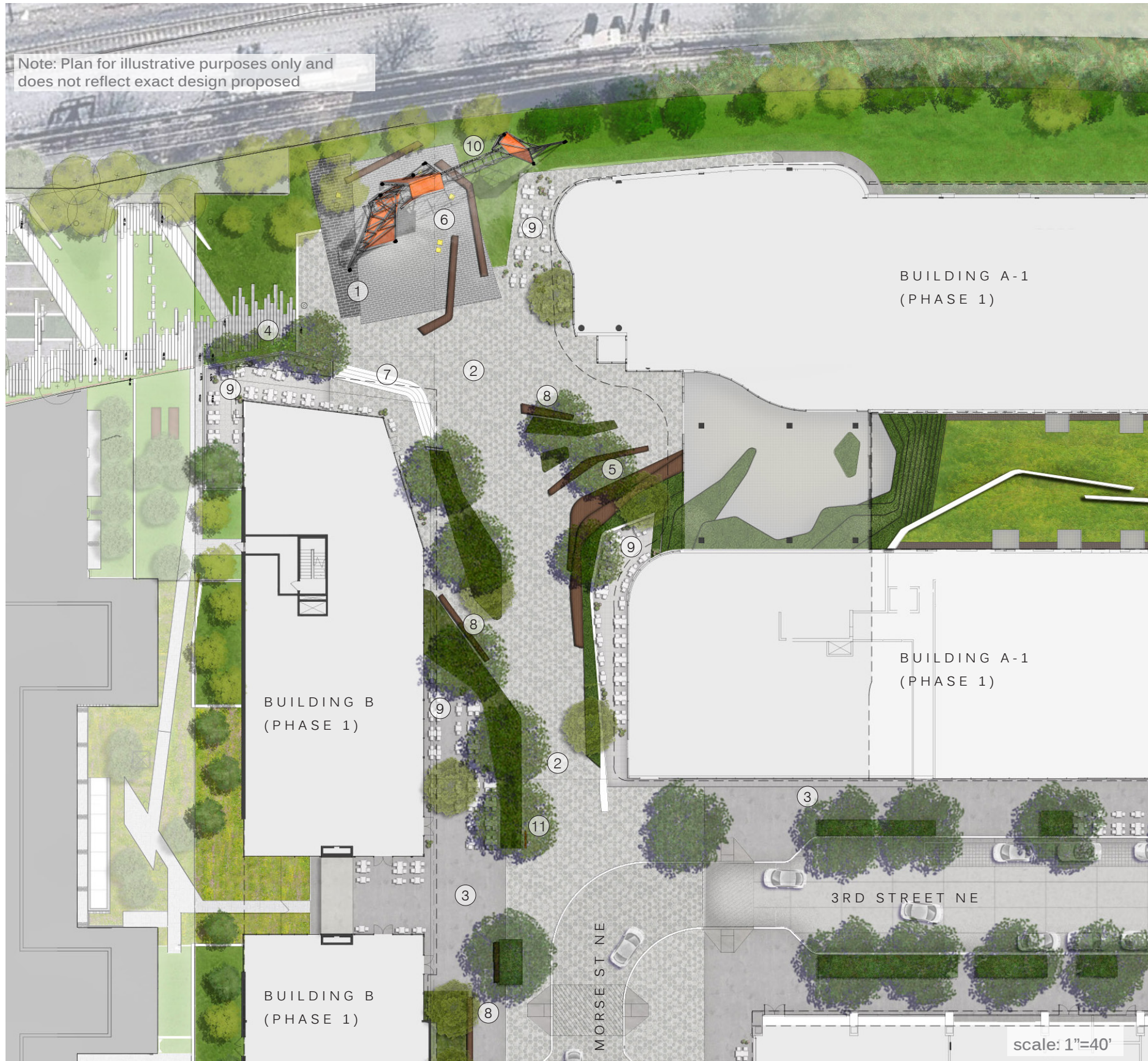


Note: Plan for illustrative purposes only and does not reflect exact design proposed

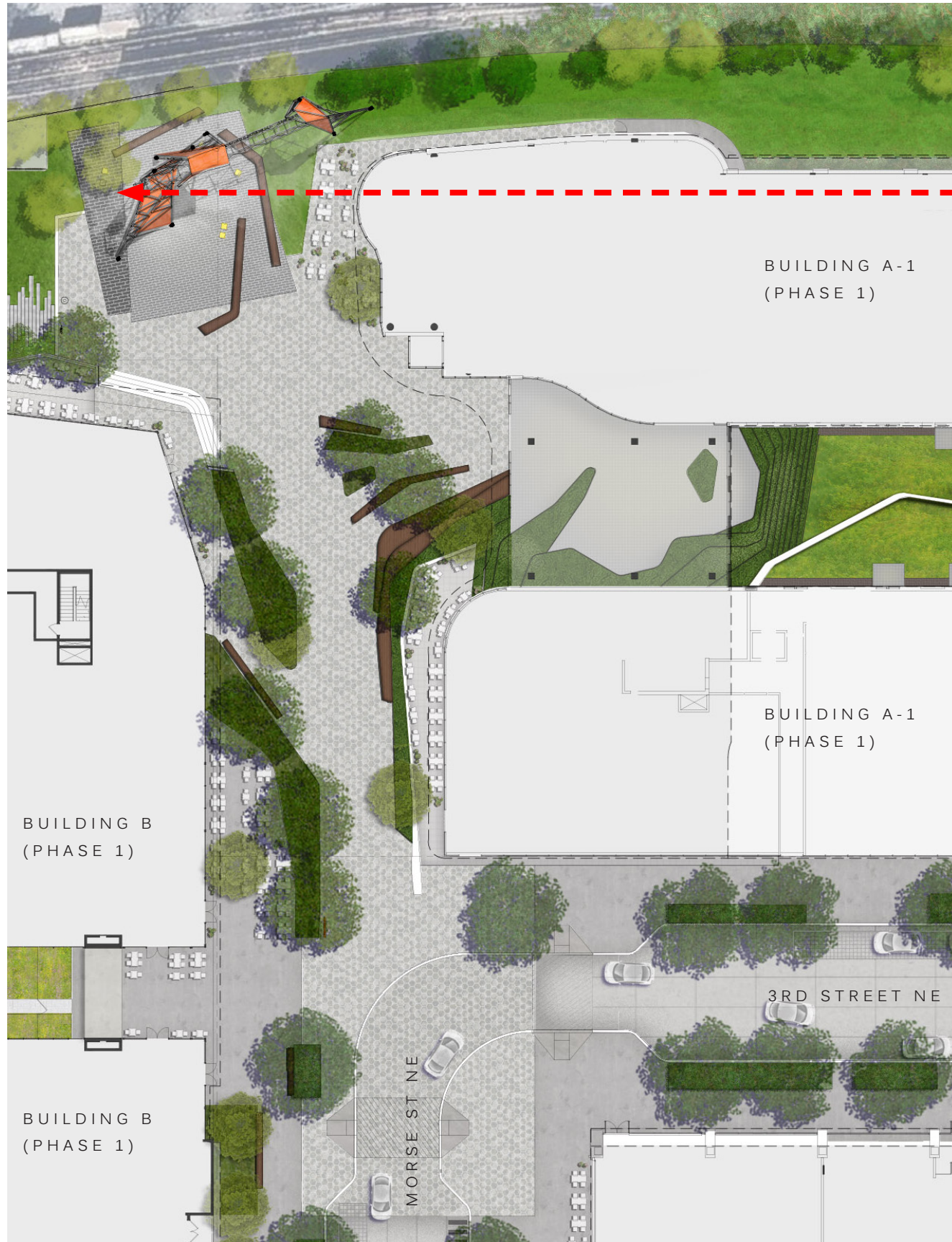


- ① PERMEABLE PAVERS*
- ② UNIT PAVERS (BRICK, CONCRETE, ASPHALT)
- ③ CONCRETE PAVEMENT
- ④ PARK PAVERS (MATCH LEVEL 2 PARK PAVERS)
- ⑤ TERRACED SEATING
- ⑥ COMMUNAL SEATING
- ⑦ STEP SEATING
- ⑧ BENCH SEATING
- ⑨ CAFE SEATING
- ⑩ GANTRY STRUCTURE WITH FOG FEATURE
- ⑪ WAYFINDING

*Note: Per request of DDOE to include porous paving in the plaza, a portion of the area near the Gantry has been identified as the most appropriate. Thus the stone pavers originally slated for that area might have to be replaced with brick or concrete. Permeable paving would be inappropriate elsewhere in the plaza due to the presence of cafe zones and the twenty-foot-wide fire lane.

MORSE STREET PLAZA

January 26, 2017



PERMEABLE PAVERS



STONE PAVERS



January 26, 2017

MORSE STREET PLAZA CHARACTER IMAGES

THE GANTRY AS A DESTINATION

The Gantry's abstracted relationship to the adjacent railroad is further strengthened by the integration of a fog feature, which consists of hundreds of emitters that produce blooms of fog that rise, envelop the Gantry, and then slowly dissipate into the surrounds. Release of the fog will be orchestrated to activate at controlled intervals, perhaps indexing the timetable of train schedules or simply marking the time of day. The fog feature will animate the Gantry and activate the plaza by interacting playfully with the environment – concealing and revealing wind currents, surfaces, views, and the passage of time. Providing respite from the summer heat, each burst of fog is interactive, exciting, and dynamic. Fascinating to both children and adults as it glides across the plaza, meanders amidst vegetation, and tumbles across the nearby terraced gardens, this atmospheric installation will be unique in the District, an iconic and vibrant landmark that will be visible from the railroad and surrounding streets.



GANTRY WITH FOG
January 26, 2017



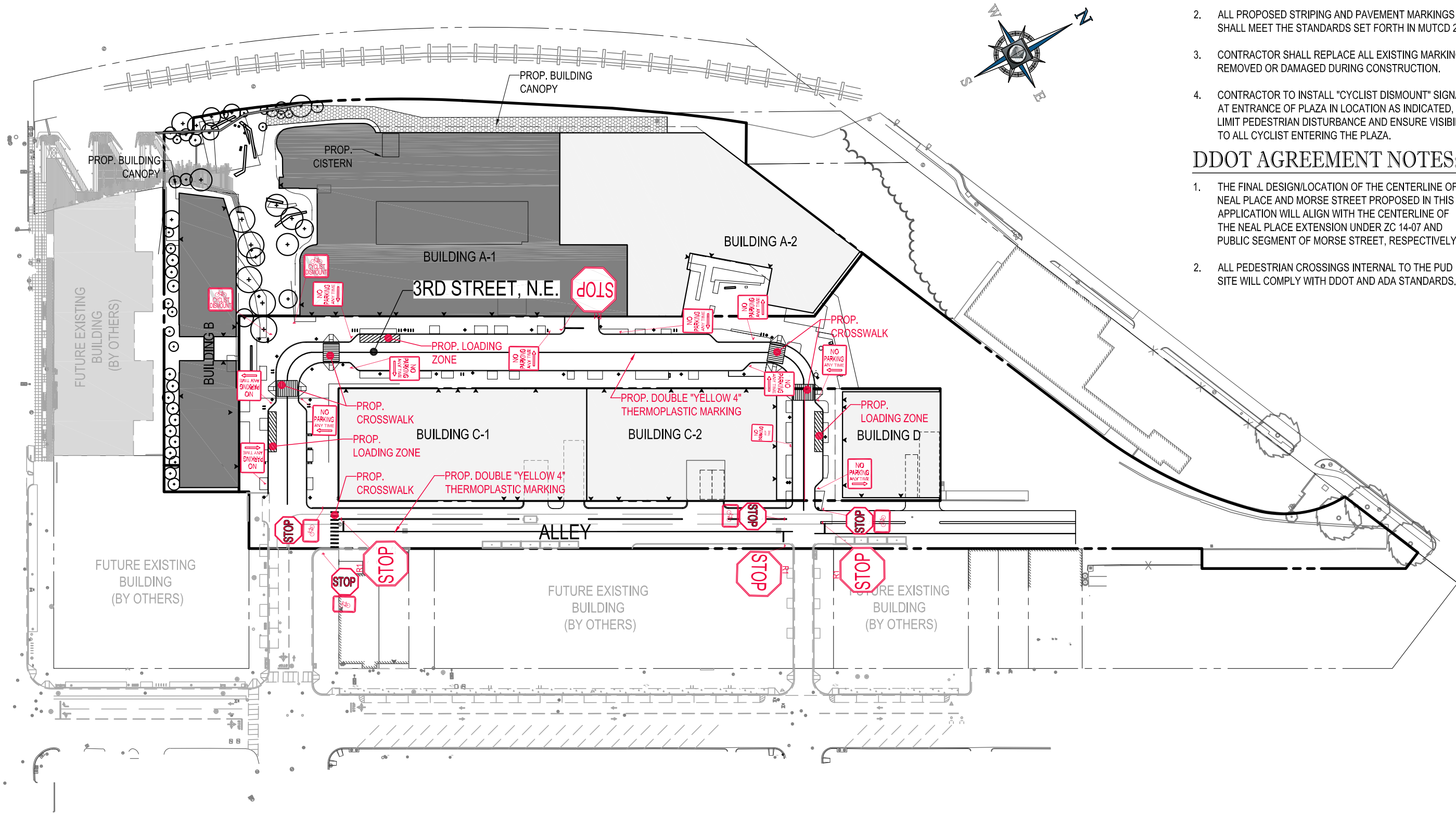
MORSE STREET PLAZA GANTRY

SIGNAGE AND STRIPING NOTES:

1. ALL PROPOSED SIGNS SHALL COMPLY WITH MUTCD 2009.
2. ALL PROPOSED STRIPING AND PAVEMENT MARKINGS SHALL MEET THE STANDARDS SET FORTH IN MUTCD 2009.
3. CONTRACTOR SHALL REPLACE ALL EXISTING MARKINGS REMOVED OR DAMAGED DURING CONSTRUCTION.
4. CONTRACTOR TO INSTALL "CYCLIST DISMOUNT" SIGNAGE AT ENTRANCE OF PLAZA IN LOCATION AS INDICATED, TO LIMIT PEDESTRIAN DISTURBANCE AND ENSURE VISIBILITY TO ALL CYCLIST ENTERING THE PLAZA.

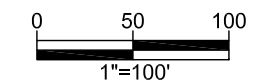
DDOT AGREEMENT NOTES:

1. THE FINAL DESIGN/LOCATION OF THE CENTERLINE OF NEAL PLACE AND MORSE STREET PROPOSED IN THIS APPLICATION WILL ALIGN WITH THE CENTERLINE OF THE NEAL PLACE EXTENSION UNDER ZC 14-07 AND PUBLIC SEGMENT OF MORSE STREET, RESPECTIVELY.
2. ALL PEDESTRIAN CROSSINGS INTERNAL TO THE PUD SITE WILL COMPLY WITH DDOT AND ADA STANDARDS.



SIGNAGE AND STRIPING PLAN

SCALE: 1" = 100'



26 January, 2017