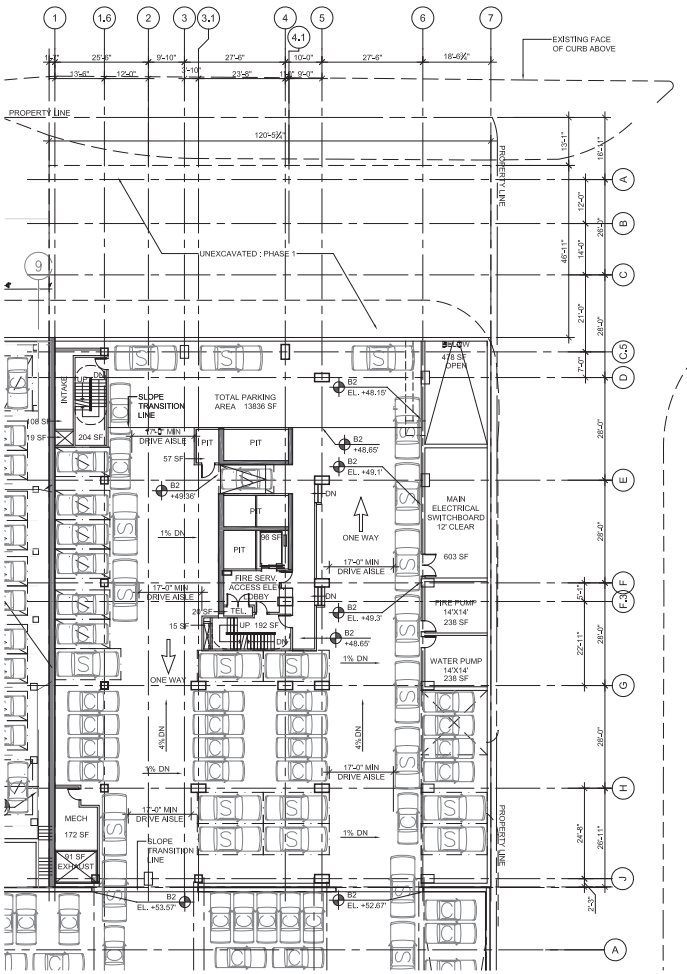
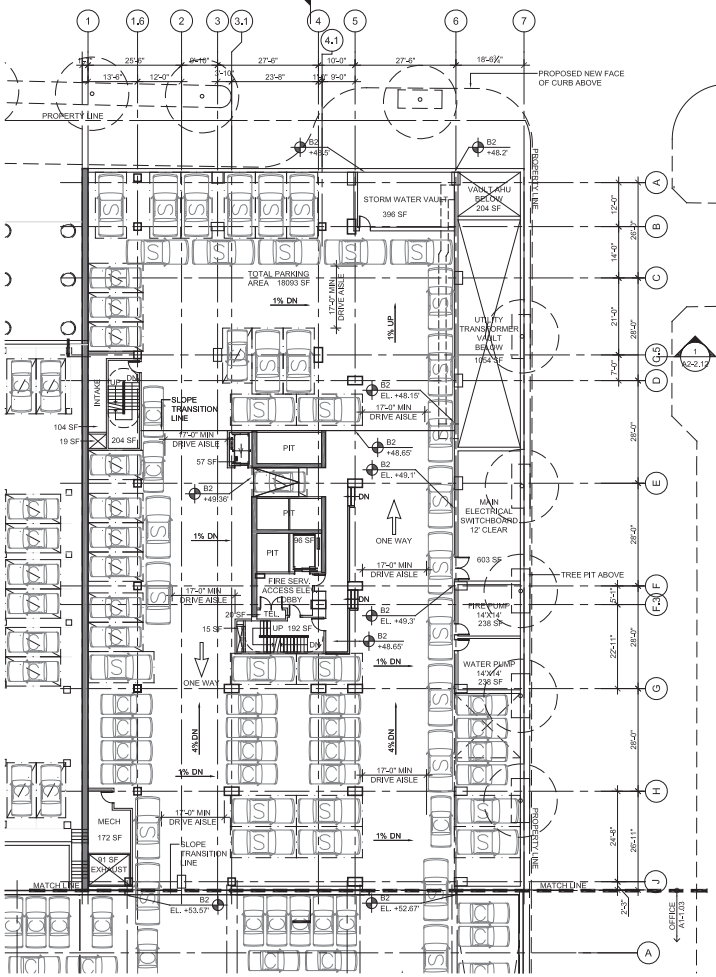
	TYPE	ABBV.	B2
NORTH EAST BUILDING (PHASE 1)			
STANDARD		(S)	21
COMPACT		(C)	26
NORTH EAST BUILDING TOTAL			47



2 HOTEL-RESIDENCE B2 LEVEL PLAN : GARAGE PHASE 1

Scale: 1/16"=1'-0"

	TYPE	ABBV.	B2
NORTH EAST BUILDING (PHASE 2)			
STANDARD		(S)	34
COMPACT		(C)	30
NORTH EAST BUILDING TOTAL			64



1 HOTEL-RESIDENCE B2 LEVEL PLAN : GARAGE PHASE 2

Scale: 1/16"=1'-0"

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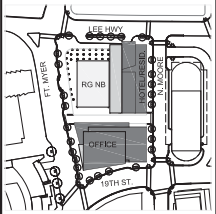

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
#8	4.1 Resubmission	05.23.2012
#7	4.1 Resubmission	05.11.2012
#6	4.1 Resubmission	01.30.2012
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#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY —

KPF JOB NUMBER 161642

SCALE —

DATE CREATED —

DRAWING TITLE

HOTEL-RESIDENCE B2 PARKING PLAN

DRAWING NUMBER

A2-1.03

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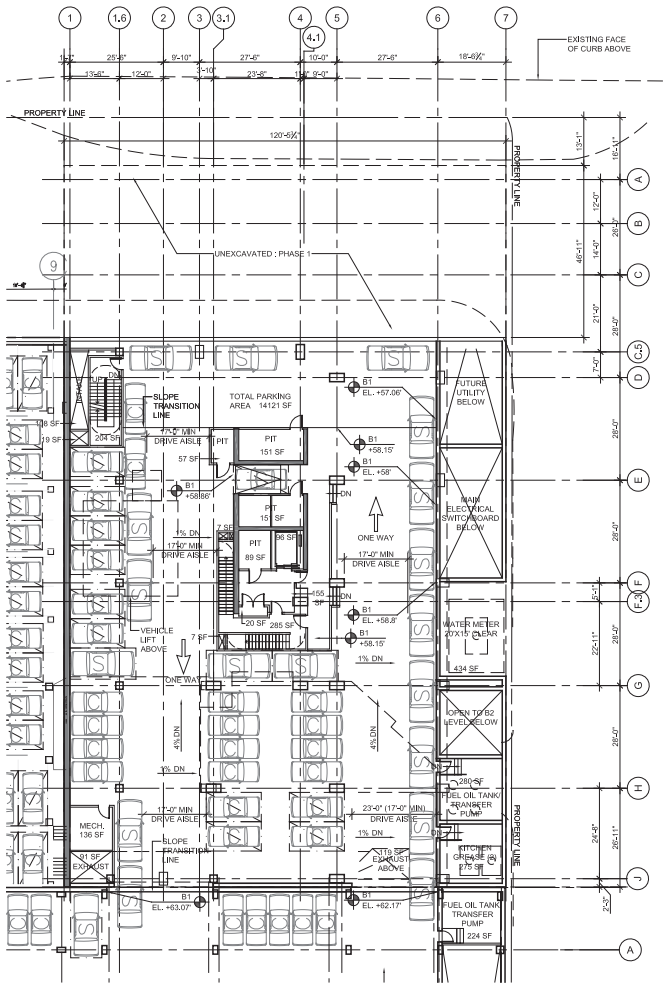
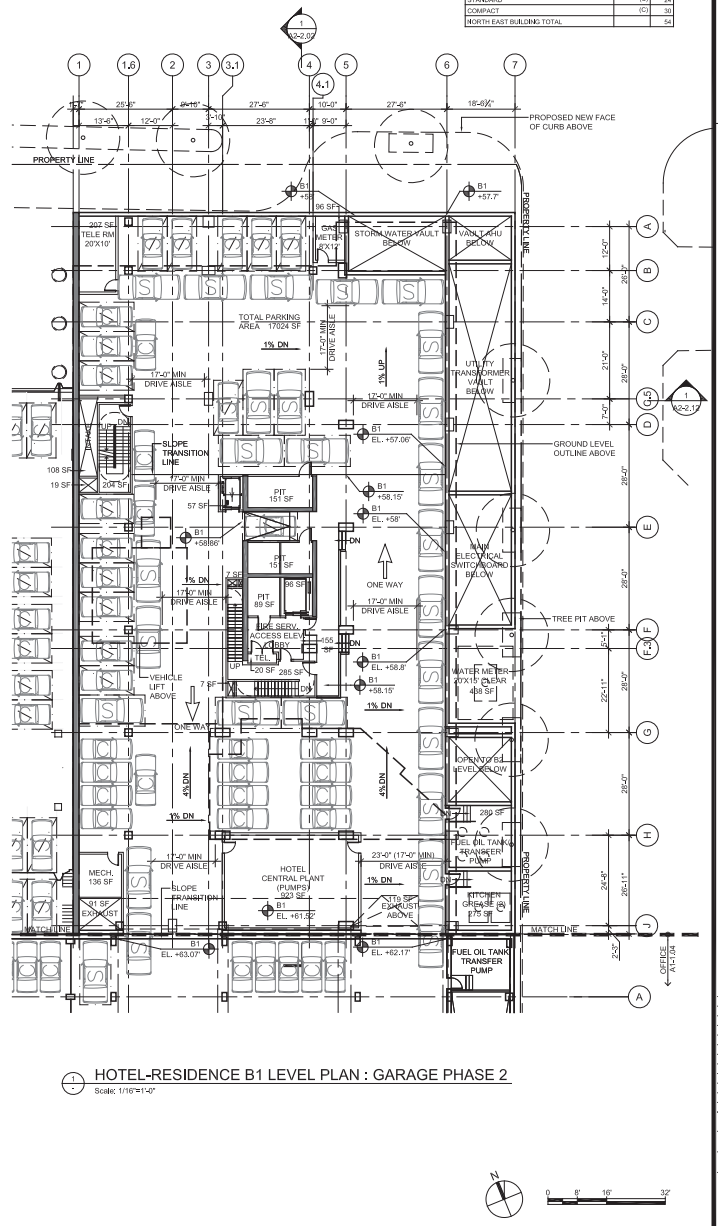
TYPE	ABBV.	B1
NORTH EAST BUILDING (PHASE 1)		
STANDARD	(S)	16
COMPACT	(C)	25
NORTH EAST BUILDING TOTAL		41



2 HOTEL-RESIDENCE B1 LEVEL PLAN : GARAGE PHASE 1
Scale: 1/16"=1'-0"

TYPE	ABBV.	B1
NORTH EAST BUILDING (PHASE 2)		
STANDARD	(S)	24
COMPACT	(C)	30
NORTH EAST BUILDING TOTAL		54



1 HOTEL-RESIDENCE B1 LEVEL PLAN : GARAGE PHASE 2
Scale: 1/16"=1'-0"

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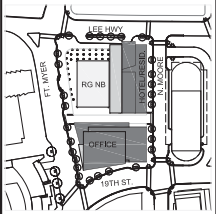

KEY PLAN

4.1 PLANS

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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY: - KPF JOB NUMBER: 1619.02

SCALE: 1/16"=1'-0" DATE CREATED: 6.30.2008

DRAWING TITLE
HOTEL-RESIDENCE B1 PARKING PLAN

DRAWING NUMBER
A2-1.04

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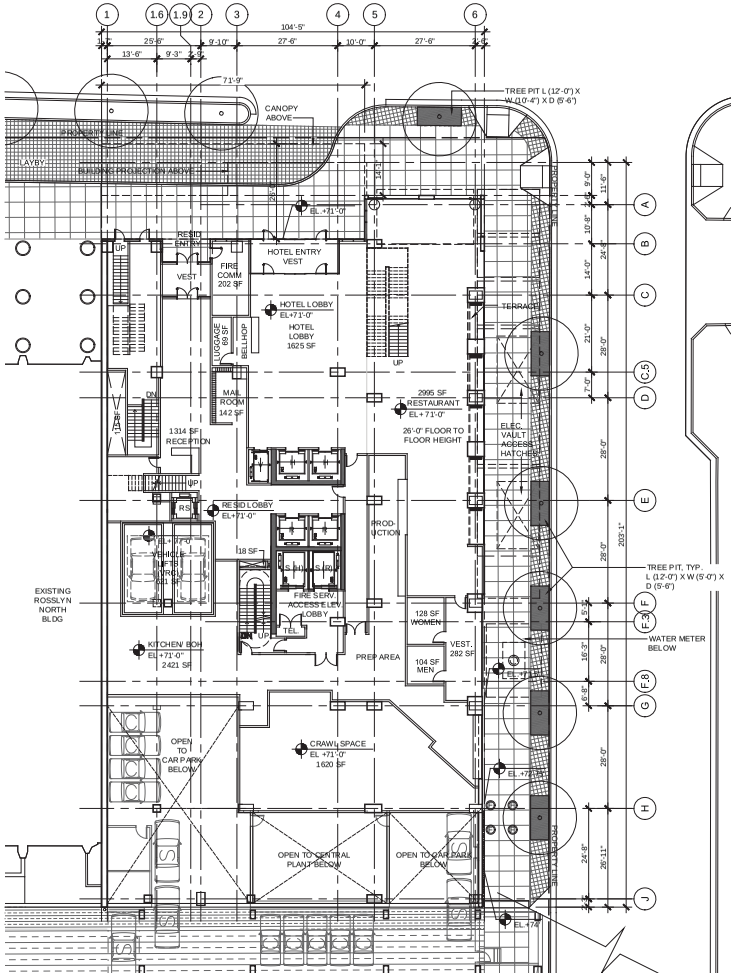

1 HOTEL-RESIDENCE GROUND LEVEL FLOOR PLAN
Scale: 1/16"=1'-0"

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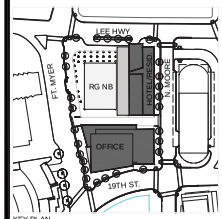

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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KPF JOB NUMBER 1619.00

SCALE 1/16"=1'-0"
DATE CREATED 9.30.2008

DRAWING TITLE
HOTEL-RESIDENCE GROUND FLOOR PLAN

DRAWING NUMBER
A2-1.05

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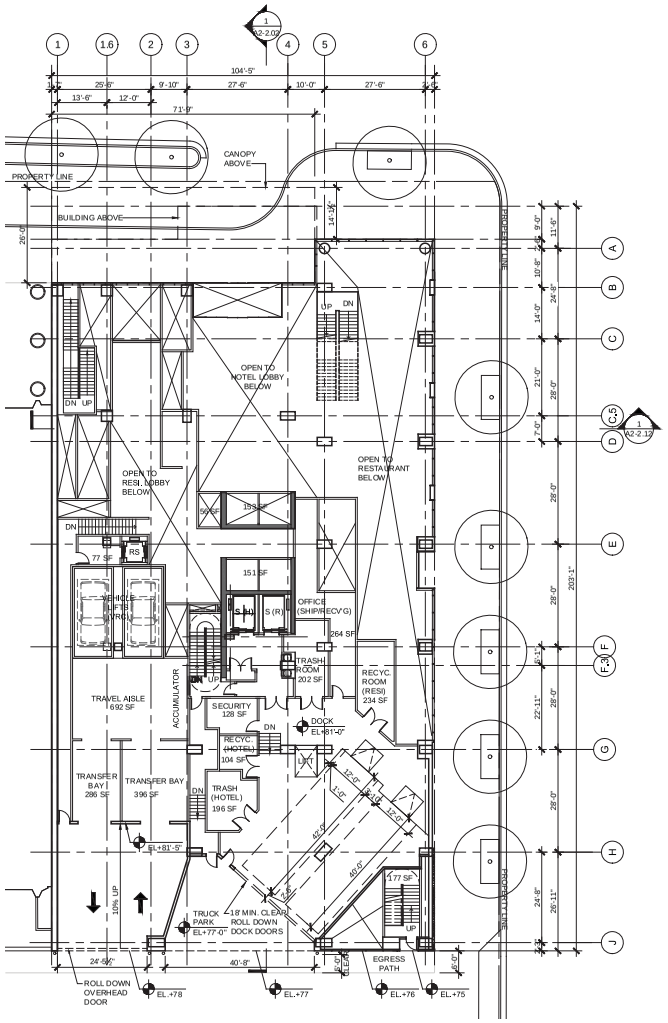
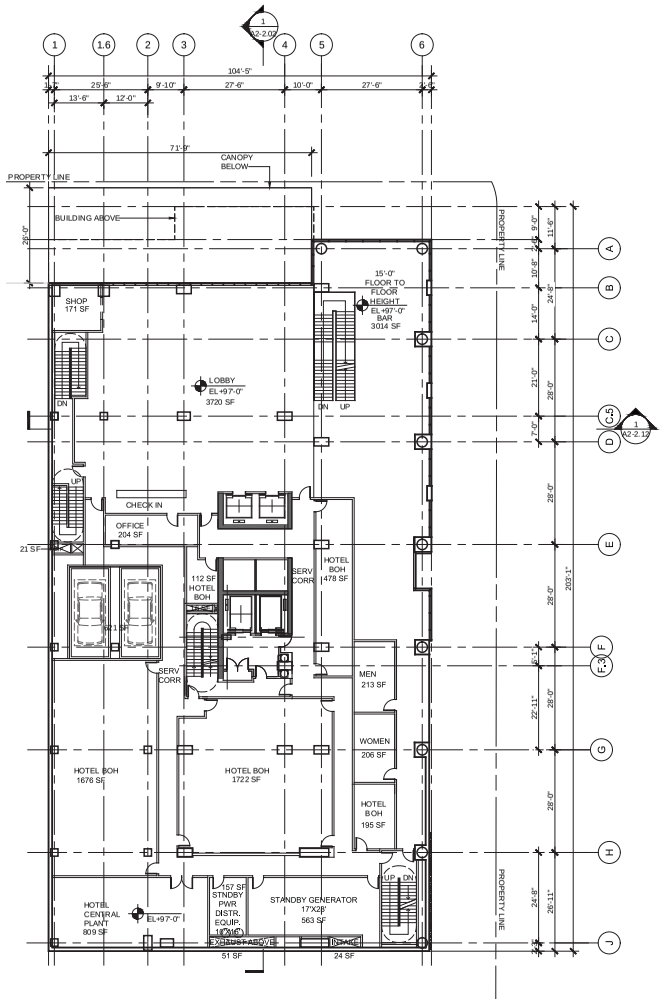


1 HOTEL-RESIDENCE 1M FLOOR PLAN
Scale: 1/16"=1'-0"



2 HOTEL-RESIDENCE 2ND FLOOR PLAN
Scale: 1/16"=1'-0"

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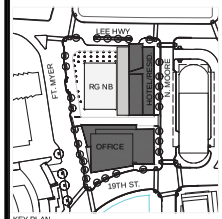

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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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SCALE: 1/16"=1'-0" — DATE CREATED: 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE 1M AND 2ND FLOOR PLAN

DRAWING NUMBER

A2-1.06

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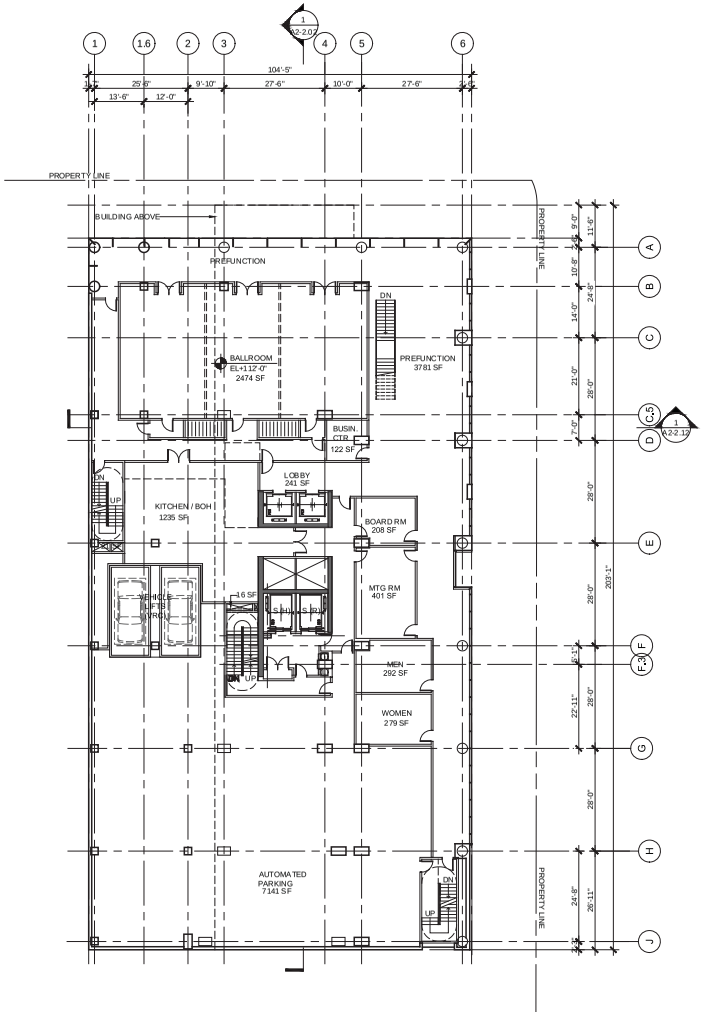
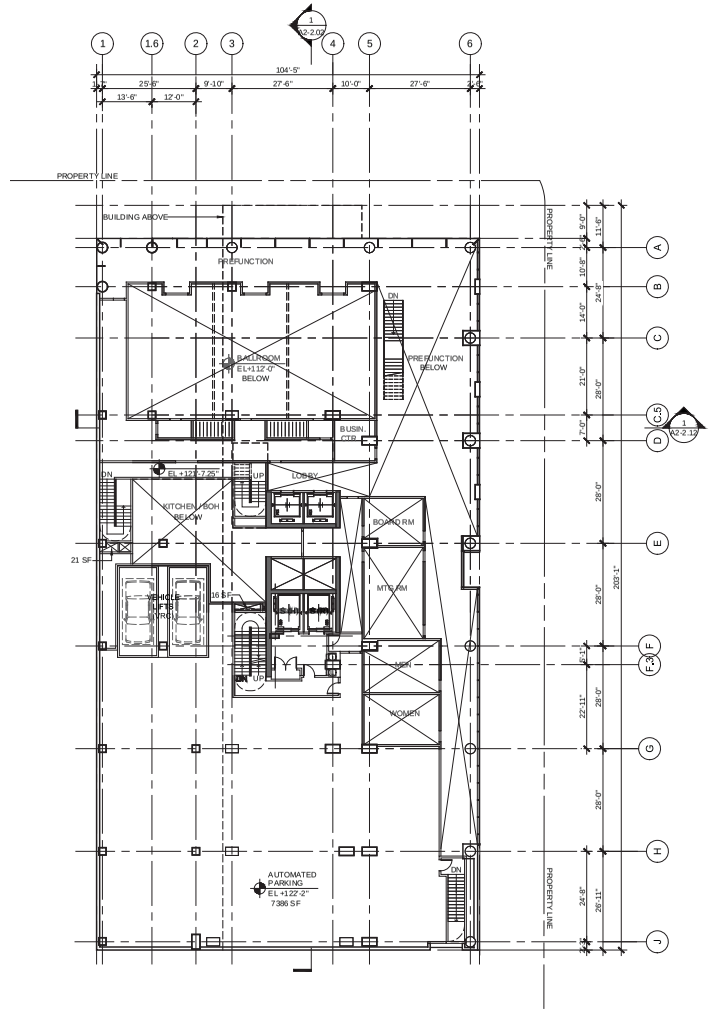


1 HOTEL-RESIDENCE 3RD FLOOR PLAN

Scale: 1/16"=1'-0"



2 HOTEL-RESIDENCE 3RD MEZZ FLOOR PLAN

Scale: 1/16"=1'-0"

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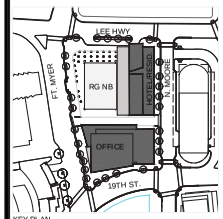

KEY PLAN

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No.	ISSUE	DATE
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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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DRAWING TITLE

HOTEL-RESIDENCE 3RD AND 3M FLOOR PLAN

DRAWING NUMBER

A2-1.07

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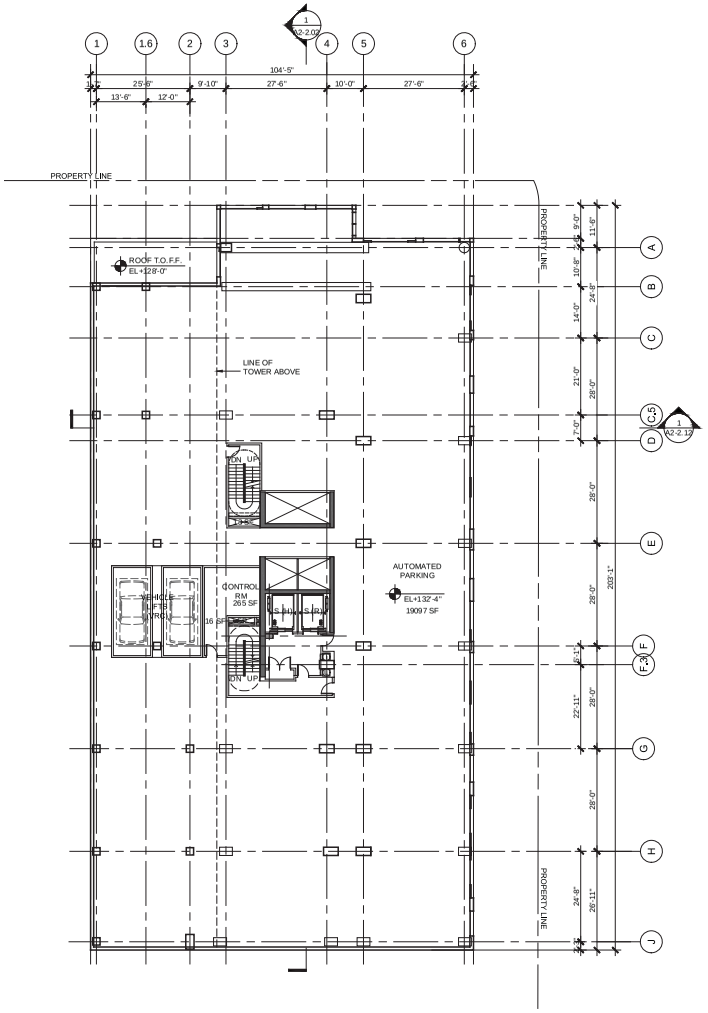

1 HOTEL-RESIDENCE 4TH FLOOR PLAN

Scale: 1/16"=1'-0'

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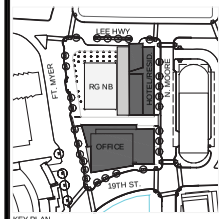

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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KPF JOB NUMBER 1619.02

SCALE 1/16"=1'-0'

DATE CREATED 9.30.2009

DRAWING TITLE

HOTEL-RESIDENCE 4TH FLOOR PLAN

DRAWING NUMBER

A2-1.08

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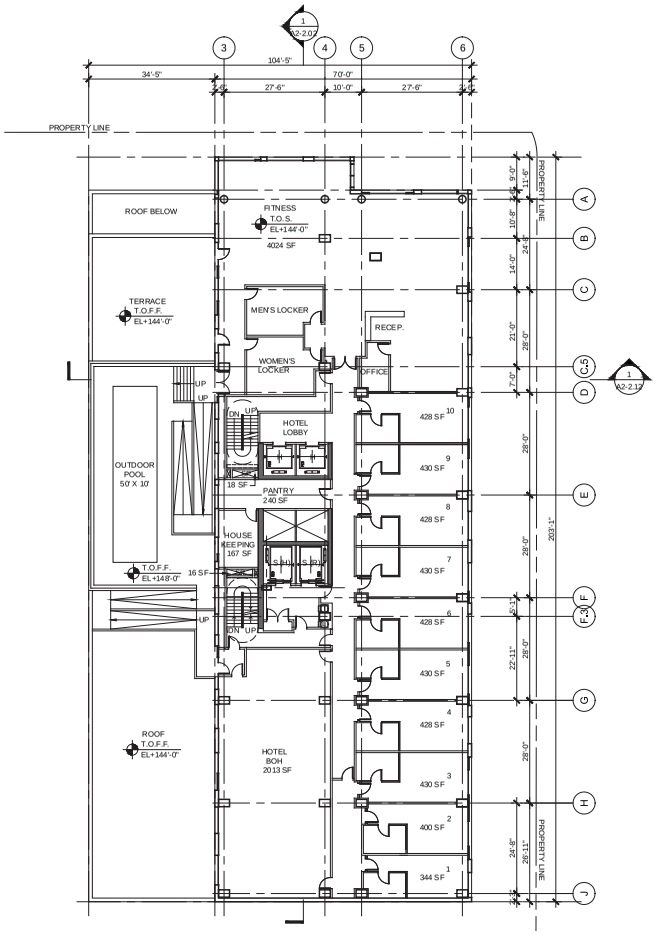
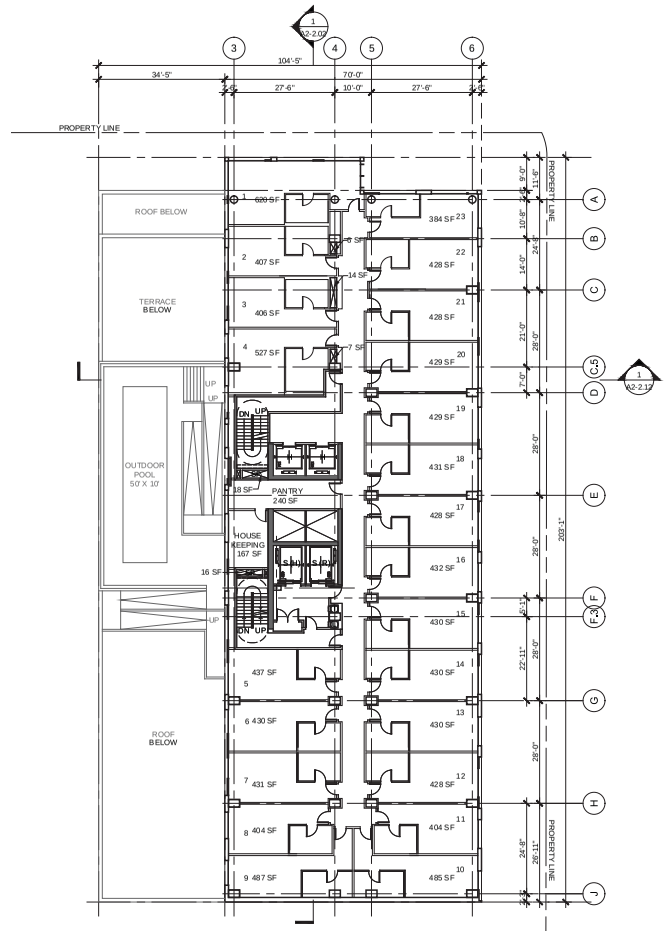


1 HOTEL-RESIDENCE 5TH FLOOR PLAN
Scale: 1/16" = 1'-0"



2 HOTEL- RESIDENCE 6TH-11TH FLOOR PLAN
Scale: 1/16" = 1'-0"

N

0 8' 16' 32'

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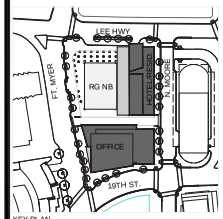

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
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#6	4.1 Resubmission	01.30.2012
#5	Final 4.1 Submission	07.15.2011
#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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KPF JOB NUMBER 1619.02

SCALE 1/16"=1'-0"
DATE CREATED 9.30.2009

DRAWING TITLE
HOTEL-RESIDENCE 5TH AND 6TH -11TH FLOOR PLAN

DRAWING NUMBER
A2-1.09

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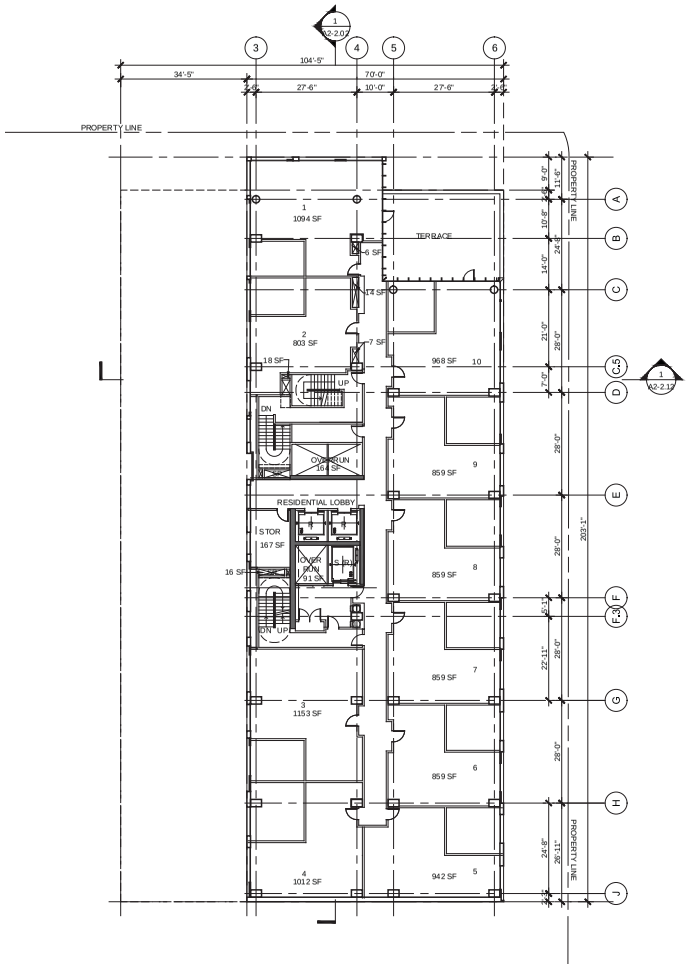
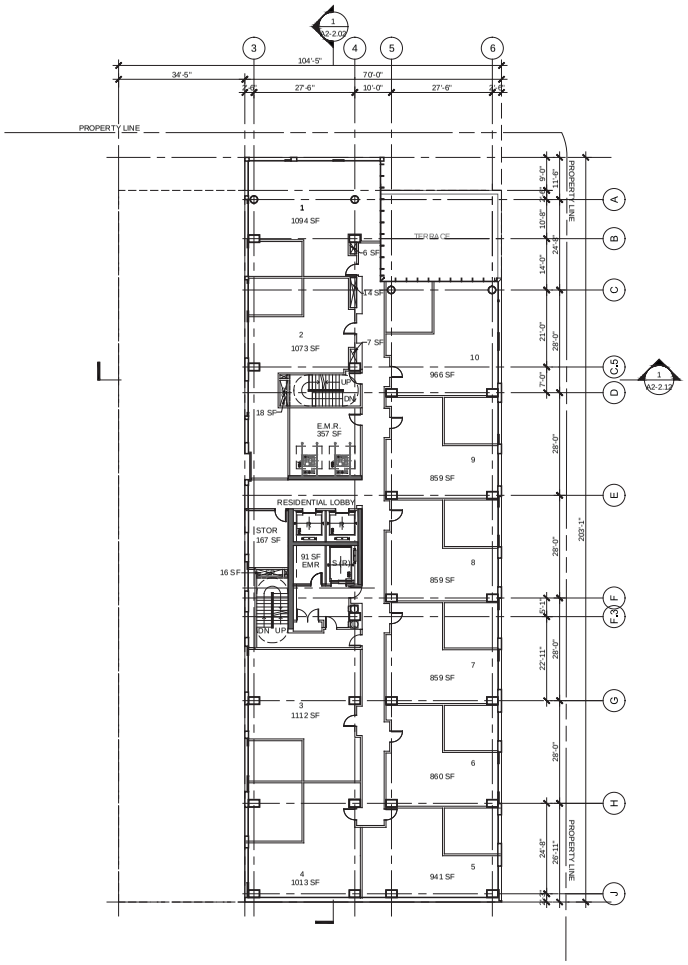


1 RESIDENCE FLOOR
HOTEL-RESIDENCE 12TH FLOOR PLAN
Scale: 1/16" = 1'-0"



2 RESIDENCE FLOOR
HOTEL-RESIDENCE 13TH FLOOR PLAN
Scale: 1/16" = 1'-0"

0 8' 16' 32'

Rosslyn Gateway
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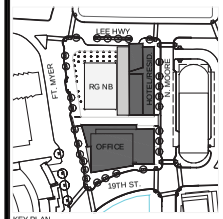

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
#8	4.1 Resubmission	05.23.2012
#7	4.1 Resubmission	05.11.2012
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#5	Final 4.1 Submission	07.15.2011
#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY KPF JOB NUMBER 1619.02

SCALE 1/16"=1'-0" DATE CREATED 9.30.2008

DRAWING TITLE
HOTEL-RESIDENCE 12TH AND 13TH FLOOR PLAN

DRAWING NUMBER
A2-1.10

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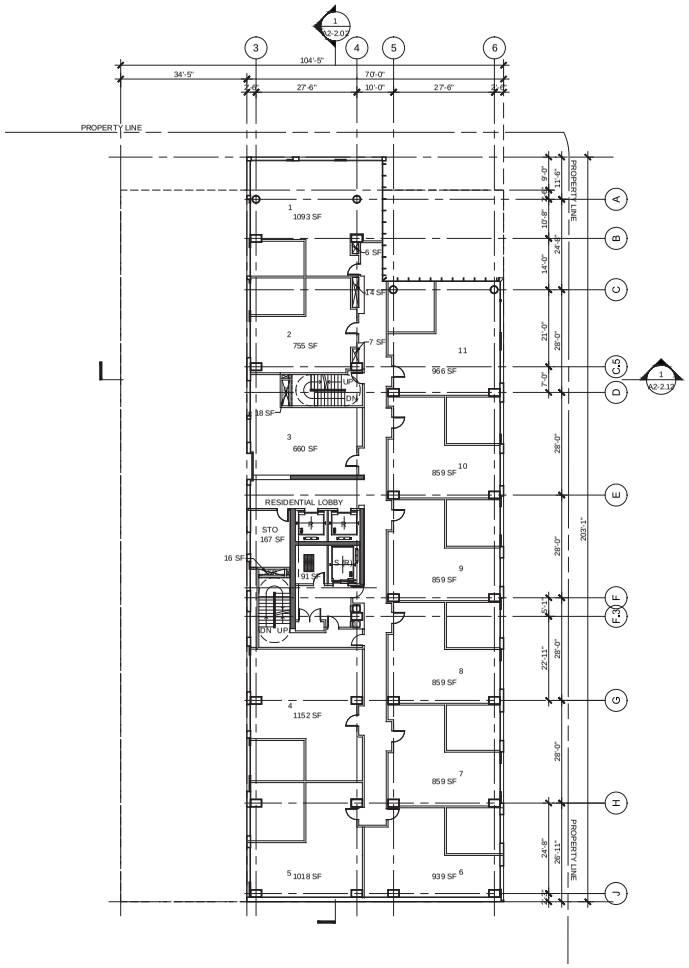
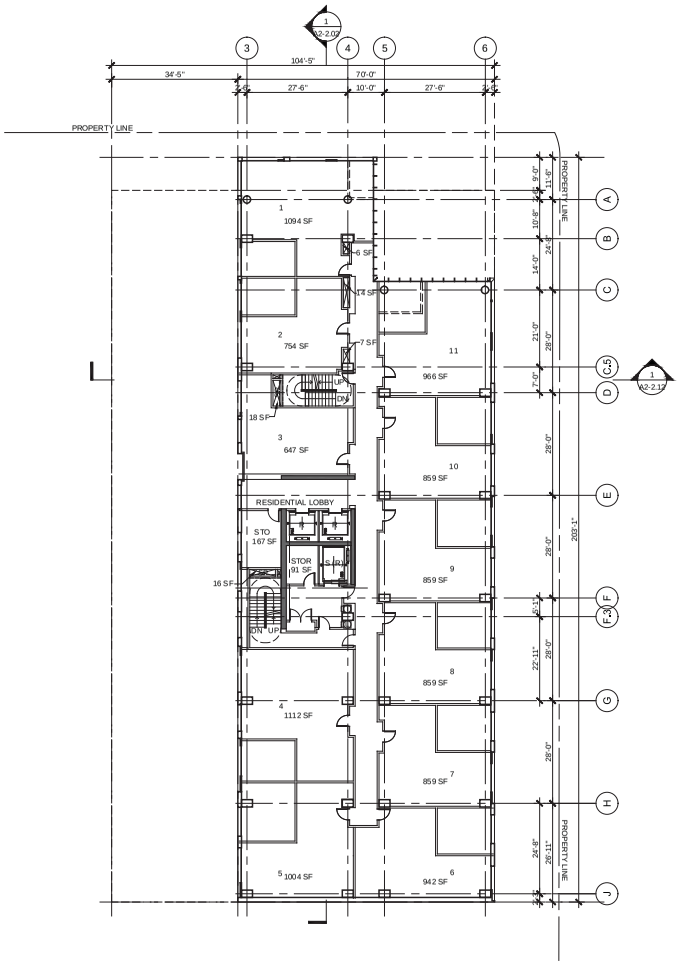


1 RESIDENCE FLOOR
HOTEL-RESIDENCE 14TH FLOOR PLAN
Scale: 1/16" = 1'-0"



2 RESIDENCE FLOOR
HOTEL-RESIDENCE 15TH -23RD FLOOR PLAN
Scale: 1/16" = 1'-0"

N

0 8' 16' 32'

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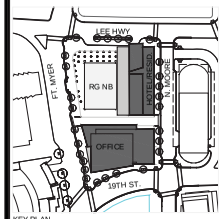

KEY PLAN

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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY
KPF JOB NUMBER 1619.02

SCALE 1/16"=1'-0"
DATE CREATED 9.30.2009

DRAWING TITLE
HOTEL-RESIDENCE 14TH - 23RD FLOOR PLAN

DRAWING NUMBER
A2-1.14

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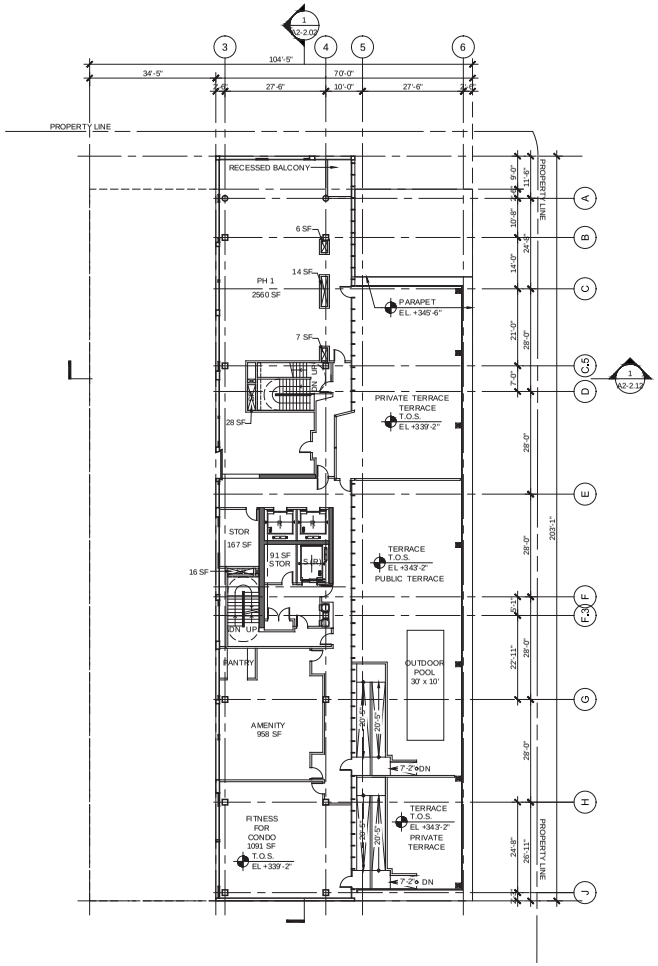
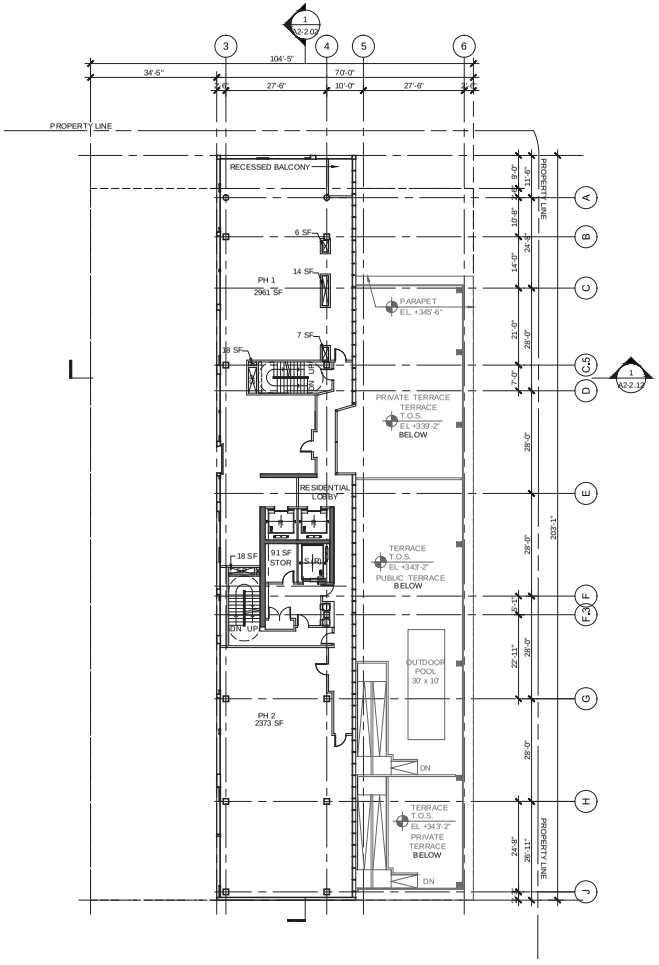


1 RESIDENCE FLOOR
HOTEL-RESIDENCE 24TH FLOOR PLAN
Scale: 1/16" = 1'-0"



2 RESIDENCE FLOOR
HOTEL-RESIDENCE 25TH FLOOR PLAN
Scale: 1/16" = 1'-0"

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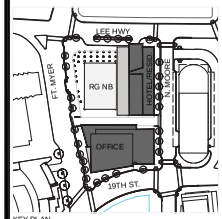

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#1	4.1 Submission	04.15.2011

DRAWN BY
KPF JOB NUMBER 1619.00

SCALE 1/16"=1'-0"
DATE CREATED 9.30.2008

DRAWING TITLE
HOTEL-RESIDENCE 24TH AND 25TH FLOOR PLAN

DRAWING NUMBER
A2-1.15

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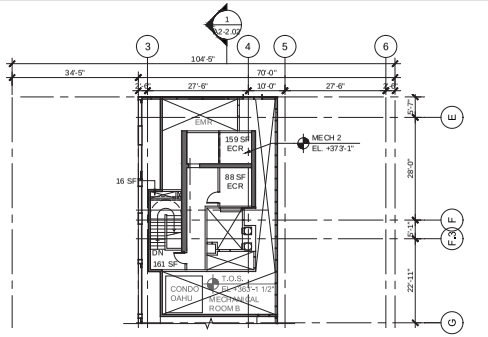
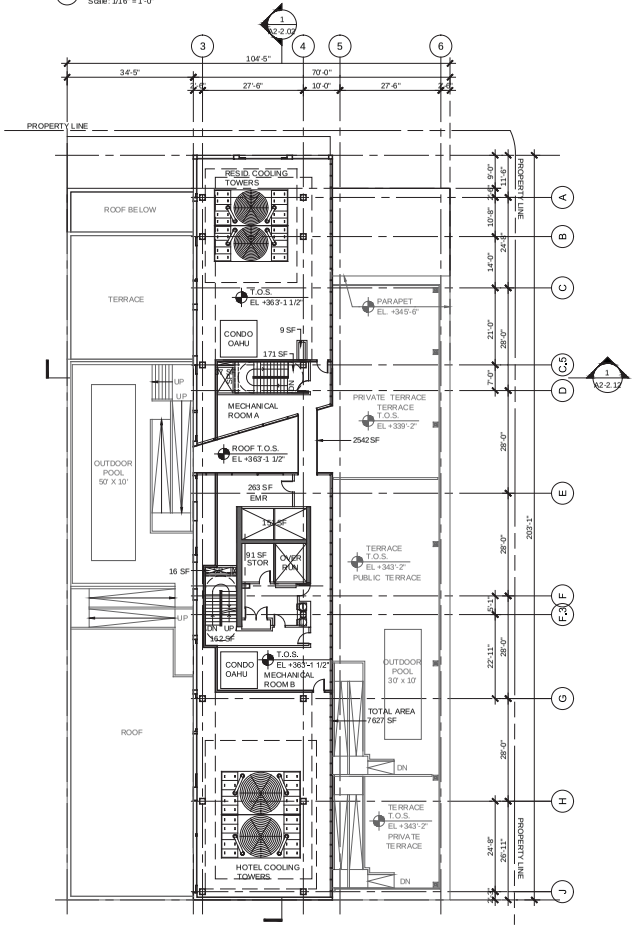
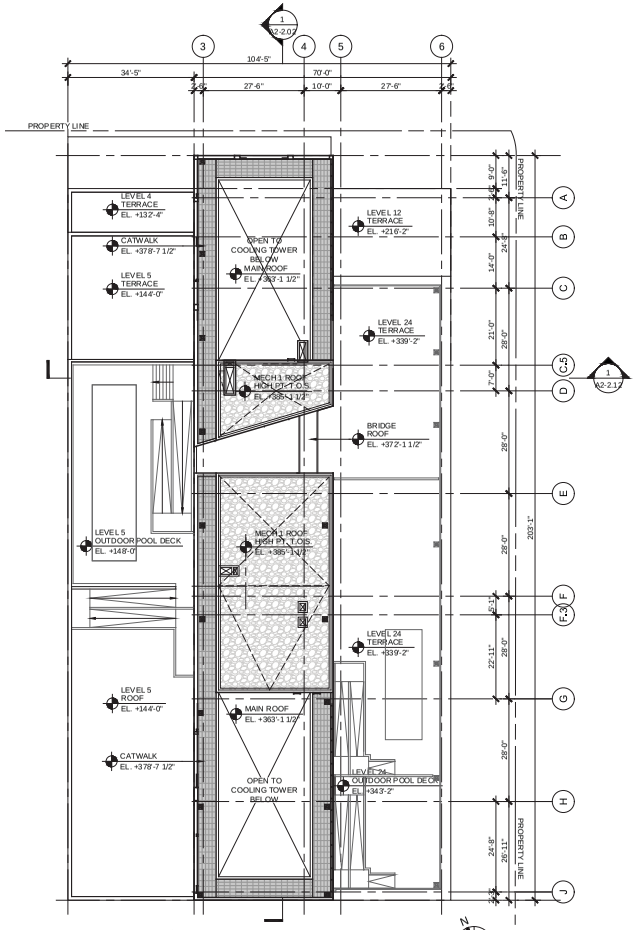


2 HOTEL-RESIDENCE MECHANICAL 2 FLOOR PLAN
Scale: 1/16" = 1'-0"



1 HOTEL-RESIDENCE MECHANICAL 1 FLOOR PLAN
Scale: 1/16" = 1'-0"



3 HOTEL-RESIDENCE ROOF PLAN
Scale: 1/16" = 1'-0"

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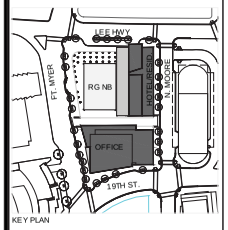

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY: - KPF JOB NUMBER: 161902
SCALE: 1/16"=1'-0" DATE CREATED: 9.30.2008
DRAWING TITLE
HOTEL-RESIDENCE MECH.1 AND MECH.2 AND ROOF PLAN
DRAWING NUMBER
A2-1.20

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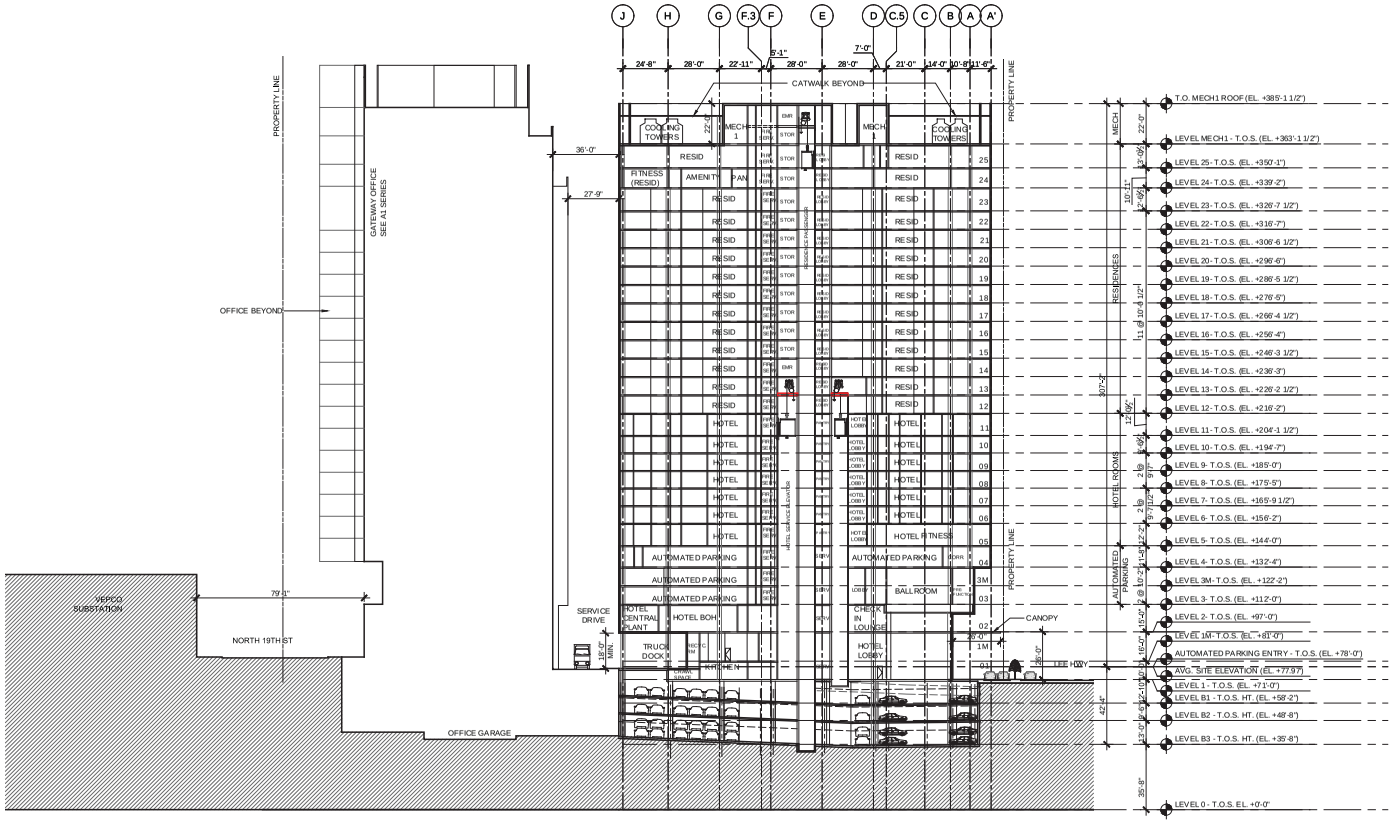

1 HOTEL-RESIDENCE NORTH-SOUTH SECTION LOOKING WEST

Scale: 1/32"=1'-0"

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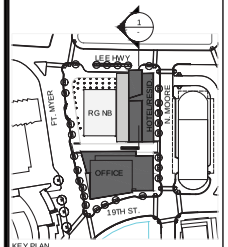

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY

KPF JOB NUMBER 161.902

SCALE 1/32"=1'-0"

DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE SECTION NORTH-SOUTH 2

DRAWING NUMBER

A2-2.02

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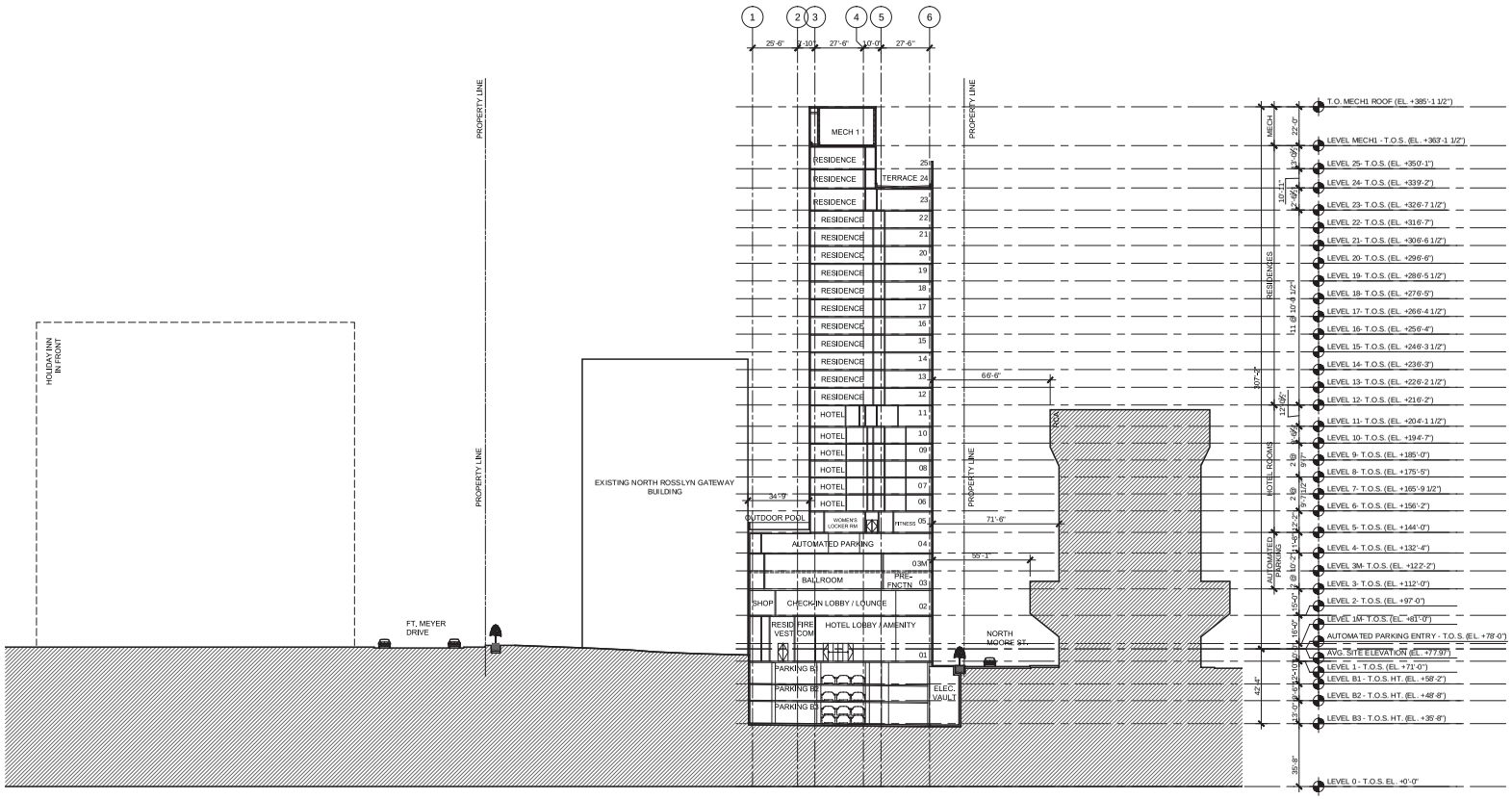
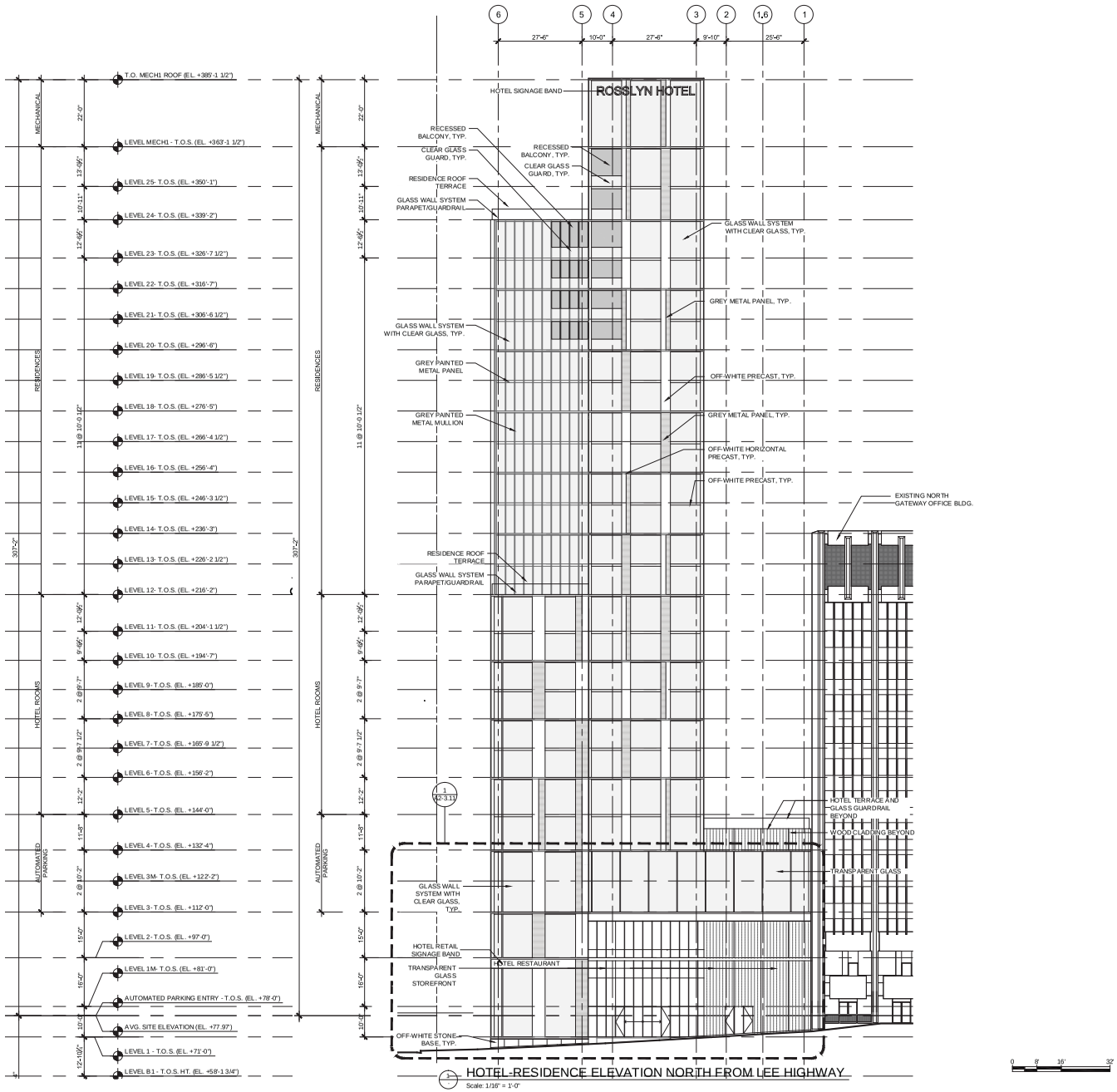

1
2
3
4
5
6
29'-6"
7'-10"
27'-6"
10'-0"
27'-6"
PROPERTY LINE
HOLIDAY INN IN FRONT
EXISTING NORTH ROSSLYN GATEWAY BUILDING
FT. MEYER DRIVE
NORTH MOORE ST.
MECH 1
RESIDENCE
TERRACE
HOTEL
OUTDOOR POOL
WOMEN'S LOCKER RM
FITNESS
AUTOMATED PARKING
BALLROOM
PRE-FNCTN
SHOP
CHECK-IN LOBBY / LOUNGE
RESID FIRE VEST COM
HOTEL LOBBY / AMENITY
PARKING B1
PARKING B2
PARKING B3
ELEC. VAULT
ROOF
66'-6"
71'-6"
55'-1"
34'-9"
MECH
RESIDENCES
HOTEL ROOMS
AUTOMATED PARKING
T.O. MECH1 ROOF (EL. +385'-1 1/2")
LEVEL MECH1 - T.O.S. (EL. +363'-1 1/2")
LEVEL 25- T.O.S. (EL. +350'-1")
LEVEL 24- T.O.S. (EL. +339'-2")
LEVEL 23- T.O.S. (EL. +326'-7 1/2")
LEVEL 22- T.O.S. (EL. +316'-7")
LEVEL 21- T.O.S. (EL. +306'-6 1/2")
LEVEL 20- T.O.S. (EL. +296'-6")
LEVEL 19- T.O.S. (EL. +286'-5 1/2")
LEVEL 18- T.O.S. (EL. +276'-5")
LEVEL 17- T.O.S. (EL. +266'-4 1/2")
LEVEL 16- T.O.S. (EL. +256'-4")
LEVEL 15- T.O.S. (EL. +246'-3 1/2")
LEVEL 14- T.O.S. (EL. +236'-3")
LEVEL 13- T.O.S. (EL. +226'-2 1/2")
LEVEL 12- T.O.S. (EL. +216'-2")
LEVEL 11- T.O.S. (EL. +204'-1 1/2")
LEVEL 10- T.O.S. (EL. +194'-7")
LEVEL 9- T.O.S. (EL. +185'-0")
LEVEL 8- T.O.S. (EL. +175'-5")
LEVEL 7- T.O.S. (EL. +165'-9 1/2")
LEVEL 6- T.O.S. (EL. +156'-2")
LEVEL 5- T.O.S. (EL. +144'-0")
LEVEL 4- T.O.S. (EL. +132'-4")
LEVEL 3M- T.O.S. (EL. +122'-2")
LEVEL 3- T.O.S. (EL. +112'-0")
LEVEL 2- T.O.S. (EL. +97'-0")
LEVEL 1M- T.O.S. (EL. +81'-0")
AUTOMATED PARKING ENTRY - T.O.S. (EL. +78'-0")
AVG. SITE ELEVATION (EL. +77.97')
LEVEL 1 - T.O.S. (EL. +71'-0")
LEVEL B1 - T.O.S. HT. (EL. +58'-2")
LEVEL B2 - T.O.S. HT. (EL. +48'-8")
LEVEL B3 - T.O.S. HT. (EL. +35'-8")
LEVEL 0 - T.O.S. EL. +0'-0"
22'-0"
13'-0"
10'-1"
12'-9"
12'-9"
12'-9



NOTE: ALL SIGNAGE LOCATIONS ARE SUBJECT TO CHANGE

1 HOTEL-RESIDENCE ELEVATION NORTH FROM LEE HIGHWAY

Scale: 1/16" = 1'-0"

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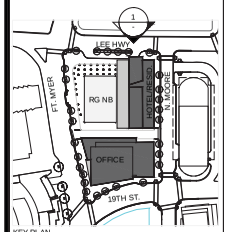

KEY PLAN

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#1	4.1 Submission	04.15.2011

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KPF JOB NUMBER 1619.00

SCALE 1/16"=1'-0"

DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE ELEVATION NORTH

DRAWING NUMBER

A2-3.01

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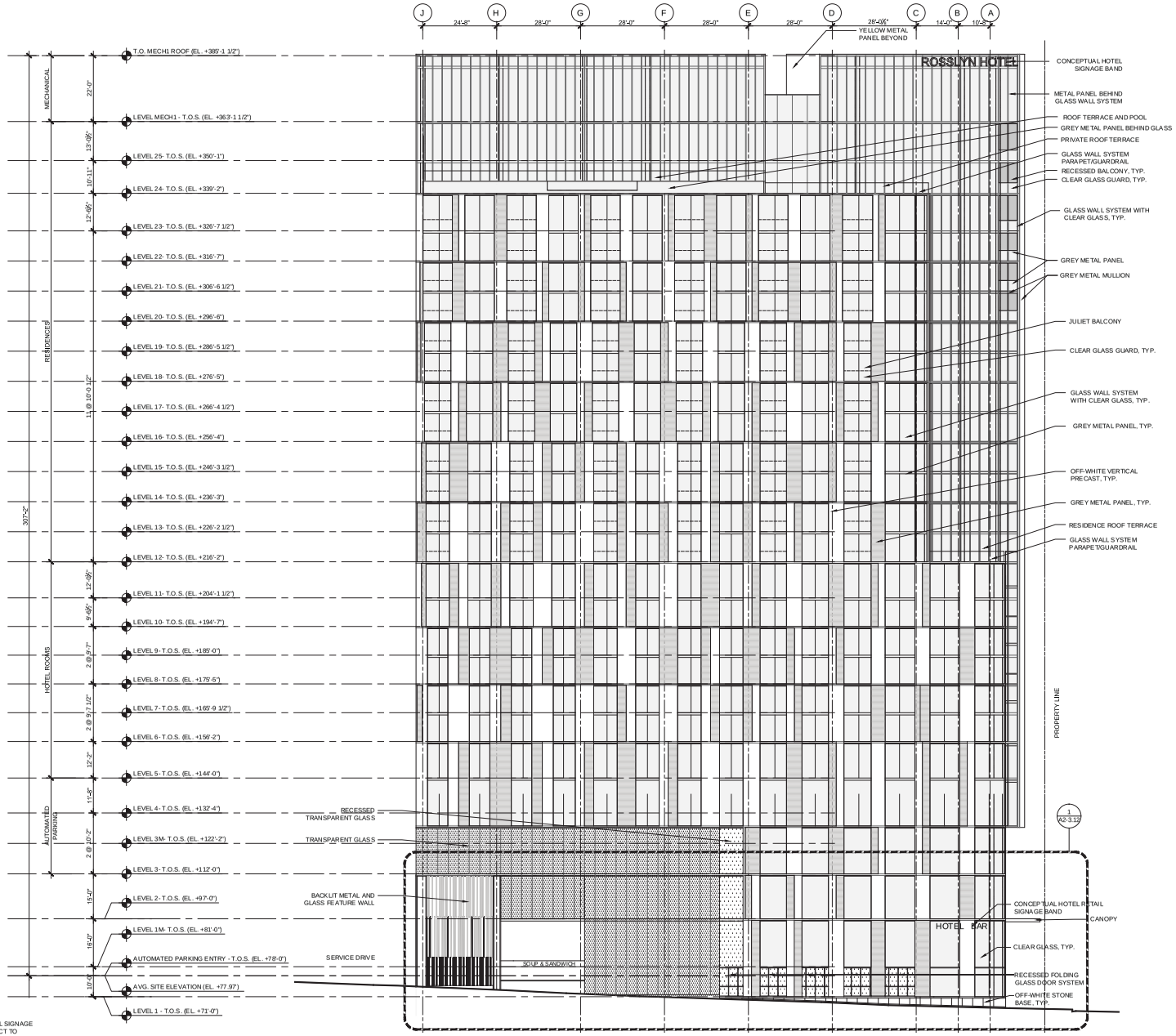

NOTE: ALL CONCEPTUAL SIGNAGE LOCATIONS ARE SUBJECT TO CHANGE

1 HOTEL-RESIDENCE ELEVATION EAST FROM N. MOORE STREET

Scale: 1/16"=1'-0"

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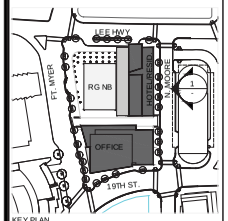

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
#8	4.1 Resubmission	05.23.2012
#7	4.1 Resubmission	05.11.2012
#6	4.1 Resubmission	01.30.2012
#5	Final 4.1 Submission	07.15.2011
#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY

KPF JOB NUMBER 161.002

SCALE 1/16"=1'-0"

DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE ELEVATION EAST

DRAWING NUMBER

A2-3.02

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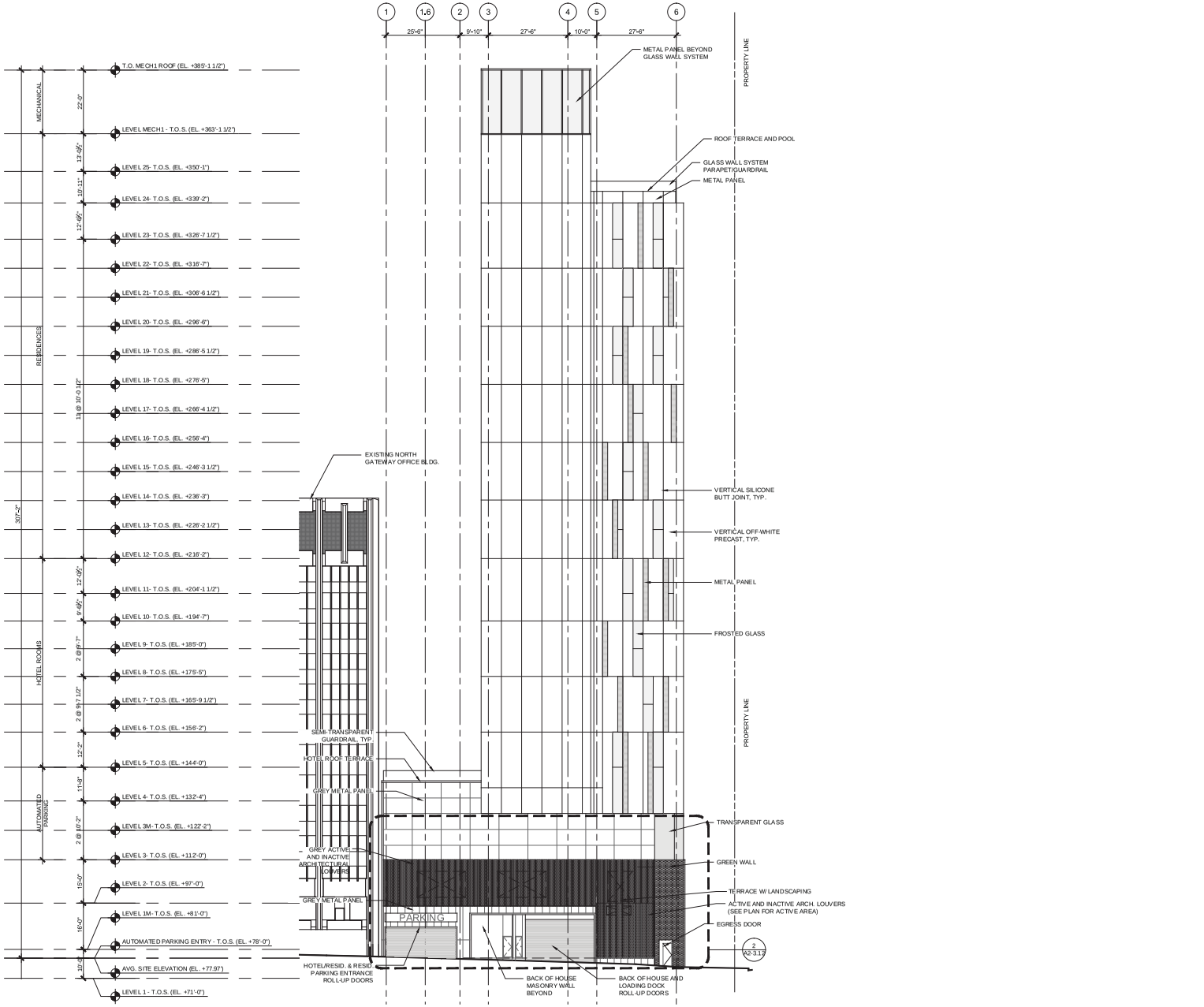

1 HOTEL-RESIDENCE ELEVATION SOUTH FROM SERVICE DRIVE

Scale: 1/16"=1'-0"

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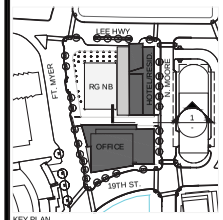

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY

KPF JOB NUMBER 1619.02

SCALE 1/16"=1'-0"

DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE ELEVATION SOUTH

DRAWING NUMBER

A2-3.03

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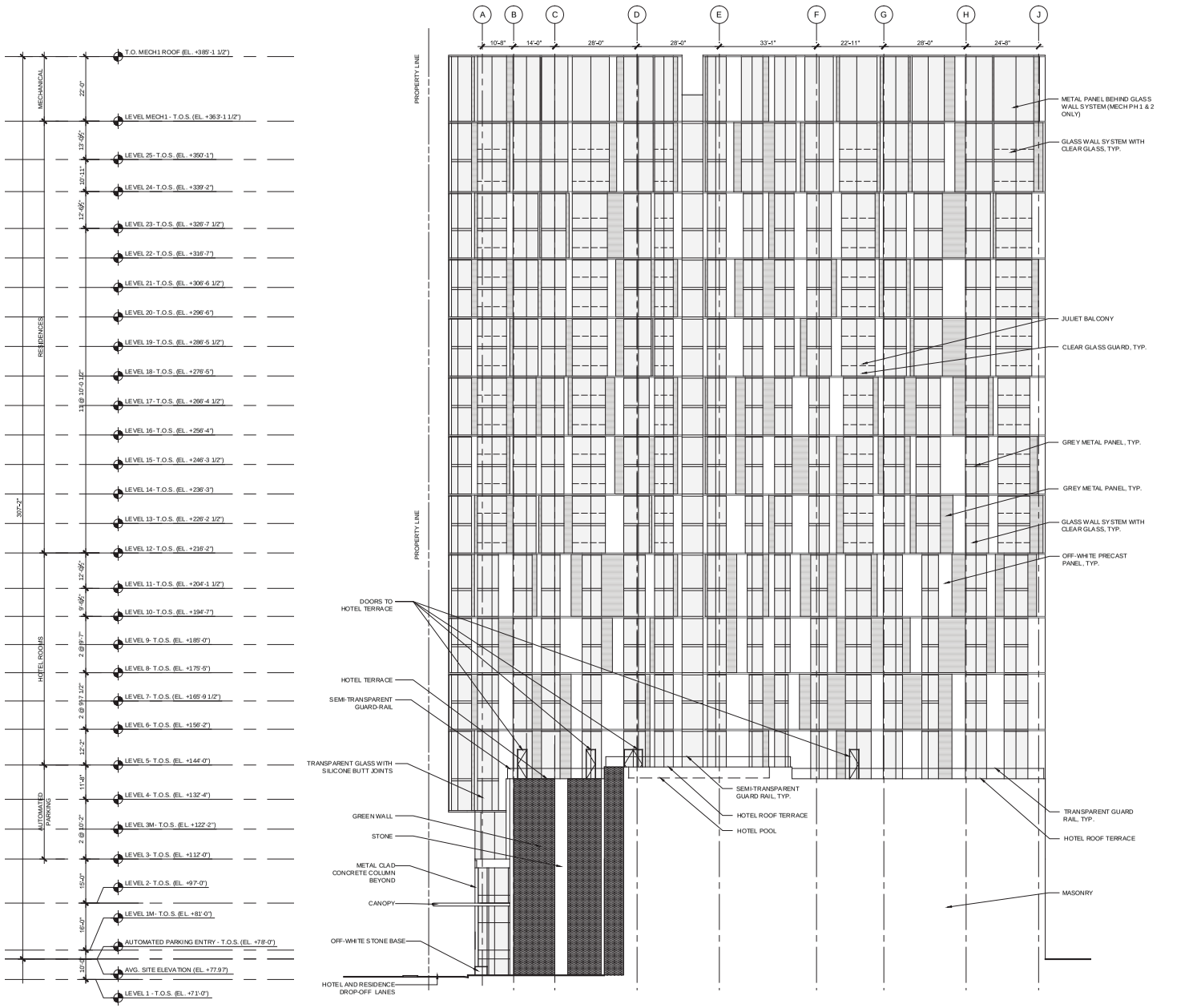

1 HOTEL-RESIDENCE WEST ELEVATION FROM RESIDENCE PODIUM

Scale: 1/16"=1'-0"

Rosslyn Gateway

Arlington, Virginia

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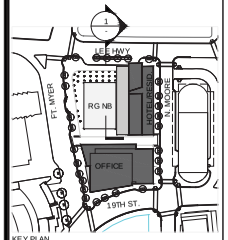

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY — KPF JOB NUMBER 161.902

SCALE 1/16"=1'-0" — DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE ELEVATION WEST

DRAWING NUMBER

A2-3.04

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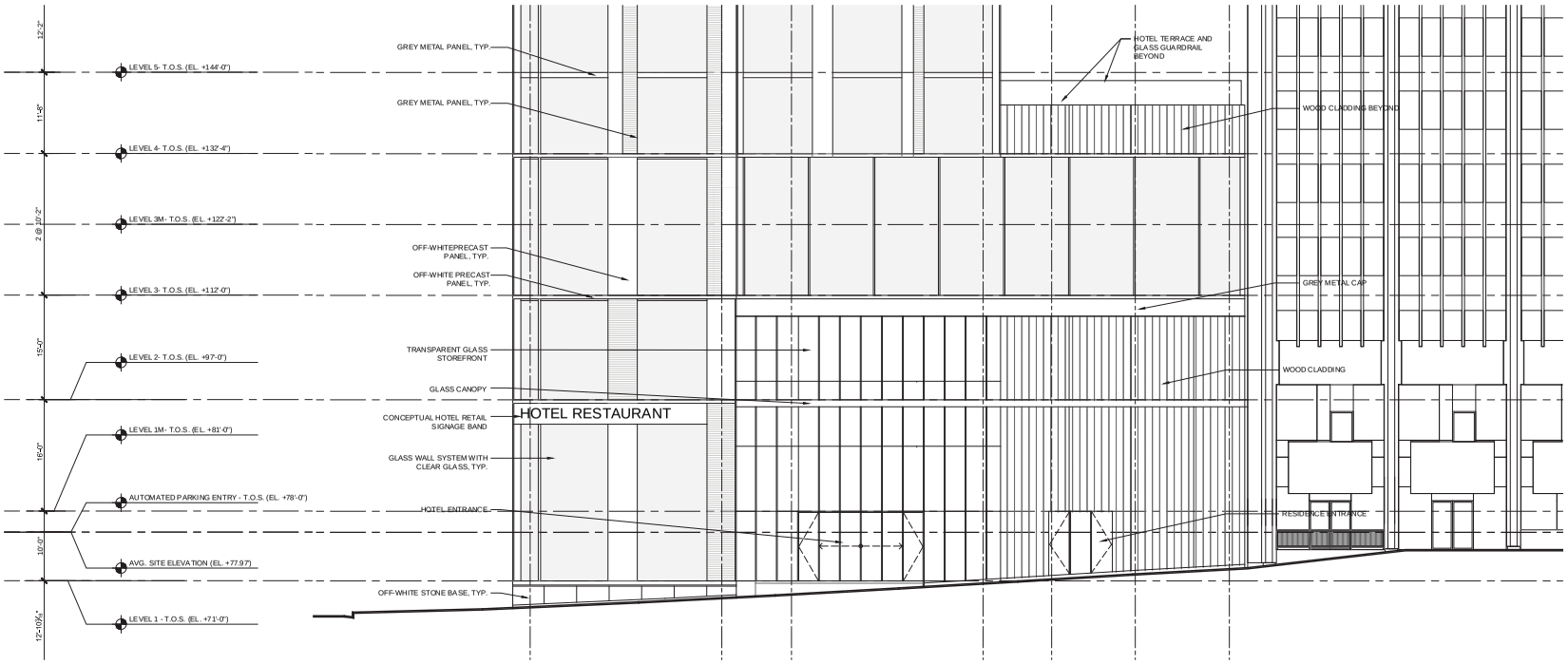

NOTE: ALL CONCEPTUAL SIGNAGE LOCATIONS ARE SUBJECT TO CHANGE

1 HOTEL-RESIDENCE STOREFRONT NORTH ELEVATION FROM LEE HIGHWAY

Scale: 1/8"=1'-0"

0 4' 8' 16'

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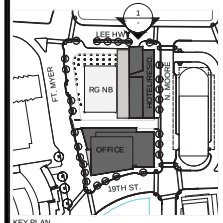

KEY PLAN

4.1 PLANS

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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY KPF JOB NUMBER 1619.02

SCALE 1/8"=1'-0" DATE CREATED 9.30.2008

DRAWING TITLE

HOTEL-RESIDENCE STOREFRONT ELEVATION NORTH

DRAWING NUMBER

A2-3.11

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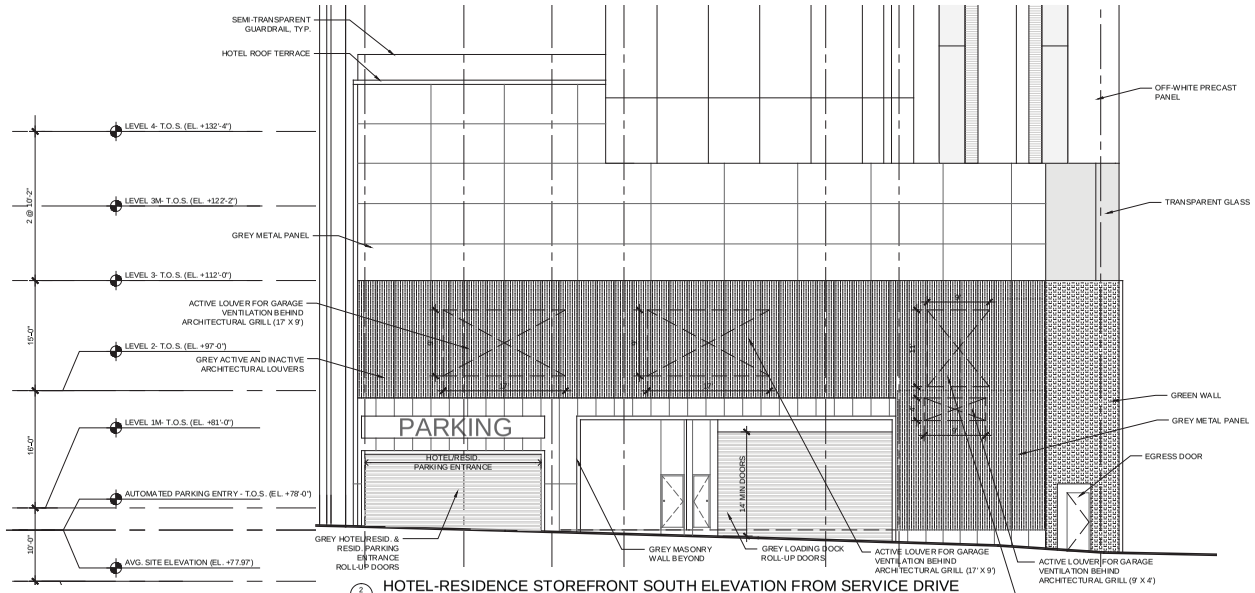
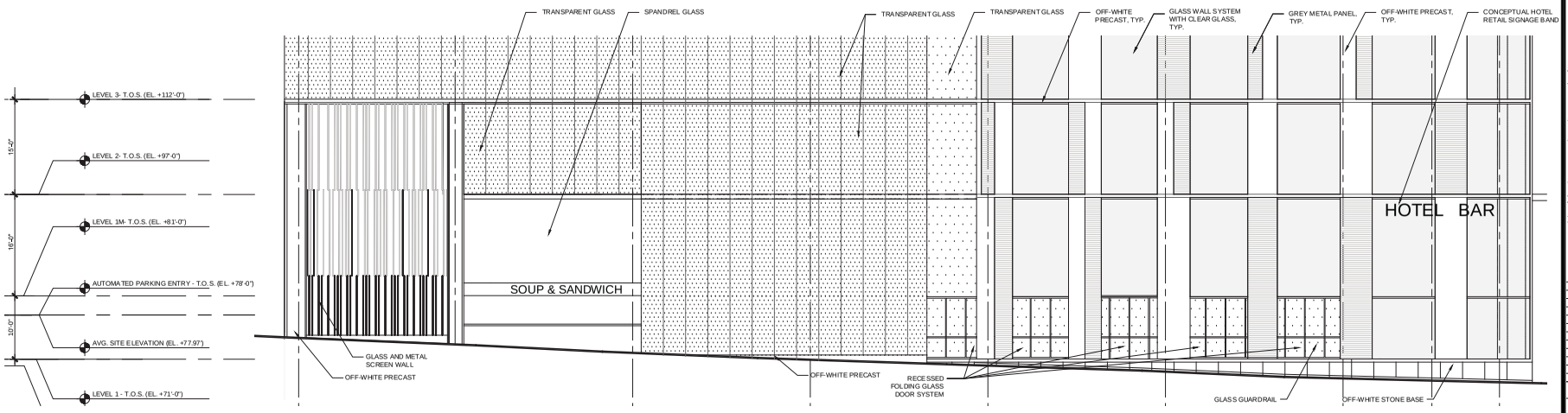


2 HOTEL-RESIDENCE STOREFRONT SOUTH ELEVATION FROM SERVICE DRIVE
Scale: 1/8"=1'-0"



1 HOTEL-RESIDENCE STOREFRONT EAST ELEVATION FROM N. MOORE
Scale: 1/8"=1'-0"

NOTE: ALL CONCEPTUAL SIGNAGE LOCATIONS ARE SUBJECT TO CHANGE

0 4' 8' 16'

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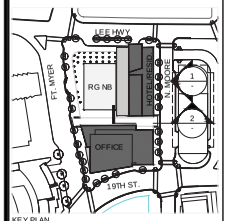

KEY PLAN

4.1 PLANS

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#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY: -
KPF JOB NUMBER: 161.902
SCALE: 1/8"=1'-0"
DATE CREATED: 9.30.2008

DRAWING TITLE
HOTEL-RESIDENCE STOREFRONT ELEVATIONS EAST & SOUTH

DRAWING NUMBER
A2-3.12

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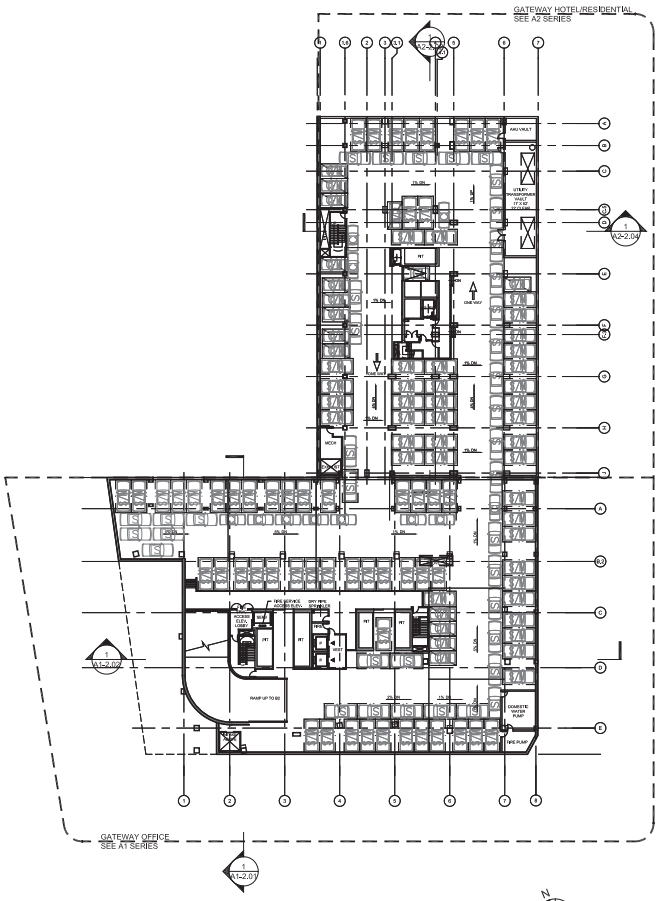
B3 CAR PARKING COUNT

TYPE	AREA	B3
SOUTH BUILDING		
STANDARD STACKERS	(SR)	100
COMPACT STACKERS	(SR)	8
STANDARD	(S)	17
COMPACT	(C)	1
SOUTH BUILDING TOTAL		126
NORTH EAST BUILDING		
STANDARD STACKERS	(SR)	70
COMPACT STACKERS	(SR)	22
STANDARD	(S)	17
COMPACT	(C)	4
NORTH EAST BUILDING TOTAL		113
TOTALS ALL CARS		217



2 PARKING B3 LEVEL PLAN
Scale: 1/32"=1'-0"

0 16' 32' 64'

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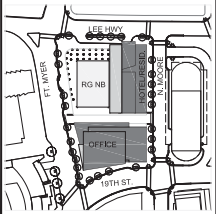

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY — KPF JOB NUMBER 1619.02

SCALE 1/32"=1'-0" DATE CREATED —

DRAWING TITLE

PARKING B3 LEVEL PLAN

DRAWING NUMBER

PK-1.01

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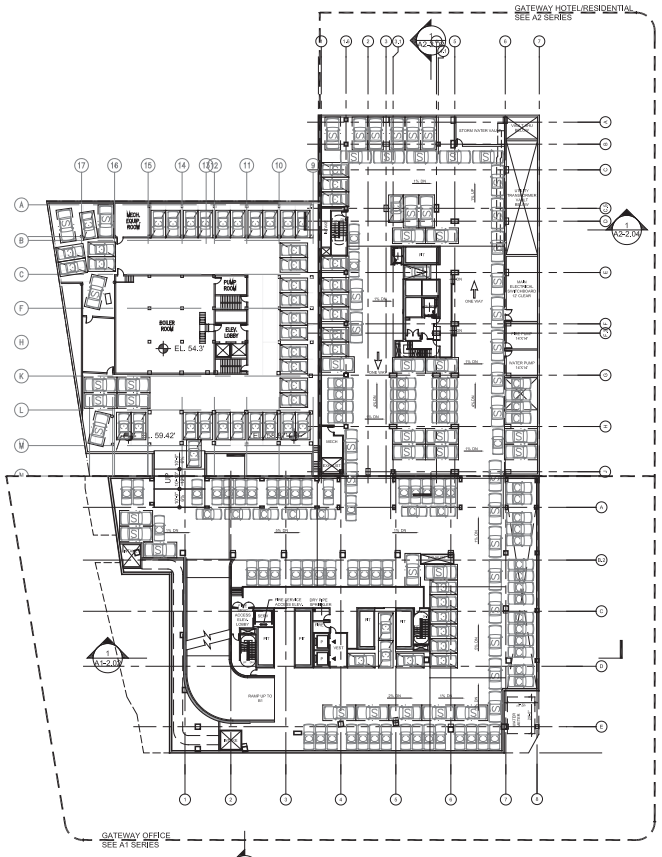
B2 CAR PARKING COUNT

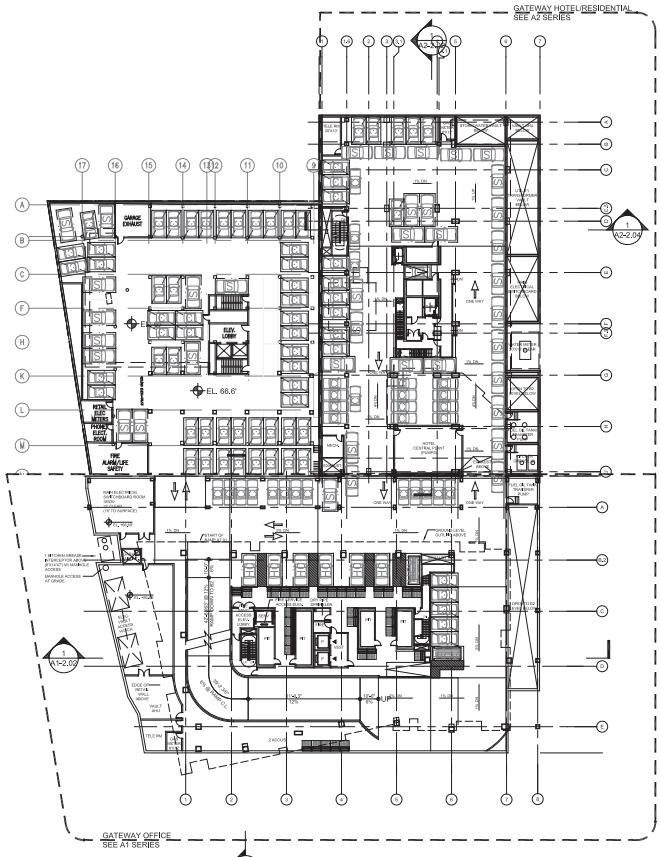
TYPE	ABBV.	B2
SOUTH BUILDING		
STANDARD	(S)	74
COMPACT	(C)	23
SOUTH BUILDING TOTAL		97
NORTH EAST BUILDING		
STANDARD	(S)	74
COMPACT	(C)	49
NORTH EAST BUILDING TOTAL		123
NORTHWEST BUILDING		
STANDARD	(S)	9
COMPACT	(C)	21
NORTHWEST BUILDING TOTAL		30
TOTALS ALL CARS		250

B1 CAR PARKING COUNT

TYPE	ABBV.	B1
SOUTH BUILDING		
STANDARD	(S)	3
COMPACT	(C)	19
CAR ACCESSIBLE	(CC)	3
VAN ACCESSIBLE	(VCC)	3
SOUTH BUILDING TOTAL		28
NORTH EAST BUILDING		
STANDARD	(S)	29
COMPACT	(C)	35
NORTH EAST BUILDING TOTAL		64
NORTHWEST BUILDING		
STANDARD	(S)	11
COMPACT	(C)	43
NORTHWEST BUILDING TOTAL		54
TOTALS ALL CARS		146



1 PARKING B2 LEVEL PLAN
Scale: 1/32"=1'-0"



1 PARKING B1 LEVEL PLAN
Scale: 1/32"=1'-0"

N

0 16' 32' 64'

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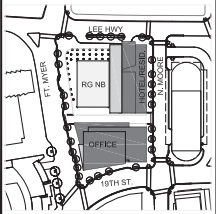

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
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#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

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KPF JOB NUMBER: 1619.02
SCALE: 1/32"=1'-0"
DATE CREATED: —

DRAWING TITLE
PARKING B2 & B1 LEVEL PLAN

DRAWING NUMBER
PK-1.02

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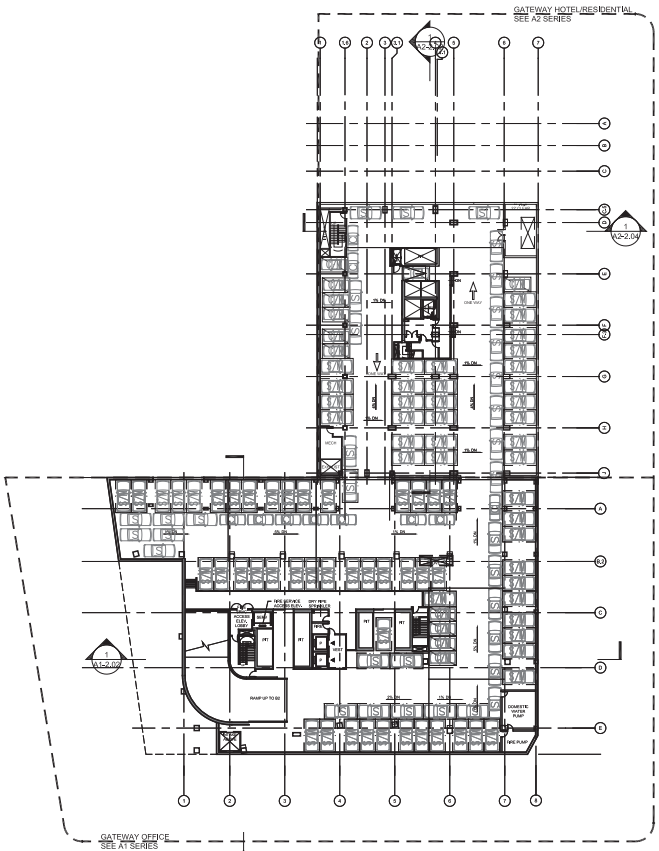
B3 CAR PARKING COUNT

TYPE	AREA	B3
SOUTH BUILDING		
STANDARD STACKERS	(SR)	100
COMPACT STACKERS	(SR)	8
STANDARD	(S)	11
COMPACT	(C)	7
SOUTH BUILDING TOTAL		126
NORTH EAST BUILDING		
STANDARD STACKERS	(SR)	52
COMPACT STACKERS	(SR)	14
STANDARD	(S)	13
COMPACT	(C)	2
NORTH EAST BUILDING TOTAL		82
TOTALS ALL CARS		239



2 PARKING B3 LEVEL PLAN
Scale: 1/32"=1'-0"

0 16' 32' 64'

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Arlington, Virginia

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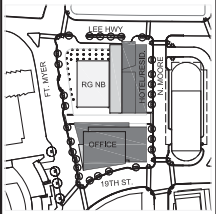

KEY PLAN

4.1 PLANS

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#1	4.1 Submission	04.15.2011

DRAWN BY — KPF JOB NUMBER 1619.02

SCALE 1/32"=1'-0" — DATE CREATED —

DRAWING TITLE

PHASE1 PARKING B3 LEVEL PLAN

DRAWING NUMBER

PK-2.01

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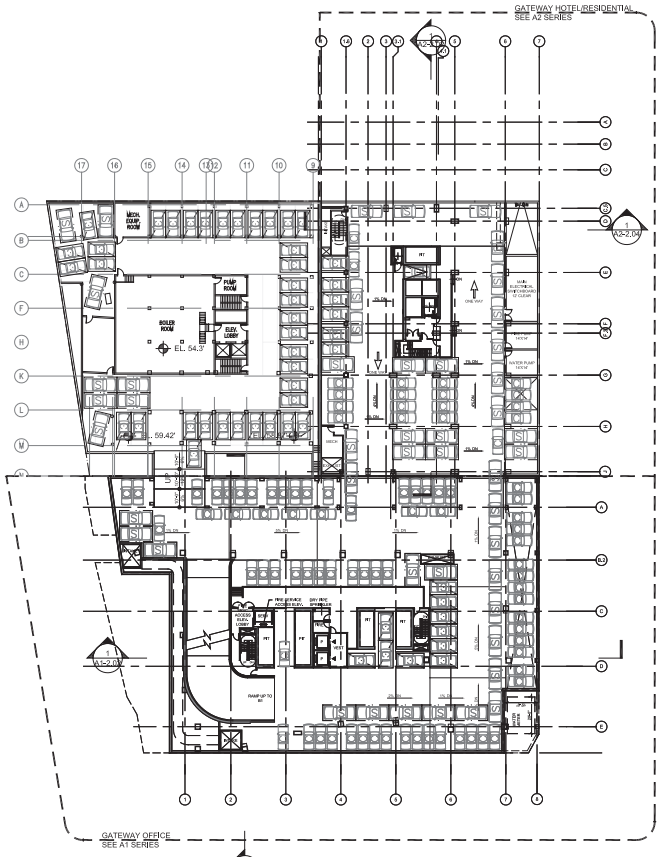
Filename: Q:\Projects\1619_1901FMeyerDrive\Drawings\Sheet\sheets-4.1\Working 4.1\PK-2.01.dwg Plotted by: Hau, Francisco Plot Time: 6/13/2012 9:12 AM Plot Scale: 0.764876

B2 CAR PARKING COUNT

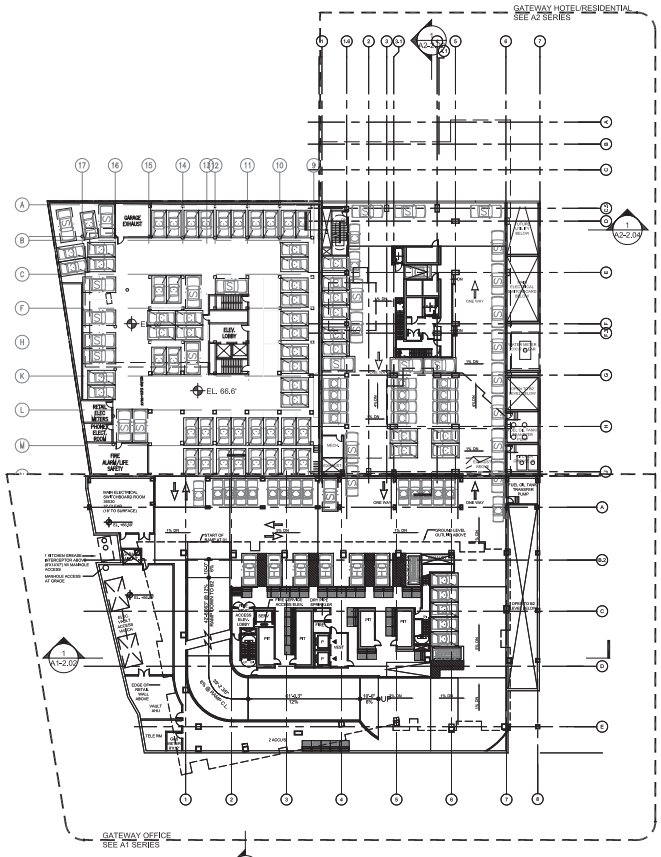
	TYPE	ABBV.	B2
SOUTH BUILDING			
STANDARD		(S)	14
COMPACT		(C)	23
SOUTH BUILDING TOTAL			36
NORTH EAST BUILDING			
STANDARD		(S)	21
COMPACT		(C)	28
NORTH EAST BUILDING TOTAL			42
SOUTHWEST BUILDING			
STANDARD		(S)	4
COMPACT		(C)	38
SOUTHWEST BUILDING TOTAL			42
TOTALS ALL CARS			84

B1 CAR PARKING COUNT

	TYPE	ABBV.	B1
SOUTH BUILDING			
STANDARD		(S)	2
COMPACT		(C)	25
CAR ACCESSIBLE		(PC)	8
VAN ACCESSIBLE		(PCV)	2
SOUTH BUILDING TOTAL			37
NORTH EAST BUILDING			
STANDARD		(S)	14
COMPACT		(C)	25
NORTH EAST BUILDING TOTAL			41
SOUTHWEST BUILDING			
STANDARD		(S)	11
COMPACT		(C)	43
SOUTHWEST BUILDING TOTAL			42
TOTALS ALL CARS			134



1 PARKING B2 LEVEL PLAN
Scale: 1/32"=1'-0"



1 PARKING B1 LEVEL PLAN
Scale: 1/32"=1'-0"

0 16' 32' 64'

Rosslyn Gateway
Arlington, Virginia

The JBG Companies

Architect
Kohn Pedersen Fox Associates PC
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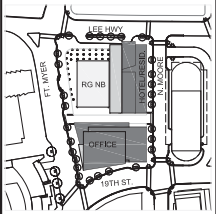

KEY PLAN

4.1 PLANS

No.	ISSUE	DATE
#9	4.1 Resubmission	06.13.2012
#8	4.1 Resubmission	05.23.2012
#7	4.1 Resubmission	05.11.2012
#6	4.1 Resubmission	01.30.2012
#5	Final 4.1 Submission	07.15.2011
#4	4.1 Submission	07.05.2011
#3	4.1 Submission	06.21.2011
#2	4.1 Submission	05.25.2011
#1	4.1 Submission	04.15.2011

DRAWN BY: —
KPF JOB NUMBER: 1619.02
SCALE: 1/32"=1'-0"
DATE CREATED: —
DRAWING TITLE
PHASE1 PARKING B2 & B1 LEVEL PLAN
DRAWING NUMBER
PK-2.02

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THE JBG COMPANIES

Via FedEx

May 3, 2012

Aaron Shriber
Principal Planner
Department of Community Planning, Housing & Development
Planning Division
2100 Clarendon Blvd., Suite 700
Arlington, VA 22201

RE: Rosslyn Gateway PDSP & 4.1 Parking Ratios

Dear Mr. Shriber:

In conjunction with the submission of our revised Rosslyn Gateway PDSP and 4.1 plans, please find enclosed detailed parking counts, ratios and narrative description of our proposed parking plans.

1. Parking Count & Ratio Summary

As illustrated in the table below, during the 4.1 phase the site will be served by 719 parking spaces. This number will increase to 850 upon full build out of the PDSP.

		4.1	PDSP
Office	Square Feet	623,491	488,980
	Parking Spaces	524	518
	Ratio	1 per 1,190 sf	1 per 944 sf
Hotel	Keys	148	148
	Parking Spaces	74	74
	Ratio	0.50 per key	0.50 per key
Residential	Units	133	283
	Parking Spaces	113	248
	Ratio	0.850 per unit	0.876 per unit
Retail	Square Feet	17,910	24,751
	Parking Spaces	8	10
	Ratio	1 per 1,000 sf*	1 per 1,000 sf*
	Total Parking Spaces	**719**	**850**

a. Office Parking Ratio

During the 4.1 phase the site will contain 623,491 square feet of office (including 488,980 of square feet in the new Rosslyn Gateway South building and 134,511 square feet in the existing Rosslyn Gateway North building). This office space will be served by 524 spaces for a ratio of 1 space per 1,190 square feet.

In the PDSP phase, the existing Rosslyn Gateway North building will be replaced by the Future Residential building with additional parking added in the below grade garage. This will result in a total of 518 parking spaces serving the 488,980 square foot Rosslyn Gateway South office building for a ratio of 1 per 944 square feet.

b. **Hotel Parking Ratio**
In both the 4.1 and PDSP phase, the site will contain 148 hotel rooms served by 74 parking spaces for a ratio of 0.50 spaces per key

c. **Residential Parking Ratio**
The 4.1 phase will include 133 residential units in the Hotel/Residential building. These units will be served by 113 parking spaces for a ratio of 0.850 spaces per unit. In the PDSP phase, the Future Residential building will deliver 150 additional residential units and 135 additional residential parking spaces for an overall ratio of 0.876 parking spaces per unit.

d. **Retail Parking Ratio**
In the 4.1 phase, there will 17,910 square feet of retail space. After taking into account the 10,000 square foot deduction (5,000 per building) for Metro accessible retail space, there will be 7,910 square feet of retail served by 8 parking spaces to meet the required ratio of 1 space per 1,000 square feet.
In the PDSP phase, there will be 24,751 square feet of retail space. After taking into account the 15,000 square foot deduction (5,000 per building) for Metro accessible retail space, there will be 9,751 square feet of retail served by 10 parking spaces to meet the required ratio of 1 space per 1,000 square feet.

2. **Focus on Streetscape Environment**
As a long term believer and investor in Rosslyn, JBG is committed to continuing to improve the streetscape environment in Rosslyn. In designing Rosslyn Gateway, JBG challenged our architects and consultants to come up with innovative solutions to minimize the effects of parking on the Rosslyn streetscape. We believe this effort has been largely successful and would like to highlight a number of components:

a. **No Above Grade Office Parking**
JBG believes above grade parking can be damaging to the urban streetscape for a number of reasons. Drive aisles and ramps eat into scarce street level space, eliminating or compromising street level retail. In addition, while architectural treatments can help, above grade parking creates a "dead zone" on the first few above grade floors and robs the streetscape of the added animation and interaction between building users and street level pedestrians. Rosslyn Gateway is the first C-O Rosslyn building to be designed without above grade parking. To achieve this strategy, all parking for the office will be located below grade and will be heavily managed to maximize efficiency. This results in significantly increased cost for the project. Rosslyn sits on extremely dense bedrock which makes excavation much more difficult and expensive. The added cost of excavation means each below grade space costs $10,000 - $20,000 more than an above grade space. Using a managed garage versus an unmanaged garage also adds significant cost to the project. The biggest difference in switching to a managed garage is the increase in payroll & benefits costs. Based on similar garages managed by JBG, we expect to incur an additional $300,000 of operating expenses (approximately $600 per space) by switching to a

managed approach. At current real estate market values this equates to a reduction in building value of approximately $5 million (or $10,000 per space).

b. Minimized Curb Cuts

In order to minimize the impact of parking and loading entrances on the streetscape, KPF came up with an innovative solution to introduce a service drive providing common access for all parking and loading functions. As shown in Figure 1 below, without the service drive, these same functions would have required 6 curb cuts as opposed to the 2 curb cuts included in the current plan (Figure 2).

Figure 1

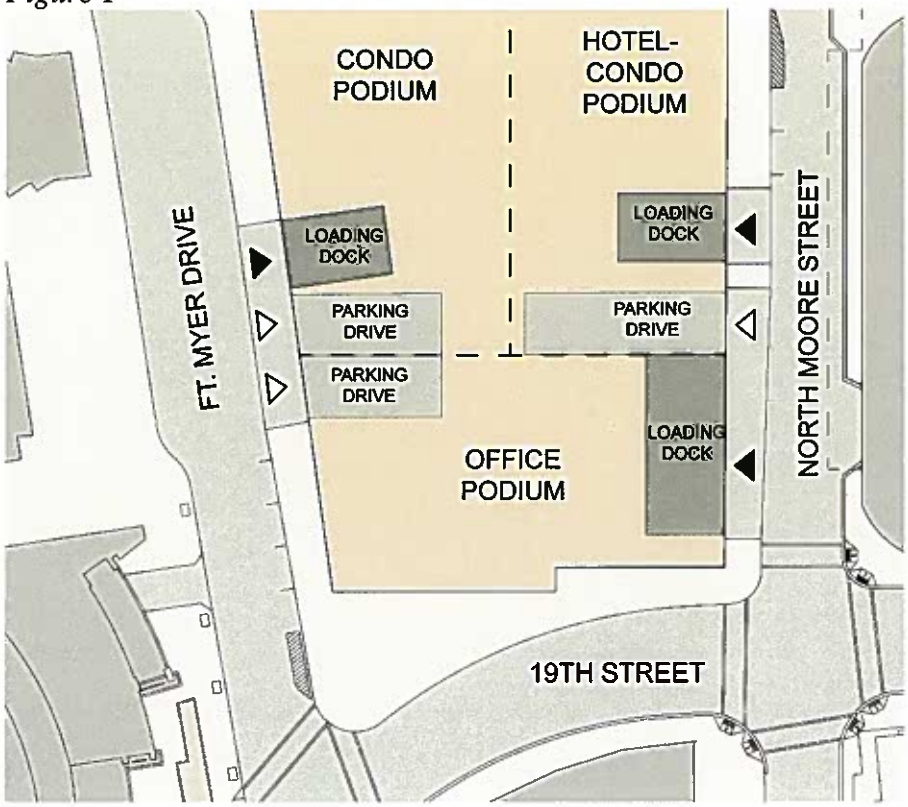
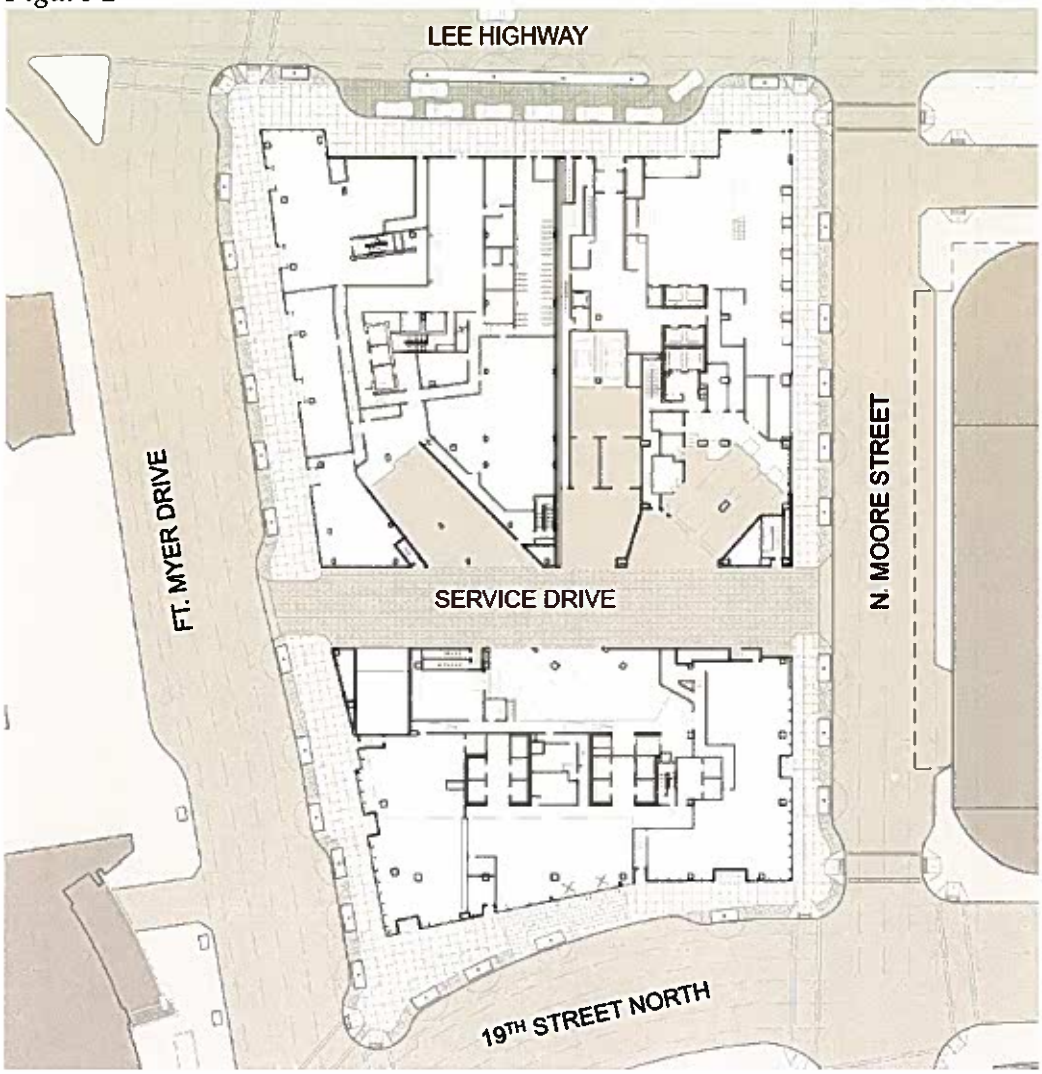


Figure 2



c. Cutting Edge Technology

One of the most innovative aspects of the Rosslyn Gateway project is the use of cutting edge automated parking technology developed by Boomerang. This technology is not yet widely accepted in the real estate industry but JBG believes the benefits outweigh the risks of being an early adopter.

- Improves the Cityscape
  - Elimination of drive aisles and ramps consumes substantially less space, preserving more room for street level retail
  - Reduce noise and light pollution commonly associated with conventional open air garages
- Greener
  - Reduction in carbon emissions since cars are turned off once in the garage
  - Reduction in building energy usage due to lower lighting and ventilation requirements
  - Reduction in materials, energy, emissions and waste from construction and excavation of the garage
- Safety Benefits

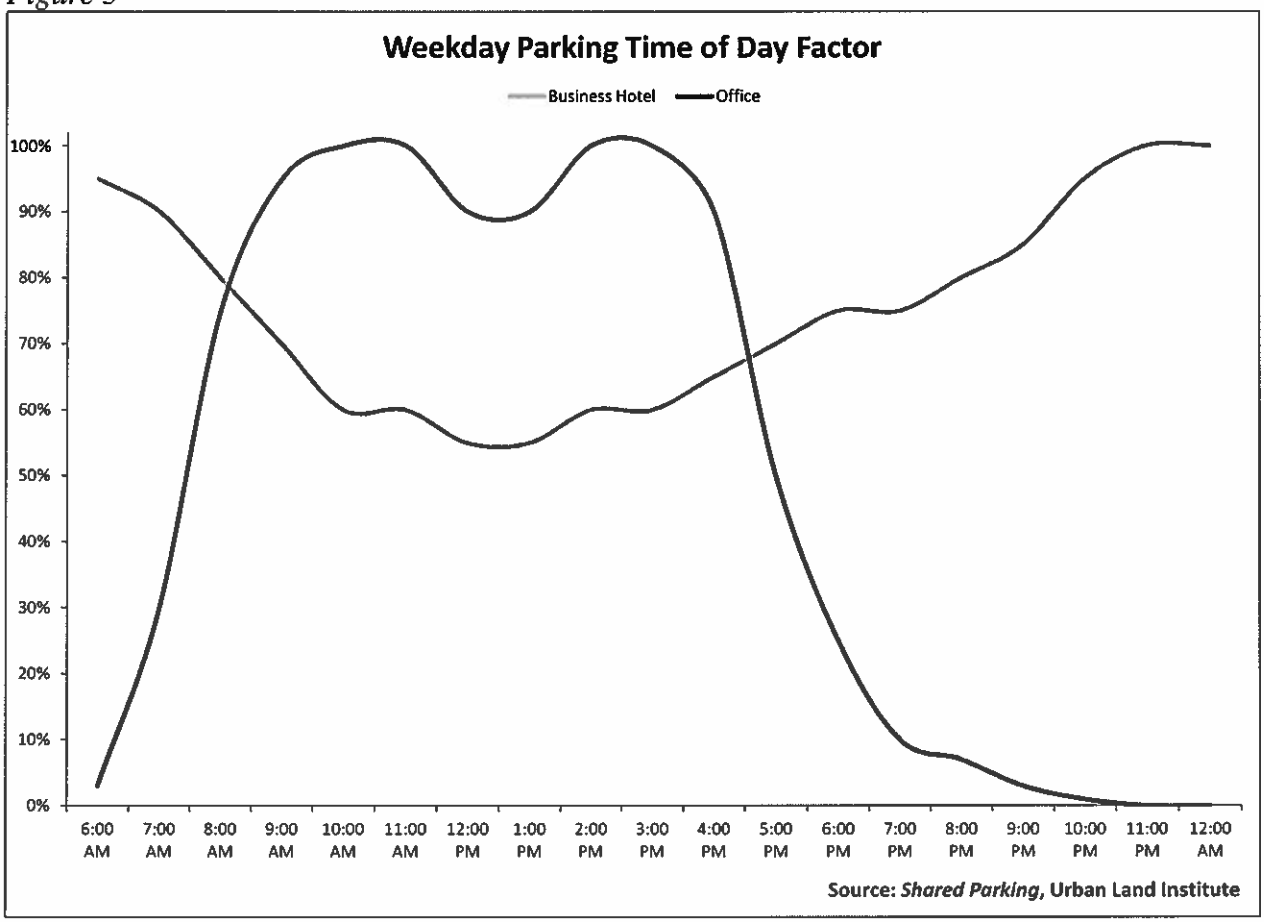
- Walking alone at night in a large conventional garage is a stressful experience for many people
- Garage is not occupied so theft, vandalism, and damage to vehicles is prevented

Implementing this technology does carry certain additional costs. In addition to the general challenges of financing, constructing, insuring and operating a new technology, the cost of the Boomerang system is about $2.5 million or $22,000/space.

3. Added Flexibility from Surplus Weekday Hotel Parking

In both the 4.1 and the PDSP phase, Rosslyn Gateway will have additional parking flexibility due to the mixed use nature of the project. As shown in Figure 3 below, office and hotel users have very different peak demand times. According to a study on shared parking conducted by the Urban Land Institute, peak office parking demand is during weekdays from 9:00 AM to 4:00 PM. For business hotels, peak demand is during the night from 10:00 PM to 7:00 AM. From 9:00 AM to 5:00 PM, business hotel parking demand ranges from 55% to 70% of peak demand.

Figure 3



While not reflected in our parking ratios, we believe that based on the expected guest profile of the hotel and the differences in peak demand times, there will 50-60 surplus hotel parking spaces during weekday working hours. Because the office and hotel uses share a common

entrance, are connected below grade, and will have managed valet service, it will be easy to take advantage of this added flexibility.

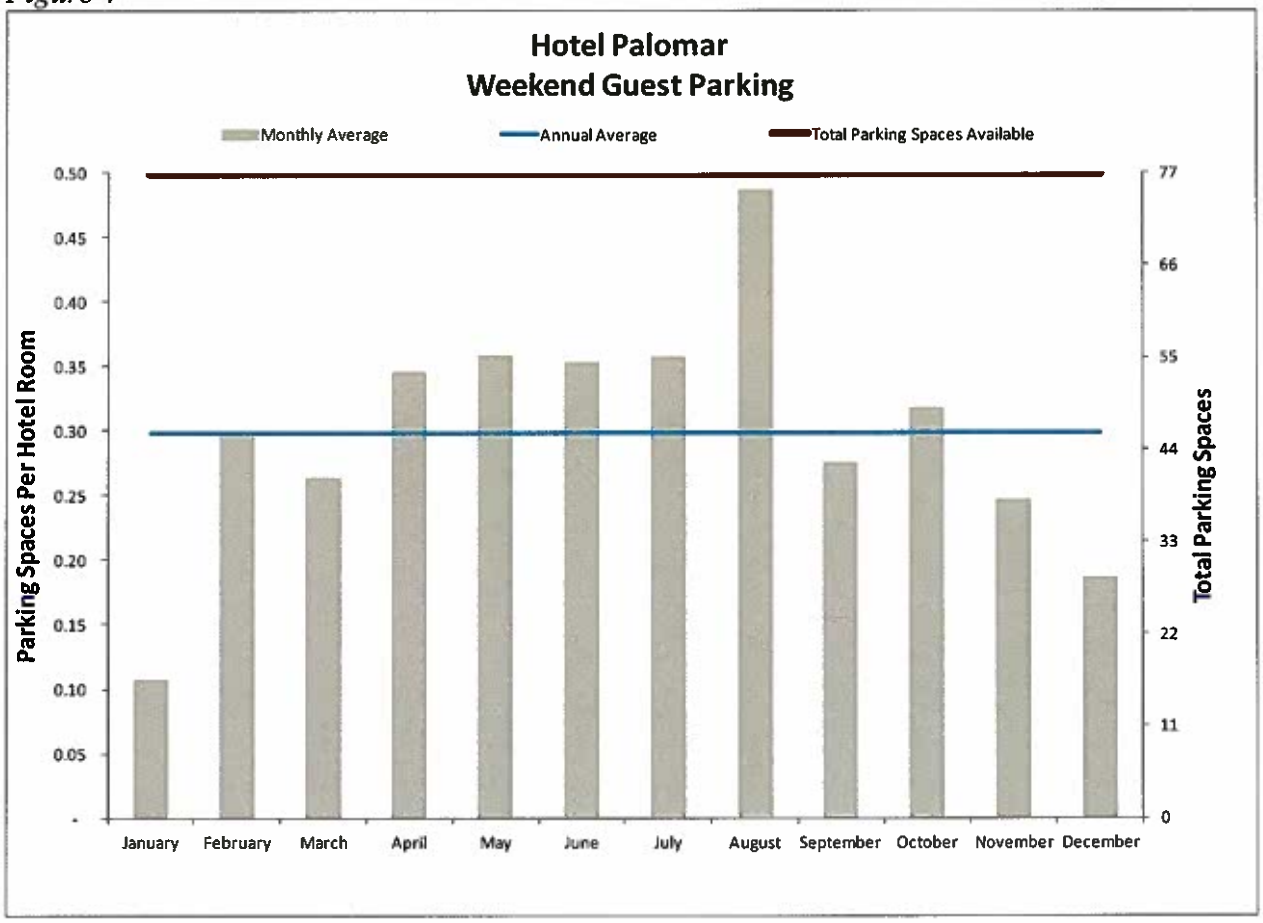
In determining the feasibility of using surplus weekday hotel parking, JBG also analyzed the 2011 parking data for the Hotel Palomar in Rosslyn (recently re-branded as a Le Meridien). Given the similarities in size, location and programming to the Hotel Palomar, the Rosslyn Gateway North Hotel will likely have a similar guest profile and parking demand.

Hotel Palomar Case Study

- 154 room boutique hotel
- 77 parking spaces
- 2011 Parking Utilization:
    - 56,210 room nights (154 rooms x 365 nights)
    - 45,074 occupied rooms (80% occupancy)
    - 11,009 room nights with parking
    - 0.24:1 parking / occupied room ratio
    - 0.20:1 parking / room ratio

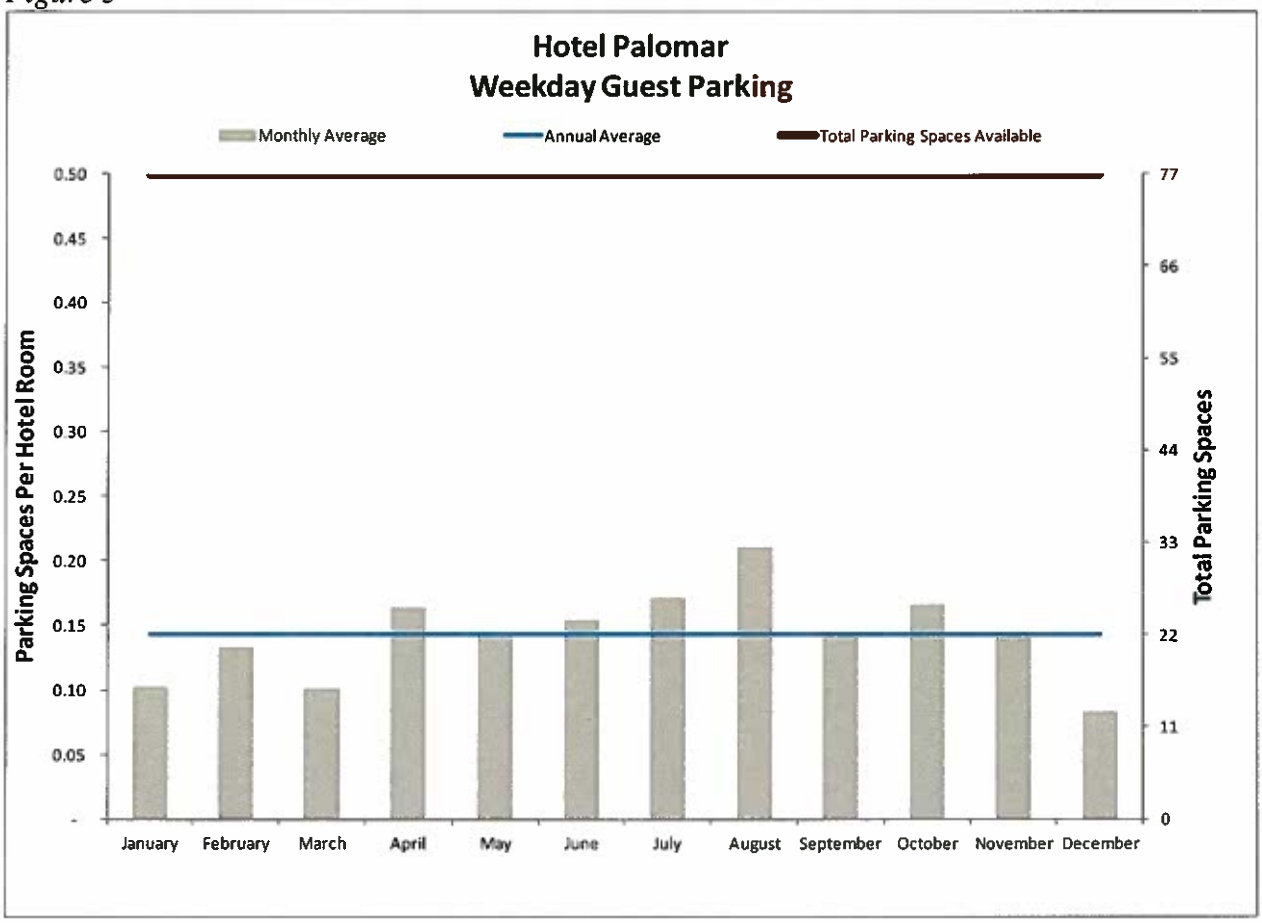
As indicated above, the Hotel Palomar has 77 parking spaces serving 154 rooms for a total parking space / room ratio of 0.50:1. In 2011, the Hotel had a 0.24:1 parking / occupied room ratio (or a 24% "drive ratio"). This means that approximately 24% of the Hotel Palomar's guests required parking. Because the hotel operated with an 80% occupancy rate, the parking / room ratio was only 0.20:1. In addition, the demand for this parking is not spread evenly. As shown in Figure 4 below, weekend guests were much more likely to require parking. The average weekend parking ratio for 2011 was 0.30:1 parking / room with August having the highest ratio at 0.49:1.

Figure 4



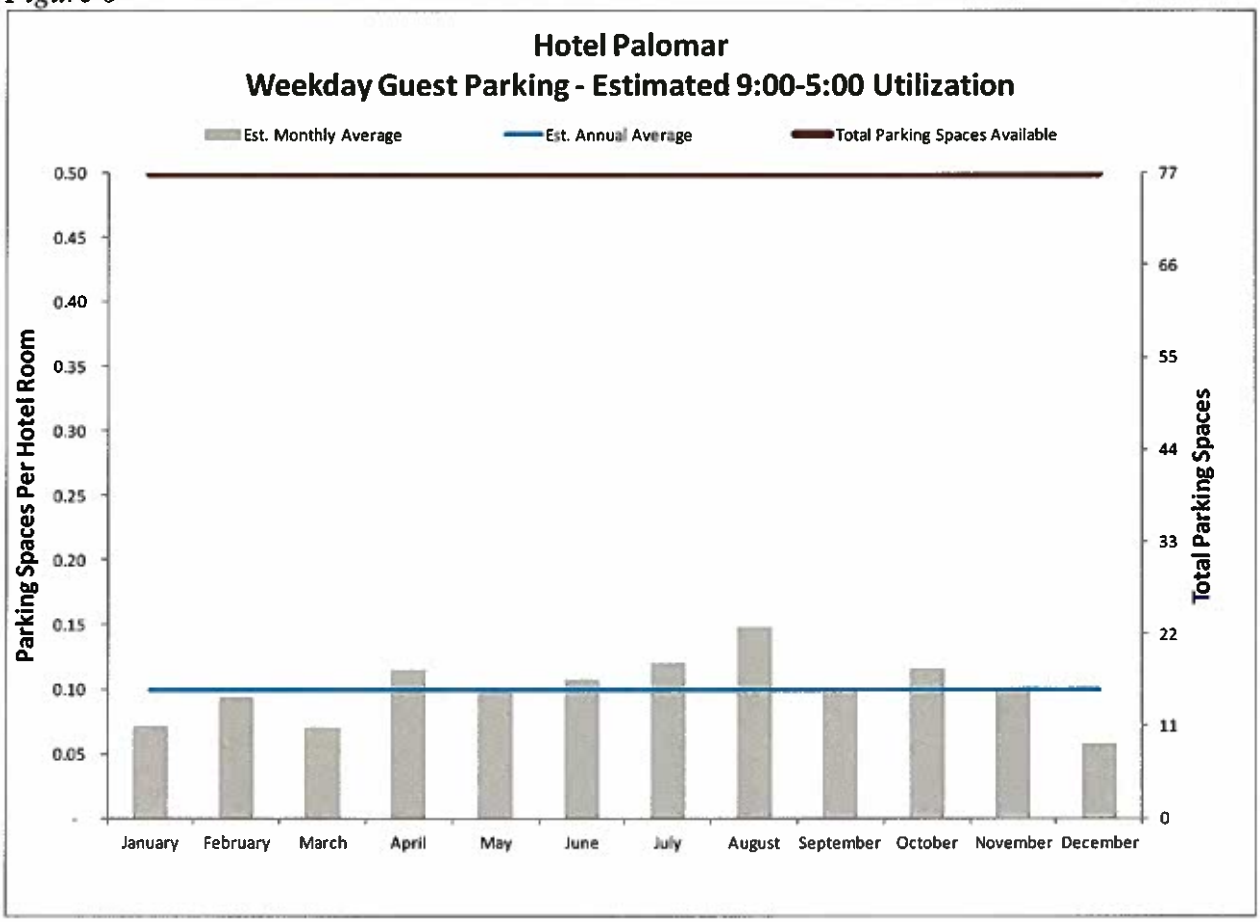
In contrast, as shown in Figure 5, weekday guests were much less likely to require parking. The average weekday parking ratio was 0.14:1 parking / room ratio with August having the highest ratio at 0.21:1.

Figure 5



To determine the ability to share parking between office and hotel uses it is also important to adjust for time of day factors. Figure 6 illustrates the estimated 9:00-5:00 weekday utilization for the Hotel Palomar based on the actual weekday parking data adjusted by a 70% time of day factor per the ULI study described above.

Figure 6



Based on the Hotel Palomar's actual weekday parking data as adjusted by the 70% time of day factor, the estimated average 9:00-5:00 weekday parking utilization was 0.10 parking spaces / room. This ranges from a low of 0.06 parking spaces / room in December to a high of 0.15 in August.

In addition to the guest parking, the hotel restaurant generated demand for 525 parking spaces in 2011 (1.4 spaces per day, 0.01:1 spaces / room).

Assuming that the Rosslyn Gateway Hotel has a similar weekday parking / room ratio and similar restaurant generated parking demand, it would need 0.07 – 0.16 parking spaces / room to satisfy weekday working hours demand. These ratios equate to 10 – 24 parking spaces, leaving 50 – 64 surplus spaces available.

4. C-O Rosslyn Parking Ratios and Comparable Precedents

a. Office Parking Ratio

The C-O Rosslyn minimum parking ratio for office is 1 space per 1,000 square feet. Comparable projects such as Central Place and 1812 North Moore have parking ratios of approximately 1 per 1,200 square feet. Rosslyn Gateway's parking ratio will be 1 per 1,190 square feet in the 4.1 phase and 1 per 944 square feet in the PDSP phase.

b. Hotel Parking Ratio

The C-O Rosslyn minimum parking ratio for hotels is 0.70 spaces per key. The Hotel Palomar at Waterview has a parking ratio of 0.50 spaces per key. In both the 4.1 and PDSP phase, Rosslyn Gateway will have a ratio of 0.50 spaces per key

c. **Residential Parking Ratio**
The C-O Rosslyn minimum parking ratio for residential is 1.0 spaces per unit. The residential portion of Central Place has a parking ratio of 0.816 spaces per unit. In the 4.1 phase Rosslyn Gateway will have a ratio of 0.850 spaces per unit. In the PDSP phase, Rosslyn Gateway will have a ratio of 0.876 parking spaces per unit.

d. **Retail Parking Ratio**
The C-O Rosslyn minimum parking ratio for retail is 1 space per 1,000 square feet of retail. However, for buildings located within 1,500 feet of a Metro station, no parking is required for the first 5,000 square feet. After taking into account the Metro accessible deduction, Rosslyn Gateway will meet the required ratio of 1 space per 1,000 square feet in both the 4.1 phase and PDSP phase.

5. **Regional Office Parking Ratios and Comparable Precedents**
In evaluating whether or not the parking provided for the office uses at Rosslyn Gateway would be sufficient, we asked Wells & Associates to evaluate parking ratios in neighboring jurisdictions. As shown in the table below, in comparable zoning districts in Washington DC, the required parking ratio is 1 space per 1,800 square feet. In Fairfax County's recently created Transit Oriented Districts, parking minimums have been abolished to help encourage less auto-centric, more walkable development. Wells also conducted a survey of comparable projects within 0.25 miles of Metro stations in DC and found that parking ratios ranged from 1 space per 1,200 square feet to 1 per 1,800 square feet.

Jurisdiction	Arlington County	Washington, DC	Fairfax County
Zoning	C-O Rosslyn	C-2-B&C, C-3-B&C, C-4	PTC TOD District
Minimum Parking Ratio	1:1,000	1:1,800	N/A, no parking minimums
Minimum Parking Ratio (per 1,000 SF Office)	1.00	0.56	0.00
Comparable Projects	Central Place, 1812 N. Moore	Station Place, Square 54, Capital City Market, Gateway Market, Washington Gateway, 600 Mass	No comparable projects to date
Comparable Projects Parking Ratio	1:1,205	1:1,200 - 1:1,800	
Comparable Projects Parking Ratio (per 1,000 SF Office)	0.83	0.56-0.83	

If you have any questions, or would like to discuss any of this information in greater detail, please let me know.

Sincerely,

Matt Ginivan
The JBG Companies

Cc: Andrew VanHorn, JBG

LEED 2.0 for Core and Shell Development

Project Checklist

Rosslyn Gateway - Office

Sustainable Sites — Possible Points: 15

Y	?	N			
10	3	2			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
1			Credit 2	Development Density and Community Connectivity	1
	1		Credit 3	Brownfield Redevelopment	1
1			Credit 4.1	Alternative Transportation—Public Transportation Access	1
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
1			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	1
1			Credit 4.4	Alternative Transportation—Parking Capacity	1
1			Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
	1		Credit 6.1	Stormwater Design—Quantity Control	1
		1	Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
	1		Credit 8	Light Pollution Reduction	1
1			Credit 9	Tenant Design and Construction Guidelines	1

Water Efficiency — Possible Points: 5

3	1	1			
1	1		Credit 1	Water Efficient Landscaping	2
		1	Credit 2	Innovative Wastewater Technologies	1
2			Credit 3	Water Use Reduction	2

Energy and Atmosphere — Possible Points: 14

11	2	1			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
6	2	0	Credit 1	Optimize Energy Performance	8
		1	Credit 2	On-Site Renewable Energy	1
1			Credit 3	Enhanced Commissioning	1
1			Credit 4	Enhanced Refrigerant Management	1
1			Credit 5.1	Measurement and Verification—Base Building	1
1			Credit 5.2	Measurement and Verification—Tenant Submetering	1
1			Credit 6	Green Power	1

Materials and Resources — Possible Points: 11

Y	?	N			
6	1	4			
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1	Building Reuse	3
2			Credit 2	Construction Waste Management	2
		1	Credit 3	Materials Reuse	1
1	1		Credit 4	Recycled Content	2
2			Credit 5	Regional Materials	2
1			Credit 6	Certified Wood	1

Indoor Environmental Quality — Possible Points: 11

10	2	0			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3	Construction Indoor Air Quality Management Plan—During Construction	1
	1		Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Carpet Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6	Controllability of Systems—Thermal Comfort	1
	1		Credit 7	Thermal Comfort—Design	1
1			Credit 8	Daylight and Views	2

*Note for EQc4.1-4.4: Project teams will receive 1 point for achievement of 2 credits, 2 points for achievement of 3 credits, or 3 points for achievement of 4 credits among EQc4.1, EQc4.2, EQc4.3 and EQc4.4.

Innovation and Design Process — Possible Points: 5

5	0	0			
1			Credit 1.1	Innovation in Design: Exemplary Performance WE Credit 3	1
1			Credit 1.2	Innovation in Design: Green Cleaning	1
1			Credit 1.3	Innovation in Design: Certified Green Building Education.	1
1			Credit 1.4	Innovation in Design: Exemplary Performance SS Credit 4.1	1
1			Credit 2	LEED Accredited Professional	1

Total — Possible Points: 61

45	9	8

Certified 23 to 27 points Silver 28 to 33 points Gold 34 to 44 points Platinum 45 to 61

LEED 2.2 for New Construction and Major Renovations

Project Checklist

Rosslyn Gateway - Hotel & Residential

Sustainable Sites — Possible Points: 14

Y	?	N			
7	5	2			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
1			Credit 2	Development Density and Community Connectivity	1
	1		Credit 3	Brownfield Redevelopment	1
1			Credit 4.1	Alternative Transportation—Public Transportation Access	1
	1		Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
	1		Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	1
1			Credit 4.4	Alternative Transportation—Parking Capacity	1
1			Credit 5.1	Site Development—Protect or Restore Habitat	1
		1	Credit 5.2	Site Development—Maximize Open Space	1
	1		Credit 6.1	Stormwater Design—Quantity Control	1
		1	Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
	1		Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 5

1	3	1			
1	1		Credit 1	Water Efficient Landscaping	2
		1	Credit 2	Innovative Wastewater Technologies	1
	2		Credit 3	Water Use Reduction	2

Energy and Atmosphere — Possible Points: 17

8	2	7			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
4	2	4	Credit 1	Optimize Energy Performance	10
		3	Credit 2	On-Site Renewable Energy	3
1			Credit 3	Enhanced Commissioning	1
1			Credit 4	Enhanced Refrigerant Management	1
1			Credit 5	Measurement and Verification	1
1			Credit 6	Green Power	1

Materials and Resources — Possible Points: 13

Y	?	N			
6	2	5			
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1	Building Reuse	3
2			Credit 2	Construction Waste Management	2
		2	Credit 3	Materials Reuse	2
1	1		Credit 4	Recycled Content	2
2			Credit 5	Regional Materials	2
	1		Credit 6	Rapidly Renewable Materials	1
1			Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

10	5	0			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
1			Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction Indoor Air Quality Management Plan—During Construction	1
	1		Credit 3.2	Construction Indoor Air Quality Management After Construction	1
	1		Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Carpet Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
	1		Credit 5	Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1	Controllability of Systems—Lighting	1
1			Credit 6.2	Controllability of Systems—Thermal Comfort	1
2			Credit 7	Thermal Comfort	2
	2		Credit 8	Daylight and Views	2

Innovation and Design Process — Possible Points: 5

5	0	0			
1			Credit 1.1	Innovation in Design: Exemplary Performance WE Credit 3	1
1			Credit 1.2	Innovation in Design: Green Cleaning	1
1			Credit 1.3	Innovation in Design: Certified Green Building Education.	1
1			Credit 1.4	Innovation in Design: Exemplary Performance SS Credit 4.1	1
1			Credit 2	LEED Accredited Professional	1

Total — Possible Points: 69

37	17	15

Certified 26 to 32 points Silver 33 to 38 points Gold 39 to 51 points Platinum 52 to 69

ROSSLYN
Discover a new horizon

ROSSLYN BUSINESS IMPROVEMENT DISTRICT

EXECUTIVE DIRECTOR
Cecilia Cassidy

EXECUTIVE COMMITTEE
Peter N. Greenwald
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July 2, 2012

Mary Hynes, Chair
Arlington County Board of Supervisors
2100 Clarendon Boulevard
Arlington, VA 22201

RE: Rosslyn Gateway PDSP and Site Plan

Dear Ms. Hynes:

It is our pleasure to write in support of The JBG Companies' Rosslyn Gateway project. The Rosslyn Business Improvement Corporation (RBIC) Urban Design Committee has reviewed the project on several occasions and recommends the approval of this project.

Rosslyn Station Area Plan Guidelines
The Rosslyn Station Area Plan Addendum (Rosslyn Plan) identifies a northern "gateway" on The JBG Companies' site and a skyline presence in the north end of the block. The Plan also sets parameters for the project:

- Elimination of the counter flow lane for additional buildable area and sidewalk width.
- Creation of additional housing in Rosslyn's core.
- Maintaining visual relationship between Central Place and Gateway Park.

Rosslyn BID's Urban Design Committee Criteria
The Urban Design Committee has identified additional criteria for this redevelopment:

- Strong architectural elements to identify a gateway.
- Active and pedestrian-friendly facades along Moore Street.
- Significant pedestrian street crossing improvements to Gateway Park.
- Retail and restaurant space, including outdoor restaurant space on the southwest corner of the site.
- A two-way street on Fort Myer Drive.
- Significant improvements to Gateway Park.

1911 NORTH FORT MYER DRIVE, SUITE LL-10 ARLINGTON, VIRGINIA 22209 **TEL 703-522-6628** FAX 703-522-5869 **WWW.ROSSLYNVA.ORG**

RBIC worked with the applicant and the County in the context of these criteria at the Urban Design Committee reviews and participated in all meetings of the Site Plan Review Committee on this project.

Community Benefits Package- Gateway Park
We support substantial improvements to Gateway Park as a component of the Community Benefit package for this project.

Outstanding Concern - Bike Lanes on East Bound Lee Highway
Although RBIC supports this project, there is strong concern over County staff's desire to incorporate a bike lane on Eastbound Lee Highway. A bike lane in this location would be unsafe.

Conclusion
As proposed the Urban Design Committee supports the Rosslyn Gateway redevelopment. We particularly applaud The JBG Companies for their efforts in providing unique architecture that captures the essence of well articulated massing and elegance by day and night. We also commend County staff's leadership efforts in guiding the project through an efficient and effective review process.

It is my pleasure, as Chair of the RBIC Urban Design Committee, to send this letter with the endorsement of the RBIC Executive Committee.

Sincerely,

Paul Rothenburg, Chair
Rosslyn Business Improvement Corporation Urban Design Committee

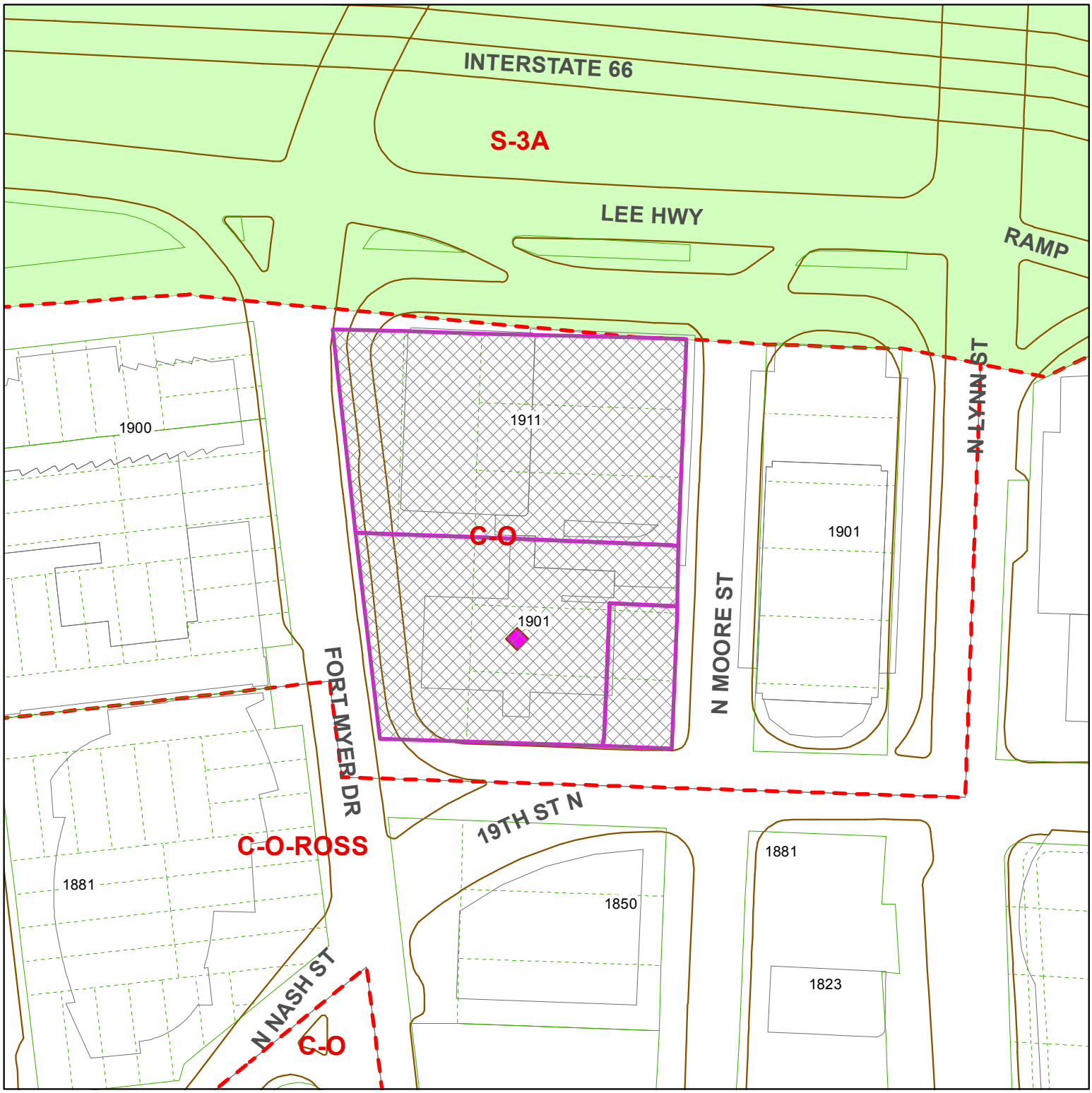
From:	Dcstan@aol.com
To:	bharner@mac.com
Cc:	Aaron Shriber
Subject:	RAFOM Community Benefits Statement on Rosslyn Gateway Project
Date:	Thursday, June 28, 2012 1:47:10 PM

Brian,
The RAFOM Board of Directors has approved the following statement on the community benefits package for the Rosslyn Gateway project:

The RAFOM board strongly recommends that the community benefits associated with the Rosslyn Gateway project should contribute to the development of public open space in Rosslyn. Those benefits should represent a significant portion of the funds required to redevelop Gateway Park. We trust that the County Board will ensure that Gateway Park will indeed be redeveloped as 100% public open space and will be dedicated and preserved as a park indefinitely.

In addition to the public open space community benefits, the developer should bee encouraged to make a substantial contribution for the acquisition and preservation of affordable housing in the Rosslyn community. This contribution should far exceed the standard affordable housing formula: especially when considering the bonus density, the rezoning, and the extensive amount of current public street area that the county will vacate and the developer will count toward density.

Typically, we prefer that the affordable housing be constructed and maintained on site. If this is not going to be the case at Rosslyn Gateway, then we strongly recommend that the affordable units be as close to Rosslyn as possible. If an opportunity for new affordable housing does not exist in the Rosslyn core, then we would welcome the opportunity to preserve affordable housing in our nearby neighborhood of Radnor/Ft. Myer Heights. We do not believe that the affordable housing units from this project should be used for housing in other areas of the county that are not in close proximity to Rosslyn.



Z-2555-12-1

1901 and 1911 Fort Myer Drive and portions of 20th Street North, North Moore Street, 19th Street North and Fort Myer Drive

RPC: 16-020-001, -002,-006

Case Location(s)

Scale: 1:1,200

Note: These maps are for property location assistance only.
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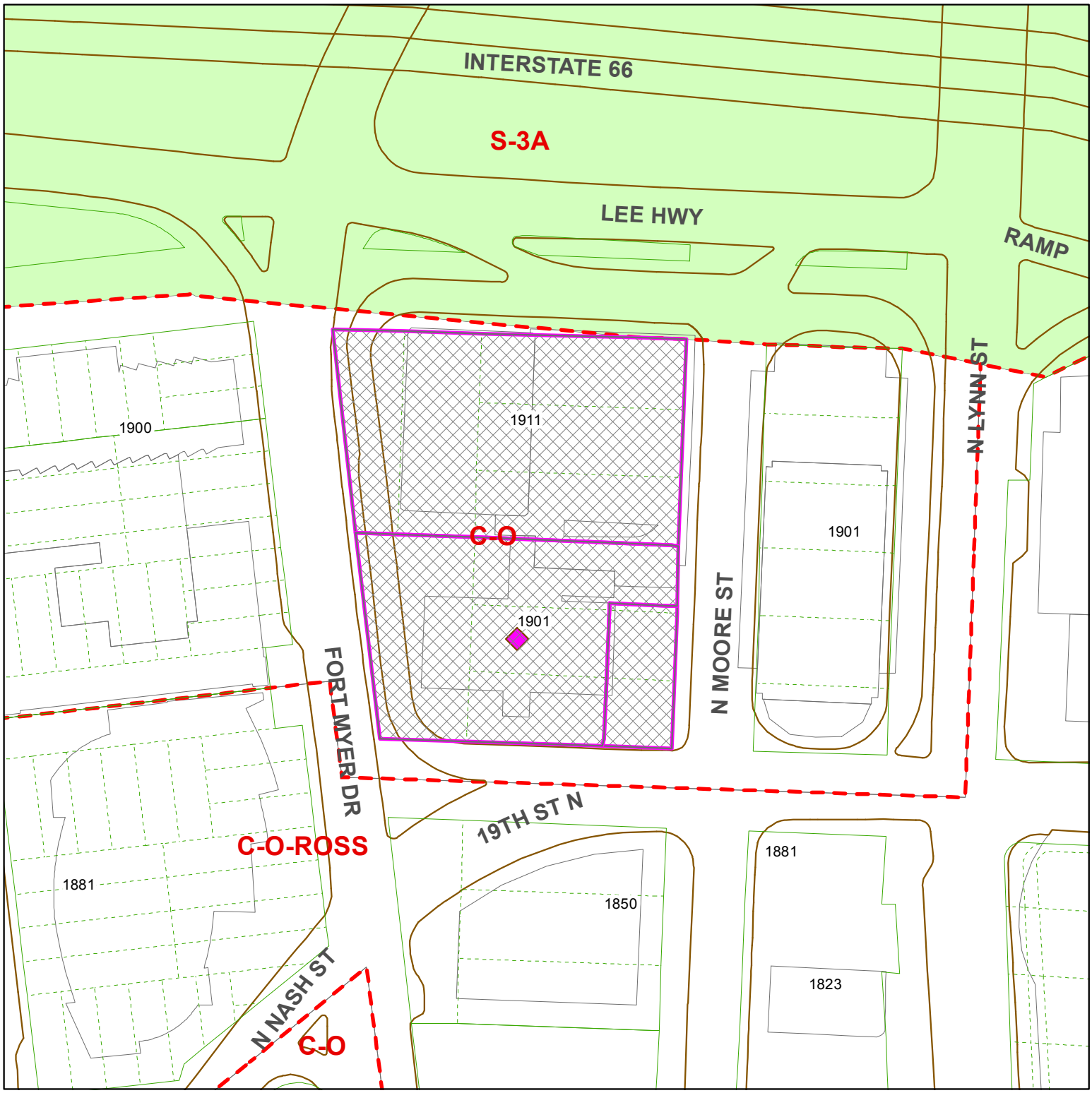
Department of Community Planning, Housing and Development **Planning Division**



SP419

1901 and 1911 Fort Myer Drive and portions of 20th Street North, North Moore Street, 19th Street North and Fort Myer Drive

RPC: 16-020-001, -002,-006

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