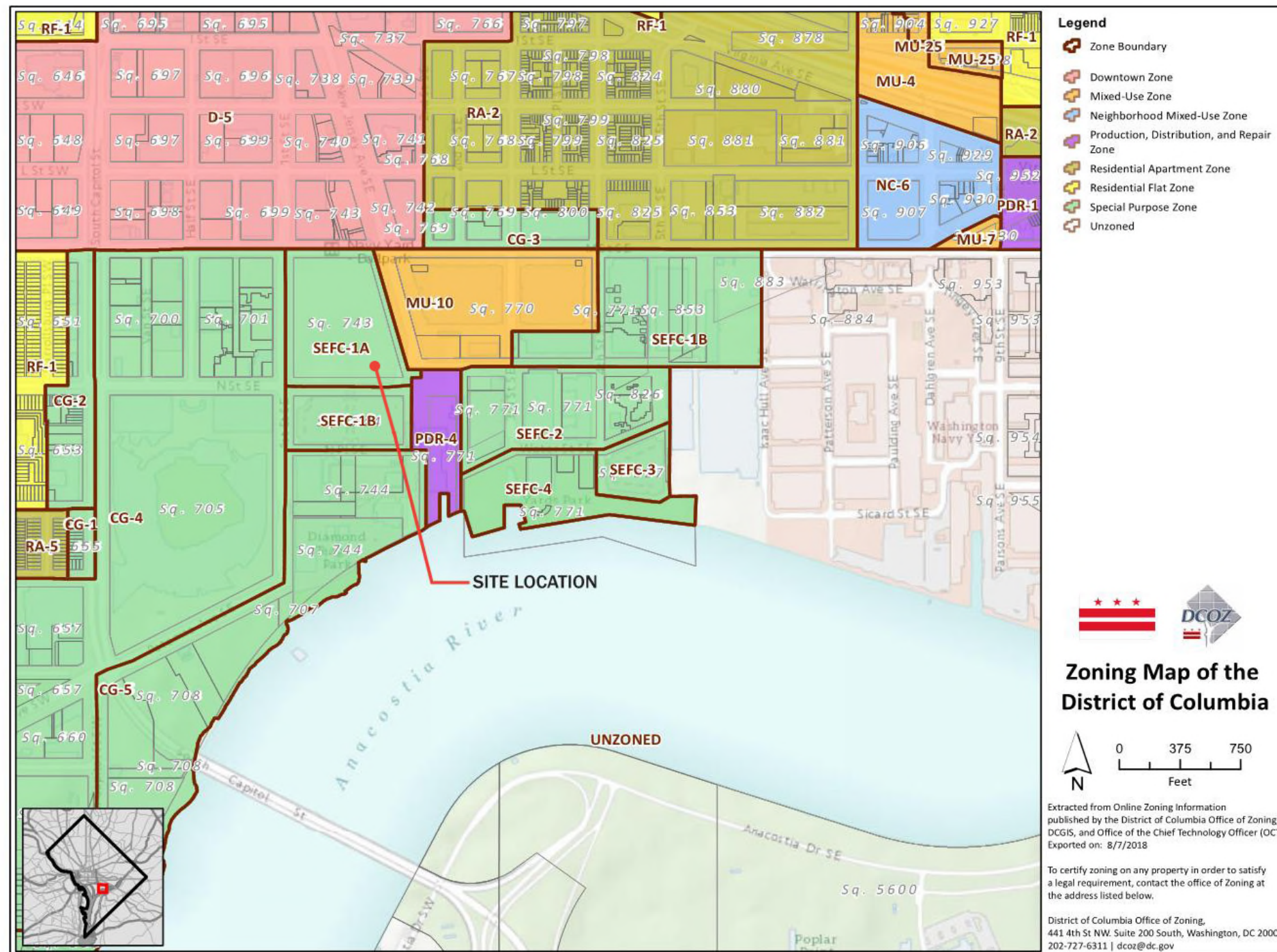


SECTION 1

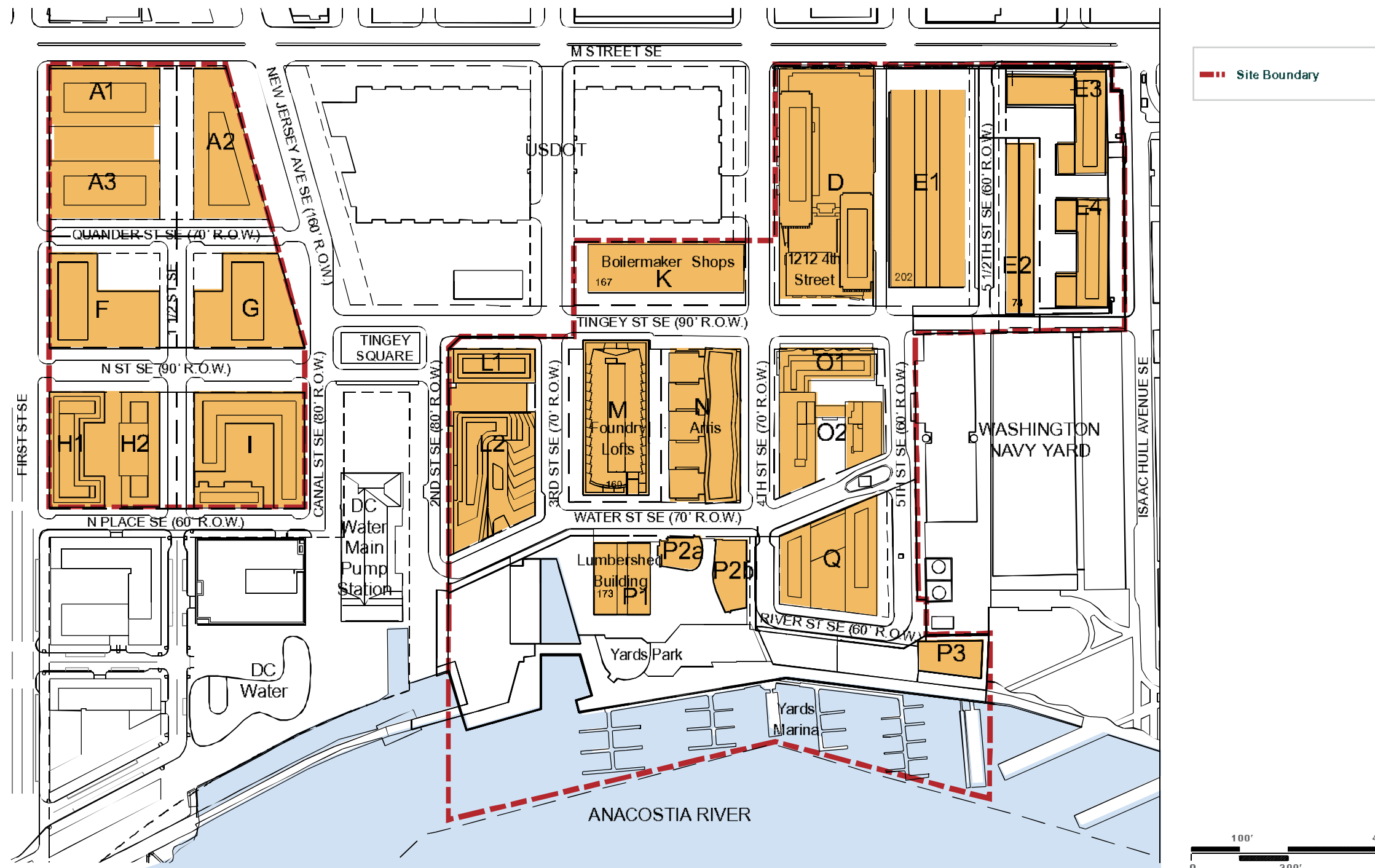
SITE ANALYSIS

Zoning Map of the District of Columbia



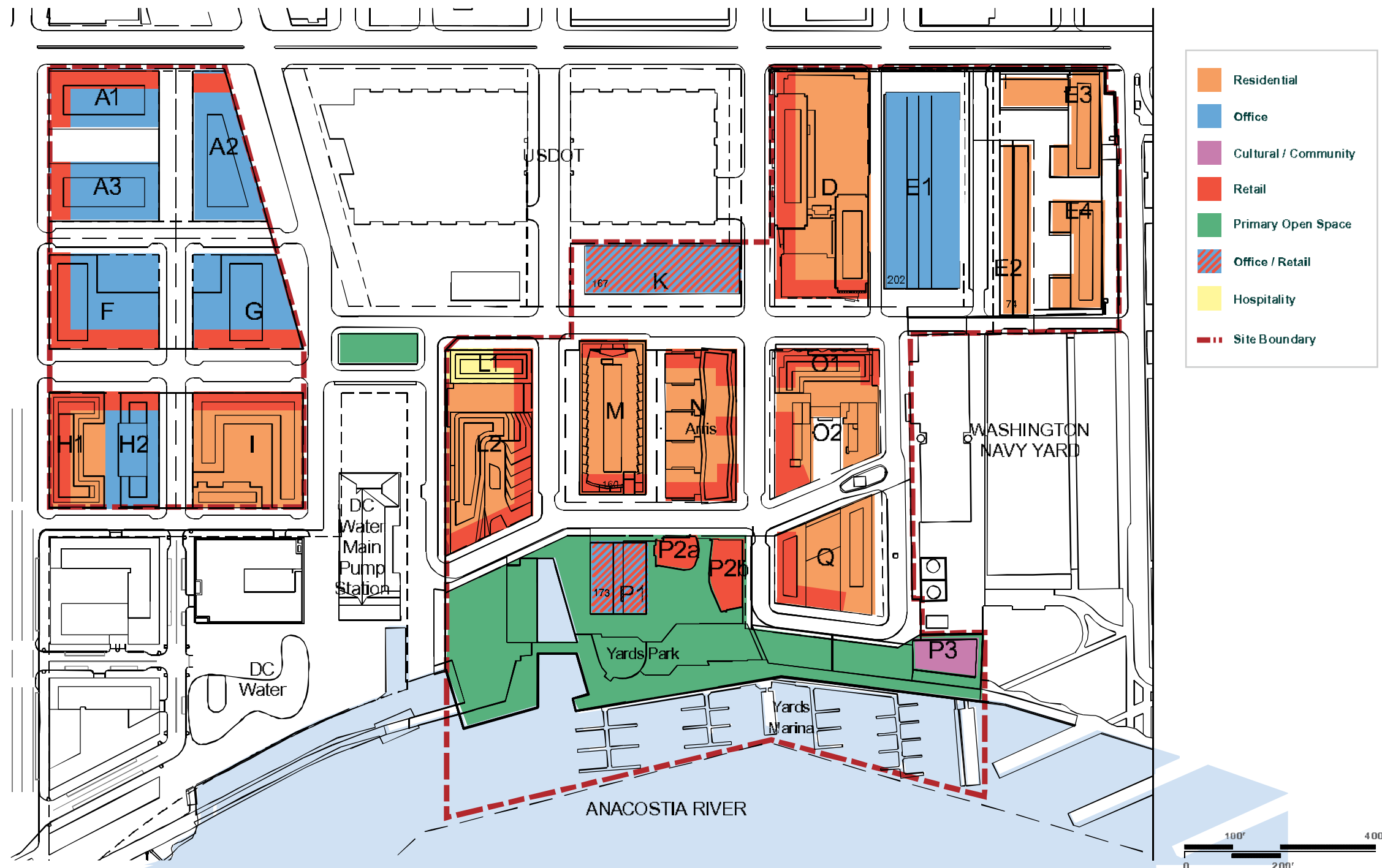
The Yards Revised Master Plan

SOUTHEAST FEDERAL CENTER (SEFC) ZONES



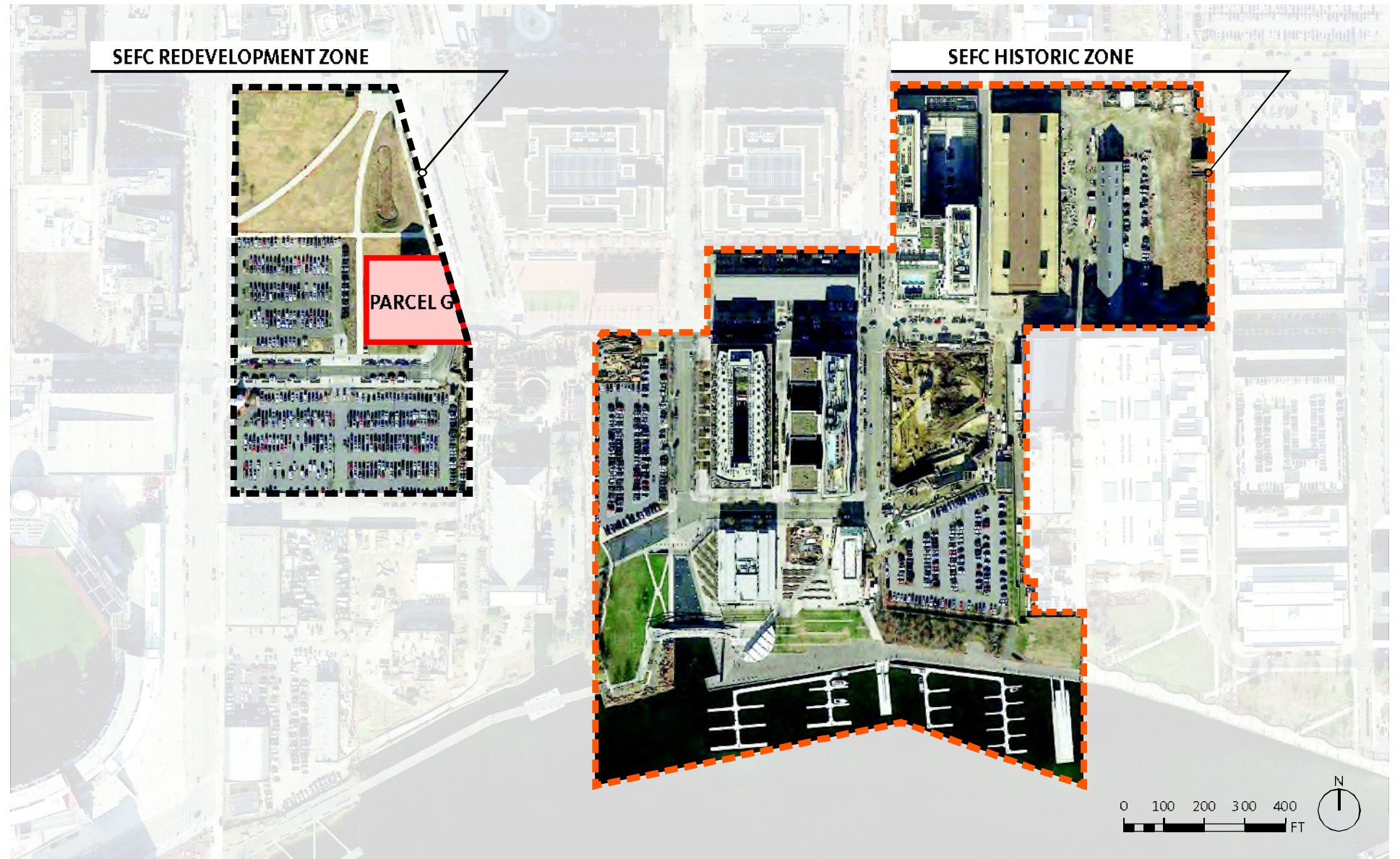
The Yards Revised Land Use Plan

SOUTHEAST FEDERAL CENTER (SEFC) ZONES



Extent of Submission PARCEL G

- SEFC HISTORIC ZONE
- SEFC REDEVELOPMENT ZONE
- PARCEL G



The Yards West Master Plan

PART OF THE YARDS

The Yards West Master Plan study area is a roughly 18-acre site bounded by M Street SE to the north, New Jersey Avenue SE and Canal Street SE to the east, the Anacostia River to the south, and 1st Street SE to the west. The north end of the study area is part of The Yards property (formerly the Southeast Federal Center). Through a public-private partnership between the General Services Administration and Forest City (Brookfield), this land remains under federal control until Forest City (Brookfield) closes on an individual parcel. The south end of the site is part of the DC Water Sites. This portion is owned by the DC government, but through an agreement, Forest City has the development rights for this property.

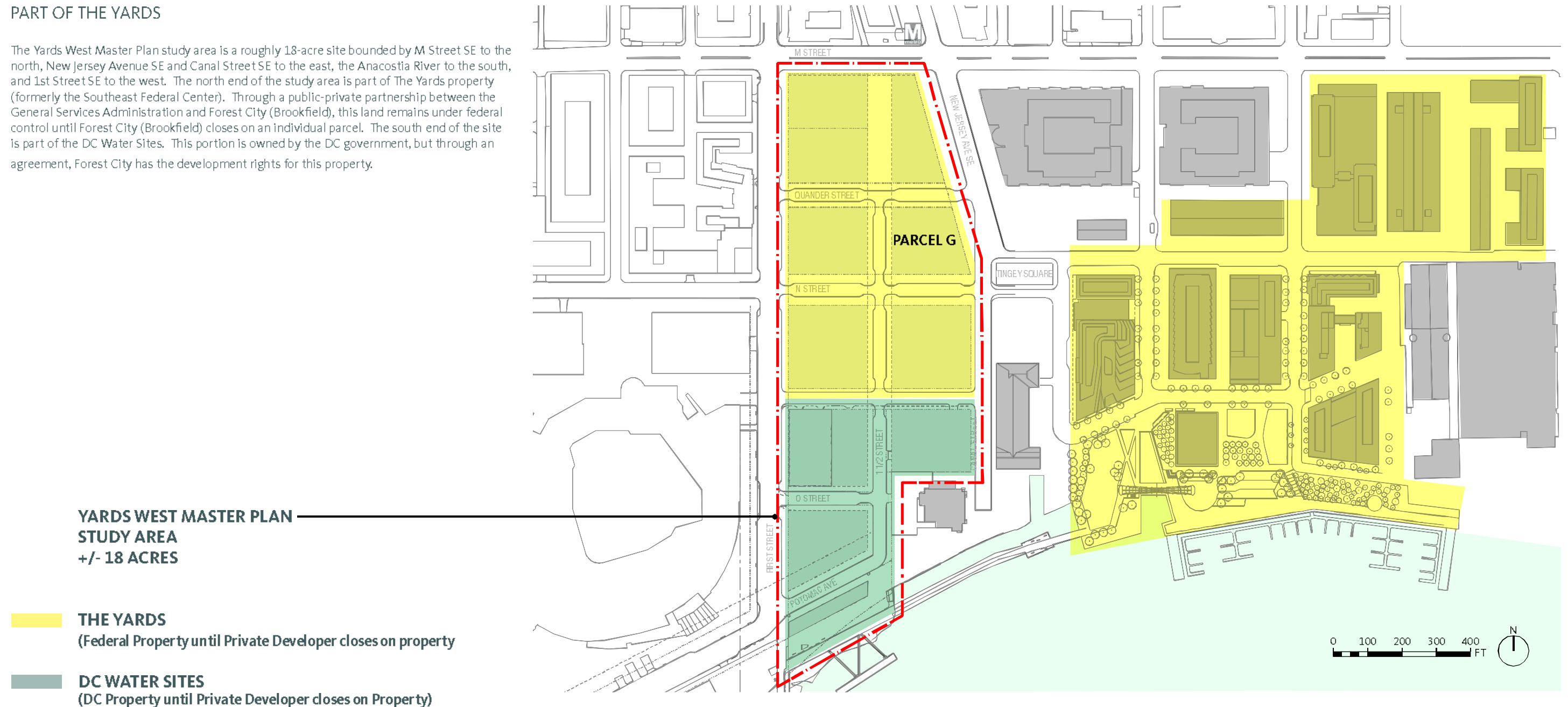


EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFF, PALADINO, ASADOORIAN, AND GOROVE-SLADE

The Yards West Design Principles

SITE ANALYSIS

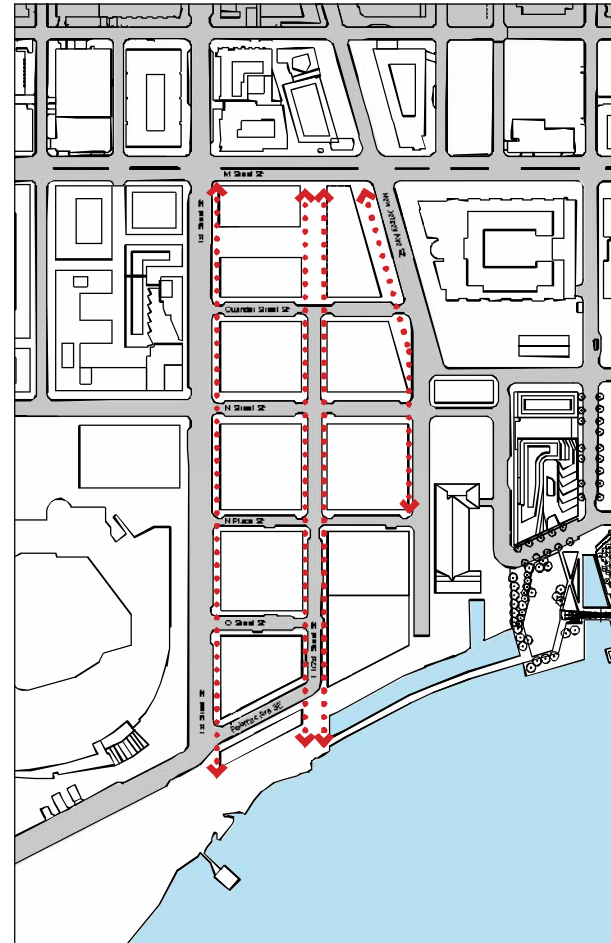
Creating a coherent ground plan which will encourage a dynamic sense of space relies on establishing a hierarchy of streets and the flow of people within those streets. In the traditional center city environment, the existing street patterns of avenues, streets and alleys provide a clear hierarchy for the distribution of traffic, goods, people, etc.

The challenge for the Yards West lies with the site's north/south orientation and placement within the southeast district. To the east New Jersey Avenue SE is an important participant in the L'Enfant plan and is one of five main avenues which converge on the US Capitol.

To the west, 1st St SE is experiencing a greater sense of activity due to both the success of the Nationals Ballpark and the new developments under construction. This street will become an important player in the SE waterfront district as it provides a link to the Diamond Teague Park, the newly constructed docks and it contains a cycle lane linked into the DC wide cycle network.

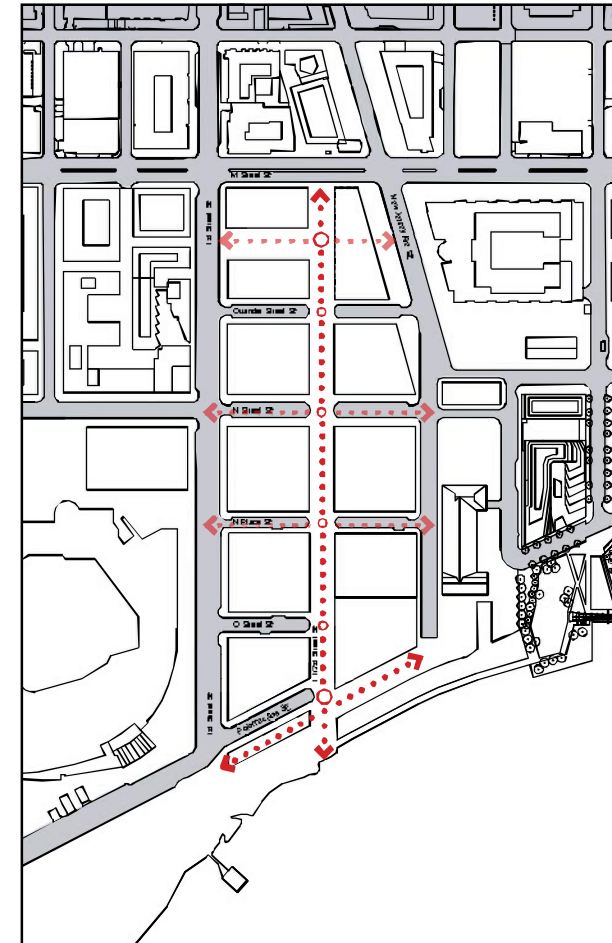
To the north, M St SE is the primary east/west artery linking the Southwest and Southeast and is key to a vibrant redevelopment for this vast portion of the capital. M St SE is well served by the Metrorail's Green line and various bus routes with connectivity throughout the DC metro area. The development of the Southwest waterfront will bring a new sense of activity and vitality reinforcing the importance of M St SE as one of the life lines to The Yards West.

To the south, access to the waterfront is provided. If M St SE is the key to connectivity to new vibrant live/work communities south of the Capitol, then the waterfront is the key to providing access to the beauty and serenity of the city's edge. For the past 40+ years major cities have embraced the transformation of their waterfronts from an industrial waste land to a vital component of our ecosystems. The enhancements to the Anacostia and Potomac Rivers demonstrates the city's commitment to revitalize the waterfront and that Washington DC understands the importance in terms of improved quality of life that these investments bring.



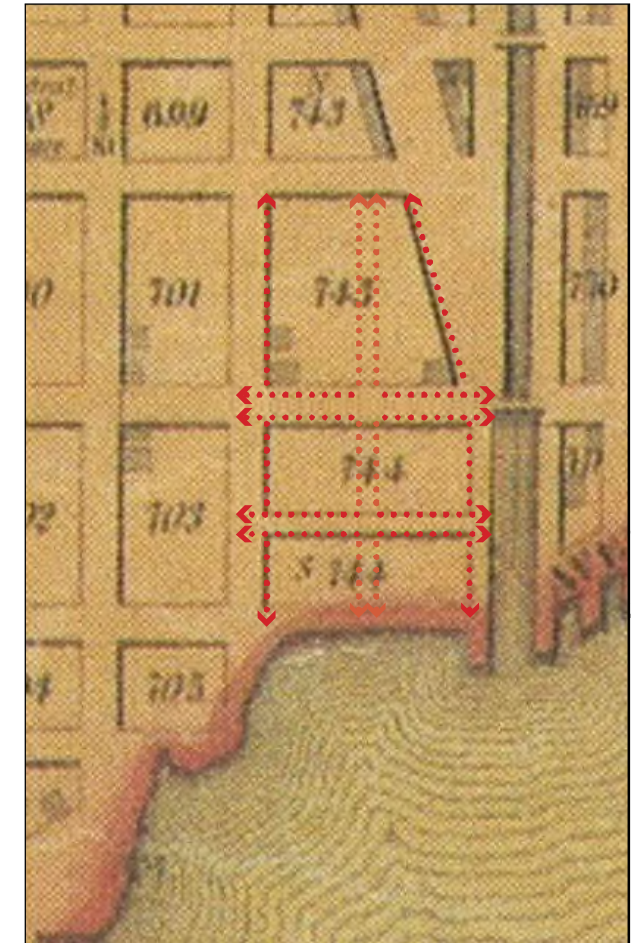
PERIMETER

An equally weighted approach to the north/south streets would deny the role they play within the urban fabric. Each of the streets will have a character separate from the other regarding traffic (anticipated capacity, speed of vehicles, etc.) and pedestrian flows.



CENTRAL SPINE

The opportunity to influence the street pattern and, perhaps more importantly, the density of vehicular traffic within the Yards West is fundamental in creating a unique public realm. Pedestrian spaces at the ground plane are conditioned by the level of interface with traffic flow. The diagram above illustrates the principles of creating contrast between the east/west streets as cross connector streets while delegating the role of the prime north/south connector to 1 1/2 St.



STREET GRID

The Yards West Master Plan reinforces the L'Enfant Plan.

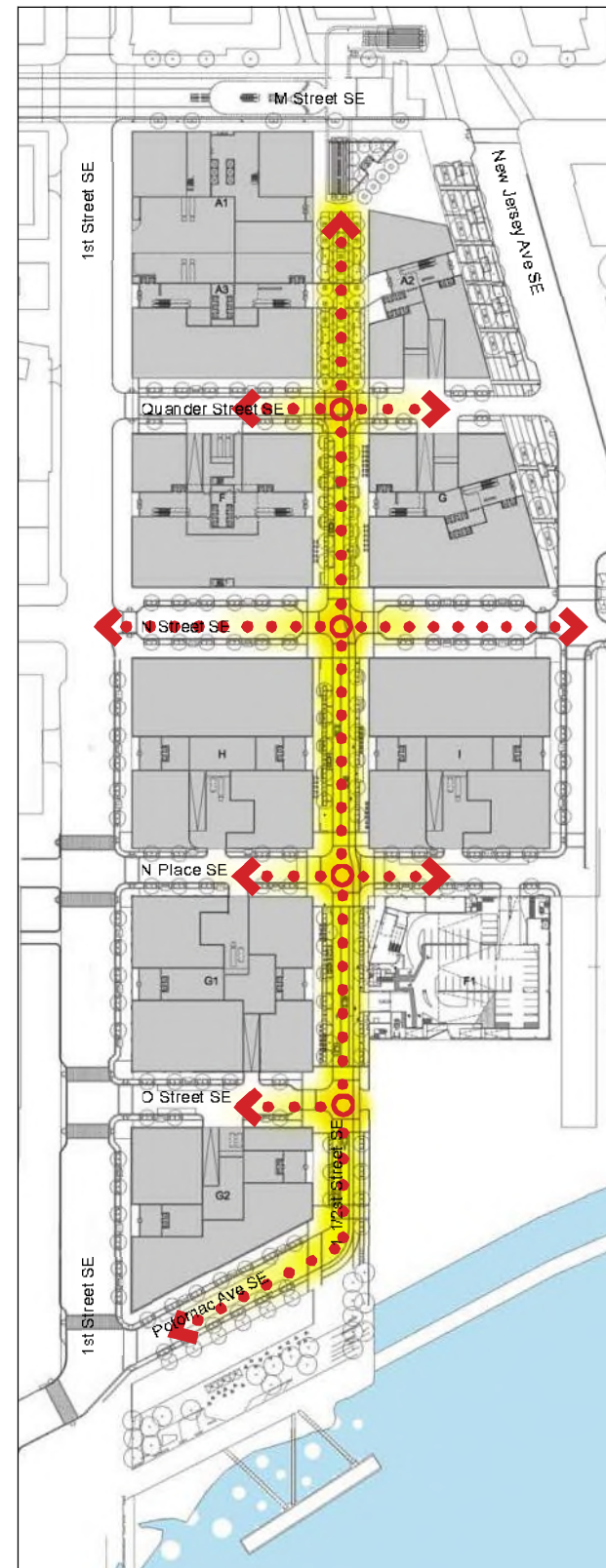
EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY: SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFF, PALADINO, ASADOORIAN, AND GOROVE-SLADE

The Yards West Linkages

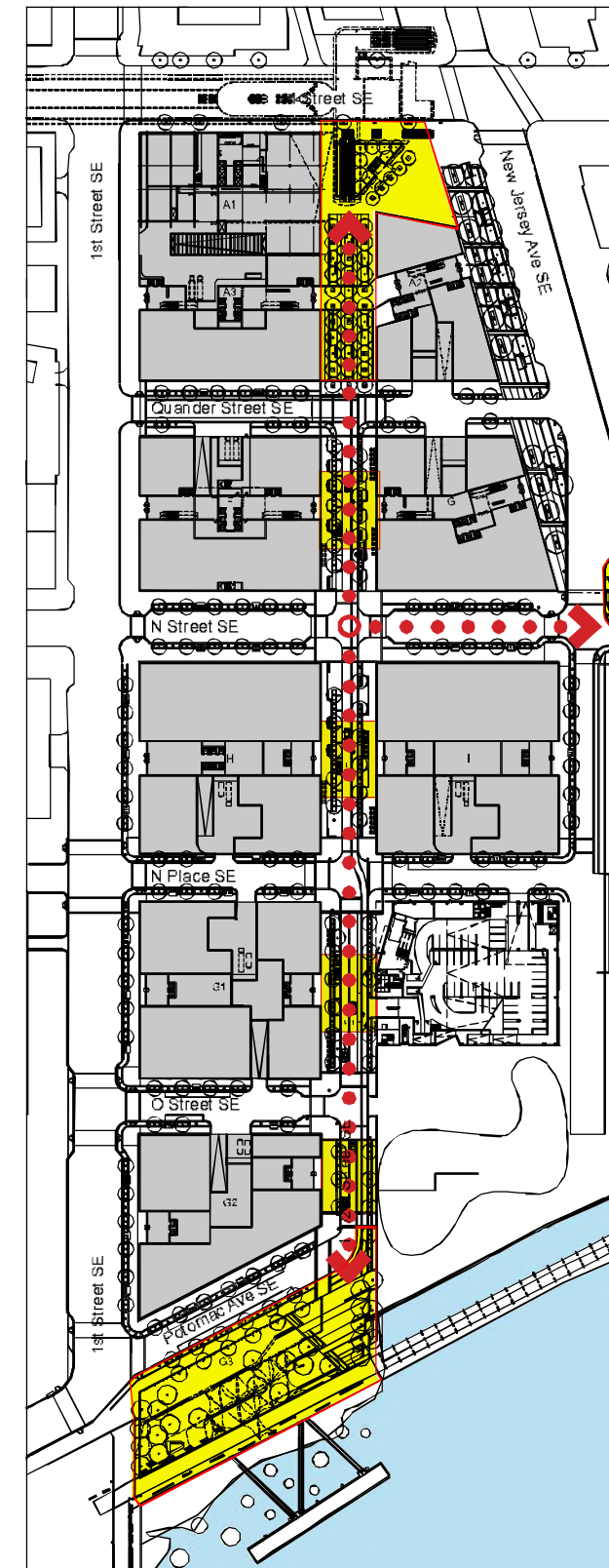
CENTRAL SPINE

1 ½ St SE is envisaged as a vibrant central spine commencing at the future Metro entrance which will be oriented facing towards the water front. The fully pedestrian space at the northern edge of the site will act as an entry marker to the Yards. The space will be flexible in nature, allowing it to act as a platform for office workers during the week, a gathering space in the evening and an open market on the weekends. The central spine will provide entrance access to the office components on parcels A1, A2, A3, F and G and residential buildings at parcels H, I, G1 and G2.

1 ½ St SE will terminate at Diamond Teague Park giving access to the pedestrian boardwalk and the Anacostia Riverwalk Trail. The 1600-foot-long private street will be a string of pearls linking the “city” to the “nature” filled with vibrant activity, retail, public open spaces, daylight and views.



Left: Central Spine
Right: Open Spaces



A LINKED SERIES OF OPEN SPACES

The open spaces within the Yards West will be designed to integrate with the framework established in the Yards. A curbless ground plane along 1 ½ St SE will be created allowing pedestrians and cars to flow within a single shared surface. The central spine extending from M St SE past Potomac Ave SE will be a mix of hard and soft landscaping designed with the intent to visually and physically link the Metro entrance to the water front.

The open spaces created along the length of 1 ½ St SE will take cues from the language established in Yards Park. The open space design will consist of a mix of scales and space types including; open plazas, street scape spaces for cafes, seating, integration of Tingey Square, important seating nodes at building entrances, bike locking areas, entrance point at the ICON theater and the tie-in to Diamond Teague Park.

EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
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The Yards West Street Hierachy

PUBLIC/PRIVATE STREETS

The Yards West site plays a key role acting as a link between The Yards developments to the east and the developments currently planned north of the Ballpark. Permeability through the site is important to encourage a cohesive "neighborhood to neighborhood" connection. The proposed street hierarchy reflects the desire to bind together the various development sites south of M St SE.

N St SE and N Pl SE are public streets while Quander St SE, O St SE and Potomac Ave SE are private streets. These five streets serve as east-west connectors. New Jersey Avenue SE and 1st St SE function as the east and west limits to the site and are public streets. 1 1/2 St SE positioned in the center of the site is a private street. The proposal is to use 1 1/2 St SE as a pedestrian oriented axis connecting M St SE to the water's edge.

- Public street
- Private street

Left: Public/Private Street Diagram
Right: Traffic Flow



SLOW DOWN

As stated earlier the opportunity to influence traffic patterns is an important tool in defining pedestrian friendly spaces. In order to achieve this, the design team has studied an array of traffic patterns. In the context of providing strong cross connectivity, we have concluded that it is best to maintain two-way vehicular flow on all east-west streets.

In contrast to this, 1 1/2 St SE will be pedestrian only from M St SE to Quander St SE. 1 1/2 St SE will then function as a two-way street from Quander St SE to Potomac Ave SE.

Parcels will be accessed for loading and trash removal primarily from the east west feeder streets and building entrances will be along the north-south streets.

→ Direction of vehicular travel

••••• Parking

||||| Potential parking

* Exhibit from Yards West Master Plan, prepared by others, included for reference only. Refer to Yards West Master Plan for final configuration of parking.

EXHIBIT FROM YARDS WEST MASTER PLAN, PREPARED BY:
SHALOM BARANES ASSOCIATES, DAAB DESIGN, MPFF, PALADINO, ASADOORIAN, AND GOROVE-SLADE

Historical Overview

PARCEL G & L'ENFANT PLAN

The L'Enfant Plan of 1791 indicates the proposed development southeast to the National Mall (See Figure 1). It was located adjacent to an inlet of the Eastern Branch of the Anacostia River (See Figure 2). On the 1851 map, the block was identified as a part of Square 743, adjacent to the canal. Square 743 was bound by M Street to the north, by the canal to the east, by N Street SE to the south, and by First Street to the west (See Figure 3). The canal appears to have been filled by 1903 and became the site of the DC Water Pump Station. Canal Street was established west of the station.

The Parcel G site was created with the adoption of the SEFC Master Plan and is bound by Quander Street to the north, by New Jersey Avenue to the east, by N Street SE to the south and by 1-1/2 Street to the west. Streets referenced on the L'Enfant Plan are N Street SE and New Jersey Avenue SE, however, neither is listed in the National Register document that protects the L'Enfant Plan (See Figure 4). Its eastern border, New Jersey Avenue SE, is one of the five avenues which converge on the U.S. Capitol in the original L'Enfant Plan. Parcel G will anchor the southern terminus of New Jersey Avenue while engaging a smaller-grained neighborhood and its lively pedestrian corridor of the proposed 1 1/2 Street SE to the west. Its southern border, N Street SE, will become reinforced as the primary east-west artery by the new sense of vitality brought by the development of the Southeast Federal Center Zones.

The Historic Preservation Design Guidelines for Development of the SEFC (Section 5.6.1), states the Design & Preservation Goals for the Redevelopment Zone are (a) to reintegrate the area into the pattern of the L'Enfant Plan and (b) to enhance the L'Enfant Plan through the establishment of new urban design features. Parcel G is consistent with these requirements.



Figure 1: L'ENFANT PLAN, 1791

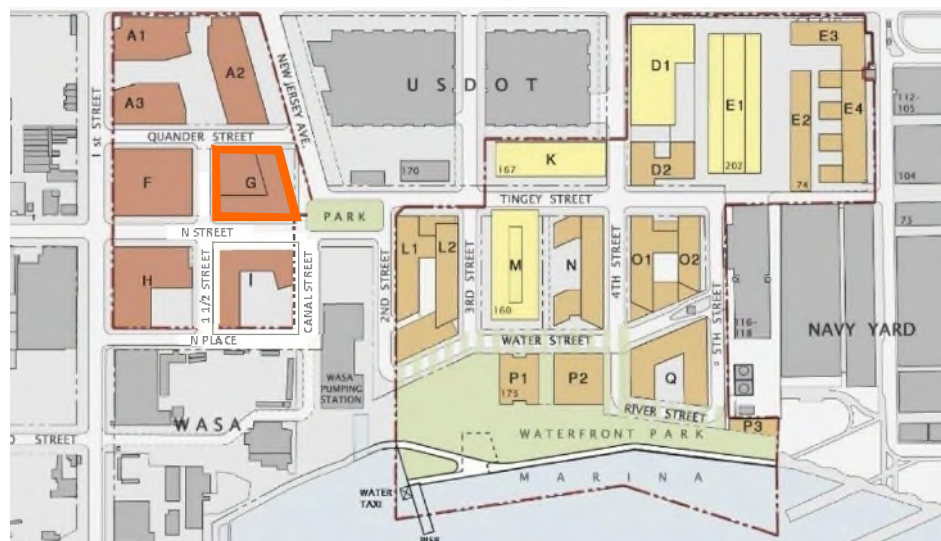


Figure 4: 2005, Park Plan Phase 2, SEFC

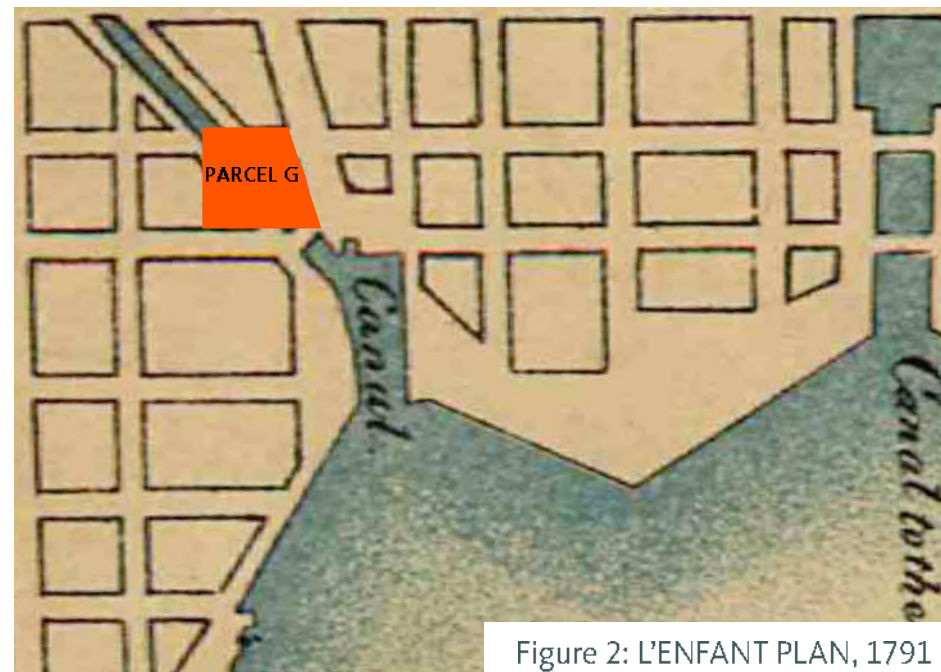


Figure 2: L'ENFANT PLAN, 1791

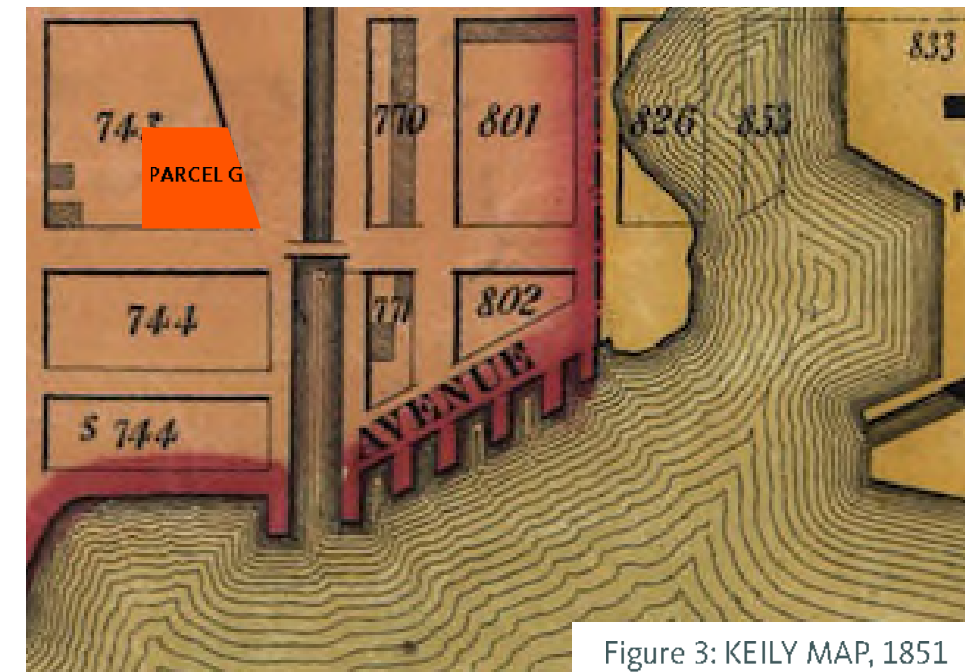
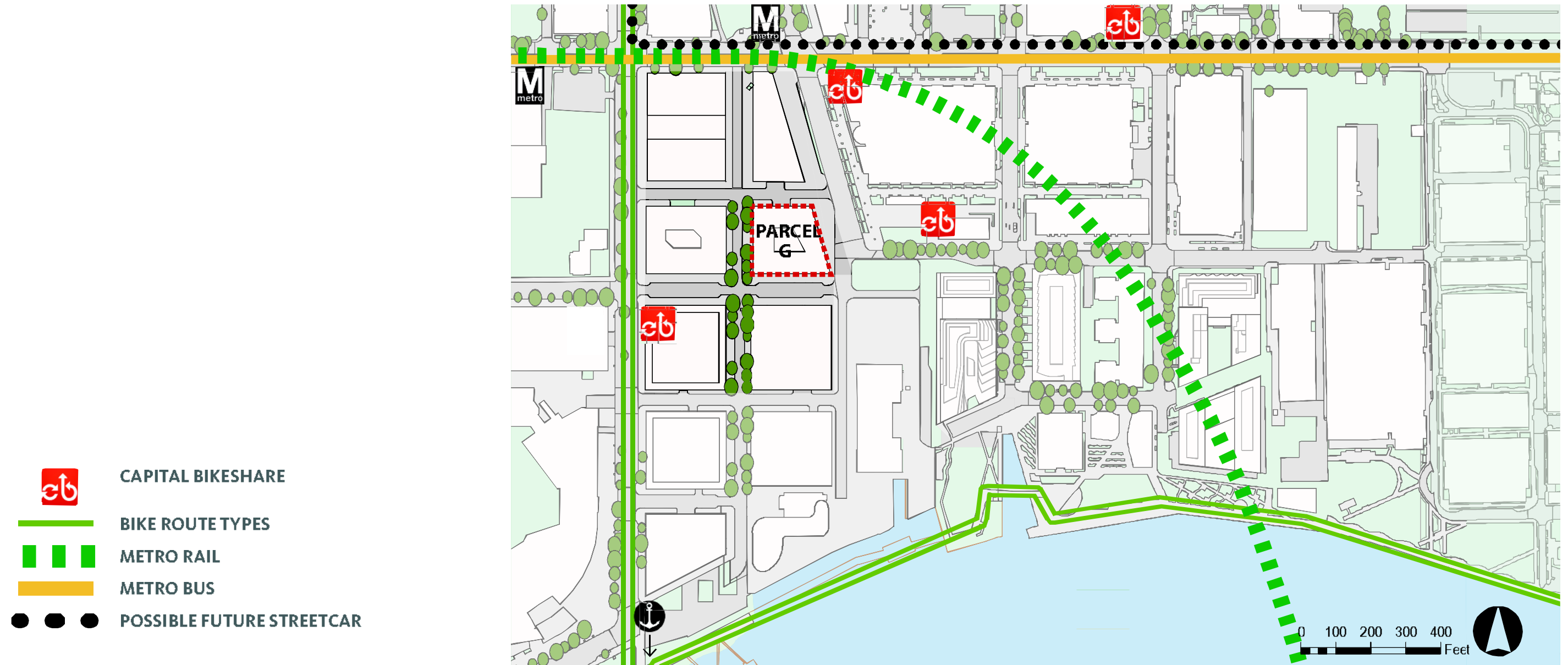
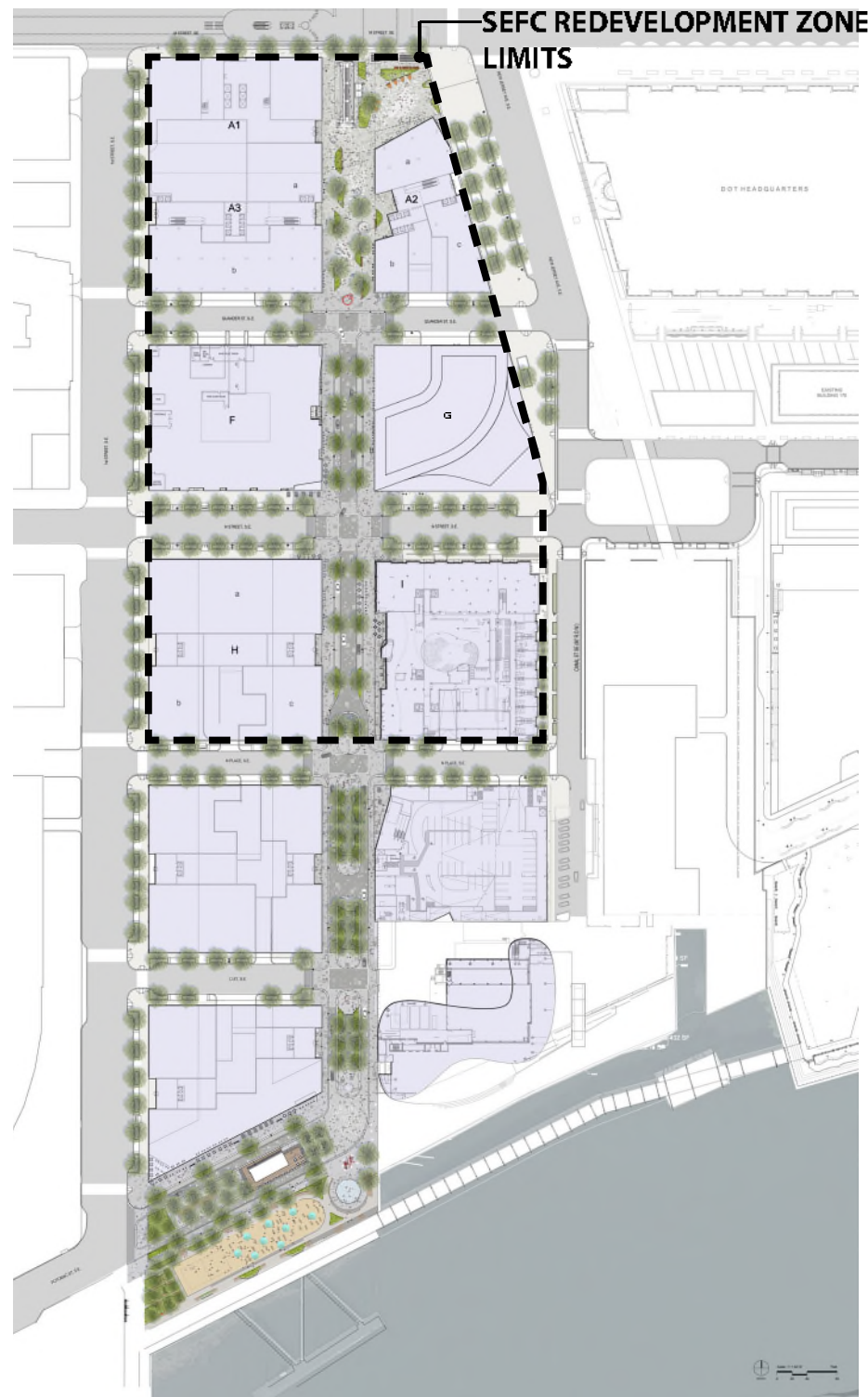


Figure 3: KELLY MAP, 1851

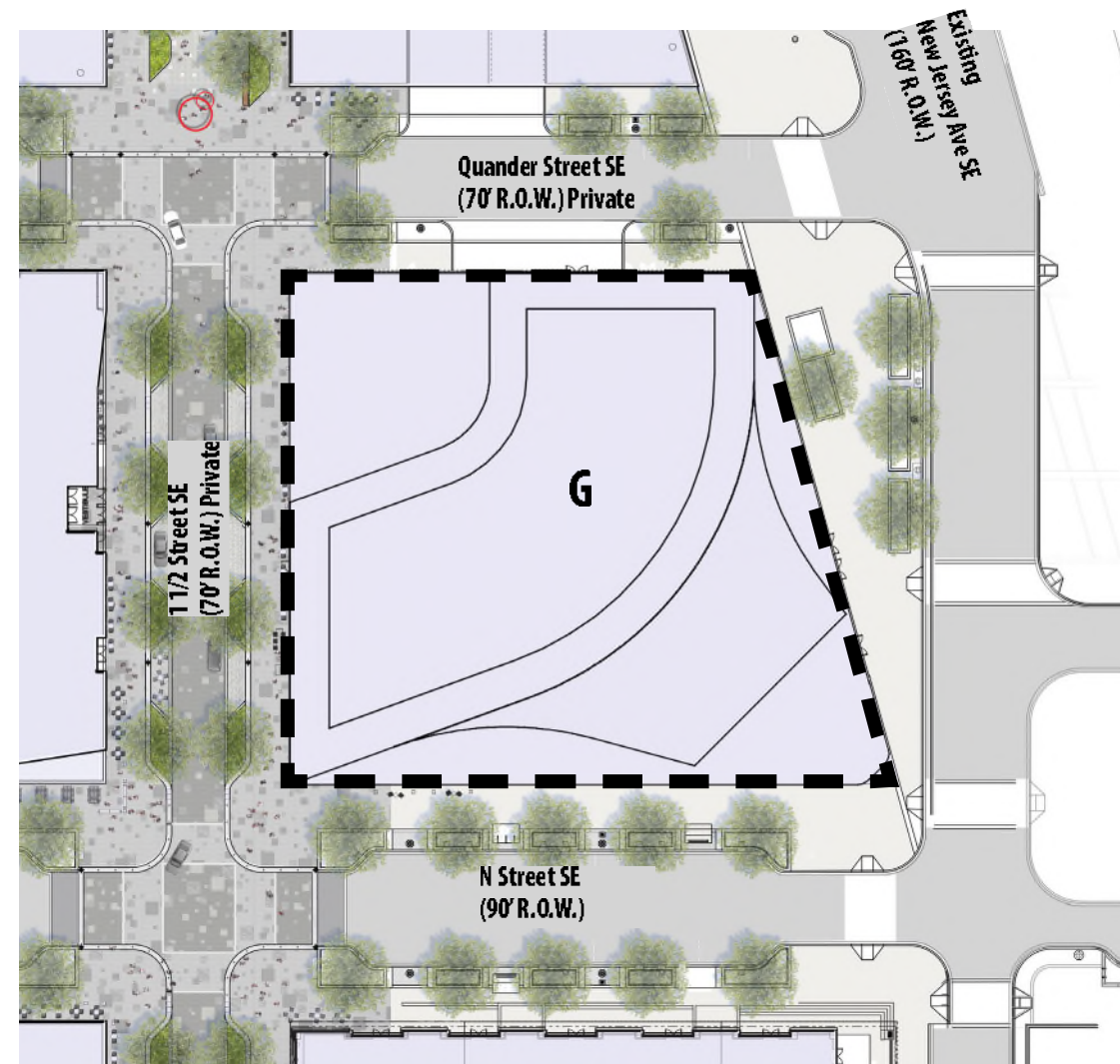
Public Transit



Site Plan PARCEL G



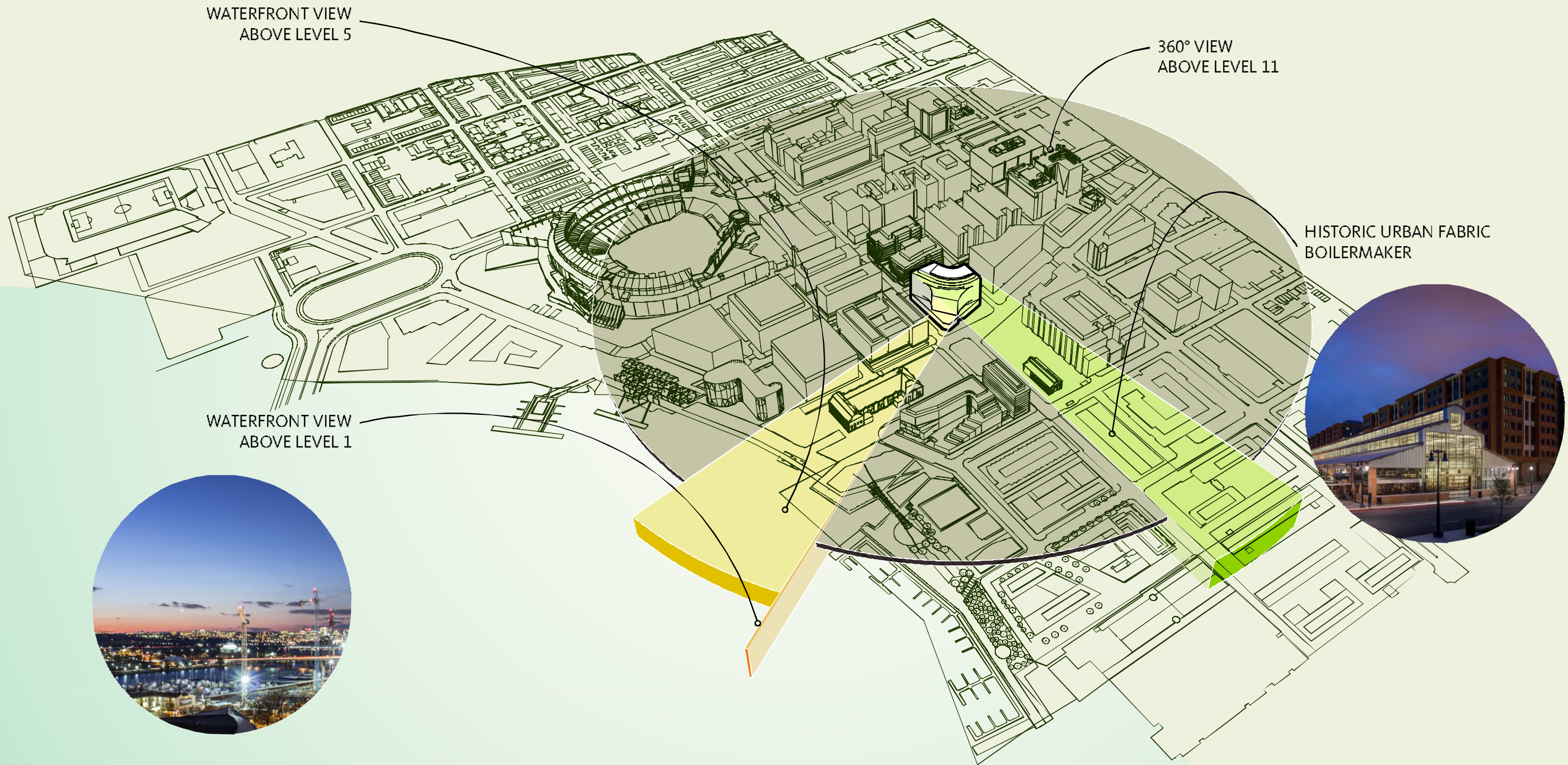
Yards West Overall Site Plan



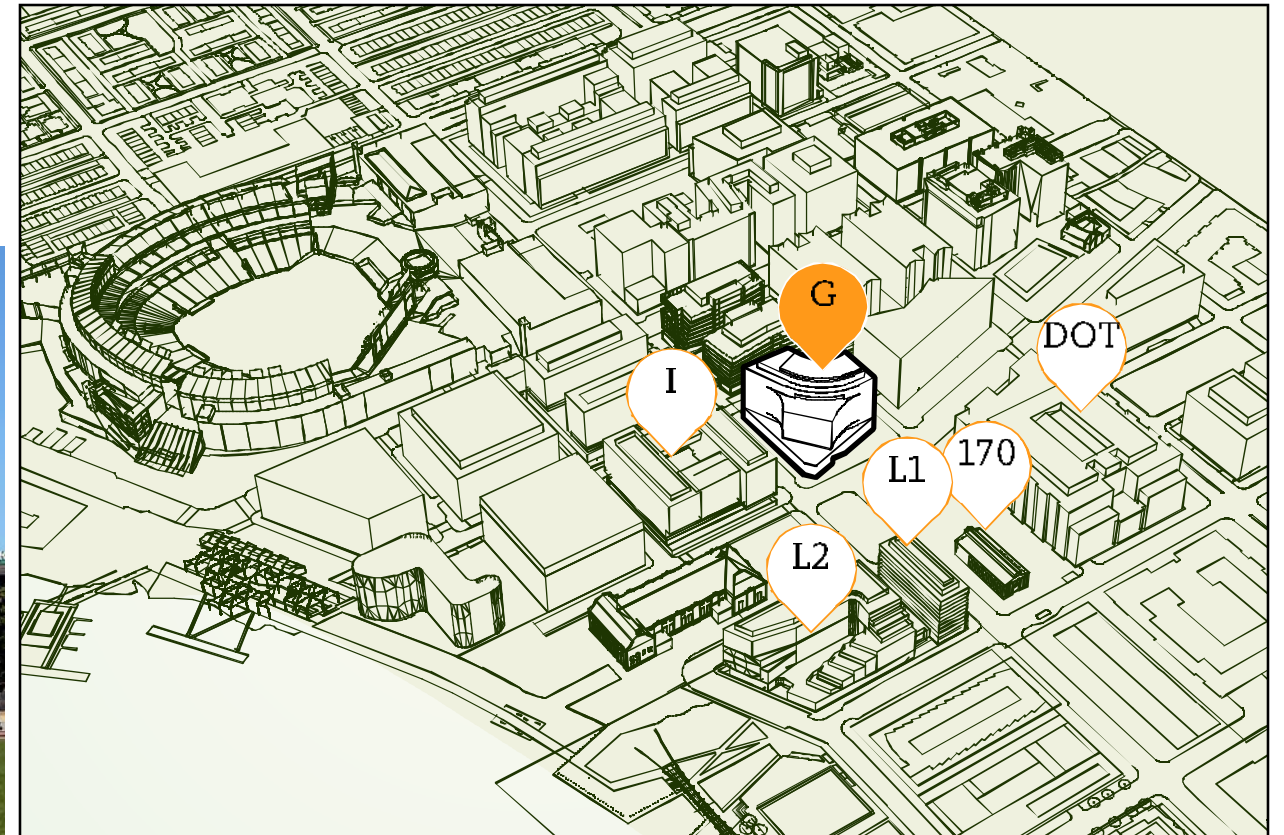
SECTION 2

CONTEXT & CONCEPT

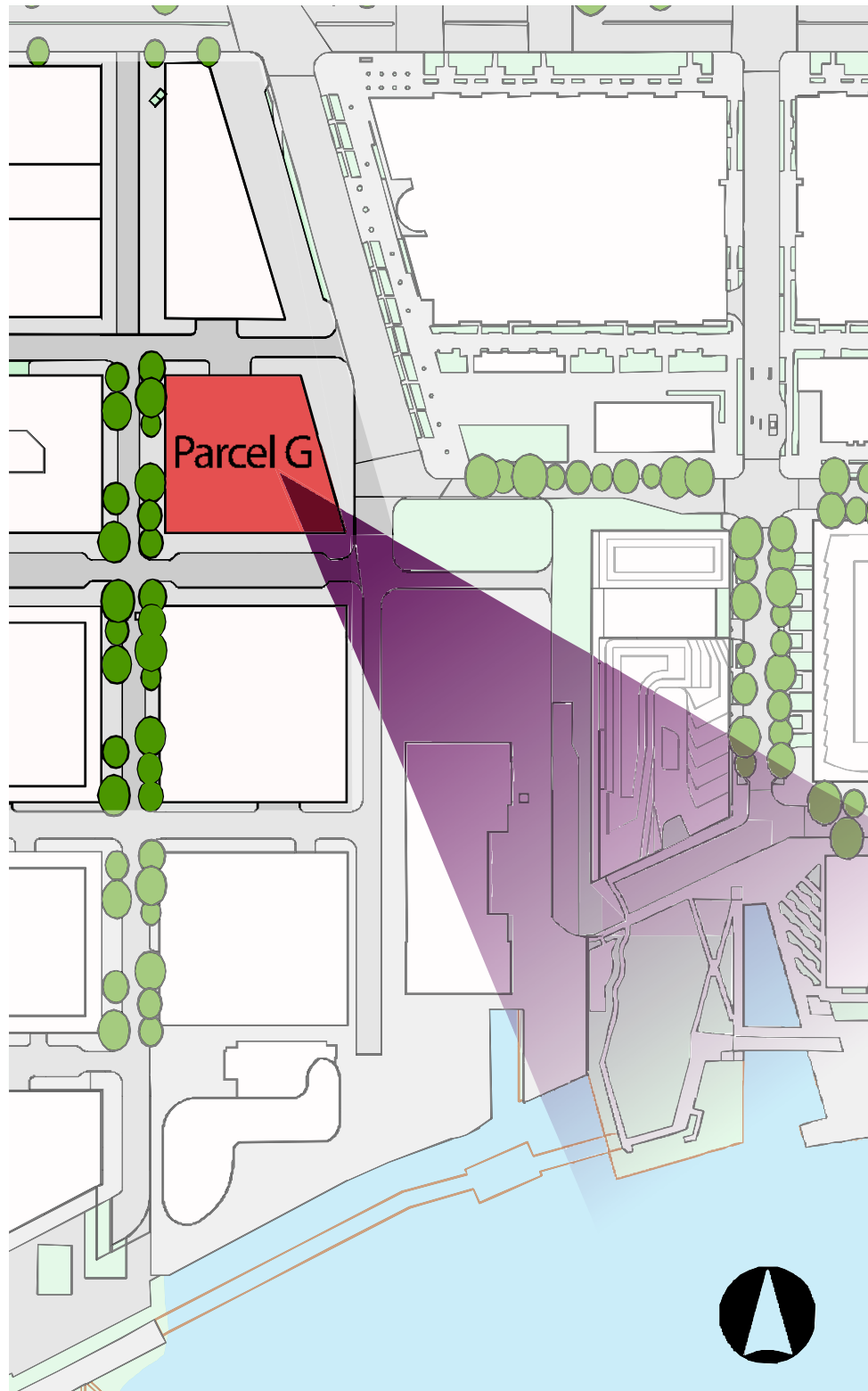
Concept Diagram VIEW CORRIDORS



Exterior Materials IMMEDIATE CONTEXT



Views at Southeast Corner to Anacostia River



Penthouse Level

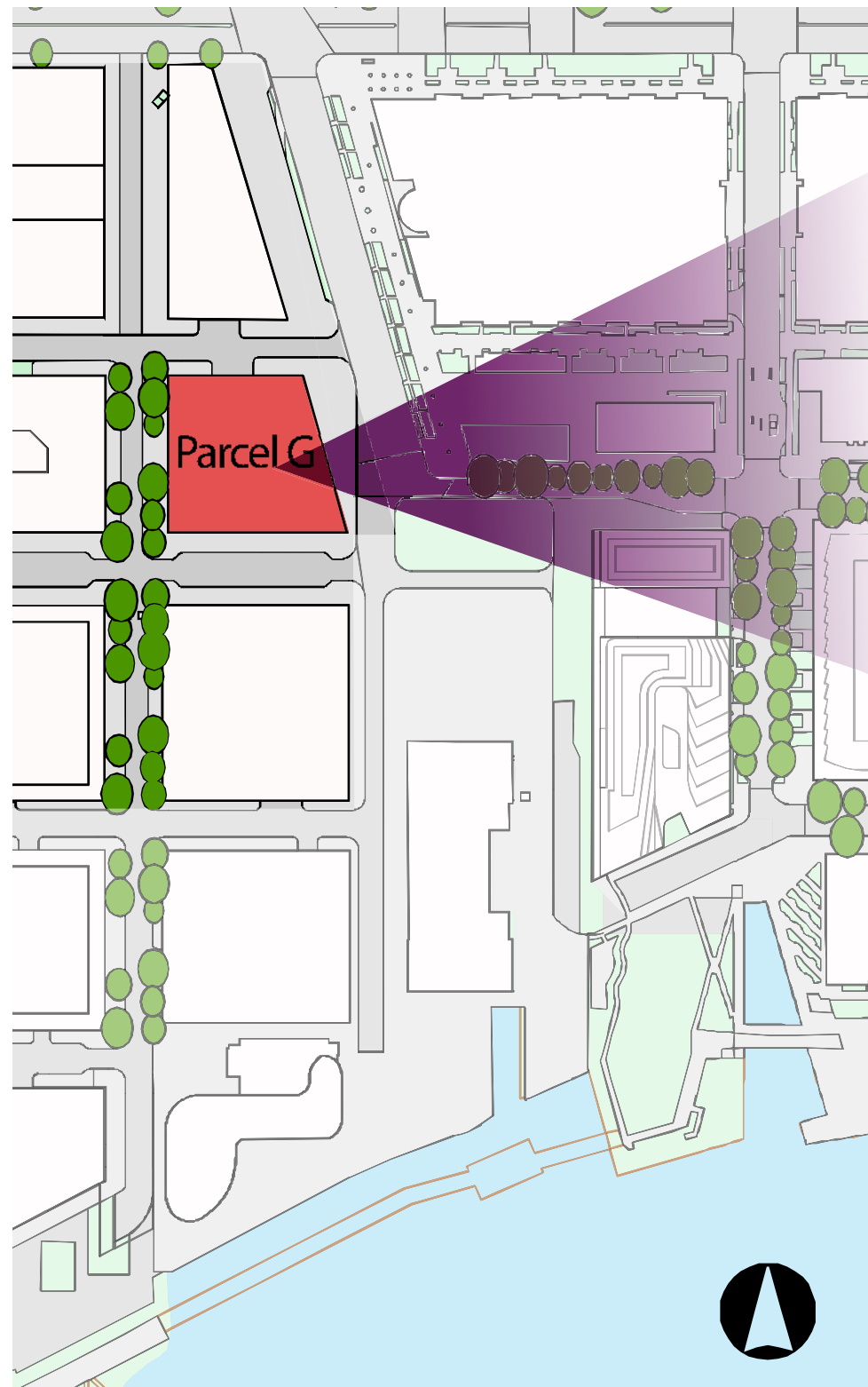


Level 10



Level 3

Views at East Corner to Tingey Square



Penthouse Level

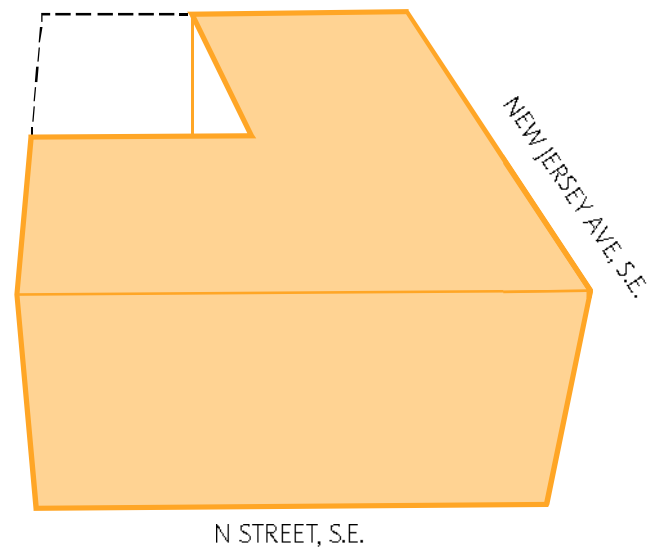


Level 10

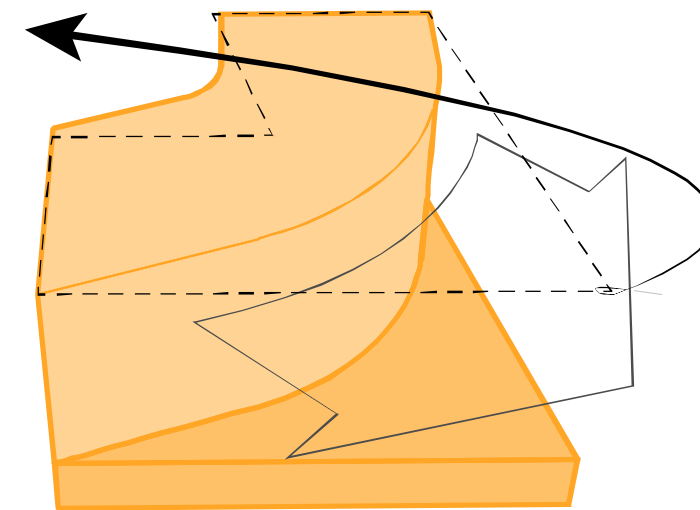


Level 3

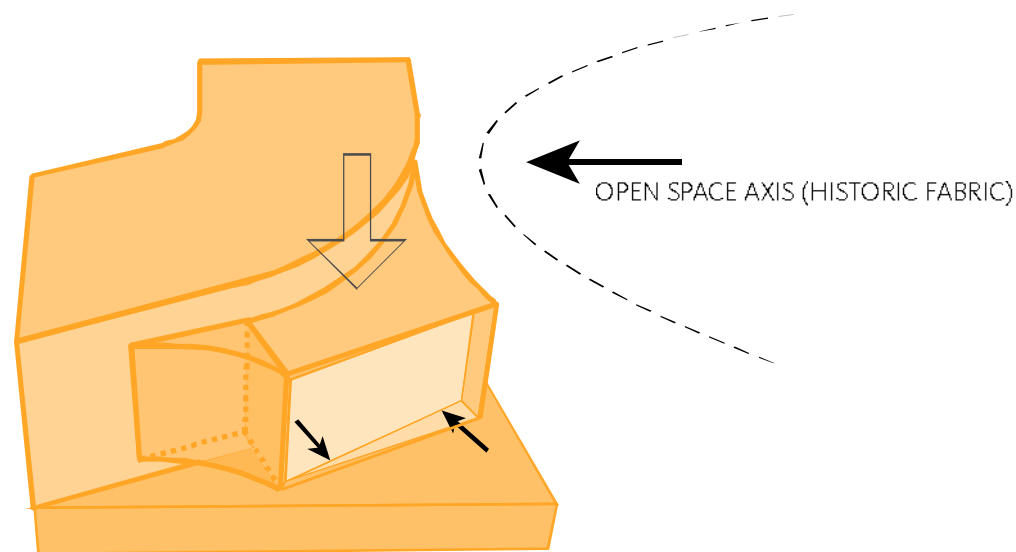
Concept Diagram



1 STANDARD OFFICE BARS



2 BEND BARS TO CELEBRATE WATERFRONT VISTA



3 PUSH NEW MASSING DOWN TO CREATE GRAND TERRACE AND RESPOND TO LOWER (110') PARCEL I MASSING MAKE UP SQUARE FOOTAGE BY FILLING THE CORNER