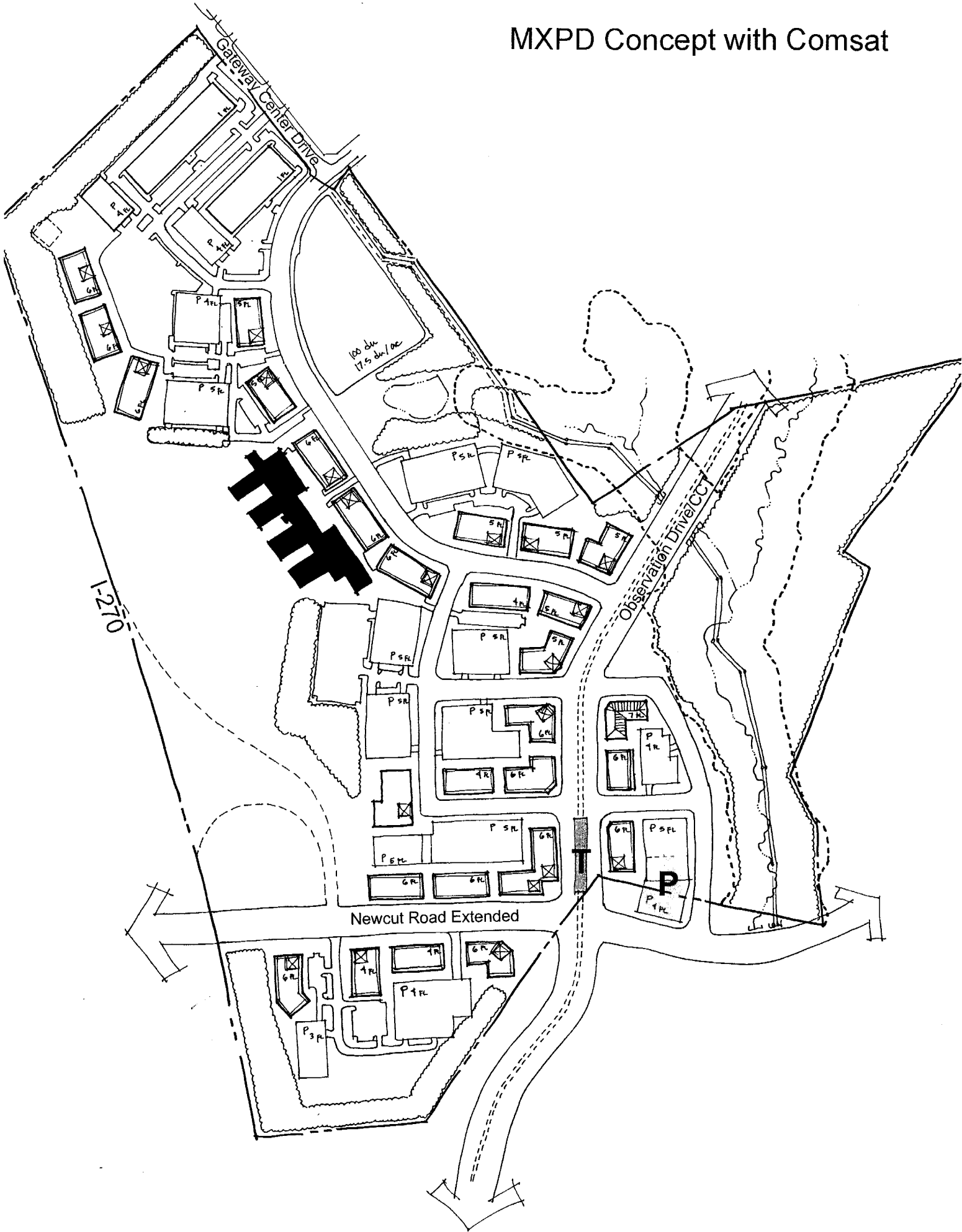


MXPD Concept with Comsat

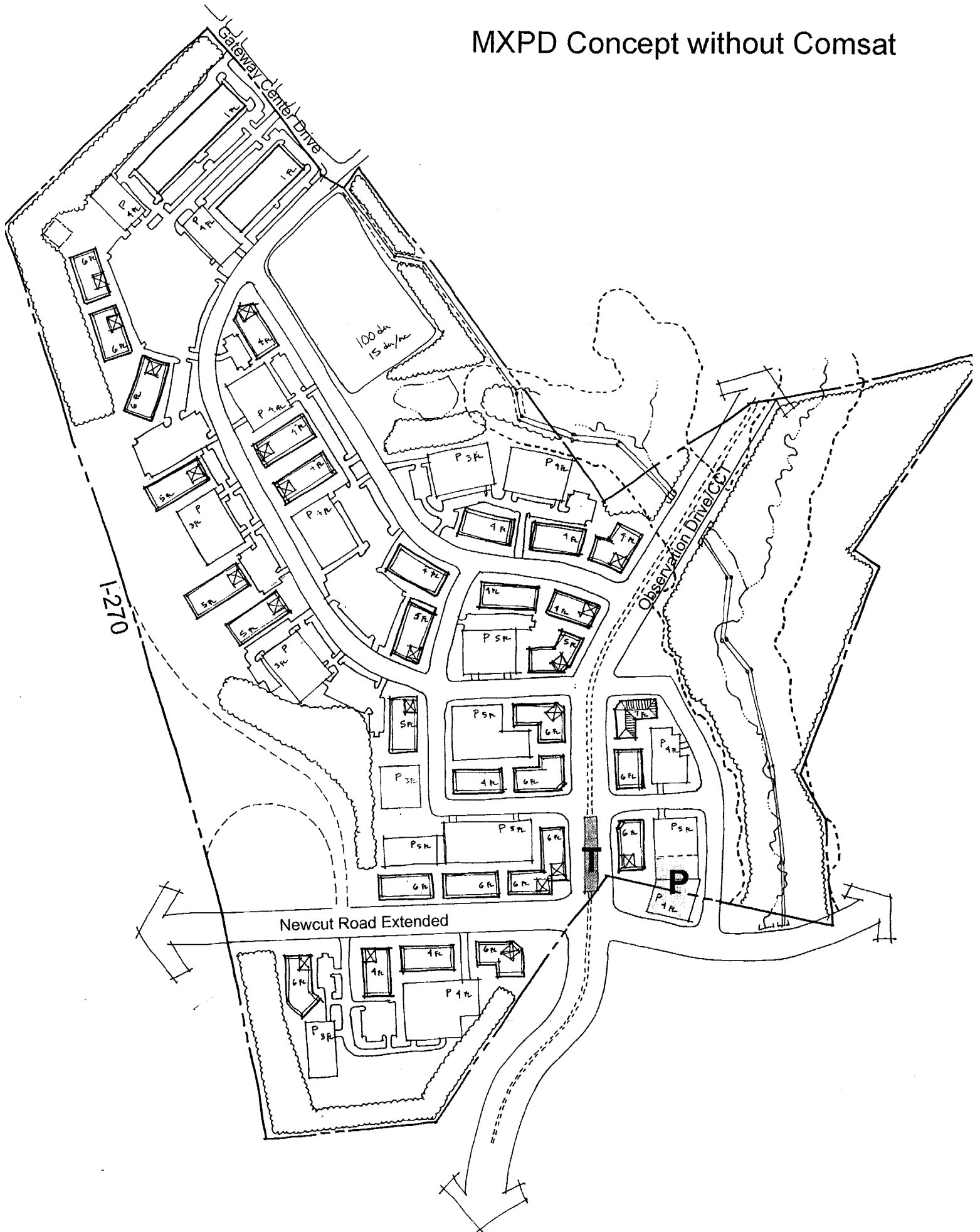


MXPD without COMSAT

Land Uses: Four Million sf of Employment Uses, 50,000 sf retail and residential units

- Achieves allowable employment density.
- Eliminates COMSAT building and develops office park along I-270.
- Office building heights are lower than MXPD concept with COMSAT due to more available space.
- Residential unit mix is same as with COMSAT building retained.
- More surface parking is achieved.
- Structured parking garages range from 3 – 5 levels.
- More residential units are possible if office space is reduced or building heights are increased, making space for residential units.

MXPD Concept without Comsat

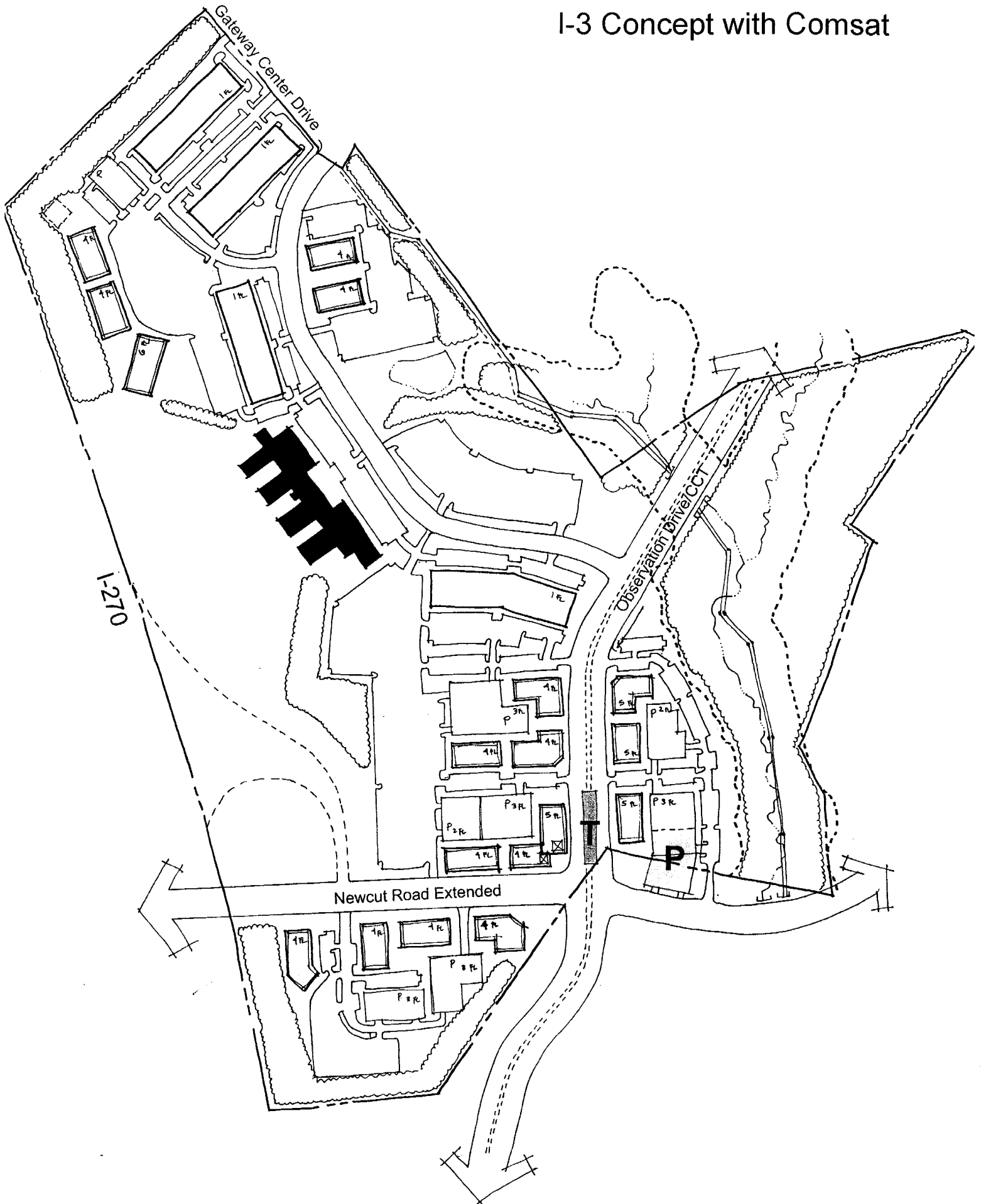


I-3 Concept with COMSAT

Land Uses: 2.3 million sf of Employment uses, 20,000 sf retail (transit station) and no residential uses.

- Achieves allowable density.
- Maintains COMSAT with view framed by trees.
- Provides more Flex-space type employment than MXPDP concepts.
- Achieves more surface parking than MXPDP concepts.
- Structured parking garages ranges from 2 –3 levels.
- Locates a small amount of retail at Transit Station, as per MP.
- Productivity residential units are allowed by the Zoning Ordinance, and could be achieved by reducing office space.

I-3 Concept with Comsat



I-3 Concept without COMSAT

Land Uses: 2.3 million sf of Employment uses, 20,000 sf retail (transit station) and no residential uses.

- Achieves allowable density.
- Provides more Flex-space type employment than I-3 concept with COMSAT.
- Achieves more surface parking than I-3 concept with COMSAT.
- Structured parking garages ranges from 2 –3 levels.
- Locates a small amount of retail at Transit Station, as per MP.
- Productivity residential units are allowed by the Zoning Ordinance, and could be achieved by reducing office space.

I-3 Concept without Comsat

