

DoD/BRAC 133 PROJECT AT MARK CENTER

**Mark Center
Alexandria, VA**

Delivery September 2011





PROJECT OVERVIEW

The BRAC 133 project is a new office complex being developed at Mark Center, an established mixed-use business park in Alexandria, VA, for 6,409 Department of Defense (DoD) personnel that implements the 2005 Base Closure and Realignment and Closure Commission's Recommendation # 133. The project is part of the U.S. Army's Fort Belvoir, VA BRAC initiative, and entails the relocation of Defense Department-level agencies' personnel, from leased space in Northern Virginia, whose move is being managed by the Washington Headquarters Services. The Mark Center site was selected following an extensive evaluation of several Northern Virginia sites during 2007-2008. The new complex will consist of two multi-story office towers—a 15-story building and a 17-story building—two parking garages and a public Transportation Center serving Mark Center and the surrounding community, and ancillary support facilities.

Multiple factors, including project timelines, transportation management, and site adaptability, weighed into the Army's decision to select Mark Center as the site for the BRAC 133 project. Among other reasons Mark Center provides the best resolution of security concerns, will improve space requirements and mission relationships, and minimizes changes to existing living, working, and quality of life issues for DoD workers whose offices are to be relocated. Minimal disruptions are anticipated for workers in terms of commute times, residency changes, and school requirements. Plus, workers will be in close proximity to the Pentagon and the senior leaders they support.

Mark Center is owned and managed by Duke Realty Corporation, a national commercial real estate developer headquartered in Indianapolis, Indiana and with a regional Washington, D.C. operation. Duke sold a 16 acre master-planned site in Mark Center to the U.S. Army Fort Belvoir. Duke, in conjunction with Clark Construction, HKS Inc., Studios Architecture, Wisniewski Blair & Associates, and other teaming partners, will develop the office, garages, complex and Transportation Center. Construction on the project will begin in early January 2009 and is scheduled for completion as mandated by the 2005 BRAC legislation, by September 15, 2011.



Mark Center Aerial Rendering Showing BRAC133 Site



SITE PLAN AND BUILDING DESCRIPTION

The BRAC 133 project is being built on a 16 acre site in Mark Center, which has been master-planned and previously approved in 2004 by the City of Alexandria for a development of this size and character. The site plan shown here displays the two vertical office towers located on the southwest corner of the site. Parking structures are located south of the office buildings along I-395 and on the north side of the site. The north parking garage will include a Visitor's Center and a publicly accessible community Transportation Center that will provide multiple transportation options for DoD employees and Mark Center commuters and visitors.

Access to the site will be controlled via several secure vehicle check-in stations and an ornamental fenced perimeter that only will be visible in a few areas. In keeping with other government security criteria, the office space will be surrounded by clear zones and away from roadways and parking structures. Architecturally, the buildings are modern and progressive and, through the use of architectural precast concrete and glass on the exterior of the building, project a feeling of strength and stability. The use of these materials not only ensures a high-quality structure, but also meets the government's stringent security criteria. Though the two towers appear to be distinct structures, they actually are connected for the first ten stories.

The two office towers are being designed and constructed to meet LEED Silver certification—a national standard set by the U.S. Green Building Council to foster sustainable building design and construction. Cutting-edge strategies in environmentally sustainable construction and site development that will ensure water savings, energy efficiency, and indoor environmental quality will be employed. When completed, the two towers are anticipated to use 30 percent less energy than comparable office buildings. The Visitor's Center is being designed to achieve LEED Gold certification.



Preliminary Rendering of Two Towers and New Transportation Center

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MASTER SITE PLAN



Conceptual Site Plan - DoD / BRAC 133 Project at Mark Center



TRAFFIC & TRANSPORTATION PLAN

Mark Center's master plan, as approved by the City of Alexandria in 2004, contemplates a development similar in size and character to the BRAC 133 project. The City reviewed the impact of traffic and the transportation requirements thoroughly as part of its 2004 approval process, and the BRAC 133 project's transportation requirements are within the parameters of this previously approved master plan. Transportation and traffic highlights of the comparison between the previously approved master plan and the BRAC 133 requirements include:

- The approved master plan provided for up to 4,834 parking spaces. The BRAC 133 project requires approximately 3,840 employee parking spaces, or 996 fewer spaces. This is an approximate 20% reduction from the previously approved number of spaces.
- The approved master plan requires the surrounding road network to be improved to support 2,028 peak-hour vehicle trips. The BRAC 133 requirements will generate a maximum of 1,776 peak-hour trips, or 252 less peak-hour vehicle trips. This is a 12% reduction from what was previously approved.



North Parking and Visitor Center Rendering



TRAFFIC IMPROVEMENTS

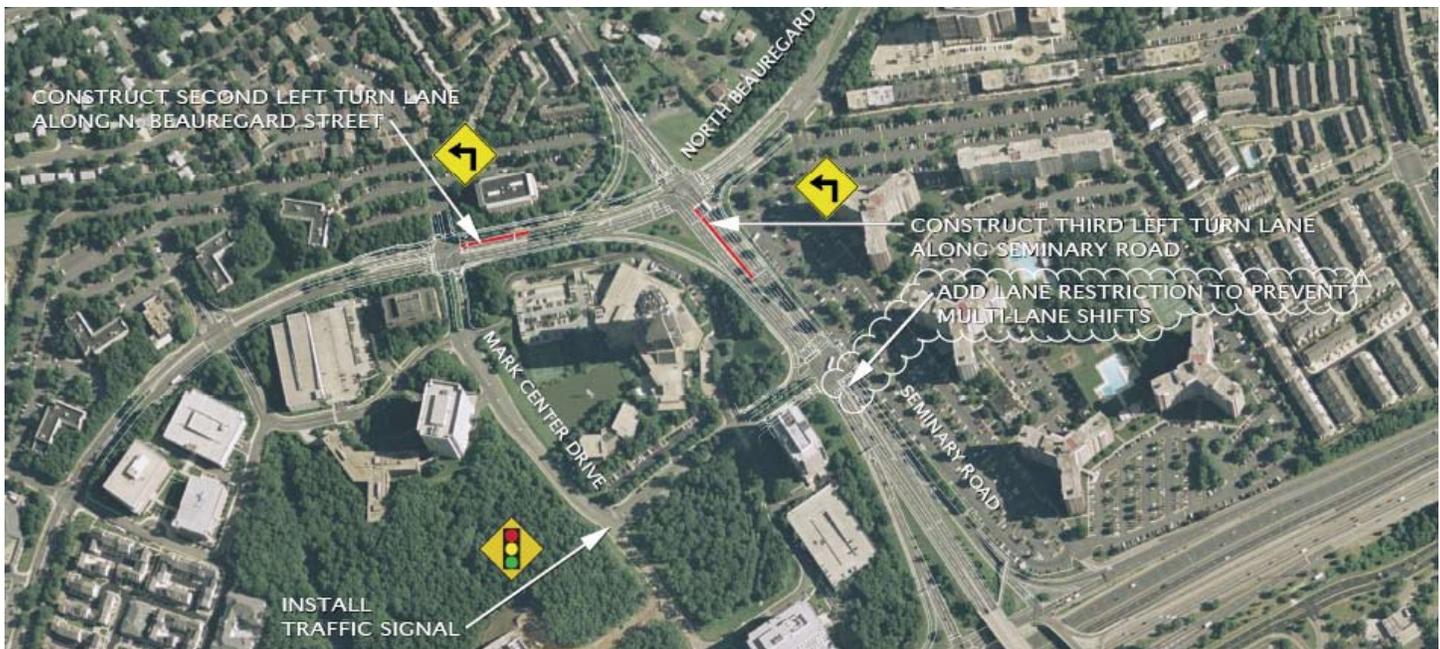
As part of the conditions for approval of the 2004 master plan for Mark Center, the City required several improvements to the transportation infrastructure in and around Mark Center. The BRAC 133 development will now implement these improvements, to include:

- Improvements to the I-395 merge lane onto westbound Seminary Road;
- Addition of a third left-turn lane at Seminary Road onto North Beauregard Street;
- Addition of a second left-turn lane at North Beauregard onto Mark Center Drive; and
- Installation of a traffic signal or round-about at the bend in Mark Center Drive at its intersection with the western access road to the BRAC 133 site.

The BRAC 133 project promotes a reduction of single occupant-vehicle trip counts by 40%. To accomplish the 40% trip reduction, the following mode splits are anticipated:

1.	Car-pooling/Ride-sharing	12%
2.	Public Transit	5%
3.	Shuttle Bus	20%
4.	Walk/Bike/Other	3%

DoD will have programs in-place to encourage and promote the use of public transportation and ride-sharing/car-pooling. In addition, it is anticipated that telecommuting will continue to grow in popularity and usage, which will further reduce vehicle trips.



Off-Site Road Improvements



TRANSPORTATION AT MARK CENTER

Mark Center currently offers multiple modes of transportation as well as accommodations for ride-sharing and car-pooling.

- Multiple MetroBus and DASH lines currently serve employees at Mark Center – providing access to three Metrorail stations as well as VRE at King Street – and although detailed plans are not final, it is anticipated that Metro and DASH will further enhance service in and around Mark Center.
- Shuttle services have been a proven solution in use at Mark Center. Studies of existing traffic patterns indicate that Mark Center achieves vehicle trip reductions of nearly 30%. Working with Duke, MetroBus and DASH, DoD will enhance current shuttle service to provide convenient and effective access.

As part of the BRAC 133 development, Duke plans to create a new Transportation Center that will better accommodate all transit services in one convenient location. The Transportation Center will be adjacent to the parking garage being built on the north side of the site. Located on Mark Center Drive near the entrance to the new BRAC 133 Complex, the Transportation Center will feature:

- A dedicated saw-toothed curb to allow buses and shuttles to pull in and out of travel lanes easily;
- A canopy under which passengers can safely board and disembark; and
- A climate-controlled interior waiting area, capable of providing transit service amenities.

We anticipate that MetroBus, DASH and PRTC will use the Transportation Center to enhance service to and from Mark Center and the surrounding community.



North Parking and Transportation Center Rendering



CONSTRUCTION UPDATE - 1st Quarter 2009

Major construction activities thru 3/11/09:

- Site clearing and grubbing
- Installation of erosion and sediment control
- Installation of construction fence
- Top soil removal
- Mass excavation and haul off (work is ongoing)
- Installation of storm sewer pipe and structures (work is ongoing)
- Installation of retaining wall and support of excavation (SOE) steel piles (work is ongoing)
- Installation of concrete bearing piles (work is ongoing)



Construction Phasing Diagram



Construction Progress Photograph_March 11, 2009

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CLOSING

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For More Information on BRAC 133, please contact: info@belvoirnewvision.com

