



# Washington Gateway

Washington, DC

## MODIFICATION TO APPROVED CONSOLIDATED PUD

Square: 3584  
 Lots: 814, 815, 820, 821, 822

### PROPERTY OWNERS

CK MRP Washington Gateway II (Lot 821)  
 CK MRP Washington Gateway III (Lot 822)  
 Washington Gateway Apartments Venture, LLC (Lot 820)  
 Washington Metropolitan Area Transit Authority (Lot 814)  
 District of Columbia (Lot 815)

### SITE LOCATION

100 Florida Avenue, NE, Washington, DC (Lot 820)  
 101 New York Avenue, NE, Washington, DC (Lot 821)  
 202 Florida Avenue, NE, Washington, DC (Lot 822)

### DEVELOPER / APPLICANT

MidAtlantic Realty Partners, LLC

### LAND USE COUNSEL

Holland & Knight LLP

### ARCHITECT

SK+I Architectural Design Group, LLC  
 Gensler & Associates

### CIVIL ENGINEER

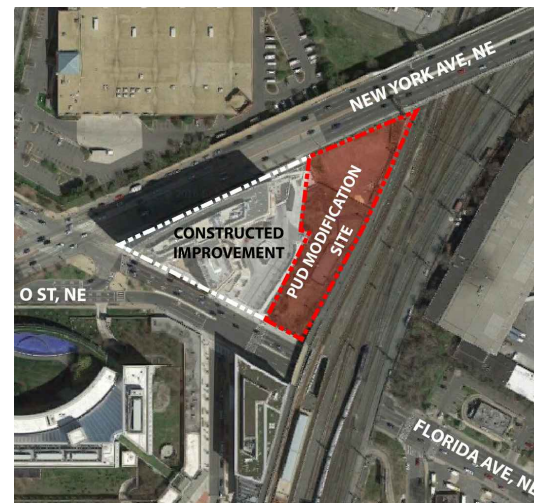
Wiles Mensch Corporation

### LANDSCAPE ARCHITECT

Oculus

### TRAFFIC CONSULTANT

Wells + Associates



MRP | REALTY

Washington Gateway | Washington, DC

March 6, 2017 | G-000



Cover Sheet

ZONING COMMISSION  
 District of Columbia  
 CASE NO.06-14D  
 EXHIBIT NO.46A1

Sheet	Name	DCMR 2406
<b>Introduction</b>		
G-000	Cover Sheet	
G-001	Sheet Index	2406.11.e.1,2,3
G-002	Zoning Summary	2406.11.e.1,2,3
G-003	Building Tabulations	2406.11.e.1,2,3
<b>Site Overview</b>		
G-101	Zoning Map Context Plan	2406.11.b
G-102	Regional Analysis	2406.11.b.7, 2406.12.g.7
G-103	Location Maps	2406.11.g.7, 2406.12.g
G-104	Aerial Photograph	2406.11.b
G-105	Site Photographs	2406.11.g.7, 2406.12.g
<b>Landscape Design</b>		
L-101	Illustrative Master Plan	2406.12.d
L-102	Illustrative Site Plan	2406.12.d
L-103	Illustrative Roof Plan	2406.12.d
L-104	Interim Site Plan	2406.12.d
L-201	North Tower Rear Stoops	2406.12.d
L-301	Character Images - Hardscape and Furnishings	2406.12.d
L-302	Character Images - Planting	2406.12.d
L-401	GAR Diagram	2406.12.d
L-402	GAR Score Sheet	2406.12.d
<b>Renderings</b>		
A-001	View from Plaza	2406.12.e
A-002	View from New York Avenue	2406.12.e
A-003	View from Florida Avenue	2406.12.e
<b>Architecture - Overall</b>		
A-101	2nd Floor Plan	2406.12.e
A-101a	Plaza Level Plan	2406.12.e
A-102	P1 Level Plan	2406.12.e
A-103	P2 Level Plan	2406.12.e
A-104	P3 Level Plan	2406.12.e
A-105	Proposed South Elevation	2406.12.e
A-106	Proposed North Elevation	2406.12.e
A-107	Proposed East Elevation	2406.12.e
A-108	Proposed West Elevation	2406.12.e
A-109	South Tower Material Range Examples	2406.12.e
A-110	North Tower Material Range Examples	2406.12.e
A-111	Building Section	2406.12.e
A-112	Building Section	2406.12.e
A-113	South Tower Enlarged Rooftop Sections	2406.12.e
A-114	North Tower Enlarged Rooftop Sections	2406.12.e
<b>Architecture - South Tower</b>		
A-20B2	Parking Level P2	2406.12.e
A-20B1	Parking Level P1	2406.12.e
A-201	Lobby Level 1	2406.12.e
A-201A	Plaza Level 1	2406.12.e
A-202	Level 02	2406.12.e
A-203	Level 03 - Level 07	2406.12.e

Sheet	Name	DCMR 2406
<b>Architecture - South Tower (Continued)</b>		
A-204	Level 08 - Level 11	2406.12.e
A-205	Level 12 - Level PH	2406.12.e
A-206	Roof Plan	2406.12.e
A-207	Enlarged Plan - Trail Connection Lobby (Plaza)	2406.12.e
A-208	Enlarged Plan - Trail Connection Lobby (Trail)	2406.12.e
A-209	Perspectives - Trail Connection Lobby	2406.12.e
A-210	Perspectives - Trail Connection Lobby	2406.12.e
A-211	Perspectives - Trail Connection Lobby	2406.12.e
A-212	Perspectives - Trail Connection Lobby	2406.12.e
A-213	Alternate Plan	2406.12.e
A-214	Alternate Plan	2406.12.e
A-215	Alternate Plan	2406.12.e
A-216	Florida Avenue Street Frontage	2406.12.e
A-217	Florida Avenue & Plaza Frontage	2406.12.e
<b>Architecture - North Tower</b>		
A-301	1st Floor Plan	2406.12.e
A-302	2nd Floor Plan	2406.12.e
A-303	3rd Floor Plan	2406.12.e
A-304	4th-6th Floor Plans	2406.12.e
A-305	7th-8th, 11th-12th, & 15th-16th Floor Plans	2406.12.e
A-306	9th-10th & 13th-14th Floor Plans	2406.12.e
A-307	Penthouse Plan	2406.12.e
A-308	Roof Plan	2406.12.e
A-309	Stoops at Metropolitan Branch Trail	2406.12.e
A-310	IZ Unit Locations	2406.12.e
A-311	Building Signage	2406.12.e
A-312	Building Projections	2406.12.e
<b>Civil Design</b>		
C-101 A	Existing Conditions Plan A	2406.11.e.5
C-101 B	Existing Conditions Plan B	2406.11.e.5
C-103A	Erosion & Sediment Control Plan A	2406.11.e.7, 2406.12.g
C-103B	Erosion & Sediment Control Plan B	2406.11.e.7, 2406.12.g
C-104A	Site Plan A	2401.12.c
C-104B	Site Plan B	2401.12.c
C-105A	Utility Plan A	2406.12.f, 24.06.11.e.4
C-105B	Utility Plan B	2406.12.f, 24.06.11.e.4
C-106A	Grading Plan A	2406.12.(c&d)
C-106B	Grading Plan B	2406.12.(c&d)
C-503	Erosion & Sediment Control Details	2406.11.e.7, 2406.12.g
C-601A	Truck Turning Plan WB-50	2406.12.f
C-601B	Truck Turning Plan SU	2406.12.f
C-602A	Circulation Plan A	2406.12.f
C-602B	Circulation Plan B	2406.12.f
C-701A	SWM Plan A	2406.11.e.6
C-701B	SWM Plan B	2406.11.e.6

ZONING SUMMARY

Lot 814 Area SF	10,385
Lot 815 Area SF	8,061
Lot 820 Area SF	45,235
Lot 821 Area SF	45,211
Lot 822 Area SF	25,700
<b>Total Lot Area SF</b>	<b>134,592</b>

	C-3-C / MU-9 PUD	Approved PUD	Proposed PUD Modification
FAR			
Existing Residential FAR Square Feet	384,280	351,475	351,475
South Tower FAR Square Feet	693,040	601,896 (combined north and south office towers)	221,691 (option 1 & option 2**)
North Tower FAR Square Feet			339,543 (residential)
Total FAR Square Feet	1,077,320	351,475	912,709
Number of Dwelling Units		430 (400 constructed)	Option 1: 770 / Option 2: 1,022**
Floor Area Ratio (Aggregate)	8.00	7.08	6.78
Building Height	130'	130'	130'
Penthouse Height	20'-0" penthouse allowed	18'-6" penthouse max. height	20'-0" penthouse max. height
Communal Residential Habitable Penthouse Square Feet			Option 1: 7,478 / Option 2: 11,954**
Communal Office Habitable Penthouse Square Feet			Option 1: 5,203 / Option 2: 0**
Lot Occupancy	100%	55%	52%
Side Yard	none	none	none
Rear Yard	2.5" per foot of height above median grade	31'-9"	34'-1"
Open Court	none	none	none
Green Area Ratio	0.2		0.2
Vehicle Parking Ratio (minimum)			
Existing Residential (1958 Zoning Regulations)	.25 per dwelling unit	.6 per dwelling unit (258 spaces)	.5 per dwelling unit (200 spaces)
Office Parking	.5 per 1,000 sf in excess of 3,000 sf - 50%*** (56 spaces)	1 per 1,800 sf (334 spaces)	minimum of 56 spaces
Residential Parking	1 per 3 dwelling units - 50%*** (62 spaces)		minimum of 62 spaces
Retail Parking	1.33 per 1,000 sf in excess of 3,000 sf - 50%*** (8 spaces)	1 per 3,000 sf (4 spaces)	minimum of 8 spaces
Loading			
Existing Residential Loading (1958 Zoning Regulations)	1 @ 55' deep, 1 @ 20' deep	1 @ 55' deep, 1 @ 20' deep	1 @ 55' deep, 1 @ 20' deep
Office Loading	3 @ 30' deep, 1 @ 20' deep	3 @ 30' deep, 1 @ 20' deep	2 @ 30' deep*
Residential Loading	1 @ 30' deep, 1 @ 20' deep		1 @ 30' deep, 1 @ 20' deep
Retail Loading	1 @ 30' deep	none	none*
Bike Parking			
Existing Residential Bike Parking (1958 Zoning Regulations)	1 per 3 dwelling units	1 per 3 dwelling units (144 spaces)	1 per 3 dwelling units (134 spaces)
Office Bike Parking	long term = 1/2,500 sf for first 50 spaces & 1/5,000 remaining short term = 1/40,000 sf	5% min. of vehicle parking (19 spaces)	long term = 70 spaces min. / short term = 6 spaces min.
Residential Bike Parking	long term = 1/3 DUs for first 50 spaces & 1/6 DUs remaining short term = 1/20 DUs		Option 1: long term = 87 spaces min. / short term = 19 spaces min.** Option 2: long term = 129 spaces min. / short term = 32 spaces min.**
Retail Bike Parking	long term = 1/10,000 sf / short term = 1/3,500 sf	5% min. of vehicle parking (1 space)	long term = 1 space min. / short term = 3 spaces min.

Notes:

\* Flexibility required

\*\* Option 1: South Tower as office

Option 2: South Tower as residential

\*\*\* Required minimum vehicle parking is reduced by 50% due to proximity to a Metrorail station according to Subsection C, Section 702 of the Zoning Regulations.

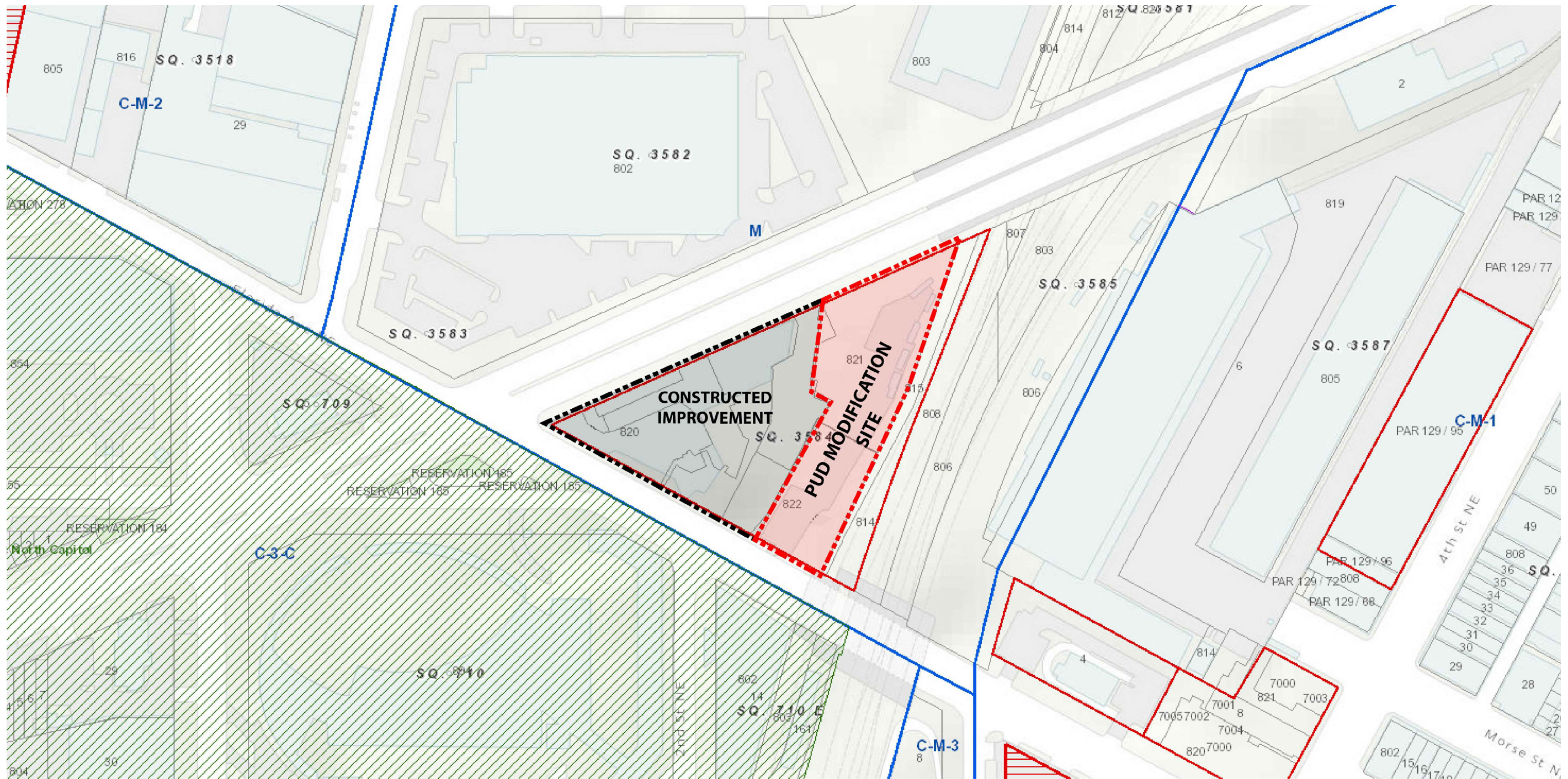
**BUILDING TABULATIONS**

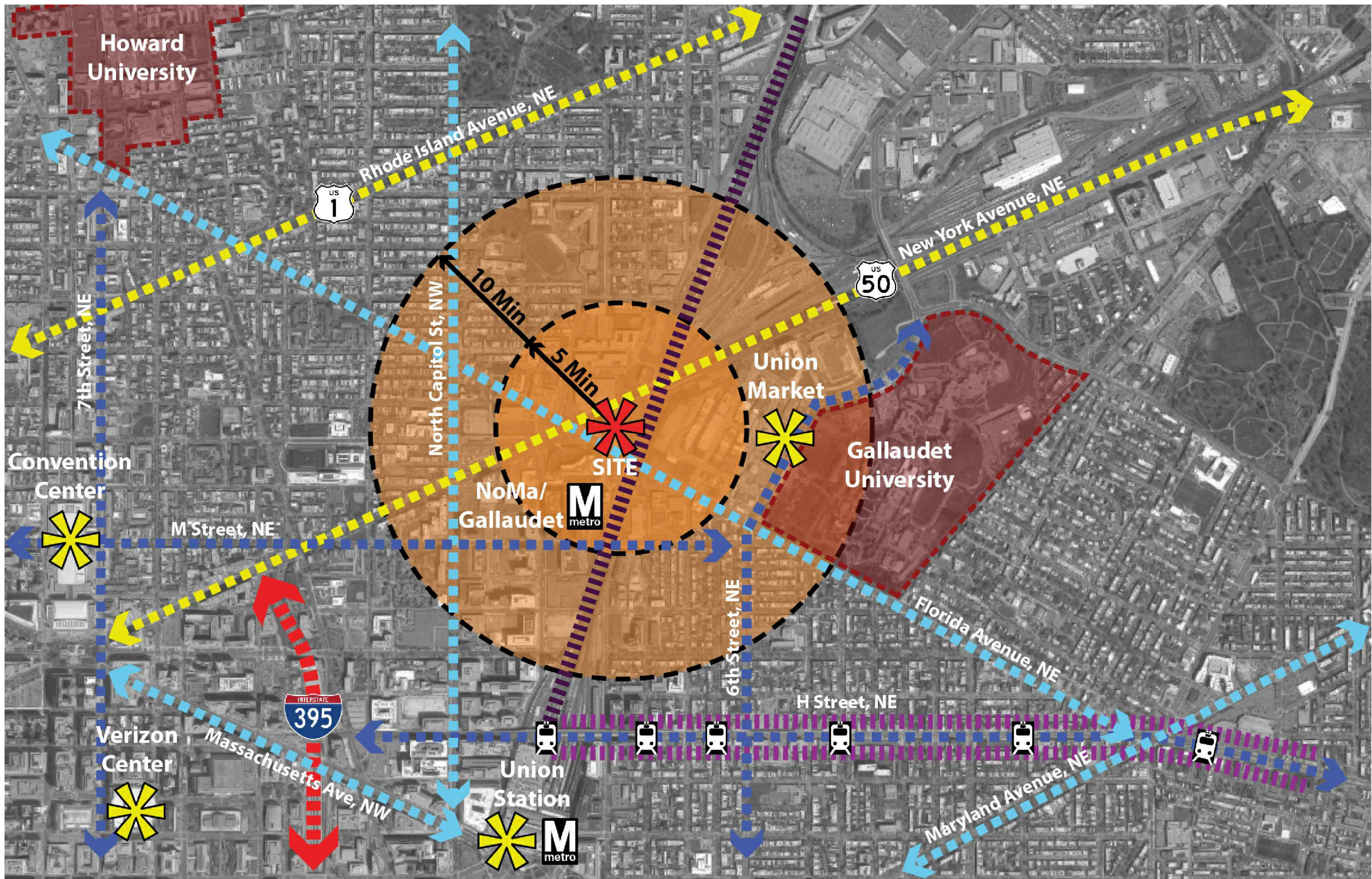
Floor	North Tower			South Tower			Total			Cellar
	residential/garage			office/retail						
	GSF	Non FAR	FAR	GSF	Non FAR	FAR	GSF	Non FAR	FAR	
Residential Pent. **	7,478	7,478	0				7,478	7,478	0	
16th	24,267	219	24,048				24,267	219	24,048	
15th	24,267	219	24,048				24,267	219	24,048	
14th/Office Pent.	23,772	0	23,772	5,203	5,203	0	28,975	5,203	23,772	
13th	23,772	0	23,772	15,027	86	14,941	38,799	86	38,713	
12th	24,267	219	24,048	15,027	86	14,941	39,294	305	38,989	
11th	24,267	219	24,048	17,521	86	17,435	41,788	305	41,483	
10th	23,772	0	23,772	18,219	86	18,133	41,991	86	41,905	
9th	23,772	0	23,772	18,746	86	18,660	42,518	86	42,432	
8th	24,267	219	24,048	18,353	86	18,267	42,620	305	42,315	
7th	24,267	219	24,048	18,746	86	18,660	43,013	305	42,708	
6th	23,794	0	23,796	18,746	86	18,660	42,540	86	42,456	
5th	23,794	0	23,794	17,892	86	17,806	41,686	86	41,600	
4th	23,794	3,807	19,987	17,893	86	17,807	41,687	3,893	37,794	16%
3rd	17,767	4,442	13,325	17,587	86	17,501	35,354	4,528	30,826	25%
2nd	21,685	5,638	16,047	14,644	86	14,558	36,329	5,724	30,605	26%
1st Residential*	16,851	14,997	1,854				16,851	14,997	1,854	89%
1st Garage	12,398	11,034	1,364				12,398	11,034	1,364	89%
1st Office Mezz.				3,983	1,239	2,744	3,983	1,239	2,744	31%
1st Office				9,658	3,005	6,653	9,658	3,005	6,653	31%
1st Retail				7,149	2,224	4,925	7,149	2,224	4,925	31%
<b>Sub-Total GSF</b>	<b>388,251</b>			<b>234,394</b>			<b>622,645</b>			
<b>Non FAR Deduct</b>		<b>48,711</b>			<b>12,703</b>			<b>61,413</b>		
<b>Total FAR GSF</b>			<b>339,543</b>			<b>221,691</b>			<b>561,234</b>	

Notes:

1. All numbers are subject to change and are approximate figures
2. Information is based on current design dated 07.18.2016, calculated per FAR methodology
3. \* Loading dock is included in residential GSF calculation. The garage ramp has been excluded.
4. \*\* Penthouse GSF excludes open to the sky mechanical space

**Elevation Apartments (existing) 351,475**  
**Total FAR SF 912,709**  
**Approved PUD 351,475**





**Legend**

-  Site
-  Important Context
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Metro/Amtrak
-  Streetcar
-  Metro Station
-  Streetcar Stop
-  University

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Site Aerial: 1"=100'-0"



Context Aerial: 1"=1000'-0"

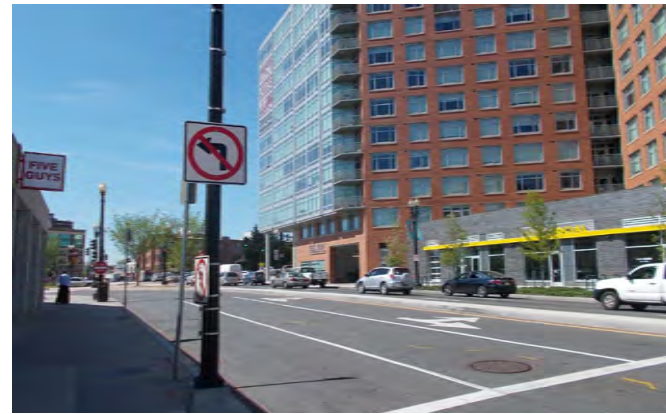








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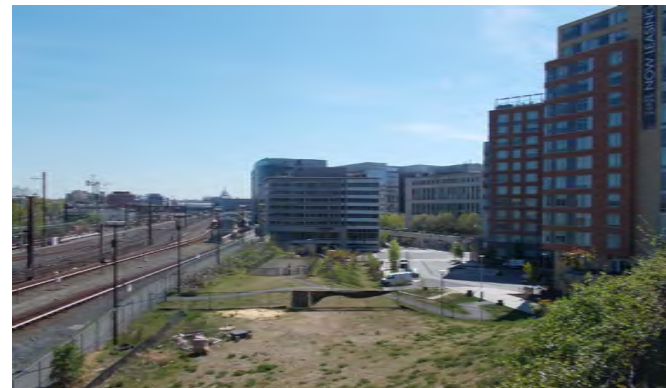
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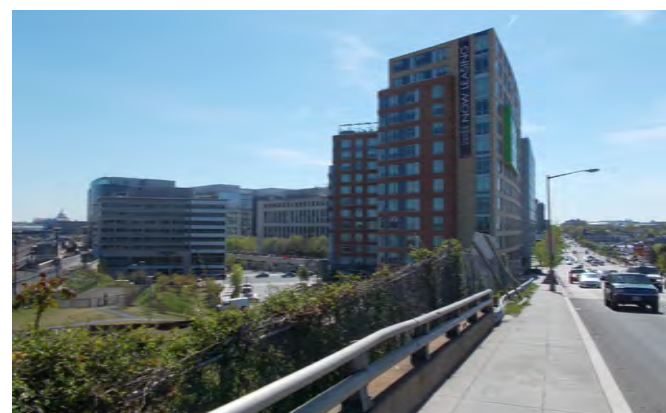
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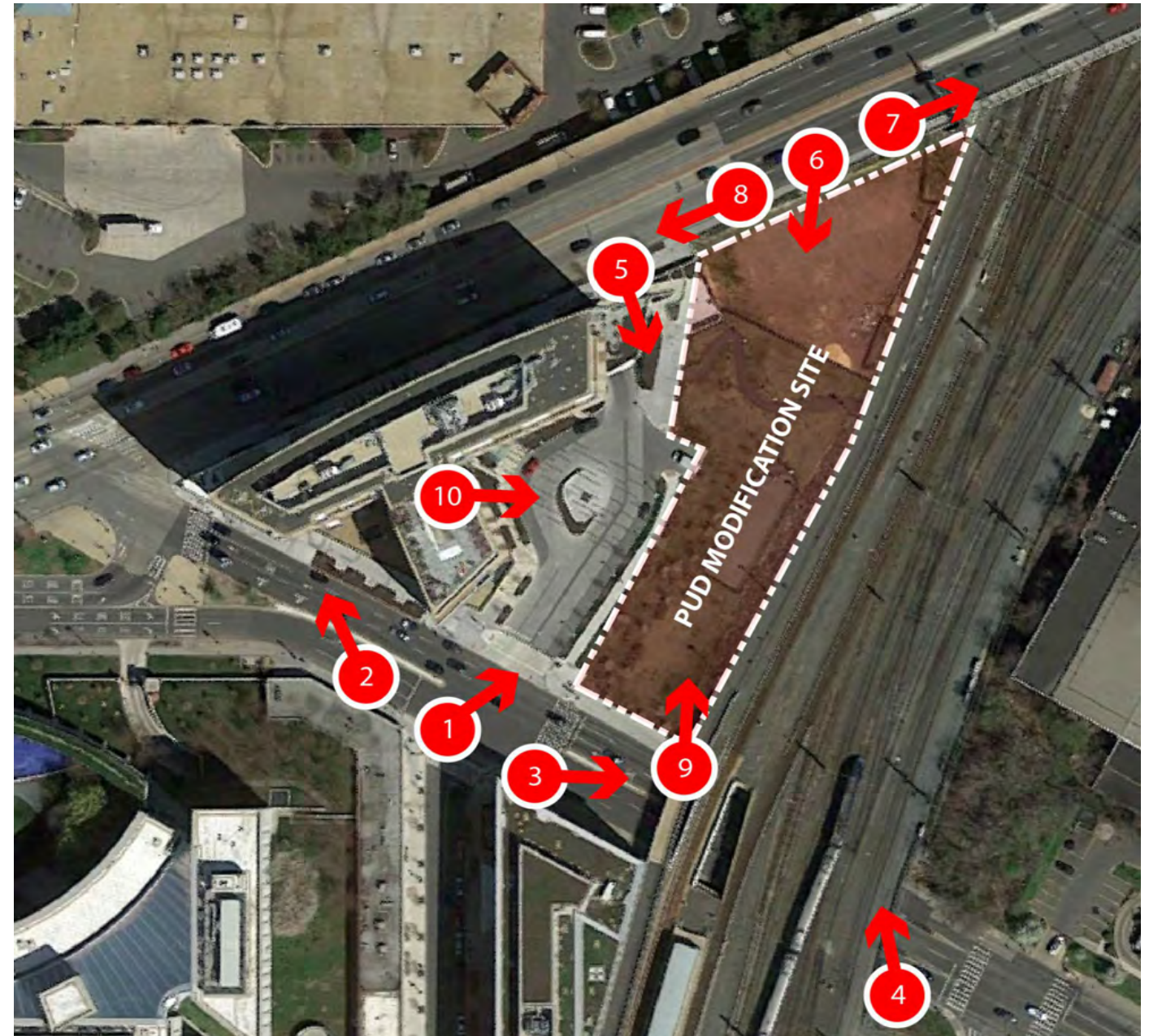
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Key Plan



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