

# THE CHANNEL AT THE WHARF

The Wharf, continued...



---

## SIZE

603,000 sf  
501 units

## SERVICES

Planning, Architecture,  
Interior Design

## CLIENT

PN Hoffman

**PERKINS —  
EASTMAN**

## Property Information

The Channel apartment building is the most complex mixed-use building in the redevelopment. The program includes ground floor retail, and a large entertainment music hall venue to seat 6,000. The residential component, which targets the Gen Y market, features two 12-story residential buildings with 500 apartments. The building wraps the music venue. Issues of pedestrian, vehicular and delivery access, acoustics, structural bay spacing, and security were some of the challenges.

The design of the residential units provide new urban housing for the Gen Y population, with a mix of one- and two-bedroom units, as well as the District's first micro units of 300-350 sf. The micro-units include built-in furniture and cabinetry, small appliances, wall beds, large windows, with some units featuring French balconies designed to open up the spaces and make them feel larger. The interior design blends industrial, wharf aesthetics with the modern comfort that is expected in the area's rental market. Residents and their guests are surrounded by contemporary elements and amenities that boasts the site's rich history as a working wharf. The Channel strives to improve overall quality of life by providing personal gardens, a communal lawn, and built-ins that maximize floor area within the units. Floor to ceiling windows maximize daylighting and views, while the implementation of LED fixtures and recycled materials will improve indoor environmental quality.



Blends industrial, wharf aesthetics with the modern comfort that is expected in the area's rental market.



# 800 MAINE AVENUE

The Wharf, continued...



---

## SIZE

240,000 sf

## SERVICES

Architecture,  
Interior Design

**PERKINS —  
EASTMAN**

## Property Information

800 Maine Avenue is a 240,000sf, 11-story office building, located on a parcel being half the depth from Maine Avenue to the water. The office building provides a civic presence that relates to the grand urban tree-lined boulevards found throughout the District, with architecture that is complementary to the adjacent community while reflecting its use as an office building. Street-level retail will enliven the neighborhood while contributing to a pedestrian scaled neighborhood.

The Class A commercial mixed-use building features a compact core, retail on the ground level, a large third floor balcony, and penthouse level amenity space. The penthouse level includes a 2,000sf event space, kitchen and storage support spaces, as well as an adjacent 960sf pre-function area/lobby. The slightly smaller floor plate has helped ownership market the building to full floor tenants, and is currently 60% leased prior to occupancy.

Taking a queue from the interconnected nature of The Wharf, the building is designed with a mix of a fully glazed curtain wall on about 1/3 of the façade, with more traditional brick, cast stone, and window wall system for the rest of the structure. These elements visually reinforce the entrance to the District Pier and relates to the building's vertical elements and adjacent parcels.



Architecture that is complementary to the adjacent community while reflecting its use as an office building.



# NEW BRUNSWICK TRANSIT VILLAGE

New Brunswick, New Jersey



## SIZE

600,000 sf  
(55,741 sm)

## SERVICES

Planning, Architecture

## CLIENT

Devco, New Brunswick  
Parking Authority,  
Keating Urban Partners

## COMPLETION DATE

January 2012

## COST

\$143 million

## KEY PRINCIPALS

Matthew Bell

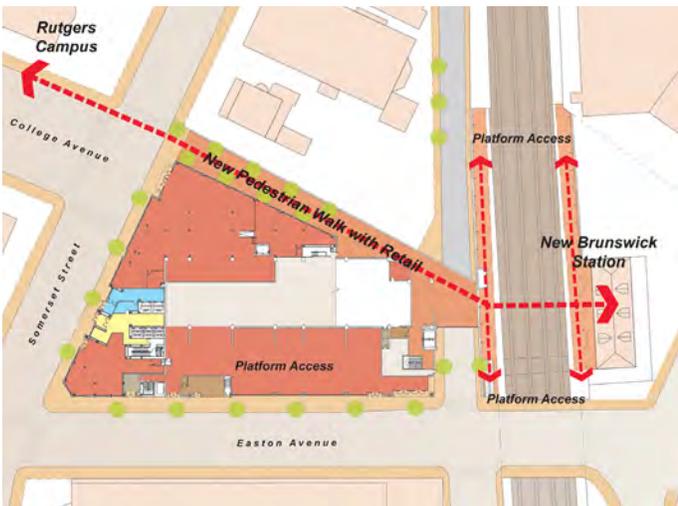
**PERKINS —  
EASTMAN**

New Brunswick Transit Village is a mixed-use, transit-oriented design for downtown New Brunswick consisting of a 24-story building and a new pedestrian walkway directly adjacent to a NJ Transit/Amtrak station. The development recaptures a pivotal but underutilized site between downtown New Brunswick and the oldest portion of the Rutgers University campus. It establishes a new and pedestrian-friendly retail, residential, and commercial destination in the area.

The building itself provides street-level retail space for several tenants including the Rutgers University Bookstore; five stories or 50,000 sf of office space; and a 656-car parking garage behind the retail and commercial space serving the train station. It is topped by a 15-story, 200-unit condominium tower offering views of the Raritan River.

On the northeastern side of the building, a broad new walkway connects the train station with College Avenue and the Old Queen's campus while simultaneously providing a gracious new public space and landing point for visitors arriving in downtown New Brunswick via train. The development creates a much-needed connection between downtown, the train station, and the historic, Old Queen's portion of the Rutgers University campus.

New Brunswick is a partnership of a City, Rutgers University, and private developers. It built up and around an existing rail station. With much more density and a host of new uses. Improving access to the station and adding major new parking to serve as a transit park and ride facility.



The development recaptures a pivotal but underutilized site between downtown New Brunswick and the oldest portion of the Rutgers University campus.

# RESTON STATION DEVELOPMENT

Reston, VA



---

## SIZE

Garage: 1,200,000 sf

## PRODUCT TYPE

Parking

## COST

\$290 million

## COMPLETION DATE

Garage: August 2013

Residential Bldg. 4:

March 2016

Office Bldg. 1:

September 2017

## KEY PRINCIPALS

Chris Hartzler,

Steve Hawryluk



## Overview

The initial phase of this project consisted of a 1.2 million square foot, underground parking garage that serves as an underground plinth to accommodate five (5) future buildings on top. This project was a Public Private Partnership between Fairfax County and Comstock Partners that was required to be delivered prior to the Silver Line Metro opening. DAVIS was initially engaged on this project in the summer of 2010, when the design process was just in the Schematic Design phase for two main reasons. First, it was imperative for both Fairfax County and Comstock Partners to begin as early as possible to manage the risk associated with the excavation of over 500,000 cubic yards of earth for this project to be completed before the Metro came on line.

Second, with five (5) future buildings planned to be on top, it was essential to budget and plan the site logistics for these future construction projects while the initial phase was operational to the public.

DAVIS led the charge successfully on both of these extremely important initiatives through an extensive collaborative, open book approach with both Fairfax County and Comstock Partners. In addition, through this positive partnership, we ultimately executed four (4) major projects, Reston Station Metro Garage, Reston Station Office Building 1 (OB1) Garage, Reston Station Residential Building 4 (RB4) and Reston Station Office Building (OB1) for a total value of \$290,000 Million. All projects were completed by providing extensive preconstruction services to establishment of GMP and successfully delivering these projects on time and within Comstock's budget. With all of these projects, our approach has revolved around being a true partner with Comstock and their project teams.



## Phased Occupancy Approach and Lessons Learned

- Extensive Collaboration With Ownership Partners and Fairfax County
- Construction of RB4 and OB1 Projects on top of Active Metro Garage
- Complex Façade and Early Curtainwall Subcontractor Engagement

### Preconstruction

DAVIS utilized an Operations based approach for the Reston Station development; led by Steve Hawryluk—proposed for Mason Greens—as the Project Executive. As the leader of these projects, Steve served as the main point of contact with Ownership and the project team while performing preconstruction services for approximately ten (10) months before the start of construction. With this Operations leadership we coordinated between the DAVIS in-house resources of Safety, Virtual Construction, Scheduling, and Estimating groups to produce comprehensive preconstruction guidance and recommendations at each major phase of the design process. In addition, we secured the major subcontractors of SOE, Excavation, and Concrete with the Design Development Package while the design continued for several months beyond the construction start. At the DD level of design, DAVIS also executed a final GMP with Ownership as it was a requirement for the County before construction could commence. The design process continued for several months into the project construction while DAVIS finalized all of the subcontractor procurement.

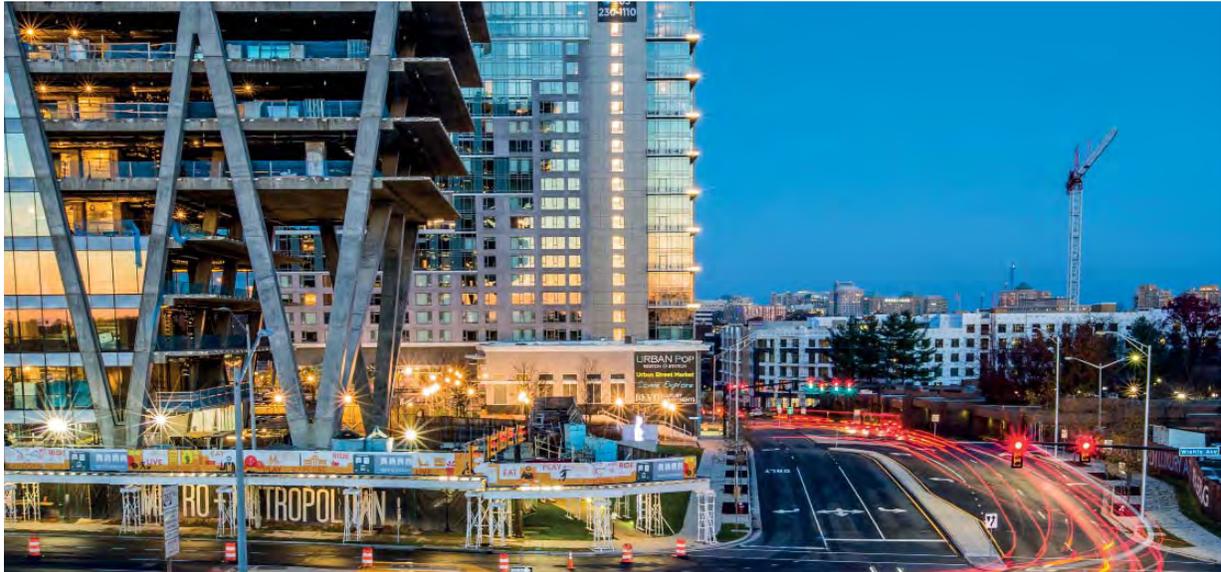
### Construction

The Construction phase of these projects has ultimately provided positive results that has further solidified the partnership between Comstock and DAVIS. During the construction of the original phase of the Garage Project, the design of the above grade buildings was at conceptual level only. Comstock engaged different architecture firms that began their design process that ultimately severely impacted the design and construction of the ongoing Garage project.

DAVIS has been performing construction almost continuous on that site from initial construction in April 2011 up through September 2017 for multiple phases of this development. The successful completion of these projects were executed through a complete collaborative and open book process with all project team entities. DAVIS Operations leader was able to get active participation from the subcontractor community as well serve as project liaison/continuous link and point of contact for construction without having “hand off ” to the project construction team. With Ownerships having different priorities, it was up to DAVIS to manage the process in the best interest of both parties.

# RESTON STATION OFFICE BUILDING I (OB-I)

Reston Station Development, continued...



---

## SIZE

371,000 sf

## PRODUCT TYPE

Commercial Office

## COST

\$63.7 million

## AWARDS

WBC Craftsmanship Award,  
Concrete, Cast-in-Place Concrete

## Property Information

A seventeen story, Class-A core and shell office building on top of the existing and active Reston Station—OB1 Garage. The building structure consists of exposed structural concrete exoskeleton sloping columns and elaborate all glass curtainwall façade. The Office Building consists of a fully finished lobby, plaza level storefront, and six-story sloping ‘tree’ columns at the building’s entry. The Reston Station—Phase 1 Garage project provided a walking bridge which allows commuters to easily access the Silver Line Metro Station platform.

At the time, the building’s feature façade design is a technique/design feature that had not been done before in the DC Marketplace. With the complexity of this design, DAVIS realized it would be essential to get the curtainwall subcontractor engaged early in the process. Getting Comstock’s agreement, the project experienced the positive benefits from utilizing the Design Assist approach with the curtainwall subcontractor. The design assist process allowed the project team to work with the curtainwall experts as it related to architectural features, structural design, and thermal analysis. Working with ownership, DAVIS established a budget early on and worked to maintain that budget by providing options and cost analysis throughout the design process.

The curtainwall subcontractor demonstrated their expertise on all levels including assisting ownership in identifying and developing cost savings within their systems. Performing extensive mock-ups and system performance reviews, as well as quality control reviews well ahead of installation, enabled efficient installation of the façade. DAVIS led this process and ultimately proved to be a major contributor to installing this system to the complete satisfaction of both Comstock and their Architect.





LEED Sivler certified office building with a complex facade design with exposed sloping columns with curtainwall infill between these columns.



# RESTON STATION RESIDENTIAL 4 (RB-4)

Reston Station Development, continued...



---

## SIZE

505,800 sf

## PRODUCT TYPE

Multi-Family

## COST

\$97.2 million

This project—developed by Comstock Partners through a Public/Private Partnership with Fairfax County—represents the transformation of the Dulles Corridor into a transit oriented employment hub. Construction of a 20-story residential tower, above seven levels of underground parking for the Reston Station Metro Garage. Constructed of post tension cast-in-place concrete with façade features including stone, curtainwall, metal panels, and architectural concrete.

The tower includes eight levels of above-grade parking, 450 apartment units and various amenities including a rooftop pool, a fitness center, club rooms, a Zen lounge and some of the best views in the Washington Metropolitan area. A walking bridge allows residents to easily access the Silver Line Metro Station platform.





Trends in the residential market evolve quickly—so quickly, in fact, that the units' finishes changed mid-project in order to maintain a modern, luxurious edge. Our team remained completely adaptable to design changes, furthering our positive relationship with the client.