

THE CONVERGENCE



Where coming together forms a new whole...

SITE LOCATION

This unique site has magnificent exposure and view angles that create rare opportunities for iconic architecture and tenant branding.



VIEW SOUTHEAST FROM US-64/40 EAST



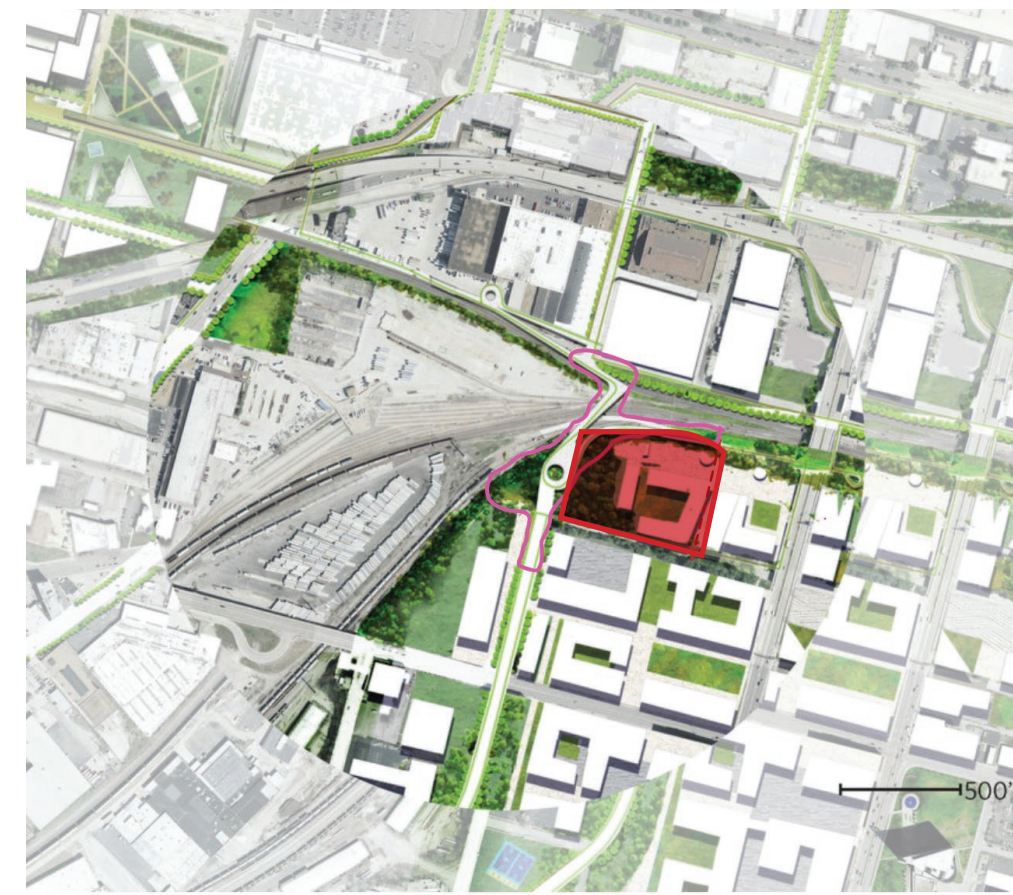
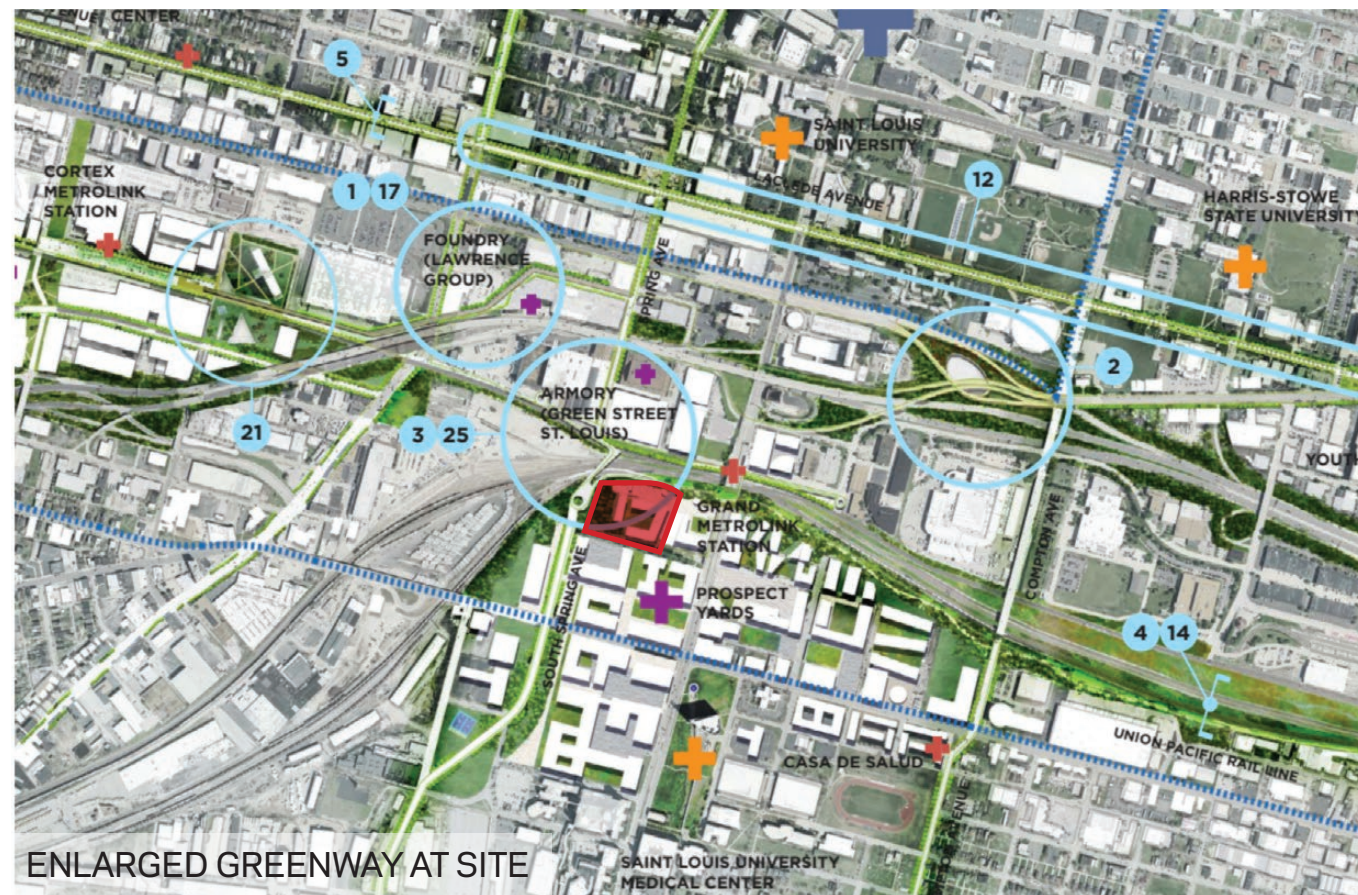
VIEW SOUTHWEST FROM GRAND AVE NEAR METROLINK STATION



SITE AMENITY: THE BRICKLINE GREENWAY

Shown for reference on this page are concept plans for the ongoing Brickline Greenway, a community space that transcends boundaries - a vibrant, open and welcoming network of paths and places that invite discovery and exploration while creating equitable opportunities for everyone to thrive. A visionary project shaped from the voices of the people who will use it each and every day.

The greenway will run adjacent to our site and spiral up from the rail level at the north to the Spring Ave level to the west around a terraced park that culminates in a pedestrian bridge crossing the historic rail baths, linking to the nearby Grand Ave Metrolink station and all parts east, west, north and south.



SITE ACCESS AND ELEVATION



SITE LOCATION AND SURROUNDING MOBILITY PATHS

The site is primarily accessible from Chouteau Avenue to north on Spring Avenue then east on Gratiot St. Gratiot slopes down from west to east and existing site access is at the lower/rail level at the SE corner. The Grand Metrolink station is nearby and the future Brickline Greenway will be adjacent.



SURROUNDING SITE ELEVATIONS

Nearby development is currently ongoing or planned at the "Grand Avenue" elevation. The orange sites above are at or being developed at the Grand Avenue elevation for greater access to this primary corridor. The yellow sites indicate areas of potential future development that have at various times been shown with development concepts accessible from the Grand Ave level, or that could benefit from being developed with access at that level. Our site is currently at the rail (lower) elevation, but has opportunity and benefit to be developed at the Grand Avenue level.

SITE ACCESS CONCEPTS



ACCESS FROM SPRING AND GRATIOT - WITHOUT A GRAND AVENUE LEVEL ACCESS ROAD

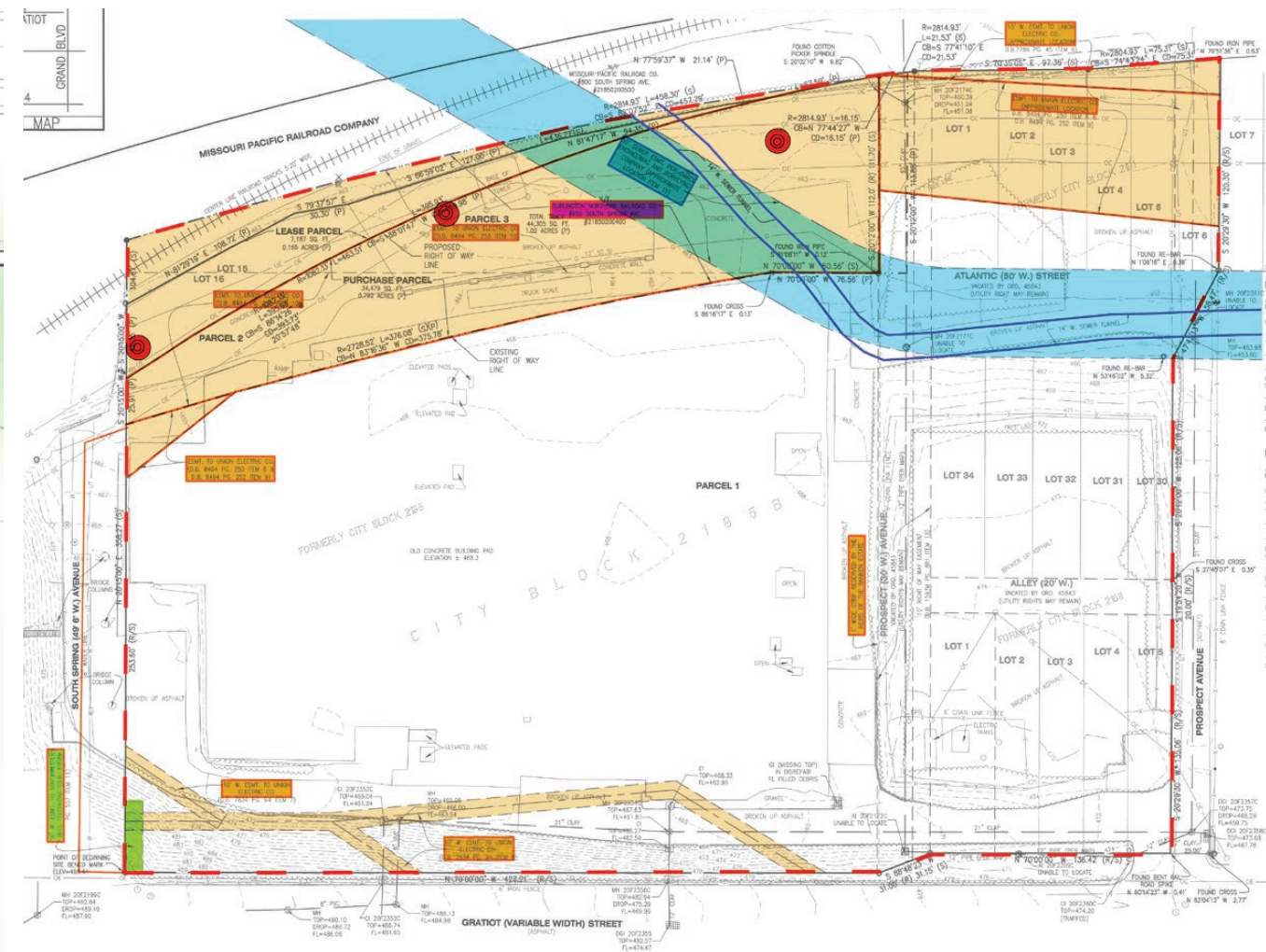
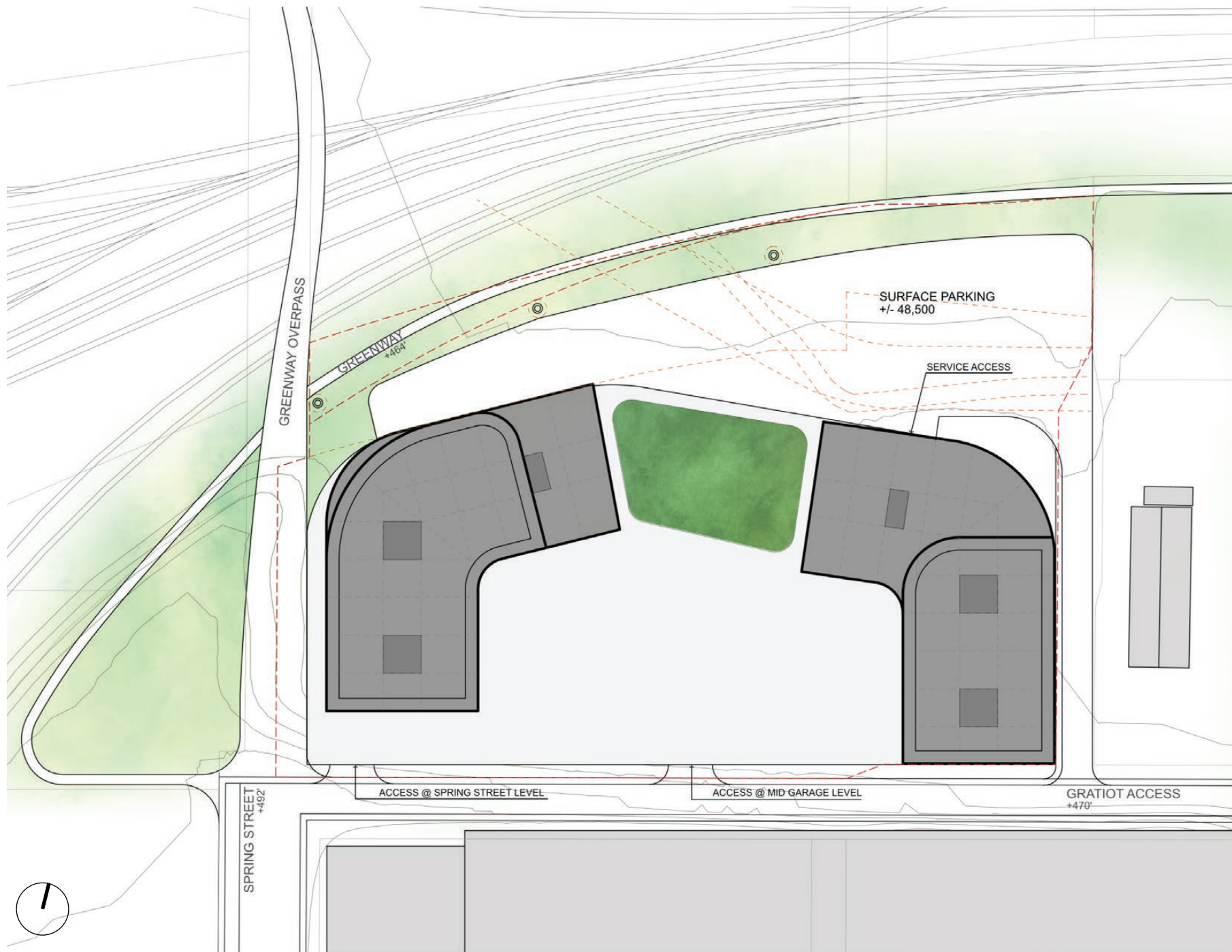
The foundation approach for development on this site is to organize two L-shaped office building masses on a parking structure that raises the ground floor / entry level of the buildings to the Spring Ave / Grand Ave elevation level. Access can be gained to the site from Spring Ave and Gratiot St, and opposing curb cuts could be created for continuity to the future Iron Hill site.



ACCESS FROM SPRING AND GRATIOT - WITH A GRAND AVENUE LEVEL ACCESS ROAD

In the future, there is a strong likelihood that the site east of ours might be developed with primary access at the Grand Ave level to take advantage of Metrobus and Metrolink access as well as general vehicular and pedestrian movement that occurs along the primary Grand Ave corridor. A connecting bridge element over Gratiot St at the Grand Ave level would provide desirable access to both sites.

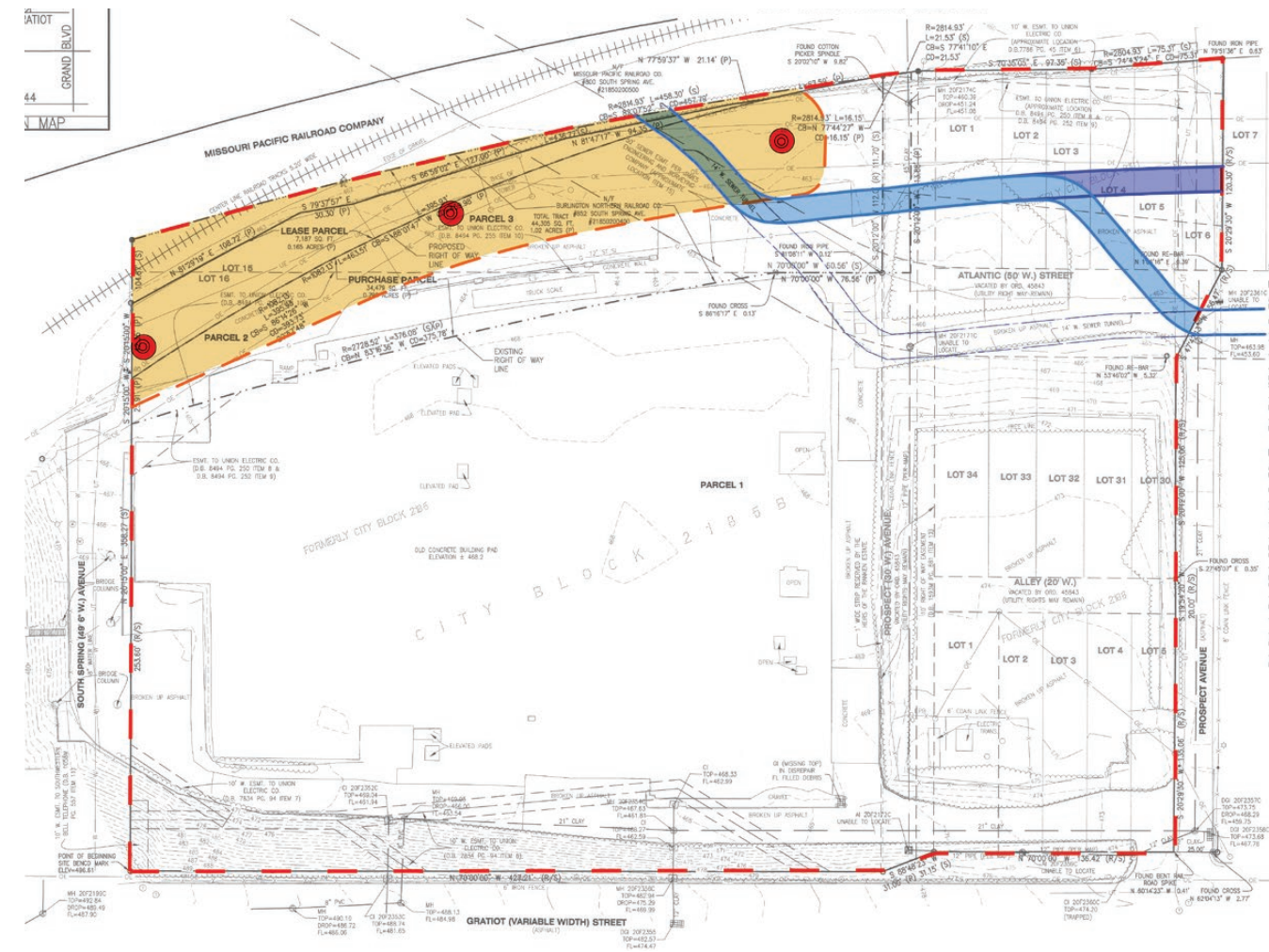
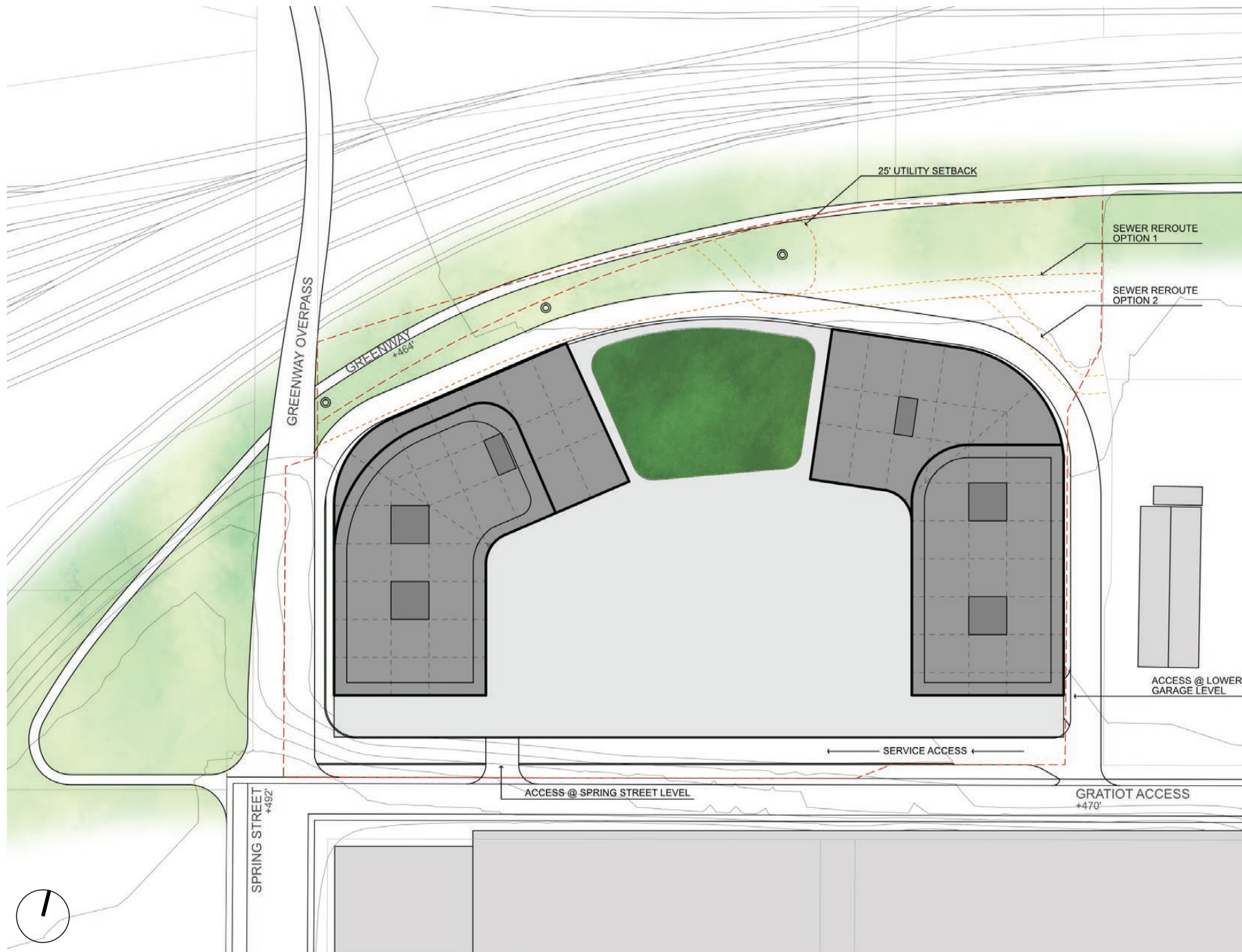
SETBACKS AND EASEMENTS ANALYSIS - RETAIN SEWER CONCEPT



Ph1 Building Area:	143,100 sf
Ph2 Building Area:	117,800 sf
Total Building Area:	260,900 sf
Total Structured Parking:	159,700 sf / level x 2 = ~900 cars
Total Surface Parking:	48,500 sf ~140 cars
Total Parking:	1,040 cars
Max Building Area Possible at 4 per 1,000 Parking Ratio: 1,040 cars x 250 sf/car = 260,000 sf	

Current easements are being re-negotiated to accommodate recent modifications to protected elements and will be minimized. The approach shown here keeps the existing north sewer and easement in place for the least site disruption though site buildable area is slightly less than if the sewer were relocated. All of the proposed schemes use this approach, retaining the existing sewer in place.

SETBACKS AND EASEMENTS ANALYSIS - MODIFY SEWER CONCEPT



Ph1 Building Area:	143,100 sf
Ph2 Building Area:	126,600 sf
Total Building Area:	269,100 sf
Total Structured Parking:	173,000 sf / level x 2 = ~ 980 cars
Total Surface Parking:	TBD north of service = 60 cars
Total Parking:	1,040 cars
Max Building Area Possible at 4 per 1,000 Parking Ratio:	1,040 cars x 250 sf/car = 260,000 sf

The existing location of the north sewer reduces the buildable area on this site as well as the adjacent site to the east. It is possible that if the adjacent site to the east is re-developed, that owner may wish to increase their buildable area by relocating the sewer. Depending on timing for that potential work, our site may benefit from shifting the sewer as well.

SITE CONCEPT

Office space has been organized into two L-shaped four-level terracing building forms integrated smartly over a two-level parking structure which accommodates service vehicles inconspicuously at the lower level. The site's open space is organized into three areas: 1) a terraced western park that provides quasi-public amenity space with an overlook of the Mill Creek Valley, Cortex and the BJC/WUSM campus to the west; 2) the central entry court that links the two buildings while providing a variety of softscape and hardscape gathering spaces amid lush landscape and vehicle access via a loop drive to each of the buildings; and 3) the northern park, another quasi-public amenity space with a healing landscape strategy. The new Brickline Greenway will be a desirable site amenity and is planned to enter the northern portion of the site from the east, loop around the north to the western terraced park where it will rise up to the Spring Ave level and intersect with the primary NS Spring Ave thoroughfare of the Brickline Greenway, ultimately crossing the rail tracks to the north via a future pedestrian bridge and connecting to the Grand Ave Metrolink Station and the continuation of the Brickline Greenway to Cortex, the BJC/WUSM campus, Forest Park and points west.

SEMI-PUBLIC / SEMI-PRIVATE PARK SPACE



FORMAL ENTRY AND PRIVATE AMENITY



NATURALISTIC - ECOLOGICAL OPEN SPACE

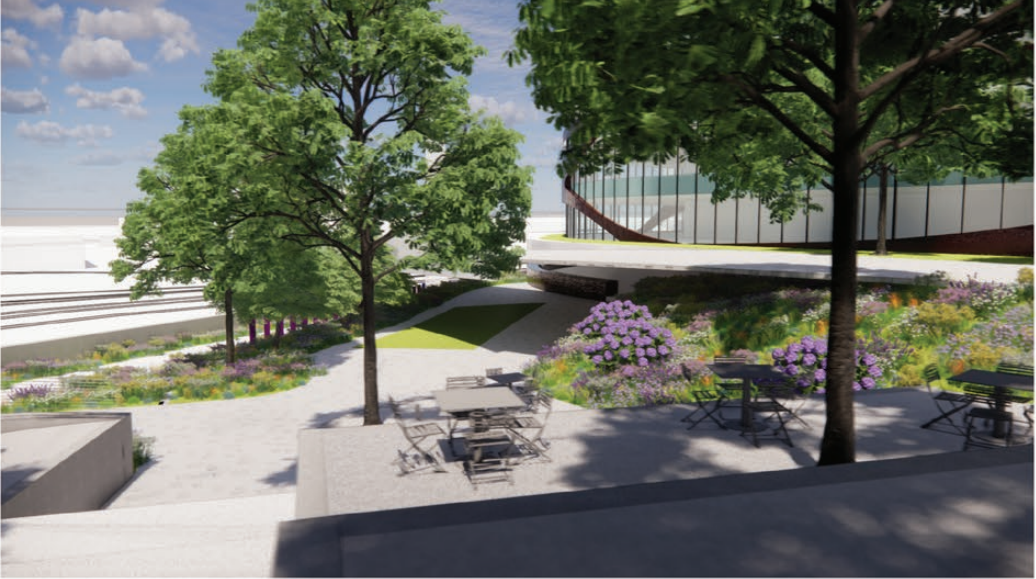


SITE CONCEPT - REFERENCED VIEWS

Rendered views on this page are referenced by number on the previous page's plan.



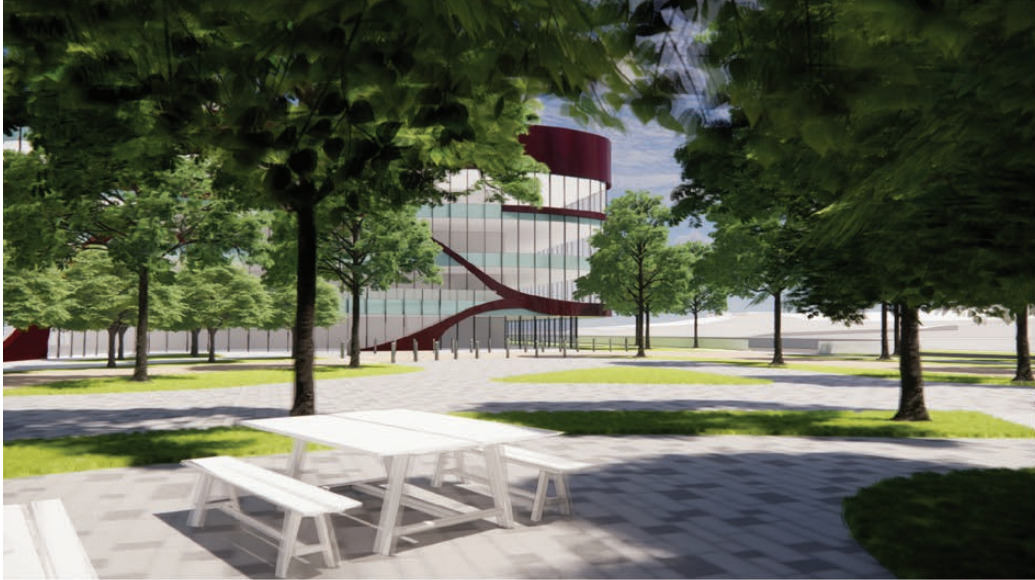
VIEW 1



VIEW 2



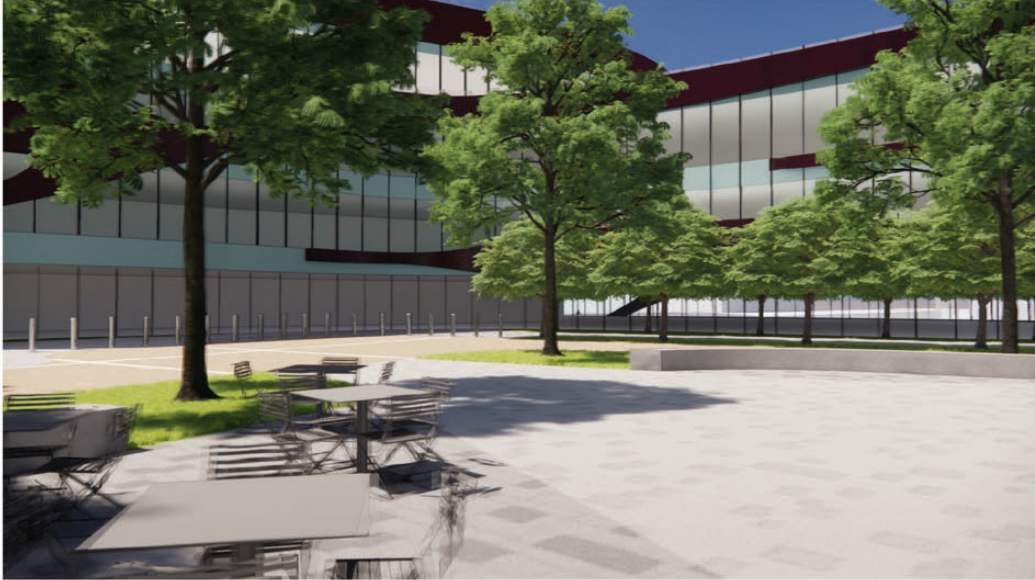
VIEW 3



VIEW 4

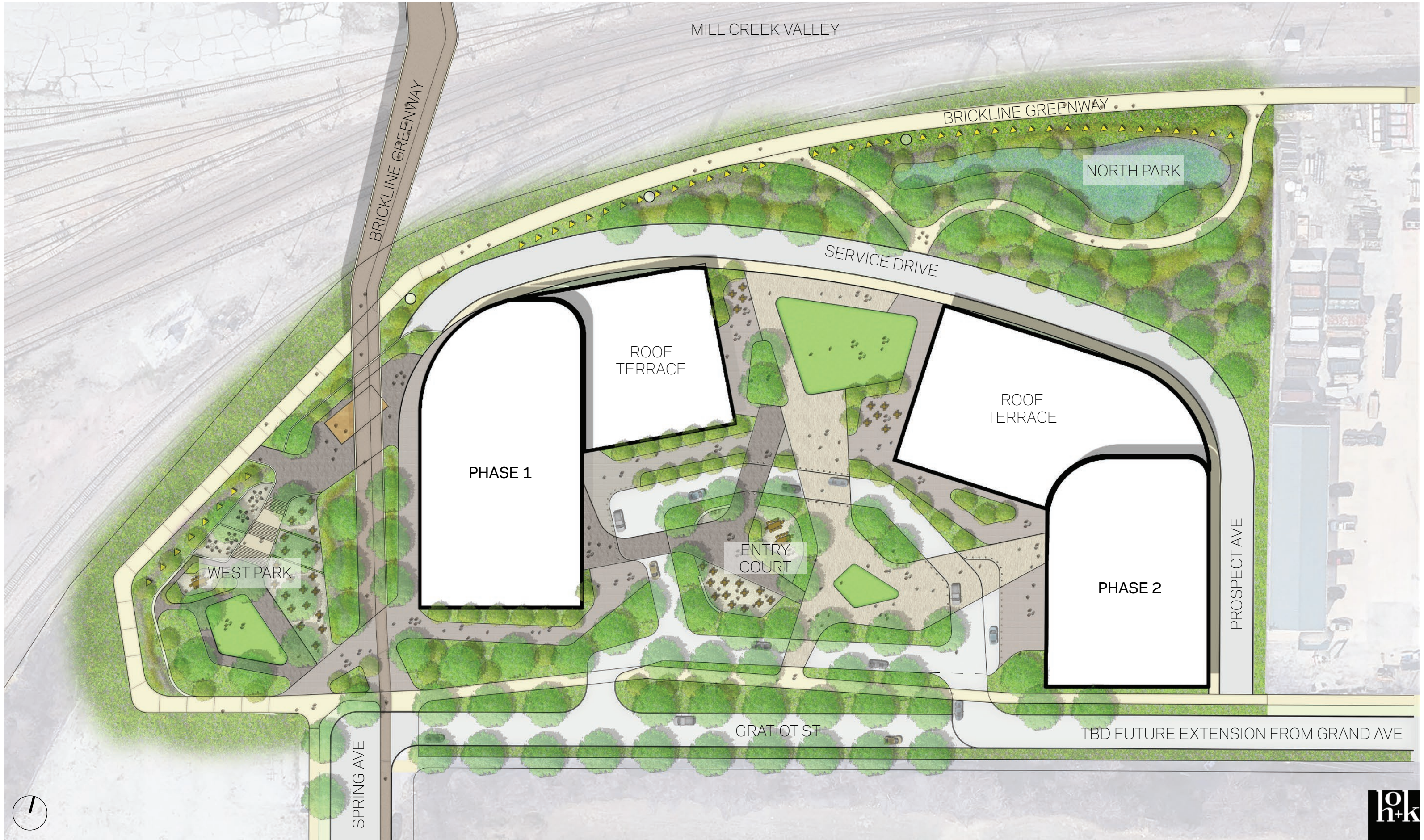


VIEW 5



VIEW 6

SITE PLAN



MILL CREEK VALLEY

BRICKLINE GREENWAY

BRICKLINE GREENWAY

NORTH PARK

SERVICE DRIVE

ROOF TERRACE

ROOF TERRACE

PHASE 1

ENTRY COURT

WEST PARK

PHASE 2

PROSPECT AVE

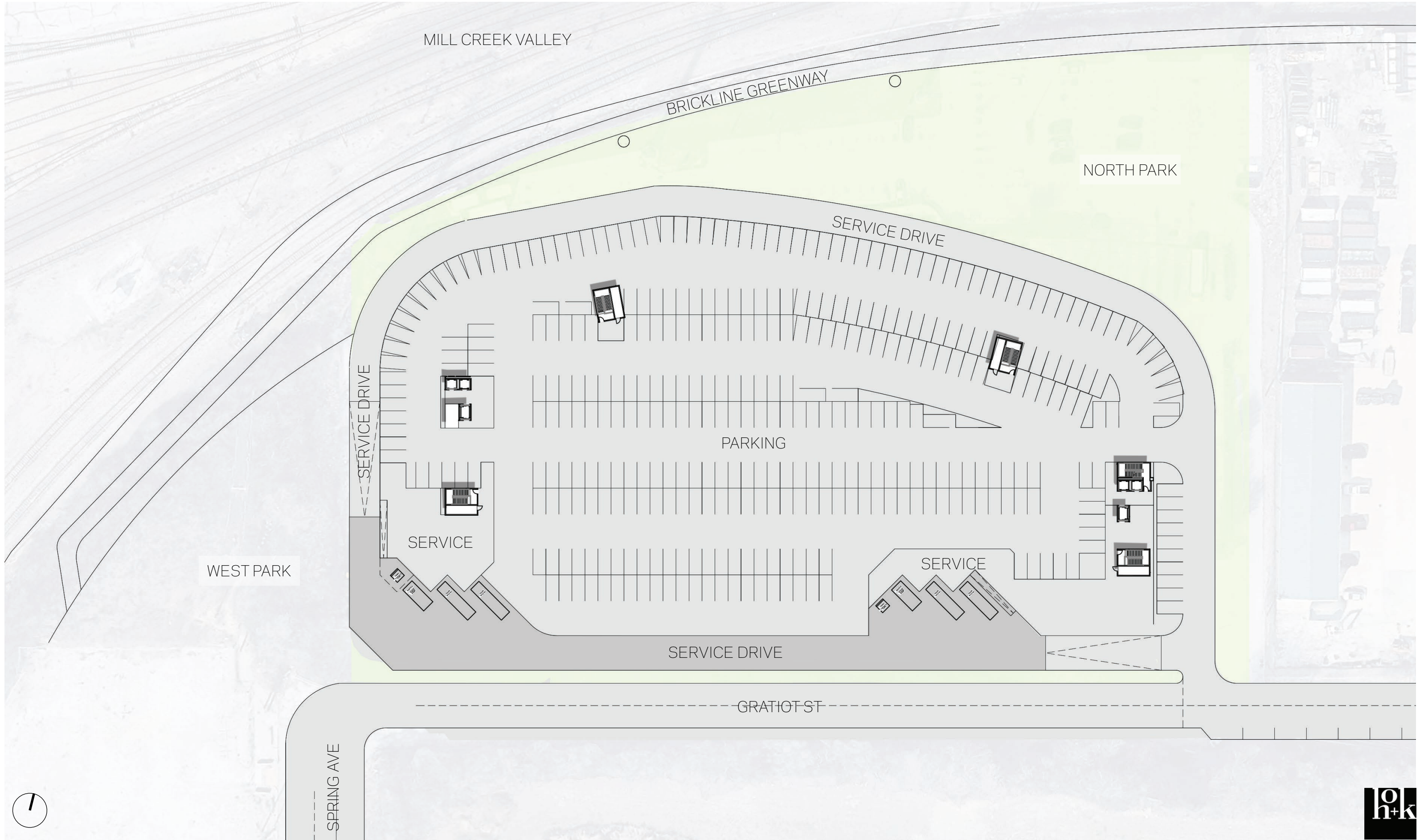
SPRING AVE

GRATIOT ST

TBD FUTURE EXTENSION FROM GRAND AVE



LOWER LEVEL PLAN - PARKING & SERVICE



MID-LEVEL PARKING

MILL CREEK VALLEY

BRICKLINE GREENWAY

NORTH PARK

WEST PARK

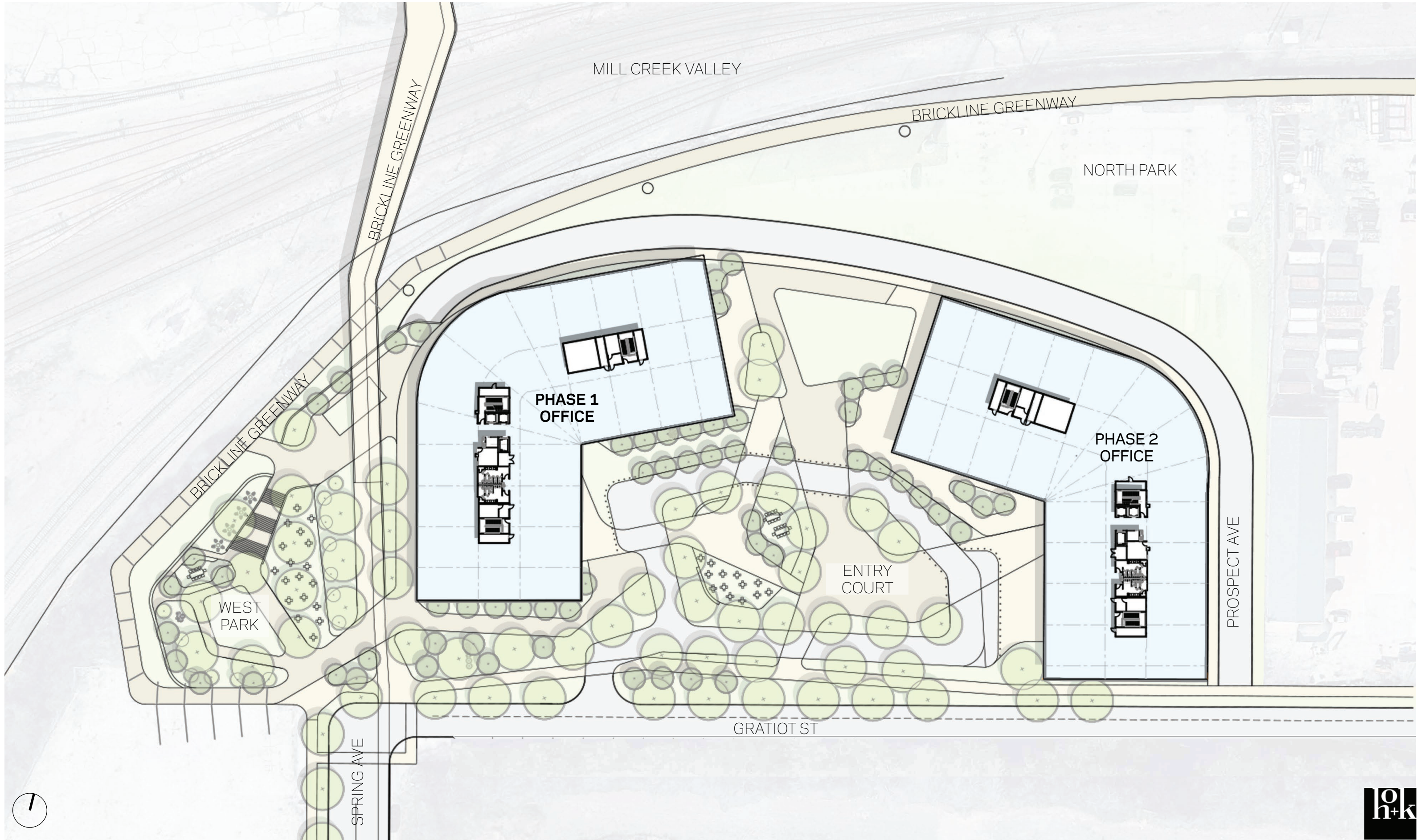
PARKING

GRATIOT ST

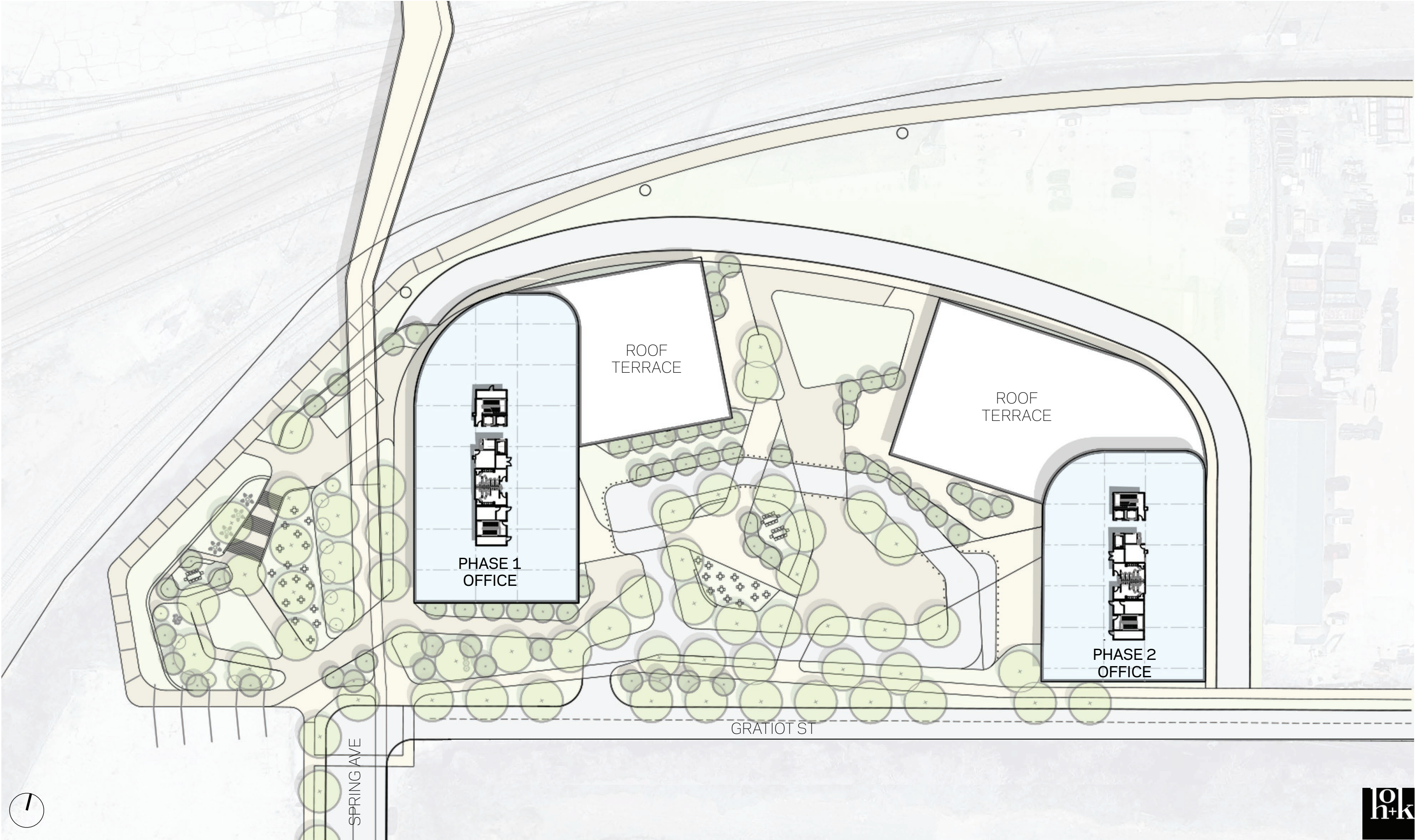
SPRING AVE



ENTRY LEVEL PLAN - OFFICE



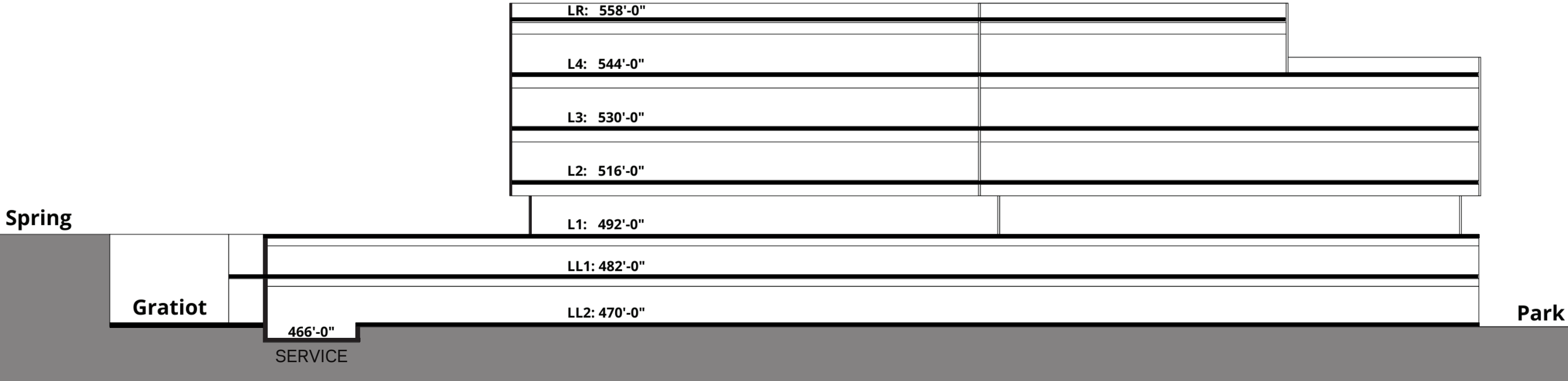
UPPER LEVEL PLAN - OFFICE



BUILDING SECTION & PROJECT METRICS

PROJECT METRICS

Ph1 Building Area:	135,200 sf
Ph2 Building Area:	119,000 sf
Total Building Area:	254,200 sf
Ph1 Structured Parking:	200,000 sf
Ph2 Structured Parking:	133,000 sf
Total Parking:	333,000 sf
Total Parking Spaces, LL2:	370 cars
Total Parking Spaces, LL1:	510 cars
Total Parking Spaces:	880 cars (3.5/1,000)
Possible Surface Spaces:	70 cars (total 950 cars = 3.75/1,000)



CONVERGENCE - VIEW FROM NE, PHASE 1



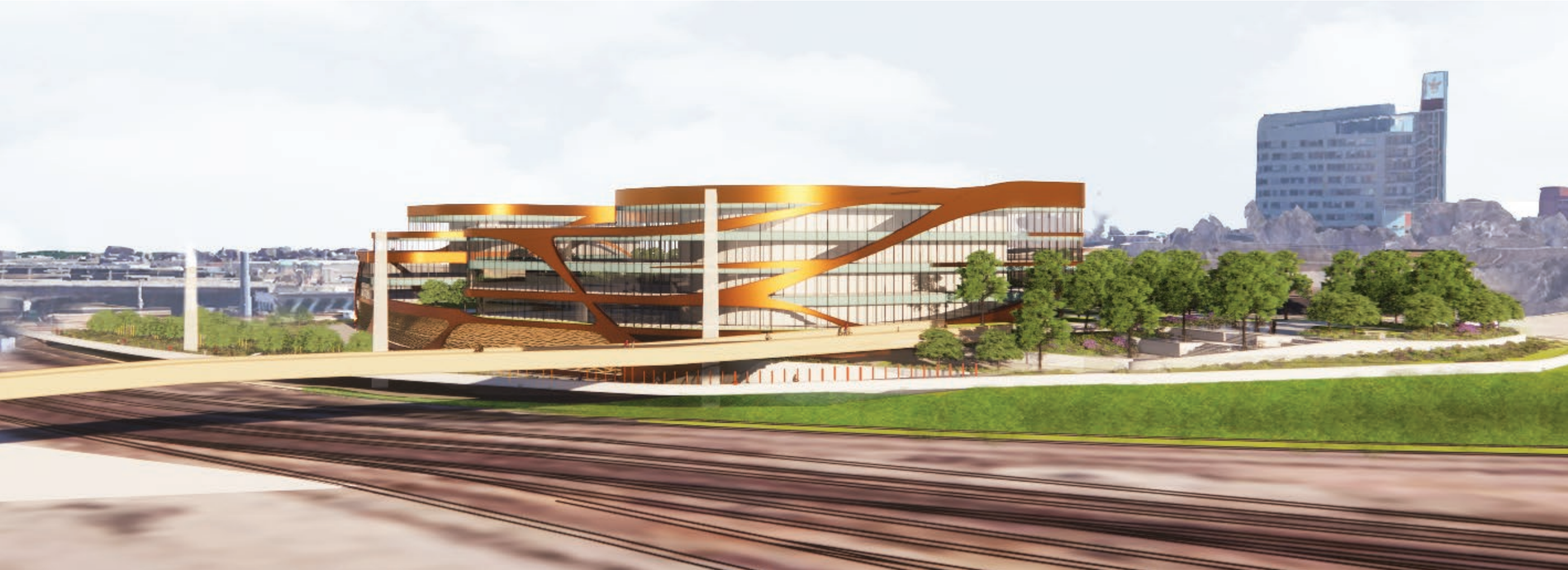
CONVERGENCE - VIEW FROM NE, PHASE 2



CONVERGENCE - VIEW FROM NW, PHASE 2



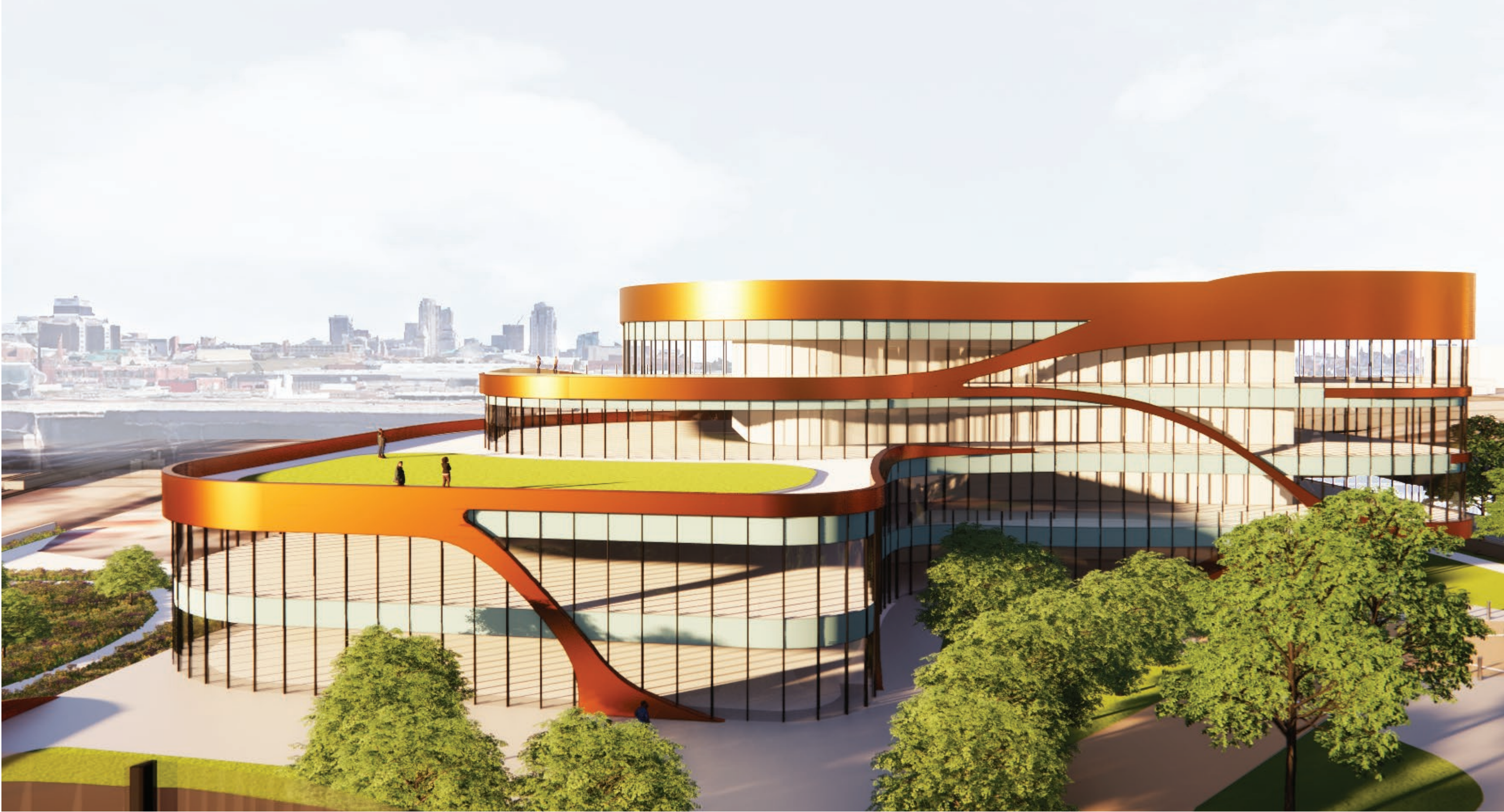
CONVERGENCE - VIEW FROM US-64 / 40 EAST



CONVERGENCE - VIEW FROM GRAND METROLINK



CONVERGENCE - VIEW FROM WEST BUILDING TERRACE



CONVERGENCE - VIEW FROM SW (SPRING STREET)



CONVERGENCE - VIEW FROM SOUTH



URBAN OASIS - VIEW FROM NE, PHASE 1



URBAN OASIS - VIEW FROM NE, PHASE 2



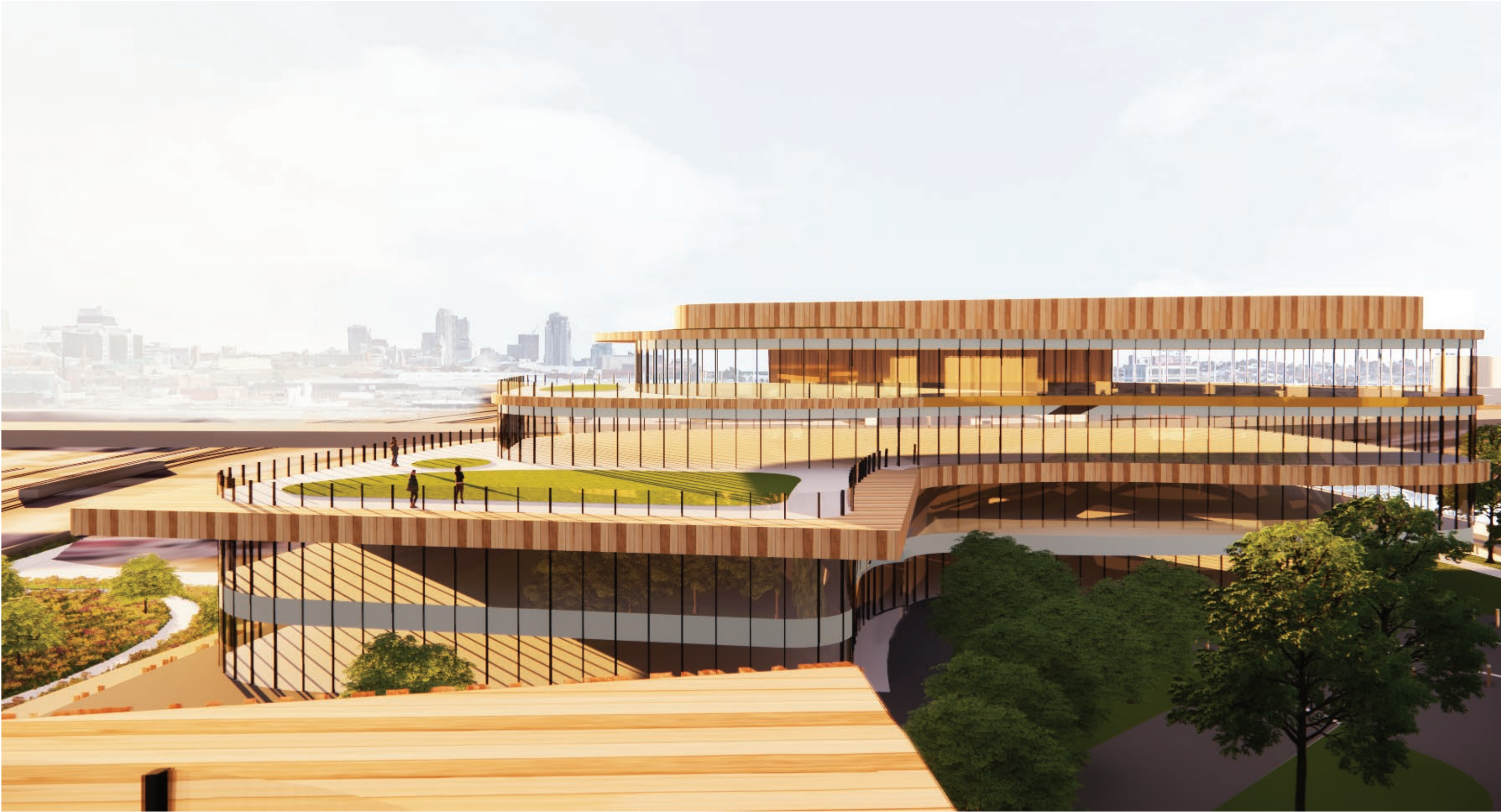
URBAN OASIS - VIEW FROM US-64/40 EAST



URBAN OASIS - VIEW FROM GRAND METROLINK STATION



URBAN OASIS - VIEW EAST FROM WEST BUILDING TERRACE



URBAN OASIS - VIEW WEST FROM RAIL VALLEY

