COMSTOCK

October 30, 2013

Loudoun County, Virginia
Procurement Division, MSC 41C
1 Harrison St. SE, 4th Floor
Leesburg, VA 20175

Attn: Mr. Donald R. Legg, CPPO

Re: CLS Parking, LC PPTA Proposal for Loudoun County Parking Facilities

Dear Mr. Legg,

On behalf of Comstock, I am pleased to submit this Proposal for the development of parking facilities to be located at the planned Route 606 and Route 772 Silver Line Metro Stations.

This Proposal is formatted in accordance with Solicitation for Proposal C-1932 and the Proposal Preparation and Submission guidelines outlined in Article 7, Section 5 of the Loudoun County Procurement Resolution adopted by the Board of Supervisors on June 21, 2011.

As the Managing Director of Comstock Development Services, LC, I am authorized to convey this Proposal. Should Comstock and Loudoun County enter into formal agreements regarding the subject matter hereof, I am also authorized to make binding commitments on behalf of Comstock.

In the event Loudoun County selects Comstock for this project, Comstock and its principals are committed to negotiating in good faith with Loudoun County to develop a Comprehensive Agreement addressing the matters outlined in the Proposal, as well as any other applicable issues.

COMSTOCK

Thank you for the opportunity to submit this proposal to Loudoun County. I look forward to discussing this matter further with you and your team.

Sincerely,

Christopher Clemente

1886 METRO CENTER DRIVE • 4TH FLOOR • RESTON, VA 20190 • 703.230.1985

comstockpartnerslc.com

Loudoun County, Virginia

Department of Management and Financial Services
Division of Procurement, MSC #41C
1 Harrison Street, SE, 4th Floor
Leesburg, Virginia 20175

October 11, 2013

NOTICE TO OFFERORS

ADDENDUM NO. 1

C-1932

The following changes and/or additions shall be made to the original Solicitation For Proposal No. C-1932, Loudoun County Parking Garages. Please acknowledge receipt of this addendum by signing and returning with your proposal.

1. Attached are questions and answers from the Pre-proposal conference held on September 23, 2013 and answers to other questions received.

Prepared By: s/Donald R. Legg Date: 10/11/13
Donald R. Legg, CPPO
Purchasing Agent

Acknowledged By: _____ Date: 10/29/2013

Loudoun County Garage Development RFP Q&A Log
10/11/13

#	Date	Firm / Representative	Question	Response
1	9/25/13	Structured Parking Solutions / Greg Darden	Does the County have geotechnical information, additional surveys, civil engineering, topographic, or other design resources for any sights other than what is available on the County project website and will the county make that information available?	The Metropolitan Washington Airports Authority (MWAA) prepared a geotechnical data report that includes geotechnical information on the proposed garage sites. This report was finalized in April, 2011. The County has placed this report on the site containing other relevant information to the station garage project. This report entitled, "Geotechnical Data Report, Volume 1, Final Report" can be obtained on the Loudoun County website using the following link: http://www.loudoun.gov/procurement . Select the Public/Private Partnership tab, then PPTA, then select C-1932 Loudoun Parking Garages. The County emphasizes to all bidders that data and findings contained in the aforementioned report should not serve as the primary or sole source for engineering decisions. Contractors should use this information as illustrative only.
2	9/25/13	Structured Parking Solutions / Greg Darden	Page 4 of 41 of the solicitation states "station elements" related to the 606 garage including kiss and ride, bus bays, etc shall be excluded from garage proposals. There are networks of connecting pedestrian bridges indicated on each site development plan. During the meeting there were brief discussions regarding the extent of development features to be included in the 3 garage proposals. It was stated additional qualifying information would be posted. Please provide a concise outline of all intended structures, outside the physical footprint of each garage, that the County wishes every proposing team to include in their response packages.	The parking garages are to be consistent with the 100% Preliminary Engineering Final Submittal. This information is available at http://www.loudoun.gov/procurement . Select the Public/Private Partnership tab, then PPTA, then select C-1932 Loudoun Parking Garages. This site also includes a file for each of the three garages that highlight in green those elements external to the garage structure that must be included into the construction cost of the garage.
3	9/25/13	Structured Parking Solutions / Greg Darden	We assume each proposer is expected to include sufficient management equipment and staff to properly manage the day-to-day parking management functions at the respective garages. While a fully automated system has higher development costs it has lower on-going operation costs as opposed to utilizing a fully staffed management system. Will the County qualify its wishes regarding automation vs. staffed management systems to provide better understanding so each proposer is providing management services appropriate to the County's wishes.	Garage designs are to incorporate state-of-the-art parking management technology. Bidders are to use their discretion regarding the number and roles of management staff necessary to efficiently manage the operational, structural, and financial activities each garage will require.

Loudoun County Garage Development RFP Q&A Log
10/11/13

#	Date	Firm / Representative	Question	Response
4	9/25/13	Structured Parking Solutions / Greg Darden	The solicitation states the County has property control at the 606 and 772 south sites but does not include costs associated to those parcels. Is it assumed correctly the County expects any proposer on those sites to exclude land costs from each respective proposal/proforma? If this is incorrect the County should provide those land costs for inclusion in each proforma.	The County would presume that bidders will want to include the cost of the land at 772 north in their pro forma as this land will be conveyed by the developer to the County, and subsequently ground leased back to the developer.
5	9/25/13	Structured Parking Solutions / Greg Darden	Each proposer on the 772 north location(s) is expected to include proof of available land. Does the County expect each proposer of the 772 north location to include land costs in their proforma?	Bidders are to use their discretion regarding what costs they include in their proforma. If the bidder intends to recoup their land investment from parking revenue, land costs must be included in the proforma. Garage related costs not included in the proforma must not be factored into the parking rate and revenue calculations.
6	9/25/13	Structured Parking Solutions / Greg Darden	It is fairly clear the County expects each proposer to submit per the provided design plans first and then submit separate findings per their unique value engineering strategies or design efficiency improvements. It is our understanding this serves as a basis for the County to evaluate each team against common design criteria. The County also discussed, at the pre-bid meeting, allowing teams to submit alternate design and ancillary occupied uses within their proposal packages. Will the County please provide clarification they expect each team to price per the supplied drawing packages first, and then submit alternate pricing/proforma based from their value engineering concepts and/or alternate designs.	The parking garages are to be built in accordance with the 100% Preliminary Engineering Deviations from the 100% Preliminary Engineering Final Submittal should be rooted in the goal of improving efficiency of operation and/or reducing costs, within the footprint of the 100% Preliminary Engineering Final Submittal. Functionality and not necessarily architectural treatments is key unless purposely linked to the functionality of the garage as a commuter parking facility. Bidders must submit a proposal for the garage(s) with the designs from the 100% Preliminary Engineering Final Submittal at a minimum. If bidders would like to propose modifications to the designs in the 100% Preliminary Engineering Final Submittal, this proposal must be in addition to the base submission.
7	9/25/13	Structured Parking Solutions / Greg Darden	Top of page 10 of 41 references "100% Preliminary Engineering Specifications" in Section 10. Section 10 of this document addresses miscellaneous issues. Where can this Specification be found, might it have a different title within the documents provided?	The link to the 100% Preliminary Engineering Final Submittal is: http://www.loudoun.gov/procurement . Select the Public/Private Partnership tab, then PPTA, then select C-1932 Loudoun Parking Garages and then 100% PE Drawings.

Loudoun County Garage Development RFP Q&A Log
10/11/13

#	Date	Firm / Representative	Question	Response
8	9/25/13	Structured Parking Solutions / Greg Darden	Page 17 of 41 under Part B, 1. Site Plan reference is made to need to identify stormwater facilities and utility right of ways. Were these elements addressed within the bridging documents and if so, does Offeror need to address if their intent is to follow and comply with the bridging document layouts?	The Offerer, if selected, would be required to coordinate with Loudoun County regarding Storm water Management and Utilities. Offerors should consult the 100% Preliminary Engineering Specifications to identify the location of water service, electric and other utilities required for each garage in order to factor in the cost of extending these to the garage structure.
9	9/25/13	Structured Parking Solutions / Greg Darden	Also in this same section (Page 17 of 41 under Part B) references the need to "identify and fully describe the anticipated ingress and egress route". Is this necessary if the Offeror does not deviate from the bridging document layouts?	Offerers are required to provide all requested information on Page 17 of 41, Part B.
10	9/25/13	Structured Parking Solutions / Greg Darden	Page 17 of 41 under Part B, 2. Modifications – references are made to compliance with "required amendments to the Final Environmental Impact Statement (FEIS), applicable zoning restrictions and/or County or MWAA Board approval process." Is this FEIS available to Offerors and are documents available which define previous zoning regulation compliance, County and MWAA approval processes?	The FEIS is available at www.dullesmetro.com (click "Project Resources; click Project Documents).
11	9/25/13	Structured Parking Solutions / Greg Darden	Page 18 of 41, 4. Utilities – can Offeror assume that utility availability was studied and confirmed by author of bridging documents therefore if Offeror follows prescribed layouts these statements regarding utilities are not necessary?	Please see response to question # 8

Loudoun County Garage Development RFP Q&A Log
10/11/13

#	Date	Firm / Representative	Question	Response
12	9/25/13	Structured Parking Solutions / Greg Darden	Page 18 of 41, 5. Project Schedule – references "expected regulatory approval processes". Please define for Offerors what approval processes are anticipated for review of completed design documents and facility permitting leading up to construction commencement. Are intermediate design submittals required, reviewed and approved by whom, and what agency will have jurisdiction over building permit review and construction inspection?	At this time, staff indicates that a ZCPA is most likely required and in preparing submittals, Offerors should anticipate this action. Upon selection, Offerors and Planning Staff would confer and agree on the required processes. For the 772 South Garage, in PD-TRC zone, a Special Exception is required for (2) Commuter parking facilities, structured or planned to be structured. For the 772 North Garage, in PD-OP zone, a Special Exception is required for (J) Mass transit facilities and stations. Design submittals should be in accordance with a schedule to be provided by offerors, building permit review and inspection will be handled by the Department of Building & Development.
13	9/25/13	Structured Parking Solutions / Greg Darden	Page 29 of 41, are all members of Offeror's team – designers (all disciplines), contractors, sub-contractors, financial agencies, etc. required to obtain and maintain "Business, Professional and Occupational" licenses in Loudoun County? And if so, must these licenses be obtained prior to this response and selection process?	All firms or individuals located or doing business in Loudoun County are required to be licensed in accordance with the County's "Business, Professional, and Occupational Licensing (BPOL) Tax" Ordinance. Wholesale and retail merchants without a business location in Loudoun County are exempt from this requirement. Questions concerning the BPOL Tax should be directed to the Office of Commissioner of Revenue, telephone (703) 777-0260.
14	9/25/13	Structured Parking Solutions / Greg Darden	Page 33 of 41, 9.4 Design Professional Insurance – reference is made to requirements within "Sections 5.1.6 and 5.1.9 above". Sections with these headings are not included within this document, please clarify.	Strike 5.1.6 and 5.1.9 and replace with 9.3.6 and 9.3.9 respectively.
15	9/25/13	Structured Parking Solutions / Greg Darden	Also under this same paragraph (Page 33 of 41, 9.4) hold harmless requirements are defined that include patent and copyright protection. Will County provide a release statement regarding reuse of intellectual property as it relates to the bridging design documents and Offeror's intended use of layouts furnished in the completion of garage design/construction documents by different design professionals?	The County will review this issue during the negotiation process.
16	9/24/13	Comstock / John Camera	Do the 100% PE plans meet the requirement for submitting "Site Plans" for the Route 606 and Route 772 South Garage locations?	Yes.

Loudoun County Garage Development RFP Q&A Log
10/11/13

#	Date	Firm / Representative	Question	Response
17	9/24/13	Comstock / John Camera	Please explain the methodology by which Real Estate Taxes will be calculated for the Garages.	The County is still researching this and will address it in a future addendum.
18	9/24/13	Comstock / John Camera	For the Public Debt Option, if the Offeror is required to assume a 7.25% interest rate and also assume the same debt-to-equity ratio as the privately financed scenario, then it is highly unlikely that the Public Debt Option will result in a lower daily parking rate than the Private Option. Is it possible to remove the requirement that the two scenarios assume the same debt-to-equity ratio?	No. Under the Public Debt option, bidders must utilize an interest rate of 7.25% and the same debt-to-equity ratio as in the privately financed scenario. The County desires to maintain consistent assumptions for the Public Debt scenario.
19	9/25/13	Modillion Consulting LLC / Susan Lyons	Would it be possible to obtain a copy of the Preliminary Engineering Drawings in CAD format, to use as a background for any proposed modifications and/or notations that we might want to include in our submissions?	No. CAD drawings are not available.
20	9/25/13	Modillion Consulting LLC / Susan Lyons	If we wanted to tour the two parcels of land that have been acquired for this project, what arrangements are necessary to gain access?	No. These sites can be viewed from the Dulles Greenway however, bidders will not be permitted to access the two parcels of land at 606 and 772 which will be acquired for the project for walking tours.
21		Loudoun County	N/A	Since the release of this solicitation, the Loudoun County Board of Supervisors approved construction of the transit connector bridge that will connect the north and south sides of the 772 station. The bridge and its touchdown locations will be located on the east side of the 772 station areas as it crosses the Dulles Greenway. The bridge location will not alter the 100% PE location of the planned site for the parking garage referenced as 772S. The map on page 13 of the solicitation document illustrates a broad area in which an alternative parking garage location can be proposed and for which a proforma can be prepared. Consistent with the solicitation, proposals for the development of the Route 772 North parking garage, whether the site is the 100% PE site or an alternative site, perhaps on the east side of the station area, the Offerors must demonstrate an ability to control the site for the development of the parking garage. If this is not demonstrated, the parking garage proposal will not be evaluated and will be rejected. The draft plan of the 772N bridge alignment and station area is located at the following site: http://www.loudoun.gov/procurement . Select the Public/Private Partnership tab, then PPTA, then select C-1932 Loudoun Parking Garages, Bridge Site Plan Alignment.

Loudoun County, Virginia

Department of Management and Financial Services
Division of Procurement, MSC #41C
1 Harrison Street, SE, 4th Floor
Leesburg, Virginia 20175

October 18, 2013

NOTICE TO OFFERORS

ADDENDUM NO. 2

C-1932

The following changes and/or additions shall be made to the original Solicitation For Proposal No. C-1932, Loudoun County Parking Garages. Please acknowledge receipt of this addendum by signing and returning with your proposal.

The following two questions have been received and are answered below:

1. Please explain the methodology by which Real Estate Taxes will be calculated for the Garages? Note this is a question that was partially answered in addendum #1.

A. Unless there is an exemption, the methodology used will be "assessed value times the tax rate". However, an exemption may exist under the Code of Virginia thereby making the properties exempt for real estate tax.

2. The Cover of the RFP requests One (1) original, ten (10) Copies and One (1) Electronic PDF Submission while Page 22 of the RFP Requests ten (10) total Copies, one of which bearing original signatures, One (1) Electronic PDF Submission and a redacted version in one (1) hard copy and one (1) Electronic PDF.

Can you please clarify the total amount of hard copies including the original? Is a redacted version required and if so what do you envision it should look like?

A. Page 22 is correct. Offerors submitting Proposals to the County are required to deliver ten (10) identical hard copies, one of which must bear original signatures and one electronic copy (a ".pdf" file in the most current version of Adobe Acrobat) on CD-ROM, of their Proposal for all Volumes. In addition, Offerors shall submit one redacted hard copy and one electronic copy (a ".pdf" file in the most current version of Adobe Acrobat) of their Proposal. The redacted version shall only contain information from the original proposal the offeror deems non-proprietary.

Prepared By: s/Donald R. Legg Date: October 18, 2013

Acknowledged By: _____ Date: 10/29/2013

Loudoun County, Virginia

Department of Management and Financial Services
Division of Procurement, MSC #41C
1 Harrison Street, SE, 4th Floor
Leesburg, Virginia 20175

October 29, 2013

NOTICE TO OFFERORS

ADDENDUM NO. 3

C-1932

The following clarification/addition is made to the original Solicitation For Proposal No. C-1932, Loudoun County Parking Garages. Please acknowledge receipt of this addendum by signing and returning with your proposal.

The following inquiry has been made and answered below:

1. Is the Route 772 North submission limited to the 100% PE location and if so isn't this an unduly restrictive requirement and a solicitation defect?

Responses are not limited to the 100% PE location. Section 3.3, page 12 of the Solicitation (second bullet) provides that "the parking garage shall be built in accordance with the 100% Preliminary Engineering design, or an alternative design that provides the same number of parking stalls and other components included in the 100% Preliminary Engineering design in a more efficient or desirable way that places the garage in a location proximate to the Route 772 Metrorail Station north entrance." The wording "proximate to the Route 772 Metrorail Station north entrance" allows consideration of alternative locations.

Further, Section 3.3, Page 13 of the Solicitation (first bullet) provides that "Proposals for the Route 772 North parking garage shall not be based on the assumption that the County will control any site or property for its development". Existing proffered commitments for the 100 % Preliminary Engineering location for the Route 772 North parking garage are subject to phased timing mechanisms and other conditions that may affect the delivery of the subject property, and the Solicitation clearly allows for alternative site to be considered.

For any site proposed by a responding party, including an alternative to the 100% Preliminary Engineering location, that party must demonstrate its ability to control the site. Such control can be demonstrated in the form of an option to purchase agreement,

a contract to purchase, a purchase and sale agreement, or another binding agreement or deed demonstrating proof of ownership. At this time and as part of this solicitation the County has not determined to use, its condemnation authority to acquire a site.

Prepared By: s/Donald R. Legg Date: October 29, 2013

Acknowledged By: _____ Date: 10/29/2013

COMSTOCK PARTNERS™

Loudoun County Parking Facilities Project
PPTA

Response to Solicitation for Proposal C-1932

VOLUME I

October 30, 2013

Executive Summary

Comstock is pleased to submit this proposal to analyze, design, finance, construct and operate approximately 4,938 parking spaces and related facilities to support the Route 772 and Route 606 Metro Stations (the "Loudoun County Parking Facilities"). Comstock has assembled a qualified team (the "Comstock Team") with relevant experience and a proven track record. Many included on the Comstock Team are collaborating on Comstock's public-private partnership with Fairfax County to develop a transit-oriented development and related Metro parking facilities at the Wiehle-Reston East Metro Station (also known as Reston Station) on Metro's Silver Line.

Reston Station is one of the region's largest construction projects and one of the largest underground parking garages on the eastern seaboard. Located at the intersection of Wiehle Avenue and the Dulles Toll Road, adjacent to the Wiehle-Reston East Metro Station, the Reston Station Metro Facility includes more than 2,300 Metro commuter parking spaces, 1,100 private parking spaces, a bus transit facility with 12 bus bays, a 46-space Kiss 'n Ride facility and parking for 150 bicycles. This major public infrastructure project has been designed to accommodate significant transit-oriented, mixed-use development to create maximum benefit for residents and workers due to its proximity to the Metro Station currently under construction in the median of the Dulles Toll Road, while also maximizing benefit to the community at large.

The proposal described herein has many characteristics similar to the current Comstock-Fairfax County public-private partnership for the development of the Reston Station Metro Facility. The collaborative relationship and experience gained by the Comstock Team during the Reston Station development process will help ensure the success of the Loudoun County Parking Facilities project. The experience garnered from Reston Station will include operation of what will ultimately be 3,000 private parking spaces there. Colonial Parking has had input in the Reston Station garage design and will play a similar role with the garages proposed herein in addition to operating the facilities once delivered.

As a land owner and developer of Loudoun Station, the transit-oriented development adjacent to the Route 772 Station, Comstock is well positioned to respond to this solicitation. For the Route 772 North garage, we propose a solution that situates the Metro parking within Loudoun Station. By relocating the garage from the 100% Preliminary Engineering site onto Comstock's property, we can accelerate the vibrant urban environment envisioned by County planners while providing a more comfortable and direct route between the urban core of Loudoun Station and the Metro Station platform.

Comstock's proposal is scalable and applies to any or all of the three planned garages. At the Route 772 South and Route 606 Stations, Comstock proposes stand-alone parking structures similar to those envisioned in the MWAA 100% Preliminary Engineering documents.

The Comstock Team's experience with integrating garages and buildings ensures that Comstock is ideally positioned to collaborate with Loudoun County to create the best possible design solution for each of the three garages in the Loudoun County Parking Facilities. Comstock will work with Loudoun County to evaluate all relevant options for each of the garage locations and designs, with the goal of developing the garages to integrate them into surrounding planned development in a cost-effective yet harmonious manner. Section 2 hereof provides details of the design of the planned garage structures.

As Loudoun County has made a substantial financial commitment to the Metro rail project, Comstock has also demonstrated its financial commitment to the area surrounding the Route 772 Station. In 2012, Comstock delivered BLVD 1 | Loudoun Station, a 357 unit apartment project above 58,000 square feet of retail. Earlier this year, Comstock broke ground on another mixed use building that will house an eleven-screen movie theater with 50,000 square feet of office space.

Comstock's experience, financial strength and established presence at the Route 772 Station site allow us to provide this competitive, comprehensive proposal. It is designed to satisfy Loudoun County's Metro parking requirements in a manner that does not require the County to incur any out-of-pocket costs, while affording the opportunity for the County to share in revenue generated from the project.

Comstock recognizes that minimizing the daily parking rates so that they are commensurate with other Metro parking facilities is an important goal of the County

in this project. Before exploring the specific financial scenarios included in this proposal and dictated by the requirements of the County's Solicitation, it is worth noting that due to certain constraints put on assumptions in the Solicitation, our findings do not necessarily reflect the lowest initial daily parking rates that could be achieved for the Loudoun County Parking Facilities. Comstock looks forward to working with the County in the coming months to further develop our models and refine our financing assumptions outside the constraints set by the Solicitation.

TABLE OF CONTENTS

Volume I

Responses to Proposal Evaluation Criteria

1.) Qualifications and Experience ..... Page 6

2.) Project Characteristics ..... Page 17

3.) Project Benefit and Compatibility ..... Page 28

4.) Additional Information Requested ..... Page 31

5.) Summary ..... Page 38

Addendum

Tab A: Team Organizational Chart, Project Directory and Resumes

Tab B: Project Experience

Tab C: References

Tab D: Site Plans

Tab E: Schedule

Tab F: Authority to Transact Business in Virginia

Tab G: Title to Comstock Land

Volume II

Project Financing

1. *Qualifications and Experience*

(a) Identify the legal structure of the firm or consortium of firms making the proposal. Identify the organizational structure for the project, the management approach and how each partner and major subcontractor in the structure fits into the overall team.

CLS Parking, LC has been created as a single purpose entity to function as the firm responsible for development of the project. CLS Parking, LC will act as a developer in the traditional sense, and will contract for design and construction services directly with designated team members. The organizational reporting structure will be as indicated on the organizational chart located in Tab A of this proposal. The person authorized to execute the Interim Agreement and/or the Comprehensive Agreement and other required documents on behalf of CLS Parking, LC is Christopher Clemente.

CLS Parking, LC and its affiliates that will be involved with the project are collectively referred to in this proposal as "Comstock."

(b) Describe the experience of the firm or consortium of firms making the proposal, the key principals and project managers involved in the proposed project including experience with projects of comparable size and complexity, including prior experience bringing similar projects to completion on budget and in compliance with design, land use, service and other standards. Describe the length of time in business, business experience, public sector experience and other engagements of the firm or consortium of firms. Include the identity of any firms that will provide design, construction and completion guarantees and warranties and a description of such guarantees and warranties.

Comstock has unmatched, real-time experience developing parking facilities in support of Metro's Silver Line extension to Dulles Airport and Loudoun County. Further, Comstock has unparalleled experience in negotiating, establishing and executing the development and construction management requirements associated with constructing Metro parking facilities and related infrastructure through a public-private partnership with local jurisdictions. Comstock and its development team are responsible for managing all aspects of design and construction of the parking and related facilities that Fairfax County is required to provide at the Wiehle-Reston East Metro Station (also known as Reston Station Metro Facility). In addition, Comstock is developing the 1.5 million square foot mixed-use, transit-oriented project immediately above and adjacent to the Reston Station Metro Facility, as well as the 3.5 million square foot mixed-use, transit-oriented project

immediately adjacent to the Loudoun County's Route 772 Metro Station, known as Loudoun Station.

Comstock and its principals have an extensive history of developing successful real estate projects throughout the Washington, D.C. region and in many other markets in the United States. Having developed tens of thousands of residential units (single family, townhomes, condominiums and apartments), office buildings, hotels, retail centers, community facilities and public infrastructure projects over the past several decades, the Comstock team of professionals possesses the experience necessary to manage the complex tasks associated with developing high quality mixed-use, transit oriented urban environments and related infrastructure that provide superior, long-term value for all stakeholders.

Comstock's key personnel have the broad development and construction experience necessary to successfully complete all aspects of design, development, and construction of this exciting project:

- **Christopher Clemente, Managing Director** – Mr. Clemente has over 28 years of experience in all aspects of real estate development and finance and more than 30 years of experience as an entrepreneur. Mr. Clemente serves as Managing Director of Comstock Partners, LC. Mr. Clemente has direct responsibility for the corporate vision and strategic direction of the Comstock organization, as well as multiple operational responsibilities. Mr. Clemente has managed numerous significant corporate initiatives, including numerous capital markets transactions, and multiple corporate acquisitions and partnerships (including the current public-private partnership with Fairfax County) as well as numerous land acquisitions, land use planning initiatives and rezonings.
- **Larry Bergner, Senior Vice President of Development** – Mr. Bergner has over 21 years of experience in all aspects of real estate development, construction management and real estate finance. Mr. Bergner's background includes construction and development management, execution of various real estate related capital markets transactions, and financial analysis. Mr. Bergner was instrumental in planning and developing the initial multifamily residential phase of Loudoun Station. Mr. Bergner also played a significant role in the negotiation of the public-private partnership between Comstock and Fairfax County for Reston Station. Mr. Bergner is the Senior Project Executive for the Reston Station project, overseeing all aspects of development and construction activities, a role that Mr. Bergner will also play in the project proposed herein.
- **Phil London, Senior Vice President and General Counsel** – Mr. London has over 20 years of real estate development related legal experience and has played a significant role in the negotiation and structuring of numerous large-scale

developments, including the existing Comstock/Fairfax County public-private partnership. As he did for the Reston Station project, Mr. London will lead the negotiation of the numerous agreements required in connection with this complex transaction, including the comprehensive agreement between Comstock and Loudoun County and other necessary agreements with project team members and project stakeholders.

- **Chris Guthrie, Chief Financial Officer –** Mr. Guthrie has more than 10 years of leadership experience in accounting and finance. He is responsible for Comstock's accounting, financial reporting, corporate finance and project finance functions. Prior to joining Comstock Partners, Mr. Guthrie worked for six years and was a Principal at RedZone Capital, a private equity fund raised by Daniel Snyder, principal owner of the Washington Redskins, and Dwight Schar, chairman and founder of NVR, Inc. While at RedZone Capital, Mr. Guthrie was part of the executive team and had responsibility for the accounting and finance functions, including having led financings in excess of $150 million. Prior to joining RedZone Capital, Mr. Guthrie worked at PricewaterhouseCoopers and earned his CPA while there. Mr. Guthrie will oversee and manage the budgeting, accounting, reporting, and asset management for the project.
- **John Camera, Development Manager –** Mr. Camera will serve as Project Manager for the project. He brings 10 years of industry experience including construction management, cost estimating, asset management and financial analysis. Mr. Camera has been played active roles in the development activities related to the Reston Station and Loudoun Station projects and has responsibility for evaluating acquisition and development opportunities for Comstock. In his role as Project Manager, Mr. Camera will participate in negotiations with Loudoun County and members of the Comstock Team and participate in management activities related to entitlement and design.
- **Dan Slear, Director of Development –** Mr. Slear has over 18 years of real estate related experience, including construction management, corporate development, and project financing. Mr. Slear's experience at Comstock includes project management of both the Reston Station Metro Facility and the adjacent 700-space private, below-grade garage that will ultimately provide parking for a commercial office building above. Mr. Slear will hold a management role on the Comstock project team, coordinating various aspects of the project including coordination of entitlements, community outreach, land acquisition, contract negotiations, specification compliance, and operational aspects of the completed project.
- **Scot Miller, Director of Construction –** Mr. Miller has over 25 years of construction industry experience, having been involved in the construction and development of over 7,000 single family, townhome and multi-family residences

throughout the Mid-Atlantic region. Mr. Miller's experience at Comstock includes construction management of both the Reston Station Metro Facility and the adjacent 700-space private, below-grade garage that will ultimately provide parking for a commercial office building above. Mr. Miller currently is responsible for overseeing all construction activities at Comstock's Loudoun Station project as well as overseeing pre-development activities related to the construction of the residential, office, hotel and retail buildings being built above Comstock's Reston Station project. Mr. Miller is also a managing member of Comstock's construction quality control team.

Comstock has assembled a strong team to propose, design, and execute its vision for this project. A number of additional consultants and sub-contractors will be retained to contribute their respective experiences and skills to the team as the project evolves; however, the team identified in this proposal includes the key members necessary to direct a successful development effort. The assembled team has a proven track record working together with Comstock and amongst themselves on numerous projects. Comstock Team members include:

Financial Advisors

Piper Jaffray & Co. ("Piper Jaffray") – Piper Jaffray is an investment banking firm listed on the New York Stock Exchange with a market capitalization of approximately $1 billion. The firm has a substantial municipal finance practice. Piper Jaffray's dedicated Transportation Infrastructure Finance Group brings together a team of professionals with over fifty years of experience and expertise in transportation project finance and the various public-private development structures. Piper Jaffray bankers have served as financial advisor and concession advisor on the financing of numerous surface transportation projects. As a full service municipal finance investment bank, Piper Jaffray can bring to this engagement the tools necessary to undertake both the credit analysis of various funding alternatives and the ability to evaluate the market appetite for these structures.

MuniCap, Inc. ("MuniCap") - MuniCap is a public finance consulting firm based in Columbia, Maryland that specializes in the public finance aspects of public-private partnerships formed to promote redevelopment and economic development projects. As a result of MuniCap's commitment to and specialization with public financing related to development and public-private partnerships, MuniCap is one of the most experienced firms in the field. This high degree of expertise has resulted in MuniCap having the opportunity to assist with projects in over thirty states and the District of Columbia.

MuniCap has experience representing both local government agencies and many national developers. MuniCap understands both the public policy issues of local governments and the development process, including constraints of the private capital markets related to real estate financing. Public-private partnerships often involve extensive negotiations between the local government and developers. It is very valuable in these negotiations to understand the other side of the transaction. MuniCap is unique in its depth of experience it has on both the public and private sides of public-private partnerships.

MuniCap has served clients on a broad range of projects and has developed public financing programs and structures that have best met the goals and objectives of the project, its stakeholders, and investors. The majority of these public finance programs were developed through the creation of tax increment financing districts, and/or special assessment/tax districts.

These financings have utilized many different features, such as project revenue financings (non-recourse), local agency backed bond issues; non-rated, rated and insured bond issues; private placements, limited public offerings, and full public offerings; long-term bonds, short-term bonds, super-sinker turbo bonds, and draw down bonds; "naked" revenue bonds and bonds "credit enhanced" with minimum tax guarantees; mixed-financings involving HUD 108 loans, new market tax credits, and BEDI and EDI grants; and taxable and tax exempt bonds.

Two relevant projects in Virginia for which MuniCap has provided consulting expertise are Mosiac at Merrifield and Kincora in Loudoun County.

Parking Structure Architect

HGA Architects ("HGA") - HGA is a full-service, architecture, interior design, engineering and planning firm with a staff of over 500. Organized into inter-disciplinary practice groups, HGA offers a balanced portfolio of planning and design expertise with a focus on Corporate & Government, Healthcare, Science & Technology and Arts, Community and Education clients. Founded in 1953, HGA today has offices in Alexandria, Virginia; Milwaukee, Wisconsin; Minneapolis and Rochester, Minnesota; Los Angeles, Sacramento, and San Francisco, California.

HGA has expertise in the planning and design of parking structures including: pre-cast, pre-stressed concrete parking; new, free-standing structures; renovation of existing structures; and both above grade and below grade structures. These garage projects have been developer-led design-build, contractor-led design-build and design-bid-build delivery. Projects have been completed for municipal, federal, college and university and commercial clients.

Since 2000, HGA has completed more than 15 parking garages in the Washington DC Metropolitan area, including four (4) Intermodal Transportation Hubs. These projects include the Vienna Metro Station Parking Garage, the Franconia-Springfield Metro Parking Garage and the VRE Burke Centre Station Parking Garage.

In addition, HGA has direct experience working with Loudoun County, Virginia. As part of four continuous term contracts with Loudoun County, HGA is providing facilities planning and space requirement services for various municipal government departments. Sample task orders include: Government Center PPEA; Courts Facility Plan and Assessment; Round Hill MR Group Home; Route 50 Architectural Guidelines and Programming Guidelines; and Capital Facilities Standards. Stand-alone projects with Loudoun County include the Claude Moore Recreation Center and the Dulles South Multi-Purpose Center.

Parking Design Consultant and Structural Engineer

Walker Parking Consultants ("Walker") - Walker is a global consulting and design firm providing innovative solutions for a wide range of parking and transportation issues. Founded in 1965, the firm has over 220 employees and is the worldwide leader in the parking field offering a full range of parking consulting, design, engineering and restoration services.

Serving a broad spectrum of markets including healthcare, education, government, aviation, residential, retail and commercial developments, entertainment, hospitality and athletics allows Walker's staff to collaborate with a wide array of clients in order to develop best practices for their specific parking and traffic issues and help unlock the potential of their projects.

Walker has the ability to self perform because it maintains a full complement of experienced personnel including planners, economists, sociologists, architects, structural, mechanical, electrical engineers, graphics designers, operational and management consultants, material specialists, program and project managers.

As the nation's largest parking consultant, Walker is the leader in the industry. Walker's staff has recognized experts in every facet of the parking consulting services such as functional design, lighting, security, structural design, and restoration. Additionally, Walker has extensive experience providing construction administration, construction observation, and field representative services, including construction administration services on garages that it designs.

Walker recently provided full-time design review and field representative services on WMATA's on-going Silver Line, Reston Station-Wiehle Avenue Parking Garage project. From July 1, 2011, to November 1, 2012, Walker provided daily construction administration services including, but not limited to, observing and documenting

contractor activities related to design conformance, reviewing submittals for conformance to design criteria, and oversight to ensure conformance to the project QA/QC plan. Walker also provided oversight to assist in ensuring that all field testing meets minimum design requirements.

Walker and HGA have extensive experience working together on a total of 15 parking facility projects in the Greater Washington area since 2000. Most recently, the two firms were selected as a team by Fairfax County to serve as Architect, Structural Engineer, and Parking Consultant for Fairfax County's Phase II Silver Line parking garages at Herndon Station and Innovation Station.

General Contractor

James G. Davis Construction Corporation ("Davis") - Davis has provided construction services in Washington, DC, Virginia and Maryland since 1966. Davis has completed base buildings, renovation, and interior construction projects of all sizes for the public sector, law firms, associations, technology companies, telecommunications firms, including corporate headquarters, mission critical facilities, schools, garages, broadcast facilities, restaurants, and retail spaces. Davis is the general contractor building the Metro station garage and related facilities for Comstock and Fairfax County at Reston Station, as well as the adjacent 700-space private, below-grade garage that will ultimately provide parking for a commercial office building above. Davis was the general contractor for the Blvd 1 | Loudoun Station apartments and has also provided pre-construction services for the Loudoun County Parking Facilities.

An employee-owned company, Davis' annual revenue exceeded $590MM in 2011. They have achieved this level of success because they have been fortunate enough to attract and retain some of the brightest and best people in the industry to manage their projects and their firm. Their highly talented staff has successfully completed an array of projects from concrete parking garages to repair work on our national monuments.

Davis provides clients with responsive service, including on-time, quality performance at competitive costs while maintaining an exceptional safety record. Their mission is to be considered the 'Client's Contractor'; as much a member of the owner's professional team as the architect, engineers, and other specialty consultants. This philosophy has led to over 80% of their work being secured through negotiated contracts and many satisfied, repeat clients.

Precast Concrete Subcontractor

The Shockey Precast Group ("Shockey") – Shockey is the leading manufacturer of precast concrete structures in the Washington-Baltimore metropolitan area and among the largest manufacturers of precast/pre-stressed concrete building systems in the U.S. Its Winchester, VA plant has operated continuously since 1956 and has completed more than 350 parking structure projects. Shockey focuses on the design-build delivery method and firms who live in that world, and is regularly engaged with owners and their designers to provide design-assist services beginning at the earliest stages of design development.

The Shockey Precast Group is part of the Shockey Companies, a 116-year-old business that includes Howard Shockey and Sons, a consistent top-twenty, Virginia-based General Contractor. The Shockey Precast Group is unique in the industry in that it can self-perform every aspect of a precast concrete project, including precast engineering, drafting, delivery and erection of its precast building systems.

In addition to its Washington-Baltimore resume, Shockey has completed large scale structural precast projects in Utah and New York, acting as a specialty precast concrete subcontractor. Shockey is able to bond single projects up to $125 million, and the Shockey Companies have a $400 million bonding program.

Civil Engineer

Urban Engineering & Associates, Inc. ("Urban") – Urban provides civil engineering, transportation engineering, landscape architecture, land planning and surveying services to both private and public sector clients throughout the Washington D.C. metropolitan area, North Carolina and West Virginia. Urban has been the civil engineer on Comstock's Loudoun Station and Reston Station projects from the initial acquisition of the land through the design and rezoning process and all land development and construction activity to date.

Since Urban's inception in 1967, the firm has grown to more than two hundred employees in four offices. The company's structure allows each client to receive the personal attention of a principal through every step of the project. Through diverse experience, teamwork and professionalism, Urban identifies, understands and satisfies the needs of its clients. Urban develops and uses state-of-the-art technology, facilities and processes to develop each project.

Urban has been the civil engineer on many projects in Loudoun and Fairfax Counties and has a firm understanding of not only the technical aspects of civil design, but also the municipal processes through which projects must pass in order to be developed.

Traffic Consultant

Wells + Associates ("Wells") - Wells offers professional traffic, transportation, transit, parking, pedestrian, and bicycle planning, outreach and engineering services to private real estate developers, public agencies, corporations, and institutions nationwide. Wells has provided consultation services to public and private organizations along the Phase 1 and Phase 2 Silver Line Metrorail extension, including Comstock's Loudoun Station project.

Parking Operator

Colonial Parking ("Colonial") - Colonial was founded in 1953 by Thaddeus Lindner and Sergius Gambal. Seizing upon opportunities to convert vacant buildings and raw land into income-producing properties for their owners, Gambal and Lindner gradually grew a one-lot company into what is now a company recognized as an industry leader and the largest parking operator in Washington, DC. Colonial has developed revolutionary products (the monthly account, a proprietary charge card) and services (segregated internal revenue controls) to protect the service and financial value of their landlords' properties.

Throughout its history, Colonial has operated a wide variety of parking operations. These have included surface lots and garages (self-park and valet) serving myriad-sized commercial office buildings, public uses, office parks, residential, retail, and mixed-use developments which combine all of the above. Focusing on the District of Columbia and its nearby suburbs, Colonial currently operates approximately 250 facilities and employs over 1,200 local residents for such premier organizations as CB Richard Ellis, Jones Lang LaSalle, Cassidy Turley and Hines. Colonial is currently providing consulting services to Comstock for Reston Station.

Zoning, Land Use and Transactional Counsel

Reed Smith, LLP ("Reed Smith") - Reed Smith is a global law firm with nearly 1,700 attorneys practicing in virtually all legal disciplines. Reed Smith's Virginia office is a product of the merger in 1999 with Hazel & Thomas, P.C., then one of the largest law firms in Virginia. Hazel & Thomas, and its predecessor firm Hazel Beckhorn and Hanes, have been intimately involved with the development of Northern Virginia, including Loudoun County, since the late 1960s.

Reed Smith has been involved in numerous public-private partnerships under both the Public-Private Education Facilities and Infrastructure Act of 2002, as amended

and the Public-Private Transportation Act of 1995, as amended. This includes working on public-private partnership matters in the following jurisdictions: Loudoun County, City of Alexandria, Fairfax County, Chesterfield County, Warren County, Clarke County, Fauquier County, Stafford County, County of Roanoke and others.

Reed Smith acted as counsel to Comstock on the transactional, land use and private financing issues for Reston Station.

Resumes and Relevant Project Experience

Resumes for the project team are provided in Tab A. Representative examples of the team members' projects can be found in Tab B.

Guarantees and Warrantees

Comstock will provide and/or transfer all design, construction and completion guarantees and warranties required for the project. Comstock anticipates working with Loudoun County to develop and define the appropriate guarantees and warrantees as the project takes shape.

(c) Provide the names, prior experience, addresses, telephone numbers and e-mail addresses of persons within the firm or consortium of firms who will be directly involved in the project or who may be contacted for further information.

The primary point of contact for the Loudoun County Parking Facilities project is John Camera, Development Manager at Comstock. He can be reached at jcamera@comstockpartnerslc.com or 703-230-1285. A complete Project Team Directory, including names, prior experience and contact information is provided in Tab A of this proposal.

(d) Provide a current or most recently audited financial statement of the firm or firms and each partner with an equity interest of twenty percent or greater.

CLS Parking, LC is a single purpose entity, created for the purpose of pursuing and developing the Loudoun County Parking Facilities project. As such, CLS Parking, LC will not have a balance sheet until capitalization. CLS Parking, LC derives substantial financial strength from two primary sources: the personal financial means of Comstock's senior principals and Comstock's long-standing strategic relationships with several financial institutions. If chosen for this endeavor, financial statements of those senior principals can be provided.

Based on the operational success of Comstock, the single purpose entity, CLS Parking, LC, will have direct access to broad and deep financial resources of leading financial institutions, including Bank of America, Merrill Lynch, JP Morgan, Piper Jaffray, MuniCap and others. The project team has diverse experience interacting with these and other institutions, utilizing sources of traditional debt and bond financing, public finance tools such as TIF, TIFIA, IRB/IDB, CDA and similar mechanisms, and public and private equity.

(e) Identify any persons known to the proposer who would be obligated to disqualify themselves from participation in any transaction arising from or in connection to the project pursuant to The Virginia State and Local Government Conflict of Interest Act, Chapter 31 of Title 2.2.

Comstock knows of no person who would be obligated to disqualify themselves from participation in this transaction pursuant to The Virginia State and Local Government Conflict of Interest Act, Chapter 31 of Title 2.2.

2. *Project Characteristics*

(a) Provide a description of the project, including the conceptual design. Describe the proposed project in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.

Comstock proposes to design, build, finance, operate and maintain one, two or three Metrorail parking facilities in Loudoun County (the "Loudoun County Parking Facilities") with the number determined through collaboration with Loudoun County. Comstock will plan appropriately to ensure the Loudoun County Parking Facilities will be delivered in time for the projected opening of Phase 2 of the Dulles Corridor Metrorail Project in 2018. As envisioned by the MWAA 100% Preliminary Engineering documents, the Loudoun County Parking Facilities will include 1,433 parking spaces on the north side of the Route 772 Station, an additional 1,540 parking spaces on the south side of the Route 772 Station and 1,965 parking spaces at the Route 606 Station.

At the Route 772 Station on the north side, where Comstock is currently developing Loudoun Station, Comstock proposes to develop a precast garage on the eastern portion of Loudoun Station proximate to the existing Gramercy Park Drive. In this scenario, Comstock would integrate the parking within the Loudoun Station development on land owned by Comstock.

By integrating the Metro parking with the Loudoun Station mixed use development, a rich transit-oriented development is created, giving Metro riders, office tenants, shoppers and residents opportunity to live, work, shop and play within easy walking distance of mass transit. It also offers Loudoun County an opportunity to establish a strong visual and economic presence in a true pedestrian-based employment and residential center enhanced with active streets, plazas, and civic spaces reserved for community uses.

The mixed-use nature of the Loudoun Station development will assure a continuous level of activity throughout the day and into the evening, and create an active destination in the Dulles Corridor that will attract commuters, residents and businesses, enhancing both the tax base of Loudoun County and the community. The Loudoun Station development will ensure that the Route 772 Metro Station will integrate seamlessly into the regional transportation network, enhancing accessibility to the area via Metrorail, vehicle, foot and bicycle.

At the Route 772 Station on the south side, Comstock proposes to develop a precast concrete garage in a manner consistent with the MWAA's 100% Preliminary Engineering documents. Comstock will work with Loudoun County to acquire the proposed 3.6 acre site, which is proffered to the County by the Claude Moore Charitable Foundation (CMCF), the owner of Moorefield Station.

At the Route 606 Station, Comstock envisions developing a precast concrete parking garage in a manner consistent with the MWAA 100% Preliminary Engineering documents. Comstock will work with Loudoun County to acquire the necessary property rights to construct and operate the garage from MWAA, which currently leases the proposed site from the U.S. government.

Although not requested by the County in this solicitation, Comstock's proposal could be easily amended to include design and construction of the required bus transit facilities, Kiss 'n Ride facilities, related access roads and off-site utility work at any of the three Metro garage locations. To that end, Comstock envisions working with the County to identify any additional infrastructure that the County potentially would like to add to the scope of this project.

The following is a preliminary description of the conceptual design of the parking facilities:

Architectural

The architectural treatment for both the Route 772 North and South parking garages will be influenced by the need to relate aesthetically with adjacent mixed-use projects. For both garages, the stair towers will be fully enclosed in curtain wall with clear glazing to allow for maximum visibility. The elevator towers will be prominent in footprint as well as in height, which will help to further emphasize the main pedestrian entrances to the deck. The folding planes at the stair towers will be wrapped in composite metal panels which, in combination with the curtain wall, will convey a modern forward-looking image

For the 772 South garage, the use of earth tones and a carefully articulated façade will minimize the scale, creating a friendlier and welcoming presence. The precast panels will be finished with two colors of thin-set brick for the upper floors, while the ground level will be differentiated by light buff colored precast panels that will visually ground the structure.

Similarly, the 772 North garage will also utilize the light buff colored precast panels on the ground floor. However, large, enclosing precast panels will span from the 2nd floor to the roof deck. These tall panels will be open through the center and picture framed on all four sides with thin brick cladding. The openings will receive decorative metal mesh infill that will also serve as a green screen. During the initial years after construction, before the green screen plant material is fully established, the metal mesh will stand alone as a clean, modern facade. Over time, the increasing plant material will serve to soften the hard lines and edges of the garage and help reduce the scale. The overall effect will be to camouflage the actual garage floor levels and ramps beyond the green screen.

The Route 606 Parking Deck will include a combination of light buff and light gray color precast panels. The use of these two contrasting colors will help distinguish different planes on the precast façade, adding depth and interest to the overall composition. The towers will be enclosed in clear glazing curtain wall and dark precast with horizontal reveals. The large expanse of curtain wall on the south-west elevator tower will help draw attention to the main pedestrian entrance to the deck.

In addition to aesthetics and functionality, all the garages will be designed with an emphasis towards durability and longevity. The materials and finishes shall be selected for resistance to the elements and for minimum maintenance requirements.

As may be appropriate at each garage location, all or a portion of the structure could be integrated with surrounding buildings or other facilities, to further embrace functional and aesthetic appeal.

Security

Garage security is provided through open design and passive security elements. Glass backed elevators and glass covered stair towers help to orient occupants towards their destination and provide maximum visibility. The location of the ramps maximizes the open interior views within the structure. The nature of the structure and the visibility in the elevators and stair towers provides a feeling of openness. If desired by the County, video surveillance can be easily added and integrated into the Loudoun County traffic or police camera systems.

Garage Functionality

All garages will utilize efficient two-way 90-degree parking. Stair and stair/elevator towers shall be located in the corners of the garage to minimize the impact to the parking space count.

The garages utilize an efficient double-thread ramp layout. The two ramps in each garage will work in concert with the vehicular entry/exit locations to ensure that clear and easy access is maintained from the roadway to the garage ramping system. The double-thread ramp system is designed to handle the anticipated 35% peak-hour-volume of vehicles which is typically encountered in Metro parking garages.

The garage ramps are located so that the majority of the convenient flat-plate parking will be located near the pedestrian destination (station).

Garage Structure

It is anticipated that the garages will be constructed in a manner similar to that envisioned by the MWAA 100% Preliminary Engineering documents.

Each garage superstructure will be comprised entirely of plant-precast, high-strength, high durability concrete. Cast-in-place concrete toppings will be utilized over inverted tee-beams and at critical areas such as drain locations and stair and stair/elevator towers to ensure proper drainage and smooth elevation transitions. The garage floor system will be composed of precast double tees, which will be supported by perimeter precast spandrel beams. Interior double-tee support will be provided by precast inverted tee beams and precast light walls. Lateral loading of the building will be restrained by shearwalls located at the exterior of the structure and by lightwalls that are located adjacent to the interior garage ramps. The locations of these elements will provide greater passive security by providing a greater sense of openness on each floor-plate.

Horizontal precast concrete elements, including double tees, inverted tee beams, and spandrels, will be pre-stressed using high-strength steel tendons. The double tees, which form the floor decks, will be pre-topped. The internal cast-in-place topping concrete (washes) will be high-strength, low water/cement ratio concrete in order to achieve maximum durability and smooth transitions between precast pieces. The garage will be designed to the durability requirements of ACI 318. All floor plate level connections will be made with stainless steel hardware. All concrete floors (SOG and supported tiers) shall be sealed with a Silane-based sealer in accordance with ACI 362.

Garage Lighting System

Lighting for the Loudoun County Parking Facilities will utilize energy efficient fluorescent or LED light fixtures and will meet the efficiency requirements of ASHRAE 90.1 as well as the energy reductions of EPACT 2005. Light levels will be consistent with IESNA RP-20-98 and IESNA G-1-03 recommendations for enhanced security. All fixtures easily accessible to the public will use tamperproof fasteners and are vandal resistant. All fixtures that are exposed to the elements will be weatherproof. The lighting controls in the garage will further the energy efficiency of the lighting system by providing daylight harvesting so that the perimeter rows of light fixtures will turned off on bright days. A portion of the light fixtures in the garage will be fed from an emergency power source and will provide the code required emergency egress lighting.

(b) Identify and fully describe any work to be performed by the County or any other public entity.

Comstock anticipates that the County will work with Comstock to acquire the required property rights at the Route 606 Station and the proffered site located south of the Route 772 Station. Comstock also expects that the County would cooperate and assist with any zoning and land use modifications determined to be necessary (e.g., if the parking facilities at Route 772 North are to be developed within Loudoun Station). MWAA and Loudoun County would need to acquire any other interests in land deemed necessary for the Loudoun County Parking Facilities (i.e., offsite roads, utility easements, etc.). Further, depending on the financing structure preferred by Loudoun County, there may also be certain functions for the County to perform in that regard.

(c) Include a list of all federal, state and local permits and approvals required for the project and a schedule for obtaining such permits and approvals.

Comstock will work with Loudoun County, MWAA, the Federal Government and the State of Virginia to acquire all required federal, state and local permits and approvals. Comstock is unaware of any unusual permitting or approval requirements for the project as envisioned by the MWAA 100% Preliminary Engineering documents.

In order to execute the plan for Route 772 Station North parking to be delivered within Loudoun Station, Comstock will need to update the Loudoun Station Conceptual Development Plan to allow for Metro parking in the inner core and otherwise modify the zoning to facilitate continued development of Loudoun Station, while accommodating the Loudoun County Parking Facilities. The project will also need to obtain MWAA and Metro approvals, satisfy financing requirements, and procure the typical permits and approvals required by the federal, state, and local jurisdictions for a commercial project of this nature.

There may be additional specific permits and approvals outside the typical development process identified during the planning of the parking facilities project. Depending on the specifics, Comstock may require the County's assistance to satisfy these requirements in a timely manner.

The schedule in Tab E outlines the anticipated timing of the approvals.

(d) Identify any anticipated adverse social, economic, environmental and transportation impacts of the project measured against the County's comprehensive land use plan and applicable ordinances and design standards. Specify the strategies or actions to mitigate known impacts of the project.

Comstock is not aware of any adverse social, economic, environmental or transportation impacts associated with the proposed Project. Additionally, traffic, environmental, wetland, and archeological studies were all completed in connection with MWAA's planning of the Metro project, as detailed in the Environmental Impact Study and as part of the 2003 approval of the rezoning on the Loudoun Station site. We note that a process has begun to entertain modification of the County Comprehensive Plan for the Metro Station areas and adjacent lands. Though we cannot know what changes might ultimately be adopted, we believe all will be beneficial to the project and the success of the Loudoun County Parking Facilities.

(e) Identify the projected positive social, economic, environmental and transportation impacts of the project measured against the County's comprehensive land use plan and applicable ordinances and design standards.

Bringing Metrorail to Loudoun County will have a great positive social impact for Loudoun County, its residents, work force and Metro users. This proposed public-private project supports the goal of bringing rail to Loudoun County and creating a coherent transit-oriented, mixed-use design that delivers an amenity rich community adjacent to a transit hub. Transit-oriented, mixed-use projects provide significant benefits to both their occupants and the surrounding community. Social benefits are anticipated at the local level, as transit-oriented design results in more desirable neighborhoods in which residents can live, work and play. Skilled tradesmen, residents, office professionals and numerous retailers will create an urban center that contributes to the County's continued prominence in the region and beyond. If an average worker requires 200 – 250 s.f. of space, the Loudoun Station development alone should yield between 6,800 and 8,500 new full-time permanent jobs. The presence of rail will accelerate the process of bringing these jobs and development to the area. In addition, the Loudoun County Parking Facilities project will generate several hundred temporary construction jobs. Positive economic impacts are realized as transit provides improved accessibility to businesses, benefiting consumers and residents as well as employers and entrepreneurs.

Comstock's plan is to construct the Loudoun County Parking Facilities with no out-of-pocket cost to the County, significantly reducing the capital required from the

County to fund the Silver Line Phase 2 Metro project per the Memorandum of Agreement amongst the Silver Line funding partners. The savings and reduced capital investment required by the County are important elements in controlling the overall costs of bringing rail to Loudoun. Perhaps a more significant economic factor is the accelerated and augmented tax revenue the County will realize as Comstock completes its Loudoun Station transit-oriented development and as additional transit-oriented development occurs proximate to the Metro stations at Route 606 and Route 772.

At the regional level, transit-oriented design encourages walking, biking, and the use of public transit, creating a more sustainable travel behavior and development patterns that reduce traffic congestion. In addition to improved aesthetics, the reduced amount of land dedicated to surface parking and other automobile-related infrastructure permits more land to be utilized for tax-revenue generating activities.

(f) Identify the proposed schedule for the work on the project, including sufficient time for the County's review and the estimated time for completion.

A project schedule for the design and construction of the Loudoun County Parking Facilities is located in Tab E of this proposal. The most significant factor driving schedule is timing of the arrival of the Phase 2 Metro. Based on a 2018 Silver Line Metrorail delivery, the proposed project must break ground in late 2016 in order to be ready for Metro opening.

Our schedule assumes that a Comprehensive Agreement is reached in 2014. Initial planning and entitlement of the sites would begin immediately upon execution of the Comprehensive Agreement. Design and permitting would begin in October of 2015 and would last approximately 14 months. Construction and commissioning would begin in November of 2016 and would last 14 months, with the garages ready for commencement of revenue operations in January of 2018.

Comstock anticipates the need to obtain entitlements to locate the garage within the Loudoun Station development. For the purposes of this proposal, Comstock has assumed the following entitlement process for the Route 772 North Parking Facilities.

1. Prior to filing an application, an applicant must meet with the Director of Planning to discuss the proposed application.

2. After the pre-application conference, the applicant may file a land development application that requires the signature of the owner of affected real property as well as provision of County checklist items including the following:

a. Land Development Application;
b. Certificate of Payment of Taxes;
c. Use Value Assessment Statement;
d. Disclosure of Real Parties in Interest;
e. Fees;
f. Record of pre-application conference;
g. Statement of Justification;
h. Vicinity Map;
i. Existing Conditions Plat;
j. Concept Plan and related Proffers;
k. Elevations;
l. Information tabulation;
m. Phasing Plan;
n. Traffic Study;
o. Any Zoning Modifications;
p. A list of scheduled community meetings; and
q. Two (2) sets of pre-printed address/mailing labels with addresses of all adjacent property owners.

3. Staff reviews the application for completeness within thirty (30) days of submission. If the application is deemed incomplete, the applicant responds to comments. Staff has fifteen (15) days from resubmission to review the revised application.

4. Upon acceptance of the application (commencement of the one year timeline for action), the Planning Director forwards the application to reviewing agencies which have sixty (60) days to prepare and send comments.

5. All referral comments must be obtained within 100 days of acceptance of the application.

6. The applicant has forty-five (45) days to respond to comments.

7. A second referral is sent by the Planning Director within thirty (30) days from receipt of the applicant's response.

8. Within thirty (30) days from receipt of the applicant's response, the Planning Director must forward a second written review of issues identified during review of the application.

9. Within ten (10) business days (2 weeks) of transmittal of the second written review of issues, if issues are outstanding, a meeting with the applicant will be scheduled.

10. The decision deadline is suspended until the applicant responds to all issues identified in the second set of review comments.

11. The applicant's response to the second written review comments is the final submission prior to the Planning Commission Public Hearing. The Director of Planning uses the applicant's final response to prepare a staff report for the Planning Commission Public Hearing.

12. No later than 210 days after acceptance of an application, the Planning Commission must hold a duly noticed public hearing on the application.

13. The Planning Commission must report to the Board of Supervisors within 100 calendar days after the first meeting of the Planning Commission following the date the proposed application has been referred to the Planning Commission.

14. No later than 310 days after an application has been accepted, a duly noticed public hearing must be held by the Board of Supervisors.

15. The Board of Supervisors must act on the application with 365 days of acceptance of the application.

State law provides a cause of action to challenge an approved rezoning or concept plan amendment within thirty (30) days of the approval. After the thirty (30) days, any such challenge is barred.

Comstock assumes the County will be able to accelerate the pace of review where feasible to best accommodate the project schedule.

(g) Propose allocation of risk and liability, and assurances for timely completion of the project.

We anticipate that both Comstock and Loudoun County will jointly endeavor to structure the project in a manner so as to ensure that all risks and liabilities are mitigated and hedged to the best of our collective abilities. With projects of this nature, common areas of risk are typically issues associated with land acquisition, entitlements, design and construction scheduling and financing.

Land acquisition for a project can typically be a lengthy process. Given that Comstock owns the proposed garage site north of the Greenway at the Route 772 Station, and Moorefield is proffered to deliver to the County the 3.6 acres to the south, all required land is controlled by the proposed partnership. Acquisition risk has therefore been mitigated.

In the event the parking at Route 772 North is located within the Loudoun Station site, some, if not all, of the Loudoun Station parcels will require entitlements and zoning modifications to allow parking and development. Comstock will likely need to modify the Loudoun Station Conceptual Development Plan (CDP). Once the CDP is approved, a Final Development Plan (FDP) will be submitted for approval. Given Comstock's Loudoun Station CDP has already been through the approval

process and very minor revisions are required, we do not anticipate any major objections to the revised plan and anticipate the review and approval process will run smoothly.

Due to the fact that MWAA is a stakeholder and party to the MOA, acquisition of the Route 606 site is not considered a significant risk.

The design phase will be a collaborative process with iterative reviews with the stakeholders. Given Urban Engineering's vast experience in Loudoun County, HGA's parking architecture experience, Walker's parking consulting experience, Davis' construction experience, Colonial Parking's garage operations knowledge and Wells + Associates traffic expertise, the Comstock Team is capable of crafting a superior design in an expedited manner. By working closely with the County and quickly addressing outside concerns, we believe the timeline proposed in Tab E is reasonable.

Parking demand is a risk which is outside Comstock's control. However, according to the Desman study commissioned by County Staff, as well as the market and fiscal impact analysis of the Proposed Phase 2 Metrorail extension completed by Robert Charles Lesser & Co (RCLCO), each completed in April 2012, there should be sufficient market demand to support this project. In order to further mitigate parking demand risk, Comstock would commission an additional independent parking demand study. This study would serve to provide additional comfort to potential financiers of the Loudoun County Parking Facilities project.

(h) State assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the County's use of the project.

Subject to further verification or modification as a result of discussions with the County, financial consultants and other stakeholders, we anticipate establishing a public-private partnership between Comstock and Loudoun County with the following structure:

1) County to lease to Comstock the Route 772 South proffered parking site.
2) MWAA to lease to Comstock the designated parking site at the Route 606 Metrorail Station.
3) Comstock to convey title to the proposed 772 North site in exchange for a to-be-determined Market Value price or other consideration. County to lease back the site to Comstock.
4) Comstock to design, develop, and finance the Loudoun County Parking Facilities.

5) Comstock to own, operate and maintain parking garages for a concession period as agreed to by the parties.
6) Parking spaces to remain available for Metro use (whether by recorded covenant or otherwise).
7) Parking spaces may be used for non-Metro parking outside commuting hours, particularly at the Route 772 Station.
8) County to share in parking income after expenses, reserves, debt service are covered and equity return hurdles are satisfied.
9) Ownership of the sites, including the parking garages, will go to the County at the end of the ground leases. For the purposes of this proposal, a 40 year ground lease is contemplated. However, Comstock estimates that our proposed capital maintenance plan will result in a projected garage lifespan of at least 60 years, meaning the garages will still have at least 20 years of useful life once the ground leases terminate.

(i) Provide information relative to phased openings of the proposed project.

We have assumed, for the purposes of this proposal, that the Loudoun County Parking Facilities will be delivered in conjunction with construction of Phase 2 Metrorail. As is the case with the Comstock/Fairfax County public-private partnership development of Reston Station, the construction schedule would be designed to allow for substantial completion of the Loudoun County Parking Facilities a number of months prior to commencement of Metro rail service to allow adequate time for commissioning. To the extent that it is deemed desirable to the County, Comstock is willing to accelerate the 772 North garage to enable expansion of the bus commuter service that is set to open in early 2014.

3. Project Benefit and Compatibility

(a) Identify who will benefit from the project, how they will benefit and how the project will benefit the County and the overall community.

The Project will provide parking for Metrorail commuters whether their destination is to their office, airport or anywhere else the Metro system may take them. The garages will provide County residents the ability to park at and ride the rail system at a fraction of the cost of commuting by car to Tysons or Washington, DC.

Incorporating the garage system at the Route 772 Station, the final station on the Silver Line, will create a Metro hub. With Comstock's development to the north and the Moorefield site to the south, a true mixed-use, transit-oriented development becomes possible, creating a rich amenity base for the commuters, residents, and office tenants. The well planned development will reduce congestion on the County's roads, increase the County's real estate, services and sales tax revenues, and enable the County to better compete against neighboring jurisdictions for business and residents.

Additionally, an organized and refined delivery of quality parking facilities will further demonstrate Loudoun County's commitment to controlled development. The integrated system will be tangible evidence of excellence in land use planning and Loudoun's ability to optimize quality, lower cost greenfield development. The network should be a catalyst to "jump start" further sale and development of additional Moorefield parcels, proving that Loudoun has committed the infrastructure to support significant economic development.

(b) Identify any anticipated public support or opposition, as well as any anticipated government support or opposition (including that in any affected jurisdiction), for the project.

No substantive opposition to this PPTA project is anticipated. Full cooperation from Loudoun County Staff and the Board of Supervisors is expected. Loudoun Station was successfully rezoned to PD-TRC in 2003. During this process public and governmental concerns were addressed, and traffic studies, infrastructure improvements and other proffers were committed. Although some amendments to the Loudoun Station zoning will be required in order to locate commuter parking within the development, the project would remain compatible with the County's Comprehensive Plan.

(c) Explain the strategy and plans, including the anticipated timeline that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the project.

Comstock will continue its ongoing discussions with adjacent property owners, citizen groups, utilities, transportation officials and County officials as it develops the architecture and coordinates transportation issues for Loudoun Station. Comstock will fulfill all requirements in this regard, and will work through the normal site plan and building permit processes as it completes development of the parking facilities included within this project.

Additionally, Comstock has worked with its southern neighbor, the Claude Moore Foundation, for many years. The depth of knowledge of the area stakeholders is significant, and the County can expect that the two will continue to work closely to inform and engage their neighbors. Comstock and Moorefield have held preliminary discussions regarding this project and look forward to working together to provide the Route 772 Metro Facilities and the larger comprehensive and coherent transit-oriented design on both sides of the Greenway. Comstock and Moorefield are excited at the potential Metrorail brings to Loudoun County and are each incentivized to work with the County to maximize the benefit to the County, community and stakeholders.

(d) Describe any anticipated significant benefits to the community and the County, including anticipated benefits to the economic, social, environmental, transportation, etc., condition of the County and whether the project is critical to attracting or maintaining competitive industries and businesses to the County.

The County's growth and traffic issues have been prominent in regional and national headlines. Loudoun Station's and Moorefield Station's Metro location and mix of uses afford the County an opportunity to lead by example and participate in smart growth and compact development. Citizens will be able to commute to work via rail, bus, bike or on foot. Moreover, the mixed-use development's substantial retail component will enable the workforce to enjoy eating and shopping options within walking distance, thereby dramatically reducing the amount of vehicular traffic resulting from lunch and mid-day errands. It is reasonable to believe that the urban, transit-oriented setting will enable the County to attract and retain a greater number of higher quality employers and that the convenience of the location would lead to more productivity in the workplace.

Additionally, the provision of this integrated infrastructure early in the TOD build-out will create an immediate sense of place, providing near term tangible selling points to encourage businesses to locate in the Route 772 Metro area. The high

quality design on both the north and south sides of the station will be unique to the Metro system. This clean vision, a "tabula rasa," combined with Loudoun County's superb utility infrastructure, will provide a full package of base amenities for any firm looking to make a move.

4. Any additional information as the County may request

Part A. Qualifications and Experience

1.) Development Team Overview and Organizational Structure

Offerors shall provide a company overview for each member of the proposed team for the design, construction, financing, operation and maintenance of the parking garage(s) ("Development Team"). Offerors must identify the roles of each member of the Development Team as well as the proposed Project Manager and Project Architect.

Offerors shall provide an organizational chart and narrative description that identifies the proposed team structure clearly delineating relationships between reporting roles. Summary qualifications of key Project staff should be included as well as a description of their role on this Project and relevant experience.

Please find company overviews for each member of the proposed team in response to Question 1.b in Section 1 above. Resumes for key team members, along with a project organizational chart and associated narrative description, are included in Tab A.

2.) Past Performance

Offeror's qualifications should demonstrate expertise, financial capacity and proven experience in development and management of parking garages and public-private partnerships. Offerors shall provide illustrative materials on three recent projects of similar or comparable scope with specific emphasis on parking garages and other private developments over the past 10 years.

Please see Tab B for the requested information on recent projects of similar or comparable scope.

3.) Financial Qualifications and Capacity

Provide statements regarding the Offeror's (as well as any other private entity that will be providing completion and/or parent guarantees) financial creditworthiness and past development experience which can be verified, including the names and addresses of at least three commercial or institutional credit references and a letter authorizing each credit reference to respond to inquiries from the County. At least two of the references should be lending institutions.

As noted above, the project-specific Offeror, CLS Parking, LC, is a limited liability company that has been created for this venture. Thus, at the time of submission of this proposal, the company technically will not have any prior credit history or development experience.

Comstock Partners, LC is a private company that does not disclose specific financial information except to lenders, investors, and partners. Because of the public nature of this submission, it would be inappropriate to include detailed financial information here. However, Comstock understands the need of Loudoun County to perform due diligence on its chosen partner for this important project. Accordingly, if selected, Comstock will make full financial details available to the County.

Financial strength of the Offeror will be derived from the personal financial means of Comstock's senior principals and Comstock's long-standing strategic relationships with several financial institutions, outlined in Section 1(d). As may be appropriate to the ultimate deal structure, Comstock is prepared to provide or obtain the necessary guaranties.

Development experience of the Offeror will come from the Comstock principals and Key Personnel named in Section 1(b), each of whom is available to provide his skill and experience as appropriate to ensure the success of the venture.

Please see Tab C for a list of three credit references along with letters authorizing each reference to respond to inquiries from the County.

Part B. Project Characteristics

1.) Site Plan

Submit a site plan that clearly identifies the property limits of the land area to be ground leased to the Offeror at Route 606 and 772 South. For Route 772

North, the site plan shall identify the property limits and the total acreage of the privately owned land to be conveyed to the County and ground leased back to the private entity(s). Include the proposed parking garages, all required buffers, storm water facilities, roadway connections and utility rights-of-way for the proposed parking garages. The Site Plan shall also depict the Required Station Elements which will be impacted by any proposed design of the parking garage(s).

Identify and fully describe the location, size, and relationship of the buildable acreage as well as any non-buildable areas that are constrained by environmental, regulatory, or other factors.

Please See Tab D for site plans and other graphics.

Identify and fully describe the anticipated ingress and egress routes from the parking garages and identify assumptions related to any off-site road network improvements as well as below grade improvements needed for the Project. Ingress and egress routes should be designed to accommodate peak demand of a transit oriented commuter garage.

Comstock and the owners of Loudoun Station are proffered to deliver a road network that will connect to the Metro parking at the Route 772 North Station. Please see the site plans in Tab D for potential design of the ingress and egress routes.

We understand that the owners of Moorefield Station are proffered to deliver a similar network of roads on the south side of the Route 772 Station. For the purposes of this proposal, we have not assumed any potential costs related to off-site road network improvements that may be required for the three parking facilities. However, we anticipate working with the County and potentially including such work within the scope of the project if the County so desires.

2.) Modifications to the 100% Preliminary Engineering Plans

Proposals that deviate from the 100% Preliminary Engineering Plan shall demonstrate their ability to comply with any required amendments to the Final Environmental Impact Statement (FEIS), applicable zoning regulations, and/or and County or MWAA Board approval processes. Project schedules clearly delineating these processes and showing that the alternate development scenario is achievable within the time constraints provided shall be submitted.

Having reviewed the Environmental Impact and Related Procedures (23 CFR Part 771) detailed on FTA's website (http://www.fta.dot.gov/documents/NEPA_reg_clean%281%29.pdf), Comstock is of the opinion that changing the Transit Garage location at Route 772 North as proposed in our Proposal would be interpreted under federal law as a Categorical Exclusion (CE) and would not require additional environmental study.

According to 23 CFR 771.117(a), actions that "*do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts*" would generally qualify as Categorical Exclusions. As stated in 23 CFR 771.117(d)(4), a "*transportation corridor fringe parking facility*" would generally qualify as a Categorical Exclusion, but would require an applicant to "*submit documentation which demonstrates that the specific conditions or criteria for (this CE) are satisfied and that significant environmental effects will not result.*"

Comstock anticipates that because the proposed garage location at Route 772 North would not result in any change in the number of parking spaces provided or the location of the ingress and egress points along Shellhorn Road, the change in Transit Garage location would qualify as a Categorical Exclusion. As such, the delineated process for accomplishing the location change would be as follows:

1.) Comstock would coordinate with the appropriate agencies and authorities in submitting documentation to FTA demonstrating that the specific conditions for a Categorical Exclusion are satisfied and that environmental effects will not result.

2.) FTA would review the documentation and grant approval for the Transit Garage location change.

Comstock anticipates that the timeline for this approval process will be relatively short, such that there will be no impact the critical path required to deliver the Transit Garage in time for Metrorail revenue operations in 2018.

The Environmental Impact and Related Procedures (23 CFR Part 771) detailed on FTA's website do not discuss how long the FTA will take to review the submission for approval of a Categorical Exclusion. Since the County has instructed Proposers not to contact any FTA office or staff or other federal agency

staff in researching this topic, Comstock cannot comment on the exact length of time expected to be required to gain approval for a Categorical Exclusion once the request is submitted. However, we assume that we would submit to FTA for CE approval early enough in the project timeline such that there would be no material impact the project schedule.

3.) ***Site Control for Route 772 North***

Proposals for the Route 772 North parking garage shall include demonstration of site control of a potential development parcel. Proposals for the Route 772 North parking garage that do not demonstrate site control of a potential development parcel will not be evaluated and will be rejected.

Please see Tab G for a copy of Comstock's title to the land encompassing the proposed site at 772 North.

4.) ***Utilities***

Identify and fully describe the existing utilities in the area of the sites including electricity, natural gas, public water and sewer, telephone, and fiber optic telecommunication services. Include the name of the utility provider, the relationship and proximity of each utility service to the property line and the available capacity of each utility service. State assumptions related to any off-site utility extensions or improvements needed for the project.

Comstock has access to electricity, natural gas, public water and sewer, telephone, and fiber optic telecommunication services within the Loudoun Station development. For the purpose of this proposal, Comstock has assumed that all required utilities have been delivered to within 5 feet of the proposed parking garage sites. However, our Pro Forma cost estimate includes an allowance of $1,000 per space, or $4,938,000 in total, for potential off-site utilities costs. We anticipate forming more detailed assumptions about required off-site utility extensions in future discussions with the County.

5.) ***Project Schedule***

All parking garages shall be open and ready for operation by the opening day of revenue service for the Phase 2 Dulles Corridor Metrorail Project in 2018. A Project schedule shall be submitted that demonstrates an understanding of the expected regulatory approval processes and outlines the predevelopment and construction period that meets the required timeframe.

Please see Tab E for our Project Schedule.

6.) Operations and Maintenance Plan

Offerors shall submit a plan describing how the operations, maintenance and capital repairs will be carried out over the term of the ground lease.

Once revenue operations begin, Colonial Parking will manage the day-to-day operations of the Loudoun County Parking Facilities and Comstock will act as asset manager. Colonial Parking will provide the necessary labor to staff the garages, manage revenue collection and keep the Facilities in clean, functional condition. During peak hours, a parking attendant will be present at each garage. Colonial will also monitor the garages and provide 24-hour remote assistance via the PARCS system from their headquarters in Washington, DC.

During the planning and design stages of the project, Comstock and Colonial will work with the County to select a PARCS system that best suits the needs of the Loudoun County Parking Facilities and resembles available payment systems at other Metro parking facilities.

A preliminary Operating Expense budget for 2018 is provided below.

[redacted]

See Volume #2

As asset manager, Comstock will manage long-term structural maintenance and capital repairs. Our capital expenditure plan is based on the following budget, developed in consultation with Walker Parking.

[redacted]

See Volume #2

Comstock will also be responsible for financial reporting and will provide quarterly and annual reports of operations and financial performance to the County. We look forward to working with the County to develop a more detailed operations and maintenance plan as the project takes shape in the planning phase.

SUMMARY

Comstock is excited to submit this Proposal and to continue its dialogue with Loudoun County. Comstock is well suited to assist the County with providing the parking and associated infrastructure required to make the Phase 2 Silver Line Metrorail project a success.

Comstock and members of the Comstock Team have significant relevant experience developing this type of project and working in collaboration with governmental bodies through public-private partnerships. Comstock has a track record for leveraging best practices to envision and execute world-class developments. The breadth and depth of talent on our team is unsurpassed in the industry and well suited for the Loudoun County Parking Facilities project.

It is worth noting our team's dedication to Loudoun Station and the success of the Phase 2 Metrorail project. Comstock has spent over 10 years planning for, and invested significant dollars in anticipation of, the arrival of Metro rail at Loudoun Station. The Loudoun Station project plans are substantially prepared for the inclusion of Metro facilities. All aspects of planning of Loudoun Station have taken into consideration the needs of the Metro rail project, including such critical elements as: vehicular access, pedestrian access, bike access, bus access, directional signage and the placement of community spaces dedicated to civic uses. Further, the placement of residential, retail, office and hotel buildings, as well as other pedestrian-oriented spaces, has been designed to ensure space has been reserved for commuter parking facilities, commuter bus facilities and other Metro project requirements. Minimal updates and modifications are expected to be needed to our master development plan.

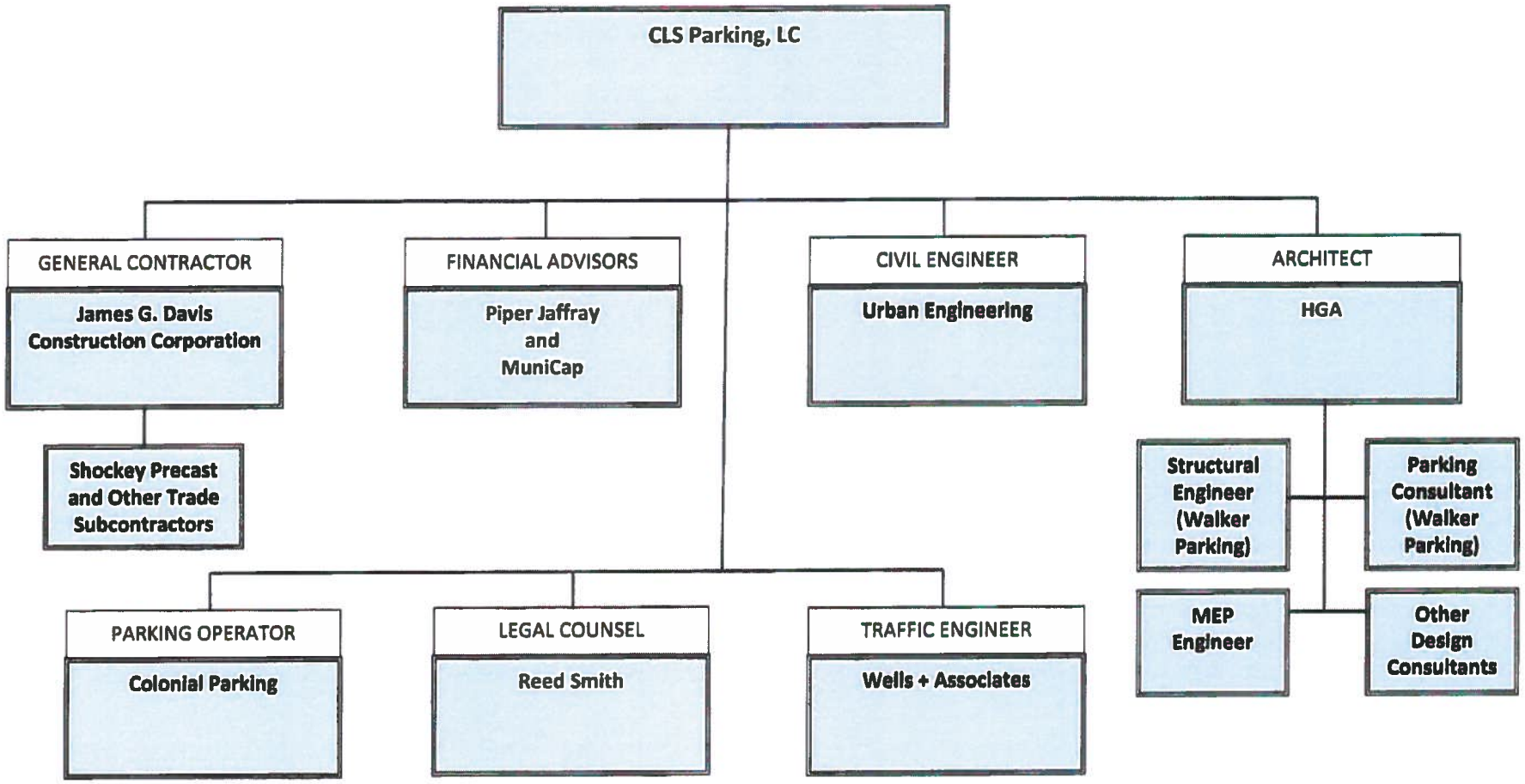
Economies of scale and coordination and operational enhancements will be achieved if Comstock also develops the Route 772 South Metro Parking Facilities. Comstock has proffered to complete Loudoun Station Drive and Metro Center Drive on the north side of the Dulles Greenway. Comstock and Moorefield have also proffered to provide a cash contribution toward the development of the transit bridge and bus facilities on Loudoun Station and Moorefield Station, respectfully. By undertaking the development of the Metro Parking Facilities concurrently on the north and south side of the Dulles Greenway, work can be coordinated, creating the most efficient development scenario and cost savings.

Comstock is also well positioned to develop the parking and related structures required at the Route 606 Metro Station. We believe that the Metro parking facilities

at Route 606 can be developed, constructed, financed and operated in a similar manner to that contemplated for the Route 772 facilities.

Comstock is developing Reston Station, the only commuter parking facility included in Phase I of the Silver Line. As described above, Reston Station is being developed through a public-private partnership between Comstock and Fairfax County. In 2013, the Reston Station Metro Facility was delivered on schedule and ready for Metro operations. The Comstock Team proposed herein for the development of the Loudoun County Parking Facilities includes all critical participants of Comstock's development team for the Reston Station Metro Facility. Accordingly, Loudoun County will benefit from the experience gained by the Comstock Team from working together to conceive, design, plan, develop and construct the Reston Station Metro Facility.

Proposed Team and Organizational Structure



Narrative Description of Proposed Organizational Structure

CLS Parking LC will contract individually with all of the named consultants on the project except for Shockey Precast and Walker Parking. Shockey Precast will act as a subcontractor to the General Contractor. Walker Parking will act as a subcontractor to the Architect. The MEP Engineer and Other Design Consulants will also fall under the Architect's contract. Trade Subcontractors will fall under the General Contractor's contract.

For a description of project roles within the Comstock Team, please see the Comstock Team Resumes.

COMSTOCK

CLS Parking, LC

Project Team Directory

Comstock Project Coordinator

Contact: John Camera
Title: Development Manager
Company: Comstock Partners, LC
Address: 1886 Metro Center Drive, 4th Floor, Reston, VA 20190
Tel: 703.230.1285
Fax: 703.435.6641
E-mail: jcamera@comstockpartnerslc.com
Website: www.comstockpartnerslc.com

Financial Advisors

Contact: David Klinges
Title: Managing Director
Company: Piper Jaffray
Address: 345 Park Avenue, 11th Floor, New York, NY 10154
Tel: 212.284.9526
Fax: 212.409.8410
E-mail: david.h.klinges@pjc.com
Website: www.pjc.com

Contact: Keenan Rice
Title: President
Company: MuniCap, Inc.
Address: 8965 Guilford Road, Suite 210, Columbia, MD 21046
Tel: 410.730.5702
Fax: 410.730.5703
E-mail: Keenan.rice@municap.com
Website: www.municap.com

COMSTOCK

Architect

Contact: Patrick Halpin, AIA
Title: Vice President and Principal
Company: HGA
Address: 44 Canal Center Plaza, Suite 100, Alexandria, VA 22314
Tel: 703.317.6042
Fax: n/a
E-mail: phalpin@hga.com
Website: www.hga.com

Parking Design Consultant and Structural Engineer

Contact: William Reiter, P.E.
Title: Executive Vice President
Company: Walker Parking Consultants
Address: 565 E. Swededsford Road, Suite 300, Wayne, PA 19087
Tel: 610.995.0260
Fax: n/a
E-mail: bill.reiter@walkerparking.com
Website: www.walkerparking.com

General Contractor

Contact: James G. Davis
Title: President & CEO
Company: James G. Davis Construction Corporation
Address: 12530 Parklawn Dr. Rockville, MD 20852
Tel: 301.881.2990 ext. 1016
Fax: 301.468.3918
E-mail: jdavis@davisconstruction.com
Website: www.davisconstruction.com

Precast Concrete Subcontractor

Contact: David Orndorff, P.E.
Title: Vice President, Engineering
Company: The Shockey Precast Group
Address: 219 Stine Lane, Winchester, VA 22603
Tel: 540.665.3255
Fax: n/a
E-mail: dorndorff@shockeyprecast.com
Website: www.shockeyprecast.com

COMSTOCK

Civil Engineer

Contact: Ryan David
Title: Associate
Company: Urban, LTD
Address: 7712 Little River Turnpike Annandale, VA. 22003
Tel: 703.642.8080
Fax: 703.642.8251
E-mail: rdavid@urban-ltd.com
Website: www.urban-ltd.com

Traffic Consultant

Contact: Robin Antonucci
Title: Vice President
Company: Wells + Associates
Address: 1420 Spring Hill Road, Suite 600, McLean, Virginia 22102
Tel: 703.917.6620
Fax: 703.917.0739
E-mail: rlantonucci@mjwells.com
Website: www.mjwells.com

Parking Operator

Contact: Andrew Blair
Title: President & CEO
Company: Colonial Parking
Address: 1050 Thomas Jefferson Street, NW, Washington DC 20007
Tel: 202.295.8101
Fax: 202.342.3652
E-mail: ablair@ecolonial.com
Website: www.ecolonial.com

Legal Counsel

Contact: James Brennan
Title: Partner
Company: Reed Smith, LLP
Address: 3110 Fairview Park Drive, Suite 1400, Falls Church, VA 22042
Tel: 703.641.4252
Fax: 703.641.4340
E-mail: jbrennan@reedsmith.com
Website: www.reedsmith.com

Comstock

CHRISTOPHER CLEMENTE
Managing Director - Comstock Partners, LC
Chairman & CEO - Comstock Homebuilding Companies, Inc.

Christopher Clemente has over 25 years of experience in all aspects of real estate development and more than 30 years of experience as an entrepreneur.

In 1985, Chris founded he Comstock Companies, an organization focused on home building, commercial real estate development, and real estate related services. Mr. Clemente has served as Chairman and Chief Executive Officer since the company's founding.

In December of 2004 Comstock separated its commercial and residential operations and executed an Initial Public Offering for Comstock Homebuilding Companies, Inc., which trades on NASDAQ under the ticker symbol: CHCI. The commercial ventures of the Comstock organization are operated as a private company, known as Comstock Partners. LC. Mr. Clemente serves as Managing Director.

Comstock Homebuilding Companies, Inc. develops residential and mixed-use real estate projects through its subsidiary, Comstock Homes, LC, building a full range of for-sale and for-rent residential products, including single-family homes, townhouses, mid and high-rise condominiums and apartments. Comstock Homes has developed more than 5,000 homes in communities located in several key markets throughout the Southeast region of the United States. Through its Comstock Contracting, LC subsidiary, the Comstock organization provides a wide range of construction management and general contracting services, as well as property and asset management services to REO managers and other third party property owners.

Comstock Partners, LC focuses on urban, mixed-use and transit-oriented developments, developing investment grade properties including office, retail, and multi-family communities. Key projects of Comstock Partners include; Reston Station, a 1.5 million square foot transit oriented, mixed-use, town center being developed through a public-private partnership with Fairfax County adjacent to the terminus station of Phase I of the Silver Line Metro Rail project in the Dulles Corridor. Additionally, Comstock Partners is developing Loudon Station, a 3.0 million square foot transit oriented, mixed-use, town center being developed adjacent to the future terminus of Phase II of the Silver Line Metro Rail project in Loudoun County, Virginia.

For information about the Comstock Companies, visit www.ComstockCompanies.com

To view a photo gallery of Comstock projects, including the Reston Station Metro Facility, please visit www.ComstockCompaniesPhotos.com

J. PHILLIP LONDON, JR.
Senior Vice President & General Counsel
Comstock Partners

Phil London is Senior Vice President & General Counsel at Comstock Partners. He is a member of the Executive Management Team and participates in strategic planning for and operational management of the Comstock Partners group of companies.

Phil is responsible for structuring and negotiation of transactions including acquisitions, financings, sales and leasing, and for oversight of property and asset management operations within the organization. In this capacity, Phil played a lead role in negotiating the public/private partnership with Fairfax County for Reston Station – Comstock Partners' transit-oriented, mixed use project on Metrorail's Silver Line in Reston, Virginia – and remains actively involved in its development. He is also responsible for legal aspects of risk management and general corporate and administrative matters.

Before joining Comstock Partners in 2007, Phil was a partner in the Washington, DC and Northern Virginia offices of the law firm Reed Smith LLP. He devoted a portion of his practice to the public/private arena, representing a municipal development authority in numerous mixed-use projects including the Tivoli Theater redevelopment, named by the *Washington Business Journal* as the Best Overall Deal of 2003, and multiple transactions comprising the Columbia Heights revitalization which were later honored, collectively, with the Urban Land Institute's 2010 Award for Excellence.

Phil has served on the board of directors of Fellowship Square Foundation (2007-2010), and worked on behalf of the Washington, DC Economic Partnership. Professional associations have included the District of Columbia Building Industry Association, the Urban Land Institute and the International Council of Shopping Centers.

Phil graduated from the University of Virginia and received his law degree from the Emory University School of Law. He is admitted to the State Bars of Georgia, Virginia and the District of Columbia, and is a member of the American Bar Association and the Virginia and DC Bar Associations.

LAWRENCE BERGNER
Senior Vice President - Development
Comstock Partners

Larry Bergner joined Comstock Partners in April 2006. He has over twenty years of industry experience.

At Comstock, Larry has first-hand experience in partnering with a local municipality on a major mixed-use, transit-oriented development project in Reston. Larry helped to structure the 99-year ground lease of Fairfax County's Wiehle Avenue parcel and also participated in the rezoning of the property. In addition, Larry played a key role in negotiating the development agreement with the County for the commuter parking garage and bus facility at the future Metro stop at Reston Station. Since the project broke ground in April of 2011, Larry has remained involved in the project in managing the design team and construction management firm and coordinating with the design evolution of private development surrounding the commuter garage.

Larry has also been involved in the development of Loudoun Station since 2008. He managed the first phase of what will be a 3.5 million sf development, from design concept through financing and the start of construction. This initial 500,000 square foot project will deliver in the summer of 2012.

Prior to joining Comstock, Larry was a Project Executive with Kettler (formerly KSI). In that role, he had profit and loss accountability for a variety of development projects in the DC Metro Area.

Larry was an Assistant Treasurer and a Senior Real Estate Analyst for UDR (formerly United Dominion Realty Trust), an S&P 400 apartment REIT. As Assistant Treasurer, he led and supported several capital markets transactions aggregating over $1.2 billion. He also developed and maintained corporate financial models from which senior management and the board of directors based key strategic decisions. As a Senior Real Estate Analyst, he performed valuation analysis for over $1 billion worth of properties including an $800 million portfolio transaction that prompted a national expansion for the company.

He also brings several years of commercial construction and asset management experience. His construction experience includes the direct supervision of approximately $150 million in construction projects in the Washington, DC area.

Larry graduated cum laude from Tufts University with a BS in civil engineering. He also earned his MBA in finance from Columbia Business School with Beta Gamma Sigma honors.

JOHN CAMERA
Development Manager
Comstock Partners

John Camera joined Comstock Partners in December 2011 as Development Manager. He brings nine years of industry experience including construction management, estimating and purchasing, asset management and financial analysis. John has been involved in both the Reston Station and Loudoun Station projects and also evaluates acquisition and development opportunities for Comstock.

Prior to joining Comstock, John was an Asset Management Analyst with PNC Realty Investors, a subsidiary of PNC Bank whose primary role is advisor to the AFL-CIO Building Investment Trust, a $2 billion core real estate equity fund. In that role, John provided financial analysis and asset management for a $500 million portfolio of 20 joint venture and wholly-owned equity investments, including industrial, retail, office, multifamily, and mixed-use assets in various markets nationwide.

Prior to PNC, John was Superintendent and later Preconstruction Manager at John Moriarty and Associates, a commercial general contractor with offices in Boston, Miami, and Washington, DC. He helped establish the company's Washington, DC office in 2005 and played a key role in managing the successful completion of two multifamily and mixed-use projects in Arlington and Alexandria, VA, totaling more than in 540 units and 35,000 sf of retail. John began his career with Moriarty as Field Engineer in the company's Boston office.

John graduated from Georgetown University with a BA in English. He also earned his MS in Real Estate Development from Johns Hopkins University. John has been a LEED Accredited Professional since 2009.

DANIEL SLEAR
Director of Development
Comstock Partners

Dan Slear joined Comstock Partners in March 2012 as Director of Development. He brings over eighteen years of real estate related experience including construction management, corporate development, and project financing. Dan will lead the team managing all aspects of the project from coordination, community outreach, land acquisition, contract negotiations, compliance, leasing and be accountable for complete oversight and project success.

Prior to joining Comstock, Dan was Senior Director of Real Estate and Investing with Choice Hotels International where he was responsible for all Choice Hotels' corporately owned and leased real estate assets. Dan also worked with Choice Hotels' startup, upscale product, Cambria Suites by evaluating and structuring investments and ventures with third party developers to incentivize hotel development. During his tenure with Choice Hotels, he analyzed, negotiated, and executed over $125 Million in real estate transactions.

Prior to Choice Hotels, Dan oversaw the corporate development for various telecommunications and datacenter organizations. Combining his construction, business development, and financial skills, Dan was responsible for identifying, structuring and implementing development opportunities to grow revenue by entering new markets and optimizing current assets. His work included overseeing development, construction, and operations of seven datacenters and managing network and infrastructure capital improvements to expand the geographical footprint of the organizations.

Dan started his career in construction management with the Whiting-Turner Contracting Company based in Baltimore, MD where he worked as a Project Manager overseeing multiple intricate multi-million dollar projects simultaneously. He managed multiple construction segments including roadways, bridges, office buildings, retail, and commercial datacenters.

Since 2004, Dan has overseen the analysis, investment, and portfolio management of multifamily housing investments on behalf of private investors responsible for debt and equity financing, infrastructure improvements, and dispositions.

Dan graduated cum laude from Tufts University with a BS in civil engineering. He also earned his Masters of Finance degree from the University of Maryland.

E. SCOT MILLER
Director of Construction
Comstock Partners, LC

Scot Miller joined Comstock Partners in April 2011 as Director of Construction. He brings over 25 years of Construction industry experience having been involved in the construction and development of over 7,000 Single Family, Townhome and Multi-Family residences throughout the Mid Atlantic region. Scot is currently overseeing Construction activities at Comstock's Loudoun Station and Reston Station projects.

Prior to joining Comstock, Scot was a Regional Vice President with Colonial Construction Services. In that role, he generated pre-development budgets for prospective projects, value-engineered land development, building plans, and specifications, and acted as a liaison between government officials, the ownership entity, property manager, and architects.

Prior to Colonial, he was a Vice President with Clark Builders Group, a Subsidiary of Clark Construction. His focus was on construction projects in the Mid-Atlantic area. His responsibilities included bidding and negotiating owner contracts and supervising project management and field staff. One project of note was the $201 million design/build venture between Clark Realty and the Navy at Quantico Marine Corp base. The project consisted of developing, designing and constructing 1,134 units of housing for Navy and Marine Corp families.

Scot was a Regional Project Manager for Lincoln Contracting. His responsibilities prior to Clark included budgeting, buyout, scheduling, interaction with local officials and equity partners, hiring and firing of key personnel for market rate apartment developments located between Virginia and New Jersey. His project budgets ranged from $14 million to $32 million

Scot graduated from Jacksonville State University with a BS in Finance and Urban and Rural Development. He currently holds a Virginia State Class A contractor's license.

Piper Jaffray

PiperJaffray.

Project Personnel Resumes

David Klinges, Managing Director. Mr. Klinges joined Piper Jaffray following a 25-year career at Lehman Brothers and Bear Stearns. He brings to this engagement a lengthy professional resume of developing innovative finance solutions to major transportation infrastructure projects and a detailed familiarity with most P3 development structures.

While at Bear Stearns, Mr. Klinges led the firm's Public Private Ventures Group, which focused on the private delivery of public infrastructure projects. In this capacity, he led the advisory and banking effort that resulted in successful initial capital markets financing of a number of innovative transportation projects, including the E-470 toll road, the Northwest Parkway toll road, the Southern Connector, the Dulles Greenway, the Pocahontas Parkway and the 91 Express Lanes. He also served as lead advisor to Dulles Transit Partners and developed the finance plan now being implemented by the Metropolitan Washington Airports Authority in which the State's share of the Dulles Rail Project is being funded by toll revenue bonds supported by the Dulles Toll Road and Fairfax County's share is being funded by a Transportation Improvement District. His role in negotiating the initial ratings assigned to seven toll road credits documents his familiarity with the rating agency process for toll credits. Mr. Klinges has been responsible for over $3 billion in non-recourse revenue bond financing for new toll road projects, as well as over $1 billion in non-recourse corporate debt for toll road projects. He has also negotiated commercial bank loans for infrastructure projects and has been an advisor on TIFIA loan applications. Mr. Klinges brings considerable Colorado toll road finance experience,, has a detailed familiarity with potential TABOR issues and was the lead advisor to the winning proposal submitted by Fluor and Flatiron to develop the C-470 managed lanes project.

In addition to his transportation project financings, Mr. Klinges has served as lead banker on a number of energy project financings, including a private placement for Visy Paper, refinancing of solid waste cogeneration facilities in Fairfax County, Virginia and York, Pennsylvania and acquisition financing for a gas-fired generation facility.

Mr. Klinges holds both a Series 7 and a Series 63 license. His educational background includes a Bachelor of Arts degree in government from Dartmouth College and a Master of Business Administration degree in finance from the Amos Tuck School of Business Administration. Currently, Mr. Klinges is focused on developing recapitalization strategies for private concession projects whose bank debt is either in default or heading towards default, providing considerable insight into the current appetite within the commercial bank market for greenfield infrastructure loans.

PiperJaffray.

Project Personnel Resumes

David Kiley, Vice President. Mr. Kiley has six years experience in public finance and is based in the New York office, where he specializes in transportation finance for toll road, transit and airport issuers. Prior to joining Piper Jaffray, David worked at J.P. Morgan and Bear Stearns with Mr. Klinges where he served on the P3 team for the Oregon Department of Transportation Newberg-Dundee Bypass Project. Mr. Kiley developed a financial model that allowed the State of Oregon to compare the financial outcomes of both a public sector ownership structure and a concession approach. This "Public Sector Comparator" established the industry standard for evaluating public and private project models for a given project under a variety of financial inputs.

Earlier, Mr. Kiley worked in the Office of the Secretary at the United States Department of Transportation (USDOT) and worked with current staff of the TIFIA Joint Powers office. Mr. Kiley was on the TIFIA project team for the Miami Port Tunnel and the Texas State Highway 121 Project.

His educational background includes a bachelor's degree from Trinity College in Hartford, Conn. and a Master of Business Administration degree in finance and accounting from Columbia Business School.

MuniCap

MUNICAP, INC.
PUBLIC FINANCE

Personnel Qualifications

Keenan Rice, President

Mr. Rice has worked almost exclusively in the area of the financial aspects of public/private partnerships for the last twenty years. As a result of his extensive experience with public private partnerships, he is recognized as one of the most experienced and knowledgeable professionals in the country in this field. Mr. Rice has provided assistance on over 200 tax public private development projects nationwide.

MuniCap, Inc. was founded by Keenan Rice, who relocated to Maryland in 1997 after being a senior principal at one of the leading public finance consulting firms in California, where he also specialized in the financial aspects of public private partnerships. Mr. Rice developed a strong expertise in public finance and public/private partnerships during the eight years he worked in this area in California. MuniCap's public finance practice is a continuation of Mr. Rice's specialized professional practice for the last twenty years.

Prior to beginning his career in public finance, Mr. Rice was a vice president at a major real estate development firm. Before working in real estate development, Mr. Rice was a real estate loan officer for a major financial institution. Mr. Rice's experience in real estate development has been very helpful to his work with public private partnerships, as he has an in-depth understanding of the development process and finance that can come only from hands-on experience. Similarly, Mr. Rice's experience as a real estate loan underwriter provided valuable understanding of the specific financial and underwriting issues related to real estate finance.

Mr. Rice graduated with honors with a degree in accounting and also received a master's degree in finance with a specialty in real estate finance. Mr. Rice has been a guest lecturer at a number of universities and at numerous conferences hosted by the Government Finance Officer's Association, The Bond Buyer, the Urban Land Institute, and other professional associations.

Lindsay Banner, Manager

Ms. Banner has been an employee of MuniCap, Inc. for over four years and has assisted with the preparation of financial projections and implementation of financial programs for numerous projects. Ms. Banner has developed strong expertise with the financial modeling related to redevelopment financing and also has a good understanding of the evaluation of financial pro formas related to real estate development. Prior to joining MuniCap, Inc, Ms. Banner worked in the banking industry and for JPMorgan Chase Global Trade Services.

Ms. Banner is currently completing her Master of Science in Real Estate at the Carey School of Business at Johns Hopkins University. Ms. Banner has a Bachelor of Business Administration degree from Clarion University of Pennsylvania with a triple major in finance, economics, and international business and a minor in French. Ms. Banner graduated from the Honor's Program at Clarion University, focusing her undergraduate thesis on microfinance, emerging stock markets and economic development.

HGA

J. Patrick Halpin, AIA

PRINCIPAL-IN-CHARGE

EDUCATION

University of Notre Dame,
Bachelor of Architecture

YEARS EXPERIENCE

Current Firm: 27

Total: 36

PROFESSIONAL REGISTRATION

Registered Architect:
Virginia
District of Columbia
Maryland
Georgia
South Carolina
North Carolina
Florida

PROFESSIONAL AFFILIATIONS

American Institute of Architects

National Trust for Historic Preservation

RELEVANT AWARDS

2008 Fairfax County DPWES Capital Construction Award of Excellence - *Burke Centre VRE Parking Structure*

2008 International Institute of Parking, Category V International Parking Award of Merit – *Fredericksburg Parking Garage*

2006 DBIA National Design-Build Award, Public Sector Building Under $15 Million Design-Build Excellence Award– *Fredericksburg Parking Facility*

2006 COAA Project Leadership Award, Honorable Mention – *Fredericksburg Parking Facility*

Mr. Halpin has over 35 years of experience with new construction and renovation projects throughout the Virginia and Metropolitan DC area. He has a well-rounded background in project management, which reflects a combination of project experience including office, recreational facilities, educational, military, aviation, as well as storage facilities. He has extensive experience in managing complex and intricate projects from proposal through the entire design process, including construction documents, specifications, cost estimating, multi-discipline coordination, and construction administration.

EXPERIENCE

Vienna Metro Station Parking Garage, Vienna, Virginia

Principal-in-Charge. As part of Design-Build team, HGA provided architectural design services for a new, 2,300-car parking garage. The garage is a six-level pre-cast, pre-stressed concrete open parking structure connected by a scissor ramp system including a cast-in-place concrete roof topping, a snow melting skin effect system with heat tracing for roof drains, elevators, equipment and systems.

Franconia-Springfield Metro Station Parking Garage, Fairfax, Virginia

Principal-in-Charge. As part of a Design-Build team, HGA served as Architect of Record to provide the design services for a 1050-car expansion to an existing parking garage at the Franconia-Springfield Metro Station. The parking structure includes the design of a six-level pre-cast, pre-stressed concrete parking structure intra-connected by a ramp system. The proposed structure connects to an existing six-level parking structure by way of one vehicular bridge, per level, on levels three through six.

Virginia Railway Express, Burke Center Station Parking Garage, Burke, Virginia

Principal-in-Charge. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was designed for Burke Center Station. The new structure accommodates 1,293 parking spaces (1,526 including surface lots). The design for the garage was influenced by certain aesthetic considerations and functional requirements, including the use of brick to produce a more refined look; the use of planters, which cover part of the west elevation to obstruct the view from the highway; and a tall clock tower to provide a visual centerpiece to the design.

Eisenhower III Center Office Building, Alexandria, Virginia

Principal-in-Charge. HGA provided master planning, architecture, space planning, and construction administration services to the Simpson Development Company for an office building and parking garage. The 98,000 SF, six-story mixed-use spec building was designed with the ground floor containing space for retail/restaurant use and the upper five floors for office tenants. The 315-space, five-story above-ground parking structure included painted pre-cast concrete with inlay brick in order to blend in with the surrounding office buildings.

HGA

RELEVANT AWARDS (cont.)

2006 NCPPP Distinguished Public-Private Partnership Infrastructure Award – ***Fredericksburg Parking Facility***

2003 American Public Works Association Project of the Year - ***Fairfax County Judicial Center Parking Structure***

1986 Masonry Institute Merit Award - ***Duke Street Square Executive Office Complex***

Fairfax County Judicial Center Parking Structure and Elevated Pedestrian Bridge, Fairfax, Virginia

Principal-In-Charge/Project Manager. HGA was Architect of Record for a free standing, seven-tier parking facility and pedestrian bridge to serve the Fairfax County Courts and Detention Center Complex. The new 1,932-car parking structure is a seven-level precast, prestressed concrete facility with brick accents cast into the perimeter, precast spandrel panels. The new 128' pedestrian bridge connects the new parking structure at the stair tower with the existing parking structure across Page Avenue, a heavily used public roadway. The bridge structure is precast with precast column supports and is covered with a curved standing seam metal roof.

Fredericksburg Parking Facility, Fredericksburg, Virginia

Principal-In-Charge. As part of a Design-Build team, HGA provided architectural design services for a 297-space, four-level, parking facility. The facility resembles a 19th-century-style warehouse reminiscent of Fredericksburg's industrial past. The garage appears as though it is a series of three to four factory buildings, mimicking the size and style of neighboring buildings in Fredericksburg's historic Old Town.

George Mason University Parking Deck III and Campus Public Safety Office, Fairfax, Virginia

Principal-in-Charge. George Mason University issued a Design-Build solicitation for constructing a parking structure on existing surface parking lots in the northeast portion of their Fairfax campus. The $42 million project included a 2,591-car parking deck and a 17,000 SF Campus Public Safety Office. The parking deck is subdivided into three control areas: student parking, short-term visitor parking and public safety office parking. The addition of the parking structure to GMU's Fairfax campus more than doubled available parking for that area. In order to assuage traffic congestion woes, five entrance/exit locations were part of the garage's design. In addition, the design team also relocated a portion of Patriot Circle, which serves as the main road through the campus, and created new roads that connect Patriot Circle to University Drive.

Northern Virginia Community College (NVCC) Parking Deck, Annandale, Virginia

Principal-in-Charge/Project Manager. HGA was responsible for bridging documents for a Design-Build parking structure on the NVCC Annandale Campus. This $7 million structure was constructed in pre-cast concrete and features four levels of parking and provides 517 spaces.

University of Mary Washington Parking Garage, Fredericksburg, Virginia

Principal-in-Charge. In order to provide general parking for the campus and event parking for a future convocation center, HGA designed a four-level parking structure (3 supported levels and one ground level) on an existing surface parking lot at The University of Mary Washington. Each level is approximately 36,000 SF, with the entire garage providing 435 spaces including van accessible parking spaces. The garage was designed to complement the traditional architectural style of the campus. With the parking structure being located at the bottom of a hill, the garage is designed so that the elevator/stair tower at the north end of the garage can be extended in height to allow a pedestrian connection bridge to span over Alvey Drive to the future Convocation Center.

King Street Exchange, Alexandria, Virginia
Project Manager. HGA was responsible for the complete architectural and engineering services for office building complex comprised of two five-story office buildings totaling over 110,000 SF and 180-car parking garage.

Duke Street Square Parking Facility, Alexandria, Virginia
Project Manager. HGA provided comprehensive architectural and interior design services for a new 280,000 SF corporate office complex. The project consisted of four office buildings surrounded by a landscaped European courtyard and water fountain, as well as a post-tensioned, two-level, 240-car parking garage. The design approach was to create a contemporary building that fits comfortably into the context of historic Old Town, Alexandria. The project received a "Merit Award" from the Masonry Institute in their annual Design Awards Program.

Claude Moore Recreation Center, Loudoun County, Virginia
Principal-in-Charge. HGA was responsible for the design of a new 89,000 GSF, state-of-the-art public recreation center at Claude Moore Park. The facility contains a fitness atrium with free weight and circuit training areas; rock climbing wall; three-lane 1/16 mile jogging and walking track encircling the fitness area at the mezzanine level; aquatics center with a 6,000 GSF leisure pool natatorium with water play features; a 30' high water slide; aerobic and dance studio, locker rooms with showers and 3 family changing rooms; short-term child drop-off babysitting facility; multi-purpose rooms with commercial catering kitchen; and staff and administrative areas.

Dulles South Multi-Purpose Facility, Loudoun County, Virginia
Principal-in-Charge. HGA, in association with Moody·Nolan, provided architectural services for the multi-phased Dulles South Multi-Purpose Facility in the South Riding community. Upon completion, the complex will house a Multi-Purpose Facility, Recreation Center and Senior Center. The 91,000 SF Recreation Center will include a competition pool area, a leisure pool area, locker area, fitness area, running track, aerobics and mechanical areas, a gymnasium, and program and administrative areas. The 20,000 GSF Senior Center will be added at a later date.

Loudoun County Open-End Contract, Loudoun County, Virginia
Project Manager. As part of an Open-End Contract with Loudoun County, HGA has completed a number of task orders for the County, including facilities planning and space requirement services for various municipal government departments. This includes a facility plan and assessment for possible Court Expansion, and a new space requirement report for a Government Administrative Center. Mr. Halpin and his team reviewed current county space requirements documentation and county space standards and conducted a programming session in order to establish general procedures for collecting and reporting space requirements.

Jim Polhamus

PROJECT MANAGER

EDUCATION

Virginia Polytechnic Institute and State University, Bachelor of Science, Industrial Engineering and Operations Research

Virginia Polytechnic Institute and State University, Master of Architecture

YEARS EXPERIENCE

Current Firm: 20

Total: 22

RELEVANT AWARDS

2008 Fairfax County DPWES Capital Construction Award of Excellence - *Burke Centre VRE Parking Structure*

2003 American Public Works Association Project of the Year - *Fairfax County Judicial Center Parking Structure*

Mr. Polhamus has over 22 years of experience as a Project Architect. He is responsible for planning, design and construction documents for a wide variety of projects. Mr. Polhamus has developed a diverse background working with both public and private sector clients. The renovation of military facilities, historic structures, educational facilities, and the design of parking structures are a significant part of his portfolio. Additionally, he has extensive experience in coordinating multiple task orders simultaneously through his involvement in indefinite delivery contracts.

EXPERIENCE

Franconia-Springfield Metro Station Parking Garage, Fairfax, Virginia

Architectural Support. As part of a Design-Build team, HGA served as Architect of Record to provide the design services for a 1050-car expansion to an existing parking garage at the Franconia-Springfield Metro Station. The parking structure includes the design of a six-level pre-cast, pre-stressed concrete parking structure intra-connected by a ramp system. The proposed structure connects to an existing six-level parking structure by way of one vehicular bridge, per level, on levels three through six.

Virginia Railway Express, Burke Center Station Parking Garage, Burke, Virginia

Project Manager. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was designed for Burke Center Station. The new structure accommodates 1,293 parking spaces (1,526 including surface lots). The design for the garage was influenced by certain aesthetic considerations and functional requirements, including the use of brick to produce a more refined look; the use of planters, which cover part of the west elevation to obstruct the view from the highway; and a tall clock tower to provide a visual centerpiece to the design.

George Mason University Parking Deck III and Campus Public Safety Office, Fairfax, Virginia

Architectural Support. George Mason University issued a Design-Build solicitation for constructing a parking structure on existing surface parking lots in the northeast portion of their Fairfax campus. The $42 million project included a 2,591-car parking deck and a 17,000 SF Campus Public Safety Office. The parking deck is subdivided into three control areas: student parking, short-term visitor parking and public safety office parking. The addition of the parking structure to GMU's Fairfax campus more than doubled available parking for that area. In order to assuage traffic congestion woes, five entrance/exit locations were part of the garage's design. In addition, the design team also relocated a portion of Patriot Circle, which serves as the main road through the campus, and created new roads that connect Patriot Circle to University Drive.

HGA

Patriot Ridge, Campus Wide Architectural and Planning Services, Fairfax County, Virginia

Architectural Support. HGA performed master planning and architectural design Services for the former OPUS East project known as Patriot Ridge. Phase 1 includes a 44,000 SF, 8-story Class "A" office building and a standalone, 2,386-space parking garage. Phase 2 and 3 will each include a 240,000 SF, 8-story Class "A" office building to comply with anti-terrorism/force protection (AT/FP) low level blast criteria.

Fairfax County Judicial Center Parking Structure and Elevated Pedestrian Bridge, Fairfax, Virginia

Architectural Support. HGA was Architect of Record for a free standing, seven-tier parking facility and pedestrian bridge to serve the Fairfax County Courts and Detention Center Complex. The new 1,932-car parking structure is a seven-level precast, prestressed concrete facility with brick accents cast into the perimeter, precast spandrel panels. The new 128' pedestrian bridge connects the new parking structure at the stair tower with the existing parking structure across Page Avenue, a heavily used public roadway. The bridge structure is precast with precast column supports and is covered with a curved standing seam metal roof.

Claude Moore Recreation Center, Loudoun County, Virginia

Project Manager. HGA was responsible for the design of a new 89,000 GSF, state-of-the-art public recreation center at Claude Moore Park. The facility contains a fitness atrium with free weight and circuit training areas; rock climbing wall; three-lane 1/16 mile jogging and walking track encircling the fitness area at the mezzanine level; aquatics center with a 6,000 GSF leisure pool natatorium with water play features; a 30' high water slide; aerobic and dance studio, locker rooms with showers and 3 family changing rooms; short-term child drop-off babysitting facility; multi-purpose rooms with commercial catering kitchen; and staff and administrative areas.

Dulles South Multi-Purpose Facility, Loudoun County, Virginia

Project Manager. HGA, in association with Moody·Nolan, provided architectural services for the multi-phased Dulles South Multi-Purpose Facility in the South Riding community. Upon completion, the complex will house a Multi-Purpose Facility, Recreation Center and Senior Center. The 91,000 SF Recreation Center will include a competition pool area, a leisure pool area, locker area, fitness area, running track, aerobics and mechanical areas, a gymnasium, and program and administrative areas. The 20,000 GSF Senior Center will be added at a later date.

John Kemper

JOB CAPTAIN

EDUCATION

Virginia Polytechnic Institute and State University, Bachelor of Architecture

Northern Virginia Community College, Architectural Technologies Program

YEARS EXPERIENCE

Current Firm: 23

Total: 28

RELEVANT AWARDS

2012 City of Alexandria Beautification Award – *BRAC 133 at Mark Center North Garage*

2008 Fairfax County DPWES Capital Construction Award of Excellence - *Burke Centre VRE Parking Structure*

2008 International Institute of Parking, Category V International Parking Award of Merit – *Fredericksburg Parking Garage*

2006 DBIA National Design-Build Award, Public Sector Building Under $15 Million Design-Build Excellence Award– *Fredericksburg Parking Facility*

2006 COAA Project Leadership Award, Honorable Mention – *Fredericksburg Parking Facility*

2006 NCPPP Distinguished Public-Private Partnership Infrastructure Award – *Fredericksburg Parking Facility*

John has 28 years of experience on various projects including new buildings and renovations. He has specialized experience in executing fast track design-build projects due to his extensive involvement in the design of parking structures for numerous agencies under time-constrained schedules.

EXPERIENCE

Vienna Metro Station Parking Garage, Vienna, Virginia

Project Manager. As part of Design-Build team, HGA provided architectural design services for a new, 2,300-car parking garage. The garage is a six-level pre-cast, pre-stressed concrete open parking structure connected by a scissor ramp system including a cast-in-place concrete roof topping, a snow melting skin effect system with heat tracing for roof drains, elevators, equipment and systems.

Franconia-Springfield Metro Station Parking Garage, Fairfax, Virginia

Project Manager. As part of a Design-Build team, HGA served as Architect of Record to provide the design services for a 1050-car expansion to an existing parking garage at the Franconia-Springfield Metro Station. The parking structure includes the design of a six-level pre-cast, pre-stressed concrete parking structure intra-connected by a ramp system. The proposed structure connects to an existing six-level parking structure by way of one vehicular bridge, per level, on levels three through six.

Virginia Railway Express, Burke Center Station Parking Garage, Burke, Virginia

Architectural Support. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was designed for Burke Center Station. The new structure accommodates 1,293 parking spaces (1,526 including surface lots). The design for the garage was influenced by certain aesthetic considerations and functional requirements, including the use of brick to produce a more refined look; the use of planters, which cover part of the west elevation to obstruct the view from the highway; and a tall clock tower to provide a visual centerpiece to the design.

BRAC 133 at Mark Center, Alexandria, Virginia

Architectural Support. As part of a Design-Build team, HGA provided architectural, interior design, and sustainable design services for BRAC 133 at Mark Center. As part of this project, HGA was responsible for designing the two parking garages totaling 1.25 million SF located in the North and South campuses. The North Garage houses 2,044 cars on seven levels and the South Garage houses 1,854 spaces on nine levels.

HGA

Eisenhower III Center Office Building, Alexandria, Virginia

Project Manager. HGA provided master planning, architecture, space planning, and construction administration services to the Simpson Development Company for an office building and parking garage. The 98,000 SF, six-story mixed-use spec building was designed with the ground floor containing space for retail/restaurant use and the upper five floors for office tenants. The 315-space, five-story above-ground parking structure included painted pre-cast concrete with inlay brick in order to blend in with the surrounding office buildings.

Fredericksburg Parking Facility, Fredericksburg, Virginia

Project Manager. As part of a Design-Build team, HGA provided architectural design services for a 297-space, four-level, parking facility. The facility resembles a 19th-century-style warehouse reminiscent of Fredericksburg's industrial past. The garage appears as though it is a series of three to four factory buildings, mimicking the size and style of neighboring buildings in Fredericksburg's historic Old Town.

Northern Virginia Resident Agency, Prince William County, Virginia

Project Manager/Construction Administration. Awarded through GSA's Design Excellence Program, HGA provided design services for a new FBI Field Office in Manassas. The 15-acre site includes a 175,436 SF office building, 601 SF visitor center and 250-space secure parking structure. The secure parking structure is completely invisible from the exterior of the site by the general public and surrounding community. The structure is tucked into the topography of the site so that the lower (secured) level is below grade with unsecured parking on the "at grade" upper level.

Specialized Government Office Building Parking Structure, Undisclosed Location

Architectural Support/Construction Administration. HGA provided multiple services to transform an outdated office building into a state-of-the-art, technology-friendly, Class A office space for use by a Government agency. The project included the design of a new security entrance and 1200-car parking garage, fully compliant with the Government's security criteria and the building's setback requirements. HGA realigned the existing entrance road to accommodate a new security entrance and provide a less direct, more secure entrance to the site. Underneath the existing facility, there were several levels of parking. These areas were demolished and converted into useable office space, increasing the building's square footage. To provide parking and still comply with the building's setback requirements, the one-story parking garage was designed.

University of Mary Washington Parking Garage, Fredericksburg, Virginia

Project Manager. In order to provide general parking for the campus and event parking for a future convocation center, HGA designed a four-level parking structure (3 supported levels and one ground level) on an existing surface parking lot at The University of Mary Washington. Each level is approximately 36,000 SF, with the entire garage providing 435 spaces including van accessible parking spaces. The garage was designed to complement the traditional architectural style of the campus. With the parking structure being located at the bottom of a hill, the garage is designed so that the elevator/stair tower at the north end of the garage can be extended in height to allow a pedestrian connection bridge to span over Alvey Drive to the future Convocation Center.

George Mason University Parking Deck III and Campus Public Safety Office, Fairfax, Virginia

Project Manager. George Mason University issued a Design-Build solicitation for constructing a parking structure on existing surface parking lots in the northeast portion of their Fairfax campus. The $42 million project included a 2,591-car parking deck and a 17,000 SF Campus Public Safety Office. The parking deck is subdivided into three control areas: student parking, short-term visitor parking and public safety office parking. The addition of the parking structure to GMU's Fairfax campus more than doubled available parking for that area. In order to assuage traffic congestion woes, five entrance/exit locations were part of the garage's design. In addition, the design team also relocated a portion of Patriot Circle, which serves as the main road through the campus, and created new roads that connect Patriot Circle to University Drive.

Northern Virginia Community College (NVCC) Parking Deck, Annandale, Virginia
Architectural Support. HGA was responsible for bridging documents for a Design-Build parking structure on the NVCC Annandale Campus. This $7 million structure was constructed in pre-cast concrete and features four levels of parking and provides 517 spaces.

Summit at Washingtonian Center Parking Structure, Gaithersburg, Maryland
Architectural Support/Construction Administration. HGA provided architectural and interior design services for a multi-phase office structure. Phase 1 includes a 200,000 SF, 8-story office building. Phase 2 includes a 200,000 S, 8-story office building, as well as a 1,138-space standalone parking garage.

Kaiser Permanente, Largo Parking Structure, Upper Marlboro, Maryland
Project Manager. As part of a Design-Build team HGA was responsible for taking the bridging documents and refining them into construction documents for this pre-cast concrete, 700-car parking structure. The parking structure was clad with thin set brick and composite metal panels with stair towers enclosed with a curtain wall. The building included a 90-foot long translucent open air canopy to cover the local Farmers Market.

ICC-B North Campus Parking Garage, Bethesda, Maryland
Architectural Support. As part of a Design-Build team HGA was responsible for design services for a parking garage, visitor control center and vehicle inspection station on this secure campus. Specifically, John was involved with design of the approximately 741,000 SF, six-level, 2,200-space parking garage. The garage will be comprised entirely of plant-precast, high-strength, high durability concrete. All tiers of the garage will be designed as an "open parking garage." The exposed exterior portions of the concrete structure shall be maintenance-free, colored, recycled-content precast concrete. The two west stairs are open "punch through" stairs and are set back from the exterior skin. They are not expressed on the exterior of the garage, which is an advantage, since down playing visibility of the garage from the south and west is important.

Sergio Cappuccio
DESIGNER

EDUCATION

University of Buenos Aires, Bachelor of Architecture

YEARS EXPERIENCE

Current Firm: 8
Total: 14

RELEVANT AWARDS

2012 City of Alexandria Beautification Award – *BRAC 133 at Mark Center North Garage*

2008 Fairfax County DPWES Capital Construction Award of Excellence - *Burke Centre VRE Parking Structure*

2008 International Institute of Parking, Category V International Parking Award of Merit – *Fredericksburg Parking Garage*

2006 DBIA National Design-Build Award, Public Sector Building Under $15 Million Design-Build Excellence Award– *Fredericksburg Parking Facility*

2006 COAA Project Leadership Award, Honorable Mention – *Fredericksburg Parking Facility*

2006 NCPPP Distinguished Public-Private Partnership Infrastructure Award – *Fredericksburg Parking Facility*

Mr. Cappuccio has 14 years of experience as a Designer. He has assisted on projects of all sizes and complexities for various Federal and private sector clients. His responsibilities include design, construction administration, interdisciplinary coordination, and production documents. Mr. Cappuccio specializes in producing high-end 2D and 3D drawings in Autodesk, VIZ rendering, and Photoshop.

EXPERIENCE

BRAC 133 at Mark Center, Alexandria, Virginia

Project Designer/Architectural Support. As part of a Design-Build team, HGA provided architectural, interior design, and sustainable design services for BRAC 133 at Mark Center. HGA was responsible for designing the two parking garages totaling 1.25 million SF located in the North and South campuses. The North Garage houses 2,044 cars on seven levels and the South Garage houses 1,854 spaces on nine levels. HGA was also responsible for the design of the Remote Inspection Facility, Remote Distribution Facility, Transportation Center and Visitor Center on this 1.7 million SF campus.

Virginia Railway Express, Burke Center Station Parking Garage, Burke, Virginia

Project Designer. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was designed for Burke Center Station. The new structure accommodates 1,293 parking spaces (1,526 including surface lots). The design for the garage was influenced by certain aesthetic considerations and functional requirements, including the use of brick to produce a more refined look; the use of planters, which cover part of the west elevation to obstruct the view from the highway; and a tall clock tower to provide a visual centerpiece to the design.

Patriot Ridge, Campus-Wide Architectural and Planning Services, Fairfax County, Virginia

Project Designer. HGA performed master planning and architectural design Services for the former OPUS East project known as Patriot Ridge. Phase 1 includes a 44,000 SF, 8-story Class "A" office building and a standalone, 2,386-space parking garage. Phase 2 and 3 will each include a 240,000 SF, 8-story Class "A" office building to comply with anti-terrorism/force protection (AT/FP) low level blast criteria.

Northern Virginia Resident Agency, Prince William County, Virginia

Project Designer. Awarded through GSA's Design Excellence Program, HGA provided design services for a new FBI Field Office in Manassas. The 15-acre site includes a 175,436 SF office building, 601 SF visitor center and 250-space secure parking structure. The secure parking structure is completely invisible from the exterior of the site by the general public and surrounding community. The structure is tucked into the topography of the site so that the lower (secured) level is below grade with unsecured parking on the "at grade" upper level.

George Mason University Parking Deck III and Public Safety Building, Fairfax, Virginia

Project Designer. George Mason University issued a Design-Build solicitation for constructing a parking structure on existing surface parking lots in the northeast portion of their Fairfax campus. The $42 million project included a 2,591-car parking deck and a 17,000 SF Campus Public Safety Office. The parking deck is subdivided into three control areas: student parking, short-term visitor parking and public safety office parking. The addition of the parking structure to GMU's Fairfax campus more than doubled available parking for that area. In order to assuage traffic congestion woes, five entrance/exit locations were part of the garage's design. In addition, the design team also relocated a portion of Patriot Circle, which serves as the main road through the campus, and created new roads that connect Patriot Circle to University Drive.

Fredericksburg Parking Facility, Fredericksburg, Virginia

Project Designer. As part of a Design-Build team, HGA provided architectural design services for a 297-space, four-level, parking facility. The facility resembles a 19th-century-style warehouse reminiscent of Fredericksburg's industrial past. The garage appears as though it is a series of three to four factory buildings, mimicking the size and style of neighboring buildings in Fredericksburg's historic Old Town.

University of Mary Washington Parking Garage, Fredericksburg, Virginia

Project Designer. In order to provide general parking for the campus and event parking for a future convocation center, HGA designed a four-level parking structure (3 supported levels and one ground level) on an existing surface parking lot at The University of Mary Washington. Each level is approximately 36,000 SF, with the entire garage providing 435 spaces including van accessible parking spaces. The garage was designed to complement the traditional architectural style of the campus. With the parking structure being located at the bottom of a hill, the garage is designed so that the elevator/stair tower at the north end of the garage can be extended in height to allow a pedestrian connection bridge to span over Alvey Drive to the future Convocation Center.

ICC-B North Campus Parking Garage, Bethesda, Maryland

Designer. As part of a Design-Build team HGA was responsible for design services for a parking garage, visitor control center and vehicle inspection station on this secure campus. Specifically, Sergio was involved with design of the approximately 741,000 SF, six-level, 2,200-space parking garage. The garage will be comprised entirely of plant-precast, high-strength, high durability concrete. All tiers of the garage will be designed as an "open parking garage." The exposed exterior portions of the concrete structure shall be maintenance-free, colored, recycled-content precast concrete.

Summit at Washingtonian Center, Gaithersburg, Maryland

Project Designer. HGA provided architectural and interior design services for a multi-phase office structure. Phase 1 includes a 200,000 SF, 8-story office building. Phase 2 includes a 200,000 SF, 8-story office building, as well as a 1,138-space standalone parking garage.

Claude Moore Recreation Center, Loudoun County, Virginia

Project Designer. HGA was responsible for the design of a new 89,000 GSF, state-of-the-art public recreation center at Claude Moore Park. The facility contains a fitness atrium with free weight and circuit training areas; rock climbing wall; three-lane 1/16 mile jogging and walking track encircling the fitness area at the mezzanine level; aquatics center with a 6,000 GSF leisure pool natatorium with water play features; a 30' high water slide; aerobic and dance studio, locker rooms with showers and 3 family changing rooms; short-term child drop-off babysitting facility; multi-purpose rooms with commercial catering kitchen; and staff and administrative areas.

Dulles South Multi-Purpose Facility, Loudoun County, Virginia

Project Designer. HGA, in association with Moody·Nolan, provided architectural services for the multi-phased Dulles South Multi-Purpose Facility in the South Riding community. Upon completion, the complex will house a Multi-Purpose Facility, Recreation Center and Senior Center. The 91,000 SF Recreation Center will include a competition pool area, a leisure pool area, locker area, fitness area, running track, aerobics and mechanical areas, a gymnasium, and program and administrative areas. The 20,000 GSF Senior Center will be added at a later date.

Walker

WILLIAM C. REITER, P.E.

EXECUTIVE VICE PRESIDENT

WALKER
PARKING CONSULTANTS

Bill Reiter is the Managing Principal in Walker Parking Consultants' Philadelphia office. He is responsible for the staffing and administration of all projects in the Philadelphia office. In addition, Bill oversees operations in Walker's Boston, New York and Tampa offices. Bill has extensive experience in functional design, structural engineering and restoration of parking facilities. He has participated in over 200 parking structure projects.

Prior to joining Walker Parking Consultants in 1987, Bill was employed by R. A. Gress & Associates, Frazer, Pennsylvania, a consulting firm specializing in steel and masonry design. Prior to joining R.A. Gress, he was employed by Bechtel Power Corporation and United Engineers for a total of six years as a Structural Engineer in the power industry.

Education:

Bachelor of Science, Civil Engineering, Villanova University, Villanova, Pennsylvania, 1979

Master of Science, Structural Engineering, Villanova University, Villanova, Pennsylvania, 1984

Registrations:

Licensed Civil Engineer in the District of Columbia and the Commonwealth of Massachusetts
Licensed Professional Engineer in the Commonwealth of Pennsylvania, Commonwealth of Virginia, State of Maryland, State of Michigan, and State of New York

Representative Projects:

Burke Center Station
Springfield, VA
Principal-in-Charge
Functional/Signage Design/Consulting of a 1,292 space 5-level precast parking structure for the Virginia Railway Express
Project completion: 2008

Reston Station/Wiehle Avenue Parking Garage
Reston, VA
Principal-in-Charge
Field Representative Services associated with the 2,300 space parking structure
Project completion: 2012

Franconia Springfield Metro Station
Springfield, VA
Principal-in-Charge
Prime design of 1,050 space precast concrete horizontal expansion to existing parking structure utilizing design-build project delivery system
Project completion: 2003

Vienna Metro Commuter Rail Station
Vienna, VA
Project Manager
Site feasibility study, functional design/consulting, structural/mechanical engineering for 2,285 space 6-level precast concrete parking structure.
Project completion: 2001

WMATA College Park Metro Station
College Park, MD
Principal-in-charge
Functional design/consulting and structural engineering for 1,338 space parking structure.
Project completion: 2007

Wolfe & Sophia Street Parking Garage
City of Fredericksburg
Fredericksburg, VA
Principal-in-Charge
Functional/PARCS/Lighting Design/Consulting and Structural Engineering for a 296 space 4-level precast concrete parking structure under a design-build project delivery system
Project completion: 2005

DAMIAN J. LARKIN, P. E., LEED® AP

PROJECT MANAGER

WALKER PARKING CONSULTANTS

Damian Larkin is a Project Manager at Walker Parking Consultants' Philadelphia office. Damian joined the Philadelphia office in July of 2000. He has experience in parking consulting services and in the design of post-tensioned (unbonded and bonded), cast-in-place concrete structures, precast structures, foundation design and construction administration and observation. Damian plays an integral part in providing Walker's quality assurance to our clients.

Prior to joining Walker, Damian was an Engineer for Goodkind & O'Dea Engineering, located in Mt. Laurel, NJ. With Goodkind & O'Dea, Damian was a structural engineer involved in bridge and culvert design and appraisal as well as cellular site design and construction. Damian also has experience as a Construction Inspector for The Pennsylvania Department of Transportation.

Education:

Bachelor of Science, Civil Engineering, Lehigh University, Bethlehem, Pennsylvania, May1998

Professional Affiliations:

American Concrete Institute

Registrations:

Licensed Professional Engineer in the Commonwealths of Pennsylvania, PE-062450
Licensed Professional Engineer in State of Virginia, #0402039998

Representative Projects:

Burke Center Station
Virginia Railway Express
Springfield, VA
Project Manager/Project Engineer
Functional/Signage
Design/Consulting of a 1,292 space 5-level precast parking structure
Project completion: 2006

Franconia Springfield Metro Station
Springfield, VA
Project Engineer
Prime design of 1,050 space precast concrete horizontal expansion to existing parking structure utilizing design-build project delivery system.
Project completion: 2004

Reston Station/Wiehle Avenu Parking Garage
Reston, VA
Project Manager
Field Representative Services associated with the 2,300 space parking structure
Project Completion: 2012

Freemason & Boush Streets Garage
City of Norfolk
Norfolk, VA
Assistant PM/Structural Engineer
Functional design/parking consulting, structural engineering of 612 space 7-level precast concrete parking structure.
Project completion: 2005

Liberty Crossing 2
McLean, VA
Project Manager
Functional design/consulting, structural and MEP engineering for 1,600 space parking structure.
Project completion: 2008

Wolfe & Sophia Street Parking Garage
City of Fredericksburg
Fredericksburg, VA
Project Manager
Functional/PARCS/Lighting Design/Consulting and Structural Engineering for a 296 space 4-level precast concrete parking structure under a design-build project delivery system
Project completion: 2005

Davis

James G. Davis Construction Corporation

James G. Davis

President and CEO

Jim leads James G. Davis Construction Corporation (DAVIS) with a commitment to client satisfaction and teamwork. Known as the "The Client's Contractor", the firm is dedicated to problem-solving and the development of creative solutions. Jim's personal commitment to these goals has resulted in numerous repeat clients in both base building and tenant construction. Under his leadership, DAVIS has earned numerous industry awards and citations.

Significant Projects by DAVIS

601 New Jersey Avenue
800 Connecticut Avenue
800 F Street, NW
1225 Connecticut Avenue, NW
1999 K Street, NW
American Red Cross National Headquarters
BET Media Campus
Brookings Institution Renovation
C2-CNT East Facility
Capital One Headquarters
Chevy Chase Center
cityVista
Commonwealth Tower
Constitution Center
Corporate Executive Board
Discovery Communications
Ford's Theatre Lobby
Franklin Square North
Friendship Centre Renovation
Germantown Innovation Center
Mazza Gallerie Renovation
McKinley Technology High School
Mercersburg Academy Center for the Arts
Micros Systems Headquarters
MITRE Headquarters Campus
NRECA Headquarters
New GSA Federal Office Building
Pope John Paul II Cultural Center
Potomac Center North & South
Potomac Yard for EPA
Potomac Yard Land Bay E
Reston Station Metro Parking & Facilities
Senate Square Towers
Seven Skyline Place
Smithsonian Institution
Time Life Headquarters
Towers Crescent Buildings B and C
United States Green Building Council
World Wildlife Fund
XM Satellite Radio

Work Experience

James G. Davis Construction Corporation 1982 – Present

Education

Virginia Tech, Bachelor of Science in Civil Engineering, 1980
"College of Engineering 1980 Outstanding Senior Award"

Board Service and Affiliations

Young Presidents Organization – Chapter Chair, Education Chair, and Membership Chair
World Presidents Organization – Membership Co-Chair
National Building Museum – Board of Trustees
American Woodmark, Winchester, Virginia – Board of Directors
Stanley Martin Homes, Reston, Virginia – Advisory Board
Chapmans Mill "Turn the Mill Around" – Board of Directors

James G. Davis Construction Corporation

Michael G. Pittsman, PE

Senior Vice President

For over 20 years, Mike has excelled in the general contracting industry. During his tenure at DAVIS, Mike has led our most challenging projects including new construction, renovations, and specialty high-tech design spaces. Mike's greatest strength is planning for and understanding the challenges of a project during the preconstruction phase and effectively seeing it through to completion. His ability to maintain strong relationships and build a team / partnership atmosphere is paramount to his success.

Project Experience

1225 Connecticut Avenue	228,000-SF	$33.5 M
1999 K Street, NW	296,000-SF	$55.0 M
77 K Street, NE	350,000-SF	$41.0 M
Bureau of the Public Debt	80,000-SF	$54.0 M
Capital One Headquarters	595,000SF	$120.0 M
Capital One Lecture Hall	20,378-SF	$15.0 M
Columbia Center	425,000-SF	$45.0 M
Laboratory for Telecommunication Science	85,000-SF	$29.0 M
Lockheed Martin Center for Innovation	50,000-SF	$29.6 M
MICROS Technology Campus	263,000-SF	$24.7 M
MITRE Building II & Garage	310,000-SF	$29.6 M
MITRE Building III & Garage	218,650-SF	$30.0 M
Monument III & Garage	191,200-SF	$24.0 M
Parkridge VI & Garage	220,000-SF	$37.5 M
Presidents Park Building II & Garage	220,000-SF	$12.4 M
Presidents Park Building III & Garage	200,000-SF	$16.9 M
Research Plaza	228,000-SF	$15.0 M
Salamander Inn (Preconstruction Services)	180,000-SF	$60.0 M
Square 516–455 Massachusetts Avenue, NW	260,000-SF	$40.0 M
Washington National Cathedral & Garage	209,500-SF	$26.0 M
Woodgrove High School	256,000-SF	$50.0 M
Cultural Mission of the Royal Embassy of Saudi Arabia	80,000-SF	$26.7 M
Episcopal High School – March Library	10,000-SF	$3.0 M
The Aerospace Corporation	580,000-SF	$145.0 M
Reston Station Garage	1,150,000-SF	$100 M
Monument View	350,000-SF	$80 M
Waterfront Station Garage	40,000-SF	$5.1 M
John F. Kennedy Center	21,000-SF	$10.0 M
7700 Arlington Boulevard	750,000-SF	$63.0 M

Structural Design Experience

MCI Center
555 12th Street,
National Education Training Center

Work Experience

James G. Davis Construction Corporation	1997 – Present
Delon Hampton & Associates, Chartered	1995 – 1997
James Madison Cutts Consulting Structural Engineers	1992 – 1995

James G. Davis Construction Corporation

Education

The Pennsylvania State University, Bachelor of Architectural Engineering Structural Emphasis, 1992
Licensed Professional Engineer in Virginia since 1997

James G. Davis Construction Corporation

Ronald A. Juban, Jr.

Vice President – Building Construction

Project Experience

Reston Station Garage
This 1,300,000 M-SF below-grade parking garage has a seven level, 1.3 million square foot parking facility consisting of 2,800 parking spaces. The cast-in-place, below-grade concrete structure features a façade made of stone, curtainwall, metal panels, and architectural concrete. Parking will occur on levels G7-G3 while a two-story bus vault on G2 and G1 will allow commuters to pass through easily. A large plaza, above the garage, includes extensive landscaping, retail spaces and a convenient pedestrian bridge that directs commuters from the plaza to the Metro Station platform. The garage will serve as a plinth for three new office buildings, a residential tower, and a hotel. *Estimated Construction Value: $100.0 million*

The Aerospace Corporation
The Aerospace Corporation's east coast headquarters campus of highly secured buildings, with classified as well as non-classified space. The project took place in two phases. Phase I totaling over 1 million square feet. Scope consists of site development for two separate office towers (one seven-story and one 10-story) connected and placed on a common building concourse structure. Phase 1 also includes a parking garage structure (three levels below-grade, three levels above- grade), visitor center and signals lab. Both tower structures contain extensive telecommunications and electronics research laboratory functions as well as SCIF construction to meet the requirements of Aerospace's customer programs. *Estimated Construction Value: $150.0 million*

Monument View
This project included the new construction of (2) properties totaling 400,000-SF of commercial office building for Monument Realty. Building A consists of six stories, which connects to the five-story Building B by a shared main lobby. It includes an interior tenant buildout for a confidential client and is designated to achieve LEED Gold certification. The project also features the construction of a two-level below grade parking garage with all associated site improvements and landscaping. *Estimated Construction Value: $75 million*

Cultural Mission of the Royal Embassy ofSaudi Arabia
This 80,000-SF project includes the construction of a five-story Cultural Mission facility and a 294 space, cast-in-place, below-grade parking garage for the Royal Embassy of Saudi Arabia. Features of the facility include structural steel framing, an architectural precast façade, ribbon windows, curtainwall corner elements, and a full height radius architectural precast wingwall. Floors three and four have a cantilevered curtainwall space offset 45 degrees from the buildings footprint. Primarily an office function, the building also contains a ballroom, lecture room, five-story glass central atrium with skylight, prayer room, and high end finishes throughout. The site development incorporates a large plaza with landscaping and two water feature fountains. The project is expected to achieve LEED Silver Certification upon completion. *Estimated Construction Value: $26.7 million*

1999 K Street
This 296,300-SF project involved the demolition of two existing buildings and a below-grade parking garage. The parking garage was rebuilt; along with a new 12-story office building that takes up the entire footprint of the two demolished buildings. The entire façade is made of a unique curtainwall system of vertical glass fins that stick out from its face. The lobby is also created of all glass. The building has a typical core area including restrooms, mechanical rooms, and a bank of six elevators. This project received LEED Gold certification. *Total Construction Value: $50.0 million*

James G. Davis Construction Corporation

Parkridge VI
This 220,000-SF office building contains seven levels with a penthouse Sky Garden. The façade is composed of precast, brick, EIFS, metal panels, and a five-story canted curtainwall. The interior two-story lobby contains millwork veneer, stone wall panels, and polymer wall panels. Separate to the office building is an adjacent four-story, 219,000-SF precast parking garage. *Total Construction Value: $37.4 million*

Additional Projects

Capital One Lecture Hall		$15.0 M
Capital One Northern Virginia Consolidation Project	1,138,000-SF	$120.0 M
Laboratory for Telecommunication Science	85,000-SF	$29.0 M
MITRE Headquarters	310,000-SF	$30.0 M

Work Experience

James G. Davis Construction Corporation	1999 – Present
Torcon, Inc.	Summer 1998
Mid-Atlantic Electric	1994 – 1998

Education

The Pennsylvania State University, Bachelor in Architectural Engineering, 1999
FE/EIT Exam, April 1998

James G. Davis Construction Corporation

Steve Hawryluk

Project Manager

Project Experience

Reston Station Garage
This 1,300,000 M-SF below-grade parking garage has a seven level, 1.3 million square foot parking facility consisting of 2,800 parking spaces. The cast-in-place, below-grade concrete structure features a façade made of stone, curtainwall, metal panels, and architectural concrete. Parking will occur on levels G7-G3 while a two-story bus vault on G2 and G1 will allow commuters to pass through easily. A large plaza, above the garage, includes extensive landscaping, retail spaces and a convenient pedestrian bridge that directs commuters from the plaza to the Metro Station platform. The garage will serve as a plinth for three new office buildings, a residential tower, and a hotel. *Estimated Construction Value: $100.0 million*

Cultural Mission of the Royal Embassy ofSaudi Arabia
This project includes the construction of a five-story Cultural Mission facility and a 294 space, cast-in-place, below-grade parking garage for the Royal Embassy of Saudi Arabia. Features of the facility include structural steel framing, an architectural precast façade, ribbon windows, curtainwall corner elements, and a full height radius architectural precast wingwall. Floors three and four have a cantilevered curtainwall space offset 45 degrees from the buildings footprint. Primarily an office function, the building also contains a ballroom, lecture room, five-story glass central atrium with skylight, prayer room, and high-end
finishes throughout. The site development incorporates a large plaza with landscaping and two water feature fountains. *Total Construction Value: $26.7 million*

1100 First Street, NE
This above-grade 12-story, Class A office building with three levels of parking below-grade is located in the NoMa corridor of Northeast Washington, DC. Scope of work includes building construction; below-grade parking structure; core and shell finishes; a terrace; and DC public space upgrades. The façade is a custom glass curtainwall system. The lobby has glass wall panels; glass and stainless steel illuminated features; and terrazzo and stone flooring. The project will achieve LEED Gold certification. *Total Construction Value: $52.5 million*

Plaza East
Two 125,000-SF post tension concrete office buildings in Chantilly, Virginia featuring a precast and aluminum window façade, surface parking for 876 employees and site utilities. Core and shell construction includes elevator lobbies, toilet rooms, and mechanical, electrical and telecommunication spaces. A roof top penthouse houses an elevator machine room, cooling tower, and air handling unit. *Total Construction Value: $27.5 million*

Chevy Chase Center
412,000-SF mixed-use project consisting of office and retail space and a 250,000-SF below-grade parking garage. Includes the construction of a neighborhood park which features shade trees, seating areas, and fountains. *Total Construction Value: $80.2 million*

Work Experience

James G. Davis Construction Corporation	2005 – Present
Skanska USA Building, Inc.	1997 –2005

James G. Davis Construction Corporation

Internships

Clark Construction Group, Inc. 1995 – 1996

Education

Lehigh University, Bachelor of Science in Civil Engineering

James G. Davis Construction Corporation

David J. Mesich

Senior Superintendent

Project Experience

Reston Station Garage
This 1,300,000 M-SF below-grade parking garage has a seven level, 1.3 million square foot parking facility consisting of 2,800 parking spaces. The cast-in-place, below-grade concrete structure features a façade made of stone, curtainwall, metal panels, and architectural concrete. Parking will occur on levels G7-G3 while a two-story bus vault on G2 and G1 will allow commuters to pass through easily. A large plaza, above the garage, includes extensive landscaping, retail spaces and a convenient pedestrian bridge that directs commuters from the plaza to the Metro Station platform. The garage will serve as a plinth for three new office buildings, a residential tower, and a hotel. *Estimated Construction Value: $100.0 million*

Episcopal High School
This project includes the renovation of an existing gym and a 60,000-SF addition. The new three floor space contains locker rooms, team meeting rooms, an auxiliary gym, faculty office space, a Hall of Fame room, fitness center, and weight room. 37,000-SF of renovations will be completed including the existing competition gym, wrestling room, training/rehab area, and equipment storage areas. *Estimated Construction Value: $22.5 million*

77K Street, NE
77 K Street, NE is an 11-story, Class A, 350,000-SF core and shell office building with approximately 100,000-SF of below-grade parking on three levels. The façade of the building is predominantly architectural precast with punched windows and includes two window/metal panel tower elements. *Total Construction Value: $41.0 million*

New GSA Federal Office Building
This 426,600-SF highly secure, blast resistant facility, with two eight-story buildings and one six-story radial building, functions as a new Federal agency headquarters. The three buildings connect at levels three through six with an atrium, vertical transportation core, and horizontal bridges. The facility is comprised of offices, assembly spaces (including an auditorium), administrative support spaces, training rooms, special purpose spaces, a fitness center, dining facility, library, and a below-grade parking structure for approximately 200 vehicles. *Total Construction Value: $141.0 million*

Towers Crescent
The Towers Crescent project in Tysons Corner, Virginia features two brick and precast accented buildings, 100,000-SF and 200,000-SF. One of the buildings, 8010 Towers Crescent Drive, will house two major upscale restaurants, with an outdoor patio and outdoor fountain. The large parking garage supports the main plaza that has roads, fountains, and planters. *Total Construction Value: $45.0 million*

Project AMI
Located in Suffolk, Virginia, this project featured the construction of a 55,000-SF high-tech facility housing multiple SCIF areas, a command and control center, an integration museum center, and a conference center. This hexagon shaped, precast façade structure has a steel frame consisting of large tube shaped columns, long trusses, and roofjoist. *Total Construction Value: $29.6 million*

Additional Projects

1701 North Beauregard	125,000-SF	$8.9 M
Marymount University	70,000-SF	$8.6 M

James G. Davis Construction Corporation

Work Experience

James G. Davis Construction Corporation	1998 – Present
Scott Long Construction, Inc.	1984 – 1998

Education

Northern Virginia Community College, Construction Management, Superintendent Training Program
Clemson University, Associated Builders and Contractors Superintendent Academy

Shockey

SHOCKEY
THE PARTNER OF CHOICE®
The Shockey Precast Group

David W. Orndorff, P.E.
Vice President, Engineering

540-665-3255
Dorndorff@shockeyprecast.com

David W. Orndorff has served as the Shockey Precast Group's Vice President of Engineering since July 2005. A professional engineer with a B.S. in Civil Engineering, David's 23 years of experience with Shockey includes Manager of the Engineering division, Engineering Project Manager, and Senior Project Engineer. David has served as Chairman of the Technical Committee of the Precast Concrete Software Consortium (PCSC), and is a member of the following Precast/Prestressed Concrete Institute (PCI) committees: Connections, Productivity, Membership, Blast & Structural Integrity.

Relevant Experience:

- Vice President, Engineering, The Shockey Precast Group, Winchester, VA
- Engineering Division Manager, The Shockey Precast Group, Winchester, VA
- Engineering Project Manager, Shockey Brothers, Inc., Winchester, VA
- Engineering Staff Consultant, O'Sullivan Corporation, Winchester, VA
- Senior Project Engineer, Shockey Brothers, Inc., Winchester, VA
- Project Engineer, Blue Ridge Design, Inc., Winchester, VA
- Adjunct Instructor of Engineering Mechanics, Lord Fairfax Community College, Middletown, VA
- Staff Engineer, Shockey Brothers, Inc., Winchester, VA
- Field Engineer and Estimator, SMC Concrete Construction, Inc., Alexandria, VA
- Engineering Intern, Shockey Brothers, Inc., Winchester, VA
- Engineering Technician, U.S. Army Corps of Engineers, Ft. Belvoir, VA

Professional Licensure:	**Education:**
Virginia and Maryland	B.S., Civil Engineering, University of Maryland – College Park

Professional Activities:

- Chairman, Technical Committee, Precast Concrete Software Consortium
- Precast/Prestressed Concrete Institute (PCI) Committee memberships: Connections, Productivity, Membership, Blast & Structural Integrity
- 2005 Graduate, Leadership PCI Class #1

Client References:

Barton Malow	Clark Construction	Valley Health Systems
Charlottesville, VA	Bethesda, MD	Winchester, VA
434-243-5335	301-272-8186	540-536-8000
John Vanda	Phillip Sheridan	Dave Siegfried

SHOCKEY
THE PARTNER OF CHOICE®
The Shockey Precast Group

Charles L. Affleck, Jr.
Project Management Executive

540-665-3259
caffleck@shockeyprecast.com

As the Project Manager, Charley Affleck has financial and coordination responsibility for projects, including coordination of Engineering, Manufacturing, Field Operations, final approval by the architect /owner, and closeout.

Relevant Experience:

- Project Manager, The Shockey Precast Group, Winchester, VA

  Broad Run WRF Phase I, Ashburn VA
  Jefferson at Edsall Road PS, Alexandria VA
  NVCC Annandale Campus PS, Annandale VA
  Premier Development, Fairfax VA
  Square 247 / "The Alta," Washington DC
  Camden Monument Place PS, Fairfax VA
  Brambleton Town Center, Ashburn VA
  Twinbrook Commons NW PS, Rockville MD
  Frederick County Public Service Building, Winchester VA
  Gaylord National Harbor PS, Oxon Hill MD

- Project Manager/Estimator, APAC-Atlantic, Inc., Stephenson, VA
- Cost Accountant, APAC-Atlantic, Inc., Stephenson, VA
- Cost Accountant/Computer Operations Manager, LF Franklin and Sons Inc. and Valley Asphalt Products

Education:

B.S. Business Management, Virginia Polytechnic Institute and State University, Blacksburg, VA

Urban

Eric S. Siegel, P.E.
Principal

Education: Bachelor of Science, Civil Engineering, University of Maryland, 1987

Professional Registrations (Beginning 1992):

Virginia PE 023416
Maryland PE 28085
Washington, D.C. PE 900706
North Carolina PE 031749
Delaware PE 14548
Alabama PE 29843
West Virginia PE 15383

Experience:

Mr. Siegel has over 24 years of design and management experience in all facets of complex and environmentally sensitive land development projects. His overall responsibilities include co-managing the firm with three current principals, marketing and securing engineering services with an elite client list, and managing the design of projects through construction. Mr. Siegel contributes to all areas of land development design to include land planning, grading, road design, stormwater management (SWM) design utilizing rational method, TR-20, and TR-55, water quality design or best management practices (BMP) design, floodplain studies, hydraulic water analysis utilizing Watercad and Kypipes, watermain design, sanitary sewer design, storm drainage design, erosion and sediment control design, private utility relocation, writing technical specifications, pavement design, and construction management.

In addition to all of his management and design capabilities, he is most noted for his experience in planning and designing high density mixed use office, residential, and retail developments such as Reston Town Center, Dulles Town Center, Brambleton Town Center, and Columbia Town Center to name a few. He was also the main planner and designer for many campus and secure office tenants such as GSA, Oracle, TRW, Microsoft, Accenture, Titan, and BAE Systems. Mr. Siegel is involved from early planning through all aspects of the jurisdictional legislative process to include rezonings, special exceptions, site plans, and public improvement plans. He works very closely with agency engineers, planning staff, citizen groups, and elected officials. His clients include General Growth Properties, Boston Properties, Trizec, Lerner Enterprises, Tritec, Atlantic Realty Companies, Stafford County, Fairfax County Public Schools, Kettler, OTO, Buchannan Partners, Diamond Properties, The Peterson Companies, Brambleton Group, The Van Metre Companies, and Comstock Homes to name a few. Mr. Siegel has been involved in developing over 20,000 residential units and 20,000,000 GSF of commercial uses.

To compliment and utilize his extensive engineering experience, Mr. Siegel also provides services as an expert witness in all facets of land development civil engineering legal matters with recent cases related to land condemnation for roadway right of way acquisition, utility easement acquisition, and damages as the result of major storm and sanitary outfall construction. He offers expert testimony, development of exhibits to support the case, and review and opinions related to the case.

Project Experience includes:

Reston Town Center – Fairfax County, Virginia
Principal responsible for the preparation of zoning plans, site plans, and public improvement plans to develop a 5 million GSF mixed use office/retail/residential Town Center on ± 84 acres. This includes all aspects of design for major infrastructure and processing the plans through approval and overseeing construction.

Arcola Center – Loudoun County, Virginia
Principal responsible for the preparation of the site plans and zoning plans for a major commercial center with over 648,000 s.f. of retail and 3100 parking spaces. Subsequent phases purpose an additional 411,000 s.f. of office and warehouse space, retail, commercial lodging, a public recreation area and 2255 parking spaces. Urban's services also included erosion and sediment control plans, fire lane plans, easement plats, construction stakeouts and as-built drawings.

Stafford Area Plan Study – Stafford County, Virginia
Principal responsible for management and deliverables associated with Stafford County's Master Redevelopment Plan (MRP) efforts. The MRP, prepared under the direction of Stafford County's Economic Development Office, includes 4 distinct planning areas: Boswell's Corner, Courthouse, Falmouth Village, and Southern Gateway. Within each redevelopment area, Urban is assessing the existing stormwater measures, public water supply, and public sanitary service that are available while making future recommendations for improvements to these systems to ensure their adequacy when these areas redevelop.

Kincora – Loudoun County, Virginia
Urban is the lead engineering firm providing zoning and site plan services for a 7.6 million S.F. mixed use development of office, retail, minor league baseball stadium, performing arts center, hotels, high density residential, and institutional use on 400 acres. The project is a vertical mixed use development with extensive public improvements, wetlands mitigation, environmentally sensitive design, infrastructure, and transportation improvements. The project includes the extension of a 24" Loudoun water transmission water line and a 16" gray water distribution line from the Goose Creek Plant to Dulles Town Center.

Loudoun Station – Loudoun County, Virginia
Planned development – Transit related center located at the future last stop for rail on the Dulles Greenway. It is a 43 acre site rezoned in 2006 to allow 3.8 million S.F. of mixed use office, retail, hotel and residential adjacent to a bus rapid transit drop-off and a rail station. The project includes extensive urban public improvements to roads and utilities. Site plans have been prepared for all infrastructure and the first 500,000 S.F. of development. This project included the design and construction of major sanitary sewer outfall (± 7800 lf) trunk sewer from the property to the Broad Run Interceptor. This outfall was designed to accommodate multiple property owners.

urban™

PLANNERS
ENGINEERS
LANDSCAPE ARCHITECTS
LAND SURVEYORS

Ryan G. David, P.E.
Associate

Education: Bachelor of Science, Civil Engineering,
Virginia Polytechnic Institute and State University, 1998

Professional Registrations (Beginning 2003):

Virginia PE 038229
North Carolina PE 031733
South Carolina PE 25406
Alabama PE 30924
LEED-AP
NCEES 37024 – NCEES Records

Experience:

Mr. David has extensive experience in the management and design of environmentally sensitive civil engineering projects. Specific areas of expertise include site and land planning, storm water management, erosion and sediment control design, best management practices (BMP's), low impact design, site grading, storm drainage, sanitary design, geometric layout, floodplain analysis/studies, reservoir routing, highway design, utility location and relocation, and construction management. He has been responsible for the design, management, and coordination through appropriate agencies of numerous complex commercial and residential sites. Such projects include the design of several office, retail and residential projects throughout Virginia/DC Area. Mr. David has been involved in developing over 8,000 residential units; 5,000,000 GSF of commercial uses and many miles of water, sewer and roads. In addition to the over 13 years of planning and design Mr. David is well versed in the areas of client management, project management, and coordination with key government review agencies; receiving accolades for his attention to detail, overall response time and communication style. Mr. David excels in organizing and maintaining top tier teams specific to each project.

Project Experience includes:

Dulles Discovery Phase 1 – Fairfax County, Virginia
380,000 sq. ft. six-story class A office building with 1300 space surface parking lot. The design involves coordination with future phases of a secure site with over 1 million square feet of office space. Project includes a wet pond design to provide water quality and stormwater detention for a multiphase build out, major onsite utilities, and specific secure site design requirements to meet GSA tenant needs. Site plan and construction drawings approved on time. Building achieved LEED certification.

Reston Section 913 - Fairfax County, Virginia
Project Manager for this 135,000 square foot class A office project with over 450 parking spaces and a 3 story parking structure. His responsibilities for this project included the site grading, drainage design, utility design, landscape plan and erosion & sediment control. He prepared the project for County approval, preformed zoning tabulations, secured project permits, and developed construction documents and specifications.

Loudoun Station – Loudoun County, Virginia
Planned Development and Utilities– Transit related center located at the future last stop for rail on the Dulles Greenway. It is a 43 acre site rezoned in 2006 to allow 1.3 million S.F. of office, retail, hotel and 1,500 multifamily residential apartment/condominium units adjacent to a bus rapid transit drop-off and a rail station. The project includes extensive urban public improvements to roads and utilities. Site plans have been prepared for all infrastructure and the first 500,000 S.F. of development. The project included a 7,450 linear foot sanitary sewer outfall from the initial conceptual alignment analysis to final design and construction administration. The sewer outfall involved multiple property owners; coordination with multiple existing and future developments; environmental concerns.

Orbital Sciences Headquarters - Loudoun County Virginia.
Project Manager for the site design of a 175,000 square foot office building with over 650 parking spaces and recreational area. Responsibilities included site grading, landscape and lighting plans, signage, utility design, and erosion and sediment control. He prepared the project for County approval, preformed zoning tabulations, secured project permits, and developed construction documents and specifications.

Wells

ROBIN L. ANTONUCCI
VICE PRESIDENT

PROFILE: Ms. Antonucci has over 30 years of experience in traffic, transportation, transit, and parking planning, land development and engineering. She has worked for state, local, and regional public agencies, and private consultants. Her extensive public sector experience includes the review and analysis of complex development applications, parking demand studies, the development and review of proposed changes to local zoning ordinance(s), and highway design and construction inspection duties. Ms. Antonucci has provided considerable expert assistance/testimony before planning boards, elected officials, courts, and numerous citizen groups.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies for large and small residential, commercial, non-profit (churches etc.) and mixed-use projects in several major jurisdictions in the Washington metropolitan area. This includes analysis of data, preparation of reports and expert testimony in support of rezoning, special exception/use permits, site plan/subdivision plat approvals and comprehensive plan, zoning ordinance, proffered condition amendments and litigations.

Large-Scale Commercial Developments. Conducted a traffic impact study for a million plus square foot regional distribution center in Prince Georges County, Maryland; numerous mixed-used residential, retail, office developments in Fairfax and Loudoun Counties including; WorldCom, Broadrun Technology Park, Ashburn Corporate Center, and Belmont in Loudoun County, as well as Woodland Park, Dulles Station, CapitalOne, Tysons II, Tysons Corner Center, Oracle, Nextel and SAIC in Fairfax County. Worked extensively with public agencies to secure approval of over a million square feet of office uses in the Reston Town Center.

Parking Studies. Conducted parking policy, needs, feasibility, and shared-use studies for public agencies, and real estate developers, in many northern Virginia jurisdictions, including Arlington County, Fairfax County, and the Cities of Alexandria and Fairfax.

Travel Demand Management Programs. Developed travel demand management programs, including group riding, transit, flexible work hours, and other actions, for major development projects in Arlington County, the City of Alexandria, and Fairfax County, and Loudoun County, Virginia.

Proffer Negotiation. Developed transportation related proffer packages and substantially reduced developer contributions to jurisdictions in suburban Virginia.

Site Assessments. Provided site assessments for several large real estate investment trusts and developers during the "due diligence" period of the land acquisition process. Sites were largely located in Northern Virginia and included CapitalOne, Trammel Crow Residential, Homestead Village, and Federal Realty Investment Trust.

EDUCATION: Bachelor of Science, Civil Engineering, University of Lowell, Lowell, Massachusetts, 1979.

PUBLICATIONS: "Solar Energy Applications in Transportation" Virginia Highway and Transportation Research Council, August, 1978.

EMPLOYMENT HISTORY:

1996 - Present

Wells & Associates, Inc.
McLean, Virginia
Vice President
Assist President with business development, administration, management of junior professional, and technical staff, technical analyses, quality control, documentation, presentations, and court testimony.

1984 to 1996

Fairfax County Office of Transportation
Fairfax County, Virginia
Transportation Planner II
Responsible for the review of complex development applications, transportation impact studies, parking demand studies, and daily management of the County's $13,000,000 proffered roadway contribution fund. Assistant to the Chief of the Transportation Planning Division in the preparation/review of analyses associated with changes to the County's Comprehensive Plan and Zoning Ordinance. Developed scope of work for highway improvement projects.

1982 to 1984

Washington Metropolitan Area Transit Authority
Washington, D.C.
Planner/Estimator
Responsible for the design, cost estimation and implementation of contract maintenance work. Designed office/commercial space, parking lots, drainage systems, and transit related facilities.

1981 to 1982

Bernard Johnson Incorporated
Washington, D.C.
Engineer/Analyst
Responsible for the review of flood insurance studies to insure technical accuracy and compliance with Federal Emergency Management Agency (FEMA) specifications. Established and managed project teams for large-scale studies.

1979 to 1981

Virginia Department of Transportation
Fairfax County, Virginia
Highway Engineer Trainee
Inspected new construction along the I-66 corridor. Responsible for material testing on job-site. Responsible for all personnel related matters on-site. Bridge Inspector (Culpeper Residency). Assisted in the inspection of bridge structure throughout northern Virginia. Designed replacement structures.

KEVIN R. FELLIN, P.E.
SENIOR ASSOCIATE

PROFILE: Mr. Fellin has 12 years of experience in traffic, parking, and transportation planning and engineering. He has worked for both private developers and public sector clients. This experience includes capacity analyses, directional distribution analyses, parking analyses and design, data collection activities, and report preparation.

EXPERIENCE:

Traffic Impact Studies. Conducted numerous traffic impact studies for large and small residential, commercial, institutional and mixed-use projects in the Washington metropolitan area and nationwide. This includes preparation of analyses and reports in support of rezoning, subdivisions, and site plan approvals. Local experience includes studies in Washington, D.C.; Loudoun, Fairfax, and Arlington Counties, Virginia; Montgomery County, Maryland; and the cities of Fairfax, Falls Church, and Alexandria.

Fairfax County, VA Studies. Merrifield Town Center, Metro West, various Tysons Corner projects, and numerous other commercial, retail, and residential projects.

Capacity Analyses. Conducted capacity analyses using Highway Capacity System and Critical Lane Volume methodologies. These analyses include intersections, ramps, and weaving sections.

Directional Distribution Analyses. Analyzed the directional distribution for large and small developments.

Parking Analyses/Design. Assisted in conducting parking needs, feasibility, and shared-use studies and surveys for real estate developers.

Vehicular Access Studies. Conducted studies of the vehicular access, circulation, and service facility requirements for various developments.

Data Collection Activities. Supervised traffic impact studies including turning movement counts, parking counts and, field reconnaissance.

Micro-simulation Analyses. Conducted simulation studies and presentations using Synchro/SimTraffic signal coordination software.

Signal Warrant Analyses. Conducted numerous studies to determine the existing and future necessity of specific intersection signalization according to the guidelines of the Manual on Uniform Traffic Control Devices.

Report Preparation. Prepared tables, charts, and graphics using spreadsheet programs and AutoCAD.

EDUCATION: Bachelor of Science, Civil Engineering, Virginia Polytechnic Institute and State University, Blacksburg, Virginia, May 1998.

CERTIFICATION: Registered Professional Engineer in Virginia

AFFILIATIONS: Institute of Transportation Engineers

EMPLOYMENT HISTORY:

2005 – Present

Wells + Associates, Inc.
McLean, Virginia
Senior Associate

Responsible for transportation planning and traffic engineering analyses and supervision of technical staff, including other associates.

2000 – 2005

Wells + Associates, Inc.
McLean, Virginia
Associate

Responsible for transportation planning and traffic engineering analyses and supervision of technical staff.

1999 – 2000

Geologics Corporation
Alexandria, Virginia
Civil Engineer

Performed engineering assessments and economic feasibility studies for wastewater treatment facilities for the US Steel industry.

MICHAEL J. WORKOSKY, PTP, TOPS, TSOS
VICE PRESIDENT

PROFILE: Mr. Workosky has over 20 years of experience in traffic, parking, and transportation planning and engineering. He is a registered Professional Transportation Planner (PTP), Traffic Operations Practitioner Specialist (TOPS), and Traffic Signal Operations Specialist (TSOS), and has worked for both private real estate developers and public sector clients. This experience includes site traffic impact studies, retail site assessments, transportation analyses of large-scale mixed-use developments, shared parking analyses, parking design and needs studies, and feasibility analyses.

EXPERIENCE: **Traffic Impact Studies.** Conducted numerous traffic impact studies for large and small residential, commercial, and mixed-use projects in every major jurisdiction in the Washington metropolitan area and in over 10 other states. This includes preparation of analyses and reports in support of rezoning, subdivisions, site plan approvals, special exceptions, annexations and comprehensive plan and proffered condition amendments.

Downtown/Mixed-Use Traffic and Shared Parking Studies. Prepared and assisted in the preparation of traffic impact and parking demand studies, internal roadway analyses and design, phased parking and traffic studies, and parking facility location and design for multi-use projects across the United States. These projects include: Twinbrook Commons, Rockville, Maryland, The Village at Shirlington, Arlington, Virginia; Santana Row, San Jose, California; Miracle Mile, Coral Gables, Florida; Crocker Park, Westlake, Ohio; University Village, Seattle, Washington; Easton Town Center, Columbus, Ohio; Newport on the Levee, Newport, Kentucky; CityPlace, West Palm Beach, Florida; Park Place, Leawood, Kansas, The Village at Valley Forge, Valley Forge, Pennsylvania, National Harbor, Prince Georges County, Maryland, and Westport Waterfront, Baltimore, Maryland.

Retail Traffic and Parking Studies. Prepared traffic and parking studies for regional shopping centers including Fair Oaks Mall, Fairfax, Virginia, Potomac Mills Mall, Dale City, Virginia; Broad Street, Henrico County, Virginia; The Park at Stony Point, Richmond, Virginia; Gurnee Mills Mall, Gurnee, Illinois; Franklin Mills Mall, Philadelphia, Pennsylvania; Springfield Mall, Fairfax County, Virginia; Plymouth Meeting Mall, Philadelphia, Pennsylvania; Randhurst Shopping Center, Chicago, Illinois;

Johnson City Mall, Johnson City, Tennessee; Northglenn Mall, Northglenn, Colorado; Ridgedale Shopping Center, Minneapolis, Minnesota; Grapevine Mills Mall, Dallas, Texas; Ontario Mills Mall, Ontario, California; The Block at Orange, Orange, California; North Barrington Collection, North Barrington, Illinois; Opry Mills, Nashville, Tennessee; Concord Mills, Charlotte, North Carolina; Katy Mills, Houston, Texas; Georgetown Park, Washington, D.C.

Hospital Traffic and Parking Studies. Prepared and assisted in the preparation of traffic impact and parking demand studies, internal roadway analyses and design, phased parking and traffic studies, and parking facility location and design for several hospitals within the Washington, D.C. metropolitan area. These projects include: Washington Adventist Hospital, Shady Grove Adventist Hospital, Fairfax Hospital, and Fair Oaks Hospital.

Residential Traffic and Parking Studies. Prepared and assisted in the preparation of traffic analyses, parking studies, and internal roadway studies for major residential projects in the greater Washington Metropolitan area. These include: Stone Ridge, Loudoun County, Virginia; Cameron Station, Alexandria, Virginia; Huntfield, Charlestown, West Virginia; Villages of Urbana, Frederick County, Maryland.

Roundabout Analysis and Design. Prepared analyses and design plans for the installation of three roundabouts in the State of Maryland. The design activities included the preparation of detailed signing and marking plans for implementation.

Interchange Justification Studies. Conducted studies for modifying existing interchanges and for new interchanges on Interstate highways in Virginia, Michigan, Texas, North Carolina and California.

Retail Feasibility Studies. Prepared and assisted in the preparation of several site feasibility studies for potential retail locations throughout the United States, Canada, and Japan. These analyses were conducted for both small and large-scale shopping centers, and identified potential infrastructure improvements and parking needs assessments.

Parking Studies and Design. Conducted parking needs, feasibility, and shared-use studies for major mixed-use developments and private real estate developers. Designed parking facilities for over 20 shopping centers in the Maryland, Virginia, New Jersey, and Pennsylvania, including

a functional parking garage design for the New Jersey State House in Trenton, New Jersey.

EDUCATION: Bachelor of Science, Industrial Technology, California University of Pennsylvania, California, Pennsylvania, December 1987.

AFFILIATIONS: Institute of Transportation Engineers
American Society of Highway Engineers
American Planning Association
International Council of Shopping Centers
The Urban Land Institute

PUBLICATIONS: Member, Institute of Transportation Engineers Traffic Engineering Council. A technical committee responsible for evaluating and making recommendations for all aspects of traffic engineering.

Member, Urban Land Institute Washington District Council Technical Assistance Panel. Served as an expert on a multi-disciplined panel that reviewed development options for the New Carrollton Station Metrorail Area.

PUBLIC TESTIMONY

District of Columbia (Zoning Commission and Board of Zoning Adjustment)
Montgomery County, Maryland (Board of Appeals)
Montgomery County, Maryland (Planning Board)
City of Rockville, Maryland
Frederick County, Maryland
City of Frederick, Maryland
City of Gaithersburg, Maryland
Howard County, Maryland
Arlington County, Virginia
City of Falls Church, Virginia
City of Alexandria, Virginia
Loudoun County, Virginia
Frederick County, Virginia
State of New Jersey
State of Illinois
State of West Virginia
State of California
State of Ohio

EMPLOYMENT HISTORY

1994 - Present **Wells + Associates, Inc.**
McLean, Virginia
Vice President

Responsible for project administration, management of technical staff, technical analyses, design, quality control, documentation, and expert testimony.

1988 - 1994 **Gorove/Slade Associates, Inc.**
Washington, D.C.
Associate

Responsibilities included management of technical and clerical staff, transportation planning and traffic engineering analyses.

Colonial

Russell C. Lindner, Chairman, is the son of founder Tad Lindner and whose lifelong career at Colonial includes work as a valet parker at the Four Seasons Hotel, manager of various real estate investments, and legal counselor. A member of the DC Bar, Rusty combines his parking and land use experience to help advance our clients' interests. He is actively engaged in a variety of local and national enterprises, including service as an officer of the Federal City Council, a Trustee of the University of Georgia Foundation and a Director of the Federal Reserve Bank of Richmond. Rusty obtained his B.A. from Johns Hopkins, his J.D. from George Washington School of Law and his M.S. from M.I.T.

Andrew C. Blair, President and Chief Executive Officer, has 30 years of experience in the industry, including risk management, marketing and operations. Andrew is responsible for all of Colonial's operating functions, including Operations and Development and Maintenance, as well as the Office of the General Counsel. Andrew, who received his B.A. from The University of Virginia, takes an active leadership role in numerous municipal, community, and professional organizations, including serving as Chair of the Board of Children's National Medical Center Foundation, as well as Vice Chair of the parent Board of CNMC, past Chairman of the Alexandria Chamber of Commerce, and past Chairman of the National Parking Association and the Board of the Washington Parking Association.

David C. Souders, Vice President and Chief Financial Officer, joined the Colonial Parking executive team in February of 2010. Prior to Colonial Parking, Dave was employed by Gate Gourmet, Inc., a Northern Virginia-based $500 million company, and his career includes over 17 years of experience with private and publicly-held

companies focusing on strategic planning, business process design, budgeting, forecasting and benchmarking, taxation, and treasury functions. Prior to his tenure at Gate Gourmet, he served as the CFO of BOWA Builders, Inc. for nearly five years. Dave holds a B.S. in Accounting from Virginia Tech, a Masters of Business Administration from Hood College, and is a Certified Public Accountant licensed in the state of Maryland. He is an active member of the American Institute of Certified Public Accountants and the Maryland Association of Certified Public Accountants.

Jim Proctor, CPP, Senior Vice President, Managed Facility Portfolio, has 24 years of experience in the parking industry, including extensive experience with budget and personnel management, proposal preparation, contract negotiation, and revenue and access control systems development. Jim has had exposure to virtually every facet of parking management, with direct oversight of leased, managed, and municipal parking operations serving high-volume commercial, residential, government, retail, mixed-use, hospitality and event parking operations. An active member of the Bethesda-Chevy Chase Chamber of Commerce, Jim also has affiliations with BOMA, DCBIA, IREM, and sits on the Board of Directors of the Montgomery County Chamber of Commerce.

Bereket Woldu, CPP, Senior Vice President, Leased Facility Portfolio, is a long-time Colonial employee who has progressively risen through the organization from Attendant, Cashier, Site Manager, Night Operations Manager, Regional Manager and, today, Senior Vice President. In his current capacity, he has the ability to apply all of these experiences to a portfolio, including Colonial's urban, labor-intensive leased facilities. Bereket is a member of the board of the Georgetown Business Improvement District and is an active supporter of the Ethiopian Community in Washington. Bereket holds a B.A. from The University of Baltimore.

James D. Villa, Vice President and General Counsel, joined Colonial Parking's executive team in September 2011. Jim has a wealth of legal experience gained from positions within house legal departments, the federal government, as well as

nationally regarded law firms. Most recently, Jim was a Vice President and Chief Counsel at AOL, Inc. responsible for managing the company's litigation, antitrust, regulatory, bankruptcy and electronic discovery matters. Prior to AOL, Jim was a Trial Attorney in the Antitrust Division of the United States Department of Justice where he was responsible for enforcing the nation's antitrust law. While there, he also did a detail as a Special Assistant United States Attorney in the U.S. Attorney's Office in Alexandria, Virginia. He was formerly an associate at both Howrey & Simon and Sutherland, Asbill & Brennan, both located in Washington, D.C. Jim graduated from the University of Michigan and the University of Michigan Law School and is an active member of both the District of Columbia and Virginia bars.

Seth Gunn, Assistant to the President and Managing Director of Revenue Integrity and Maximization, has 10 years of experience in the parking industry, including extensive experience in the areas of information technology, revenue control systems and auditing. Seth leads the firm's focus on Revenue Integrity and Maximization and internal and external audit functions. Prior to Colonial Parking, Seth was employed by the University of Massachusetts as the Assistant Director of Admissions Systems. Seth holds a B.S. in Resource Economics from the University of Massachusetts.

William Cook, Vice President, has 20 plus years of experience in parking, hospitality and manufacturing operations. In addition to his tenure at Colonial Parking, Will has held officer-level positions with Park 'N Fly, AviStar, Thousand Trails, and Nielsen & Bainbridge—the latter three being through a decade-long association with Kohlberg & Co., a New York-based private equity firm. Will is responsible for the operations of Colonial's Remote Managing Center for unmanned PARCS solutions and the design, installation and management of complex PARCS. Will has extensive experience managing complex facilities at Airports with sophisticated revenue control systems. Will is a native of Alexandria, graduated with a B.A. in History from the College of William and Mary, and is a past presenter at the NPA, IPI and the AAAE.

Reed Smith

ReedSmith

James C. Brennan

Partner

jbrennan@reedsmith.com

Falls Church

T: +1 703 641 4252
F: +1 703 641 4340

Education

Georgetown University Law Center, 1998, LL.M., Tax

New York Law School, 1992, J.D., cum laude, Member of *New York Law School Law Review*

University of Richmond, 1989, B.A.

Professional Admissions / Qualifications

Virginia

New Jersey

Maryland

Overview

Jim's practice focuses on commercial real estate and business transactions. Jim represents clients engaged in all aspects of residential, office, retail, hotel and industrial development. He has represented permanent and construction lenders, and borrowers in loan transactions, workouts and restructurings. He has represented clients in equity investments including debt equity lenders. Jim has experience with (i) the acquisition, construction and development of large mixed use projects, golf course communities, apartment projects, hotel projects, office buildings, condominium projects, retail centers, shopping centers and warehouse facilities including air cargo facilities, (ii) complex financing transactions through conventional or bond financing, special taxing districts, tax increment financing and community development authorities and (iii) all aspects of leasing including office, retail and warehouse. Jim has worked on renewable and clean energy projects (e.g. solar and wind projects). He has experience in representing corporations, partnerships and limited liability companies in the purchase and sale of businesses as well as asset-based lending. He has experience in negotiating and forming limited liability companies, partnerships (general and limited), corporations (C and S corps) and other business entities including drafting the organizational documents. He has experience with local transfer and recordation taxation issues.

Employment History

- 1999 - Reed Smith
- Hazel & Thomas, P.C. (combined with Reed Smith in 1999)

Professional Affiliations

- Named as one of America's leading lawyers in the area of Real Estate Law in The Best Lawyers in America 2012 editions. The Best Lawyers lists, representing 80 specialties in all 50 states and Washington, D.C., are compiled through an exhaustive peer-review survey in which thousands of the top lawyers in the United States confidentially evaluate their professional peers.
  Recognized by *Chambers USA* as one of America's leading Real Estate: Northern Virginia lawyers.
- Recognized by Virginia Business Magazine in the area of Real Estate

ReedSmith

Benjamin F. Tompkins

btompkins@reedsmith.com

Falls Church

T: +1 703 641 4268
F: +1 703 641 4340

Education

University of Virginia School of Law, 1986, J.D.

University of Virginia, 1982, B.A.

Professional Admissions / Qualifications

Virginia

Overview

Ben focuses his practice on commercial (office, retail and industrial) and large scale residential real estate, including (i) the acquisition/disposition of raw and improved land, (ii) all facets of development, including obtaining the necessary governmental entitlements, the formation and representation of special tax districts, the formation of planned developments/condominiums and compliance with state, local and federal requirements (including environmental), (iii) leasing, including build-to-suit transactions, and (iv) all aspects of financing (including restructuring). Clients encompass developers, financial institutions and investors, including Real Estate Investment Trusts. An additional part of his practice covers the acquisition/disposition of corporations and partnerships, and their asset and asset-based financing.

Honors & Awards

Honors, Awards & Recognitions

- Selected by his peers and the publishers of *Virginia Business Magazine's* Legal Elite as one of Virginia's best "Real Estate/Land Use" attorneys for 2008.
- Recognized in *Chambers USA* as one of America's leading lawyers in the area of Real Estate: Zoning/Land Use: Northern Virginia (2008-2010 editions).

Employment History

- 1999 - Reed Smith
- 1986 - Hazel & Thomas, P.C. (combined with Reed Smith in 1999)

Professional Affiliations

- Northern Virginia Transportation Alliance (NVTA) - Board of Directors, Member (January 2010 - December 2012)
- American Bar Association
- Fairfax Bar Association
- Virginia Bar Association

ReedSmith

Thomas R. Folk

Partner

tfolk@reedsmith.com

Falls Church

T: +1 703 641 4294

F: +1 703 641 4340

Education

University of Virginia School of Law, 1978, J.D., Graduated first in his class; Served on the Managing and Editorial Boards of the *Virginia Law Review*

U.S. Army Command & General Staff College, 1989

Judge Advocate General Graduate Course, 1983, Honor Graduate - First in class

Judge Advocate General Basic Course, 1978, Honor Graduate - First in class

U.S. Military Academy at West Point, 1972, Graduated as a Distinguished Cadet, 8th in General Order of Merit in class of 823; Awards for highest overall academic standing in Social Sciences, Political Science, and International Affairs

Professional Admissions / Qualifications

District of Columbia

Virginia

Court Admissions

U.S. Supreme Court

U.S. Court of Appeals - Fourth Circuit

U.S. Court of Appeals - Ninth Circuit

U.S. Court of Appeals - District of Columbia Circuit

U.S. Court of Appeals - Federal Circuit

U.S. Court of Federal Claims

U.S. District Court - District of Columbia

U.S. District Court - Eastern

Overview

Tom is an accomplished partner with many years of experience with difficult and complex litigation and with public-private partnerships, construction, and public procurement matters. His practice focuses on construction, public procurement, and general litigation. His substantive areas of experience include technology disputes, construction disputes, government contract disputes, bid protests, environmental claims, business disputes, real estate litigation, construction contracting, public procurement, and public-private partnerships.

He has provided legal services to a number of Virginia public entities on public procurement and construction matters, including the Counties of Arlington, Spotsylvania, and Roanoke, the City of Falls Church, the Town of Leesburg, the Alexandria City Public Schools, Stafford County Public Schools, Loudoun County Public Schools, Chesterfield County Public Schools, Warren County Public Schools and City of Manassas Public Schools.

Tom has assisted a number of Virginia jurisdictions with the Public-Private Education Facilities and Infrastructure Act of 2002 ("PPEA"), including one of the first large PPEA procurements undertaken in the Commonwealth, that by Stafford County and the Stafford County Public Schools, the Alexandria City Public Schools' T.C. Williams Replacement Project, and projects for the Warren County Public Schools, the Chesterfield County Public Schools, the Frederick County Public Schools, the Northumberland County Public Schools, the Patrick County Public Schools, the County of Roanoke, the County of Spotsylvania, and The Winchester Parking Authority.

In addition, Tom has lectured and written extensively on public procurement, construction, and the PPEA. In 2006, *Virginia Super Lawyers* magazine named Tom a Super Lawyer for his General Litigation practice. Tom is a Colonel in the U.S. Army Reserve - retired, Airborne and Ranger qualified.

Publications

- "Best-Value Procurements in Virginia Following The Virginia Supreme Court's Decision in Professional Bldg. Maintenance Corp.," *Reed Smith Client Alerts*, 31 May 2012
- "Bid, Payment, and Performance Bond Update for Virginia Public Projects," *Reed Smith Client Alerts*, 6 June 2011
- "Because of Federal Preemption, Project Owner Cannot Seek Indemnity from Architect for Failure of Design To Meet Fair Housing Act and Americans With Disability Act Accessibility Requirements," *Reed Smith*

Client Alerts, 9 June 2010

- "Recent Virginia Supreme Court Decision Makes Waiver of Home Office Overhead Claims Unenforceable in Public Construction Contracts," *Reed Smith Client Alerts*, 27 April 2009
- "Getting the Money is Just Step One: The Federal Transit Administration Announces New Third-Party Contracting Guidelines for Grant Recipients," *Reed Smith Client Alerts*, 6 November 2008
  Co-Author(s): Christopher L. Rissetto, Michael C. Falk
- "Virginia Legislation Update: Amendments to Virginia Public-Private Legislation to Become Effective July 1, 2005," *The Critical Path*, 17 June 2005
- "Developments in Virginia Public Procurement: Keeping in Check the Blurring Line Between Public and Private Improvements," *The Critical Path*, 24 February 2005
- "Are Indemnification Provisions in Construction Contracts with Some Public Entities Unenforceable?; Take Notice: Recent Case Reemphasizes Importance of Adherence to Requirements for Written Notice of Intention to Make a Claim," *The Critical Path*, 9 October 2003
- "Virginia's Public - Private Education Facilities and Infrastructure Act of 2002: A Radical Change that Presents Opportunity and Risk," *The Critical Path*, 13 December 2002
- "Increased Government Spending Brings Greater Scrutiny of Government Contract Ethics," *The Critical Path*, 1 September 2002
- "Legislative Alert: Recodification of Virginia Public Procurement Act Requires Chart to Keep Track," *The Critical Path*, 3 July 2002
- "A Call for Bridge Designers: West Point Bicentennial Engineering Design Contest," *The Critical Path*, 14 December 2001
- "Taking Notice: Supreme Court of Virginia Issues Two Important Opinions on Written Notice of Claim Requirements Under Virginia Public Procurement Act," *The Critical Path*, 31 August 2001
- "Inartful Drafting and Arbitration Clauses - Traps for the Unwary ," *The Critical Path*, 2 January 2001
- "Virginia courts are fast and efficient but with traps for the unwary," *Reed Smith Client Alerts*, 1 September 2000
- "Changing of the Guard: Significant Modifications in the 1997 AIA B141 and A201 Form Contract Documents," *The Critical Path*, 1 March 2000

Speaking Engagements

- Construction Law Seminar, Falls Church, Virginia, 7 June 2012
- Virginia Public Procurement, Public-Private Partnerships & Infrastructure, Falls Church, Virginia, 15 November 2011
- Virginia Public Procurement, Public-Private Partnerships, Grants & Infrastructure
  Contract Administration and Dispute Issues, Falls Church, 10 December 2003
- Virginia Public Procurement, Public-Private Partnerships, Grants & Infrastructure - Contract Formation Issues, Falls Church, 5 November 2003
- Virginia Public Procurement, Public-Private Partnerships Grants & Infrastructure
  Federal Infrastructure Grants, Falls Church, 21 October 2003
- Virginia Public Procurement, Public-Private Partnerships, Grants & Infrastructures
  The Virginia Public-Private Education Facilities and Infrastructure Act of

2002, Falls Church, 15 October 2003

- Virginia Public Procurement, Public-Private Partnerships, Grants & Infrastructure
  An Introduction to and Overview of Virginia Public Procurement, Falls Church, 23 September 2003
- Virginia Public-Private Education Facilities and Infrastructure Act of 2002, Falls Church, VA, 26 March 2003

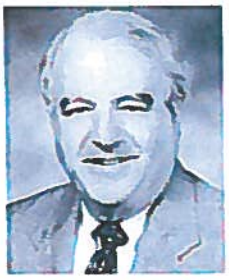
Employment History

- 1999 - Reed Smith
- 1986 - Hazel & Thomas, P.C. (combined with Reed Smith in 1999)

Professional Affiliations

- In 2007, *Washington, D.C. Super Lawyers* magazine named Tom a Super Lawyer for his General Litigation practice. Super Lawyers identifies the top 5 percent of attorneys in each state, as chosen by their peers and through the independent research of *Law & Politics*.
- In 2006, *Virginia Super Lawyers* magazine named Tom a Super Lawyer in Virginia for his General Litigation practice. Super Lawyers identifies the top 5 percent of attorneys in each state, as chosen by their peers and through the independent research of *Law & Politics*.
- Named in *Who's Who in America*, *Who's Who of American Lawyers* and *Who's Who of Emerging Leaders*
- Served on boards of Fairfax Bar Association, Virginia State Bar Construction and Public Contract Law Section, and West Point Society of D.C.
- West Point Bicentennial Steering Group
- Received Distinguished Member Award, West Point Society of D.C.

ReedSmith



Benton Burroughs, Jr.

bburroughs@reedsmith.com

Falls Church

T: +1 703 641 4277
F: +1 703 641 4340

Education

Georgetown University Law Center, 1975, LL.M., Taxation

Emory University School of Law, 1971, J.D.

University of Alabama, 1967, B.S.

Professional Admissions / Qualifications

Alabama

District of Columbia

Virginia

Court Admissions

U.S. Tax Court

U.S. Supreme Court

U.S. District Court - District of Columbia

U.S. Court of Appeals - District of Columbia Circuit

U.S. District Court - Eastern District of Virginia

U.S. District Court - Northern District of Alabama

U.S. Court of Appeals - Eleventh Circuit

U.S. Court of Appeals - Fifth Circuit

Overview

Benton has a diverse practice which includes private equity, mergers and acquisitions; corporate, partnership and limited liability companies; various transactions; tax advice on all matters; entity formation; joint ventures; public and private securities offerings; venture capital transactions; tax controversy work; tax exempt financings; public finance; and business advice, as well as commercial and real estate lending and structuring transactions. Benton is listed in the *Red Book*.

Honors & Awards

- Benton was named a 2009 Super Lawyer for his M&A practice by *Super Lawyers* in its Corporate Counsel Edition.
- Selected by his peers and the publishers of *Virginia Business Magazine's* Legal Elite as one of Virginia's best "Business Law" attorneys for 2009 and 2010. Benton was also selected by *Virginia Business Magazine* in 2002, 2005, 2006 and 2008.
- In 2008, *Washington, D.C. Super Lawyers* magazine named Benton a Super Lawyer for his Mergers & Acquisitions practice. He was also selected a DC Super Lawyer in 2006 and 2007. Super Lawyers identifies the top 5 percent of attorneys in each state, as chosen by their peers and through the independent research of *Law & Politics*.
- In 2007, *Virginia Super Lawyers* named Benton a Super Lawyer for his Mergers & Acquisitions practice. Super Lawyers identifies the top 5 percent of attorneys in each state, as chosen by their peers and through the independent research of *Law & Politics*.

Speaking Engagements

- Mid-Atlantic Venture Association Capital Conference 2003, Baltimore, MD, 27 May 2003

Employment History

- 1999 - Reed Smith
  - Virginia Market Managing Partner (1999-2002)
  - Co-Chair, Technology Sales Team (2002)
  - Deputy Practice Group Leader for Corporate and Securities Group for Washington, D.C. Region (1999-2001)
- 1989 - Hazel & Thomas, P.C. (combined with Reed Smith in 1999)
  - Managing Partner (1995-1999)
  - Executive Committee (1994-2001)
- 1985 - Vice President and General Counsel, Director and shareholder of

Metrocall of Delaware, Inc. and Affiliates, a telecommunications company in cellular and radio common carrier and broadcasting activities
  - Handled representation of telecommunications and broadcasting entities, including the Partnership Agreement for Washington Baltimore Cellular Telephone Company, and the Partnership Agreements with MCI and Metrocall to Joint Venture in various sites in Virginia and North Carolina
- 1979 - Thomas & Fiske, P.C.
- 1977 - Bainbridge & Mims, Birmingham, Alabama
- 1971 - U.S. Department of Justice, Attorney General Honors Program, Tax Division
  - Handled civil litigation in representing the Department of Justice relating to a refund of overpayment of taxes in many Federal District Courts

Professional Affiliations

- American Bar Association - Taxation, Business Law, Real Property, Probate and Trust Sections
- Virginia State Bar - Board of Governors, Section of Taxation (1997-2003)

Recent Projects of Similar Scope

Reston Station Metro Facilities

A. Address / location of project

Wiehle Avenue and Metro Center Drive, Reston, VA

B. Development Team members including lead private entity, project architect, general contractor, lender and equity provider

- Developer: Comstock Partners, LC
- Architect(s): Davis Carter Scott, Hickok Cole, and Jahn
- General Contractor: Davis Construction
- Lender: Bank of America
- Equity Providers: Comstock and Fairfax County
- Land Lessor: Fairfax County

C. References

Please see references for Reston Station in Tab C.

D. Site Plan, photos, project renderings

Please see site plans and renderings included in the Comstock flyers included in Tab B. For more photos of the project, please visit ComstockCompaniesPhotos.com

E. Evidence of design excellence and inclusion of sustainable design features

- NAIOP NoVA 2011Award of Excellence – Best Real Estate Transaction
- NAIOP 2012 Award of Excellence – Best Master Plan
- Washington Building Congress 2013 Craftsmanship Award - Concrete
- Transit Oriented Development
- Buildings above will be LEED Certified at a minimum
- 150 Space Bike Room
- LED lighting

F. Development Scope (Land Area, Bldg SF by type, Construction Type)

- 1.3 million SF below grade, cast-in-place concrete garage
    - 91,000 cy concrete
    - 18.8 million pounds of reinforcing
    - 630,000 cy of dirt off site.
    - 2,300 County-owned Metro parking spaces
    - 400 Private parking spaces
    - 46 Space Kiss N' Ride
    - 12-bay County Bus Facility
- 9-acre site with 1.5 million SF of total planned high-rise office, hotel, multifamily and retail development above
- Associated road improvements

G. Development Costs (Total Project, Hard (total and per SF), Soft, Development Fees)

- Total Project Costs: $132 million
- Total Hard Costs: $101 million
- Total Hard Costs per SF: $78
- Total Road Improvements: $12 million
- Total Soft Costs: $19 million

H. Sources and Amounts of Funding

- County Funding: $98 million
- Comstock Funding: $34 million

I. Project Timeline (planning to land acquisition to construction to completion)

- Planning and Design: 2007 to 2011
- Land Acquisition: 2011
- Construction: 2011 to 2013
- Completion: 2013

J. Challenges

- Accommodating all stakeholders' interests in a complicated project on a tight schedule
- Coordinating with various MWAA milestone dates
- Incorporating design criteria of three architectural firms for five future buildings to be constructed atop the parking structure during facility operation

K. Similarities to Loudoun County Parking Facilities

- Public-Private Partnership
- Parking Garage for Metro Commuters
- Integrates Metro Parking with Adjacent Mixed-Use Development
- Project requires cooperation and coordination with County staff and VDOT, MWAA and WMATA officials

Loudoun Station

A. Address / location of project

Shellhorn Road and Central Station Drive, Ashburn, VA

B. Development Team members including lead private entity, project architect, general contractor, lender and equity provider

- Developer: Comstock Partners, LC
- Architect(s): Davis Carter Scott and HKS
- General Contractor(s): Davis Construction and Signet Construction
- Lender(s): HUD, Bank of America
- Equity Provider: Comstock

C. References

Please see references for Loudoun Station in Tab C.

D. Site Plan, photos, project renderings

Please see site plans and renderings included in the Comstock flyers included in Tab B. For more photos of the project, please visit ComstockCompaniesPhotos.com

E. Evidence of design excellence and inclusion of sustainable design features

- Transit Oriented Development
- Walkable Mixed-Use Community
- WBJ 2012 Best Real Estate Deals – Runner Up

F. Development Scope (Land Area, Bldg SF by type, Construction Type)

- 428,000 SF multifamily development with 357 rental units , wood-framed construction (delivered in 2012)
- 58,000 SF of ground floor retail, concrete podium construction (delivered in 2012)
- 54,000 SF movie theater with 50,000 of office and 7,900 SF of retail, steel-framed construction (delivering 2014)
- 43-acre site with 3.8 million SF of total planned retail, office, hotel and multifamily development

G. Development Costs (Total Project, Hard (total and per SF), Soft, Development Fees)

- Total Project Costs: $80 million (to-date)
- Total Phase IA Base Building Hard Costs: $43 million
- Total Phase IA Hard Costs per SF: $100
- Total Phase IA Soft Costs: $4 million
- Total Land Development and Infrastructure Costs: $33 million

H. Sources and Amounts of Funding

- HUD loan: $70 million
- Comstock Equity: $10 million

I. Project Timeline (planning to land acquisition to construction to completion)

- Planning and Design: Ongoing Since 2001
- Land Acquisition: 2001
- Construction: Phase IA 2011-2012, Phase IB 2013-2014
- Completion: TBD based on market conditions

J. Challenges

- Masterplanning and phasing delivery of an urban mixed-use community that will serve as Loudoun County's premier Metro location

K. Similarities to Loudoun County Parking Facilities

- Project requires cooperation and coordination with County staff and VDOT, MWAA and WMATA officials
- Project must plan for future development of structured parking
- Proposed 772 North Garage Site is located within the project

Reston Station OB1 Garage

A. Address / location of project

Wiehle Avenue and Metro Center Drive, Reston, VA

B. Development Team members including lead private entity, project architect, general contractor, lender and equity provider

- Developer: Comstock Partners, LC
- Architect: Murphy Jahn
- General Contractor: Davis Construction
- Lender: Bank of America
- Equity Provider: Comstock
- Land Lessor: Fairfax County

C. References

Please see references for Reston Station in Tab C.

D. Site Plan, photos, project renderings

Please see site plans and renderings included in the Comstock flyers included in Tab B. For more photos of the project, please visit ComstockCompaniesPhotos.com

E. Evidence of design excellence and inclusion of sustainable design features

- Transit Oriented Development
- Office Building Above will be LEED Silver

F. Development Scope (Land Area, Bldg SF by type, Construction Type)

- 2 acres
- 0.3 million SF below grade, cast-in-place concrete garage
- 670 total spaces
- Designed to carry a future 380,000 SF office building above while staying in operation

G. Development Costs (Total Project, Hard (total and per SF), Soft, Development Fees)

- Total Project Costs: $23 million
- Total Hard Costs: $20 million
- Total Hard Costs per SF: $67
- Total Soft Costs: $3 million

H. Sources and Amounts of Funding

- Comstock Equity: $23 million

I. Project Timeline (planning to land acquisition to construction to completion)

- Planning and Design: 2011 to 2012
- Land Acquisition: 2011
- Construction: 2013 to 2014
- Completion: 2013 with future office TBD based on market conditions

J. Challenges

- Integrating design seamlessly with adjacent Metro Facilities
- Staying in operation during construction of the building tower above

K. Similarities to Loudoun County Parking Facilities

- Public-Private Partnership
- Integrated Private Garage Adjacent To Metro Facilities
- Project requires cooperation and coordination with County staff and VDOT, MWAA and WMATA officials
- Garage is planned to temporarily accommodate adjacent Metro parking overflow

Comstock

LOUDOUN STATION

METRO + METROPOLITAN

LOUDOUN STATION | ASHBURN, VIRGINIA

Comstock rezoned Loudoun Station to PD-TRC in 2004, making it one of the first transit oriented development projects in the County. With an overall site plan of 43 acres situated at the terminus of Phase II of the Silver Line Metro, the phased community will ultimately deliver approximately 1,500 residences, 1.3 million SF of office space, 300,000 SF of retail space including a 12-screen movie theater, and a full-service hotel. Proffered commitments include a grid of streets, pedestrian and bike trails, public open space and transit facilities. Many of these improvements have already been delivered.

OVERVIEW

- 43 Acres
- 1,500 Residences
- 300,000 SF of Retail
- 12-Screen Movie Theater
- 1.3 Million SF of Office
- Full Service Hotel

TEAM

- Comstock Partners, LC
- US Department of Housing & Urban Development
- James G. Davis Construction
- Davis, Carter, Scott Ltd
- Hickok Cole Architects
- HKS, Inc.

The first phase of the community, BLVD | Loudoun Station, project is nearing completion, delivering 357 luxury apartments in three (3) four and five-story buildings built above retail podiums. Ground floor retail bays, with 16' finished ceilings, comprise 62,000 SF of the space.. The apartments feature a variety of floor plans with high ceilings, large windows, superb finishes and high-end amenities. These buildings line a broad boulevard that will offer a vibrant and engaging atmosphere when the retail spaces begin to open this fall.

When the market dictates, Comstock will begin to deliver the office component. It is anticipated that these office buildings will attain LEED Silver certifications or better. At final build-out, the preponderance of the parking will be structured, resulting in a far less impervious footprint than a surfaced parked plan. When the Silver Line is completed to Loudoun, Comstock will also file for a parking reduction to encourage Metro ridership and shared parking uses.

COMSTOCK

RESTON STATION

METRO + METROPOLITAN

WIEHLE AVENUE | RESTON, VIRGINIA

Reston Station is a public-private partnership between Comstock and Fairfax County. The project comprises a subterranean Metro transit parking facility and over 1 million square feet of private development built above.

Comstock has acted as the fee developer of the County's Metro Station Facilities. In this role, Comstock was responsible for entitling and planning the project and worked closely with multiple stakeholders, including Fairfax County in both its proprietary and regulatory capacity to rezone the parcel in just eleven months. Subsequently, Comstock contracted with James G Davis Construction, under a Guaranteed Maximum Price agreement, to construct and deliver the County's required Metro Station Facilities in time for commencement of Metro Silver Line operations.

The private development is structured around a 99 year ground lease with a rent structure that will allow the County to service its bonds for the transit garage while allowing Comstock to phase in the project concomitant with market demand.

The overall development reflects the work of world class architects and their teams of talented engineers. While the subterranean garage is not being submitted for LEED certification, comprehensive sustainable standards have been implemented.

Through the use of efficient water, electrical, and mechanical systems, use of sustainable materials, focus on indoor environmental quality and leveraging the Metro accessible location, the buildings under private development will meet LEED Silver status, and the project will be submitted for LEED Neighborhood status.

COMSTOCK

OVERVIEW

- 9 Acres
- 550,000 SF of Office
- 750,000 SF of Residential
- 125,000 SF Hotel
- 65,000 SF of Retail
- 1.3 Million SF Public Parking Garage
- 1.2 Million SF Private Parking Garage

TEAM

- Comstock Partners, LC
- Fairfax County
- James G. Davis Construction
- Hickok Cole Architects
- Murphy/Jahn Architects
- Davis, Carter, Scott Ltd

Piper Jaffray

Relevant Project Experience

Below, we provide two brief case studies of our experience on transactions similar to that being proposed.

DULLES GREENWAY: Mr. Klinges' initial involvement with the Dulles Greenway began in 1996, when the project's debt defaulted shortly after project opening in the fall of 1995. He led the banking team that was retained by the original institutional lenders to explore various techniques that might be utilized to recover their loans to the project. Options at the time included selling the toll road to the Virginia Department of Transportation through the sponsorship of a 63-20 corporation under the newly enacted Public/Private Transportation Act of 1995. Under this approach, tax-exempt debt backed only by project revenues and sufficient to pay in full project loans would have been sold by the 63-20 entity. The Commonwealth, however, declined to sponsor the 63-20 purchase approach.

Mr. Klinges then sought to secure investment grade ratings for new corporate project debt that would be significantly back-loaded. This objective was accomplished, and in 1999 Mr. Klinges completed a securitization with approximately $400 million of taxable, 144A bonds. The offered bonds included $330 million of senior bonds that carried MBIA insurance with underlying investment grade ratings, and $70 million of non-rated subordinate debt.

The approach to the refinancing engagement was to defer amortization of the project debt until after the anticipated development in the project corridor would increase the traffic demand for the Greenway project. The refinancing debt included $282 million of zero coupon bonds, did not have any bond amortization until 2003, and extended the debt amortization to 2035 to increase the minimum projected debt service coverage ratio. The challenge to Mr. Klinges in completing this engagement was to guide the credit rating analysts through the strength of the long-term demand for this facility after the project had achieved less than anticipated traffic in its early years of operation, and had received a deluge of unfavorable press due to the debt default that had persisted for several years.

In the course of this engagement, Mr. Klinges advised TRIP II on the engagement of a traffic and revenue consultant and oversaw the production of a new traffic and revenue study based upon actual experience on the Greenway since its opening in 1995. Based upon this work, Mr. Klinges managed the process of introducing the project credit to the rating agencies with the objective of achieving investment grade status despite the existing debt default. After extensive negotiations, underlying investment grade ratings were secured from all three rating agencies. Mr. Klinges subsequently negotiated the terms of a bond insurance policy for the debt offering, thereby raising the ratings on the offering to Aaa/AAA. After the refinancing, the success of the project was notable. Revenue growth averaged 20 percent and traffic growth was better than 12 percent from 1999-2004, and the project quickly reached the point where additional capacity was required.

Mr. Klinges was again retained as financial advisor and placement agent in February 2004, in this case by TRIP II, the owners of the Dulles Greenway, despite his previous representation of lenders in an adverse negotiation. The engagement involved completing a debt offering that would fund capital improvements, pay the owners a dividend and increase the attractiveness of the project to a potential purchaser. In February, 2005 the debt financing was executed, as described below, and in August, 2005 TRIP II sold the Greenway to the Macquarie Infrastructure Group for $617 million. The debt restructuring was the key component to achieving enhanced valuation that provided the optimal return to TRIP II for the sale of the road.

The recommended financing approach took advantage of the Project's strong prospects for continued growth and the ability to schedule debt maturities out to 2056. While relying solely on conventional zero-coupon debt for the new offering was not practical (this would require an assumption that revenue growth

Relevant Project Experience

rate would remain higher than the interest rate on the bonds for the full term), Mr. Klinges believed that a structure that scheduled all debt to mature after the final maturity of the Series 1999 Bonds (2035) with a mandatory early redemption schedule would facilitate the rating process and negotiations with the bond insurer. An important aspect of the structure was to make the early redemptions mandatory, but to place them below debt service in the flow of funds. As such, the rating agencies could take comfort that the early redemptions would be made (based on numerous stress tests we helped to develop), but base their rating on the Company's ability to pay the bonds by the scheduled maturity dates.

After successfully securing investment grade ratings based upon this flexible amortization approach, Mr. Klinges was able to negotiate an insurance wrap from MBIA. The bonds were placed with an effective borrowing cost of 6.27 percent for taxable debt with a fifty-plus year amortization. The transaction was voted "Deal of the Year" by institutional investors in the annual survey by Smith's Research and Ratings based upon the innovative use of the mandatory flexible amortization structure.

ROUTE 28 STATION PROJECT:

David Klinges, while at Bear Stearns, served as advisor to the Massachusetts Bay Transportation Authority and completed a non-recourse project financing for a new four level, 2670 space parking garage at the Authority's Route 28 station. In completing this engagement, David was able to secure investment-grade ratings from all three rating agencies for a municipal bond offering for a new garage, a very similar scenario as to what is being done at the Route 606 and 772 stations. This was accomplished through a not-for-profit 63-20 corporation, a innovation to transportation finance that David also developed for the Southern Connector toll road in South Carolina. Furthermore, David also developed a similar strategy as one aspect of our plan of finance for the Cobb County transit project outside Atlanta, however, this project was not ultimately completed.

MuniCap

Mosaic at Merrifield

Located approximately 12 miles west of Washington, DC in Fairfax County, Virginia, the Mosaic District consists of a 31.37 acre mixed-use development, including retail, restaurant, office, hotel, theater, and residential components. MuniCap provided ongoing consultation to Fairfax County regarding, culminating in the successful issuance of revenue bonds totaling $65,650,000 in June of 2011, which were used to finance certain infrastructure improvements associated with the Mosaic District. The bonds are secured by tax increment and special assessment revenues; MuniCap provided the forecast of tax increment revenue used to size the bonds, along with the methodology of calculating and apportioning the special assessments.

Kincora

Located at the southwest intersection of Route 7 and Route 28 in eastern Loudoun County, Virginia, the Kincora District consists of a 400 acre mixed-use development, including retail, office, hotel, and residential components, as well as a minor league ballpark and an arts center. MuniCap provided ongoing consultation to the developer, in conjunction with the Industrial Development Authority of Loudoun County (the "Authority"), regarding the financial structuring and acquisition of a Virginia Transportation Infrastructure Bank (VTIB) Loan. As of June 2012, the VTIB Loan has been granted to the Authority in the amount of $80,000,000, which will be used to finance certain infrastructure improvements associated with the Kincora District. MuniCap is continuing to assist Kincora with the potential use of a CDA to help fund a minor league baseball stadium at the project.

MuniCap List of Bond Issues (Since 1997)

District	Bond Series	Par Value of Bonds	Date of Issuance
City of Williamsburg, Virginia, Quarterpath Community Development Authority Special Assessment Revenue Bonds	**2011**	**$15,000,000**	**November 22, 2011**
Town of Johnston, Rhode Island, Johnston Town Center Special Obligation Tax Increment Bonds	2011	Up to $8,400,000	November 4, 2011
Fairfax County, Virginia, Mosaic District Community Development Authority Revenue Bonds	**2011**	**$65,650,000**	**June 9, 2011**
Harford County, Maryland Special Obligation Bonds (Beechtree Estates Project)	2011	$14,000,000	March 28, 2011
City of Waxahachie, Texas Special Assessment Bonds	2011	$1,340,000	January 20, 2011
City of East Providence, Rhode Island Special Obligation Tax Increment Bonds (Village on the Waterfront Project)	2010	$17,694,000	November 30, 2010
Anne Arundel County, Maryland Special Obligation Bonds - Village South at Waugh Chapel Project	2010	$16,000,000	November 17, 2010
Lansing, Ingham County, Michigan Downtown Development Bonds (Eastwood Phase II Project)	2010A, 2010B, 2010C &2010D	$22,000,000	November 12, 2010
Frederick County, Maryland Special Obligation Bonds and Subordinate Obligation Bonds - Urbana Development Authority	2010A & 2010B	$97,695,000	September 23, 2010
Development Authority of Rabun County, Georgia (Rabun County Business Park Project)	2010A & 2010B	$15,975,000	September 8, 2010
Village of Johnsburg, Special Service Area Number 27 Special Tax Bonds	2010	$630,000	August 19, 2010
South Shore Tri-Town Corporation Infrastructure Development Revenue Bonds	2010A	$15,275,000	August 12, 2010
Anne Arundel County, Maryland Special Obligation Bonds (National Business Park - North Project)	2010	$30,000,000	August 10, 2010
City of Stamford (Connecticut) Special Revenue Bonds and Special Obligation Revenue Bonds - Harbor Point Infrastructure Impr. District	2010A & 2010B	$145,000,000	February 4, 2010
Town of LaPlata Water Quality Bond - American Recovery and Reinvestment Act - (Heritage Green Project)	2009	$3,751,600	December 23, 2009
City of Atlanta Tax Allocation Bonds - Beltline Project	2008/2009	$78,120,000	December 15, 2009
City of Bayonne Redevelopment Agency - Special Obligation PILOT Revenue Bonds - Bayonne Crossing Project	2009A & 2009B	$18,726,295	December 1, 2009
East San Luis Community Facilities District Special Assessment Lien Refunding Bonds - Assessment Area Two	2009	$4,512,000	November 30, 2009
City of Rock Hill, South Carolina Tax Increment Financing Revenue Bonds	2009	$10,500,000	October 20, 2009
City of Hackberry (Texas) Special Assessment and Contract Revenue Road Bonds - Hackberry Hidden Cove Impr. Distr No. 2 Project	2009	$6,020,000	October 1, 2009
County of Greene, Ohio - Greene Town Center Improvement Revenue Bonds	2009	$6,260,000	September 15, 2009
Village of Huntley McHenry and Kane Counties, Illinois Tax Increment Allocation Revenue Refunding Bonds - Huntley Redev. Project	2009	$14,300,000	May 20, 2009
Mayor and City Council of Baltimore Private Placement Bonds - East Baltimore Research Park Project	2009D-1 & 2009D-2	$23,595,000	February 1, 2009
Prince George's County, Maryland Taxable Special Obligation Bonds - National Harbor Project	2009	$35,000,000	January 27, 2009
Escondido Public Improvement District City of Horseshoe Bay, Texas Special Assessment Revenue Bonds	2008	$5,475,000	September 30, 2008
Redevelopment Authority of the County of Fayette, PA Redevelopment Bonds - Fayette Crossing Project	2008A	$5,585,000	September 23, 2008
County of Buncombe, North Carolina Project Development Financing Revenue Bonds - Woodfin Downtown Corridor Development	2008	$12,960,000	August 19, 2008
Mayor and City Council of Baltimore Special Obligation Bonds - East Baltimore Research Park Project	2008A & 2008C	$54,705,000	May 22, 2008
Vintage Township Public Facilities Corporation Special Revenue Bonds - Vintage Township Public Impr. District Project	2008A & 2008B	$3,472,000	May 13, 2008
Hickory Chase Community Authority Infrastructure Improvement Revenue Bonds - Hickory Chase Project	2008	$25,760,000	April 29, 2008
City of Hardeeville, South Carolina - Anderson Tract Municipal Improvement District	2008A & 2008B	$15,470,000	April 10, 2008
Prince George's County, Maryland Taxable Subordinate Special Obligation Bonds - National Harbor Convention Project	2008	$50,000,000	April 2, 2008
The County of Commission of Harrison County, WV Tax Increment Revenue Bonds - Charles Pointe Project No. 2	2008A & 2008B	$33,585,000	March 5, 2008
The Village at Gulfstream Park Community Development District City of Hallandale Beach, FL Special Assessment Revenue Bonds	2008	$60,285,000	January 31, 2008
Port of Greater Cincinnati Development Authority Special Obligation Dev. Revenue Bonds - Sycamore Township Kenwood Public Parking Project	2008A & 2008B	$20,430,000	January 28, 2008
City of Charleston, South Carolina Tax Increment Bonds - Charleston Neck Redevelopment Project Area	2007	$10,000,000	December 28, 2007
Town of Trophy Club Public Improvement District No.1 Special Assessment Revenue Bonds - The Highlands at Trophy Club Project	2007	$27,500,000	December 20, 2007
East San Luis Community Facilities District Special Assessment Lien Bonds - Assessment Area One	2007	$16,435,000	December 18, 2007
The Marquis Community Development Authority (Virginia) Revenue Bonds	**2007**	**$32,860,000**	**November 30, 2007**
Lancaster County, South Carolina Edgewater II Improvement District Assessment Revenue Bonds	2007A & 2007B	$28,880,000	November 19, 2007
Watkins Centre Community Development Authority (Virginia) Revenue Bonds	**2007**	**$20,000,000**	**November 6, 2007**
Lewistown Commerce Center Community Development Authority (Virginia) Revenue Bonds	**2007**	**$37,675,000**	**October 23, 2007**
The Shops at White Oak Village Development Authority (Virginia) Special Assessment Revenue Bonds	**2007**	**$23,870,000**	**October 17, 2007**
The City of Morgantown Tax Increment Revenue Bonds - Falling Run Project No. 1	2007A	$3,000,000	October 5, 2007
Frederick County, Maryland Special Obligation Bonds - Villages of Lake Linganore Community Development Authority	2007A & 2007B	$6,346,142	September 20, 2007
Peninsula Town Center Community Development Authority Special Obligation Bonds	**2007**	**$92,850,000**	**September 6, 2007**
Russell 150 CDA Community Development Authority (Virginia) Special Assessment Bonds	**2007A & 2007B**	**$21,155,000**	**July 30, 2007**
Village of Huntley McHenry and Kane Counties, Illinois Special Service Area Number Six Special Tax Refunding Bonds	2007	$4,460,000	June 28, 2007
Village of Huntley McHenry and Kane Counties, Illinois Special Service Area Number Seven Special Tax Refunding Bonds	2007	$3,990,000	June 28, 2007
Village of Huntley McHenry and Kane Counties, Illinois Special Service Area Number Eight Special Tax Refunding Bonds	2007	$4,905,000	June 28, 2007
Village of Huntley McHenry and Kane Counties, Illinois Special Service Area Number Nine Special Tax Refunding Bonds	2007	$12,500,000	June 28, 2007
Village of Huntley McHenry and Kane Counties, Illinois Special Service Area Number Ten Special Tax Refunding Bonds	2007	$7,040,000	June 28, 2007
Reynolds Crossings Community Development Authority (Virginia) Special Assessment Revenue Bonds - Reynolds Crossing Project	**2007**	**$14,594,000**	**June 19, 2007**
Town of Millsboro, Delaware Special Obligation Bonds - Plantation Lakes Special Development District	2007A	$17,849,000	June 12, 2007
H2O Community Development Authority Special Assessment Bonds	**2007**	**$9,440,000**	**May 16, 2007**
Park Center Community Development Authority (Virginia) Special Assessment Revenue Bonds	**2007**	**$12,350,000**	**May 14, 2007**
City of Salisbury (Maryland) Special Obligation Bonds - The Villages at Aydelotte Farm Project	2007	$9,775,000	April 16, 2007
Town of Cortland, DeKalb County, Illinois Special Service Area Number 1 Special Tax Refunding Bonds	2007	$5,730,000	April 10, 2007
Village of Salisbury Lake Special Obligation Bonds - Village at Salisbury Lake Project	2007	$15,000,000	April 1, 2007
South Carolina Jobs-Economic Development Authority - Burroughs & Chapin Multi-County Business Park Project	2007A	$19,210,000	February 2, 2007
Mount Joy Township, Pennsylvania Neighborhood Improvement District Bonds (The Links at Gettysburg Project)	2007A	$712,000	January 30, 2007
Village of Montgomery Kane and Kendall Counties, Illinois Special Assessment Improvement Ref. Bonds - Lakewood Creek Project	2006	$14,270,000	January 4, 2007
Village of Hampshire Kane County, Illinois Special Service Area Number 9 Special Tax Refunding Bonds	2006	$2,890,000	December 28, 2006
Village of Hawthorn Woods, Lake County, Illinois Special Service Area Number Four Special Tax Bonds	2006	$3,950,000	December 28, 2006
Redevelopment Authority of the County of Washington Redevelopment Bonds -Victory Centre Project - Tanger Outlet Development.	2006	$23,585,000	December 21, 2006
City of Morgantown (West Virginia) Tax Increment Revenue Bonds (Parking Garage Project No. 1)	2006A	$6,180,000	December 14, 2006
City of Overland Park, Kansas Transportation Development Authority Special Assessment. Bonds - Tallgrass Creek Project	2006	$14,950,000	December 12, 2006
Prince George's County Maryland Special Obligation Refunding Bonds - Woodview Village Phase II Infrastructure Improvements	2006	$8,205,000	November 20, 2006
Prince George's County Maryland Special Obligation Reoffering Bonds - Woodview Village Infrastructure Improvement	2006	$7,450,000	October 25, 2006

MuniCap List of Bond Issues (Since 1997)

District	Bond Series	Par Value of Bonds	Date of Issuance
Port of Greater Cincinnati Dev. Authority Special Obligation Development Revenue Bonds - Victoria Corp. Center Development & Springdale Project	2006	$10,000,000	October 25, 2006
City of Myrtle Beach, South Carolina Tax Increment Bonds - Myrtle Beach Air Force Bas Redevelopment Project Area	2006A	$30,795,000	October 19, 2006
City of Brunswick, Maryland Special Obligation Bonds - Brunswick Crossing Special Taxing District	2006	$36,310,000	September 22, 2006
The Farms of New Kent Community Development Authority	**2006A, 2006B & 2006C**	**$85,666,000**	**September 19, 2006**
City of Peoria, Illinois Special Tax Refunding Bonds - Weaverridge Special Service Area	2006	$4,575,000	August 8, 2006
Village of Cary, McHenry, Illinois Special Service Area Number One Refunding	2006	$8,945,000	July 20, 2006
Village of Cary, McHenry, Illinois Special Service Area Number Two Refunding	2006	$11,595,000	July 20, 2006
Village of Lakemoor McHenry and Lake Counties, Illinois Special Service Area Number 97-1 Special Tax Refunding Bonds	2006	$9,000,000	June 28, 2006
Celebrate Virginia South CDA Special Assessment Revenue Bonds - Celebrate Virginia South Project	**2006**	**$25,000,000**	**June 21, 2006**
The County of DuPage, Illinois Special Service Area Number 31 Special Tax Bonds - Monarch Landing Project	2006	$15,000,000	June 15, 2006
Lancaster County, South Carolina Edenmoor Improvement District Assessment Revenue Bonds	2006A & 2006B	$35,615,000	June 15, 2006
Newport Community Development Authority Special Assessment Bonds	**2006**	**$16,240,000**	**May 24, 2006**
Village of Harwood Heights, Illinois Special Tax Bonds	2006A & 2006B	$3,000,000	May 15, 2006
Town of Cortland DeKalb County, Illinois Special Tax Revenue Bonds - Sheaffer System Project	2006	$23,845,000	May 5, 2006
City of Atlanta, Georgia Tax Allocation Bonds -Princeton Lakes Project	2006	$21,000,000	March 15, 2006
Lancaster County, South Carolina Special Source Revenue Bonds - Bailes Ridge Project	2006	$2,973,658	March 3, 2006
Lancaster County, Sun City South Carolina Lakes Improvement District	2006	$20,000,000	March 2, 2006
City of Portage, Indiana Special Improvement District - Marina Shores Project	2005	$7,620,000	November 2, 2005
City of Wheeling (West Virginia) Tax Increment Revenue Bonds - Stone Building Renovation Project	2005	$4,115,000	September 22, 2005
Prince George's County, Maryland Special Tax District Bonds - Victoria Falls Project	2005	$12,000,000	September 8, 2005
Mayor and City Council of Baltimore Special Obligation Bonds - North Locust Point Project	2005	$2,977,000	August 25, 2005
City of Atlanta, Georgia Tax Allocation Bonds - Eastside Project	2005A & 2005B	$47,480,000	August 2, 2005
Town of Bridgeville, Delaware Special Obligation Bonds - Heritage Shores Special Development District	2005	$28,447,000	July 28, 2005
Prince George's County, Maryland Taxable Special Obligation Bonds - National Harbor Convention Project	2005	$95,000,000	May 11, 2005
City of Annapolis, Maryland Special Obligation Bonds - Park Place Project	2005	$25,000,000	February 18, 2005
Mount Joy Township, Pennsylvania Neighborhood Improvement District Bonds - The Links at Gettysburg Project	2005	$574,000	January 2005
Redevelopment Authority of Allegheny County, Redevelopment Bonds - Pittsburgh Mills Project	2004	$50,000,000	December 15, 2004
Village of Lincolnshire, Illinois Special Service Area Number 1 Special Tax Bonds - Sedgebrook Project	2004	$15,000,000	November 16, 2004
Cleveland-Cuyahoga County Port Authority Development Revenue Bonds - City of Garfield Heights Project	2004D	$8,850,000	September 30, 2004
Prince George's County (Maryland) Special Obligation Bonds - National Harbor Project	2004	$65,000,000	September 21, 2004
City of Hyattsville, Maryland Special Obligation Bonds - University Town Center	2004	$18,000,000	August 24, 2004
Pinnacle Community Infrastructure Financing Authority (Grove City, Ohio) Community Facility Bonds	2004	$14,815,000	August 10, 2004
Anne Arundel County, Maryland Special Obligation Refunding Bonds - National Business Project	2004	$15,655,000	May 11, 2004
Anne Arundel County, Maryland Special Obligation Refunding Bonds - Arundel Mills Project	2004	$30,350,000	May 11, 2004
Frederick County, Maryland Special Obligation Bonds (Urbana Community Development Authority)	2004A & 2004B	$32,974,000	April 22, 2004
Mayor and City Council of Baltimore (City of Baltimore Maryland) Special Obligation Bonds - Clipper Mill Project	2004	$7,877,000	April 14, 2004
Richland County, South Carolina Village at Sandhill Improvement District Assessment Revenue Bonds	2004	$25,000,000	March 31, 2004
Port of Greater Cincinnati Development Authority Special Obligation Dev. Revenue Bonds - Cooperative Parking Garage and Infer. Project	2004	$18,000,000	February 18, 2004
Virginia Gateway Community Development Authority (Prince William County, Virginia) Special Assessment Bonds	**2003**	**$7,040,000**	**December 16, 2003**
Celebrate Virginia North Community Development Authority (Stafford County, Virginia) Special Assessment Bonds - Celebrate VA North	**2003B**	**$31,000,000**	**December 11, 2003**
Short Pump Town Center Community Development Authority (Virginia) Taxable Special Assessment Revenue Bonds	**2003**	**$25,495,000**	**October 8, 2003**
Mayor and City Council of Baltimore (City of Baltimore, Maryland) Special Obligation Bonds (Taxable) - Belvedere Square Project	2003	$2,000,000	September 4, 2003
Mayor and City Council of Baltimore (City of Baltimore, Maryland) Special Obligation Bonds - Strathdale Manor Project	2003	$5,968,000	August 20, 2003
Broad Street Community Development Authority (Richmond, Virginia) Revenue Bonds	**2003**	**$66,740,000**	**May 29, 2003**
Mayor and City Council of Baltimore (City of Baltimore, Maryland) Special Obligation Bonds - Harborview Lot #2 Project	2003	$7,479,000	May 14, 2003
Anne Arundel County, Maryland Special Tax District Bonds - The Villages of Dorchester Project	2003A & 2003B	$15,999,835	March 2003
Bell Creek Community Development Authority (Virginia) Special Assessment Bonds	**2003A & 2003B**	**$15,980,000**	**February 5, 2003**
370/Missouri Bottom Road/Taussig Road Transportation Development Authority (Hazelwood, St. Louis County) Transp. Revenue Bonds	2002	$39,470,000	November 5, 2002
Town of Tiverton, Rhode Island Special Obligation Tax Increment Bonds - Village of Mount Hope Bay	2002	$8,295,000	October 24, 2002
Prince George's County (Maryland) Special Obligation Bonds - Woodview Village Phase II Subdistrict	2002	$7,250,000	July 30, 2002
Cleveland-Cuyahoga County Port Authority Senior Special Assessment/Tax Increment Revenue Bonds - University Heights, OH - Parking Garage	2001A	$40,500,000	December 28, 2001
Elk Valley Public Improvement Corporation Public Improvement Fee Revenue Bonds	2001A & 2001B	$43,605,000	November 13, 2001
Frederick County, Maryland Special Obligation Bonds (Villages of Lake Linganore Community Development Authority)	2001A & 2001B	$6,730,000	January 18, 2001
Washington County, Maryland Special Obligation Bonds - Barkdoll Tract Special Taxing District	2000	$2,454,000	April 20, 2000
Heritage Hunt Commercial Community Development Authority (Prince William County, Virginia) Special Assessment Bonds	**1999**	**$10,715,000**	**December 9, 1999**
City of Frederick, Maryland Special Obligation Bonds - Monocacy Boulevard Special Taxing District	1999	$2,500,000	December 1999
Virginia Gateway Community Development Authority (Prince William County, Virginia) Special Assessment Bonds	**1999**	**$6,630,000**	**February 1999**
Washington County, Maryland Special Obligation Bonds - Barkdoll Tract Special Taxing District	1998B	$1,517,000	November 24, 1998
Frederick County, Maryland Special Obligation Bonds (Urbana Community Development Authority)	1998	$30,000,000	November 6, 1998
Anne Arundel County, Maryland Special Tax District Bonds - Farmington Village Project	1998A	$6,222,000	October 20, 1998
Dulles Town Center Community Development Authority (Loudoun County, Virginia) Special Assessment Bonds - Dulles Town Center Project	**1998**	**$36,560,000**	**May 6, 1998**
Prince George's County, Maryland Special Tax District Bonds - Woodview Village Infrastructure Improvements	1997A	$7,450,000	February 13, 1997
		$2,796,270,530	

HGA

Vienna Metro Station Parking Garage

VIENNA, VIRGINIA

As part of a Design-Build team, HGA served as the Architect of Record to provide services for the design and construction of a new 2,300-car parking garage at the Vienna Metro Station in Vienna, Virginia.

The facility is a six-level pre-cast, pre-stressed concrete open parking structure connected by a scissor ramp system. It is designed to provide an optimum level of safety and security for users and WMATA employees at all times.

The circulation system includes two-way traffic, with double-loaded aisles and 90-degree parking for maximum efficiency. Parking aisles were laid out in the same direction as the path to the Station for proper pedestrian movement. A landscaped screen around the structure was designed to minimize the visual impact on existing and planned residential and park properties to the East, South and West of the site. The structural system was designed for a minimum 50-year service life.

This facility represents WMATA's first foray into the Design-Build project delivery system.

Year Completed: 2000
Number of Parking Spaces: 2,300
Delivery Method: Contractor-Led Design-Build
Construction Type: Precast

Franconia-Springfield Metro Station Parking Garage

SPRINGFIELD, VIRGINIA

As part of a Design-Build team, HGA served as the Architect of Record for the design and construction of a 1,050-car expansion to an existing parking garage located at the Franconia/Springfield Metro Station.

The parking structure includes the design of a six-level pre-cast, pre-stressed concrete parking structure connected by a ramp system. It connects to an existing six-level parking structure by way of additional parking on levels one and two, and by way of two vehicular bridges, per level, on levels three through six.

Year Completed: 2001
Number of Parking Spaces: 1,050
Delivery Method: Contractor-Led Design-Build
Construction Type: Precast

Apple Federal Credit Union Headquarters Garage

FAIRFAX, VIRGINIA

HGA provided complete architectural design services for the parking structure at Apple Federal Credit Union's Corporate Headquarters.

Designed as owner-occupied built-to-suit, Apple Federal Credit Union Corporate Headquarters is a four-story building encompassing approximately 58,000 SF of Class "A" office space. The 3-level, 57,570 SF parking structure adjacent to the building, is located at the rear of the site.

Parking, located partially above and below grade, was designed to keep within the topography of the site. In addition, balconies were attached from the parking structure to Apple Federal Credit Union. Stairs also connect the building to the employee parking area. The building is open 24 hours a day, thus, this connection acts as a security measure to provide a direct link for individuals entering the building through the parking garage.

Additionally, an exit stair is provided to the rear of the building, which allows individuals in the parking area to easily access the stairs, pass over the drive-thru, and enter into the building.

Year Completed: 2000
Number of Parking Spaces: 200
Delivery Method: Design-Bid-Build
Construction Type: Precast

Year Completed: 2003

Number of Parking Spaces: 1,932

Delivery Method: Design-Bid-Build

Construction Type: Precast

Awards: American Public Works Association "Project of the Year" 2003

Judicial Center Parking Structure and Pedestrian Bridge

FAIRFAX, VIRGINIA

HGA was the Architect of Record for a new 1,932-car Judicial Center parking structure. The seven-level precast, prestressed concrete facility includes brick accents cast into the perimeter and precast spandrel panels. Five of the levels are completely above grade and two levels are cut into the site either completely or partially, below grade.

The parking structure is designed to accommodate Judicial Center employees as well as the general public. The circulation system includes two-way traffic, with double loaded aisles and 90 degree parking for maximum efficiency. A two-way, double loaded, single ramp connects the levels.

A brick clad pedestrian tower adjacent to Page Avenue encloses the main stair and two traction elevators. Large windows allow for natural illumination and added security due to the increased visibility from the street. Architectural precast copings and cornices complete the tower detailing.

A new pedestrian bridge connects the new parking structure at the stair tower with the existing parking structure across Page Avenue, a heavily used public roadway. The bridge structure is precast with precast column supports and is covered with a curved standing seam metal roof. Overall, it is approximately 128 feet long and 11 feet wide, with 60 feet as the longest free span. The structural system of precast, prestressed concrete is designed for a minimum of a 50-year service life.

Fredericksburg Parking Garage

FREDERICKSBURG, VIRGINIA

The city of Fredericksburg wanted to increase available parking space downtown to attract more visitors and provide them with easy access to businesses and attractions. As part of a Design-Build team, HGA provided architectural design services for a 297-space, four-level, parking facility.

The facility is located in a historic district, and it was important to design a structure that would reflect the city's historic character. With the help of a local historic task force, HGA created a design resembling a 19th-century-style warehouse reminiscent of Fredericksburg's industrial past.

By selecting contextually accurate building materials and colors, the design succeeds in providing a structure that compliments its surroundings. The building, pre-cast concrete with a masonry exterior of brick and stone, will include a continuous stone water table along the front side. To mimic the surrounding buildings, which are much smaller in scale, the garage appears as though it is a series of three to four factory buildings instead of one, large mass. Small windows further contribute to down-playing the scale of the facade, and towers succeed at camouflaging the ramps.

An additional challenge of the project was its location on a 100-year flood plain. All utilities and service areas were located on the upper levels of the structure.

Year Completed: 2005

Number of Parking Spaces: 297

Delivery Method: Contractor-Led Design-Build

Construction Type: Precast

Awards: International Institute of Parking, "International Parking Award of Merit" Category V, 2008

Construction Owners Association of America, Inc. "Project Leadership Award, Honorable Mention" 2006

Design-Build Institute of America "Design-Build Excellence Award" 2006

National Council for Public-Private Partnerships "Annual Public-Private Partnership Infrastructure Award" 2006

Year Completed: 2006
Number of Parking Spaces: 435
Delivery Method: Contractor-Led Design-Build
Construction Type: Precast

University of Mary Washington Parking Garage

FREDERICKSBURG, VIRGINIA

In order to provide general parking for the campus and event parking for a future convocation center, HGA designed a four-level parking structure (3 supported levels and one ground level) on an existing surface parking lot at The University of Mary Washington.

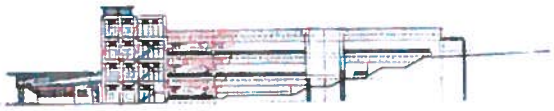
Each level is approximately 36,000 SF, with the entire garage providing 435 spaces including van accessible parking spaces.

The parking structure is located at the bottom of a hill, the garage is designed so that the elevator/stair tower at the north end of the garage can be extended in height to allow a pedestrian connection bridge to span over Alvey Drive to the future Convocation Center.

Designed to complement the traditional architectural style of the campus, the facility includes the following design elements:

- The main garage columns are widener than required for the structure, reflecting the many colonnades on campus
- The top horizontal spandrel is left as concrete, reflecting the many white painted wood cornices on campus
- The mid horizontal spandrels include areas of inlaid brick to match many of the existing campus buildings
- The stair towers are brick with a white cornice and brick parapet similar to most buildings on campus

The elevator/stair towers diverge from the predominate campus design vocabulary of punched window openings. They utilize a continuous curtain wall, to provide safety and visibility within the towers. The continuous windows allow the towers to become lanterns announcing the entrances to the garage at night.



Northern Virginia Community College Parking Garage

ANNANDALE, VIRGINIA

HGA provided architectural services for the design of the 164,000 SF parking deck at Northern Virginia Community College in Annandale, Virginia. This $7 million project features six levels of parking and provides 517 spaces.

The structure was constructed in pre-cast concrete and was designed to blend with the stone and pre-cast elements of the surrounding campus buildings. Additionally, the parking deck was constructed so that it partially blended into an existing sloping hillside immediately adjacent to the Ernst building for performing arts, thus helping to conceal it from the main campus. In addition to serving theater patrons, the facility provides parking for daily visitors, faculty, and students of Northern Virginia Community College. The garage incorporates a single-helix design with ninety degree parking stalls and two-way traffic. Additional headroom was provided on the first level to allow for van heights as directed by the commonwealth.

The exterior façade and landscaping were designed to echo the wooded, pre-cast theme of the campus at large. The exterior design won quick acceptance by the State Art and Architectural Review Board. The structural system of pre-cast, pre-stressed concrete was designed so that shear walls are located on the building exterior, affording users maximum view while traversing the parking structure. The Community College recognized an additional parking need during design, and recently directed the facility's capacity expanded to 830 parking stalls through the addition of two supported levels.

Year Completed: 2006
Number of Parking Spaces: 517
Delivery Method: Bridging Documents
Construction Type: Precast

FBI Northern Virginia Resident Agency

PRINCE WILLIAM COUNTY, VIRGINIA

Awarded through GSA's Design Excellence Program, HGA provided design services for a new FBI Field Office in Prince William County, Virginia.

The 15-acre site includes a 175,436 SF office building, 601 SF visitor center and 250-space secure parking structure. The secure parking structure is completely invisible from the exterior of the site by the general public and surrounding community. The structure is tucked into the topography of the site so that the lower (secured) level is below grade with unsecured parking on the "at grade" upper level.

Year Completed: 2007
Number of Parking Spaces: 250
Delivery Method: Developer-Led Design-Build
Construction Type: Cast in Place

Eisenhower III Center Office and Parking Garage

ALEXANDRIA, VIRGINIA

HGA provided master planning, architecture, space planning, and construction administration services for a 98,000 SF, six-story office building and a 315-space, five-story parking garage in the bustling Eisenhower East neighborhood of Old Town Alexandria.

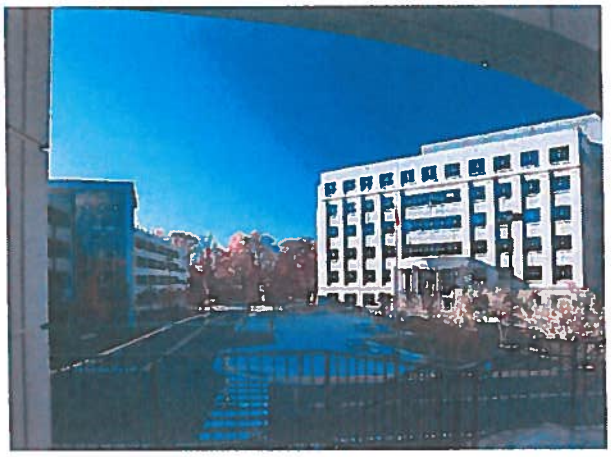
The mixed-use spec building was designed with the ground floor containing space for retail/restaurant use and the upper five floors for office tenants. Specialty areas within the office floors include a fitness center, kitchen areas, and conference rooms.

The above-ground, 315-space parking structure is painted pre-cast concrete with inlay brick in order to blend in with the surrounding office buildings. The top deck is secured to accommodate additional parking for the adjacent Alexandria Federal Courthouse.

Year Completed: 2008
Number of Parking Spaces: 315
Delivery Method: Design-Bid-Build
Construction Type: Precast

Specialized Government Office and Parking Garage

UNDISCLOSED LOCATION

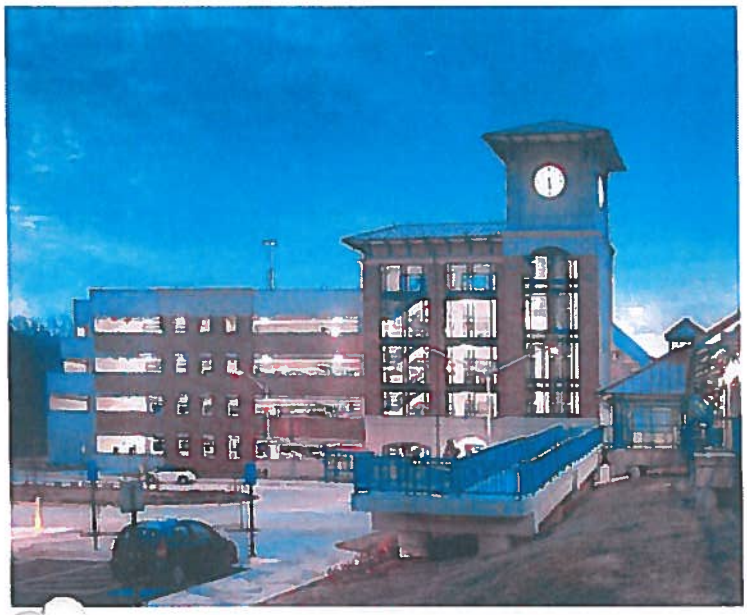


Year Completed: 2008
Number of Parking Spaces: 1,770
Delivery Method: Developer-Led Design-Build
Construction Type: Cast in Place

HGA has been providing multiple services to The Peterson Companies for a secure office complex that houses federal intelligence agencies. After completing the renovation and upgrade of the first 530,000 SF office building, HGA designed the second building and a five-level, 1,770-space parking structure. The structure is the second in the complex built to meet the SFO's provision for 3,500 parking spaces within the complex.

In accordance with the strict AT/FP requirements designated for this project, the garage was designed within a controlled compound perimeter. Materials were selected to meet blast requirements, including precast and steel.

Applying LEED standards, the parking structure designated 61 preferred parking spaces for Low-Emitting / Fuel Efficient Vehicles, earning points for the second phase office building to receive LEED Silver Certification.



Year Completed: 2008

Number of Parking Spaces: 1,526

Delivery Method: Design-Bid-Build

Construction Type: Precast

Awards: Fairfax County Department of Public Works and Environmental Services "Capital Construction Award of Excellence" 2008

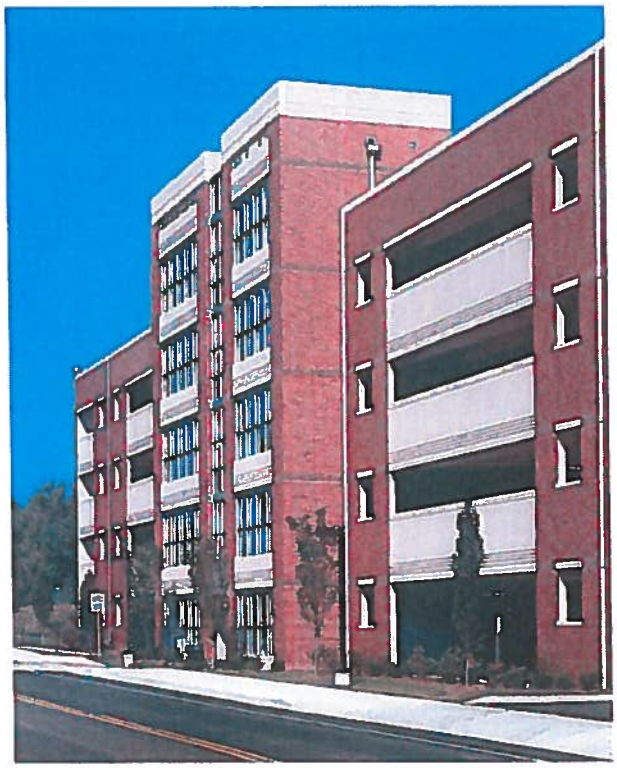
VRE Burke Center Station Parking Garage

SPRINGFIELD, VIRGINIA

Each year, the Virginia Railway Express (VRE) has seen an increase in ridership, resulting in a need for additional parking at stations like Burke Centre. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was planned at this station.

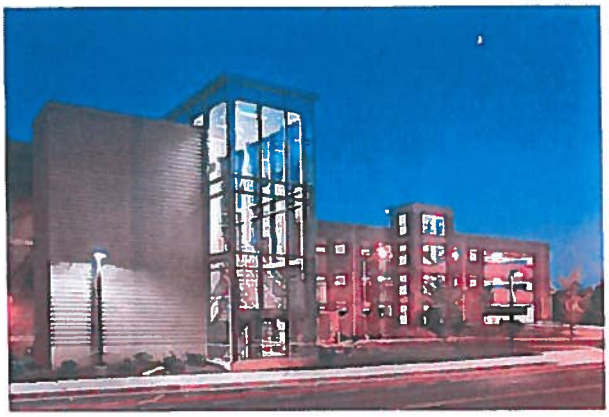
HGA designed a structure to accommodate 1,293 parking spaces (1,526 including surface lots). The design for the garage was influenced by certain aesthetic considerations and functional requirements, including:

- The use of brick to produce a more refined look
- The use of planters, covering most of the west elevation, to obstruct the view from the highway
- A tall clock tower to provide a visual centerpiece to the design
- Site improvements to serve community functions such as an adjacent ball field and a weekly farmers market that operates on site on the weekends
- The application of LEED criteria in the project's development. Earning 19 points, the project gained more LEED points than most parking structures.



George Mason University Parking Garage III and Campus Public Safety Office

FAIRFAX, VIRGINIA



As part of a Design-Build team, HGA designed this parking structure that more than doubles available parking for George Mason University's Fairfax campus. The 2,591-car structure includes three control areas: student parking, short-term visitor parking, and public safety office parking. In order to assuage traffic congestion woes, five entrance/exit locations were part of the garage's design. Two access points are along the north side of the deck, and three are along the south side.

The $42 million project also includes a 17,000 SF Campus Public Safety Office for University Police headquarters and the Safety Office. The building is located adjacent to the parking deck and serves as the central reporting destination for all emergency calls on campus.

The design team also relocated a portion of Patriot Circle, which serves as the main road through the campus and created new roads that connect Patriot Circle to University Drive.

Year Completed: 2009
Number of Parking Spaces: 2,591
Delivery Method: Contractor-Led Design-Build
Construction Type: Precast

Summit at Washingtonian Office and Parking Garage

GAITHERSBURG, MARYLAND

HGA is providing master planning, architecture and interior design services to Washington Property Company for two eight-story office buildings, which will be approximately 200,000 SF each.

Phase I of Washingtonian Center was designed as a Class "A" Office Building delivering a new and innovative design flare that resonates throughout the interior and matches the high-quality architecture of the exterior. The second building is currently planned to be a mirror image of the first building.

HGA also designed a 1,138-space parking garage to accommodate both buildings. The garage was designed in multiple phases, with Phase I including 552 spaces.

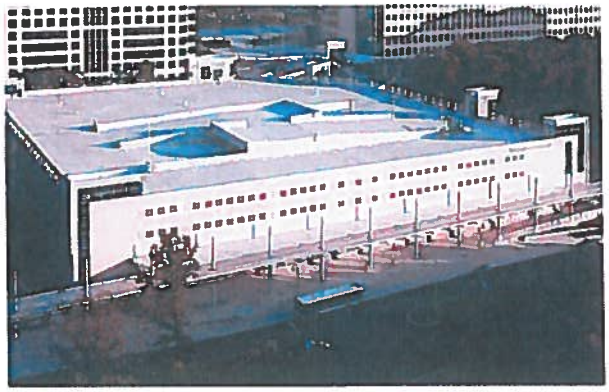
Basic services include the conception, design, analysis, detailing, drafting and preparation of structural concept drawings for the primary structural system of the Phase 1 and Phase 2 office buildings, and parking garage.

Phase I was Certified LEED Gold for the Core and Shell (CS).

Year Completed: 2010
Number of Parking Spaces: 1,138 (total)
Delivery Method: Design-Bid-Build
Construction Type: Precast

BRAC 133 at Mark Center Transportation Center and Parking Garage

ALEXANDRIA, VIRGINIA



As part of a Design-Build team, HGA provided architectural, interior design, and sustainable design services for BRAC 133 at Mark Center. The campus houses 6,400 Department of Defense employees and serves as an extension of Fort Belvoir. It was designed to comply with all of the DOD's Anti-terrorism / Force Protection (AT/FP's) requirements.

HGA master planned this 350-acre, mixed-use 1.7 million SF campus is organized into three interconnected areas: North Campus; South Campus; and Remote Inspection Facility (RIF) Corridor. HGA designed the Transportation and Visitor Center, as well as two parking garages located in the North and South campuses.

The Transportation and Visitor Center were designed to be a pleasant and inviting gateway to the campus. The 3,500 SF Transportation Center was one of the cornerstones of the design team's efforts to provide WHS a Class "A" office campus with access to a variety of transportation choices. It provides covered access to 6 arrival / departure bays as well as enclosed heated and air conditioned waiting spaces. The finishes are equivalent to a modern airport terminal. The center also provides amenities for its guests including route information displays, fare card vending machines, iPod and cell phone charging stations, and public art. The 4,250 GSF Visitor Center mirrors the design and quality of finishes of the office tower' main lobby.

The parking is situated in two large parking garages totaling 1.25 million GSF. The North Garage houses 2,044 cars on seven levels and incorporates the facade of the Transportation Center and Visitor Center in the front. It has a punched opening theme above the canopy that blends with the buildings in the surrounding area. Along the east, south and west sides, a vegetated "green" facade is envisioned to allow the garage to enhance the campus atmosphere and blend with surrounding wooded areas.

The South Garage houses 1,854 spaces on nine levels. The facade was designed to complement the building exterior and appear as a base element of the office towers when viewed from the south. The punched window openings and precast finish fit with the color and finish scheme of the office tower.

Year Completed: 2011
Number of Parking Spaces: 3,898 total
Delivery Method: Developer-Led Design-Build
Construction Type: Precast

Kaiser Permanente Largo Parking Structure

UPPER MARLBORO, MARYLAND

As part of a Design-Build team HGA provided design services for a new, 4-story parking facility located at a Kaiser Permanente-owned campus in Largo, Maryland.

The 250,000 SF facility holds more than 700 parking spaces intended for members, visitors, and staff, the structure runs along Mercantile Lane, the main campus drive.

The parking structure will complement the campus by continuing key design elements of the new addition; using brick, curtain wall, and metal panel feature walls. The primary objective was to create a safe and open atmosphere for occupants. A unifying canvas of brick, glass, and columns provide visual interest and cohesion with existing campus architecture. Design details include bio-retention features as planters along the base of the structure.

Year Completed: 2011

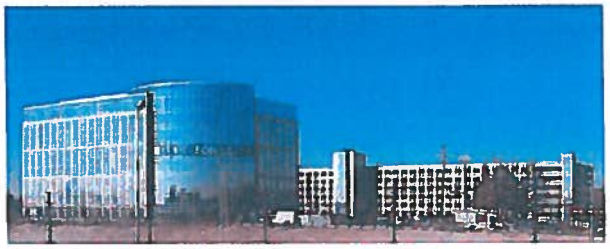
Number of Parking Spaces: 700

Delivery Method: Contractor-Led Design-Build

Construction Type: Precast

Patriot Ridge Campus

FAIRFAX COUNTY, VIRGINIA



Year Completed: 2012 (Phase I)
Number of Parking Spaces: 2,386
Delivery Method: Design-Bid-Build
Construction Type: Precast

HGA is performing professional services for master planning, architectural design and engineering design services for project known as Patriot Ridge, in Fairfax County, Virginia.

The three phase project includes new construction for the following:

- **Phase I:** 244,000 SF, 8-story Class "A" office building; Stand-alone parking facility with 2,386 spaces. This phase was completed in 2012.
- **Phase II:** 240,000 SF, 8-story Class "A" office building designed to comply with anti-terrorism/force protection (AT/FP) low level blast criteria. This phase is currently in design.
- **Phase III:** A twin facility at 240,000 SF, 8-story Class "A" office building that also complies with AT/FP low level blast criteria.

The design will seek LEED Silver certification / LEED Building Design and Construction (BD+C), (Core and Shell Certificate).

HGA and Walker Parking Consultants Garage Collaboration

Parking Garages since 2000	Delivery Method				Construction Type		Intermodal Transportation Hub	Year Completed	# of Spaces
	DL	CL	BD	DBB	Precast	Cast in Place			
Silver Line Innovation Station Parking Garage								2017	2,028 est.
Silver Line Herndon Station Parking Garage								2017	2,000 est.
Vienna Metro Station Parking Garage								2000	2,300
Apple Federal Credit Union Headquarters Garage								2000	200
Franconia-Springfield Metro Parking Garage								2002	1,050
Judicial Center Parking Garage and Pedestrian Bridge								2003	1,932
Fredericksburg Parking Garage								2005	297
University of Mary Washington Parking Garage								2006	435
Northern Virginia Community College Parking Garage								2006	517
Specialized Government Office Building and Parking Garage								2008	1,770
VRE Burke Centre Station Parking Garage								2008	1,526
BRAC 133 at Mark Center Transportation Center and Garage								2011	3,898
Kaiser Permanente Parking Garage								2011	700
Patriot Ridge Campus								2012	2,386
ICC-B North Campus Parking Garage								2013	2,200

DL = Developer-Led Design- Build CL = Contractor-Led Design-Build BD = Bridging Documents DBB = Design-Bid-Build

Walker

WMATA & VRE EXPERIENCE

NAME	CITY	STATE	YEAR
College Park Metro Station	College Park	MD	2007
Dunn-Loring/Merrifield Station	Vienna	VA	
Forest Glen Metro Site	Bethesda	MD	2005
Franconia Springfield Metro Expansion	Springfield	VA	2002
Franconia Springfield Metro Station	Springfield	VA	2004
Grosvenor Metro Station Garage	Bethesda	MD	2000
Huntington Metro Station	Alexandria	VA	2001
New Carrollton Metro Station	New Carrollton	MD	2001
Rhode Island Avenue Metro	Washington	DC	2007
Rhode Island Avenue Station	Washington DC	DC	2010
Rhode Island Metro	Washington	DC	2012
Rhode Island Metro Station	Washington	DC	2005
Shady Grove Metro Station	Rockville	MD	1996
Shady Grove Metro Station Parking Structure	Rockville	MD	2003
Twinbrook Commons	Rockville	MD	2009
Vienna Metro Commuter Rail Station	Fairfax	VA	2002
Wiehle Avenue Metro Station	Fairfax County	VA	2012
WMATA Greenbelt DB	Greenbelt	MD	2012
WMATA Lighting Owner's Rep Services	Washington	DC	2012
WMATA Rhode Island Avenue Metro Garage	Washington	DC	2007
WMATA Rhode Island Avenue Metro Garage	Washington	DC	2011
WMATA West Falls Church	Fairfax County	VA	2003
Burke Center Station – VRE	Burke	VA	2008
Broad Run Station – VRE	Prince William County	VA	2011

INTERMODAL PROJECT EXPERIENCE

NAME	CITY	STATE	SERVICES	YEAR
7200 Wisconsin Avenue	Bethesda	MD	Parking Consulting	2011
Altoona Transportation Center	Altoona	PA	Restoration Study	2010
Altoona Transportation Center Parking Garage	Altoona	PA	Restoration Study	2003
Altoona Transportation Center Parking Garage	Altoona	PA	Restoration Design	2005
Atlanta Spring Street Study	Atlanta	GA	Parking Consulting	2005
Bellsouth Marta Indian Creek Parking Lot	Atlanta	GA	Parking Consulting	2002
Bellsouth/MARTA Northsprings Station	Atlanta	GA	Planning Study	2002
Bridgeport Transit Garage at Harbor Yard	Bridgeport	CT	Parking Consulting	2003
Burke Center Station (Virginia Railway Express)	Burke	VA	Structural & Functional	2009
Charlotte Light Rail-Convention Center	Charlotte	NC	Restoration Design	2005
College Park Metro Station	College Park	MD	Structural & Functional	2007
Discover Mills Park and Ride	Gwinnet County	GA	Structural & Functional	2002
Fairfax County Herndon-Monroe Garage	Fairfax	VA	Restoration Study	2008
Fairfield MetroCenter	Fairfield	CT	Parking Consulting	2008
Forest Glen Metro Site	Bethesda	MD	Parking Consulting	2005
Franconia Springfield Metro Station	Springfield	VA	Parking Prime	2004
Harrison Commons	Harrison	NJ	Planning Study	2007
Herndon-Monroe Garage	Fairfax County	VA	Restoration Study	2009
Herndon-Monroe Parking Garage	Herndon	VA	Restoration Design	2009
Lancaster Intermodal Parking Garage	Lancaster	PA	Parking Consulting	2005
Mansfield Transit Oriented Development Study	Mansfield	MA	Planning Study	2005
MBTA Salem	Salem	MA	Parking Consulting	2010
MBTA Woodland Station Garage	Newton	MA	Financial Study	2005
Miami Intermodal Center	Miami	FL	Structural & Functional	2009
New Haven Union Station TOD	New Haven	CT	Financial Study	2010
North Point Development Block Q	Cambridge	MA	Parking Consulting	2006
North Quincy MBTA	North Quincy	MA	Misc Engineering/Architecture	2003
Panama City Beach Intermodal Parking Study	Panama City Beach	FL	Planning Study	2006
PPA Grant Street Transportation Center	Pittsburgh	PA	Parking Consulting	2004
PPA Greyhound Bus Garage Study	Pittsburgh	PA	Financial Study	2004
Queen Street Station	Lancaster	PA	Parking Consulting	2011
RBS Project Castle Rock	Stamford	CT	Parking Consulting	2009
Rhode Island Avenue Metro	Washington	DC	Operations Study	2007
Rhode Island Metro Station	Washington	DC	Planning Study	2005
Salem (MBTA) Commuter Rail Station	Salem	MA	Structural & Functional	2008

NAME	CITY	STATE	SERVICES	YEAR
Garage				
Salem MBTA	Salem	MA	Structural & Functional	2008
Secaucus Junction Parking Facility	Secaucus	NJ	Financial Study	2011
Shady Grove Metro Station Parking Structure	Rockville	MD	Parking Prime	2003
South Station Air Rights Design	Boston	MA	Parking Consulting	2002
Springfield Train Station	Springfield	MA	Parking Consulting	2003
St. Augustine Historic Downtown Parking Facility	St. Augustine	FL	Parking Prime	2006
Stamford Transportation Center Garage Expansion	Stamford	CT	PARCS	2004
Station Place Building 3	Washington	DC	Parking Consulting	2010
Takoma Park Metro Site	Washington	DC	Parking Consulting	2007
Town Center Development	North Haven	CT	Parking Consulting	2008
Twinbrook Commons	Rockville	MD	Structural & Functional	2009
Twinbrook Metro Station	Rockville	MD	Parking Consulting	2005
Union Station Bus Deck	Washington	DC	Financial Study	2007
Union Station Garage Expansion Study	Washington	DC	Financial Study	2003
Union Station Greyhound Bus Terminal Study	Washington	DC	Financial Study	2004
Union Station Parking Facility	Washington	DC	Operations Study	2003
Union Station Parking Facility	Washington	DC	Operations Study	2006
Union Station Parking Structure	Washington	DC	Operations Study	2008
Union Station Redevelopment	Washington	DC	Financial Study	2007
Union Station Update	Washington	DC	Financial Study	2004
Van Dorn Metro Station Development	Alexandria	VA	Parking Consulting	2002
Vienna Metro Commuter Rail Station	Fairfax	VA	Structural & Functional	2002
Vienna Metro West	Vienna	VA	Parking Consulting	2007
West General Robinson Street Garage	Pittsburgh	PA	Parking Prime	2006
West Ox Bus Operation Center	Fairfax	VA	Restoration Design	2011
Wheaton Metro Residential Station	Silver Spring	MD	Parking Consulting	2004
Wickford Junction	Wickford	RI	Structural & Functional	2012
Wiehle Village Center and MetroRail Station	Fairfax County	VA	Parking Consulting	2006
WMATA Rhode Island Avenue Metro Garage	Washington	DC	Parking Consulting	2005
WMATA Rhode Island Avenue Metro Garage	Washington	DC	Parking Consulting	2007
Wonderland Station	Revere	MA	Parking Prime	2012
YMCA & Intermodal Hub Parking Structure	Georgetown	CT	Parking Consulting	2008

LOUDOUN COUNTY

SOLICITATION FOR CONCEPTUAL PROPOSAL

WALKER PARKING CONSULTANTS

JANUARY 4, 2013

WHAT WE OFFER TO OUR CLIENTS...

PLANNING

Supply/Demand
Parking Alternatives
Site Analysis
Traffic Engineering
Parking and Transportation Master Planning
Wayfinding/Pedestrian Travel
Airport Landside Planning
Shared Parking Analysis

FINANCIAL

Preliminary Market Analysis
Preliminary Financial Analysis
Market and Financial Analysis
Financing Alternatives

OPERATIONS

Parking Operations
- Revenue Control Systems Analysis
- Facility Management
- Personnel
- Customer Relations
- Revenue/Expense Overview
- Management Oversight Plan
- Standard Operating Procedures Manual

Compliance Audits
Due Diligence Studies
Operator Selection and Negotiations
New Business Assistance
Organization Analysis

SYSTEMS

Lighting
Security
Signage
Functional Design
Parking Access & Revenue Control Equipment
ADA
Access and Circulation Design
Durability Engineering

DESIGN

Prime Design
Architecture
Structural Engineering
Electrical Engineering
Mechanical Engineering

RESTORATION

Structural Investigations
Seismic Retrofit
Condition Appraisals
Due Diligence
Construction Documents
Multi-Ramp Program
Capital Improvement Plan
Corrosion Protection
Upgrades

ANN ARBOR
734.663.1070

BOSTON
617.350.5040

CHARLOTTE
704.887.4960

CHICAGO
312.633.4260

DENVER
303.694.6622

ELGIN (HQ)
847.697.2640

HOUSTON
281.280.0068

INDIANAPOLIS
317.842.6890

KALAMAZOO
269.381.6080

LOS ANGELES
213.488.4911

MINNEAPOLIS
952.595.9116

NEW YORK
212.288.2501

PHILADELPHIA
610.995.0260

SAN FRANCISCO
415.644.0630

TAMPA
813.888.5800

www.walkerparking.com
800.860.1579
ask.us@walkerparking.com

ALWAYS STAYING AHEAD OF THE CURVE

BURKE CENTER STATION PARKING GARAGE

BURKE, VIRGINIA

WALKER
PARKING CONSULTANTS

Parking Data:

Number of Spaces	1,292
Number of Levels	5

Construction Data:

Final Cost	$21,169,500
Completion Date	2008

Structural Features:

Precast concrete with thin brick
Drilled pier foundations

Walker Parking Consultants' Services:

Functional Design/Parking Consulting
Structural/Mechanical/Electrical/Plumbing Engineering
Signage Design/Consulting

Client Reference:

Kenneth Lim
County of Fairfax
1200 Government Center Parkway
Fairfax, VA
Voice: 703.324.5800
Fax: 703.324.4365
kenneth.lim@fairfaxcounty.gov

Each year, the Virginia Railway Express (VRE) has seen an increase in ridership, resulting in a need for additional parking at stations like Burke Center. In order to meet projected commuter needs for the next 10 years, a new, five-tier, 405,400 SF garage was constructed at this station. The new structure accommodates 1,292 parking spaces (1,513 including surface lots) and was completed in 2008.

The design for the garage was influenced by certain aesthetic considerations and functional requirements, including:

- The use of brick to produce a more refined look
- The use of planters, covering most of the west elevation, to obstruct the view from the highway
- A tall clock tower to provide a visual centerpiece to the design
- Site improvements to serve community functions such as an adjacent ball field and a weekly farmers market that operates on site on the weekends

COLLEGE PARK METRO STATION

COLLEGE PARK, MD

WALKER
PARKING CONSULTANTS

Parking Data:

Number of Spaces	1,338
Number of Levels	6

Construction Data:

Cost Estimate	$14,500,000
Completion Date	2005

Structural Features:

Precast concrete supersructure
Auger cast displacement piles

Walker Parking Consultants' Services:

Functional Design/Parking Consulting
Prime Design - Garage
Structural/Mechanical/Electrical/Plumbing Engineer

Client Reference:

Patrick Schmitt
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001
Voice: 202.962.1783
Fax: 202.962.1036
rpschmitt@wmata.com

The design build project for College Park Station involved the design of a 1,338 space parking structure. This was provided in a three bay, five supported tier single thread helix structure. The façade consists of architectural precast spandrels with acrylic brick picture framed by precast bands and outboard columns. The ground tier accommodates a "Kiss and Ride" area for WMATA patrons.

FRANCONIA SPRINGFIELD METRO STATION

SPRINGFIELD, VIRGINIA

WALKER
PARKING CONSULTANTS

Construction Data:

Cost Estimate	$12,300,000
Completion Date	2003

Parking Data:

Number of Spaces added	1,050

Structural Features:

Precast pre-stressed concrete structural system

Special Features:

Design-Build Project Delivery System
New glass enclosed stair towers
Drop-off area for busses and cars on ground level

Walker Parking Consultants' Services:

Prime Designer/Engineer of Record

Client Reference:

Patrick Schmitt, Director of Parking
Washington Area Metro Transit Authority
600 Fifth Street, NW
Washington, DC
Phone: 202.962.1783
rpschmitt@wmata.com

The Franconia Springfield Metrorail Station anchors the south end of the blue line commuter rail from Washington, DC. The Station was experiencing a significant increase in parking demand and decided to add a horizontal expansion even though a 4,000 space 5-level parking facility was already on site. The additional 1,050 space horizontal expansion brings the capacity for parking at the station to nearly 5,200 spaces. The facility is four bays wide with a two way single-threaded circulation system designed to handle the high peak hour traffic volumes demanded by this busy commuter rail station. Both vehicular and pedestrian flows to the existing garage occur through a 30-foot wide bridge near the existing garages stair/elevator tower. Within each new stair tower glass was used extensively use of glass to provide an "open" feeling increasing pedestrian perception of comfort and security.

This facility represents Washington Metro Area Transit's (WMATA) second experience with the design-build project delivery system. Walker and the contractor were part of both the first and this second design-build WMATA project. The facility is scheduled to open in summer of 2003, only 20 months after the notice to proceed was given. Significant design issue included the successful resolution of dissimilar fire ratings for the original garage and the expansion, incorporating a car/small bus drop off area within the garage, utility constraints, phased demolition of tieback walls and a tight site. Precast, prestressed concrete was selected for its speed of construction, as well as its long-term durability and low maintenance.

The durability of the precast concrete is derived through pre-stressing, stainless steel tee flange connections, high strength and low water-cement ratio. Additional measures taken were positive drainage, corrosion inhibiting admixtures and transverse post-tensioning of the precast tee flanges.

GROSVENOR METRO STATION

BETHESDA, MARYLAND

WALKER PARKING CONSULTANTS

Construction Data:

Cost Estimate	$24,800,000
Completion Date	2004

Parking Data:

Number of Spaces	1,484
Number of Levels	6

Structural Features:

Precast concrete structural system

Walker Parking Consultants' Services:

Prime Designer/Engineer of Record/Architect of Record

Owner Reference:

Kassa Seyoum, Capital Projects
Montgomery County
101 Monroe Street
Rockville, MD 20850
Phone: 240.777.6114

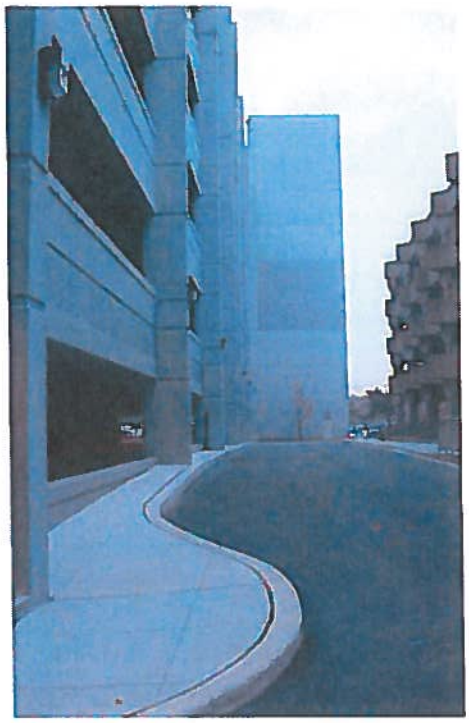
The Grosvenor Metro Station is located on the northwest leg of the Washington Metropolitan Area Transit's (WMATA) Red Line. The station was experiencing a significant increase in parking demand, and the local authorities were planning to add a concert hall to the adjacent site for performances by the Baltimore Symphony Orchestra. It was determined that approximately 1,800 parking spaces would be required to meet the parking demand. This new parking structure, combined with the available surface lot spaces, provide the necessary 1,800 spaces. The parking structure is four bays wide with a two-way single threaded circulation system designed to handle the high peak hour traffic volumes. Patrons traveling to the concert hall will circulate through a pedestrian bridge that spans between the garage and the concert hall.

The architectural treatment of the parking facility reflects that of the new concert hall. The façade incorporates alternating brown and white precast spandrels to compliment the concert hall façade. Glass, also matching the concert hall, was used extensively in the pedestrian bridge, stair towers, and elevator towers to provide an "open" feeling, increasing pedestrian perception of comfort and security.

NEW CARROLLTON METRO STATION

NEW CARROLLTON, MD

WALKER
PARKING CONSULTANTS



Parking Data:

Number of Spaces	1,817
Number of Levels	8

Construction Data:

Cost Estimate	$20,500,000
Completion Date	2005

Structural Features:

Precast concrete superstructure
Spread footing foundation system

Walker Parking Consultants' Services:

Functional Design/Parking Consulting
Prime Design - Garage
Structural/Mechanical/Electrical/Plumbing Engineer

Client Reference:

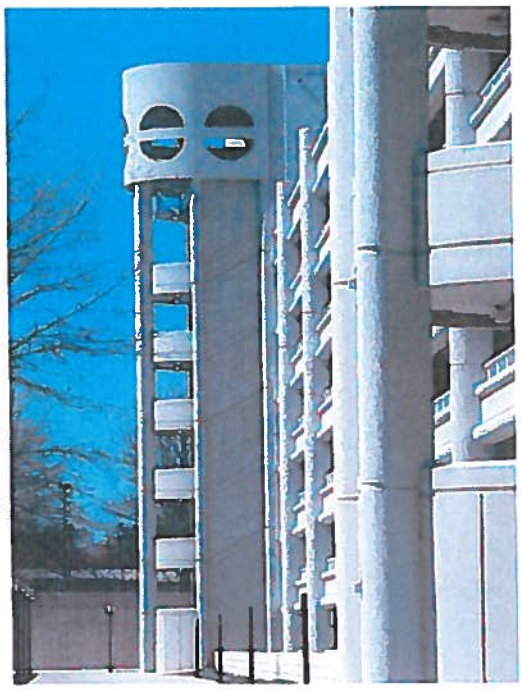
Patrick Schmitt
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001
Voice: 202.962.1783
Fax: 202.962.1036
rpschmitt@wmata.com

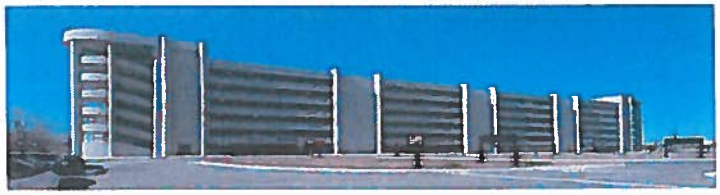
The design - build project for WMATA's New Carrollton Station involved the construction of a 1,817 space parking deck and a maintenance building for the New Carrollton Shop and Yard. The 90 degree angle parking spaces were provided in a three bay wide, seven supported level structure where circulation throughout the garage was via a double threaded helix circulation system. The double threaded helix system in conjunction with the 90 degree angle parking allowed for easier movements within the 84' high structure. The façade consists of architectural precast spandrels with reveals and sandblasting and outboard columns. The ground tier accommodates a "Kiss and Ride" area for WMATA patrons.

SHADY GROVE METRO STATION

GAITHERSBURG, MARYLAND

WALKER
PARKING CONSULTANTS





Construction Data:

Cost	$22,840,000
Completion Date	2003

Parking Data:

Number of Spaces	2,140
Number of Levels	7

Structural Features:

Precast concrete structural system

Walker Parking Consultants' Services:

Prime Designer/Engineer of Record

Owner Reference:

Kassa Seyoum, Capital Projects
Montgomery County
101 Monroe Street
Rockville, MD 20850
Phone: 240.777.6114

The Shady Grove Metro Station is located on the northwest leg of the Washington Metropolitan Area Transit's (WMATA) Red Line. It was determined that a net increase of 1,500 parking spaces would be required to meet the parking demand of year 2010. In 2003, this parking structure was opened providing the necessary spaces to meet current and future demands. The parking structure is four bays wide with a two-way single thread circulation system designed to handle the high peak hour traffic volumes.

The architectural design intent of the new facility was to integrate visually with the existing environments, both natural and man-made, while maintaining architectural integrity and identity as a parking structure. The adjacent existing garage was a primary factor in determining the architectural character, materials, colors, and façade treatment of the new facility.

Precast concrete was used in the parking structure for the durability derived through pre-stressing, stainless steel tee flange connections, high strength and low water-cement ratio. Additional measures taken were positive drainage, corrosion inhibiting admixtures and transverse post-tensioning of the precast tee flanges.

VIENNA METRO COMMUTER RAIL STATION

VIENNA, VIRGINIA

WALKER
PARKING CONSULTANTS

Construction Data:

Cost $19,000,000
Completion Date January 2001

Parking Data:

Number of Spaces2,285
Number of Levels 6

Structural Features:

Precast concrete structural system
Retaining walls
Field topped double tees
Drilled pier foundation system

Special Features:

Design-Build construction schedule
Double-thread helix circulation

Walker Parking Consultants' Services:

Prime Designer/Engineer of Record

Owner Reference:

Patrick Schmitt, Director of Parking
Washington Area Metro Transit Authority
600 Fifth Street, NW
Washington, DC
Phone: 202.962.1783
rpschmitt@wmata.com

The Vienna Metrorail Station anchors the west end of the orange line commuter rail from Washington, DC. The addition of this 2,200 car, 6 level parking facility brings the capacity for parking at the station to nearly 8,000 spaces. The facility is six bays wide with a centrally located two-way double-threaded circulation system poised to easily handle the high peak hour traffic volumes demanded by this busy commuter rail station. Large pedestrian flows are funneled through a spacious stair/elevator tower with two high-speed traction elevators. High 12'-0" floor-to-floor heights and extensive use of glass in the stair/elevator tower provide an "open" feeling increasing pedestrian perception of comfort and security.

This facility represents Washington Metro Area Transit's (WMATA) first experience with the design-build project delivery system. With much at stake, the facility opened on schedule in January 2001, only 17 months after the notice to proceed was given. Precast, prestressed concrete was selected for its speed of construction, as well as its long-term durability and low maintenance.

RHODE ISLAND AVENUE METRO GARAGE

WASHINGTON, DC

WALKER
PARKING CONSULTANTS

Parking Data:

Number of Spaces	223
Number of Levels	4

Construction Data:

Cost Estimate	$6,000,000 (est)
Completion Date	2011

Structural Features:

Precast concrete structural system
Cast-in-place spread footing foundation system

Walker Parking Consultants' Services:

Functional Design/Parking Consulting
Prime Designer
Structural, MEP Engineering
PARCS/Signage Consulting

Client Reference:

Mr. Patrick Schmitt
WMATA
600 Fifth Street, NW
Washington, DC 20001
Voice: 202.962.1783
Fax: 202.962.1036
Email: rschmitt@wmata.com

The Rhode Island Avenue Metro Garage is part of a mixed-use development consisting of retail, residential and parking. The garage replaced existing surface parking that allowed for two retail/residential buildings to be built. The topography and size of the site presented a few design obstacles including a solid wall on the north side due to the proximity of the adjacent USPS property and a light well on the west side of the garage which was required to maintain garage openness.

The façade consists of architectural precast spandrels with reveals, insets and sandblasting. The Ground Tier is designed to accommodate a bus shelter area for drop off and pickup.

The garage functions as a two way traffic flow single thread with 90° parking for WMATA patrons including motorcycle spaces. The Parking Access and Revenue Control System equipment is set up to function as a manned or unmanned system.

B. KEY STAFF EXPERIENCE

KEY PERSONNEL – ROLES

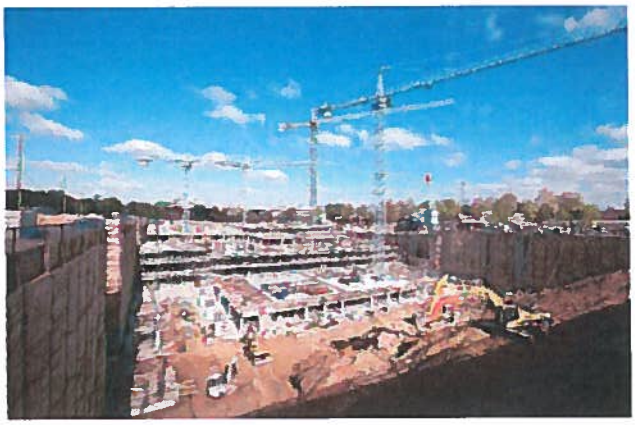
Bill Reiter will act as Principal-in-Charge providing full project oversight assuring that Loudoun County's requirements are met along with assuring that Walker Quality Standards are adhered to. Additionally, Bill will be in attendance at key project meetings.

Damian Larkin will serve as Project Manager for this engagement. He will lead the day-to-day coordination efforts of the project team and you, the client, and will attend all project meetings. He will also provide technical input throughout the project, as well as be responsible for making sure that the budget and schedule requirements are met throughout the project. He will establish a quality plan and implement the project plan including project budget, staffing requirements, and schedule. In addition to his extensive experience designing parking structures, Damian has worked with multiple projects in the Northern Virginia Area. His knowledge and experience with local conditions and expectations will prove invaluable to you as you progress through your project.

Davis

DAVIS

RESTON STATION



RESTON, VA - A seven level, 1.3 million square foot parking facility consisting of 2,800 parking spaces. The cast-in-place, below-grade concrete structure features a façade made of stone, curtainwall, metal panels, and architectural concrete. Parking will occur on levels G7-G3 while a two-story bus vault on G2 and G1 will allow commuters to pass through easily.

A large plaza, above the garage, includes extensive landscaping, retail spaces and a convenient pedestrian bridge that directs commuters from the plaza to the Metro Station platform. The garage will serve as a plinth for three new office buildings, a residential tower, and a hotel.

SQUARE FOOTAGE
1,300,000-SF below-grade garage

OWNER
Comstock Partners

ARCHITECT
Davis Carter Scott

DURATION
30 Month

AWARDS
NAIOP NoVA Award of Excellence

DAVIS

OWNER:
Washington Cathedral

ARCHITECT:
EDAW
Sitework / Utility Relocation

Smith McMahon
Gatehouse

Segreti Tepper
Interiors

WASHINGTON NATIONAL CATHEDRAL

Washington, DC

Sitework, utility relocation, gatehouse construction, and various interior renovations

DAVIS completed numerous exterior, interior, and below ground renovation projects over several decades at this Washington, DC landmark. The west entrance plaza project included site work and a very complex relocation of utilities, involving the penetration of the cathedral's 12-foot-thick concrete foundation walls. A network of limestone-colored concrete pathways guides visitors from Wisconsin Avenue to a new stone plaza, which features a curved seating wall constructed of Stoneyhurst stone and capped with limestone. A heavy timber gatehouse was also constructed to accent the approach to the west façade from Wisconsin Avenue and serves as a shelter for visitors utilizing public transportation. The most significant interior projects include renovation of the lobbies and construction of an auditorium in the seventh floor overcroft, both of which were performed while the cathedral maintained its usual schedule of activities.

EXPERIENCE CHART: GARAGE

	PROJECT	SIZE/SF	ARCHITECT
	1701 North Beauregard Alexandria, VA	125,000-SF above-grade garage	HNTB Companies
	3120 Fairview Park Falls Church, VA	290,000-SF above-grade garage	Noritake Associates
	American Speech Language Hearing Association Rockville, MD	120,000-SF above-grade garage	Boggs & Partners Associates
	Capital One Headquarters McLean, VA	525,000-SF above-grade garage	Ai Architects
	Executive Plaza Rockville, MD	247,000-SF above-grade garage	Victoria Olian Design
	Hamaker Court Medical Office Building Fairfax, VA	60,000-SF above-grade garage	PSA-Dewberry

EXPERIENCE CHART: GARAGE

	PROJECT	SIZE/SF	ARCHITECT
	Long & Foster Headquarters Chantilly, VA	405,000-SF above-grade garage	Beery Rio
	MITRE Corporate Campus McLean, VA	553,000-SF above-grade garage	Ai Architects
	Monument III Herndon, VA	204,300-SF above-grade garage	Hickok Cole Architects
	National Rural Telecommunications Cooperative Herndon, VA	176,000-SF 3-story above-grade garage	Randall Mars (Design) DBI (Architect of Record)
	Parkridge VI Reston, VA	219,000-SF above-grade garage	Hickok Cole Architects
	Presidents Park Campus Herndon, VA	435,000-SF two above-grade garages	Donnally Vujcic Associates

EXPERIENCE CHART: GARAGE

	PROJECT	SIZE/SF	ARCHITECT
	Randolph Square Arlington, VA	264,400-SF above-grade garage	Hickok Cole Architects
	Reston Station Reston, VA	1,300,000-SF below-grade garage	Davis Carter Scott
	Sidwell Friends Garage Washington, DC	191,000-SF below-grade garage	Kieran Timberlake Associates
	VOB BMW Rockville, MD	64,000-SF above-grade garage	DNC Architects
	Washington National Cathedral Washington, DC	209,000-SF below-grade bus depot, garage, + visitors center	SmithGroup
	Williams Plaza Fairfax, VA	285,000-SF parking garage	Hellmuth, Obata, Kassabaum

Shockey

SHOCKEY
THE PARTNER OF CHOICE®
The Shockey Precast Group

Relevant Parking Structure Experience

Washington HQ Services Parking Structures & Office Buildings
Location: Alexandria, VA
General Contractor: Clark Construction
Owner: Duke Realty Corporation
Architect: HKS
Contract Amount: Greater than $35 million
Completed: July 2011

Martha Jefferson Hospital PS
Location: Charlottesville, VA
General Contractor: M.A. Mortenson Construction
Owner: Martha Jefferson Hospital
Architect: Kahler SlaterGeneral
Contract Amount: Greater than $4 million
Completed: October 2010

Cira Center Parking Structure
Location: Philadelphia, PA
General Contractor: Keating Building Corporation
Owner: Brandywine Realty Trust, Christopher Franklin
Architect: Pelli, Clarke, Pelli Architects5
Contract Amount: Greater than $25 million
Completed: December 2009

Shady Grove Metro Station Parking Structure II
Location: Shady Grove, MD
Owner: Montgomery County, MD
Architect: Mariani & Associates, Reg Cude, 202-332-4279
General Contractor C: San Jose Construction, Beverly Scott, 202-333-4803
Contract Amount: Greater than $12million
Completed: February 2006

WMATA SE Bus Garage
Location: Washington, DC
Owner: Washington Metropolitan Area Transit Authority (WMATA)
Architect: SYSTRA, 215-586-4448
General Contractor: Hensel Phelps Construction, Mike Barker, 703-828-3200
Contract Amount: Greater than $3 million
Completed: September 2011

Urban

Dunn Loring Metro

Location
Merrifield, Virginia

Site
+/- 15 acres

WMATA Contact
Tariq Bushnaq, P.E.
Ph: 202-962-2043

Client
Trammelll Crow Residential

Client Contact
Chad DuBeau
Ph: 301-255-6011
chaddubeau@tcrresidential.com

Dates
Initial Layout: 2003
Zoning: 2005
Site Design: 2008

Budget
Within original design budget

Project Overview

This project consists of a high density mixed-use redevelopment of the existing Dunn Loring Metro Station near Merrifield, Virginia. The project provides multifamily, retail and structured parking buildings in place of the existing surface parking lot serving the station. The site plan design is currently approved and with the Fairfax County Bonding Branch awaiting funding and permitting.

Substantial transportation improvements are provided for both onsite users and for the general public access to the metro. Eight new bus stops and shelters are included with a covered walkway leading pedestrians to the metro. Fifty new bicycle parking facilities are to be installed. Pedestrian sidewalks and multiple crosswalks are provided throughout the property. At the perimeter of the property, both Gallows Road and Prosperity Avenue are widened to provide additional through lane and turn lane capacities. An eight feet wide trail is provided along the full lengths of the project's Gallows Road and Prosperity Avenue frontages.

Of particular importance to this development, is the WMATA requirement to maintain the existing quantity of parking spaces in operation throughout the construction process. This required extensive coordination with WMATA and detailed construction phasing plans that will relocate parking spaces, bus stops and pedestrian routes throughout the construction duration. Additionally, Urban worked with WMATA staff and the Client to provide extensive zone of influence analysis for the proposed improvements.

Urban has been involved since the initial layout phases, including the integral preliminary roadway design for the internal low-speed street that defined the layout and development program for the site; and throughout the zoning and site design process.

Dulles Discovery

Secure Government Office Park

Location
Fairfax County, Virginia

Services Provided
Landscape Architecture, Civil Engineering, and Survey

Public Collaborations
United States Government
Fairfax County:

- Urban Forestry,
- DPWES
- Zoning Committee
- VDOT
- Water and Sanitary Authority

Client
The Peterson Companies

Contact
Pete Dunn
The Peterson Companies
12500 Fair Lakes Circle, Suite 400
Fairfax, VA 22033
703.631.7573

Project Overview
Urban provided complete Civil Engineering and Landscape Architectural design services beginning with the initial site layouts developed with the rezoning. Our ongoing involvement included site plan approval, schematic design, preparation of construction documents and construction administration. The development was designed as a three phase process. Through the first two phases, the office park included a total of 850,000 GSF of office in two separate buildings and 2,798 surface parking spaces. The project includes a 26,000 GSF central plant, 7,000 GSF security building, and 1.6 acre wet pond for SWM/BMP and extensive site security improvements.

Plant material specified throughout the site was predominantly native and drought tolerant. This helped the design team to meet the goals of the project and achieve LEED certification for three separate buildings on the campus. The landscaping at the ACC incorporated a dry stream bed with a densely planted linear bed that maintained clear areas adjacent to the building and incorporated security barriers seamlessly. Additionally, the site includes the first two LEED Gold certified buildings in Fairfax County.

Dulles Station

Residential Buildings and Office Park

Location
Herndon, Virginia

Client
Crimson Partners, Carmden/
Summit Properties, WRIT, JPI
And OTO Development

Contact
Christopher Lukawski
Crimson Partners
Master Developer
455 Spring Park Pl, Ste 100
Herndon, Virginia 20171
703-834-9700

Services Provided
Civil Engineering, Landscape Architecture and Survey

Public Collaborations
VDOT, Fairfax County, WMATA and DCR

Project Overview

Dulles Station is a 63 acre urban development located adjacent to a future Silver Line Metro station. Urban ltd. designed the streetscape, courtyards, and outdoor amenity areas for two midrise residential buildings within this development. Recreation opportunities include an outdoor pool, picnic and grilling areas, a bocce court, horseshoe pit, water features, and lawn areas. The streetscape design was done in accordance with the Dulles Station design guidelines, and street tree pit details included structural soil to provide for better tree growth in this urban condition.

Both buildings have been designed to achieve LEED certification from the LEED for Home Multifamily pilot program. Landscape elements that contributed to the certification included limited use of sod, native plant material, high efficiency irrigation, and the capture of roof runoff in rain barrels.

Loudoun Station – Phase 1 Buildings

Location
Ashburn, Virginia

Client
Comstock Loudoun Station, LLC

Contact
Larry Bergner
Ph: 703.230.1284
lbergner@comstockcompanies.com

Dates
Initial Layout: 2004
Zoning: 2005-2006
Site Plan: 2007-2008

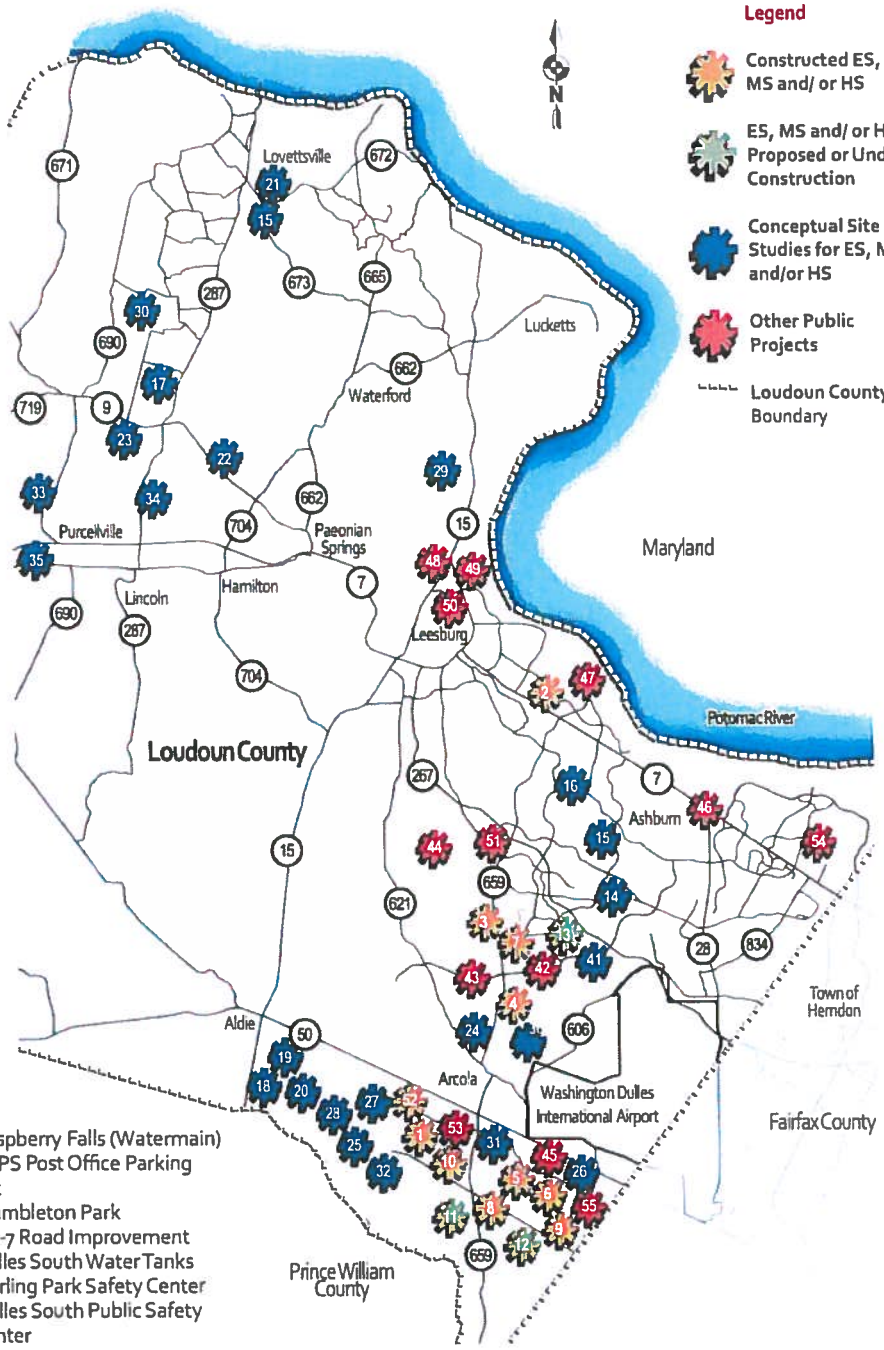
Project Overview

Urban has assisted the Comstock Companies on this project for nearly a decade. Loudoun Station was the first transit oriented development to be zoned in Loudoun County. The full build-out will feature 1,200 residential units, 250,000 gsf of retail/restaurant uses, and over 1.3 million gsf of office space, civic uses, and a hotel. Located adjacent to a future planned Metro stop, Loudoun Station has prominent visibility from the Dulles Greenway. Urban has provided the following services for this project: land planning, zoning and land entitlements, comprehensive sign plans, landscape architecture, civil engineering, land survey, and plats. Urban played a key role in the development of this project by coordinating the project with the County planning staff and the MWAA so that the future Metro station will have adequate parking, park and ride facilities and circulation.

The Phase 1 design of the Loudoun Station site incorporated the 390 multi-family residential dwelling units along with a combination of commercial and retail services encompassing approximately 128,000 gsf of building footprint on the site. In addition, office-use buildings were also included in the center's inner core development with roughly 73,000 gsf of space with an aesthetic incorporation of almost 8 acres of parks, civic and open space. The Phase 1 residential development of Loudoun Station is a HUD funded project.

Municipal Projects

1 Arcola ES
2 Belmont Ridge MS
3 Briar Woods HS
4 Creighton's Corner ES
5 Freedom HS
6 Hutchinson Farm ES
7 Legacy ES
8 Liberty ES
9 Little River ES
10 Mercer MS
11 ES-20
12 MS-5
13 ES-16
14 Farmwell Rd.
15 Miller Parcel
16 Newton - Lee
17 Wheatlands
18 Braddock Rd. Site 1
19 Braddock Rd. Site 2
20 Braddock Rd. Site 3
21 Schoene Parcel
22 Waterford Creek
23 Charles Town Pike
24 Brambleton Sites
25 Crerar Parcel
26 East Gate
27 Stone Ridge
28 Westport
29 Selma Estates
30 Morrisonville Rd.
31 Tall Cedars Parkway
32 Kirkpatrick West
33 Bless Farm Parcel
34 Loveland Farm
35 Purcellville West
36 Stone Hill MS
37 Alternative Site A
38 Alternative Site B
39 Alternative Site C
40 Alternative Site D
41 ES-17
42 Brambleton Red Dot Project 1 (Watermain)
43 Brambleton Red Dot Project 2 (Watermain)
44 Goose Creek Red Dot Project (Watermain)
45 Dulles South Multi-purpose Center
46 Kincora Safety Center
47 Loudoun Water Misc.
48 Raspberry Falls (Watermain)
49 Raspberry Falls (Watermain)
50 USPS Post Office Parking Lot
51 Brambleton Park
52 HS-7 Road Improvement
53 Dulles South Water Tanks
54 Sterling Park Safety Center
55 Dulles South Public Safety Center



Capital Area Readiness Center

Secure Data Storage Center

Location
Berkeley County, West Virginia

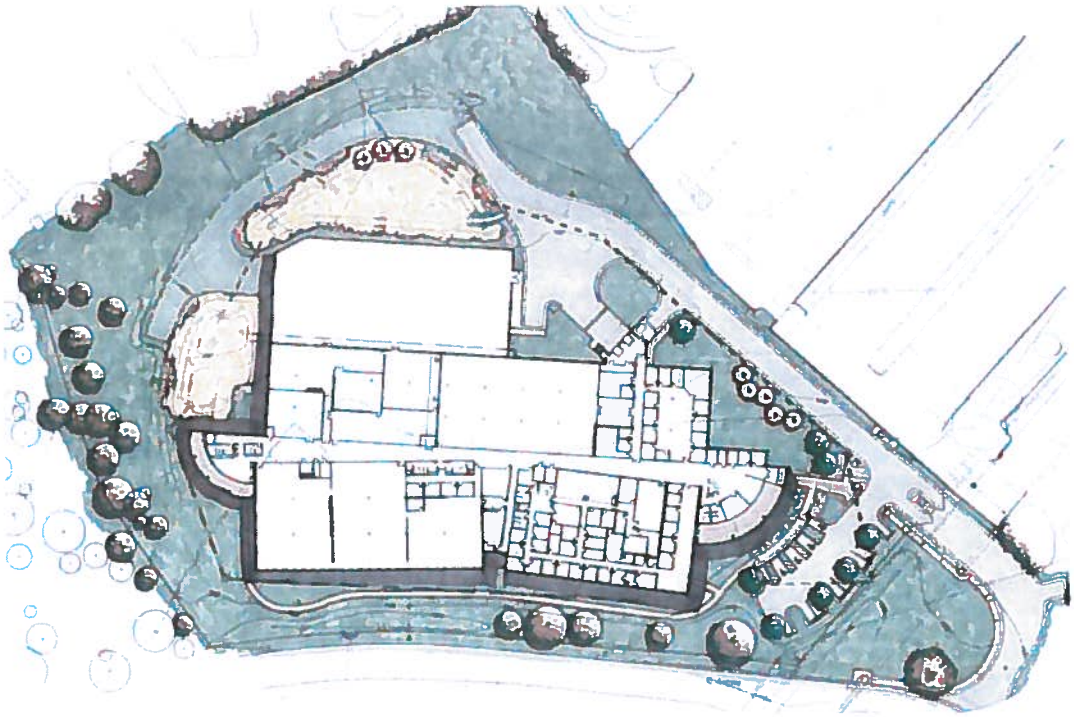
Services Provided
Landscape Architecture, Civil Engineering, and Survey

Public Collaborations
Veteran's Administration
Berkeley County
Department of Public Works

Client
Veteran's Administration

Contact
Jason Whiteman
HITT Contracting
2704 Dorr Avenue
Fairfax, VA 22031
Ph: 703.846.9087
jwhiteman@hitt-gc.com

Project Overview
Urban provided Civil engineering and Landscape Architectural services for this secure data storage facility located in the Veteran's Administration Martinsburg, WV Medial Center. The building was fast-tracked as a design build project with strong coordination between all members of the design team, the VA and the contractor. Urban's landscape architects worked closely with the civil engineer on the site grading to preserve several large existing trees. Native trees, shrubs, and grasses were chosen for the stormwater bio-retention areas to reduce maintenance and provide wildlife habitat. Urban also designed the high security fencing that surrounds the site in accordance with the Veteran's Administration specifications and coordinated with the architect and electrical engineer on keycard and voice communication boxes for the vehicular and pedestrian gates.



Illustrative rendering of the landscape plan.

Patriot Ridge

Office and Hotel

Location
Fairfax County, Virginia

Client
COPT

Year of Completion
Ongoing

Services Provided
Planning, Site & Feasibility Studies, Civil Engineering, Landscape Architecture, Land Surveying, and Re-Zoning / Zoning Modifications

Project Overview

Patriot Ridge is comprised of four office buildings and one hotel, consisting of 842,000 gross square feet on approximately 11 acres.

Urban's responsibilities with Patriot Ridge include: site studies and requirement determinations, rezoning, field surveys, feasibility studies, site evaluations, parking lots and facilities, site layout and grading, utility studies and designs, water and sanitary sewer infrastructure layout and design, hydrology and hydraulics design, boundary plats, erosion and sediment control, regulations compliance, construction specifications, etc.

Urban designed and prepared construction plans for all site improvements, which included an underground SWM facility, 20,000 gallon cistern, and Road improvements to Backlick Road.

Reston Station

Mixed-Use

Location
Fairfax County, Virginia

Client
Comstock Partners, LC
(Joint Development with Fairfax County)

Year of Completion
Ongoing

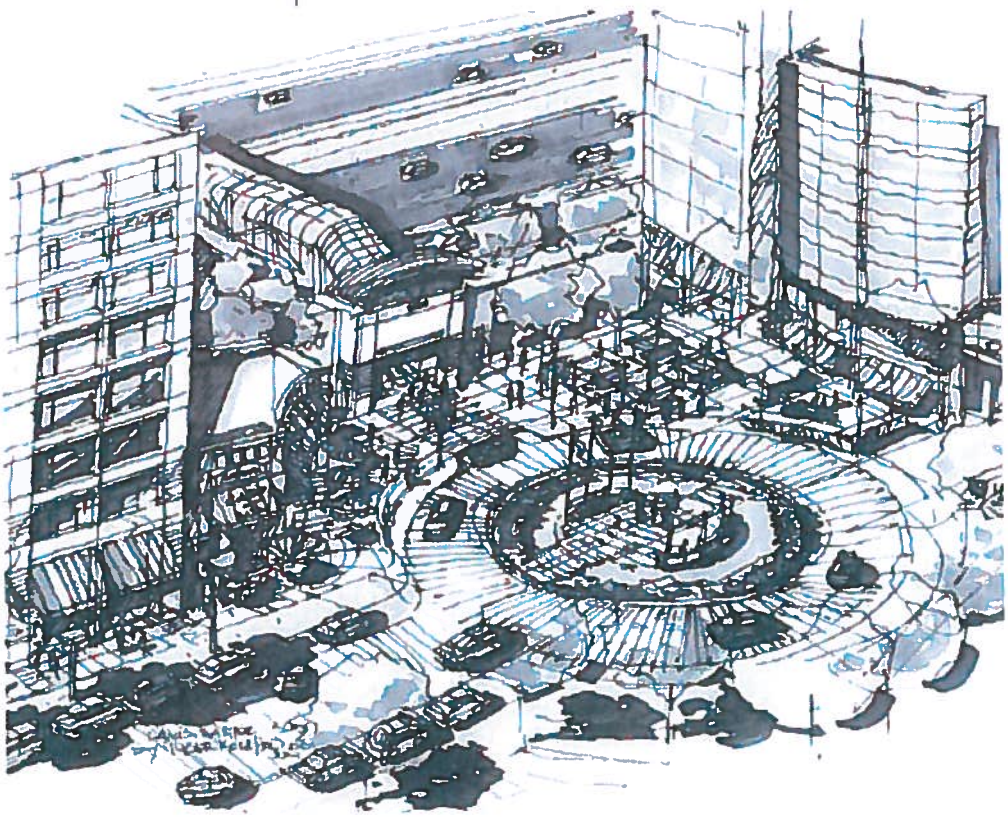
Services Provided
Planning, Site & Feasibility Studies, Civil Engineering, Landscape Architecture, Land Surveying, and Re-Zoning / Zoning Modifications

Project Overview

Reston Station will be a vibrant mixed-use Transit Oriented Development adjacent to the forthcoming Metro Station near Wiehle Avenue in Reston, VA. The project will feature a 2,300 space commuter parking garage, transit facilities and up to 1.3 million square feet of residential, office, hotel, and retail uses.

Urban's responsibilities with the Reston Station / Wiehle Metro include: land planning, zoning land entitlements, comprehensive sign plans, landscape architecture, civil engineering, land survey and plats.

Urban assisted in the coordination of key aspects for this project with Fairfax County staff, VDOT staff and MWAA staff; including provisions for adequate parking, park and ride facilities, circulation, and pedestrian connectivity to the Metro platform.



Gunston Commerce Center

Government Warehousing

Location
Fairfax County, Virginia

Client
The Ardent Company

Contact
Jeff Snow
805 15th Street, NW
Suite 502
Washington, DC 20005
202-223-2993

Year of Completion
To be completed 2013

Services Provided
Civil Engineering, Land Surveying, Planning, Stormwater Management Study, Feasibility Study

Project Overview

Gunston Commerce Center is a government warehouse center of over 22 acres at the intersection of Furnace Road (Route 611) and Mordor Drive in Fairfax County. The development provides 102,000 SF of warehouse and an additional 12,000 SF of office use within one building footprint. The site is currently under construction and is expected to be complete early 2013.

Urban's responsibilities with for the Gunston Commerce Center include: site studies and requirement determinations, field surveys, feasibility studies, site evaluations, site layout and grading, parking facilities, utility studies and surveys, water and sanitary sewer infrastructure layout and design, retaining walls, hydrology and hydraulics design, boundary plats, utility as-builts, erosion and sediment control, regulations compliance, construction specifications, etc.

Additionally, Urban was responsible for detailed coordination with the Client and the Department of State development teams needed to organize the secure site within existing site constraints. Extensive coordination was also required with the Fairfax County Park Authority to address environmental concerns of the sites proximity to park land.

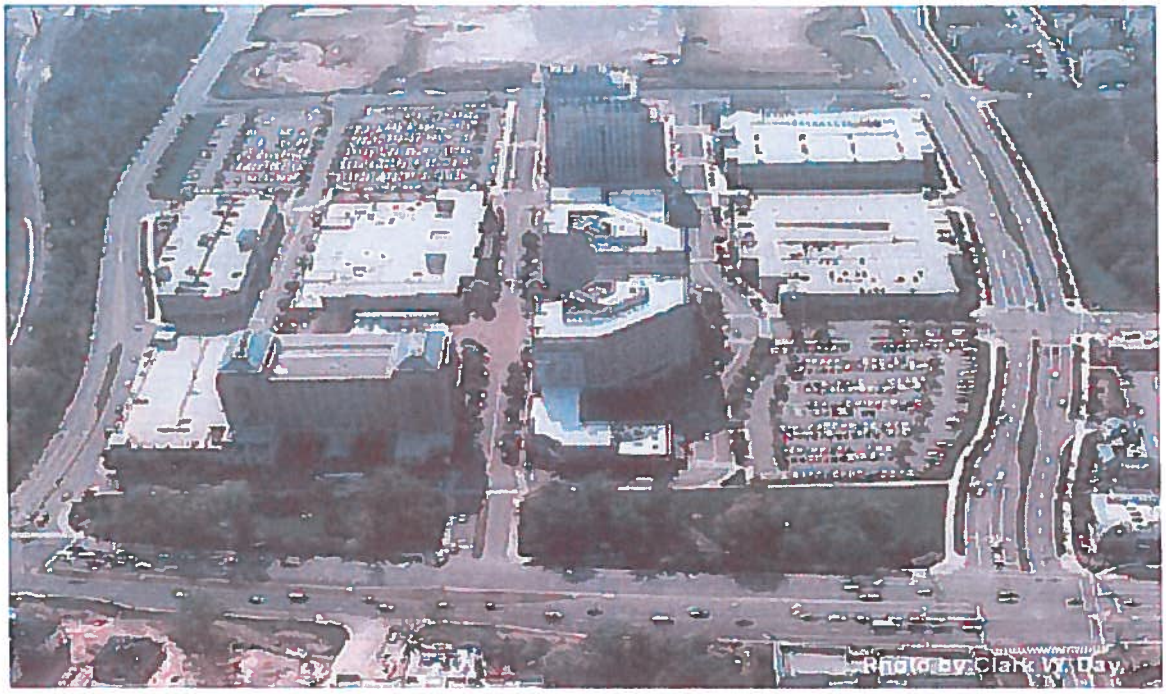
Urban deliverables began with preliminary layout and continued with the project through final construction plans.

Relationship Summary

Urban has had an extensive working relationship with HGA Architects since 2002 when HGA was known as Wisnewski Blair & Associates. The relationship began in the planning stages of a secure office campus for a government tenant on the heels of 9-11 that required an attention to detail, extensive design team / tenant coordination and expedited turnaround. The relationship evolved into a team that has effectively and efficiently brought many high profile developments out of the ground. From cradle to grave including initial land planning; feasibility; rezoning; design; construction documents; and thru the construction process Urban and HGA have been team players.

A few of the more notable projects Urban and HGA Architects have collaborated on include: Liberty Crossing 940,000 SF of office and a 2,850 structured parking spaces; Dulles Discovery an 850,000 SF office park; VA Martinsburg 66,300 SF data center site for the Veteran's Administration; Parking lot expansions for the Northern Virginia Community College; and Patriot Ridge an 840,000 SF office and 133,000 SF hotel development. Urban and HGA Architects are currently team members on multiple development projects and look forward to many successful projects together.

Wells



RESTON TOWN CENTER
Reston, Virginia

Reston Town Center is a downtown for the 21st century. It is widely recognized as the first and best example of a compact, mixed-use Town Center rather than just a high-density suburban center. It is not surprising that Reston Town Center commands the highest office rents in suburban Washington.

Reston Town Center is a place where one can live, work, shop, and play in an environment where pedestrians are permitted but are not allowed to dominant the public realm. Drivers park once and then walk from place to place.

Wells + Associates has conducted numerous traffic and parking studies of Reston Town Center. These include: transportation impact studies of project plans for specific section of Reston Town Center; trip and parking generation studies; shared parking studies; parking garage operation studies; and parking management studies. These studies were conducted, over the years, for Beacon Capital Partners, Reston Land Corporation, Westerra Reston, Terrabrook, Equity Office, Boston Properties, The JBG Companies, KSI Services, Brookfield Properties, MRP Realty, and others.

Surveys conducted by Wells + Associates found that Reston Town Center generates 24 percent ***fewer*** AM peak hour trips and 10 percent ***fewer*** PM peak hour trips than would otherwise be estimated based on standard Institute of Transportation Engineers (ITE) trip generation rates for the individual uses.

Reston Town Center requires 15 to 42 percent ***fewer*** parking spaces due to shared parking among its diverse mix of uses.

Reference:
Beacon Capital Partners, LLC
Reston Town Center
200 State Street, Fifth Floor
Boston, MA 02109
Andrew Moore
(617) 457-0499

WIEHLE AVENUE PARK-N-RIDE

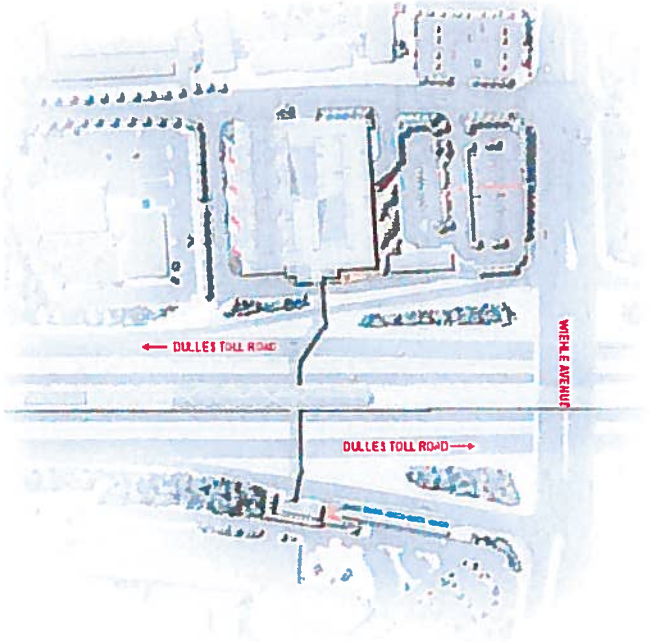
Fairfax County, Virginia

The Wiehle Avenue Park-and-Ride facility will include a large, privately developed, mixed-use development at full build-out. The park-and-ride facility and the adjacent private development are located on the north side of the Dulles Toll Road (Route 267) and west of Wiehle Avenue. The main component of the project is the 2,300 space park-and-ride facility, which Fairfax County will own and operate. The facility is scheduled to open simultaneous with the onset of the Washington Metropolitan Area Transit Authority's (WMATA) Silver Line rail service along the Dulles Toll Road, to Reston. The facility will be surrounded by a large-scale development including a mix of office, retail, and residential uses. The current private developer plan under review includes approximately 535,000 Square Feet (SF) of office space, 60,350 SF of specialty retail space, 60,000 SF of shopping center retail, a hotel with conference facilities, and approximately 440 residential units.

Wells + Associates' function on this project is to review the parking facility and development plans and details prepared by the private development team who will construct the parking facilities and private development above. Wells + Associates was also tasked to work with a team of professionals (as agents of Fairfax County) to design an alternative parking option that could be implemented if the current development team was unable to deliver their plan according to the required timelines. Since the parking facilities must be fully constructed and in operation for rail coming to this location (September 2013), the timeline for the project is short. As such, the alternative parking option would be initiated only if the private development team currently planning the site was unable to have their plan approved with sufficient time to construct the garage and support uses. The development team was able to meet the short deadline; therefore, Wells + Associates were not required to provide this portion of the scope.

Reference:

Fairfax County, Virginia
Wiehle Avenue Park-and-Ride
Department of Public Works and Environmental Services
12000 Government Center Parkway
Fairfax, VA 22035
Hossein Malayeri
(703) 324-2992



WELLS + ASSOCIATES

Wells + Associates Experience Brief:
Dulles Corridor Metrorail Station Areas

Planned Metrorail Station	***Project/Client***
Phase I (through Tysons Corner)	
Tysons East	Capital One, Commons of McLean/LCOR
Tysons Central 123	Tysons Corner Center/Macerich, Tysons II/Lerner
Tysons Central/Route 7	Koons Ford, Federal Realty Investment Trust, NV Commercial
Tysons West	Promenade at Tysons West/JBG Rosenfeld, Avalon Bay Residential, Plaza at Tysons Metro West/Georgelas
Phase 2 (to IAD)	
Reston Parkway	Reston Crescent, Reston Heights
Route 28	CIT Building
Route 772	Loudoun Station, Ryan's Corner/Fairfield Ryan's Corner/Pulte, Greenway Corporate Park, Dulles Parkway Center, Ryan Park Center, Loudoun Parkway Center, Amberleigh

Colonial

we park cars.

PROJECT EXAMPLES

With more than 250 parking facilities serving office buildings, retail malls, hotels, sporting events and hospitals, Colonial offers convenient parking for tens of thousands of residents and visitors every day. Examples include:

- **The Collection at Chevy Chase** – A 1,330 space multi-level garage serving a mixed use development (just up Wisconsin Avenue from Mazza Gallerie) that includes Clyde's, Giant Food, office space and high-end retailers, like Polo and Tiffany.

- One of Colonial's largest and most complicated parking facilities is **Union Station** -- it has a staggering five and a half levels. Not only does this Washington, DC institution serve as a mass-transit nucleus, but also as a haven for foodies, shoppers, event-goers and more. Colonial oversees the busing logistics, commuting traffic and any type of event or unforeseen circumstance that may cause a surge of cars at the 2,000-plus parking spaces in the garage. Additionally, Colonial provides parking amenities for Union Station such as electric car charging stations, bus parking, motor coach parking and recreational vehicle parking for our twin garage, which operates 24 hours a day, seven days a week.

- **Constitution Square** – Over 2 million square feet space for office buildings, a Hilton Garden Inn, restaurants and more are in development at this up-and-coming mixed-use building in downtown DC. Colonial is thrilled to operate

Harris Teeter's parking facility – a 200 space garage that allows urban shoppers access to fresh food where there was none before.

- **City Vista** – Fitness, groceries and Starbucks can all be obtained in this one location – but it's not a shopping center. City Vista is a new, "green" apartment community near Gallery Place that allows instant access to shopping, dining and all DC has to offer its residents. Colonial operates the mixed-use building's 230 parking spaces with SkiData equipment.

- **Gallery Place** – A 700 space garage serving development of more 900,000 square feet of retail, restaurants, movie theaters, 237,000 square feet of office and 193 residential units in the heart of downtown DC.

- **2200 Pennsylvania Avenue** -- Located directly between Georgetown and the Central Business District, this building adds an abundance of amenities to a neighborhood already familiar with luxury hotels, upscale shopping, excellent restaurants and high-end residences, including housing and a Whole Foods market. Colonial manages the 999 space facility and has successfully nested specific user groups for the garage. Colonial uses a sophisticated revenue access control system that allows us to monitor and protect specifically-apportioned parking spaces.

- **Pentagon Row** – A 1,800 space facility which serves a vibrant 296,000 square foot mixed-use shopping center which includes 504 residential units, a 44,000 square foot Harris Teeter grocery, Bally's Health Club and Bed Bath & Beyond and numerous other retail and dining establishments.

COMSTOCK

References

Public / Private Partnership References

Robert Stalzer, Assistant County Executive
Fairfax County, VA (703) 324-3404
12000 Government Center Parkway, Suite 552, Fairfax, VA 22035

Supervisor Cathy Hudgins
Fairfax County, VA (703) 478-0283
12000 Bowman Towne Drive, Reston, VA 20190

Supervisor Shawn Williams
Loudoun County, VA (703) 777-0204
PO Box 7000, Mailstop #01, Leesburg, VA 20177

Supervisor Scott York
Loudoun County, VA (703) 777-0204
PO Box 7000, Mailstop #01, Leesburg, VA 20177

The Honorable Frank Wolf
United States House of Representatives (202) 225-5136
10th Congressional District, Virginia
233 Cannon Building
Washington, DC 20515

The Honorable Tom Davis
DeLoitte LLP (202) 879-1207
Washington, DC

Financial References

Robert C. Dyer, Senior Vice President
Merrill Lynch Private Bank - Bank of America (212) 418-2857
623 Fifth Avenue, 34th Floor, New York, NY 10022

Donald Irwin, Managing Director
JPMorgan Private Bank (202) 533-2131
800 Connecticut Avenue, NW, 9th Floor, Washington, DC 20006

Michael G. Johnson, Senior Vice President
Richmac Funding, Inc. (703) 527-1444
1901 N. Moore St. #802, Arlington VA 22209

Ernest Benjamin, Vice President
Walker & Dunlop (301) 215-5555
7501 Wisconsin Avenue, Suite 1200, Bethesda, MD 20814

COMSTOCK

Reston Station References

Jim Davis, President and CEO
James G. Davis Construction Corporation (301) 881-2990
12530 Parklawn Drive, Rockville, MD 20852

Chris York, Senior Construction Manager
KCM, Inc. (703) 965-0617
16905 Simpson Circle, Paeonian Springs, VA 20129

Robert Stalzer, Assistant County Executive
Fairfax County, VA (703) 324-3404
12000 Government Center Parkway, Suite 552, Fairfax, VA 22035

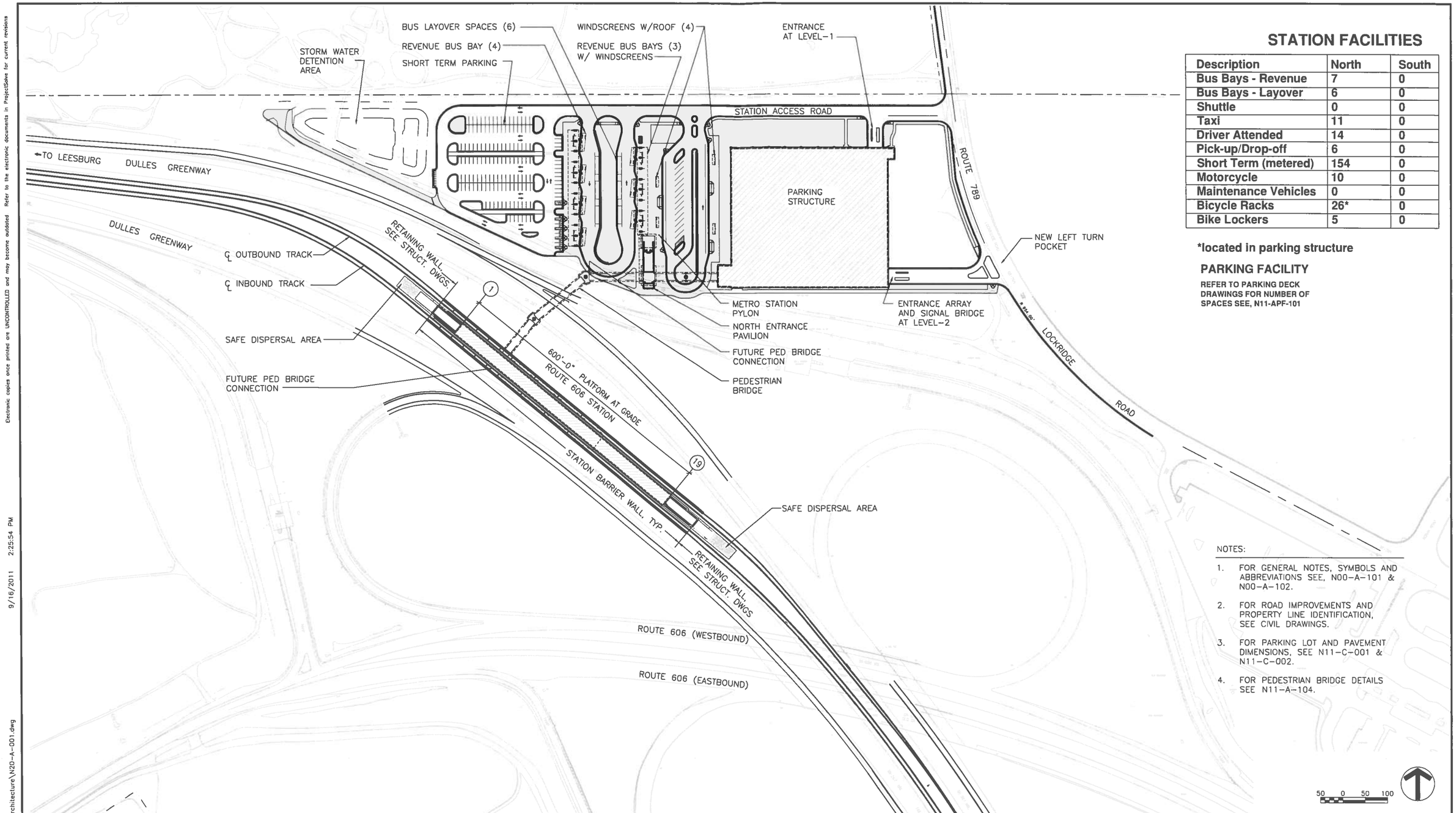
Loudoun Station References

Ernest Benjamin, Vice President
Walker & Dunlop (301) 215-5555
7501 Wisconsin Avenue, Suite 1200, Bethesda, MD 20814

Michael Thayer, Vice President
Riverstone Residential Group (240) 200-1310
7315 Wisconsin Avenue, Suite 310 E, Bethesda, MD 20814

Michael Nicolaus, Associate Principal and Senior Vice President
HKS Architects (202) 682-6289
1250 I Street NW, Suite 600, Washington, DC 20005

Route 606 Garage Site Plan



STATION FACILITIES

Description	North	South
Bus Bays - Revenue	7	0
Bus Bays - Layover	6	0
Shuttle	0	0
Taxi	11	0
Driver Attended	14	0
Pick-up/Drop-off	6	0
Short Term (metered)	154	0
Motorcycle	10	0
Maintenance Vehicles	0	0
Bicycle Racks	26*	0
Bike Lockers	5	0

*located in parking structure

PARKING FACILITY

REFER TO PARKING DECK DRAWINGS FOR NUMBER OF SPACES SEE, N11-APF-101

NOTES:

1. FOR GENERAL NOTES, SYMBOLS AND ABBREVIATIONS SEE, N00-A-101 & N00-A-102.
2. FOR ROAD IMPROVEMENTS AND PROPERTY LINE IDENTIFICATION, SEE CIVIL DRAWINGS.
3. FOR PARKING LOT AND PAVEMENT DIMENSIONS, SEE N11-C-001 & N11-C-002.
4. FOR PEDESTRIAN BRIDGE DETAILS SEE N11-A-104.

ORIGINATORS		
M. COOPER, JR.	2/2011	DRAWN / DATE
D. SHAH	2/2011	DESIGNED / DATE
D. CARTY	3/2011	CHECKED / DATE
J. GAST	3/2011	APPROVED / DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION
-	-
-	-
-	-
-	-
-	-
-	-
-	-

REVISIONS		
NO	DATE	DESCRIPTION
0	8/19/2011	ISSUED FOR 100% PRELIMINARY ENGINEERING
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Dulles Rail Consultants
465 Spring Park Place, Herndon, Virginia 20170

PHASE 2 - PRELIMINARY ENGINEERING

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DGS PROJECT IDENTIFICATION CODE:

DULLES CORRIDOR METRORAIL PROJECT

WMATA GRID

CONTRACT NO.: -

EXTENSION TO DULLES / ROUTE 772
ROUTE 606 STATION
SITE PLAN
-

SCALE: 1"=100'-0"

DRAWING NO.: N11-A-001

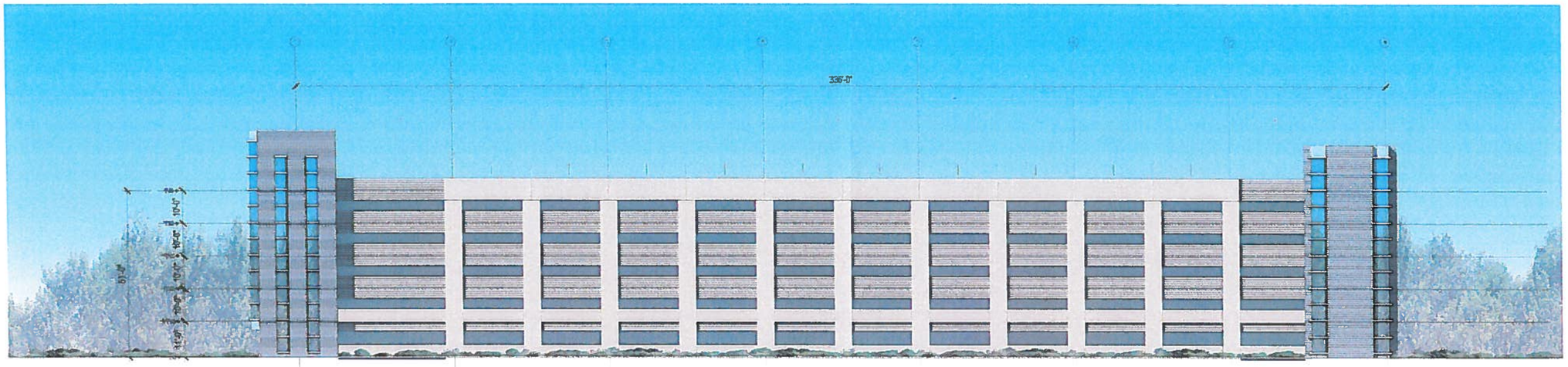
Electronic copies once printed are UNCONTROLLED and may become outdated Refer to the electronic documents in ProjectSolve for current revisions

9/16/2011 2:25:54 PM

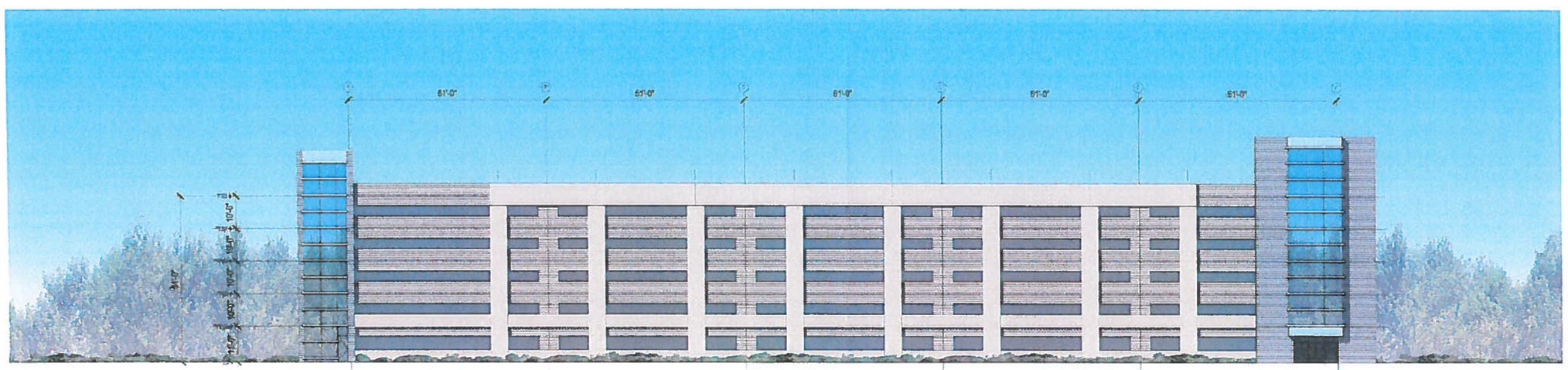
T:\173173A - Dulles\CADD\Sheets\Architecture\N20-A-001.dwg

Route 606 Garage

Conceptual Floor Plate and Elevation Drawings

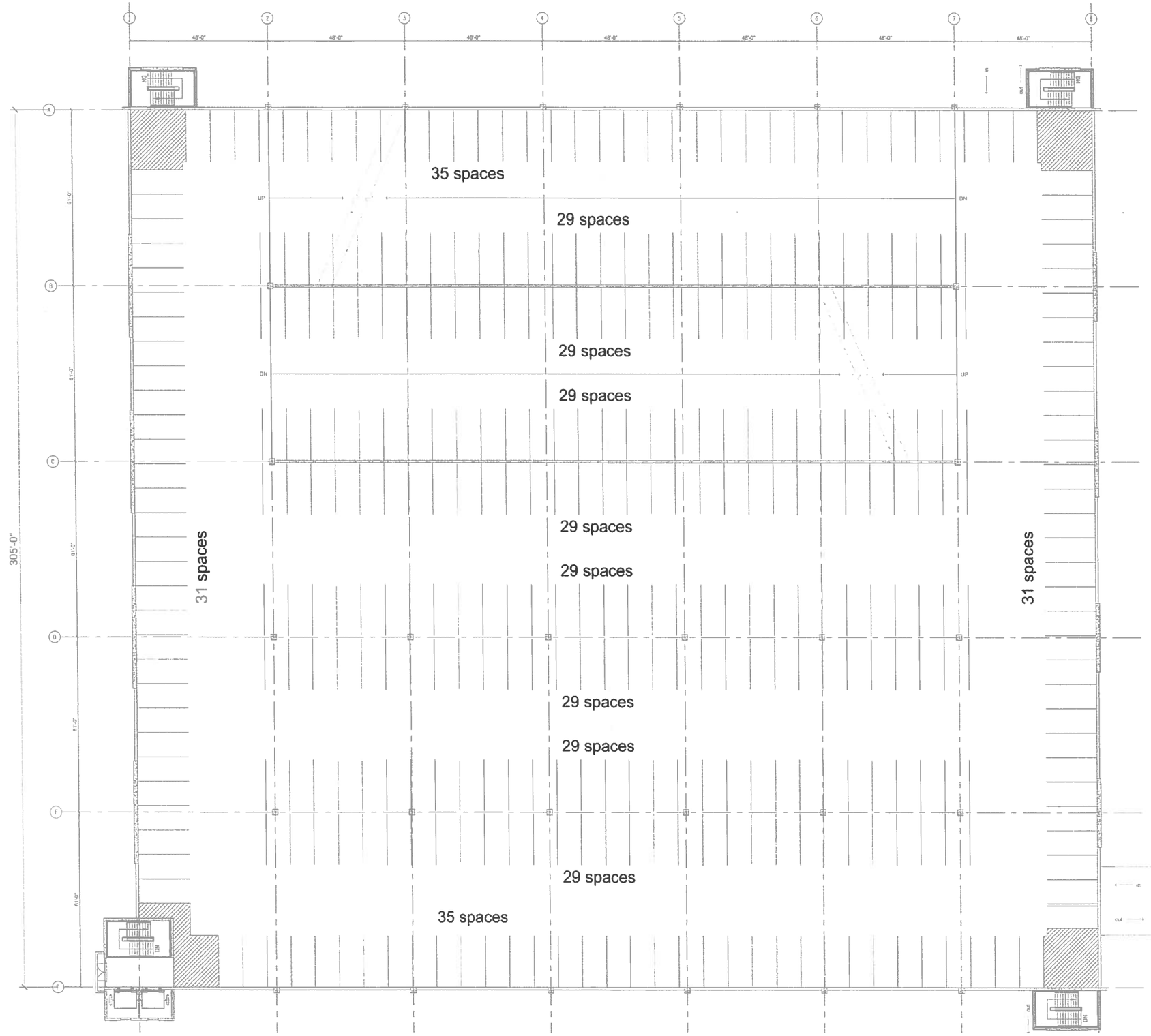


SOUTH FACADE



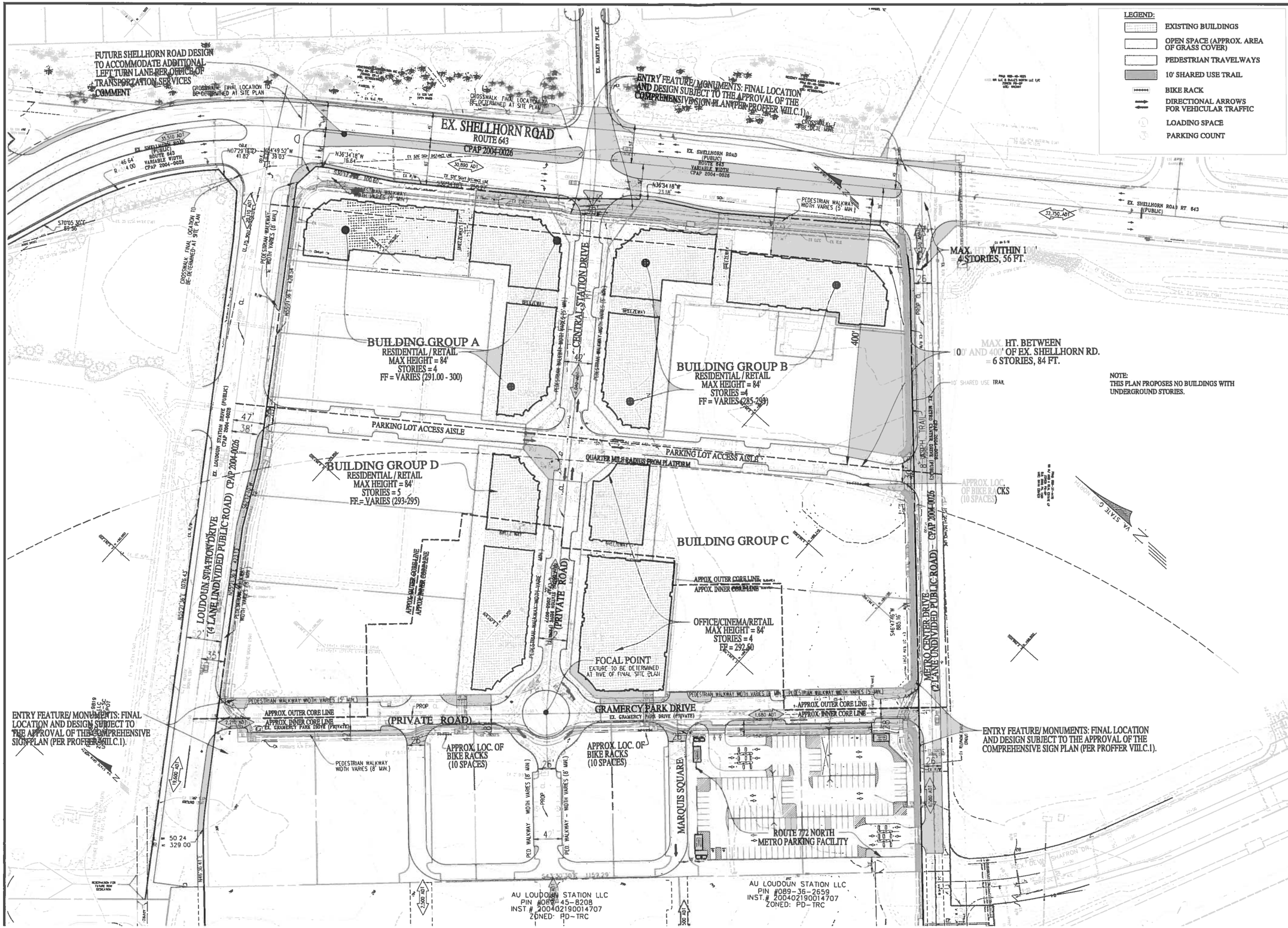
WEST FACADE

Route 606 Parking Deck



Route 606 Parking Deck

Route 772 North Garage Detailed Site Plan



NO.	DATE	DESCRIPTION
		REVISIONS

PLAN DATE
10-15-13

urban

Urban, Ltd.
43010 D Technology Court
Chantilly, Virginia 20151
Tel. 703.642.2306
www.urban-ltd.com

Planners • Engineers • Landscape Architects • Land Surveyors

FINAL DEVELOPMENT PLAN, PHASES 2&3

LOUDOUN STATION
FINAL DEVELOPMENT PLAN

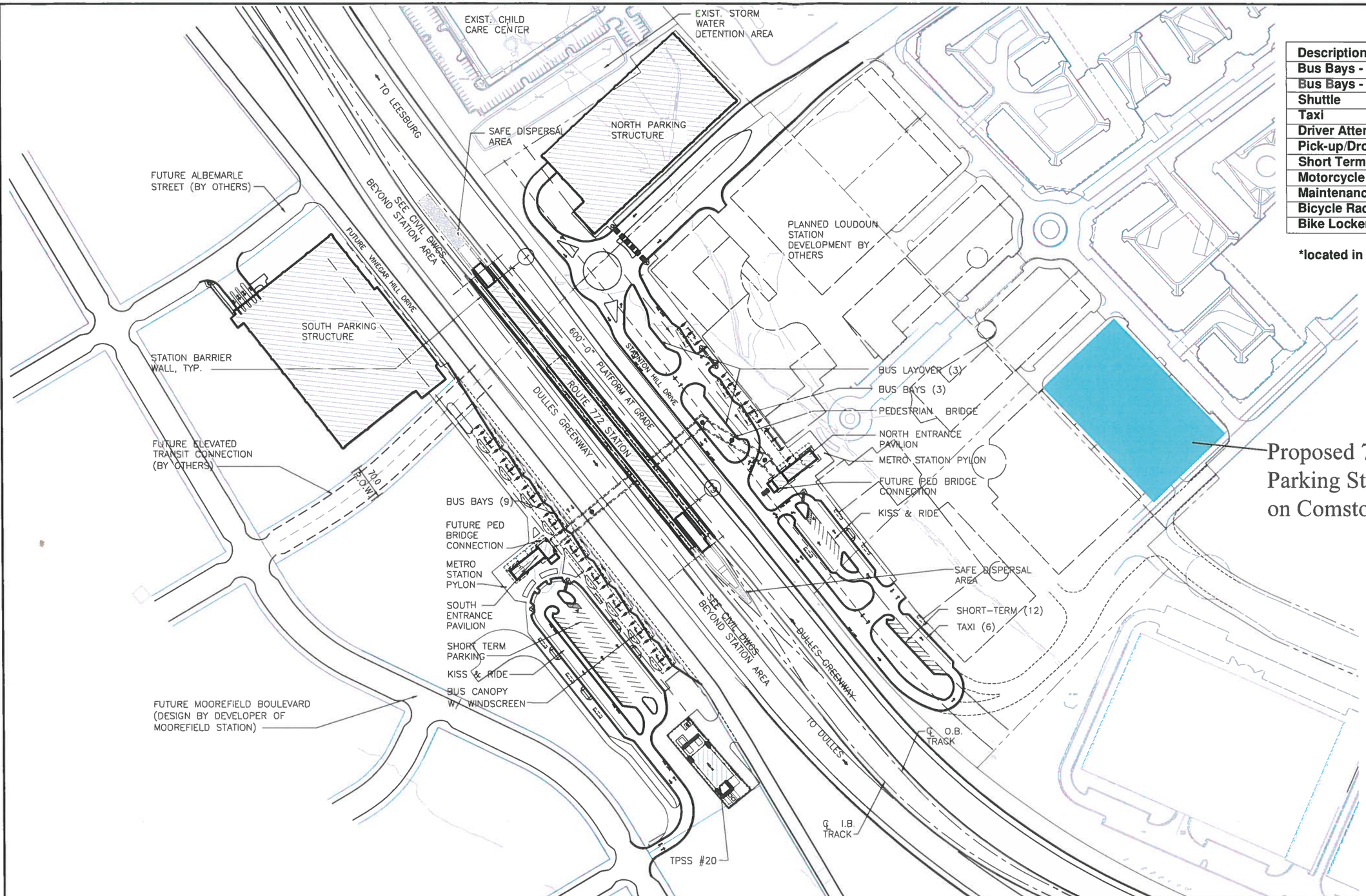
DULLES ELECTION DISTRICT
LOUDOUN COUNTY, VIRGINIA

SCALE: 1"=60'
C.I. = 2'
DATE: OCT., 2013

SHEET
1
OF
1

FILE No.
FDP-1304-1

Route 772 Garages Site Plan



STATION FACILITIES

Description	North	South
Bus Bays - Revenue	3	9
Bus Bays - Layover	3	0
Shuttle	0	0
Taxi	6	13
Driver Attended	8	21
Pick-up/Drop-off	10	10
Short Term (metered)	12	19
Motorcycle	0	0
Maintenance Vehicles	0	0
Bicycle Racks	13 + 11*	27*
Bike Lockers	5	0

*located in parking structure

PARKING FACILITY
REFER TO PARKING DECK DRAWINGS FOR NUMBER OF SPACES SEE, N12-APF-101

NOTES:

1. FOR GENERAL NOTES, SYMBOLS AND ABBREVIATIONS SEE, N00-A-101 & N00-A-102.
2. FOR ROAD IMPROVEMENTS AND PROPERTY LINE IDENTIFICATION, SEE CIVIL DRAWINGS.
3. FOR PARKING LOT AND PAVEMENT DIMENSIONS, SEE N12-C-001 THRU N12-C-004.
4. FOR PEDESTRIAN BRIDGE DETAILS SEE N12-A-104.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WMATA GRID

CONTRACT NO.: -

ORIGINATORS		
M. COOPER, JR	2/2011	DRAWN / DATE
D. SHAH	2/2011	DESIGNED / DATE
D. CARTY	3/2011	CHECKED / DATE
J. GAST	3/2011	APPROVED / DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION
-	-
-	-
-	-
-	-
-	-
-	-
-	-

REVISIONS		
NO	DATE	DESCRIPTION
0	8/19/2011	ISSUED FOR 100% PRELIMINARY ENGINEERING
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Dulles Rail Consultants
465 Spring Park Place, Herndon, Virginia 20170

PHASE 2 - PRELIMINARY ENGINEERING

DGS PROJECT IDENTIFICATION CODE:

DULLES CORRIDOR METRORAIL PROJECT

EXTENSION TO DULLES / ROUTE 772
ROUTE 772 STATION
SITE PLAN
-

SCALE: 1"=100'-0"

DRAWING NO.: N12-A-001

Electronic copies once printed are UNCONTROLLED and may become outdated. Refer to the electronic documents in ... ive for current revisions

T:\173173A - Dulles\C... heets\Architecture\N21-A-001.dwg 8/4/2011 10:01:35 AM

Route 772 North Garage

Conceptual Floor Plate and Elevation Drawings

COMSTOCK PARTNERS

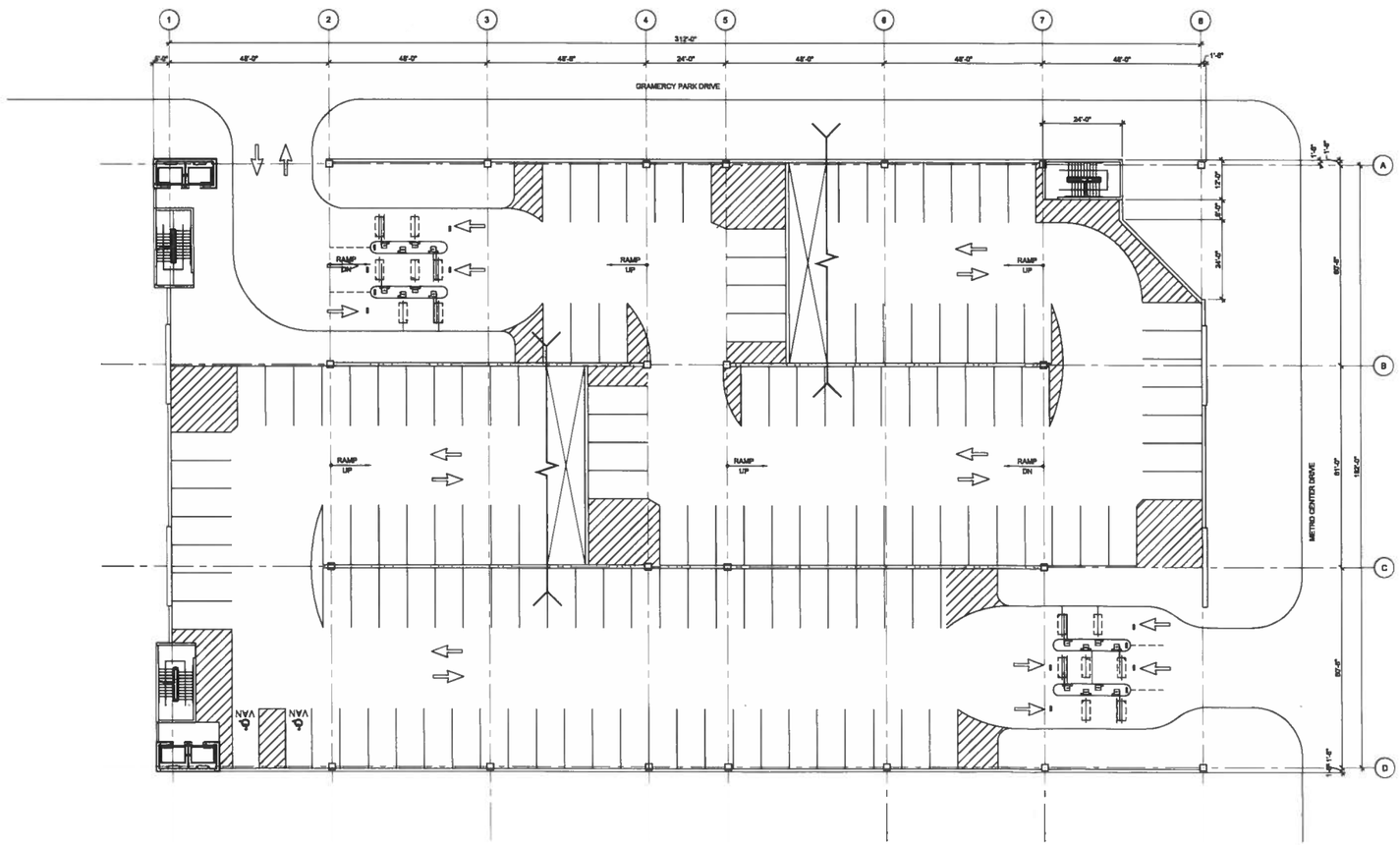
LOUDOUN STATION PARKING STRUCTURE

HGA

LOUDOUN STATION GARAGE
ROUTE 772 NORTH STATION

WALKER
PARKING CONSULTANTS

GROUND TIER PLAN
REVISION 1

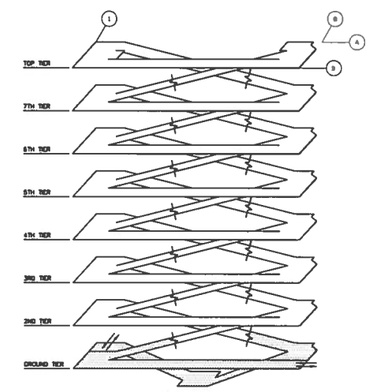


1 GROUND TIER PLAN

NORTH

CAR COUNT
8'-6" 60° STANDARD SPACE

TIER	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
GROUND	138	0	0	2	140
SECOND	183	0	0	4	187
THIRD	185	0	4	0	189
FOURTH	185	0	4	0	189
FIFTH	185	0	4	0	189
SIXTH	185	0	4	0	189
SEVENTH	185	0	4	0	189
TOP	185	0	0	0	185
TOTAL	1411	0	20	6	1437



ISOMETRIC

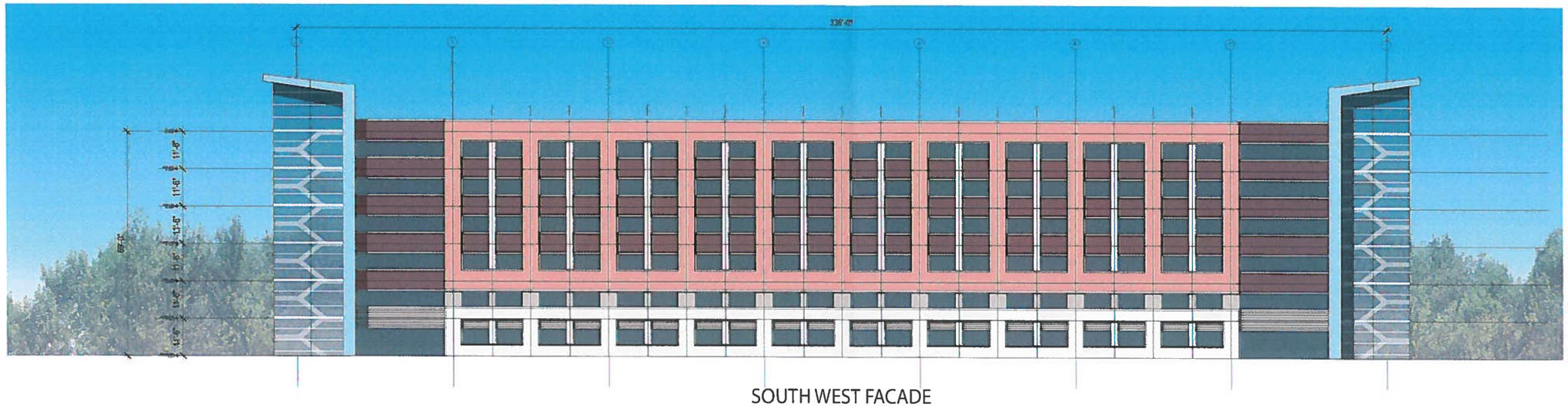
LEGEND

NORTH

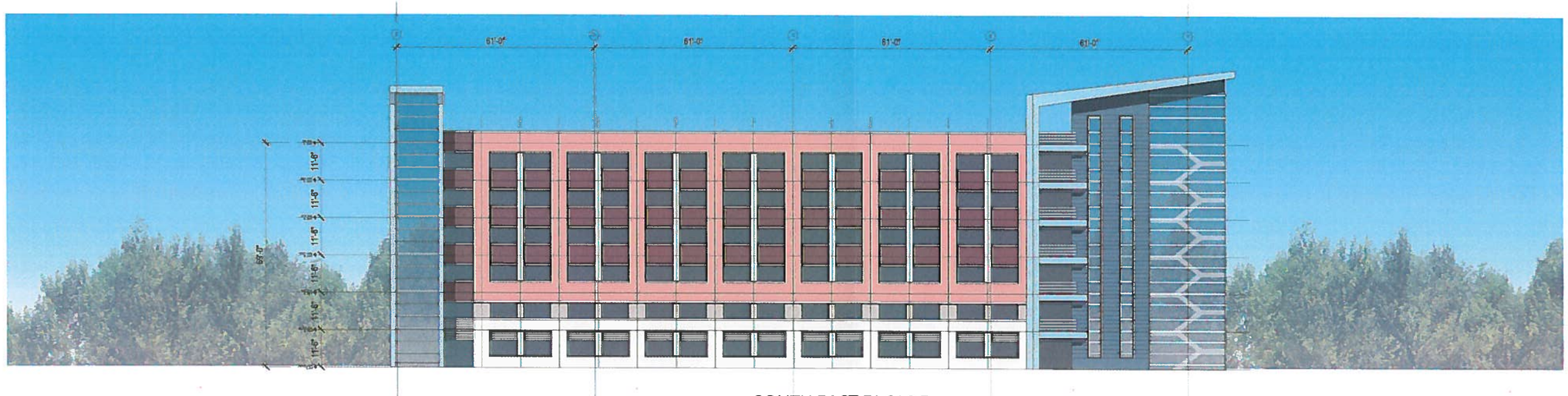
Scale: 1/16" = 1' - 0"
A-101
09/23/2013

Route 772 South Garage

Conceptual Floor Plate and Elevation Drawings

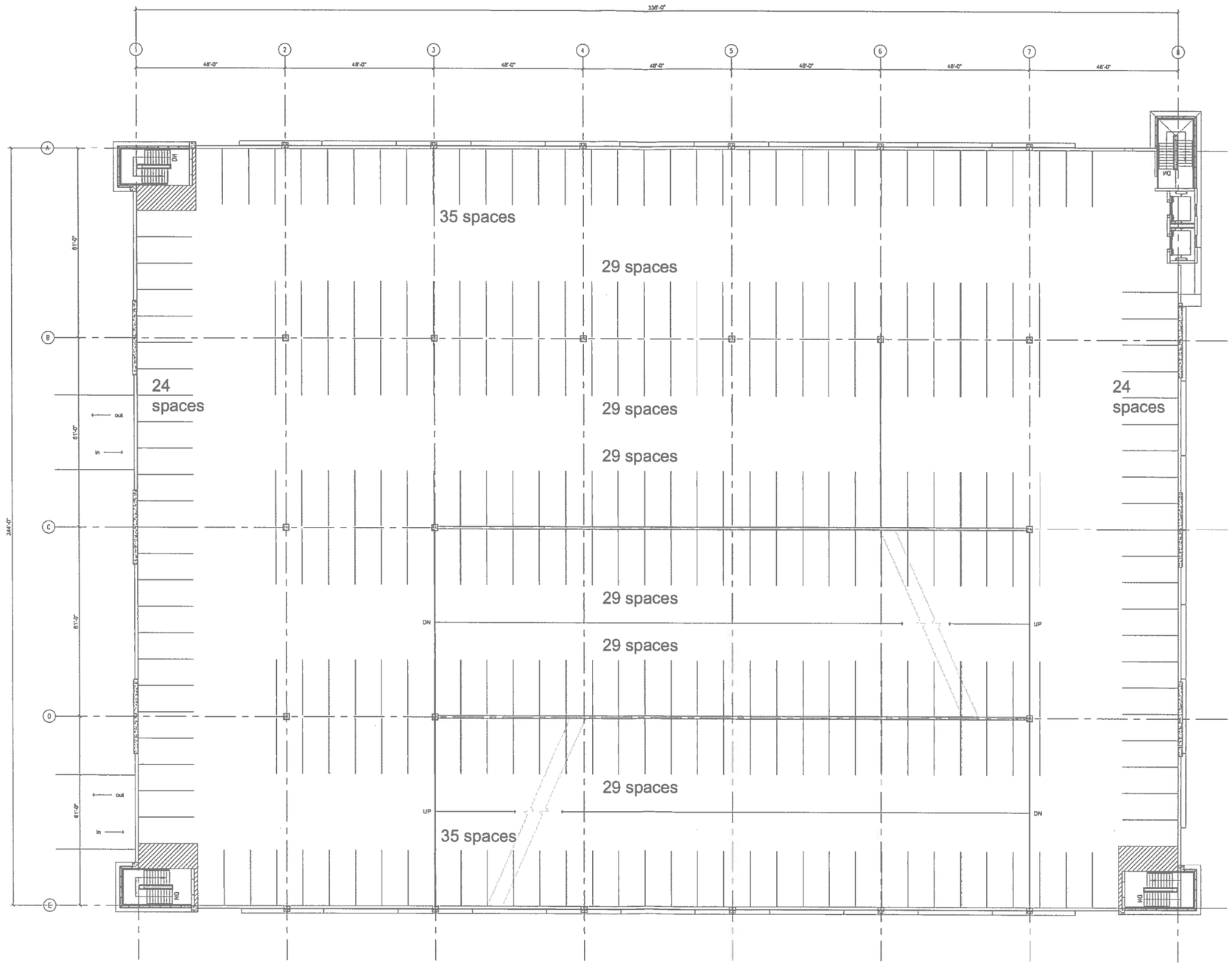


SOUTH WEST FACADE



SOUTH EAST FACADE

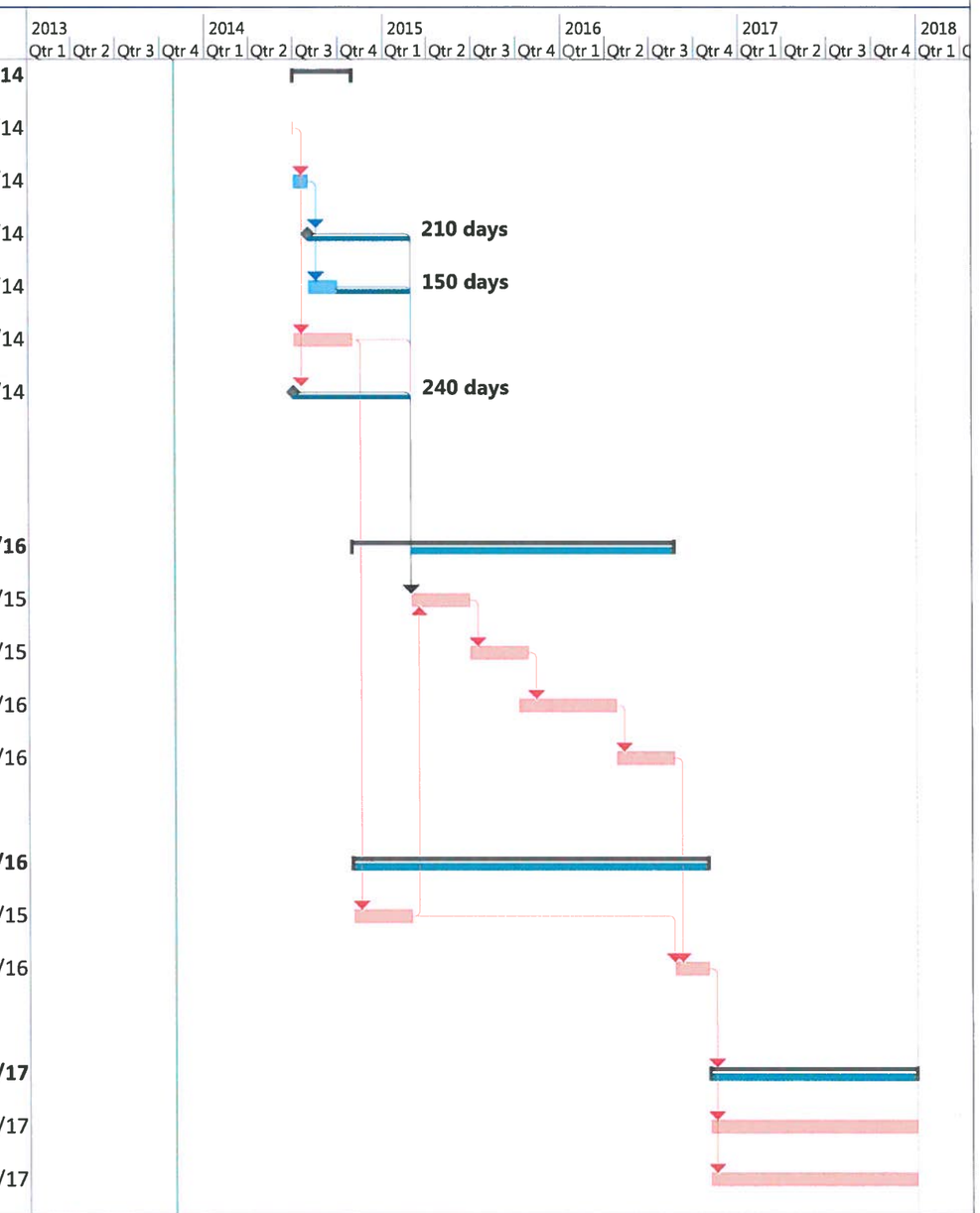
ROUTE 772 South Parking Deck



ROUTE 772 South Parking Deck

Route 606 Parking Facility Schedule

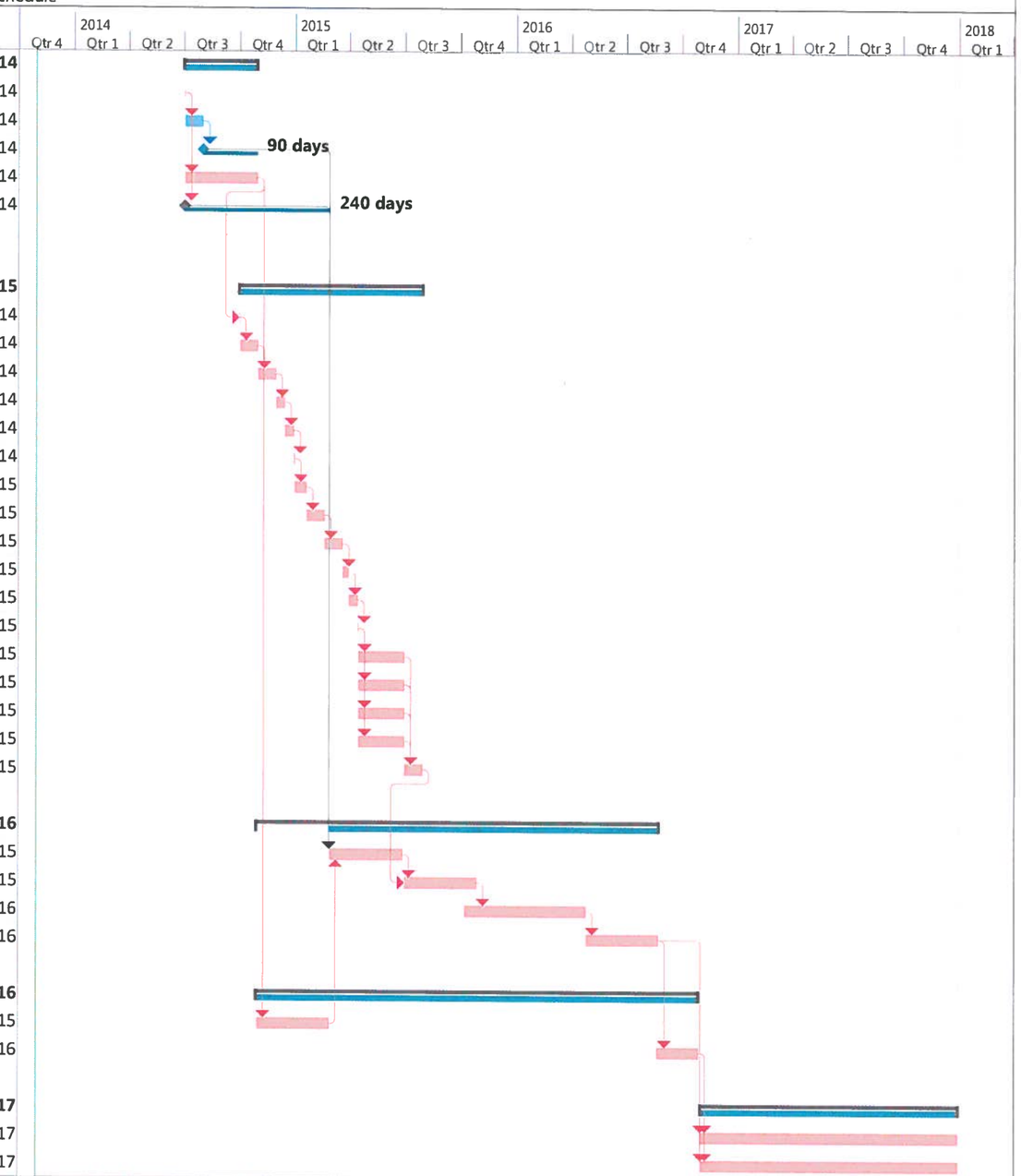
ID	Name	Duration	Start	Finish
1	**Project Negotiation and Agreements**	**121 days**	**Tue 7/1/14**	**Wed 10/29/14**
2	Project Award	1 day	Tue 7/1/14	Tue 7/1/14
3	Site Selection	30 days	Wed 7/2/14	Thu 7/31/14
4	Select Site for Route 606 Garage	0 days	Thu 7/31/14	Thu 7/31/14
5	Acquire Site for Route 606 Garage	60 days	Fri 8/1/14	Mon 9/29/14
6	Negotiate Comprehensive Agreement with County to develop Parking Facilities	120 days	Wed 7/2/14	Wed 10/29/14
7	County provides MWAA written notice that it will proceed with construction of the Parking Facilities	0 days	Tue 7/1/14	Tue 7/1/14
8				
9	**Permitting Process**	**661 days**	**Wed 10/29/14**	**Fri 8/19/16**
10	Site Plan development	120 days	Fri 2/27/15	Fri 6/26/15
11	Site Plan review and approval process	120 days	Sat 6/27/15	Sat 10/24/15
12	Develop permit drawings for garages	200 days	Mon 10/5/15	Thu 4/21/16
13	Permit review by Staff	120 days	Fri 4/22/16	Fri 8/19/16
14				
15	**Financing**	**731 days**	**Wed 10/29/14**	**Fri 10/28/16**
16	Perform additional parking demand study and prepare for bond financing	120 days	Thu 10/30/14	Thu 2/26/15
17	Close on bond financing	70 days	Sat 8/20/16	Fri 10/28/16
18				
19	**Construction**	**425 days**	**Tue 11/1/16**	**Sat 12/30/17**
20	Construct and commission garage at Route 606	425 days	Tue 11/1/16	Sat 12/30/17
21	Complete roadwork (if required at Route 606)	425 days	Tue 11/1/16	Sat 12/30/17



Critical	Slack	Rolled Up Critical Split	Duration-only	External Tasks
Critical Split	Slippage	Inactive Task	Manual Summary Rollup	External Milestone
Task	Summary	Inactive Milestone	Manual Summary	Deadline
Split	Project Summary	Inactive Summary	Start-only	Progress
Milestone	Rolled Up Critical	Manual Task	Finish-only	

Route 772 North Parking Facility Schedule

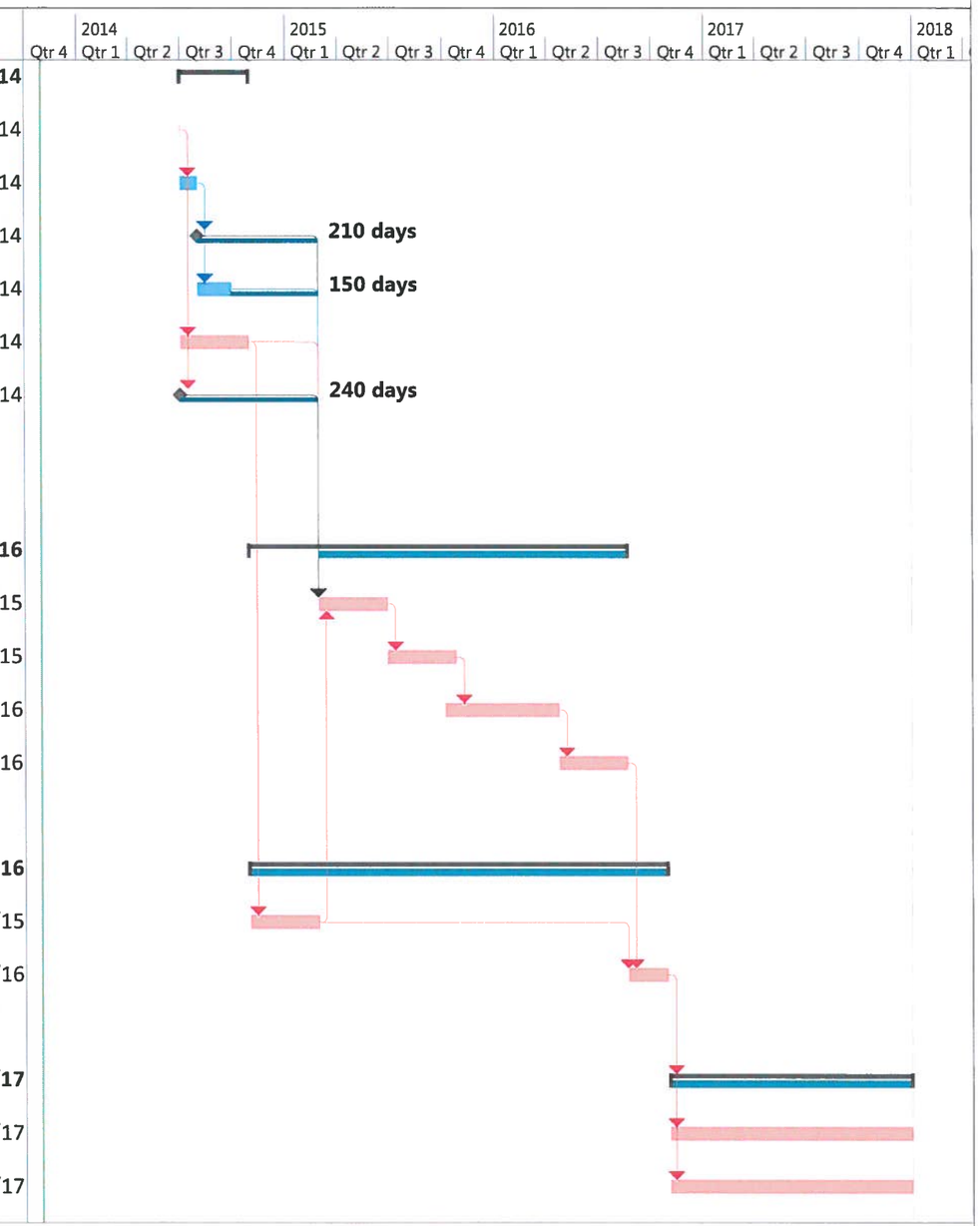
ID	Name	Duration	Start	Finish
1	**Project Negotiation and Agreements**	**121 days**	**Tue 7/1/14**	**Wed 10/29/14**
2	Project Award	1 day	Tue 7/1/14	Tue 7/1/14
3	Site Selection	30 days	Wed 7/2/14	Thu 7/31/14
4	Select Proposed Comstock Site for Route 772 North Garage	0 days	Fri 8/1/14	Fri 8/1/14
5	Negotiate Comprehensive Agreement with County to develop Parking Facilities	120 days	Wed 7/2/14	Wed 10/29/14
6	County provides MWAA written notice that it will proceed with construction of the Parking Facilities	0 days	Tue 7/1/14	Tue 7/1/14
7				
8	**Conceptual Development Plan Amendment/Approval Process**	**304 days**	**Tue 9/30/14**	**Thu 7/30/15**
9	Land Development pre-application meeting with Director of Planning	1 day	Tue 9/30/14	Tue 9/30/14
10	Prepare land development application	30 days	Wed 10/1/14	Thu 10/30/14
11	Staff review application	30 days	Fri 10/31/14	Sat 11/29/14
12	Applicant to address staff comments	15 days	Sun 11/30/14	Sun 12/14/14
13	Staff to review resubmisson	15 days	Mon 12/15/14	Mon 12/29/14
14	Application accepted	1 day	Tue 12/30/14	Tue 12/30/14
15	Planning Director submits application to review agencies to comment	20 days	Wed 12/31/14	Mon 1/19/15
16	Applicant to address agency comments	30 days	Tue 1/20/15	Wed 2/18/15
17	Planning Director sends second referral and written review of issues	30 days	Thu 2/19/15	Fri 3/20/15
18	Application review meeting scheduled	10 days	Sat 3/21/15	Mon 3/30/15
19	Applicant responds to second review issues	15 days	Tue 3/31/15	Tue 4/14/15
20	Application accepted	1 day	Wed 4/15/15	Wed 4/15/15
21	Staff report generated and Planning Commission holds public hearing	75 days	Thu 4/16/15	Mon 6/29/15
22	Planning Commision Reports to Board of Supervisors	75 days	Thu 4/16/15	Mon 6/29/15
23	Public Hearing by Board of Supervisors	75 days	Thu 4/16/15	Mon 6/29/15
24	Board of Superviors to act on application	75 days	Thu 4/16/15	Mon 6/29/15
25	Public challenge period	30 days	Tue 6/30/15	Wed 7/29/15
26				
27	**Permitting Process**	**665 days**	**Wed 10/29/14**	**Tue 8/23/16**
28	Site Plan development	120 days	Fri 2/27/15	Fri 6/26/15
29	Site Plan review and approval process	120 days	Tue 6/30/15	Tue 10/27/15
30	Develop permit drawings for garages	200 days	Thu 10/8/15	Sun 4/24/16
31	Permit review by Staff	120 days	Mon 4/25/16	Mon 8/22/16
32				
33	**Financing**	**731 days**	**Wed 10/29/14**	**Fri 10/28/16**
34	Perform additional parking study and prepare for bond financing	120 days	Thu 10/30/14	Thu 2/26/15
35	Close on bond financing	70 days	Sat 8/20/16	Fri 10/28/16
36				
37	**Construction**	**425 days**	**Tue 11/1/16**	**Sat 12/30/17**
38	Construct and commission garage at Route 772 North	425 days	Tue 11/1/16	Sat 12/30/17
39	Complete roadwork (as proffered at Route 772 North)	425 days	Tue 11/1/16	Sat 12/30/17



Critical		Milestone		Project Summary		Inactive Milestone		Manual Summary Rollup		External Tasks	
Critical Split		Slack		Rolled Up Critical		Inactive Summary		Manual Summary		External Milestone	
Task		Slippage		Rolled Up Critical Split		Manual Task		Start-only		Deadline	
Split		Summary		Inactive Task		Duration-only		Finish-only		Progress	

Route 772 South Parking Facility Schedule

ID	Name	Duration	Start	Finish
1	**Project Negotiation and Agreements**	**121 days**	**Tue 7/1/14**	**Wed 10/29/14**
2	Project Award	1 day	Tue 7/1/14	Tue 7/1/14
3	Site Selection	30 days	Wed 7/2/14	Thu 7/31/14
4	Select Proffered Site for Route 772 South Garage	0 days	Thu 7/31/14	Thu 7/31/14
5	Acquire Proffered Site for Route 772 South Garage	60 days	Fri 8/1/14	Mon 9/29/14
6	Negotiate Comprehensive Agreement with County to develop Parking Facilities	120 days	Wed 7/2/14	Wed 10/29/14
7	County provides MWAA written notice that it will proceed with construction of the Parking Facilities	0 days	Tue 7/1/14	Tue 7/1/14
8				
9	**Permitting Process**	**661 days**	**Wed 10/29/14**	**Fri 8/19/16**
10	Site Plan development	120 days	Fri 2/27/15	Fri 6/26/15
11	Site Plan review and approval process	120 days	Sat 6/27/15	Sat 10/24/15
12	Develop permit drawings for garages	200 days	Mon 10/5/15	Thu 4/21/16
13	Permit review by Staff	120 days	Fri 4/22/16	Fri 8/19/16
14				
15	**Financing**	**731 days**	**Wed 10/29/14**	**Fri 10/28/16**
16	Perform additional parking demand study and prepare for bond financing	120 days	Thu 10/30/14	Thu 2/26/15
17	Close on bond financing	70 days	Sat 8/20/16	Fri 10/28/16
18				
19	**Construction**	**425 days**	**Tue 11/1/16**	**Sat 12/30/17**
20	Construct and commission garage at Route 772 South	425 days	Tue 11/1/16	Sat 12/30/17
21	Complete roadwork (if required at Route 772 South)	425 days	Tue 11/1/16	Sat 12/30/17



Critical	Slack	Rolled Up Critical Split	Duration-only	External Tasks
Critical Split	Slippage	Inactive Task	Manual Summary Rollup	External Milestone
Task	Summary	Inactive Milestone	Manual Summary	Deadline
Split	Project Summary	Inactive Summary	Start-only	Progress
Milestone	Rolled Up Critical	Manual Task	Finish-only	

PROOF OF AUTHORITY TO TRANSACT BUSINESS IN VIRGINIA

THIS FORM MUST BE SUBMITTED WITH YOUR PROPOSAL. FAILURE TO INCLUDE THIS FORM SHALL RESULT IN REJECTION OF YOUR PROPOSAL

An offeror organized or authorized to transact business in the Commonwealth pursuant to Title 13.1 or Title 50 of the Code of Virginia shall include in its proposal the identification number issued to it by the State Corporation Commission ("SCC"). Any offeror that is not required to be authorized to transact business in the Commonwealth as a foreign business entity under Title 13.1 or Title 50 of the Code of Virginia or as otherwise required by law shall include in its r proposal a statement describing why the offeror is not required to be so authorized. Any offeror described herein that fails to provide the required information shall not receive an award unless a waiver of this requirement and the administrative policies and procedures established to implement this section is granted by the Purchasing Agent or his designee.

Please complete the following by checking the appropriate line that applies and providing the requested information. ***PLEASE NOTE: The SCC number is NOT your federal ID number or business license number.***

A. X Bidder/offeror is a Virginia business entity organized and authorized to transact business in Virginia by the SCC and such bidder's/offeror's Identification Number issued to it by the SCC is S475350-7.

B._____ Bidder/offeror is an out-of-state (foreign) business entity that is authorized to transact business in Virginia by the SCC and such bidder's/offeror's Identification Number issued to it by the SCC is _____.

C._____ Bidder/offeror does not have an Identification Number issued to it by the SCC and such bidder/offeror is not required to be authorized to transact business in Virginia by the SCC for the following reason(s):

Please attach additional sheets of paper if you need to explain why such bidder/offeror is not required to be authorized to transact business in Virginia.

CLS Parking LC
Legal Name of Company (as listed on W-9)

CLS Parking LC
Legal Name of Bidder/Offeror

10/30/2013
Date

Authorized Signature

Christopher Clemente, manager
Print or Type Name and Title

Commonwealth of Virginia
State Corporation Commission

10/29/13

LLCM3220 LLC DATA INQUIRY 14:33:13

LLC ID: S475350 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/15/13

LLC NAME: CLS Parking LC

DATE OF FILING: 10/15/2013 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 1886 Metro Center Drive
4th floor

CITY: Reston STATE: VA ZIP: 20190-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: CHRISTOPHER CLEMENTE

STREET: 1886 METRO CENTER DRIVE
4TH FLOOR RTN MAIL:

CITY: RESTON STATE: VA ZIP: 20190-0000

R/A STATUS: 7 MEMB/MGR OF M/M EFF DATE: 10/15/13 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
00				

(Screen Id:/LLC_Data_Inquiry)

DEED

Instr 20031023-0140669 Pg 1 OF 2
Loudoun County, VA
10/23/2003 10:18:00AM Grantor Tax Pd
Gary M. Clemens, Clerk $750.00

THIS DEED, made this **22nd** day of **October, 2003**, by and between **HUNTLEY S. FINCH, JR., sole-surviving tenant by the entirety**, Grantor; and **COMSTOCK LOUDOUN STATION, L.C., a Virginia limited liability company**, Grantee.

WITNESSETH:

That for and in consideration of the sum of Ten Dollars ($10.00) cash in hand paid, and other good and valuable consideration, receipt of which is hereby acknowledged, the Grantor does, subject to the matters described herein, hereby grant, bargain, sell and convey, in fee simple, with GENERAL WARRANTY and ENGLISH COVENANTS OF TITLE, unto the Grantee all of that certain lot or parcel of land together with improvements thereon, situate, lying and being in the **County of LOUDOUN**, State of VIRGINIA, and more particularly described as follows:

BEGINNING on the southwest side of Route 643 said point being South 31 degrees 47 minutes 00 seconds, East, 300.00 feet along the southwest side of Route 643 from the corner of Richard R. and Carrie Runyon and Clem D. Robey, thence running with the southwest side of Route 643, South 31 degrees 47 minutes 00 seconds East, 307.40 feet, thence departing from Route 643 and running through the property of Runyon, South 60 degrees 13 minutes 20 seconds West, 405.89 feet, thence North 42 degrees 38 minutes 20 seconds West, 315.11 feet, thence North 60 degrees 13 minutes 20 seconds East, 465.27 feet to the beginning, containing 3.072 acres, more or less.

AND BEING the same, or a portion of the same property conveyed to **HUNTLEY S. FINCH, JR. and CONNIE R. FINCH, husband and wife, as tenants by the entirety, by virtue of a deed dated May 1, 1978, recorded June 28, 1978 in Deed Book 700 at page 660, among the land records of LOUDOUN County, Virginia. CONNIE R. FINCH departed this world on or about March 29, 1998 leaving Huntley S. Finch, Jr., the sole surviving tenant by the entirety.**

This conveyance is made expressly subject to the easements, conditions, restrictions, and rights of way of record contained in the instruments forming a chain of title to this property.

089-416-8978

FILE NO.	CONSIDERATION	TAX MAP NO.	GRANTEE'S ADDRESS
51611	$750.000.00	/79/////////26A	11465 SUNSET HILLS ROAD, #510 RESTON, VA 20190

PREPARED BY: Haight, Tramonte, Siciliano, Flask & Yeonas, P.C.
RETURN TO: PREMIER TITLE, INC., 8221 OLD COURTHOUSE ROAD, VIENNA, VA 22182

26

WITNESS the following signature and seal:

HUNTLEY S. FINCH, JR.

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me on October 22, 2003

by **HUNTLEY S. FINCH, JR.**

ALLISON M. FREDERICK
COMMONWEALTH OF VIRGINIA
NOTARY PUBLIC

Notary Public
My commission expires 4/30/07

DEED

THIS DEED, made this **15th** day of **July, 2002**, by and between **RICHARD R. RUNYON and CARRIE ROSE RUNYON, husband and wife**, Grantors; and **COMSTOCK LOUDOUN STATION, L.C., a Virginia limited liability company**, Grantee.

WITNESSETH:

That for and in consideration of the sum of Ten Dollars ($10.00) cash in hand paid, and other good and valuable consideration, receipt of which is hereby acknowledged, the Grantors do, subject to the matters described herein, hereby grant, bargain, sell and convey, in fee simple, with **SPECIAL WARRANTY OF TITLE**, unto the Grantee all of that certain lot or parcel of land together with improvements thereon, situate, lying and being in the **County of LOUDOUN**, State of VIRGINIA, and more particularly described as follows:

See Schedule "A" attached hereto

AND BEING the same, or a portion of the same property conveyed to **RICHARD R. RUNYON and CARRIE ROSE RUNYON, his wife, as tenants by the entirety with the common law right of survivorship, by virtue of a deed dated December 15, 1969, recorded December 23, 1969 in Deed Book 509 at page 484, among the land records of Loudoun County, Virginia.**

This conveyance is made expressly subject to the easements, conditions, restrictions, and rights of way of record contained in the instruments forming a chain of title to this property.

26

FILE NO.	CONSIDERATION	TAX MAP NO.	GRANTEE'S ADDRESS
47962	$1,250,000.00	/79/////////26/	1313 DOLLEY MADISON BLVD MCLEAN, VA 22101

PREPARED BY: Haight, Tramonte, Siciliano, Flask & Yeonas, P.C.
RETURN TO: PREMIER TITLE, INC., 8221 OLD COURTHOUSE ROAD, VIENNA, VA 22182

WITNESS the following signatures and seals:

Richard R. Runyon
RICHARD R. RUNYON

Carrie Rose Runyon
CARRIE ROSE RUNYON

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me on July 15, 2002,

by **RICHARD R. RUNYON** and **CARRIE ROSE RUNYON**.

Carrie Murphy
Notary Public
My commission expires 9-30-05

CARRIE MURPHY
COMMONWEALTH
OF
VIRGINIA
NOTARY PUBLIC

Schedule "A"

Description of
The Property of
Richard R. and Carrie Rose Runyon

Beginning at a point being on the southwesterly end of the right-of – way of Devin Shafron Drive, width varies, as recorded in Deed Book 1888 at Page 594 among the land records of Loudoun County, Virginia, said point also being a northeasterly corner of the property on Kin-Sing Au and Florence Au , Deed Book 1384 Page 38 and being lthe southeasterly corner of the herein described property; thence departing said point and running with the northerly lines of said Au and another property of said Au as acquired in Deed Book 1353 Page 1429

South 43° 30' 30" East, 1149.29 feet to a point; thence running with the southerly line of the property of Reliance Insurance Company, Deed Book 1969 Page 2172, and the westerly right-of –way of Shellhorn Road, Route 643, width varies,

North 55° 21' 36" East, 1143.05 feet to a point on the centerline of said Shellhorn Road; thence running with said centerline

11.11 feet along the arc of a curve deflecting to the right having a radius of 574.00 feet and a chord bearing and distance of South 37° 07' 34" East, 11.11 feet to a point; thence

South 36° 34' 18" East, 984.45 feet to a point; thence running with said Shellhorn Road , the northerly line of the property of WXIII/ MSD II Real Estate L. P., Deed Book 1928 Page 1706 and the terminus of said Devin Shafron Drive

South 46° 47' 16" West, 1009.27 feet to the point of beginning containing 1,153,727 square feet or 26.48594 acres, more or less-

LESS AND EXCEPT:

The property of Huntley S. Finch, Jr. and Connie R. Finch as acquired in Deed Book 700 at Page 660 being 130,738 square feet or 3.00133 acres, more or less.

TAX PAID
Sec.58-54 1875
Sec.58-65.1 625
Sec.58-54.1 1250

AND LESS AND EXCEPT:

The area shown as dedicated to public street purposes on the plat recorded in Deed Book 700 at Page 660 being 3,074 square feet or 0.07057 acres, more or less.

Thus total area of the property of Runyon being 1,019,915 square feet or 23.41404 acres, more or less.

RECORDER'S WRIT TAX

02 JUL 16 PM 3:49

LOUDOUN CO. VA

TESTE: CLERK