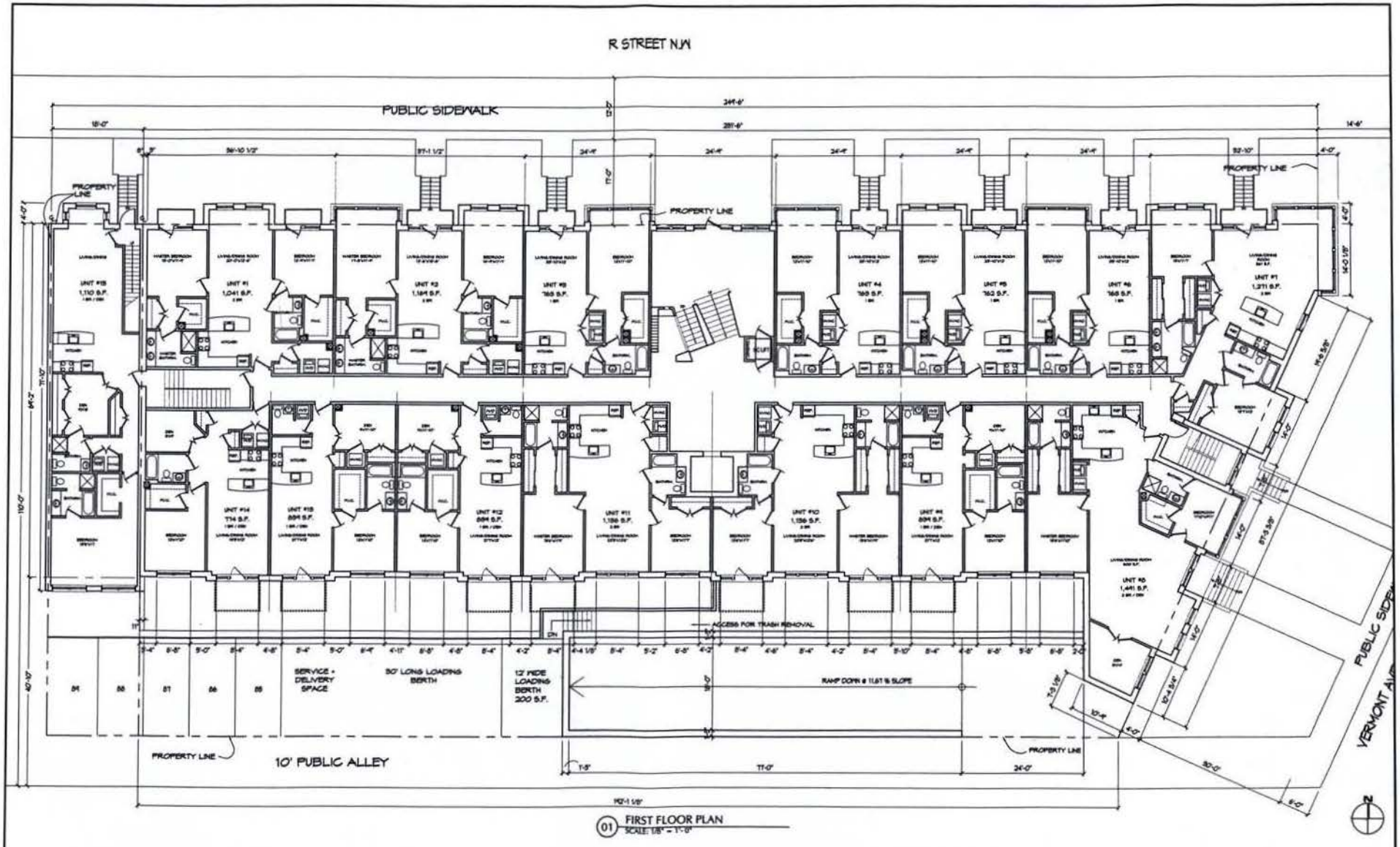


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PROJECT: 1200 R STREET

A-5

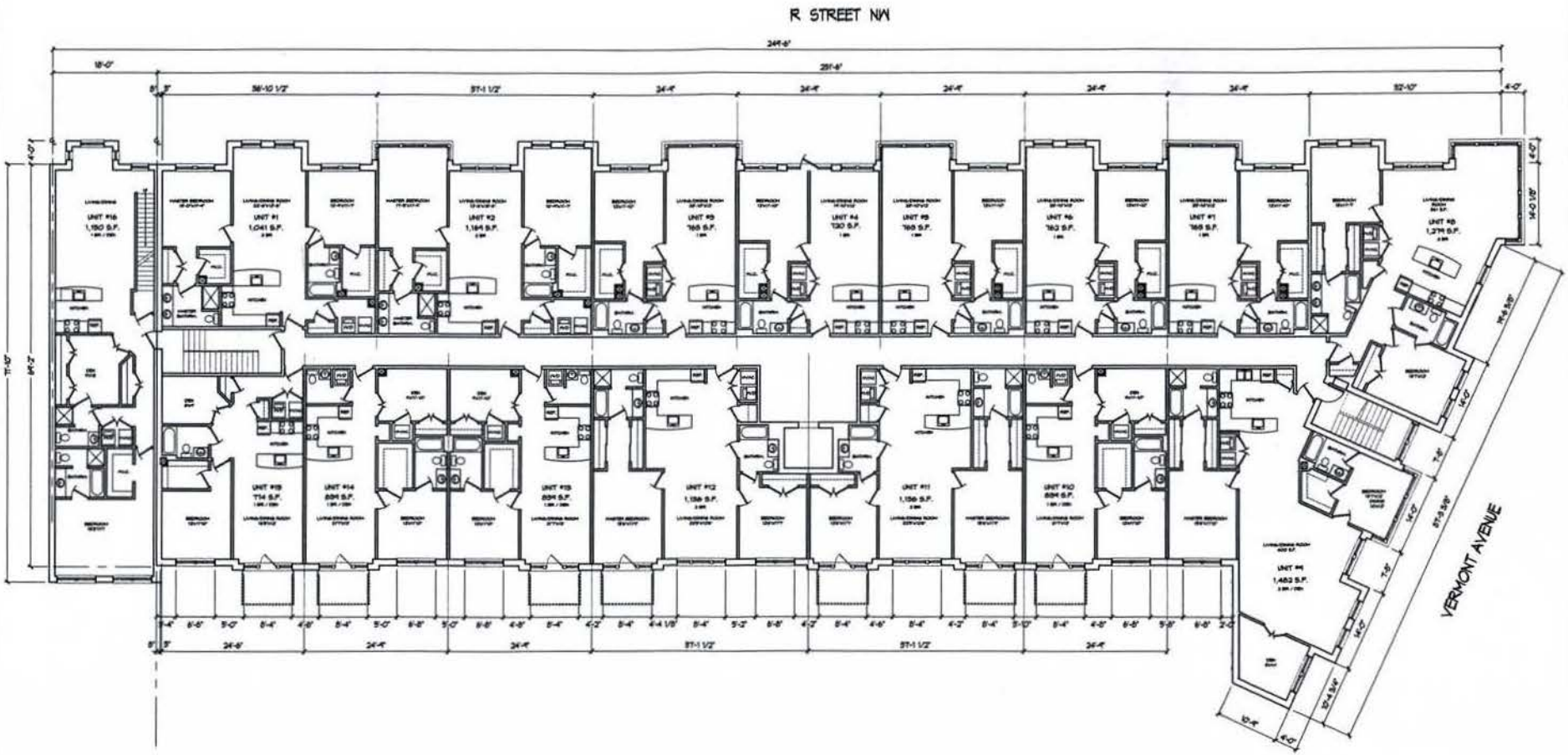


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717 5TH STREET, N.W. WASHINGTON, D.C. 20001

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PROJECT: 1200 R STREET

A-6



01 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

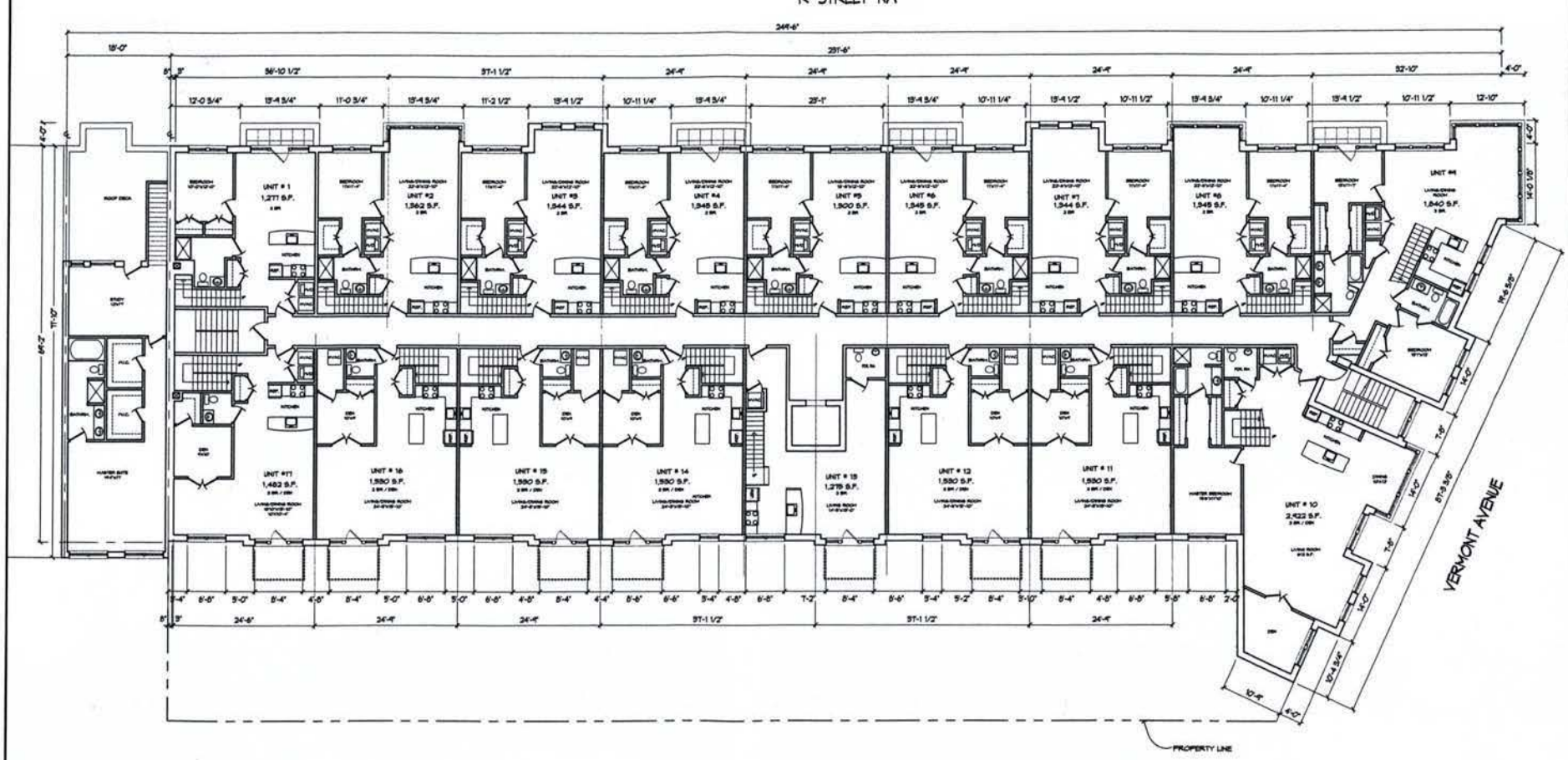
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5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

A-7



01 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

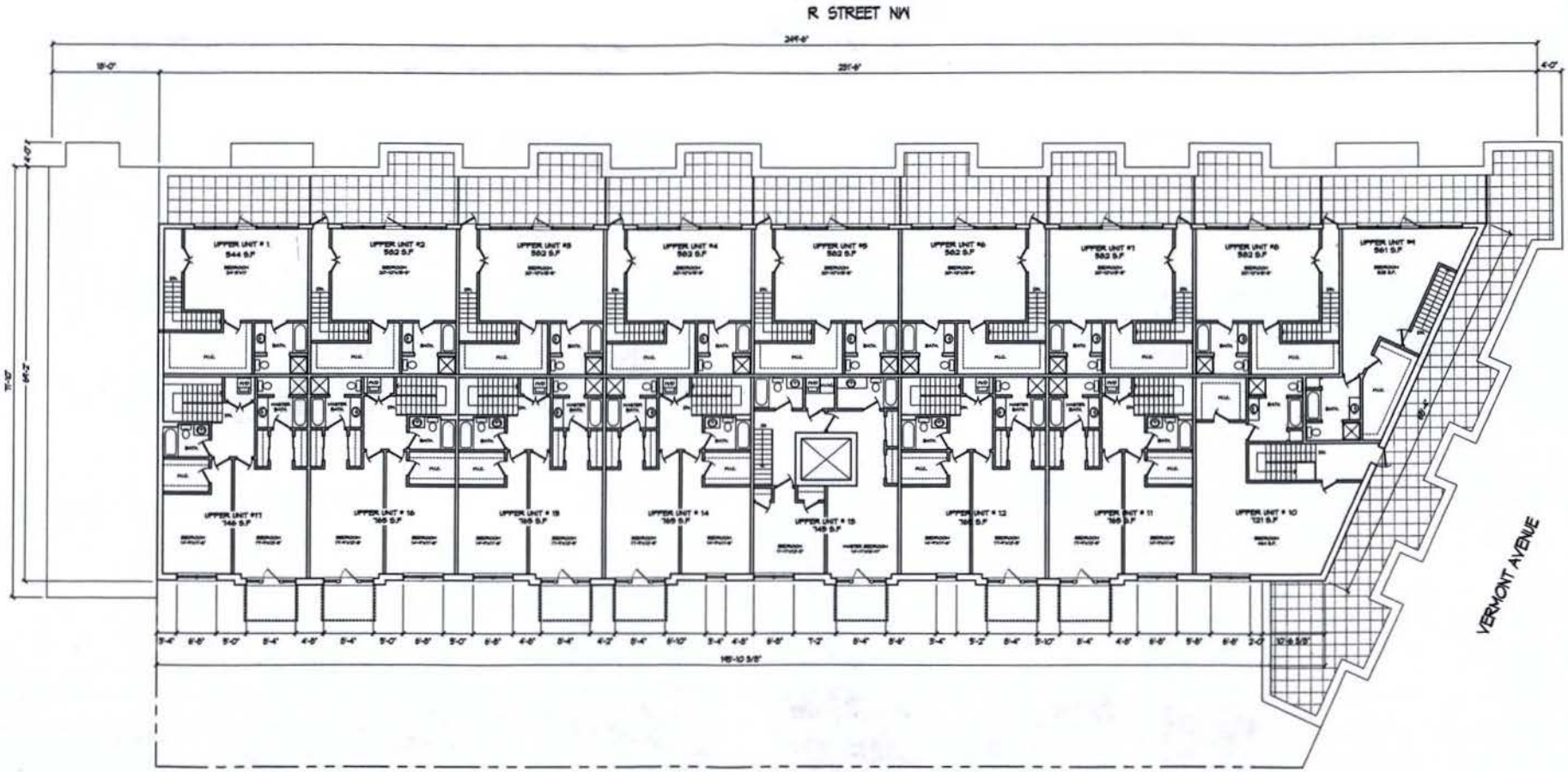
ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

APR. 05, 2004
APR. 27, 2004
AUG. 31, 2004

A-8



01 SETBACK LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

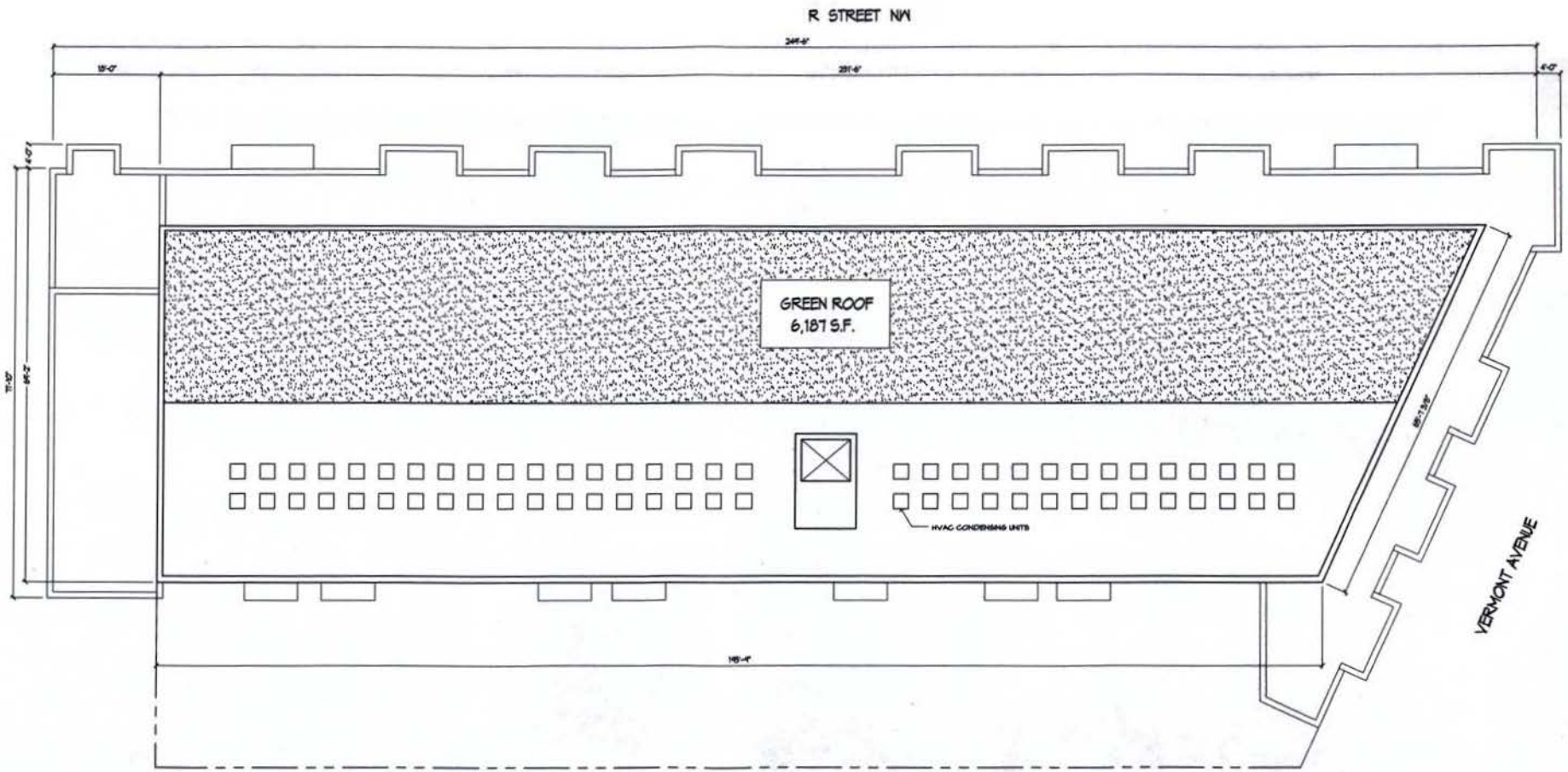
ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

APR. 02, 2004
APR. 27, 2004
AUG. 31, 2004

A-9



01 ROOF PLAN
SCALE: 1/8" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET

APR. 05, 2004
APR. 27, 2004
AUG. 31, 2004

A-10



02 EAST ELEVATION (VERMONT AVENUE)
SCALE: 1/8" = 1'-0"

NOTE: SIGHTLINE SHOWS THAT SETBACK TOP FLOOR IS NOT VISIBLE FROM THE SIDEWALK ON THE OPPOSITE SIDE OF "R" STREET



01 NORTH ELEVATION (R STREET, NW)
SCALE: 1/8" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 8TH STREET, N.W. WASHINGTON, D.C. 20001

CLIENT: LOGAN PHASE II, LLC
5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

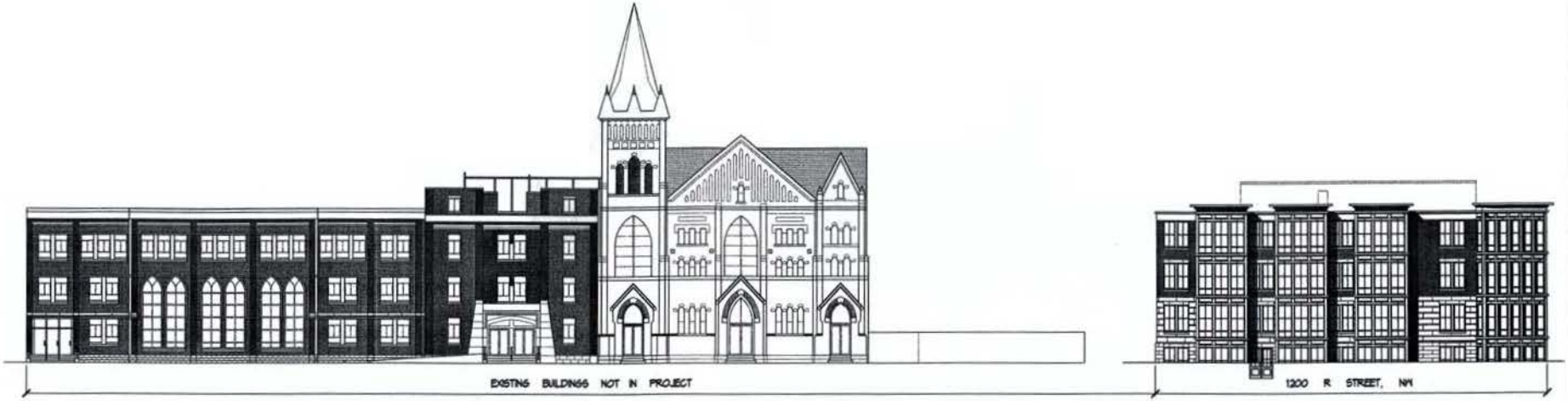
PROJECT: 1200 R STREET

A-11



01 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES	CLIENT: LOGAN PHASE II, LLC	PROJECT: 1200 R STREET	A-12
717 5TH STREET, N.W., WASHINGTON, D.C. 20001	5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816		



02 EAST ELEVATION, ALONG VERMONT AVENUE, NW SHOWING EXISTING BUILDINGS TO SOUTH
SCALE: NTS

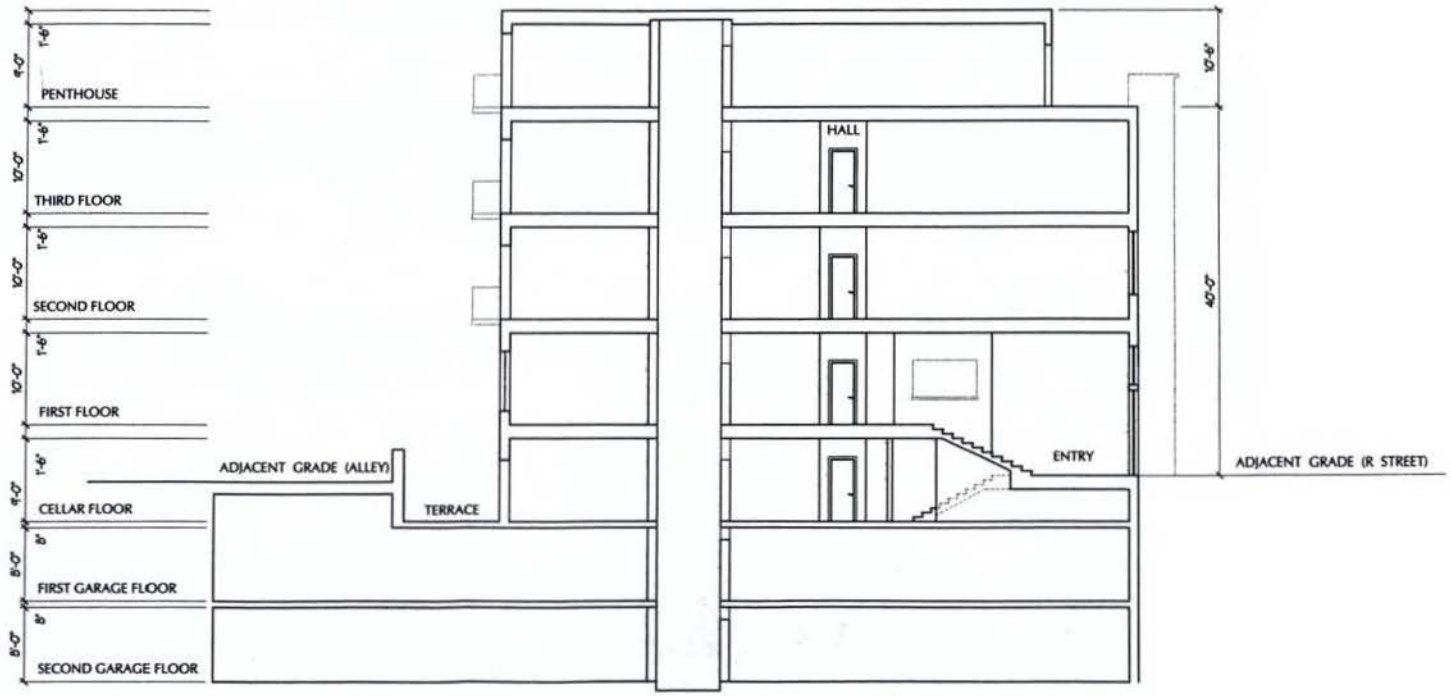


01 NORTH ELEVATION ALONG R STREET, NW SHOWING EXISTING BUILDINGS TO WEST
SCALE: NTS

ARCHITECT: ERIC COLBERT & ASSOCIATES
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5272 RIVER ROAD, SUITE 400, BETHESDA, MARYLAND 20816

PROJECT: 1200 R STREET



01 TYPICAL NORTH/SOUTH BUILDING SECTION
SCALE: 1/8" = 1'-0"

ARCHITECT: ERIC COLBERT & ASSOCIATES
717 5TH STREET, N.W. WASHINGTON, D.C. 20001

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PROJECT: 1200 R STREET

A-14

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