Proposal Letter 01

Form C – Form of Proposal Letter

Name of Proposer: Hunter Roberts Construction Group, LLC (the "**Proposer**")

Date: September 17, 2020

NYC DDC Procurement
C/o AECOM-Hill JV
777 Third Avenue, 8th Floor
New York, NY 10017

The Proposer and each other Principal Participant on behalf of the Proposer, jointly and severally (i) make the representations and warranties in Section 1 and (ii) submits the documents described in Section 2 of this Proposal Letter, in response to the Request for Proposals for the Queens Site Parking Garage: An Early Works Project of the New York City Design-Build Borough-Based Jails Program (this "**RFP**") issued by the Department of Design and Construction of the City of New York ("**DDC**"). All capitalized terms used but not defined in this Proposal Letter will have the meanings set forth in Volume O: Instructions to Proposers of this RFP (the "**ITP**").

1. **Representations and Warranties**

By submitting a Proposal, you represent and warrant that:

(a) the Proposer has examined all information and documents relevant to the Project, understands the scope and requirements of the Project and agrees to all of this RFP's terms and conditions;

(b) the Proposer's Proposal and any subsequent information that the Proposer submits to DDC as part of the RFP Process or otherwise:

(i) are based on the Proposer's own independent assessments, investigations, interpretations, deductions and determinations; and

(ii) are complete and accurate;

(c) the Proposer has carefully examined and is fully familiar with all of the provisions of this RFP and all information relevant to the risks, contingencies and other circumstances affecting its Proposal that is obtainable by making reasonable inquiries, which the Proposer has made and the Proposer is satisfied that this RFP provides sufficient detail regarding the obligations to be performed by the Proposer and does not contain internal inconsistencies;

(d) the Proposer has carefully checked all the words, figures and statements in its Technical Proposal;

(e) the Proposer was not paid and has not received, and will not pay or receive, any secret commission with respect to this RFP;

(f) the Proposer has not entered and will not enter into any unlawful arrangements or arrangements in breach of the ITP with any Person with respect to this RFP;

(g) the Proposer has not sought and will not seek to influence any decision with respect to this RFP by improper means;

(h) except as otherwise expressly allowed by this RFP, the Proposer did not place any reliance upon the completeness, accuracy, relevance, adequacy or correctness of any Disclosed Information;

(i) the Proposer's Proposal is submitted without reservation, qualification, assumptions, deviations or conditions;

(j) the Proposer has notified DDC of any deficiencies in or omissions in this RFP or other documents that DDC provided of which the Proposer has knowledge;

(k) all statements made and information provided in the Proposer's SOQ or any other documents previously delivered to DDC in connection with this RFP (as amended or resubmitted, or both) are true, correct and accurate as of the date of this Proposal Letter, except as otherwise specified in the Proposer's Proposal. The Proposer agrees that its SOQ, except as modified by the enclosed Proposal, is incorporated into the Proposer's Proposal as if fully set forth in its Proposal;

(l) the Proposer agrees to accept payment in accordance with the requirements of this RFP and the DB Agreement and understands that the Proposer will solely bear all costs and expenses that it incurred in preparing its Proposal and participating in the RFP Process;

(m) the Proposer will, if its Proposal is accepted, enter into the attached DB Agreement with the DDC (subject to the finalization of the Contract Documents in accordance with Section 7.4 (*Finalization of the Contract Documents*) of the ITP);

(n) the Proposer will carry all types of insurance specified in this RFP and the DB Agreement;

(o) the Proposer has the capacity to execute the Project; and

(p) the Proposer's business address is:

55 Water Street, 51st Floor
New York, NY 10041

USA

2. **Documents Included with the Proposal Letter**

Enclosed with this Proposal Letter are the following documents:

(a) the Proposer's Administrative Proposal, consisting of this Proposal Letter and all other documents and information required by Exhibit E-1 (*Administrative Proposal Instructions and Requirements*) of the ITP;

(b) the Proposer's Technical Proposal, consisting of all documents and information required by Exhibit E-2 (*Technical Proposal Instructions and Requirements*) of the ITP; and

(c) the Proposer's Price Proposal, consisting of all documents and information required by Exhibit E-3 (Price *Proposal Instructions and Requirements*) of the ITP.

3. In consideration for supplying, at the Proposer's request, this RFP and DDC's agreement to examine and consider the Proposer's Proposal, the Proposer and each other Principal Participant on behalf of the Proposer, jointly and severally, undertake to keep the Proposer's Proposal open for acceptance for the Proposal Validity Period without unilaterally varying or amending its terms and without any member or partner withdrawing or any other change being made in the composition of the [partnership/joint venture/limited liability company/consortium] on whose behalf the Proposal is submitted, without first obtaining our prior written consent, in our discretion.

4. The following individual(s) is/are authorized to enter into negotiations with DDC on the Proposer's behalf and on behalf of the Design-Builder in connection with this RFP, the Project and the DB Agreement:

   James C. McKenna, President & CEO / Sean O'Connor, Senior Vice President

5. In addition to the Addenda acknowledged by the Proposer in the Acknowledgment of Addenda submitted as part of the Administrative Proposal, the Proposer hereby acknowledges receipt of the following sets of questions/comments and responses:

   [*List all questions/comments and responses*]

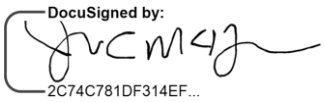
[PROPOSAL LETTER TO BE SIGNED BY EACH PRINCIPAL PARTICIPANT]

[ENTITY NAME]

By: Hunter Roberts Construction Group LLC

Name: James C. McKenna

Title: President, CEO



[ENTITY NAME]

By:

Name:

Title:

[ENTITY NAME]

By:

Name:

Title:

[Update and add additional signature blocks as necessary]

Insurance Plan 09

INSURANCE PLAN

Hunter Roberts' Insurance Program approach will be compliant with all requirements set forth in Attachment 5 "Design-Build Partners – Insurance Requirements Guidelines.

Given the approximate construction volume size of this project, a Traditional Insurance Program will be utilized as most cost effective and applicable to the insurance requirements. This program also takes into consideration RCNY Section 101- 08(d) and complies with the insurance requirements in the DB requirements.

Attached please find a detailed summary of our Traditional Insurance Programs including descriptions of each policy type, coverage and limits.

- Summary of Key Terms in Each Policy (attached)
- Expected Coverage Limits (attached)
- Deductible Amounts (attached)
- Estimated Premiums
- Premiums are charged for the Traditional Insurance Program are as a fixed rate of 1.85% on the Work.
- Expected Premium Increases: Premium Rate is subject to increase at 1/1/21 renewal period. Historically, Hunter Roberts has minimal 3-5% increase on annual rates. The current market environment has forced a more challenging rate environment for NY insurance markets and construction. We are hopeful that we can maintain our rates within slight increases.
- Expected Tax Payments for Each Policy: Our Insurance is procured on an admitted basis, not subject to Surplus Lines Taxes.
- Anticipated Timing of Renewals (attached)

COVERAGE SUMMARY: General Liability

Coverage Description – Provides coverage for those sums Hunter Roberts Construction Group becomes legally obligated to pay as damages because of "bodily injury" or "property damage" to others (third parties).

Carrier	Arch Insurance Company
A.M. Best Rating	A+, XV (Excellent, $2 Billion or more in policy holder surplus)
Policy Number	11GPP8888906
Policy Period	January 1, 2020 – January 1, 2021

Named Insureds:
Hunter Roberts Construction Group, LLC

Limits of Liability:

$2,000,000	Each Occurrence
$4,000,000	General Aggregate
$2,000,000	Personal and Advertising Injury
$250,000	Fire Damage Legal Liability
$10,000	Medical Payments
$4,000,000	Products Completed Operations Aggregate

Deductibles or Retentions:
None (Guaranteed Cost)

Coverage Highlights:
Worldwide Coverage Territory
Broad Form Named Insured
Blanket Joint Ventures and Partnerships (greater than 50% ownership. 50% or less require individual approval)
Blanket Additional Insured
Blanket Waiver of Subrogation as required per written contract
Cancellation Provisions – 90 Days Notice except non-payment of premium 10 Days
Silent on Punitive Damages

Program Highlights:
Annual reinstatement of primary general aggregate limits

HUNTER ROBERTS CONSTRUCTION GROUP

COVERAGE SUMMARY: Workers Compensation & Employers Liability

Coverage Description -

Workers Compensation (Coverage A) – Pays the benefits required under Workers Compensation state law for injuries or illness to an employee that arise out of and occur in the course of employment. Injured employees or their dependants in the in the event of the employee's death, may receive medical care benefits and payments for lost wages for time away from work.

Employers Liability (Coverage B) – Written as part of the Workers Compensation policy as provides coverage for Hunter Roberts Construction Group's legal liability to employees not covered by the State Workers Compensation law as a result of employer negligence.

Carrier	Arch Insurance Company
A.M. Best Rating	A+, XV (Excellent, $2 Billion or more in policy holder surplus)
Policy Number	11WCI8888707
Policy Period	January 1, 2020 – January 1, 2021

Named Insureds:
Hunter Roberts Construction Group, LLC

Limits of Liability:
Coverage A (Workers Compensation) – Statutory

Coverage B (Employers Liability)

$1,000,000 Bodily Injury by Accident / Each Accident
$1,000,000 Bodily Injury by Disease / Policy Limit
$1,000,000 Bodily Injury by Disease / Each Employee

Deductibles or Retentions:
None (Guaranteed Cost)

HUNTER ROBERTS CONSTRUCTION GROUP

COVERAGE SUMMARY: Automobile Liability & Physical Damage

Coverage Description – Coverage for those sums Hunter Roberts Construction Group is legally obligated to pay as damages to a third party for Bodily Injury and or Property Damage arising out of the ownership or use of an owned, leased, hired or non-owned vehicle.

Carrier	Arch Insurance Company
A.M. Best Rating	A+, XV (Excellent, $2 Billion or more in policy holder surplus)
Policy Number	11CAB8888807
Policy Period	January 1, 2020 – January 1, 2021

Named Insureds:
Hunter Roberts Construction Group, LLC

Limits of Liability:
$1,000,000 Liability Each Accident
Statutory Minimum Personal Injury Protection
$5,000 Medical Payments
$1,000,000 – Underinsured / Uninsured Motorists

Rental Reimbursement $50 per day for 30 days

Deductibles:
$1,000 Comprehensive
$1,000 Collision

COVEAGE SUMMARY: Umbrella Liability

Coverage Description – Provides additional limits of liability over and above Hunter Roberts Construction Group's primary Automobile Liability, General Liability and Employers Liability coverages.

$5,000,000 xs Primary

Carrier	Starr Indemnity & Liability Company
A.M. Best Rating	A, XV (Superior, $2 Billion or more in policy holder surplus)
Policy Number	1000584787201
Policy Period	January 1, 2020 – January 1, 2021

Named Insureds:
Hunter Roberts Construction Group, LLC

Limits of Liability:
$5,000,000 Each Occurrence
$5,000,000 General Aggregate
$5,000,000 Products / Completed Operations Aggregate

COVERAGE SUMMARY: Excess Liability

Excess Layers and Limits of Liability

Coverage Description – In addition to the Umbrella Liability policy ($5,000,000 excess of the primary coverages), Hunter Roberts Construction Group maintains and additional $45,000,000 of excess liability coverage to protect the organization from catastrophic losses.

$10,000,000 xs $5,000,000

Carrier	Ohio Casualty Insurance Company
A.M. Best Rating	A, XV (Superior, $2 Billion or more in policy holder surplus)
Policy Number	ECO (21) 58415704
Policy Period	January 1, 2020 – January 1, 2021

$10,000,000 xs $15,000,000

Carrier	Berkshire Hathaway Specialty Insurance Company
A.M. Best Rating	A++, XV (Superior, $2 Billion or more in policy holder surplus)
Policy Number	47-XSF-303219-05
Policy Period	January 1, 2020 – January 1, 2021

$25,000,000 xs $25,000,000

Carrier	XL Insurance America, Inc.
A.M. Best Rating	A+, XV (Superior, $2 Billion or more in policy holder surplus)
Policy Number	US00074086LI20A
Policy Period	January 1, 2020 – January 1, 2021

HUNTER ROBERTS CONSTRUCTION GROUP

Coverage Summary: Contractor's Pollution & Professional Liability

Contractor's Pollution – Provides coverage for those sums Hunter Roberts Construction Group becomes legally obligated to pay as damages because of "bodily injury" or "property damage" to others (third parties) stemming from pollution incidents resulting from covered operations.

Contractor's Professional – Provides coverage for those sums Hunter Roberts Construction Group becomes legally obligated to pay as damages to others (third parties) because of economic damages due to errors and omissions in the performances of professional services.

Carrier	XL Insurance America, Inc.
A.M. Best Rating	A+, XV (Superior, $2 Billion or more in policy holder surplus)
Policy Number	CEO742005207
Policy Period	Annual

Named Insureds:
Hunter Roberts Construction Group, LLC

Limits of Liability:
$10,000,000 Each Occurrence (Pollution)
$10,000,000 Each Occurrence (Professional)
$30,000,000 General Aggregate

Deductibles or Retentions:
$100K

Professional and Firm Licenses

10

THE UNIVERSITY OF THE STATE OF NEW YORK
THE STATE EDUCATION DEPARTMENT
ALBANY, NEW YORK 12234

Pursuant to the provisions of Section 1203 of the Limited Liability Company Law, I hereby certify that each of the individuals named below, who are all of the persons named in the attached Articles of Organization of

URBAHN ARCHITECTS PLLC

A proposed Professional Service Limited Liability Company, as the original members/managers thereof, is authorized by law to practice the profession set forth after his name.

I further certify that if such company will be authorized by law to practice more than one profession, one or more of such individuals is authorized to practice each profession which such proposed company will be authorized to practice.

THE ISSUANCE OF THIS CERTIFICATE DOES NOT CONSTITUTE APPROVAL OF THE COMPANY NAME BY THE DEPARTMENT OF STATE.

NAME & RESIDENCE ADDRESS	PROFESSION	LICENSE OR CERTIFICATE NO.
Martin D. Stein [redacted]	Architecture	007490
Natale V. Barranco [redacted]	Architecture	015269
Rafael Adam Stein [redacted]	Architecture	031640
Donald Edgar Henry Jr. [redacted]	Architecture	026976
Donald L. Cucinotta [redacted]	Architecture	013528

IN WITNESS WHEREOF, I have hereunto set my hand in the city of Albany on this 16th day of August, 2011

Sally Bywater

Sally Bywater – Professional Corporations

The University of the State of New York
Education Department
Office of the Professions
REGISTRATION CERTIFICATE
Do not accept a copy of this certificate

License Number: 026976-1 Certificate Number: 0436652

HENRY DONALD EDGAR JR
[redacted]
NJ 07028-0000

is registered to practice in New York State through 05/31/2022 as a(n)
ARCHITECT

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

COMMISSIONER OF EDUCATION

DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit www.op.nysed.gov.

New York State
Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231
www.dos.ny.gov

COPY

ARTICLES OF ORGANIZATION
OF
Jonathan Marvel Architecture PLLC

(Insert Name of Professional Service Limited Liability Company)

Under Section 1203 of the Limited Liability Company Law

FIRST: The name of the professional service limited liability company is:

Jonathan Marvel Architecture PLLC

SECOND: The professional service limited liability company shall practice the profession(s) of:

Architecture

THIRD: The county within this state in which the office of the professional service limited liability company is to be located is:

New York

FOURTH: The Secretary of State is designated as agent of the professional service limited liability company upon whom process against it may be served. The address within or without this state to which the Secretary of State shall mail a copy of any process against the professional service limited liability company served upon him or her is:

c/o Goetz Fitzpatrick LLP, Att: John Simoni, Esq.
One Penn Plaza, Suite 4401, New York NY 10119

FIFTH: The names and residence addresses of all individuals who are to be the original members and the original managers, if any, are:

Jonathan J. Marvel
[redacted]
Licence No 021551

(Attach the appropriate certificates from the licensing authority or a comparable authority of another state.)

SIXTH: *Complete parts 1 and 2 of this paragraph only if any of the original members and managers are domestic or foreign professional service corporations, domestic or foreign professional service limited liability companies, domestic or foreign registered limited liability partnerships or professional partnerships.*

1. The names of all domestic and foreign professional service corporations, domestic and foreign professional service limited liability companies, domestic and foreign registered limited liability partnerships and domestic and foreign professional partnerships who are to be original members and managers of this professional service limited liability company are:

(Attach the appropriate certificates of existence from the jurisdiction of formation, and, in the case of foreign entities, certificates of the New York State Secretary of State that such foreign entities are authorized to do business in New York.)

2. The names and residence addresses or, if none, the business address of all shareholders, directors, officers, members, managers or partners of all domestic and foreign professional service corporations, domestic and foreign professional service limited liability companies, domestic and foreign registered limited liability partnerships and domestic and foreign professional partnerships who are to be the original members or managers are:

(Attach the appropriate certificates from the licensing authority or a comparable authority of another state.)

X /s/ Jonathan J. Marvel
(Signature of organizer)

Jonathan J. Marvel
(Type or print name of organizer)

ARTICLES OF ORGANIZATION
OF
Jonathan Marvel Architecture PLLC

(Insert Name of Professional Service Limited Liability Company)

Under Section 1203 of the Limited Liability Company Law

Filed by: Goetz Fitzpatrick LLP
(Name)

One Penn Plaza, Suite 4401
(Mailing address)

New York NY 10119
(City, State and ZIP code)

NOTE: This form was prepared by the New York State Department of State for filing basic articles of organization for a professional limited liability company. It does not contain all optional provisions under the law. You are not required to use this form. You may draft your own form or use forms available at legal supply stores. The Department of State recommends that legal documents be prepared under the guidance of an attorney. The certificate must be submitted with a $200 filing fee made payable to the Department of State.

Section 1203(c)(1) requires a certified copy of the articles of organization be filed with the licensing authority within 30 days after the filing with the Department of State.

(For office use only)

N. Y. S. DEPARTMENT OF STATE
DIVISION OF CORPORATIONS AND STATE RECORDS ALBANY, NY 12231-0001

FILING RECEIPT

ENTITY NAME: JONATHAN MARVEL ARCHITECTURE PLLC

DOCUMENT TYPE: ARTICLES OF ORGANIZATION (DOM-PROF.LLC) COUNTY: NEWY

FILED:07/11/2013 DURATION:********* CASH#:130711001265 FILM #:130711001180

FILER:
GOETZ FITZPATRICK LLP
ONE PENN PLAZA SUITE 4401

NEW YORK, NY 10119

EXIST DATE
07/11/2013

ADDRESS FOR PROCESS:
C/O GOETZ FITZPATRICK LLP
ATTN JOHN SIMONI ESQ ONE PENN PLAZA STE 4401
NEW YORK, NY 10119

REGISTERED AGENT:

STATE OF NEW YORK * DEPARTMENT OF STATE * EXCELSIOR

SERVICE COMPANY: COLBY ATTORNEYS SERVICE COMPANY - 08 SERVICE CODE: 08

FEES	245.00	PAYMENTS	245.00
FILING	200.00	CASH	0.00
TAX	0.00	CHECK	0.00
CERT	0.00	CHARGE	0.00
COPIES	20.00	DRAWDOWN	245.00
HANDLING	25.00	OPAL	0.00
		REFUND	0.00

DOS-1025 (04/2007)

IRS DEPARTMENT OF THE TREASURY
INTERNAL REVENUE SERVICE
CINCINNATI OH 45999-0023

Date of this notice: 07-17-2013

Employer Identification Number: [redacted]

Form: SS-4

Number of this notice: CP 575 G

JONATHAN MARVEL ARCHITECTURE PLLC
JONATHAN MARVEL SOLE MBR
[redacted]

For assistance you may call us at:
1-800-829-4933

IF YOU WRITE, ATTACH THE
STUB AT THE END OF THIS NOTICE.

WE ASSIGNED YOU AN EMPLOYER IDENTIFICATION NUMBER

Thank you for applying for an Employer Identification Number (EIN). We assigned you EIN 46-3206439. This EIN will identify you, your business accounts, tax returns, and documents, even if you have no employees. Please keep this notice in your permanent records.

When filing tax documents, payments, and related correspondence, it is very important that you use your EIN and complete name and address exactly as shown above. Any variation may cause a delay in processing, result in incorrect information in your account, or even cause you to be assigned more than one EIN. If the information is not correct as shown above, please make the correction using the attached tear off stub and return it to us.

A limited liability company (LLC) may file Form 8832, *Entity Classification Election*, and elect to be classified as an association taxable as a corporation. If the LLC is eligible to be treated as a corporation that meets certain tests and it will be electing S corporation status, it must timely file Form 2553, *Election by a Small Business Corporation*. The LLC will be treated as a corporation as of the effective date of the S corporation election and does not need to file Form 8832.

To obtain tax forms and publications, including those referenced in this notice, visit our Web site at www.irs.gov. If you do not have access to the Internet, call 1-800-829-3676 (TTY/TDD 1-800-829-4059) or visit your local IRS office.

IMPORTANT REMINDERS:

* Keep a copy of this notice in your permanent records. **This notice is issued only one time and the IRS will not be able to generate a duplicate copy for you.** You may give a copy of this document to anyone asking for proof of your EIN.

* Use this EIN and your name exactly as they appear at the top of this notice on all your federal tax forms.

* Refer to this EIN on your tax-related correspondence and documents.

If you have questions about your EIN, you can call us at the phone number or write to us at the address shown at the top of this notice. If you write, please tear off the stub at the bottom of this notice and send it along with your letter. If you do not need to write us, do not complete and return the stub.

Your name control associated with this EIN is JONA. You will need to provide this information, along with your EIN, if you file your returns electronically.

Thank you for your cooperation.

N. Y. S. DEPARTMENT OF STATE
DIVISION OF CORPORATIONS ALBANY, NY 12231-0001

FILING RECEIPT

ENTITY NAME : MARVEL ARCHITECTS PLLC

DOCUMENT TYPE : ASSUMED NAME LTD LIABILITY CO

FILER:

GOETZ FITZPATRICK LLP
ONE PENN PLAZA
SUITE 4401
NEW YORK NY 10119

FILED: 07/31/2013
CASH#: 307269
FILM#: 20130731068

PRINCIPAL LOCATION

[redacted]

COMMENT:

ASSUMED NAME

MARVEL ARCHITECTS

SERVICE COMPANY : COLBY ATTORNEYS SERVICE COMPANY

CODE: 08
BOX : 24

FEES	60.00
FILING :	25.00
COUNTY :	.00
COPIES :	10.00
MISC :	.00
HANDLE :	25.00

PAYMENTS: 60.00
CASH :
CHECK : 60.00
C CARD :

REFUND :

DO3HD108 DOS-281 (04/2007)

N. Y. S. DEPARTMENT OF STATE
DIVISION OF CORPORATIONS AND STATE RECORDS ALBANY, NY 12231-0001

FILING RECEIPT

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DOCUMENT TYPE: ARTICLES OF ORGANIZATION (DOM-PROF.LLC) COUNTY: NEWY

FILED:07/11/2013 DURATION:********* CASH#:130711001265 FILM #:130711001180

FILER:

GOETZ FITZPATRICK LLP
ONE PENN PLAZA SUITE 4401

NEW YORK, NY 10119

EXIST DATE
07/11/2013

ADDRESS FOR PROCESS:

C/O GOETZ FITZPATRICK LLP
ATTN JOHN SIMONI ESQ ONE PENN PLAZA STE 4401
NEW YORK, NY 10119

REGISTERED AGENT:

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COPIES	20.00	DRAWDOWN	245.00
HANDLING	25.00	OPAL	0.00
		REFUND	0.00

DOS-1025 (04/2007)

The University of the State of New York
Education Department
Office of the Professions

REGISTRATION CERTIFICATE

Do not accept a copy of this certificate

License Number: 027847-01 Certificate Number: 1063284

HARTRAY GUIDO FRANCESCO

[redacted]

is registered to practice in New York State through 06/30/2023 as a(n)
ARCHITECT

LICENSEE/REGISTRANT

EXECUTIVE SECRETARY

Sharon L. Tahoe
INTERIM COMMISSIONER OF EDUCATION

Sarah L. Benson
DEPUTY COMMISSIONER
FOR THE PROFESSIONS

This document is valid only if it has not expired, name and address are correct, it has not been tampered with and is an original - not a copy. To verify that this registration certificate is valid or for more information please visit ***www.op.nysed.gov.***

Delaware

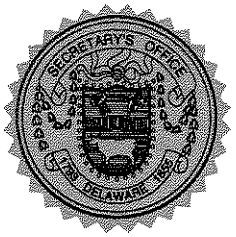
The First State

I, HARRIET SMITH WINDSOR, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED ARE TRUE AND CORRECT COPIES OF ALL DOCUMENTS ON FILE OF "HUNTER ROBERTS CONSTRUCTION GROUP, L.L.C." AS RECEIVED AND FILED IN THIS OFFICE.

THE FOLLOWING DOCUMENTS HAVE BEEN CERTIFIED:

CERTIFICATE OF FORMATION, FILED THE NINTH DAY OF FEBRUARY, A.D. 2005, AT 1:51 O'CLOCK P.M.

AND I DO HEREBY FURTHER CERTIFY THAT THE AFORESAID CERTIFICATES ARE THE ONLY CERTIFICATES ON RECORD OF THE AFORESAID LIMITED LIABILITY COMPANY.



Harriet Smith Windsor

Harriet Smith Windsor, Secretary of State

3924398 8100H

050110272

AUTHENTICATION: 3676688

DATE: 02-10-05

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Date: September 17, 2020

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(i) the Proposer's Proposal is submitted without reservation, qualification, assumptions, deviations or conditions;

(j) the Proposer has notified DDC of any deficiencies in or omissions in this RFP or other documents that DDC provided of which the Proposer has knowledge;

(k) all statements made and information provided in the Proposer's SOQ or any other documents previously delivered to DDC in connection with this RFP (as amended or resubmitted, or both) are true, correct and accurate as of the date of this Proposal Letter, except as otherwise specified in the Proposer's Proposal. The Proposer agrees that its SOQ, except as modified by the enclosed Proposal, is incorporated into the Proposer's Proposal as if fully set forth in its Proposal;

(l) the Proposer agrees to accept payment in accordance with the requirements of this RFP and the DB Agreement and understands that the Proposer will solely bear all costs and expenses that it incurred in preparing its Proposal and participating in the RFP Process;

(m) the Proposer will, if its Proposal is accepted, enter into the attached DB Agreement with the DDC (subject to the finalization of the Contract Documents in accordance with Section 7.4 (*Finalization of the Contract Documents*) of the ITP);

(n) the Proposer will carry all types of insurance specified in this RFP and the DB Agreement;

(o) the Proposer has the capacity to execute the Project; and

(p) the Proposer's business address is:

55 Water Street, 51st Floor
New York, NY 10041

USA

2. **Documents Included with the Proposal Letter**

Enclosed with this Proposal Letter are the following documents:

(a) the Proposer's Administrative Proposal, consisting of this Proposal Letter and all other documents and information required by Exhibit E-1 (*Administrative Proposal Instructions and Requirements*) of the ITP;

(b) the Proposer's Technical Proposal, consisting of all documents and information required by Exhibit E-2 (*Technical Proposal Instructions and Requirements*) of the ITP; and

(c) the Proposer's Price Proposal, consisting of all documents and information required by Exhibit E-3 (Price *Proposal Instructions and Requirements*) of the ITP.

3. In consideration for supplying, at the Proposer's request, this RFP and DDC's agreement to examine and consider the Proposer's Proposal, the Proposer and each other Principal Participant on behalf of the Proposer, jointly and severally, undertake to keep the Proposer's Proposal open for acceptance for the Proposal Validity Period without unilaterally varying or amending its terms and without any member or partner withdrawing or any other change being made in the composition of the [partnership/joint venture/limited liability company/consortium] on whose behalf the Proposal is submitted, without first obtaining our prior written consent, in our discretion.

4. The following individual(s) is/are authorized to enter into negotiations with DDC on the Proposer's behalf and on behalf of the Design-Builder in connection with this RFP, the Project and the DB Agreement:

   James C. McKenna, President & CEO / Sean O'Connor, Senior Vice President

5. In addition to the Addenda acknowledged by the Proposer in the Acknowledgment of Addenda submitted as part of the Administrative Proposal, the Proposer hereby acknowledges receipt of the following sets of questions/comments and responses:

   [*List all questions/comments and responses*]

HUNTER ROBERTS
CONSTRUCTION GROUP

NYC Department of Design and Construction

NYC BBJ PROGRAM
QUEENS SITE PARKING GARAGE

Technical Proposal due 09.18.2020 for NYC BBJ QG

PIN:8502020CR0040P-42P

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Technical Executive Summary PART 01

TECHNICAL EXECUTIVE SUMMARY

DESIGN-BUILD TEAM SUMMARY

Since the onset of the design-build process, Hunter Roberts Construction Group has been leading a highly skilled and passionate D-B Team. Our core team, comprised of Urbahn Architects (Architect-of-Record), Marvel Architects (Design Excellence Architect/MBE), Thornton Tomasetti (Functional Parking Garage Design/Structural Engineering) and Hunter Roberts Construction Group (Design-Builder), has seamlessly worked together to produce a design and construction plan that embodies Design Excellence and infuses best practices devised by the Design-Build Institute of America in all aspects of the process.

Along with our core team, our highly experienced group of consultants has extensive experience delivering complex projects in the City and for city agencies, including the NYCDDC and the NYC Economic Development Corporation. This group includes Matrix New World (Environmental, Geotechnical and Civil Engineering) and JFK&M (MEP), both WBE firms, and JB&B (MEP/FP) engineering.

Chemistry is key and this team has it.

While our core team of consultants has remained unchanged since the beginning of the design-build process, staff level changes have been instituted to bring an even greater level of expertise and capabilities to carrying out the completion of the Queens Site Parking Garage. The changes have been approved by the NYCDDC in an email from Nicholas Mendoza, Agency Chief Contracting Officer, on September 17, 2020.

The project will be led by Senior Vice President and Project Executive Sean O'Connor from Hunter Roberts Construction Group. Mr. O'Connor has over 20 years of experience leading construction projects in New York City including overseeing the design-build contract for three garages at Yankee Stadium in the Bronx. Daily project management for the design and construction of the project will be led by Joshua Frankel (AIA), a licensed architect, with over 20 years of experience in the AEC industry.

The remaining team members are unchanged from previous team submissions and include the following Key Personnel: Designer of Record, Donald Henry, JR (AIA, LEED) from Urbahn Architects, Design Integrator, Ijeoma Iheanacho (LEED AP) from Urbahn Architects, Engineer of Record, Stephen Szycher (PE, LEED AP) from Thornton Tomasetti, Parking Specialist, Todd Neal (PE, SECB) from Thornton Tomasetti, Design Architect, Guido Hartray (AIA) of Marvel Architects and lead designer Scott Demel (AIA, LEED AP) of Marvel Architects.

HRCG will ensure that additional consultants and subcontractors are engaged throughout the duration of the project share this team's commitment to the design-build delivery of an innovative and sustainable parking garage and community space.

PROJECT APPROACH

Our strategy in planning and designing the Queens Site Parking Garage and Community Center is to surpass the RFP stated goals and criteria with a Best Value approach aligned with NYCDDC's Project Excellence program, within the specific constraints, requirements, and parameters outlined in the RFP.

While the RFP contains a broad range of prescriptive programmatic requirements and criteria—which we meet and regularly exceed—we bring a broader vision to this first and essential component of the City's ambitious Borough-Based Jail Design-Build program. We have embraced the potential for this project to create engaging public spaces that instill civic pride and have crafted it to be a landmark from all highway and roadway vantage points. We further believe this project has the potential to serve as a paragon for "Design-Build Done Right" both for NYC and nationwide.

Our success depends on combining the 'right' team with a thoughtfully managed process that will achieve all project goals within the defend budget. The D-B Team also recognizes that the surrounding community and stakeholders are very active participants in development and construction activities that take place in the Queens Borough Hall vicinity. We understand that communication and coordination between all stakeholders is essential for successful community relations as the Borough-based Jail Program materializes citywide. We aim to set an example as an ally and a trusted partner both for NYCDDC and the surrounding community.

Our entire D-B team, starting with senior leadership, will be engaged and focused on the project from the kick-off meeting to beneficial occupancy and continuing through close-out and post-occupancy surveys.

Hunter Roberts employs a strategy for excellence in delivery built upon the foundations of our 10 Keys to Project Success. To be sure, the 10 Keys to Project Success were developed specifically for construction projects. However, the key components of our D-B project approach – transparent communication, continuous engagement of senior leadership, co-location of key team members (either in person or virtually), rigorous project planning, robust quality

assurance, effective risk management/project tools and maximized M/WBE participation and workforce diversity – closely mirror the philosophical underpinnings of the 10 Keys to Project Success. Taken together, the set of performance objectives will guide the D-B team and enable us to deliver a highly successful project.

MANAGEMENT STRUCTURE

We have assembled an integrated team of highly experienced professionals. The D-B Team will be led by Joshua Frankel (Design-Build Project Manager / Design-Build Construction Project Manager) with executive level leadership provided by Sean O'Connor, PE, AICP (Project Executive) who oversaw the design-build project for the New York Yankees Parking Facilities Program.

As stated previously, Josh will be supported by Ijeoma Iheanacho, LEED AP in the Design Integrator role. Ms. Iheanacho will serve as a critical interface between design and construction. The design team will be led by Donn Henry, AIA (Designer of Record). Mr. Henry has been working closely with the NYCDDC for nearly 30 years and has successfully completed numerous projects including the recently completed Crossroads Juvenile Center Redevelopment. Additional members of the team include Guido Hartray, AIA (Design Architect) and Stephen Szycher, PE as the Engineer of Record for the parking structure.

PRELIMINARY BASELINE SCHEDULE

The D-B Team will work diligently to achieve substantial completion within 595 days of NTP 1. While our success in accomplishing this ambitious goal will depend upon our ability to quickly mitigate potentially disruptive site conditions, strategically sequence the work, secure early permits, and closely monitor all construction activities, we will require timely approvals on the design and building permits from all required entities.

Upon selection, the D-B Team will immediately launch back into advancing the 30% designs and simultaneously begin to prepare submittals and early filings for the temporary parking lot and SOE and Foundation. Reaching NTP 1 is the first critical step. Upon receipt of NTP 1 in mid-March, the team will begin Site Validation (anticipated 120 days) to identify any unforeseen conditions that require mitigation. Assuming the site validation findings are consistent with the RFP reference

documents, the team will formally file the temporary parking and SOE/Foundation design. Timely approvals of the early filings will allow for an early start on the SOE/Foundation of June 1, approximately 75-90 days post NTP 1.

As the early work gets underway, the D-B Team will focus on securing final NYCPDC approvals and completing 100% Construction Documents in September 2022. We will also engage in final engineering and fabrication of the superstructure, community center enclosure, and MEPs/ fit-out items with construction beginning on each in January 2022, April 2022, and May 2022 respectively. Along with the site-work, we envision a construction completion of August 2022 with commissioning taking place in concert, as feasible. Following a 60-day TCO, we anticipate achieving substantial completion in October 2022 and final completion in December 2022.

ENVIRONMENTAL AND REGULATORY REQUIREMENTS

Previous environmental investigations by D-B Team member, Matrix New World, Inc (Matrix), and TRC Engineers, Inc. (TRC)—including soil, groundwater, and soil-gas sampling—were conducted at the Site as part of the prior Master Plan/ ULURP project and more recently for NYCDDC under their Borough-Based Jails Project Management contract.

Based on the results of the investigations and the proposed design of the parking lot and community space, remedial measures will need to be implemented during construction to ensure that soil handling and disposal is done in accordance with applicable regulations and in a manner that is protective of potential receptors. Due to site constraints, most of the excavated soil will require off-site disposal or re-use off-site in accordance with NYSDEC Solid Waste Regulations (NYCRR Part 360 et seq.). Additionally, mitigation is required to prevent exposure after construction of the facility is completed.

The D-B Team will play close attention to the results of the boring and soil samples conducted during the Site Validation period. We will diligently follow recommendations from the Phase II Environmental report and adjust our remediation measures to be in accordance with the RAP and Health and Safety Plan.

DESIGN-BUILD INSTITUTE OF AMERICA: BEST PRACTICES

Hunter Roberts Construction Group is leading a highly skilled and passionate D-B Team that has collaborated smoothly to produce a design and construction plan that embodies Design Excellence and infuses best practices devised by the Design-Build Institute of America in all aspects of the process. From procurement through development and execution, this team understands the complexity of the Design-Build process and its importance in delivering this project successfully.

Hunter Roberts has worked with key trade contractors throughout the design process to build team alignment with the designers and start sharing the responsibility for project excellence. We have obtained pricing from partners experienced in Design-Build and familiar with the project requirements. Within our own D-B Team, we have and will continue to develop an atmosphere of trust and confidence by communicating openly and often. Key members of the D-B Team are educated and trained in the Design-Build process and have extensive experience in this project delivery system. By utilizing our established 10 Keys to Project Success, which are directly analogous to the Design-Build best practices as stated by the DBIA, we will demonstrate that we have a strong priority for open and effective communication, collaboration, and issue resolution, especially regarding the review process for submittals, shop drawings, and potential project changes. Our holistic approach to project success and design excellence are consistent with the foundational goals of the Design-Build system.

DESIGN OVERVIEW

Working within the constraints of the site and the zoning envelope, our first significant gesture was to divorce the mass of the community space from that of the parking structure. This move accomplished several goals:

1) Established an autonomy of form for the two programs, facilitating individual architectural treatments that reinforce their separate functional identities;
2) Allowed for clarity of entry and circulation for both vehicular and pedestrian use;
3) Physically separated the two structural systems, thereby minimizing the transmission of sound and vibration; and
4) Permitted the use of independent systems and floor heights appropriate to the respective uses, making both the community center floor plates and parking garage layouts efficient and legible.

This move enabled us to shape the Community Center to realize the aims within the RFP and ULURP plan. Its frontage is 140 feet along 126th Street, creating a meaningful street presence and relationship to the park. The community space is human scale and mediates between the 9-story parking garage and Borough Hall or the first setback of the future QDC. This creates key visual and phenomenological linkages to the other components of the civic center.

The design consolidates circulation at the southwest corner of the project site as close as possible to surrounding buildings. Entrances and access to the community center, parking garage and pedestrian passageway from 132nd Street converge at this open plaza. Additionally, the building's design provides for and encourages wellness via movement, allowing one to climb and descend staircases while the plaza provides opportunities for engagement with passersby. This locus of circulation and interaction is at the heart of our approach to the design of civic spaces.

Those who park vehicles at the building may be visiting Queens Borough Hall, the Helen Marshal Cultural Center, the courts, the jail, or the Family Justice Center. They can look down from the garage elevator lobbies and see the park

behind Borough Hall and the green roof and landscaped terrace of the Community Center.

Instead of exclusively using the elevator, visitors can also elect to descend the exterior staircases and walk past the Community Center, learning about upcoming events of interest.

These outdoor spaces provide opportunities to pause, providing a moment of reflection away from other civic activity and calming thresholds of transition from the parking garage to the varied activities of the Civic Center. The plaza and terraces should be considered extensions of the park space east of Borough Hall, making it readily available without crossing the street. In the future, a midblock crossing and traffic calming measures could be introduced to provide immediate, safer access to the beautiful open space and large, mature trees at Borough Hall.

Staggering the footprint of the building creates multiple visual planes around the building perimeter with varying heights and material texture. This feature is even stronger at the 30' buffer zone between the new building and the future QDC. Presenting the buffer zone as a pedestrian thoroughfare from 132nd Street, the angle of the garage building widens the passageway from the sidewalk and generates a forced perspective to Borough Hall and its adjacent park space.

The Garage and Community Center are designed to make strong visual civic statements from multiple vantage points: from vehicular approaches along Union Turnpike and the Van Wyck, for pedestrians traversing the pedestrian bridge and the buffer, and via movement vectors through the civic complex. The architectural treatments address these varying perceptual conditions by leveraging scale, material, detail, and lighting.

The Hunter Roberts DB Team's design adheres to the objectives of the DDC Borough Based Jails Program to deliver a design that 'seamlessly integrates its operations, design and landscaping into the existing neighborhood as a civic asset'. We are deeply proud of the design that our team has developed. We have been working very closely with our subcontracting partners to 'lock-in' pricing based on the Technical Submission. We will deliver all of the key concepts of the design in compliance with the DDC Basis of Design. Of course, the design and procurement process is not complete. Given the current dynamic market conditions, our team may need to make adjustments to the design to maintain the project cost. We will work closely with the DDC to manage this process and will be transparent with any substantive proposals.

LEED GOLD CERTIFICATION FOR LEED BD+C

The D-B Team is targeting LEED Gold Certification under Version 4 for New Construction, Core & Shell, per the RFP. Based on the current design and subsequent team discussions, the LEED scorecard anticipates 60 points with 22 "opportunity" points. Assuming that half of these opportunity points will be achieved, the project will meet the LEED Gold threshold (60 points) with a five-point buffer maintained.

In addition to LEED, the Parking Garage is targeting Parksmart Certification. The Parksmart Certification is collaborative, and requires sustainable strategies be implementing during operation by the parking garage operator. Based on the current design and subsequent team discussions, the scorecard currently anticipates 111 points with 118 "opportunity" points. This achieves Parksmart Bronze.

As design progresses, the project will methodically move additional credits in these checklists from the "maybe" section over to the "yes" section of the checklist. The scorecard is a working document that will change throughout the design as the team receives more input on credits. The Design-Build and ownership teams will continue to develop and evolve the sustainability strategy during implementation.

As a low energy demand building, the project has the opportunity to offset its energy use, reducing demand on municipal infrastructure. With a design team goal of achieving "Near-Net Zero Energy" for the garage, the team will establish an energy-efficient design by optimizing the following:

- Onsite Renewables
- Reduced Loads
- HVAC Efficiency
- Occupant Engagement

CONSTRUCTION APPROACH

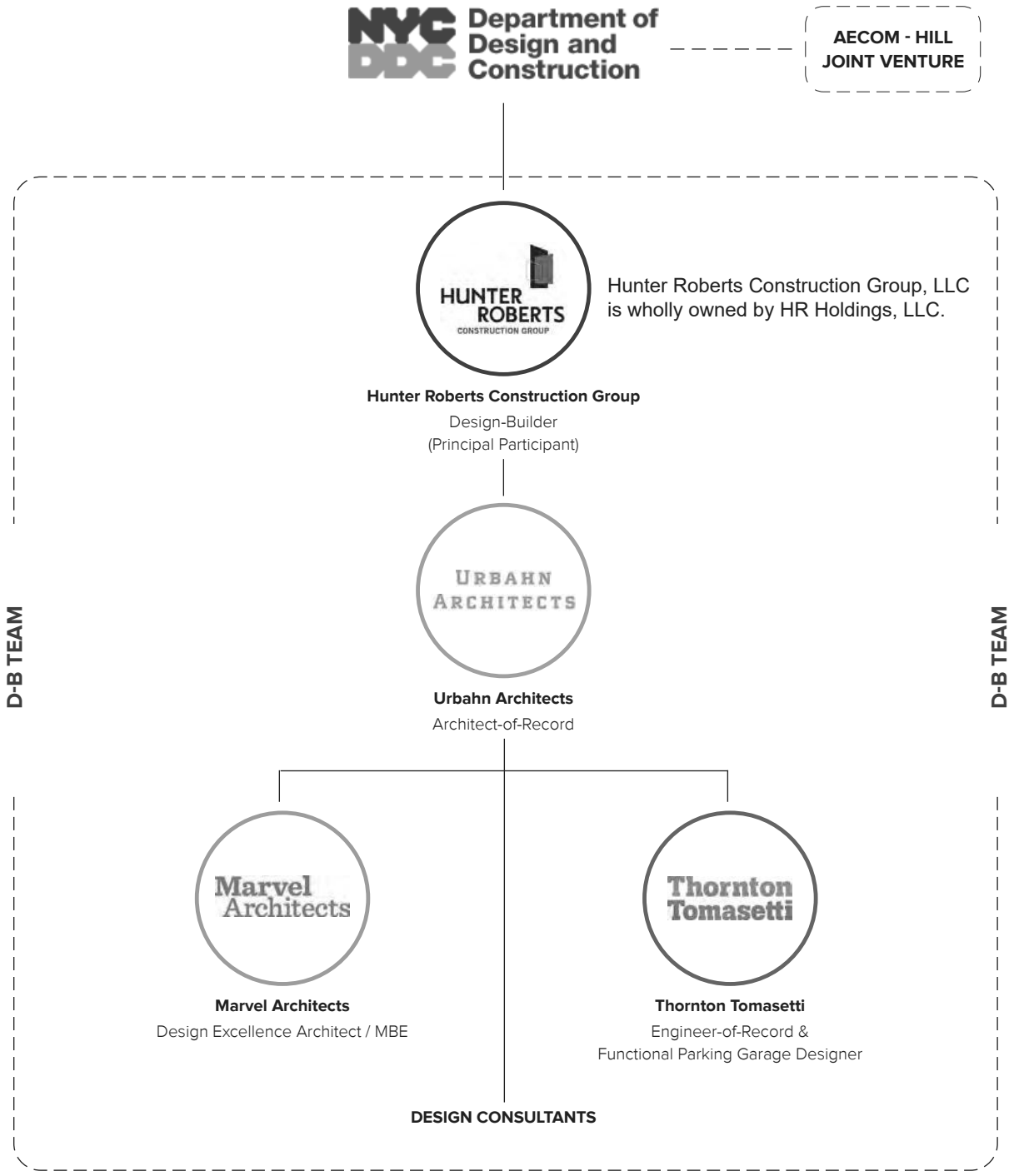
The surrounding community, plays a key part in the early planning as well as the design of the two (2) new structures. To be minimally invasive throughout construction, we have developed a logistics and phasing plan that limits the impact to surrounding residents, workers, and properties. Our plan acknowledges the need to maintain parking in the area and to ensure safe pedestrian circulation around the site for the general public. Safety is always top of mind for Hunter Roberts.

The phasing and logistics plan will also set the parameters for subcontractors to work efficiently on the site. The workmanship, quality and safety of the workers increases when Hunter Roberts can provide a clean, well-lit, and efficient worksite.

These are all activities the team, in partnership with our A/E Team members, are working on now to ensure success later in the project. In reviewing the RFP and understanding the requirements and timelines outlined for the project, we want to clarify the activities we see as critical moving forward as well as the challenges we see in meeting and exceeding the expectations of NYC DDC on this project.

TABLES AND CHARTS

Principal Participant
Hunter Roberts Construction Group, LLC



PROJECT TEAM

PROPOSED DESIGN-BUILD PROJECT ADVISORY GROUP

James C. McKenna
President & CEO
Hunter Roberts Construction Group

David Kane, PE, AICP
Senior Vice President
Hunter Roberts Construction Group

Sean O'Connor
Senior Vice President
Hunter Roberts Construction Group

Donald E. Henry, Jr., AIA
Managing Principal
Urbahn Architects

Jonathan Marvel, FAIA
Founding Principal
Marvel Architects

Tod Rittenhouse, PE
Managing Principal
Thornton Tomasetti

NYC DDC Department of Design and Construction

Queens Parking Garage

AECOM - HILL JOINT VENTURE

D-B TEAM

Hunter Roberts Construction Group
Design-Builder

Urbahn Architects
Architect-of-Record

Marvel Architects
Design Excellence Architect/MBE

Thornton Tomasetti
Engineer of Record &
Functional Parking Garage Designer

CONSULTANTS

MATRIXNEWORLD Enabling Progress
Environmental, Geo-Tech, and Civil Engineering / WBE

JBB JFK&M consulting group
Mechanical, Electrical, Plumbing / WBE

Sean O'Connor
DESIGN-BUILD PROJECT EXECUTIVE

Lillie Chen, RA, LEED
Quality Assurance Manager: Design

Quality Assurance Manager: Construction

Joshua Frankel, AIA
DESIGN-BUILD PROJECT MANAGER / DESIGN-BUILD CONSTRUCTION PROJECT MANAGER

Guido Hartray, AIA
DESIGN ARCHITECT

Stephen Szycher, PE, LEED AP
ENGINEER OF RECORD

Donald E. Henry, Jr., AIA, LEED
DESIGNER OF RECORD

Ijeoma Iheanacho, LEED AP
DESIGN INTEGRATOR

Carolyn Gallagher, LEED AP BD+C
VP, Chief Estimator

Vincent Fiorillo
Senior Project Manager
MSK Nassau (450 Spaces)

Michael Connolly
Superintendent
MSK Nassau (450 Spaces)

Todd Neal, PE, SECB
Parking Specialist
Portland International Jetport (1,000 Spaces)
Maine Medical Center (2,500 Spaces)

Krystin Hence
MWBE Coordinator / Estimator

Shane Skennonto, CHST, CSP
VP, Director of Safety

To fully tap our team's formidable experience, we propose employing a Design-Build Project Advisory Group that will include leaders from each of the core firms, the NYCDDC and AECOM-Hill. This group will advise the D-B team, and at critical intervals, meet to review the project status and creatively work through any challenges. We envision members of this group from D-B Team will include James C. McKenna (HRCG/President & CEO), David Kane (HRCG/SVP), Sean O'Connor (HRCG/SVP), Donn Henry (UA/Managing Principal), Jonathan Marvel (MA/Founding Partner), and Tod Rittenhouse (TT/Managing Principal).

DAY-TO-DAY STRUCTURE

Queens Parking Garage

Joshua Frankel, AIA
Design-Build Project Manager &
Design-Build Construction Project Manager

Sean O'Connor
Design-Build Project Executive

Ijeoma Iheanacho, LEED AP
Design Integrator

Guido Hartray, AIA
Design Architect

Donald E. Henry, Jr., AIA, LEED
Designer of Record

Scott Demel, AIA, LEED, CPHD
Design Excellence

Stephen Szycher, PE, LEED AP
Engineer of Record

Todd Neal, PE, SECB
Parking Specialist

John Barry, P.E., LEED AP
Associate Principal

Vincent Fiorillo
Senior Project Manager

Michael Connolly
Superintendent

Carolyn Gallagher, LEED AP BD+C
VP, Chief Estimator

Shane Skennonto, CHST, CSP
VP, Director of Safety

Krystin Hence
MWBE Coordinator / Estimator

Design Solution PART 02

DESIGN APPROACH EXECUTIVE SUMMARY

PROJECT UNDERSTANDING
The D-B Team fully appreciates and understands the requirements of the Queens Parking Garage Facility and Community Space as a key early works component of the Borough Based Jail program. Our understanding of the project intent is as indicated in the following synopsis:

Project Scope – Our full understanding of the project scope is informed by our interpretation of the conformed RFP dated 9/4/2020 and 8/5/2020 for Vols 4 and 5. The scope of the project is to fully design, construct, and commission the Queens Parking Garage Facility and Community Space. Embedded in this scope are numerous other D-B team responsibilities such as regulatory approvals, permitting, community engagement, maintenance of safety/traffic/utilities, and interim parking capacity. The immediate site is approximately 40,770 square feet, located behind Queens Borough Hall and bordered [circumscribed has a slightly negative connotation] by 126th Street, Grand Central Parkway, 132nd Street, and a 30-foot buffer zone established between the site and the future Queens Detention Center (QDC). The site also includes the temporary modification of the existing surface parking lot during construction, including reconfiguration of its layout and maintenance of its stormwater detention capacity. The project scope requires that the D-B team meet or exceed NYCDDC's Project Excellence criteria.

Program Requirements – The updated program is to provide a multi-level parking structure capable of accommodating 600 cars and a 25,000 square foot community space core and shell ready for subsequent tenant fitout. The program goes into much greater detail and includes prescriptive requirements, including the number and locations of vehicular entries, number of linear feet of community space frontage on 126th Street, site and building circulation (horizontal and vertical), and a broad range of systems requirements.

Budget – We understand the project budget includes a Design-Build Agreement amount not to exceed $80,480,000 (which includes allowances), of which $74,000,000 is the lump sum amount for design and construction of the base project. The allowance amounts beyond the base lump sum includes $6,480,000 to cover items such as compensable delays, unit price work and escalation costs, dewatering, award fee, early completion bonus, and FF&E.

Schedule – The proposed schedule conforms to the requirements of the DBA (Version 3). The schedule allows for 595 calendar days from the initial Notice to Proceed (NTP 1) to Substantial Completion with an additional 90 days allotted for Final Completion.

RELEVANT EXPERIENCE
Our D-B Team has extensive experience in each of the key components of this project. Our core team is comprised of Hunter Roberts Construction Group (Design-Builder), Urbahn Architects (Architect-of-Record), Marvel Architects (Design Excellence Architect), and Thornton Tomasetti (Functional Parking Garage Design/Structural Engineering). This team has extensive experience delivering complex projects in the City, including for NYCDDC and the NYC Economic Development Corporation, as well as numerous Sponsor Agencies. In addition to the core team, we have engaged a highly experienced group of consultants that know how to deliver successful projects in New York City. This group includes Matrix New World Engineering (Environmental, Geo-tech and Civil Engineering) and the team of JFK&M and JB&B for MEP/FP engineering. Below is a snapshot of the team's experience.

Parking Facilities – Collectively, our team has designed and/or built multilevel parking structures with an aggregate capacity of well over 30,000 spaces. Particularly relevant is the HRCG-built parking facilities at Yankee Stadium, which were delivered via Design-Build and accommodated 5,000 spaces. Thornton Tomasetti has expertise in parking garage planning and design, including functional planning, structural design, and parking control systems.

Projects with Significant Civic Impact – All core members of the team have had primary roles on numerous projects with significant civic impact. HRCG's portfolio is replete with both private and public high-profile projects that touch the public in positive and meaningful ways, such as the 300,000-SF gut renovation of Gouverneur Hospital and the associated additions. Other team exemplars include the award-winning St. Ann's Warehouse Theater in Brooklyn designed by Marvel Architects, Urbahn's design for the LEED Platinum Jersey City Municipal Center in Jersey City, and Thornton Tomasetti's engineering design for the renovation of the Ford Foundation for Social Justice.

Design-Build Delivery – Key team members have extensive experience in Design-Build projects. Notably, HRCG's largest parking structure project for Yankee Stadium employed this project delivery system. Urbahn has been on D-B teams for years delivering public schools, research facilities, student residences, and transportation projects, including the highly successful Enhanced Station Initiative program for the MTA. TT has more than fifteen years of experience in design-build

project delivery, on projects for private sector and federal, state, and local government clients. Our successful track record includes health care, sports, residential, cultural, educational, aviation, office, retail, and industrial projects.

PROJECT GOALS AND PROJECT EXCELLENCE

Architectural Design Quality

As building form and architecture are an integral part of Project Excellence, the design team endeavored to develop a facility that embodies the functional and aesthetic objectives of New York City. Any quality design begins with insightful formal moves. Working within the constraints of the site and the zoning envelope, our first significant gesture was to separate the volume of the community space from that of the parking structure. This move accomplished several goals:

- Established autonomy of form for the two programs, facilitating individual architectural treatments that reinforce their separate functional identities,
- Improved scale relationships between the facility and nearby structures' heights or setbacks,
- Allowed for clarity of entry and circulation for both vehicular and pedestrian uses,
- Physically separated the two structural systems, thereby minimizing the transmission of sound and vibration, and
- Allowed for the use of independent systems and floor heights appropriate to the respective uses, making both the community space floor plates and parking garage layouts efficient and legible.

The design consolidates circulation at the southwest corner of the project site as close as possible to surrounding buildings. Access to the community space, parking garage and pedestrian passageway to 132nd Street converge at this open plaza on 126th Street. Additionally, the building's design provides for and encourages wellness via movement, allowing one to climb and descend staircases while the plaza provides opportunities for engagement with passersby. This fusion of circulation and interaction is at the heart of our approach to the design of civic spaces.

Those who park vehicles at the building may be visiting Queens Borough Hall, the Helen Marshal Cultural Center, the courts, the future QDC, or the Family Justice Center. They can look outward from the garage elevator lobbies and see the park behind Borough Hall and the green roof and landscaped terrace of the Community Space. Instead of exclusively using the elevator, they can elect 'active exits' from the garage and descend exterior staircases that process past the Community Space and green roof plantings. This may generate interest in ongoing or upcoming community events.

These outdoor spaces also become areas to pause, providing a moment of reflection away from other civic activity or calming thresholds of transition from the parking garage to the varied activities of the civic center. The plaza and terraces should be considered extensions of the park space east of Borough Hall, making it readily available without crossing the street. In the future, a midblock crossing and traffic calming measures could be introduced to provide immediate, safer access to the beautiful open tree filled space behind Queens Borough Hall.

Staggering the footprint of the building creates multiple visual planes around the building perimeter of varying heights and material texture. This feature is even stronger at the 30' buffer between the new building and the future QDC. As a pedestrian thoroughfare from 132nd Street, the angle of the garage building widens the passageway at the entry from the sidewalk and generates a focused perspective to Queens Borough Hall and its adjacent park space.

The Community Space façade establishes its own identity as it wraps around to Union Turnpike on the North. The frontage on 126th Street is a mixture of glass and textured concrete panels intended as integral artwork enhancing the architecture. The team would welcome the opportunity to work with an artist to develop the civic messaging appropriate to these panels and our location within Queens, perhaps in concert with NYC Cultural Affairs. Even if we execute them exclusively within this contract, these panels will create a lively rhythmic interplay that bounds the fenestration and creates a pattern of solid and void at the roof line.

At the parking garage, stair enclosures and structural shear walls provide the cornerstones and bookends to the sloped parking decks, which are clad in an array of playfully arranged horizontal metal fins that integrate lighting to further animate these façades. These elements maintain the openness of the garage and avoid the need for mechanical ventilation, while adding visual texture and interest to the building elevations. The diversity of spacing between the horizontal elements creates a variety of visual screening and patterning from below, regardless of vantage point. Fixtures nearer street level illuminate walkways and sidewalks as well as landscaping.

The expression of vertical circulation was carefully considered. The elevator lobbies and stair towers are glazed, creating major orienting elements and visibility during the day and evening hours. The garage is crowned with a painted steel trellis that supports photovoltaic panels. It becomes yet another visual marker for the building during the day and especially when softly illuminated from beneath against the night sky — becoming a floating plane of rectangles that signals its presence from all directions.

The Community Space first floor is readily accessible from the sidewalk and the plaza. The area near the elevator and stair core can be partitioned to serve as a single point of entry and security screening for multiple tenants during the future tenant upfit, if desired, with access to the second floor via an interior elevator and stair. Tenants also have flexibility and ease of buildouts with immediate access to basement areas or the rooftop for specialized equipment and distribution needs, if required. The second floor is a large open floorplate with daylight exposure on three sides. This floor provides direct access to the outdoor terrace and plaza

staircases going up and down, which will be a significant asset during Community Space events. An accessible route leading directly to the nearby parking lobby is provided at this level as well.

URBAN DESIGN

The building was designed with a strong sensitivity to its urban context—a civic complex that connects residential, commercial, and cultural facilities—with the building acting as an arbiter between different scales and densities. The urban nexus of circulation is the feature landscaped plaza mentioned previously, with its cascading stairs and vegetated roofs that connect the parking garage physically and visually to the park east of Queens Borough Hall. Additional interventions include the maintenance and augmentation of street trees and animated garage façades with sightlines from multiple highways bounding the site on two sides. The design vision we have provided for the 30' buffer establishes an ethos of urban connectivity and harkens back to the existing municipal parking field, via the specification of similar, virulently unkempt native grasses and plants. Final design and implementation of the buffer will be left to others, due to program sequence.

The Parking Garage and Community Space are designed to make strong civic statements from multiple vantage points: from vehicular approaches along Union Turnpike and the Van Wyck Expressway; for those crossing the pedestrian bridge and 132nd Street, then traversing the buffer; and via other movement vectors throughout the civic complex. The architecture addresses these varying perceptual conditions via scale, material, detail, and lighting, promulgating delight and a feeling of well-being.

ULURP

Separating the volumes of the two functional entities enabled us to shape the Community Space to realize the aims of the RFP, ULURP, and the Masterplan. Its frontage is more than 140 feet along 126th Street, creating a meaningful street presence and relationship to the park. The community space is human scale and mediates between the height of the parking garage and Borough Hall as well as the first setback of the future QDC. This creates key visual and phenomenological linkages to the other elements of the civic center.

Other aspects of the ULURP plans for which the proposed design incorporates or complies include:

- Total FAR: A total of 227,800 sf is allowed for public parking and the community space; the proposed design complies.
- Maximum street wall height: A modified building height of 105' is provided in the ULURP; the building does not exceed this height and does not extend into the setback
- Public parking: 676 public parking spaces are indicated in the ULURP. The modified RFP requests 600 parking spaces; the proposed design provides 612.
- Curb cuts: two curb cuts, one each at 126th Street and 132nd Street.

OPERATIONAL FUNCTION, EFFICIENCY, AND QUALITY

BUILDING SYSTEMS

STRUCTURAL

The foundation system for the garage and community space will consist of cast-in-place concrete strip footings on suitable bearing as noted in the preliminary geotechnical report in the RFP. Suitable bearing is located below the existing footings left in place from the previous garage. Existing footings will be removed from the footprint of the new structure. Cast-in-place concrete retaining walls will be provided around the perimeter of the lowest levels of the project. The superstructure of the garage will consist of a precast/prestressed concrete system of double tee decks and a support structure of columns, spandrels, and wall panels. Stair towers will be constructed of precast wall panels and riser units. Lateral system will consist of an interior litewall and exterior shear walls. Our selection of durable precast concrete with high strength concrete with corrosion inhibitors and decreased permeability is based on a proven track record of lower maintenance costs. The garage will be topped with a structural steel frame to support the PV system. The superstructure of the community space will consist of structural steel framing supporting cast-in-place concrete slabs on metal deck. The lateral system will include a combination of moment and braced frames. A minimum 6-inch joint separates the community space and garage structures at all elevated levels.

PARKING

The functional layout of the parking garage is based on maintaining a minimum 18'-0" deep by 8'-6" wide parking stall and a minimum of 24'-0" travel lanes with 7'-0" minimum clearance. ADA accessible vans will have 8'-2" clearance between the two entrances. Headache bars will be provided at all clearance transitions. All ADA spaces are provided on the flat decks adjacent to the elevator tower and conform to ADA guidelines. 30 Electric Vehicle (EV) charging stations are located along the center litewall of the garage to facilitate the use of wall mounted units with additional infrastructure provided for 90 future units. The garage has been designed to provide an open interior with visible sightlines from the stair and elevator lobbies to the street. We have provided emergency call stations at every level, provided roll-up gates at all the entrances and security fencing at the lowest elevations to help control access into the garage. We are accommodating snow removal with a portion of Level 8 designed to accommodate temporary snow storage and designing the garage structure to accommodate the installation of a snow chute on the east façade down to the exit lane at 132nd Street. We proceeded based on the snow chute being provided and maintained by the snow removal contractor. We will provide a chain linked area on Level 7 for snow blowers.

MEP

The building design employs the following systems:

- ***HVAC*** – The major portion of the parking structure will be an open structure, and no mechanical ventilation will be required in these parking areas. Occupied areas

will be provided heating and cooling via air-cooled split systems. Additional exhaust will be provided at the entry doors and any queuing areas in the garage as well as the underground parking. For the community space, the core and shell will provide heating, ventilation and air conditioning via rooftop energy recovery units and air source heat pumps with capped outlets for chilled water, hot water, outside air, exhaust air and toilet exhaust for future extension to the fit-out utilizing direct outside air to maximize energy savings and sustainable design practices. At present, we are also exploring the potential to use a VRF (Variable Refrigerant Flow) system in lieu of the air source heat pumps/DOAS

- ***Electrical*** – Electrical service will be provided by the local utility (Con Edison) and will be distributed through three separate meters. The Community Space switchboard will have one meter. The Garage switchboard will have two meters, one for the Garage areas and one for the connection of a future renewable energy photovoltaic electric power system. Panelboards will distribute utility power and lighting panels will serve the lights throughout each facility. The generator power distribution system will serve the emergency and standby loads of the facility.
- ***Plumbing*** – A new 4" water Service will be provided with domestic water meter and reduced pressure zone assembly (RPZ). The domestic (main water meter) will serve the parking garage and a 'Sub-Meter' will service the community space. Domestic water will supply all plumbing fixtures. Duplex constant pressure domestic water booster pumps will be provided. Non-potable water will be provided via gray water equipment, tanks, and pumps for irrigation needs. Domestic hot water will be instantaneous type/point of use, high-efficiency water heaters. Sanitary and vent stacks will route, by gravity, to the sanitary building drain to the municipal sewer. Elevator sump pumps will be provided for each elevator pit. Floor drains will be provided in toilet rooms/janitors' closets and mechanical equipment rooms. Fixtures below the invert of the sewer discharge will be collected to a set of duplex sewage ejector pumps and discharge to the street side of the sanitary house trap. Roof drains, area drains, emergency overflow drains and storm leaders will be gravity fed to a dedicated storm water detention tank. Garage floor drains will be piped to a set of duplex sump pumps located at the slab on grade at cellar level discharged to the sanitary system.

LIFE-SAFETY

There will be two separate fire alarm systems: one "Base Building" in the garage and one "Tenant" for the community space. These systems will be interconnected at the ground floor to relay alarms to each other. Temporal 3 audio-visual fire alarm systems will be provided including all labor, equipment, materials, and services for a complete UL-Listed fire alarm system. In the garage, the fire alarm system will also provide dry pipe sprinkler monitoring. The scope of work will consist of, but not be limited to: addressable manual fire alarm stations, addressable area smoke detectors, addressable duct smoke detectors, addressable heat detectors, audible notification appliances/horns, visual notification appliances/strobes, air handling systems shutdown control, automatic elevator recall, and sprinkler supervisory switches and tamper switch supervision, all on battery standby. Devices will be located per code and will be waterproof in the unconditioned garage.

- ***Fire-Control*** – All details of the fire protection systems will be coordinated with building architectural features and functional requirements specific to all areas. A hydrant flow test is required for filing with the DOB and has not yet been conducted and the results may alter the design. Sprinkler water supply will be interconnected between both building uses (parking garage and community space). The cellar level of the parking garage will require a dry pipe sprinkler system. A dry type standpipe system will be provided at parking structure egress stairwells. NYC Code required FDNY Siamese connections on the building façade will be provided. Fire standpipe risers in stairwells will include 2-1/2" fire hose angle valves at each stair landing. Two dedicated fire services with NYC DEP approved double detector check valve assemblies will be provided and will be and cross connected to supply the suction side of the automatic fire pump/jockey pump. An automatic fire pump and jockey pump with controllers and automatic transfer switch will be provided. IF required after performing a hydraulic test of the street pressure a temporary sprinkler loop will be provided for the community space to receive a TCO.
- ***Parking Management Controls and Revenue*** – Access control and payment within the garage is based on a fully automated system consisting of gates, gate controls and pay-on-foot stations on every garage level. All the systems will be monitored from the central garage office, but no provision for receipt of payment will be at the parking office (transaction window is not provided) and no cash will be on hand. Entry terminals will dispense tickets to the users and activate the gate arms. The return of the gate arms to the closed position will be monitored by vehicle detector loops cast into the slabs. Exit terminals will provide for credit card payment as well as accept pre-paid tickets. The access control and payment equipment will accommodate both transient (hourly) and monthly parkers. The parking guidance system will include digital, continuously updated signage at each entrance that indicates the number of spaces available in the garage.
- ***AV/IT*** – IT service will be provided via carrier services entering through a cellar level Point of Entry room and connecting to the core network located in an adjacent Main Distribution Frame (MDF). From the MDF room, a fiber backbone will connect to Intermediate Frame Rooms (IDF) located throughout the facility. The IDF's will be located such that TIA distance limitations are maintained and that all required IP connectivity will be supported.
- ***Security Electronics*** – Security Head-End equipment will be in the cellar MDF room. The connectivity to all security devices shall be via a Virtual LAN on the IT network.

Surveillance will be provided for all lobbies, stairwell entrances and exits, community space entrances, parking exits/entrances, the parking staff suite, elevator cabs, and all technology rooms. Access control will be limited to the future community space entrances: three at the first floor and one at the second level. Power over Ethernet and fully addressable IP devices mean maximum future flexibility.

- ***Signage and Wayfinding*** – Our signage and wayfinding approach will enhance the first-time user experience and the interior and architectural design of the garage and the community space. The goal is to achieve pedestrian and vehicular operator situational awareness when moving to-or-from/within the facility. Sign types will include, but not be limited to, wayfinding signage, identification signage, code-mandated and ADA signage, environmental graphics, and garage-specific signage conforming to RFP-defined requirements and scope. These systems will address all aspects of wayfinding/directional signage within the facility, including between functional areas of the facility, and movement to and from the facility within the civic campus. Garage signage will address a full range of user perspectives and access. Multi-floor garage linkages to the community space will minimize potential user confusion. Environmental graphic elements defining focal points or specific destinations like lobbies, including floor markings, quotations, poetry, or other text to enhance meaning, provide waypoints, or enhance functionality or the aesthetic experience of users will be included as betterments.
- ***Architectural Accent Lighting*** – The exterior lighting of the project uses several strategies to provide both functional and accent illumination across the occupied areas and building facades. At the plaza, stairs and terrace, integrated lighting at the guardrails and beneath the overhead canopies and balconies will provide downlighting to the exterior areas. Bollard lights within or adjacent to planted areas can provide additional coverage as needed. Feature signage at primary entries will be lit dimensional lettering. The horizontal fins of the parking facades provide a unique opportunity to integrate lighting. At the lower levels adjacent to walkways and outdoor areas, strip fixtures provide downlighting to public areas. Across the facades, strip fixtures integrated with the horizontal fins will provide accent feature illumination, either highlighting specific horizontals or providing a general raking light across a larger area. As a highly visible 5th façade, the underside of the steel trellis and photovoltaic array will also contain architectural fixtures in an arrangement to complement the façade feature lighting and provide general illumination to the uppermost parking deck. The integrated art panels surrounding the community space will be accented with vertical or horizontal lighting strips. It is anticipated that all lighting fixtures will be LED.

CONFIRMATION OF COMPLIANCE

The team intends to submit to the DOB using existing Block 9657, Lot 1 while using the ULURP documents provided. These provide definition or modifications for use designations; area allocations; and height, setback, and bulk adjustments. The building's elevations for zoning and height compliance are based upon the survey and curb heights in the ULURP plans provided. The filing strategy does not assume using a combined new lot(s) and the demapped street. The team has carefully vetted all aspects of the proposed Parking Garage and Community Space against NYCDDC's RFP. We confirm that the design as proposed complies with the program of requirements and all applicable laws.

OUTLINE SPECIFICATIONS

The D-B Team has provided Outline Specifications as required under the RFP. The Outline Specifications are organized in accordance with CSI master format. Each Section includes systems, product types and/or components we expect may be required as part of the final design and construction. Where applicable, we included performance criteria in accordance with the RFP requirements, and additional performance criteria specific to the design we have developed thus far. We included a comprehensive Section on sustainability requirements in Division 1 and we listed relevant LEED categories and commissioning requirements in the other Sections throughout the Outline Specifications. Refer to the Outline Specifications in Part II.

HORIZONTAL AND VERTICAL CIRCULATION AND TRANSPORTATION SYSTEMS

Garage – Vehicles enter the garage from either 126th Street or 132nd Street. Each of these ingress/egress points includes three lanes, with the center lane's direction reversible to suit the predominant flow of traffic at different times of day. The garage is a sloped parking deck system of two structural bays creating a clockwise helix of double loaded 90-degree parking traversed by two-way traffic. At the top and bottom, vehicles make a U-turn using a space dedicated for that purpose. Vertical circulation for pedestrians is located at the main core of the garage, which includes a stair for both communication and emergency egress opposite two stretcher-capable elevators. The elevator lobby at the 4th parking level opens onto a balcony that leads to a stair down to the 2nd floor community space outdoor terrace, which in turn leads to a stair to the 1st floor plaza or to the 2nd parking level lobby. An additional stair tower on the north provides a second means of egress for the garage.

Community Space – The community space can be accessed at several points. Two double doors lead to the 1st floor lobby directly from the plaza off 126th Street. Another double door entry from the sidewalk at 126th Street into the 1st floor may be a dedicated event entry. A third double door leads from the 2nd floor to an outdoor terrace, which will really shine during events. The community space and the parking structure connect at the 1st, 2nd, and 4th floors via accessible routes. Within the community space a circulation/egress stair and an elevator are provided for access to the cellar, 1st and 2nd floors, and the roof for maintenance access to the vegetative roof and mechanical equipment.

An additional stair tower on the west end provides a second means of egress at that end. A stair from the cellar provides an additional means of egress directly to the sidewalk at 126th Street.

INNOVATIONS AND ENHANCEMENTS
We have provided innovations and enhancements that improve design, operations, and amenity. Some were suggested within NYCDDC's RFP, while others are of our own conception. They are as follows:

PARKING AUGMENTATION
Within the garage we have provided 12 parking spaces beyond the required 600.

CONSTRUCTION PHASE ENHANCEMENTS
Our understanding of the project scope extends beyond our conception of the ultimate building in terms of visual outcomes, functionality, and community and civic center context. We have also considered the impacts of the design during construction and have collaborated to establish a design that can be implemented in a manner that minimizes community impacts and disruption of ongoing civic center uses during all phases of BBJ implementation. Our interim parking lot design provides 25 more spaces than the 140 required and does not decrease on-street parking. Earthwork is avoided within the interim parking footprint. This will speed the process of switching over to interim lot parking operations so the balance of the municipal lot can be decommissioned and demolished to build the new Parking Garage and Community Space.

OTHER ENHANCEMENTS/BETTERMENTS TO THE PROJECT INCLUDE:
- License Plate Recognition (LPR) System via Division 28 systems
- Artwork Integral to the architecture at the Community Space Façade
- Provisions for Future Adaptability in the form of multi-modal/last mile systems buildout
- Parksmart Certification at the Bronze level, at a minimum
- Potential for NetZero at the parking garage, calculated on an aggregate, per annum basis
- Frontage to connect Community Space to the park exceeded and augmented
- Activate streetscape due to design of plaza as nexus of circulation within the civic complex
- Environmental graphics to enhance legibility and wayfinding
- 165 interim parking spaces (25 more than the 140 required)

BUILDING STATISTICS
The design provides a total of 612 spaces within the parking garage, which includes 11 ADA accessible spaces and 2 van accessible spaces. In addition, 5 motorcycles and 60 bicycles are accommodated.

Net to Gross Areas – The net and gross areas, and the resulting ratios are as follows:			
Parking Garage	Net – 212,899 sf	Gross - 218,083 sf	Ratio – 1:1.024
Community Space	Net – 27,013 sf	Gross - 29,231 sf	Ratio – 1:1.082
Total	**Net – 239,912 sf**	**Gross - 247,314 sf**	**Ratio – 1:1.031**
Zoning Floor Area	224,219 sf		
Floor Area Ratio	1.996 (based upon the existing 112,360 sf Block 9657, Lot 1, per ZOLA)		
	0.581 (based upon proposed combined 385,512 sf lot per ULURP)		

PROCESS AND HISTORY OF DESIGN DEVELOPMENT
The HRCG D-B Team has been fully integrated from the outset of the design process in March of 2020 when the Draft RFP was received. The full team - including construction managers, architects, and the full range of engineers - has been meeting since then at least twice weekly, with numerous breakout sessions of smaller groups to develop design aspects, review sustainability approaches, plan the construction implementation and map out the proposal production strategy.

The planning and design process has been immersive and iterative throughout this period. It began with a thorough analysis by the entire professional team of the documents provided by NYCDDC within the RFP and subsequent addenda, including programmatic information, site data, design criteria, and construction pricing and scheduling parameters. Members of the team also made field visits to examine the site and the urban condition surrounding the site. The team came together on several occasions early on to compare notes and interpretations of the requirements, and to develop initial strategies for project development. Where the team believed that clarification or more information was required, they developed RFIs and issued them to NYCDDC. During this ideation process the HRCG team continued to evaluate the multiple notional

approaches, which generated more RFIs posed to NYCDDC to help the team home in on the preferred strategy.

The team generated numerous approaches, each with multiple iterations. The team evaluated each approach with respect to compliance with programmatic requirements, zoning, design criteria, and ULURP, as well as its potential of the project to become a positive asset within the local environment and the city. Basic development strategies the team explored included the following:

- Sublimation of community space within larger garage block vs. expressing both programs as distinct volumes
- Garage utilizing flat decks vs. sloped parking decks
- If flat decks are employed, whether to use Speed Ramps or Helix Ramps
- If Speed Ramps are used, whether to locate them on North, West, or Center of garage floorplate
- If sloped parking decks are employed, whether to configure with 2 or 3 decks

In most cases the various basic alternative strategic moves led to specific massing and other physical parameters ramifications while presenting specific advantages, disadvantages, and a range of tradeoffs. These included levels of parking efficiency, ability to keep building within the zoning envelope, level of future convertibility and flexibility, architectural potential, functional efficacy, interior environment quality, and, of course, cost. Based on the team's self-critique of the various options, the team entered the CDM1 meeting leaning heavily to the strategy that ultimately became the basis of the final design proposal.

The answers received from NYCDDC, both in RFI responses and during the CDM1 meeting were extraordinarily helpful to the team in terms of confirming the preferred scheme and then advancing the development of the design. Some of the key clarifications that were pivotal in early decision making included the following:

- ***Priority for Convertibility of Garage*** – NYCDDC did not express a strong priority for maximum convertibility potential of the garage to other non-garage uses. Since the consequences of planning in maximum convertibility would include greatly increased cost and reductions in parking efficiency, as well as issues with compliance with the zoning envelope, the team made the decision to proceed with the much leaner strategy of sloped parking decks. However, other options for future flexibility are incorporated into the design strategy for the parking facility including options to convert flat decks into amenities and expansion of electric vehicle charging.
- ***Requirement for 2 Garage Entry Points*** – While this requirement was clear in the RFP, the team had considered a number of approaches that utilized a single garage entry point, as such an approach would allow some benefit in terms of flexibility and efficiency. The clarification that two entry points were a firm mandate allowed the team to focus on only schemes that met that criterion.

Following the CDM1 meeting, the team continued to advance the preferred concept presented at the CDM1 meeting, with a specific focus on aligning the design with NYCDDC's cost parameters. NYCDDC issued an addendum which cut 76 parking spaces from the initial garage program and clarified that 25,000 sf was the gross area requirement for the entire community space, which was extraordinarily helpful to the team in several respects. The proposed design incorporates these clarifications, allowing greater freedom in design and allowing the D-B Team add value to the project in the façade, in the flexibility of configuration of the community space; and in the layout and organization of the garage.

CDM2 REVIEW COMMENT RESPONSE

We received several valuable comments during the 8/21/20 CDM2 meeting, based on the design progress in the IDM submittal. Below are some of the comments and how we have addressed them in our design proposal:

- ***Pinch Point at Entrance*** – The concern expressed by NYCDDC that a pinch point is created during the QDC construction between the exterior community space stair and the construction fence at the edge of the buffer is well taken. We note that there is an existing sidewalk tree adjacent to the end of the buffer construction fence. This tree will require protection during construction; this will be problematic without splaying the construction fence eastward at this location. Such splaying of the fence will result in only minor constraint to the QDC builder, and at the same time will greatly open up the area around the stair, thereby mitigating the pinch point. If this proves to be insufficient, the stair may still be shifted back from the sidewalk to further ameliorate the pinch point, although it will result in some minor diminishment of the impact of the stair as an important civic element immediately adjacent to the sidewalk.
- ***Basement Utility Service*** – NYCDDC noted that utility services in the basement under the community space were collocated in single rooms rather than segregated from each other. It is duly noted that in Volume 3, Part A, Paragraph 12.3.4.2 of the RFP, it states that "The garage and the community space must have individual dedicated utility services." We have accommodated this requirement by separating and securing the utilities for each structure from each other, but within the same rooms to minimize the space required.
- ***Sustainability at the Queens Garage and Community Space*** – The project will meet LEED Gold and target Parksmart Certification as previously described

DESIGN PRESENTATION MATERIALS

NYCDDC / NYC BBJ PROGRAM

QUEENS GARAGE & COMMUNITY SPACE

PIN:8502020CR0040P-42P

HUNTER ROBERTS 55 Water Street, NY, NY 10041 [submitted 09-18-2020]

Design Package / 1 of 42

NYCDDC / NYC BBJ PROGRAM

QUEENS GARAGE & COMMUNITY SPACE

PIN:8502020CR0040P-42P

DESIGN NARRATIVE

INTRODUCTION

The Hunter Roberts Construction Group Team, including all key construction and design team members, fully appreciates and understands the requirements of the Queens Parking Garage Facility and Community Space, a key early works component of the Borough Based Jail program. Our understanding of the project essence is as indicated in the following synopsis:

PROJECT SCOPE

Our full understanding the project scope is informed by our interpretation of the conformed RFP dated 9/4/2020 or 8/5/2020 for Vols 4 and 5. The scope of the project is to fully design, construct and commission the Queens Parking Garage Facility and Community Space. Embedded in this scope are numerous other D-B team responsibilities such as regulatory approvals, permitting, community engagement, maintenance of safety/traffic/utilities, and interim parking capacity. The immediate site is approximately 40,770 square feet, located behind Queens Borough Hall and is circumscribed by 126th Street, Grand Central Parkway, 132nd Street, and a 30-foot buffer zone established between the site and the future Queens Detention Center(QDC). The site also includes the temporary modification of the existing surface parking lot during construction, including reconfiguration of its layout and maintenance of its stormwater detention capacity. The project scope requires that the D-B team meet or exceed DDC's Project Excellence criteria.

PROGRAM REQUIREMENTS

The updated program is to provide a multi-level parking structure capable of accommodating 600 cars and a 25,000 square foot community space core and shell ready for subsequent tenant upfit. The program goes into much greater detail and includes prescriptive requirements, including the number and locations of vehicular entries, number of linear feet of community space frontage on 126th Street, site and building circulation (horizontal and vertical), and a broad range of systems requirements.

BUDGET

We understand the project budget includes a Design-Build Agreement amount not to exceed $80,480,000 (which includes allowances), of which $74,000,000 is the lump sum amount for design and construction of the base project. The allowance amounts beyond the base lump sum includes $6,480,000 to cover items such as compensable delays, unit price work and escalation costs, dewatering, award fee, early completion bonus, and FF&E.

SCHEDULE

The proposed schedule conforms to the requirements of the DBA (Version 3).The schedule allows for 595 calendar days from the initial Notice to Proceed (NTP 1) to Substantial Completion with an additional 90 days allotted for Final Completion.

PAST EXPERIENCE

The HRCG Team has extensive experience in multiple areas relevant to this project. Our core team is comprised of Hunter Roberts Construction Group (Design-Builder), Urbahn Architects (Architect-of-Record), Marvel Architects (Design Excellence Architect), and Thornton Tomasetti (Functional Parking Garage Design/Structural Engineering). This team has extensive experience delivering complex projects in the City, including for NYCDDC and the NYC Economic Development Corporation, as well as numerous Sponsor Agencies. In addition to the core team, we have engaged a highly experienced group of consultants that know how to deliver successful projects in New York City. This group includes Matrix New World Engineering (Environmental, Geo-tech and Civil Engineering) and the team of JFK&M and JB&B for MEP/FP engineering. Below is a snapshot of the team's experience.

PARKING FACILITIES

Collectively, the HRCG team has designed and/or built multilevel parking structures with an aggregate capacity of well over 30,000 spaces. Particularly relevant is the HRCG parking facilities at Yankee Stadium, which were delivered via Design-Build, and accommodated 5,000 spaces. Thornton Tomasetti has expertise in parking garage planning and design, including functional planning, structural design, and parking control systems.

PROJECTS WITH SIGNIFICANT CIVIC IMPACT

All core members of the team have had primary roles on numerous projects with significant civic impact. HRCG's portfolio is replete with both private and public high-profile projects that touch the public in positive and meaningful ways, such as the 300,000 sf gut renovation of Gouverneur Hospital and the associated additions. Other team exemplars include the award-winning St. Ann's Warehouse Theater in Brooklyn designed by Marvel Architects, Urbahn's design for the LEED Platinum Jersey City Municipal Center in Jersey City, and Thornton Tomasetti's engineering design for the renovation of the Ford Foundation for Social Justice.

DESIGN-BUILD DELIVERY

Key team members have extensive experience in Design-Build projects. HRGC's largest parking structure project for Yankee Stadium employed this project delivery system. Urbahn has been on D-B teams for years delivering public schools, research facilities, student residences, and transportation projects, including the highly successful Enhanced Station Initiative program for the MTA. TT has more than fifteen years of experience in design-build project delivery, on projects for private sector and federal, state, and local government clients. Our successful track record includes health care, sports, residential, cultural, educational, aviation, office, retail, and industrial projects.

DESIGN NARRATIVE

DESCRIPTION OF CONCEPT

1. Design Quality

As building form and architecture are an integral part of Project Excellence, the design team endeavored to develop a facility that embodies the functional and aesthetic objectives of the City. Any quality design begins with insightful formal moves. Working within the constraints of the site and the zoning envelope, our first significant gesture was to separate the volume of the community space from that of the parking structure. This move accomplished several goals:

I. Established autonomy of form for the two programs, facilitating individual architectural treatments that reinforce their separate functional identities,

II. Improved scale relationships between the facility and nearby structures' heights or setbacks,

III. Allowed for clarity of entry and circulation for both vehicular and pedestrian uses,

IV. Physically separated the two structural systems, thereby minimizing the transmission of sound and vibration, and

V. Permitted the use of independent systems and floor heights appropriate to the respective uses, making both the community space floor plates and parking garage layouts efficient and legible.

The design consolidates circulation at the southwest corner of the project site as close as possible to surrounding buildings. Access to the community space, parking garage and pedestrian passageway to 132nd Street converge at this open plaza on 126th Street. Additionally, the building's design provides for and encourages wellness via movement, allowing one to climb and descend staircases while the plaza provides opportunities for engagement with passersby. This locus of circulation and interaction is at the heart of our approach to the design of civic spaces.

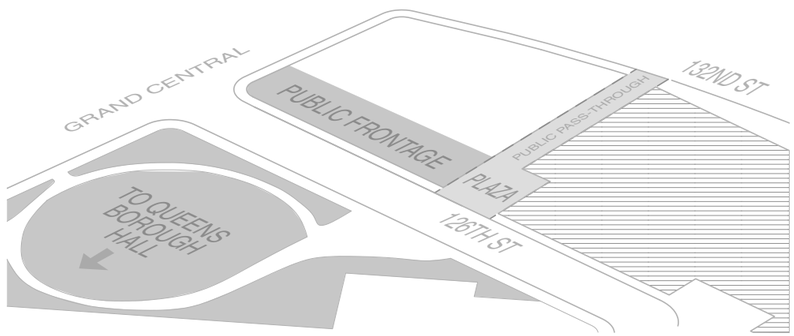
Those who park vehicles at the building may be visiting Queens Borough Hall, the Helen Marshal Cultural Center, the courts, the future QDC, or the Family Justice Center. They can look outward from the garage elevator lobbies and see the park behind Borough Hall and the green roof and landscaped terrace of the Community Space. Instead of exclusively using the elevator, they can elect 'active exits' from the garage and descend exterior staircases that process past the Community Space and green roof plantings. This may generate interest in ongoing or upcoming community events.

These outdoor spaces also become spaces to pause, providing a moment of reflection away from other civic activity or calming thresholds of transition from the parking garage to the varied activities of the civic center. The plaza and terraces should be considered extensions of the park space east of Borough Hall, making it readily available without crossing the street. In the future, a midblock crossing and traffic calming measures could be introduced to provide immediate, safer access to the beautiful open tree filled space behind Queens Borough Hall.

Staggering the footprint of the building creates multiple visual planes around the building perimeter of varying heights and material texture. This feature is even stronger at the 30' buffer between the new building and the future QDC. As a pedestrian thoroughfare from 132nd Street, the angle of the garage building widens the passageway at the entry from the sidewalk and generates a focused perspective to Queens Borough Hall and its adjacent park space.

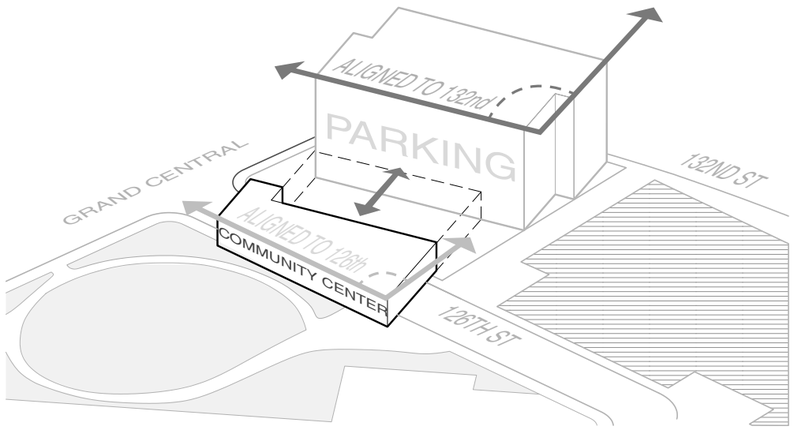
The Community Space façade establishes its own identity as it wraps around to Union Turnpike on the North. The frontage on 126th Street is a mixture of glass and textured concrete panels intended as integral artwork enhancing the architecture. The team would welcome the opportunity to work with an artist to develop the civic messaging appropriate to these panels and our location within Queens, perhaps in concert with NYC Cultural Affairs. Even if we execute them exclusively within this contract, these panels will create a lively rhythmic interplay that bounds the fenestration and creates a pattern of solid and void at the roof line.

At the parking garage, stair enclosures and structural shear walls provide the cornerstones and bookends to the sloped parking decks, which are clad in an array of playfully arranged horizontal metal fins that integrate lighting to further animate these façades. These elements maintain the openness of the garage and avoid the need for mechanical ventilation, while adding visual texture and interest to the building elevations. The diversity of spacing between the horizontal elements creates a variety of visual screening and patterning from below, regardless of vantage point. Fixtures nearer street level illuminate walkways and sidewalks as well as landscaping.



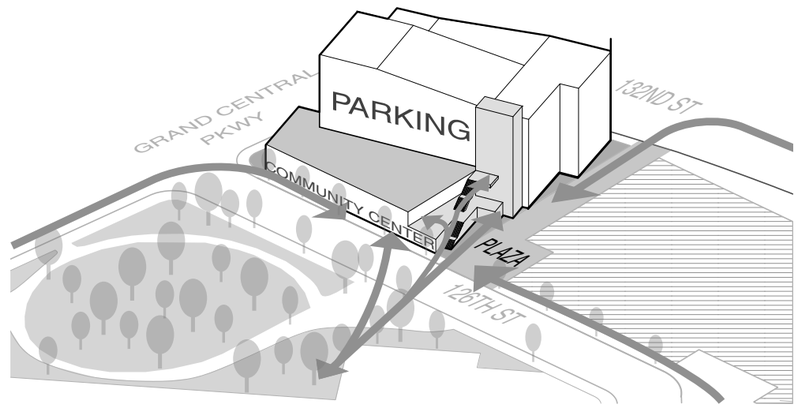
FRONTAGE

Focus upon placing public facilities and amenity closest to park, pedestrian streetscape, public pass-thru and the surrounding municipal district.



MASSING ALIGNMENTS

Aligning the garage to 132nd street allowed the maximum footprint for the community space facing 126th Street. The resultant sawtooth pattern to the north and south creates visual interest and discretely packages outdoor spaces for the landscape architecture team. The face of the community space aligns to 126th street, maximizing frontage.



PEDESTRIAN CIRCULATION

The resulting plaza at the southwest corner is a nexus for pedestrian movement. The parking lobby and community space coalesce at a shared plaza area. The design orients community uses to the park behind Borough Hall. The addition of a feature stair promotes wellness as well as redundancy of ingress and egress paths while creating a visual focus for the triangular plaza. The feature stair allows access to an outdoor terrace as well as upper parking lobbies, views of the park, as well as space to relax, enhancing the user experience.

The expression of vertical circulation was carefully considered. The elevator lobbies and stair towers are glazed, creating major orienting elements and visibility during the day and evening hours. The garage is crowned with a painted steel trellis that supports photovoltaic panels. It becomes yet another visual marker for the building during the day and especially when softly illuminated from beneath against the night sky — becoming a floating plane of rectangles that signals its presence from all directions.

The Community Space first floor is readily accessible from the sidewalk and the plaza. The area near the elevator and stair core can be partitioned to serve as a single point of entry and security screening for multiple tenants during the future tenant upfit, if desired, with access to the second floor via an interior elevator and stair. Tenants also have flexibility and ease of buildouts with immediate access to basement areas or the rooftop for specialized equipment and distribution needs, if required. The second floor is a large open floorplate with daylight exposure on three sides. This floor provides direct access to the outdoor terrace and plaza staircases going up and down, which will be a significant asset during Community Space events. An accessible route leading directly to the nearby parking lobby is provided at this level as well.

2. URBAN DESIGN

The building was designed with a strong sensitivity to its urban context—a civic complex that connects residential, commercial, and cultural facilities—with the building acting as an arbiter between different scales and densities. The urban nexus of circulation is the feature landscaped plaza mentioned previously, with its cascading stairs and vegetated roofs that connect the parking garage physically and visually to the park east of Queens Borough Hall. Additional interventions include the maintenance and augmentation of street trees and animated garage façades with sightlines from multiple highways bounding the site on two sides. The design vision we have provided for the 30' buffer establishes an ethos of urban connectivity and harkens back to the existing municipal parking field, via the specification of similar, virulently unkempt native grasses and plants. Final design and implementation of the buffer will be left to others, due to program sequence.

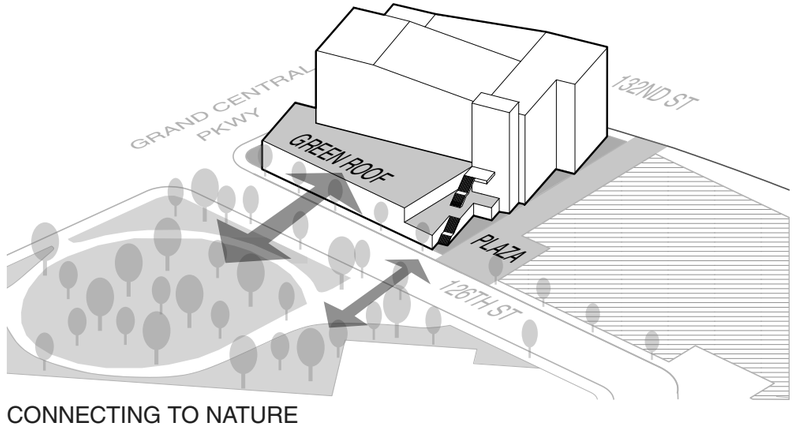
The Parking Garage and Community Space are designed to make strong civic statements from multiple vantage points: from vehicular approaches along Union Turnpike and the Van Wyck Expressway; for those crossing the pedestrian bridge and 132nd Street, then traversing the buffer; and via other movement vectors throughout the civic complex. The architecture addresses these varying perceptual conditions via scale, material, detail, and lighting, promulgating delight and a feeling of well-being.

3. RESPONSE TO ULURP

Separating the volumes of the two functional entities enabled us to shape the Community Space to realize the aims of the RFP, ULURP, and the Masterplan. Its frontage is more than 140 feet along 126th Street, creating a meaningful street presence and relationship to the park. The community space is human scale and mediates between the height of the parking garage and Borough Hall as well as the first setback of the future QDC. This creates key visual and phenomenological linkages to the other elements of the civic center.

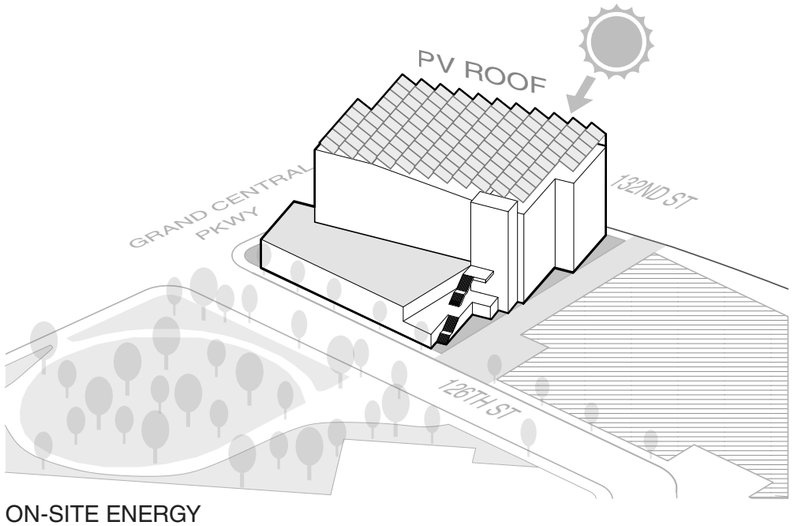
Other aspects of the ULURP plans for which the proposed design incorporates or complies include:

- TOTAL FAR: A total of 227,800 sf is allowed for public parking and the community space; the proposed design complies.
- MAXIMUM STREET WALL HEIGHT: A modified building height of 105' is provided in the ULURP; the building does not exceed this height and does not extend into the setback.
- PUBLIC PARKING: 676 public parking spaces are indicated in the ULURP. The modified RFP requests 600 parking spaces; the proposed design provides 612.
- CURB CUTS: two curb cuts, one each at 126th Street and 132nd Street.



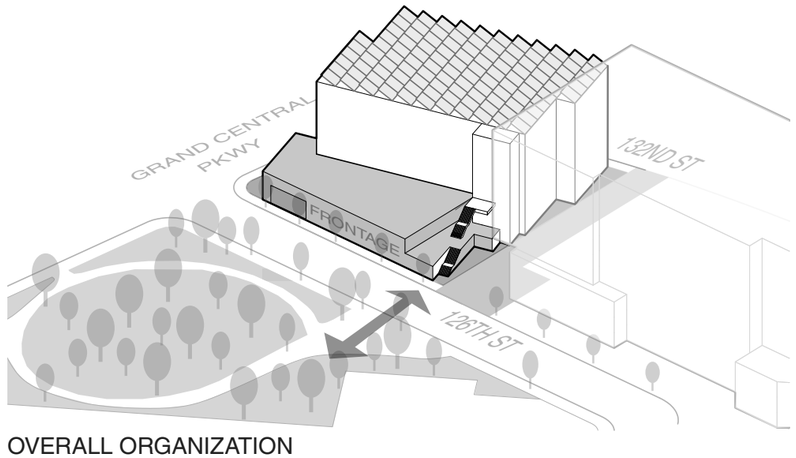
CONNECTING TO NATURE

Incorporate landscape and natural elements into the architecture and streetscape, creating continuity with the adjacent park and sustainable components upon the built environment at walkways, terraces and roofs.



ON-SITE ENERGY

The top of the builidng provides an opportunity to install a photovoltaic trellis atop the uppermost level of the parking deck. This provides renewable energy, screens the parking deck when seen from above and the open framework of the steel establishes a visual icon for the building when seen from below.



OVERALL ORGANIZATION

The community center possesses an identity that is distinct from the mass of the garage and an accessible scale for pedestrians and the adjacent park space. The open plaza, with a combined dimension of the 30' buffer and setback within the new adjacent facility, is activated by consolidating multiple entrances and walking pathways to a single, collected location.

DESIGN NARRATIVE

4. OPERATIONAL FUNCTION, EFFICIENCY, AND QUALITY

BUILDING SYSTEMS

- Structural – The foundation system for the garage and community space will consist of cast-in-place concrete strip footings on suitable bearing as noted in the preliminary geotechnical report in the RFP. Suitable bearing is located below the existing footings left in place from the previous garage. Existing footings will be removed from the footprint of the new structure. Cast-in-place concrete retaining walls will be provided around the perimeter of the lowest levels of the project. The superstructure of the garage will consist of a precast/prestressed concrete system of double tee decks and a support structure of columns, spandrels, and wall panels. Stair towers will be constructed of precast wall panels and riser units. Lateral system will consist of an interior litewall and exterior shear walls. Our selection of durable precast concrete with high strength concrete with corrosion inhibitors and decreased permeability is based on a proven track record of lower maintenance costs. The garage will be topped with a structural steel frame to support the PV system. The superstructure of the community space will consist of structural steel framing supporting cast-in-place concrete slabs on metal deck. The lateral system will include a combination of moment and braced frames. A minimum 6-inch joint separates the community space and garage structures at all elevated levels.
- Parking – The functional layout of the parking garage is based on maintaining a minimum 18'-0" deep by 8'-6" wide parking stall and a minimum of 24'-0" travel lanes with 7'-0"minimum clearance. ADA accessible vans will have 8'-2" clearance between the two entrances. Headache bars will be provided at all clearance transitions. All ADA spaces are provided on the flat decks adjacent to the elevator tower and conform to ADA guidelines. 30 Electric Vehicle (EV) charging stations are located along the center litewall of the garage to facilitate the use of wall mounted units with additional infrastructure provided for 90 future units. The garage has been designed to provide an open interior with visible sightlines from the stair and elevator lobbies to the street. We have provided emergency call stations at every level, provided roll-up gates at all the entrances and security fencing at the lowest elevations to help control access into the garage. We are accommodating snow removal with a portion of Level 8 designed to accommodate temporary snow storage and designing the garage structure to accommodate the installation of a snow chute on the east façade down to the exit lane at 132nd Street. We proceeded based on the snow chute being provided and maintained by the snow removal contractor. We will provide a chain linked area on Level 7 for snow blowers.
- MEP – The building design employs the following systems:
  - HVAC

    The major portion of the parking structure will be an open structure, and no mechanical ventilation will be required in these parking areas. Occupied areas will be provided heating and cooling via air-cooled split systems. Additional exhaust will be provided at the entry doors and any queuing areas in the garage as well as the underground parking. For the community space, the core and shell will provide heating, ventilation and air conditioning via rooftop energy recovery units and air source heat pumps with capped outlets for chilled water, hot water, outside air, exhaust air and toilet exhaust for future extension to the fit-out utilizing direct outside air to maximize energy savings and sustainable design practices.
  - ELECTRICAL

    Electrical service will be provided by the local utility (Con Edison) and will be distributed through three separate meters. The Community Space switchboard will have one meter. The Garage switchboard will have two meters, one for the Garage areas and one for the connection of a future renewable energy photovoltaic electric power system. Panelboards will distribute utility power and lighting panels will serve the lights throughout each facility. The generator power distribution system will serve the emergency and standby loads of the facility.
  - PLUMBING

    A new 4" water Service will be provided with domestic water meter and reduced pressure zone assembly (RPZ). The domestic (main water meter) will serve the parking garage and a 'Sub-Meter' will service the community space. Domestic water will supply all plumbing fixtures. Duplex constant pressure domestic water booster pumps will be provided. Non-potable water will be provided via gray water equipment, tanks, and pumps for irrigation needs. Domestic hot water will be instantaneous type/point of use, high-efficiency water heaters. Sanitary and vent stacks will route, by gravity, to the sanitary building drain to the municipal sewer. Elevator sump pumps will be provided for each elevator pit. Floor drains will be provided in toilet rooms/janitors' closets and mechanical equipment rooms. Fixtures below the invert of the sewer discharge will be collected to a set of duplex sewage ejector pumps and discharge to the street side of the sanitary house trap. Roof drains, area drains, emergency overflow drains and storm leaders will be gravity fed to a dedicated storm water detention tank. Garage floor drains will be piped to a set of duplex sump pumps located at the slab on grade at cellar level discharged to the sanitary system.
- LIFE-SAFETY

  There will be two separate fire alarm systems: one "Base Building" in the garage and one "Tenant" for the community space. These systems will be interconnected at the ground floor to relay alarms to each other. Temporal 3 audio-visual fire alarm systems will be provided including all labor, equipment, materials, and services for a complete UL-Listed fire alarm system. In the garage, the fire alarm system will also provide dry pipe sprinkler monitoring. The scope of work will consist of, but not be limited to: addressable manual fire alarm stations, addressable area smoke detectors, addressable duct smoke detectors, addressable heat detectors, audible notification appliances/horns, visual notification appliances/strobes, air handling systems shutdown control, automatic elevator recall, and sprinkler supervisory switches and tamper switch supervision, all on battery standby. Devices will be located per code and will be waterproof in the unconditioned garage.
- FIRE-CONTROL

  All details of the fire protection systems will be coordinated with building architectural features and functional requirements specific to all areas. A hydrant flow test is required for filing with the DOB and has not yet been conducted and the results may alter the design. Sprinkler water supply will be interconnected between both building uses (parking garage and community space). The cellar level of the parking garage will require a dry pipe sprinkler system. A dry type standpipe system will be provided at parking structure egress stairwells. NYC Code required FDNY Siamese connections on the building façade will be provided. Fire standpipe risers in stairwells will include 2-1/2" fire hose angle valves at each stair landing. Two dedicated fire services with NYC DEP approved double detector check valve assemblies will be provided and will be and cross connected to supply the suction side of the automatic fire pump/ jockey pump. An automatic fire pump and jockey pump with controllers and automatic transfer switch will be provided. A temporary sprinkler loop will be provided for the community space to receive a TCO.
- PARKING MANAGEMENT CONTROLS AND REVENUE

  Access control and payment within the garage is based on a fully automated system consisting of gates, gate controls and pay-on-foot stations on every garage level. All the systems will be monitored from the central garage office, but no provision for receipt of payment will be at the parking office (transaction window is not provided) and no cash will be on hand. Entry terminals will dispense tickets to the users and activate the gate arms. The return of the gate arms to the closed position will be monitored by vehicle detector loops cast into the slabs. Exit terminals will provide for credit card payment as well as accept pre-paid tickets. The access control and payment equipment will accommodate both transient (hourly) and monthly parkers. The parking guidance system will include digital, continuously updated signage at each entrance that indicates the number of spaces available in the garage.

DESIGN NARRATIVE

- AV/IT

  IT service will be provided via carrier services entering through a cellar level Point of Entry room and connecting to the core network located in an adjacent Main Distribution Frame (MDF). From the MDF room, a fiber backbone will connect to Intermediate Frame Rooms (IDF) located throughout the facility. The IDF's will be located such that TIA distance limitations are maintained and that all required IP connectivity will be supported.

- SECURITY ELECTRONICS

  Security Head-End equipment will be in the cellar MDF room. The connectivity to all security devices shall be via a Virtual LAN on the IT network. Surveillance will be provided for all lobbies, stairwell entrances and exits, community space entrances, parking exits/entrances, the parking staff suite, elevator cabs, and all technology rooms. Access control will be limited to the future community space entrances: three at the first floor and one at the second level. Power over Ethernet and fully addressable IP devices mean maximum future flexibility.

- SIGNAGE AND WAYFINDING

  Our signage and wayfinding approach will enhance the first-time user experience and the interior and architectural design of the garage and the community space. The goal is to achieve pedestrian and vehicular operator situational awareness when moving to-or-from/within the facility. Sign types will include, but not be limited to, wayfinding signage, identification signage, code-mandated and ADA signage, environmental graphics, and garage-specific signage conforming to RFP-defined requirements and scope. These systems will address all aspects of wayfinding/directional signage within the facility, including between functional areas of the facility, and movement to and from the facility within the civic campus. Garage signage will address a full range of user perspectives and access. Multi-floor garage linkages to the community space will minimize potential user confusion. Environmental graphic elements defining focal points or specific destinations like lobbies, including floor markings, quotations, poetry, or other text to enhance meaning, provide waypoints, or enhance functionality or the aesthetic experience of users will be included as betterments.

- ARCHITECTURAL ACCENT LIGHTING

  The exterior lighting of the project uses several strategies to provide both functional and accent illumination across the occupied areas and building facades. At the plaza, stairs and terrace, integrated lighting at the guardrails and beneath the overhead canopies and balconies will provide downlighting to the exterior areas. Bollard lights within or adjacent to planted areas can provide additional coverage as needed. Feature signage at primary entries will be lit dimensional lettering. The horizontal fins of the parking facades provide a unique opportunity to integrate lighting. At the lower levels adjacent to walkways and outdoor areas, strip fixtures provide downlighting to public areas. Across the facades, strip fixtures integrated with the horizontal fins will provide accent feature illumination, either highlighting specific horizontals or providing a general raking light across a larger area. As a highly visible 5th façade, the underside of the steel trellis and photovoltaic array will also contain architectural fixtures in an arrangement to complement the façade feature lighting and provide general illumination to the uppermost parking deck. The integrated art panels surrounding the community space will be accented with vertical or horizontal lighting strips. It is anticipated that all lighting fixtures will be LED.

CONFIRMATION OF COMPLIANCE

The team intends to submit to the DOB using existing Block 9657, Lot 1 while using the ULURP documents provided. These provide definition or modifications for use designations; area allocations; and height, setback, and bulk adjustments. The building's elevations for zoning and height compliance are based upon the survey and curb heights in the ULURP plans provided. The filing strategy does not assume using a combined new lot(s) and the demapped street. The team has carefully vetted all aspects of the proposed Parking Garage and Community Space against DDC's RFP. We confirm that the design as proposed complies with the program of requirements and all applicable laws.

OUTLINE SPECIFICATIONS

The Design Build team has provided Outline Specifications as required under the RFP. The Outline Specifications are organized in accordance with CSI master format. Each Section includes systems, product types and/or components we expect may be required as part of the final design and construction. Where applicable, we included performance criteria in accordance with the RFP requirements, and additional performance criteria specific to the design we have developed thus far. We included a comprehensive Section on sustainability requirements in Division 1 and we listed relevant LEED categories and commissioning requirements in the other Sections throughout the Outline Specifications. Refer to the Outline Specifications in Part II.

HORIZONTAL AND VERTICAL CIRCULATION AND TRANSPORTATION SYSTEMS

- GARAGE

  Vehicles enter the garage from either 126th Street or 132nd Street. Each of these ingress/egress points includes three lanes, with the center lane's direction reversible to suit the predominant flow of traffic at different times of day. The garage is a sloped parking deck system of two structural bays creating a clockwise helix of double loaded 90-degree parking traversed by two-way traffic. At the top and bottom, vehicles make a U-turn using a space dedicated for that purpose. Vertical circulation for pedestrians focuses at the main core of the garage, which includes a stair for both communication and emergency egress opposite two stretcher-capable elevators. The elevator lobby at the 4th parking level opens onto a balcony that leads to a stair down to the 2nd floor community space outdoor terrace, which in turn leads to a stair to the 1st floor plaza or to the 2nd parking level lobby. An additional stair tower on the north provides a second means of egress for the garage.

- COMMUNITY SPACE

  The community space can be accessed at several points. Two double doors lead to the 1st floor lobby directly from the plaza off 126th Street. Another double door entry from the sidewalk at 126th Street into the 1st floor may be a dedicated event entry. A third double door leads from the 2nd floor to an outdoor terrace, which will really shine during events. The community space and the parking structure connect at the 1st, 2nd, and 4th floors via accessible routes. Within the community space a communicating/egress stair and an elevator are provided for access to the cellar, 1st and 2nd floors, and the roof for maintenance access to the vegetative roof and mechanical equipment. An additional stair tower on the west end provides a second means of egress at that end. A stair from the cellar provides an additional means of egress directly to the sidewalk at 126th Street.

DESIGN NARRATIVE

INNOVATIONS AND ENHANCEMENTS

We have provided innovations and enhancements that improve design, operations, and amenity. Some were suggested within DDC's RFP, while others are of our own conception. They are as follows:

Parking Augmentation – Within the garage we have provided 12 parking spaces beyond the required 600.

Construction Phase Enhancements - Our understanding of the project scope extends beyond our conception of the ultimate building in terms of visual outcomes, functionality, and community and civic center context. We have also considered the impacts of the design during construction and have collaborated to establish a design that can be implemented in a manner that minimizes community impacts and disruption of ongoing civic center uses during all phases of BBJ implementation. Our interim parking lot design provides 25 more spaces than the 140 required and does not decrease on-street parking. Earthwork is avoided within the interim parking footprint. This will speed the process of switching over to interim lot parking operations so the balance of the municipal lot can be decommissioned and demolished to build the new Parking Garage and Community Space.

Other enhancements/Betterments to the project include:

1. License Plate Recognition (LPR) System via Division 28 systems
2. Artwork Integral to the architecture at the Community Space Façade
3. Provisions for Future Adaptability in the form of multi-modal/last mile systems buildout
4. Parksmart Certification at the Bronze level, at a minimum
5. Potential for NetZero at the parking garage, calculated on an aggregate, per annum basis
6. Frontage to connect Community Space to the park exceeded and augmented
7. Activate streetscape due to design of plaza as nexus of circulation within the civic complex
8. Environmental graphics to enhance legibility and wayfinding
9. 165 interim parking spaces (25 more than the 140 required)

BUILDING STATISTICS

Parking Spaces – The design provides a total of 612 spaces within the parking garage, which includes 11 ADA accessible spaces and 2 van accessible spaces. In addition, 5 motorcycles and 60 bicycles are accommodated.

NET TO GROSS AREAS

The net and gross areas, and the resulting ratios are as follows:

	NET	GROSS	RATIO
PARKING GARAGE:	212,899 NSF	218,083 GSF	1:1.024
COMMUNITY SPACE:	27,013 NSF	29,231 GSF	1:1.082
TOTAL:	239,912 NSF	247,314 GSF	1:1.031

ZONING FLOOR AREA – 224,219 sf

FLOOR AREA RATIO
1.996 (based upon the existing 112,360 sf Block 9657, Lot 1, per ZOLA)
0.581 (based upon proposed combined 385,512 sf lot per ULURP)

DESIGN NARRATIVE

PROCESS AND HISTORY OF DESIGN DEVELOPMENT

The HRCG Design-Build team has been fully integrated from the outset of the design process in March of 2020 when the Draft RFP was received. The full team - including construction managers, architects, and the full range of engineers - has been meeting since then at least twice weekly, with numerous breakout sessions of smaller groups to develop design aspects, review sustainability approaches, plan the construction implementation and map out the proposal production strategy.

The planning and design process has been immersive and iterative throughout this period. It began with a thorough analysis by the entire professional team of the documents provided by DDC within the RFP and subsequent addenda, including programmatic information, site data, design criteria, and construction pricing and scheduling parameters. Members of the team also made field visits to examine the site and the urban condition surrounding the site. The team came together on several occasions early on to compare notes and interpretations of the requirements, and to develop initial strategies for project development. Where the team believed that clarification or more information was required, they developed RFIs and issued them to DDC. During this ideation process the HRCG team continued to evaluate the multiple notional approaches, which generated more RFIs posed to DDC to help the team home in on the preferred strategy.

The team generated numerous approaches, each with multiple iterations. The team evaluated each approach with respect to compliance with programmatic requirements, zoning, design criteria, and ULURP, as well as its potential of the project to become a positive asset within the local environment and the city. Basic development strategies the team explored included the following:

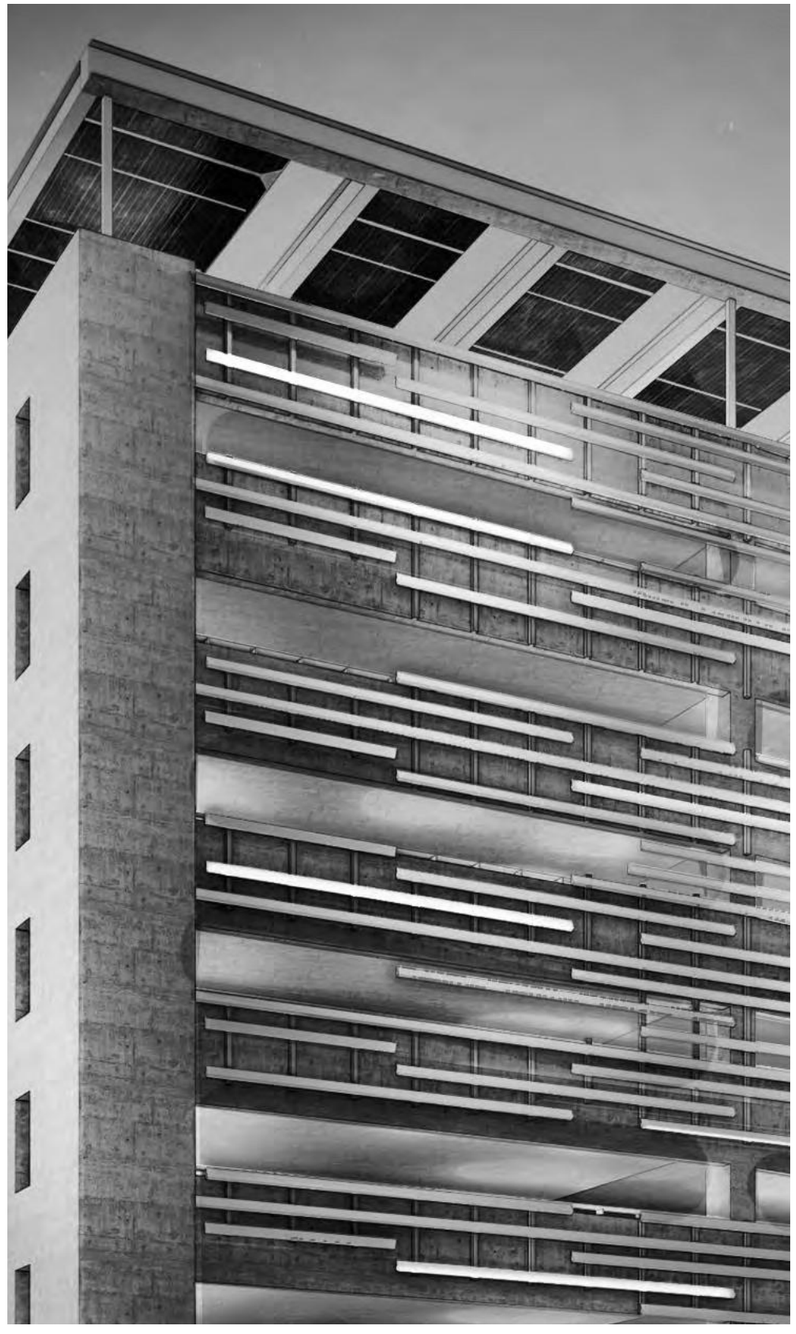
- Sublimation of community space within larger garage block vs. expressing both programs as distinct volumes
- Garage utilizing flat decks vs. sloped parking decks
- If flat decks are employed, whether to use Speed Ramps or Helix Ramps
- If Speed Ramps are used, whether to locate them on North, West, or Center of garage floorplate
- If sloped parking decks are employed, whether to configure with 2 or 3 decks

In most cases the various basic alternative strategic moves led to specific massing and other physical parameters ramifications while presenting specific advantages, disadvantages, and a range of tradeoffs. These included levels of parking efficiency, ability to keep building within the zoning envelope, level of future convertibility and flexibility, architectural potential, functional efficacy, interior environment quality, and, of course, cost. Based on the team's self-critique of the various options, the team entered the CDM1 meeting leaning heavily to the strategy that ultimately became the basis of the final design proposal.

The answers received from DDC, both in RFI responses and during the CDM1 meeting were extraordinarily helpful to the team in terms of confirming the preferred scheme and then advancing the development of the design. Some of the key clarifications that were pivotal in early decision making included the following:

- Priority for Convertibility of Garage – DDC did not express a strong priority for maximum convertibility potential of the garage to other non-garage uses. Since the consequences of planning in maximum convertibility would include greatly increased cost and reductions in parking efficiency, as well as issues with compliance with the zoning envelope, the team made the decision to proceed with the much leaner strategy of sloped parking decks. However, other options for future flexibility are incorporated into the design strategy for the parking facility including options to convert flat decks into amenities and expansion of electric vehicle charging.
- Requirement for 2 Garage Entry Points – While this requirement was clear in the RFP, the team had considered a number of approaches that utilized a single garage entry point, as such an approach would allow some benefit in terms of flexibility and efficiency. The clarification that two entry points were a firm mandate allowed the team to focus on only schemes that met that criterion.

Following the CDM1 meeting, the team continued to advance the preferred concept presented at the CDM1 meeting, with a specific focus on aligning the design with DDC's cost parameters. DDC issued an addendum which cut 76 parking spaces from the initial garage program and clarified that 25,000 sf was the gross area requirement for the entire community space, which was extraordinarily helpful to the team in several respects. The proposed design incorporates these clarifications, allowing greater freedom in design and allowing the design-build team add value to the project in the façade, in the flexibility of configuration of the community space; and in the layout and organization of the garage.



DESIGN NARRATIVE

CDM2 REVIEW COMMENT RESPONSE

We received several valuable comments during the 8/21/20 CDM2 meeting, based on the design progress in the IDM submittal. Below are some of the comments and how we have addressed them in our design proposal:

- PINCH POINT AT ENTRANCE

  The concern expressed by DDC that a pinch point is created during the QDC construction between the exterior community space stair and the construction fence at the edge of the buffer is well taken. We note that there is an existing sidewalk tree proximate to the end of the buffer construction fence. This tree will require protection during construction; this will be problematic without splaying the construction fence eastward at this location. Such splaying of the fence will result in only minor constraint to the QDC builder, and at the same time will greatly open up the area around the stair, thereby mitigating the pinch point. If this proves to be insufficient, the stair may still be shifted back from the sidewalk to further ameliorate the pinch point, although it will result in some minor diminishment of the impact of the stair as an important civic element immediately adjacent to the sidewalk.

- BASEMENT UTILITY SERVICE

  DDC noted that utility services in the basement under the community space were collocated in single rooms rather than segregated from each other. It is duly noted that in Volume 3, Part A, Paragraph 12.3.4.2 of the RFP, it states that “The garage and the community space must have individual dedicated utility services.” We have accommodated this requirement by separating and securing the utilities for each structure from each other, but within the same rooms to minimize the space required.

- SUSTAINABILITY AT THE QUEENS GARAGE AND COMMUNITY SPACE

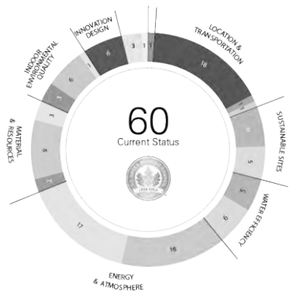
  We are targeting LEED Gold Certification under Version 4 for New Construction, Core & Shell, per the RFP. Based on the current design and subsequent team discussions, the LEED scorecard anticipates 60 points with 22 “opportunity” points. Assuming that half of these opportunity points will be achieved, the project will meet the LEED Gold threshold (60 points) with a five-point buffer maintained.

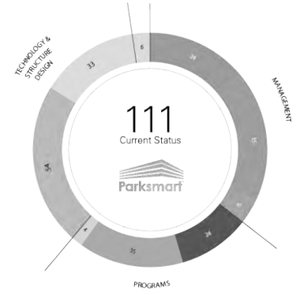
  In addition to LEED, the Parking Garage is targeting Parksmart Certification. Parksmart Certification is by its nature collaborative, and requires sustainable strategies be implemented during operation by the parking garage operator. Based on the current design and subsequent team discussions, the scorecard currently anticipates 111 points with 118 “opportunity” points. This achieves Parksmart Bronze, at a minimum.

As design progresses, the project will methodically move additional credits in these checklists from the “maybe” section over to the “yes” section of the checklist. The scorecard is a working document that will change throughout the design as the team receives more input on credits. The design-build and ownership teams will continue to deepen and evolve the sustainability strategy during implementation.

As a low energy demand building, the project can offset its use, reducing demand on municipal infrastructure. With our goal of achieving “Near-Net Zero Energy” for the garage, the team will work together to establish an energy-efficient design by optimizing the following:

- Onsite- Renewables
- Reduction of Loads
- HVAC Efficiency
- Occupant Engagement





See page 40-42 for more information on our approach to sustainable design.

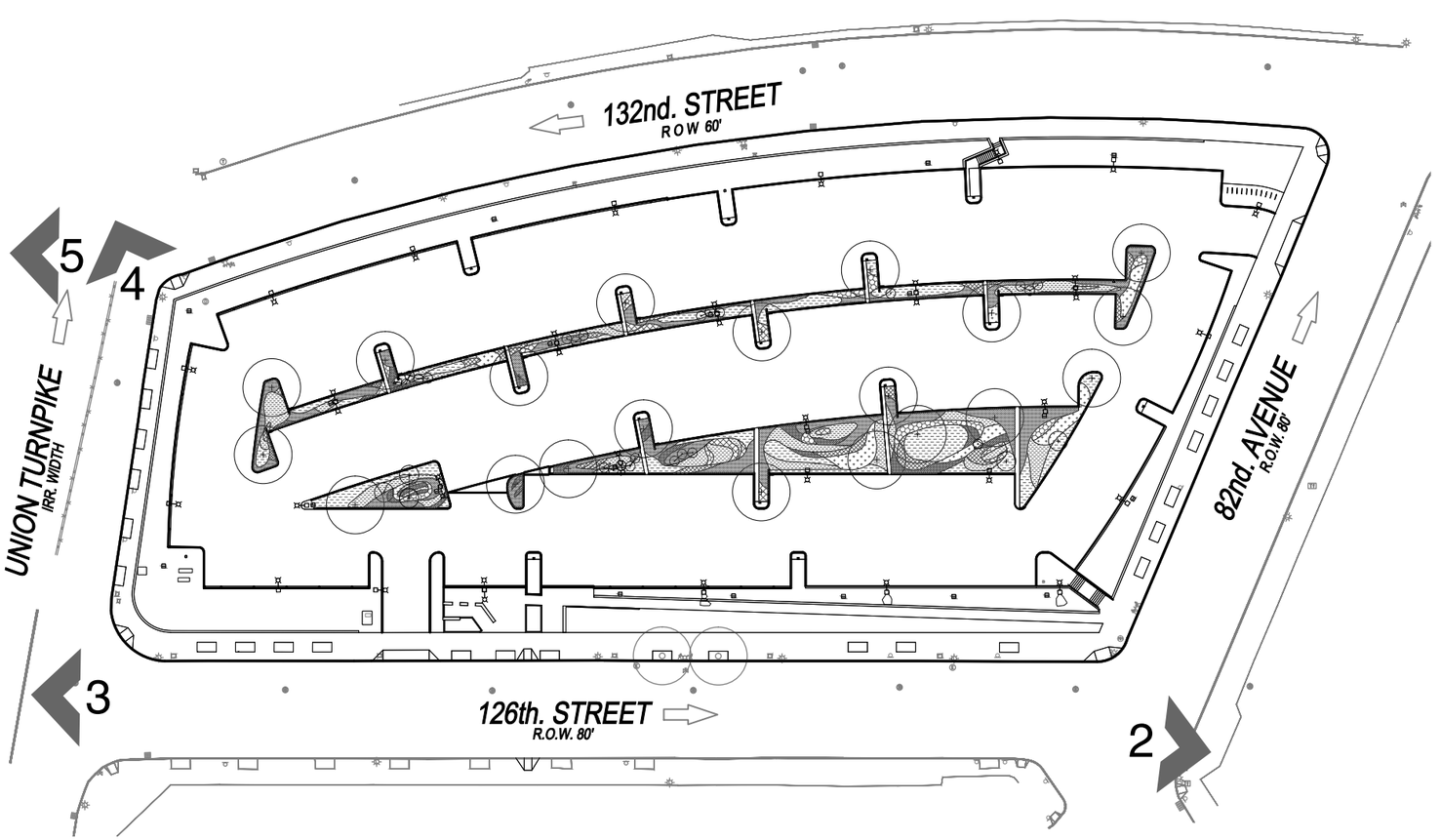
The HRCG team has incorporated our response to these concerns into the proposed design.

LOCATION PLAN

QUEENS CIVIC COMPLEX

SITE PHOTOGRAPHS

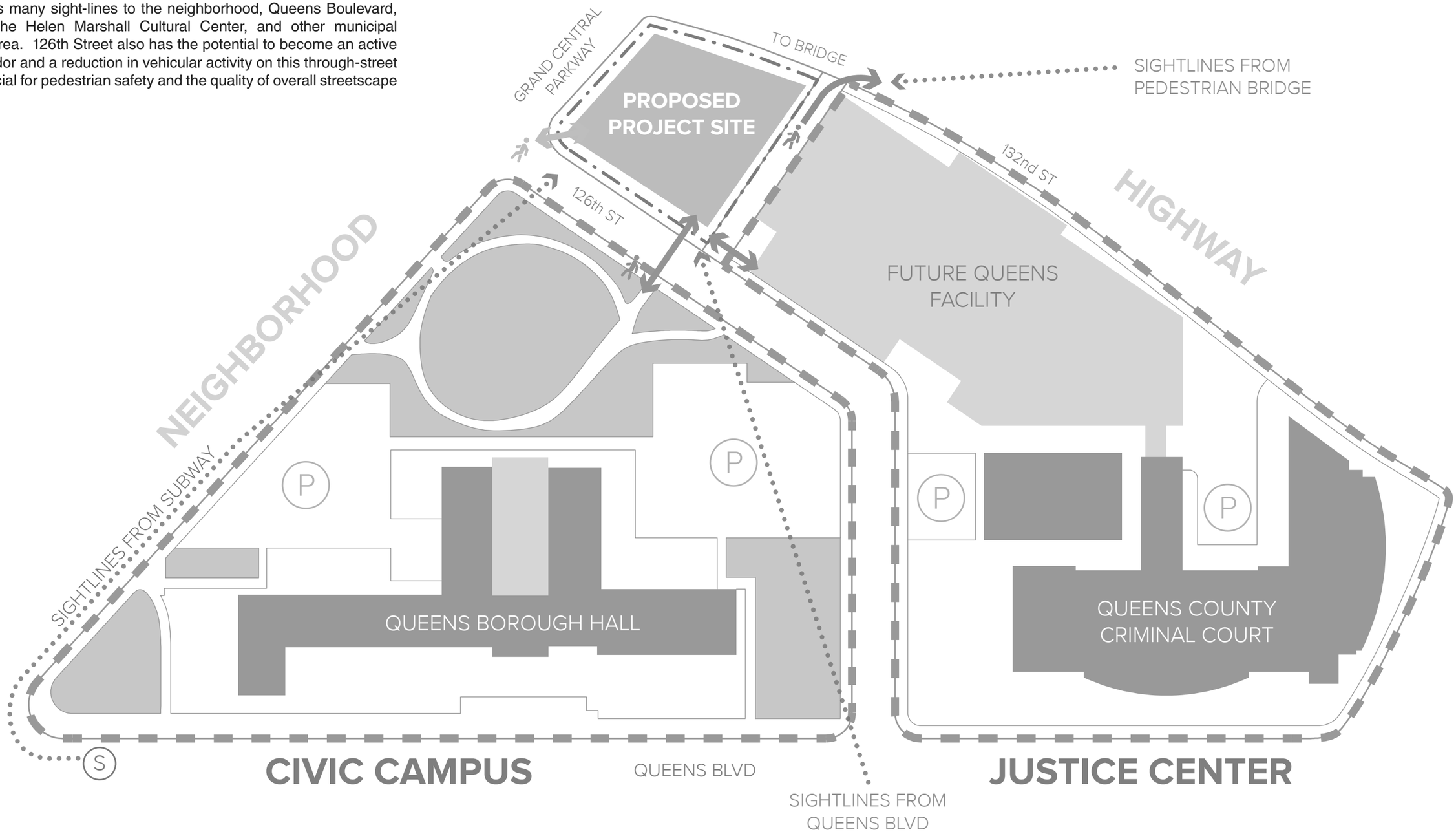
EXISTING MUNICIPAL PARKING LOT



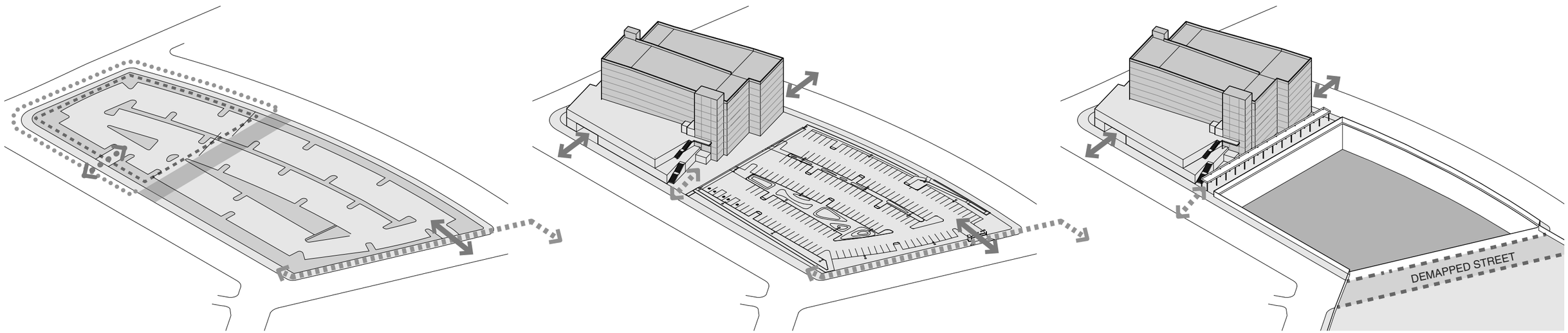
DESIGN APPROACH: SITE CONNECTIONS & ARRANGEMENT

COHESIVE CAMPUS

The location has many sight-lines to the neighborhood, Queens Boulevard, Borough Hall, the Helen Marshall Cultural Center, and other municipal facilities in the area. 126th Street also has the potential to become an active pedestrian corridor and a reduction in vehicular activity on this through-street would be beneficial for pedestrian safety and the quality of overall streetscape environment.



SITE CIRCULATION FLOW



SITE PREPARATION

As the project site is prepared for construction, the existing entry to the surface parking lot at 126th Street would be closed. Existing parking medians and striping will be modified to create a new circulation pattern within the lot, with vehicle entry and exit solely from the existing 82nd Avenue control point. Construction protections and staging for the new building will placed along the perimeter streets as required.

GARAGE CONSTRUCTION

When completed, the new building will activate vehicle access to the garage at 126th Street and 132nd Streets. The surface parking lot will remain active, with a vehicle entry and exit at 82nd Avenue. Pedestrian access across the district will remain active at 82nd Avenue.

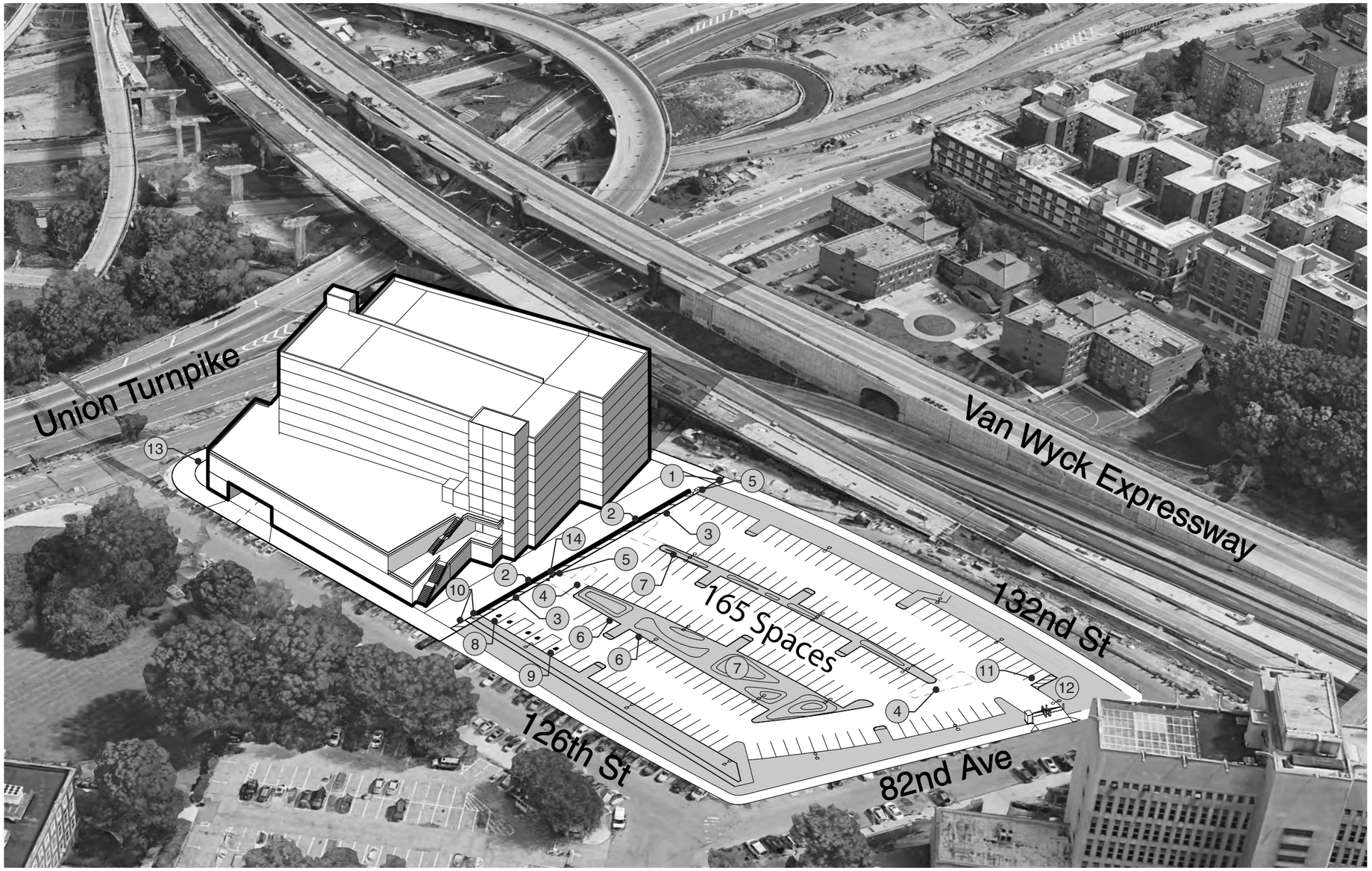
ADJACENT CONSTRUCTION

As construction proceeds at the adjacent site and 82nd Avenue is demapped, the surface parking lot is removed and parking is solely available at the new garage with vehicle access at 126th Street and 132nd Streets. Construction staging can be conducted within the 30’ buffer as needed and pedestrian circulation can be provided with adequate protections, if desired.

INTERIM PARKING

KEYNOTES

1. INCOMING CON ED ELECTRICAL SERVICE
2. PRE-CAST CONCRETE JERSEY BARRIERS
3. STRIPING FOR PEDESTRIAN PATHWAY IN 30 FT. BUFFER
4. DEMOLISH CURBS AND REPAVE TO MATCH ADJACENT GRADES
5. EXISTING LIGHT POLE AND ARM(S) TO REMAIN
6. NEW ELECTRIC VEHICLE CHARGING STATION (TYP. OF 2)
7. EXISTING SWALE AND STORMWATER INFRASTRUCTURE TO REMAIN
8. REPLACEMENT VAN ACCESSIBLE PARKING SPACE
9. REPLACEMENT ACCESSIBLE PARKING SPACE (TYP. OF 4)
10. RECONFIGURE EXISTING ADA RAMP, PROVIDING HANDRAILS AS REQ'D
11. EXISTING ADA SPACE TO REMAIN (EXCEEDS DOT COUNT REQ'D)
12. EXISTING BICYCLE PARKING TO REMAIN (EXCEEDS DOT REQ'M)
13. EXISTING CON ED SERVICE REUSE OR DEMOLISH
14. (2) BOLLARDS TO PROTECT EXISTING LIGHT POLE AND ARMS TO REMAIN

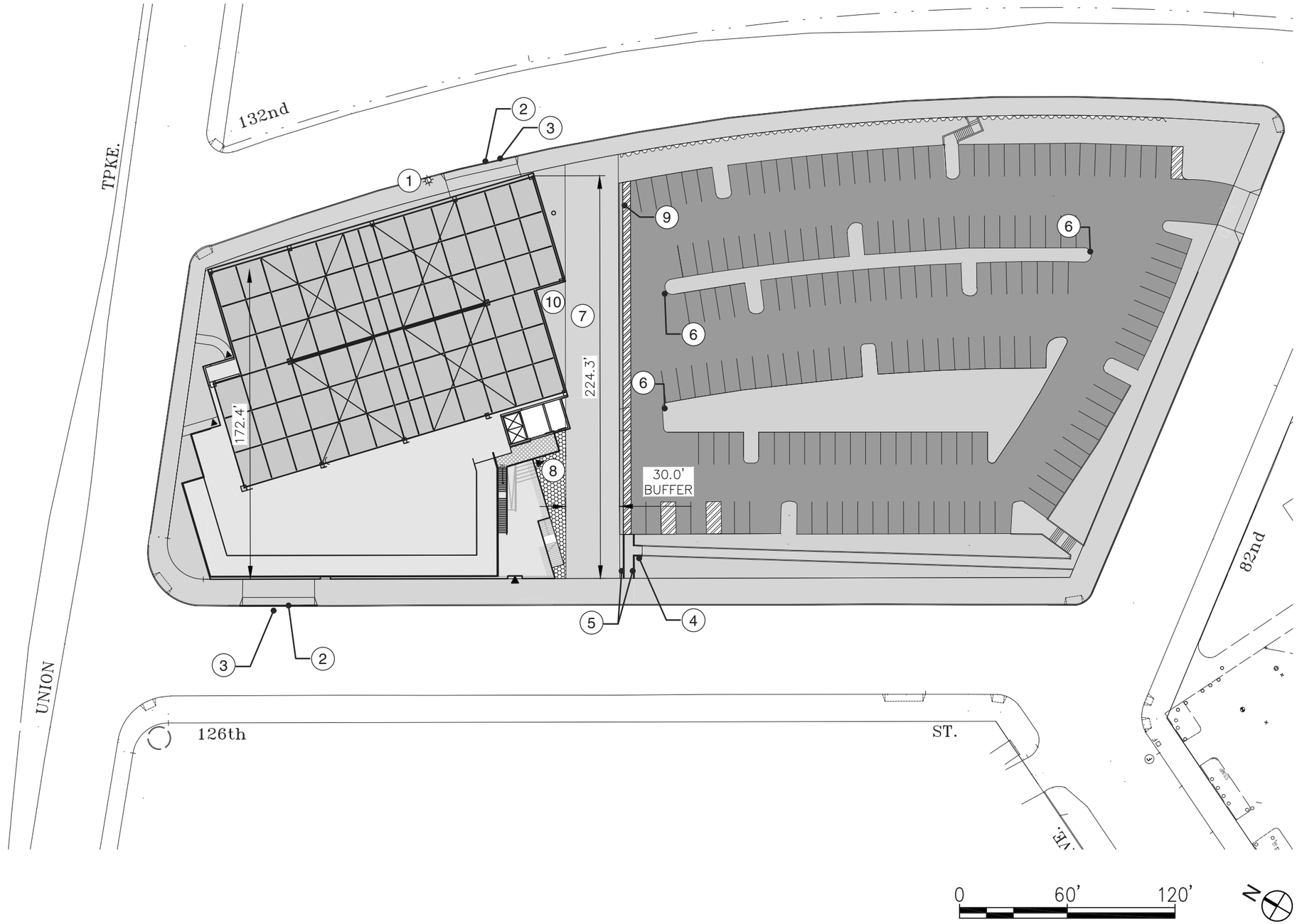


SITE PLAN

KEYNOTES

SITE

1. RELOCATE EXISTING STREET LIGHT
2. 7” CONCRETE SIDEWALK FOR PROPOSED CONCRETE DRIVEWAY APRON
3. DEPRESSED STEEL FACED CURB
4. 4” CONCRETE SIDEWALK TO CONNECT TO EXISTING
5. CONCRETE CURB (REVEAL TO MATCH EXISTING WALKWAY CURB)
6. CONCRETE CURB WITH 6” REVEAL
7. 30’ BUFFER TO BE FILLED WITH DENSE GRADED AGGREGATE
8. PLAZA
9. JERSEY BARRIER
10. LANDSCAPING



CELLAR FLOOR PLAN

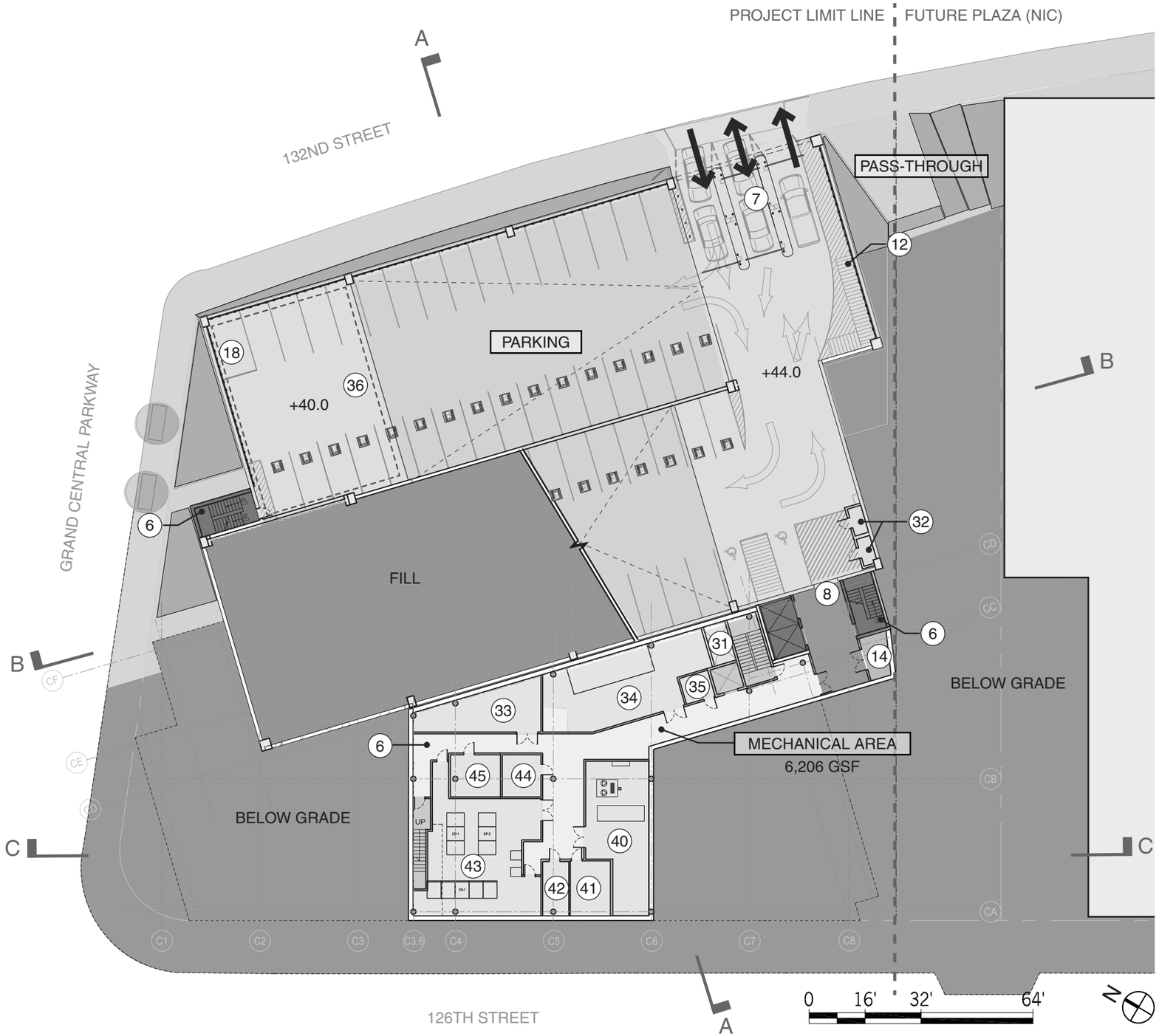
KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
8. PAY STATION
9. BATHROOM
10. COMMUTER BATHROOM
11. JANITOR'S CLOSET
12. BICYCLE PARKING
13. SCOOTER/MOTORCYCLE PARKING
14. TRASH
15. OPTIONAL LOBBY
16. STORAGE
17. PARKING OFFICE
18. TURN AROUND
19. EXTENSIVE GREEN ROOM
20. INTENSIVE GREEN ROOF
21. EXISTING STREET TREE
22. PLANTING BED
23. LANDSCAPE PAVING
24. PLAZA STAIR
25. PLAZA RAMP

SYSTEMS

30. SCREENED MECHANICAL AREA
31. PARKING EXHAUST + MECHANICAL CHASE
32. ELECTRICAL AND TELECOM CLOSETS
33. FIRE PUMP ROOM
34. MECHANICAL AND RISERS
35. ELEVATOR MACHINE ROOM
36. STORMWATER DETENTION BELOW
37. WATER SERVICE ROOM
38. GENERATOR
39. GENERATOR CONTROL ROOM
40. WATER METER ROOM
41. HOUSE PUMP + SUMP PUMP
42. DATA/TELECOM
43. INCOMING SERVICE/ SWITCHBOARD ROOM
44. ATS ROOM
45. COMM/IT
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS



1ST FLOOR PLAN

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
8. PAY STATION
9. BATHROOM
10. COMMUTER BATHROOM
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39. GENERATOR CONTROL ROOM
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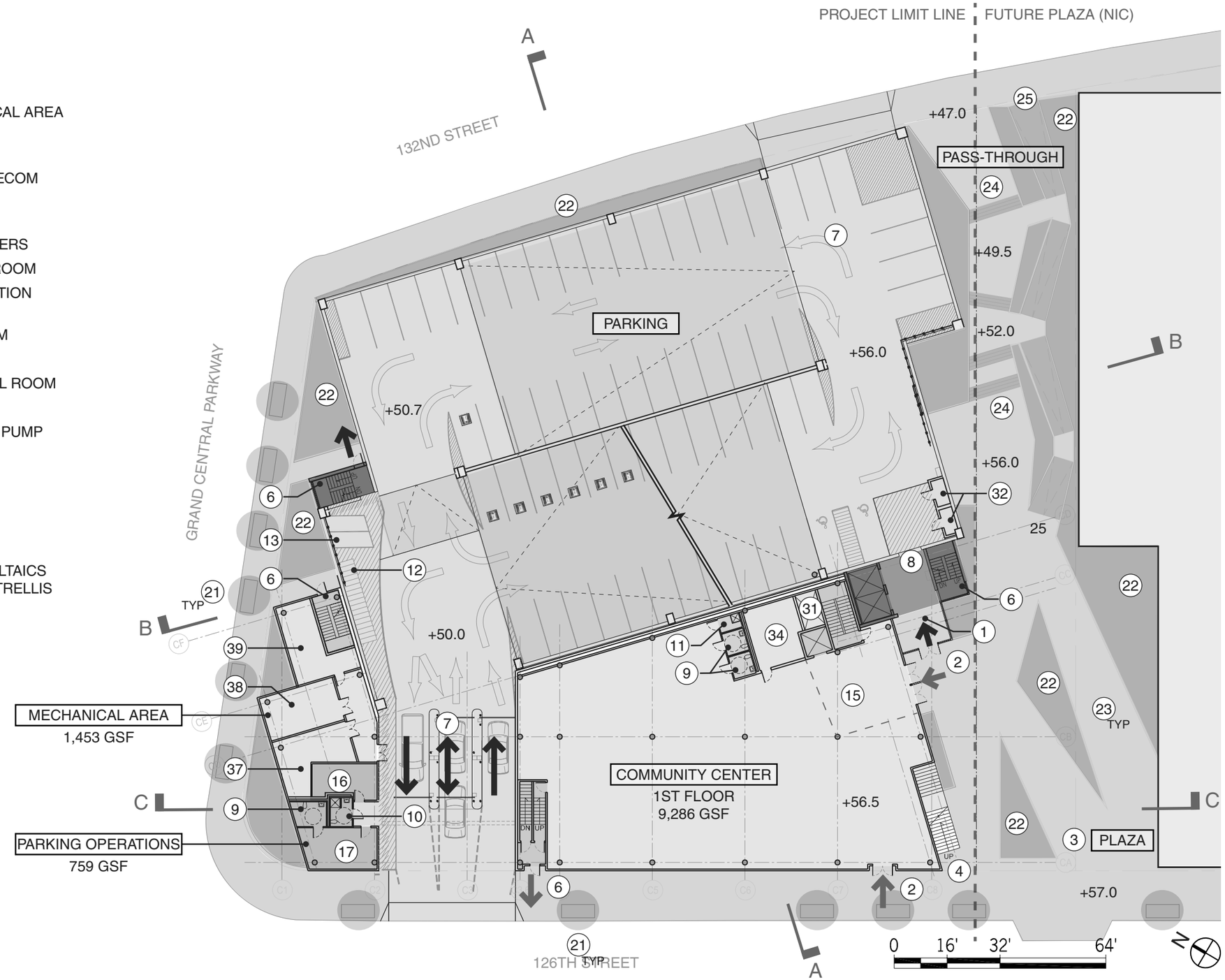
43. INCOMING SERVICE/ SWITCHBOARD ROOM
44. ATS ROOM
45. COMM/IT
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS



2ND FLOOR PLAN

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
8. PAY STATION
9. BATHROOM
10. COMMUTER BATHROOM
11. JANITOR'S CLOSET
12. BICYCLE PARKING
13. SCOOTER/MOTORCYCLE PARKING
14. TRASH
15. OPTIONAL LOBBY
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20. INTENSIVE GREEN ROOF
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24. PLAZA STAIR
25. PLAZA RAMP

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34. MECHANICAL AND RISERS
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40. WATER METER ROOM
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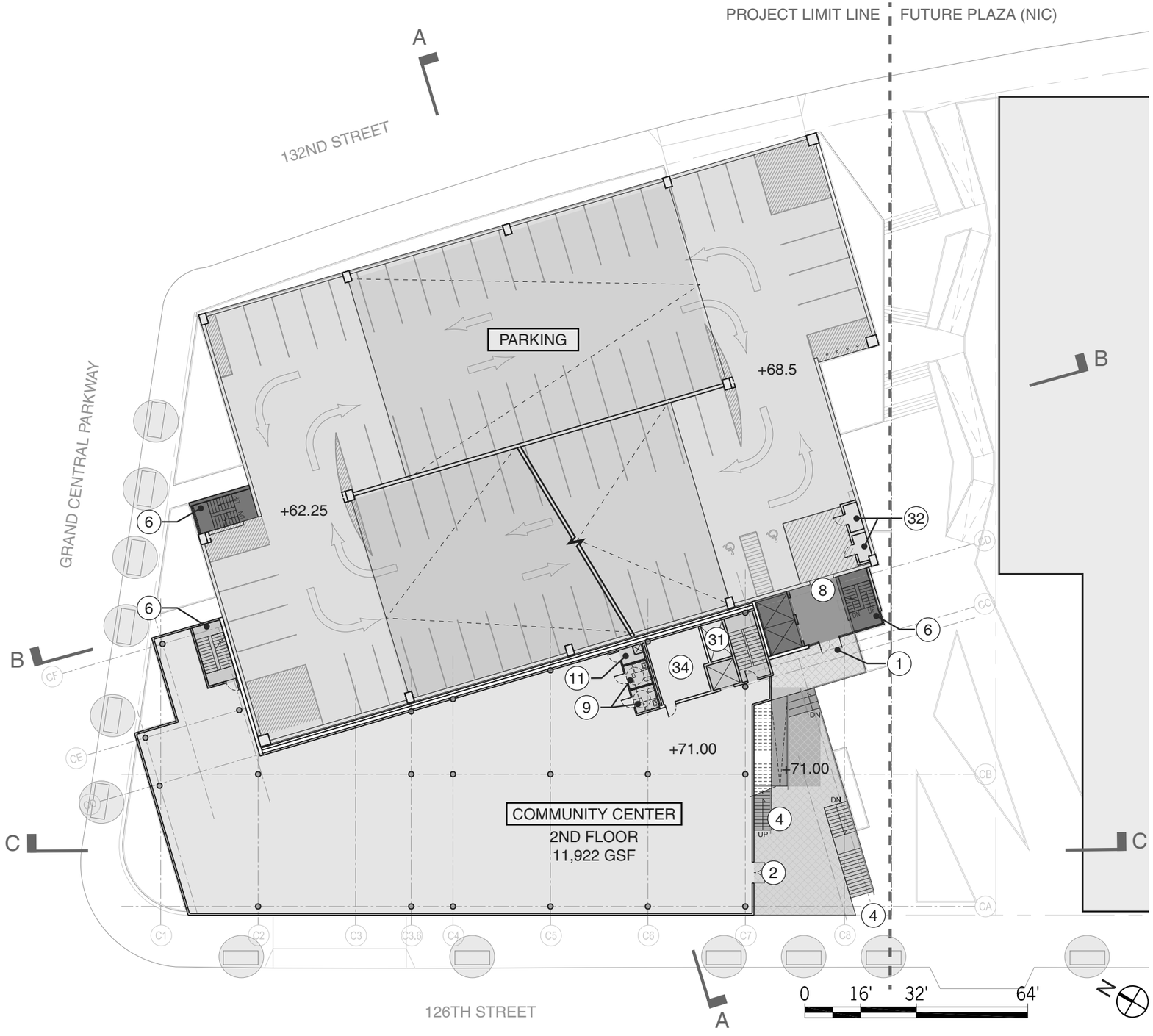
43. INCOMING SERVICE/ SWITCHBOARD ROOM
44. ATS ROOM
45. COMM/IT
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS



3RD + 4TH FLOOR PLAN (PARKING)
ROOF OF COMMUNITY CENTER

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
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7. VEHICLE ENTRY CONTROLS
8. PAY STATION
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20. INTENSIVE GREEN ROOF
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24. PLAZA STAIR
25. PLAZA RAMP

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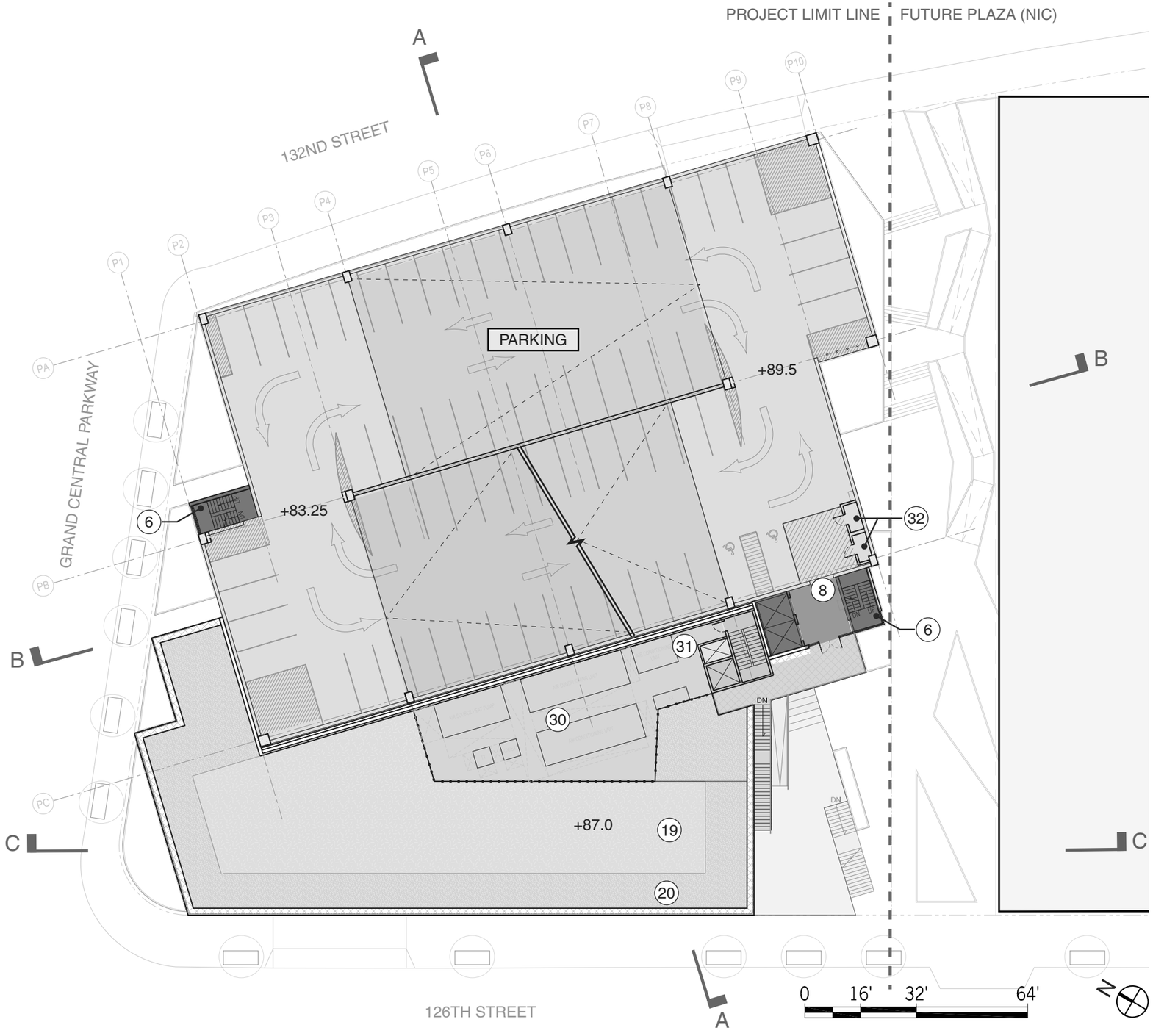
43. INCOMING SERVICE/ SWITCHBOARD ROOM
44. ATS ROOM
45. COMM/IT
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS



TYPICAL FLOOR PLAN (PARKING DECK)

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
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24. PLAZA STAIR
25. PLAZA RAMP

SYSTEMS

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33. FIRE PUMP ROOM
34. MECHANICAL AND RISERS
35. ELEVATOR MACHINE ROOM
36. STORMWATER DETENTION BELOW
37. WATER SERVICE ROOM
38. GENERATOR
39. GENERATOR CONTROL ROOM
40. WATER METER ROOM
41. HOUSE PUMP + SUMP PUMP
42. DATA/TELECOM
43. INCOMING SERVICE/ SWITCHBOARD ROOM
44. ATS ROOM
45. COMM/IT
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS

8TH FLOOR PLAN

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
8. PAY STATION
9. BATHROOM
10. COMMUTER BATHROOM
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12. BICYCLE PARKING
13. SCOOTER/MOTORCYCLE PARKING
14. TRASH
15. OPTIONAL LOBBY
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17. PARKING OFFICE
18. TURN AROUND
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20. INTENSIVE GREEN ROOF
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24. PLAZA STAIR
25. PLAZA RAMP

SYSTEMS

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33. FIRE PUMP ROOM
34. MECHANICAL AND RISERS
35. ELEVATOR MACHINE ROOM
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44. ATS ROOM
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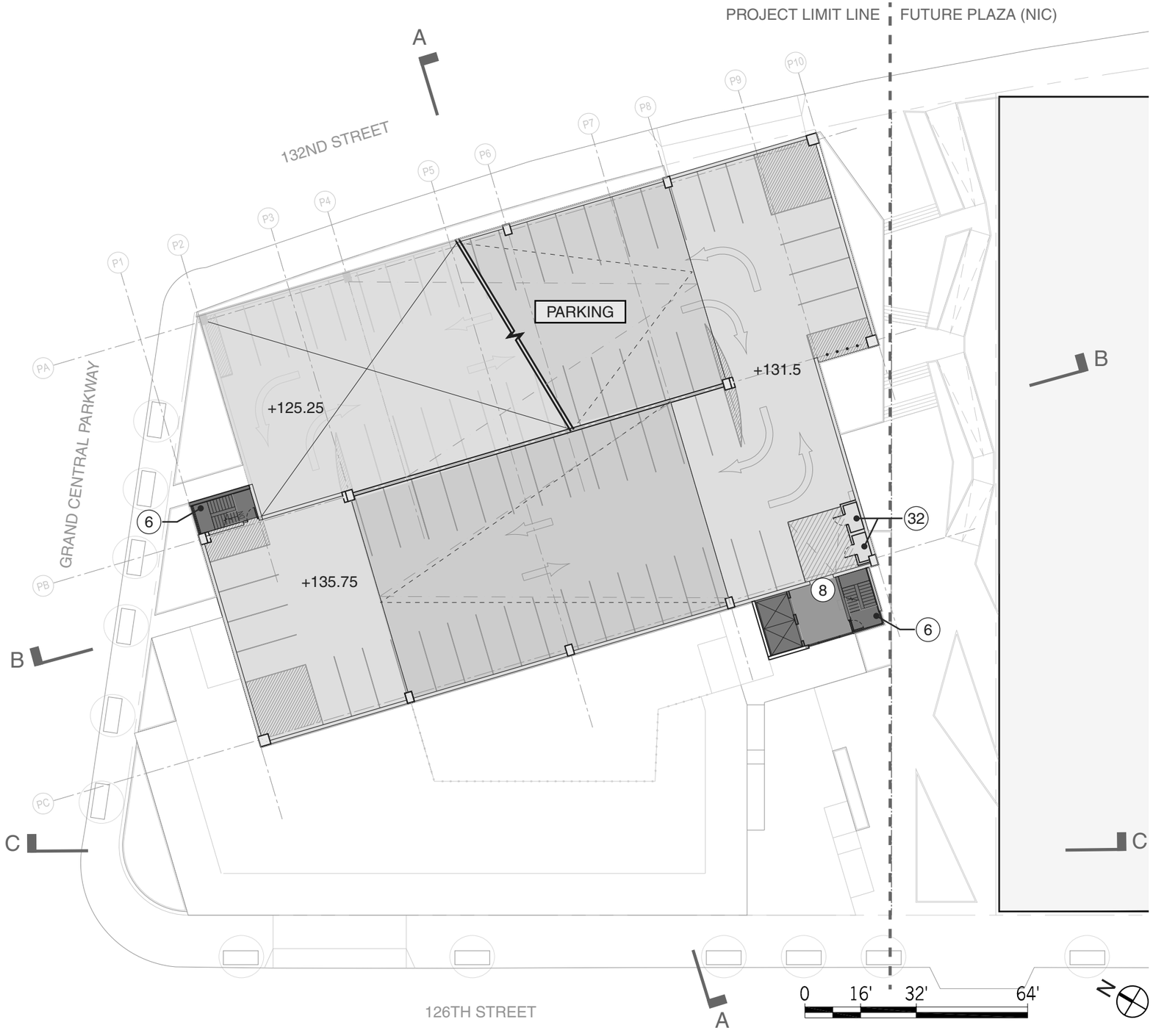
46. EXTENT OF PHOTOVOLTAICS MOUNTED ON STEEL TRELLIS



ROOF PLAN

KEYNOTES

ARCHITECTURE

1. GARAGE ENTRANCE
2. COMMUNITY CENTER ENTRANCE
3. PLAZA
4. GRAND STAIR
5. TERRACE
6. EGRESS
7. VEHICLE ENTRY CONTROLS
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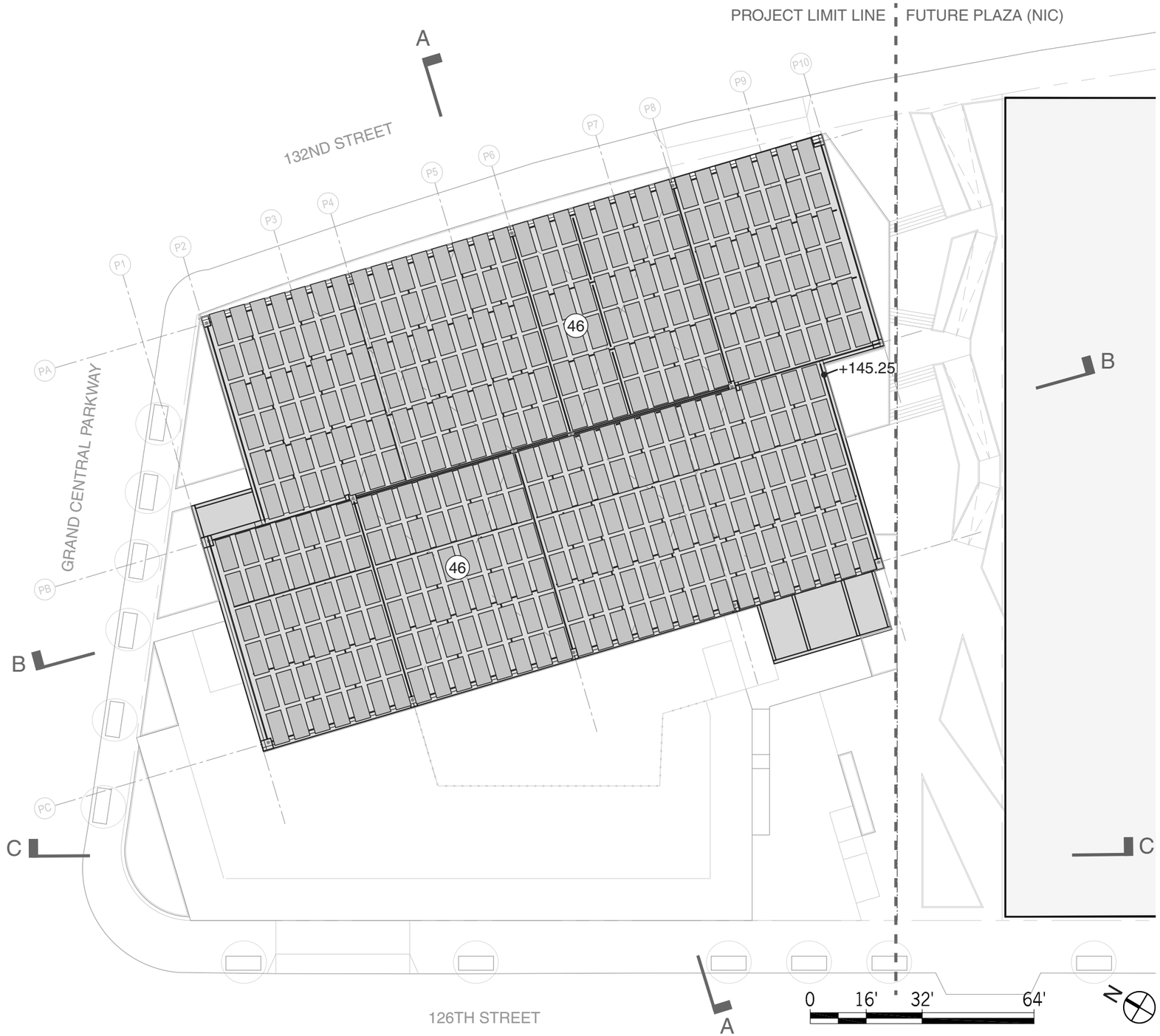
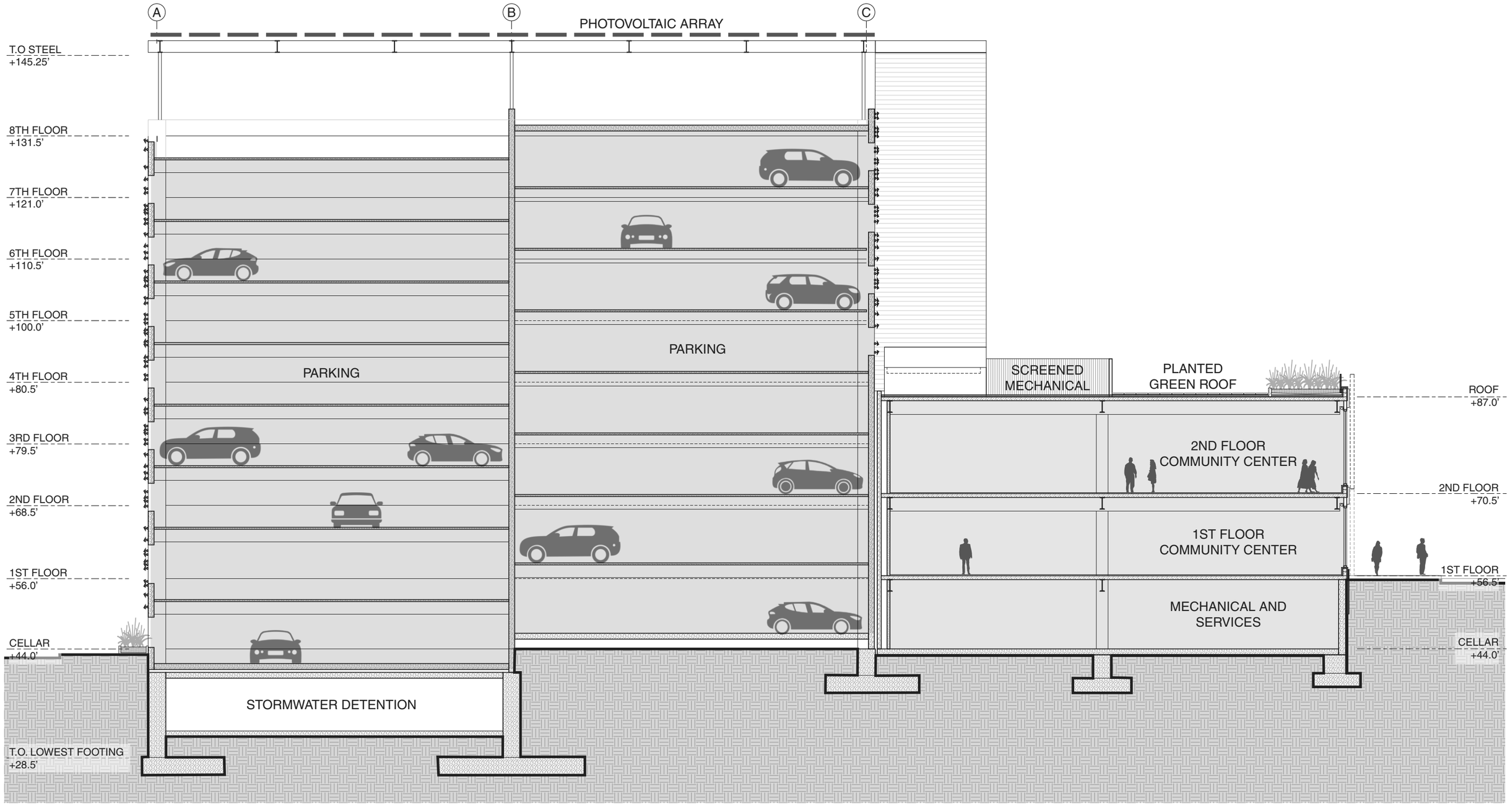
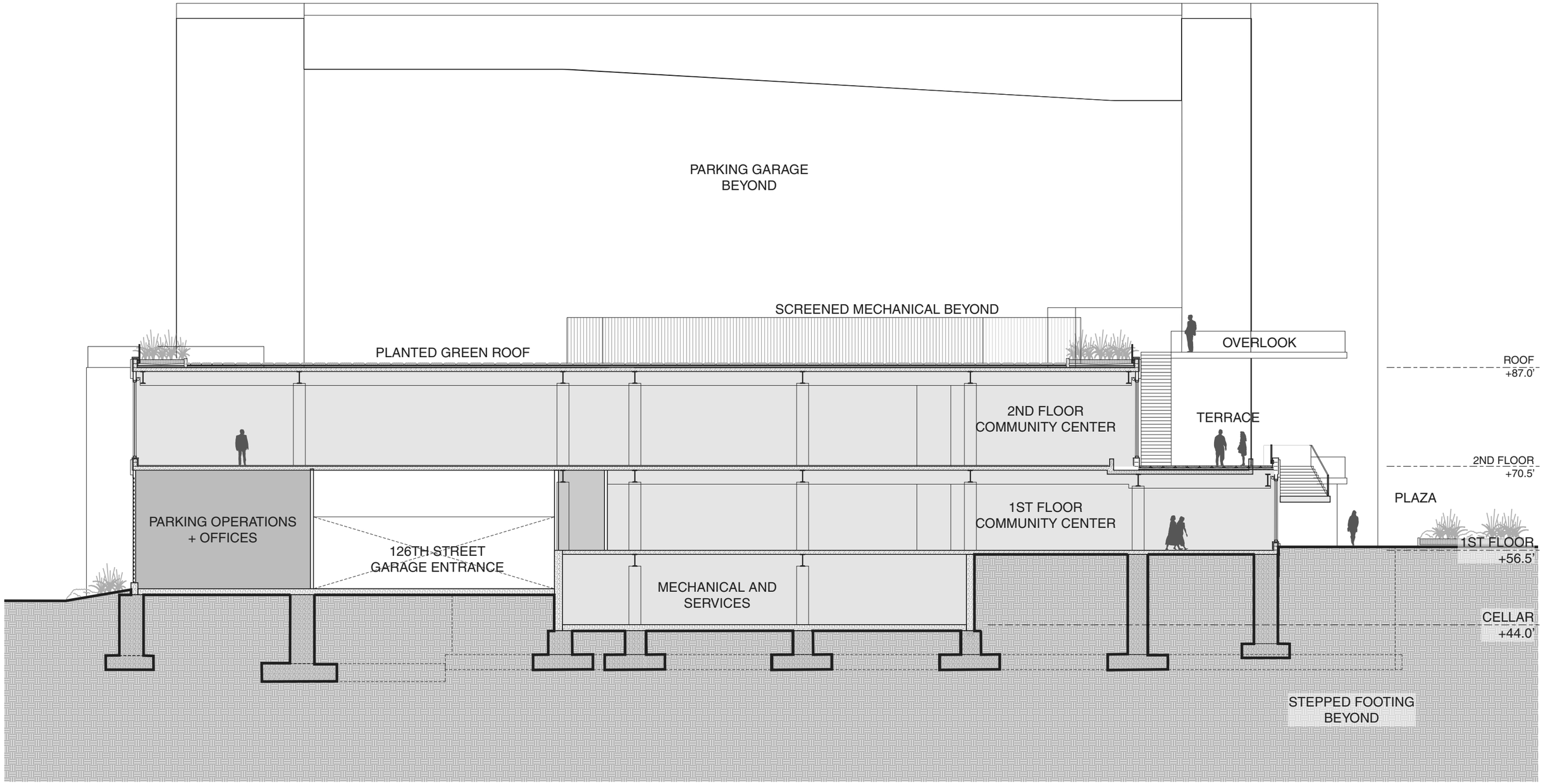


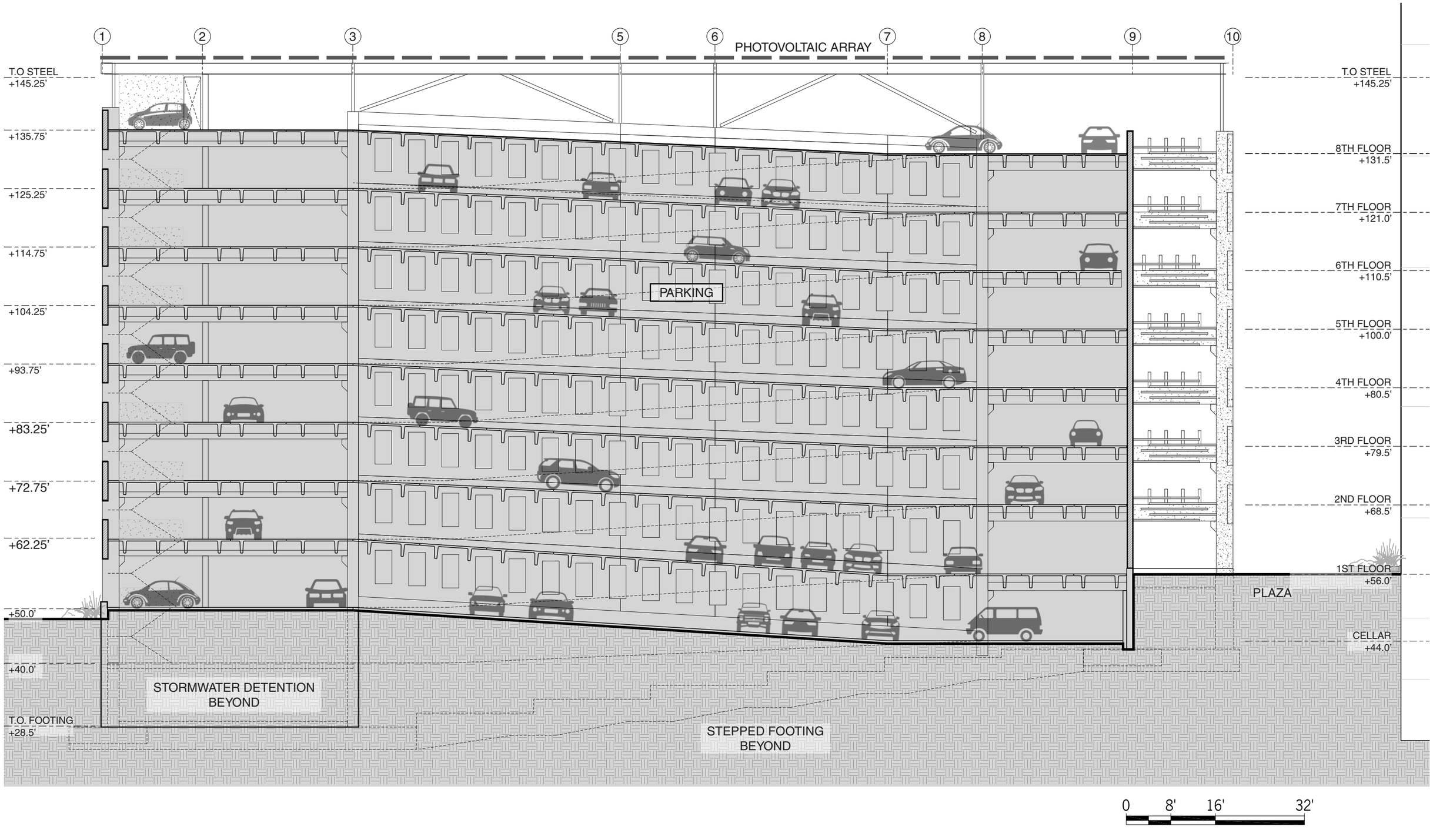
BUILDING SECTION: A.A GARAGE + COMMUNITY CENTER



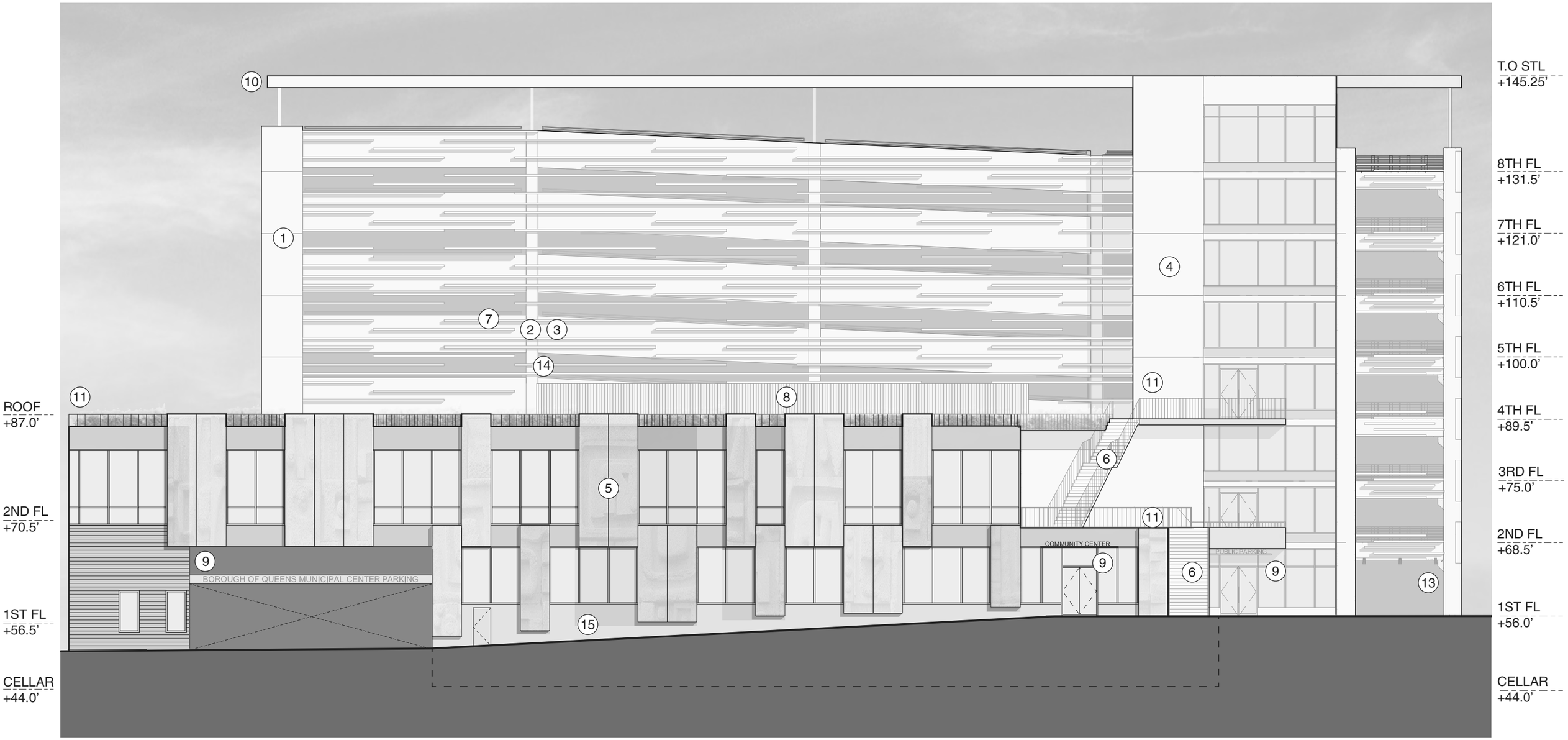
BUILDING SECTION: B.B COMMUNITY CENTER + PLAZA



BUILDING SECTION: C.C GARAGE + PLAZA



FACADE DIAGRAMS: WEST ELEVATION



KEYNOTES

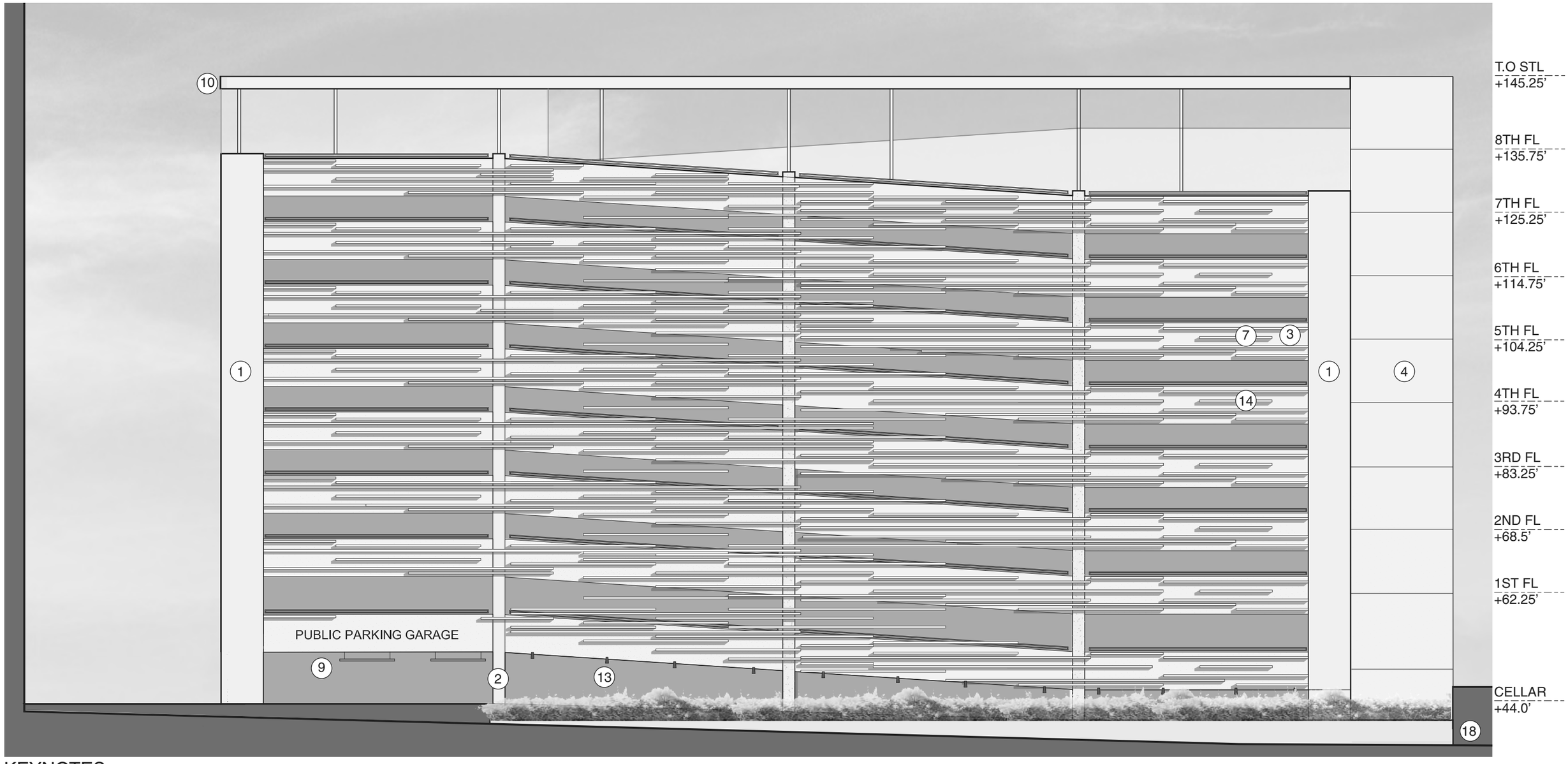
1. PRECAST FINISHED CONCRETE FINISHING PANEL HUNG ON STRUCTURAL FRAME
2. PRECAST CONCRETE STRUCTURAL COLUMN (SMOOTH FINISH)
3. PRECAST CONCRETE STRUCTURAL SPANDREL WITH METAL HANDRAIL (BEYOND)
4. PRECAST CONCRETE STRUCTURAL PANELS WITH SMOOTH FINISH
5. PRECAST CONCRETE ART PANEL W/ INTEGRAL RELIEF
6. PRECAST CONCRETE STAIR TREADS AND RISERS WITH PAINTED STEEL GUARDRAILS
7. HORIZONTAL ALUMINUM FINS FASTENED TO CONCRETE SPANDREL, TYP.
8. PERFORATED PAINTED ALUMINUM SCREENING FOR MECHANICAL ENCLOSURE
9. METAL DIMENSIONAL LETTERING AT CANOPIES AND/OR OVERHEAD SIGNAGE BAR
10. PAINTED STRUCTURAL STEEL TRELLIS WITH SOLAR PANELS
11. R-1/R-2/R-3 RAILING
12. NOT USED
12.1. NOT USED
13. EXTERIOR DOWNLIGHTS FOR PEDESTRIAN WALKWAYS
14. HORIZONTAL ELECTRICAL POWER W/ EXTERIOR FLOOD LIGHTS TO ILLUMINATE HORIZONTAL FINS, TYP.
15. STONE FACING
16. EXTERIOR METAL CLADDING
17. EXTERIOR METAL VENTILATED LOUVERS
18. CAST IN PLACE CONCRETE PLANTER EDGE

FACADE DIAGRAMS: NORTH ELEVATION

KEYNOTES

1. PRECAST FINISHED CONCRETE FINISHING PANEL HUNG ON STRUCTURAL FRAME
2. PRECAST CONCRETE STRUCTURAL COLUMN (SMOOTH FINISH)
3. PRECAST CONCRETE STRUCTURAL SPANDREL WITH METAL HANDRAIL (BEYOND)
4. PRECAST CONCRETE STRUCTURAL PANELS WITH SMOOTH FINISH
5. PRECAST CONCRETE ART PANEL W/ INTEGRAL RELIEF
6. PRECAST CONCRETE STAIR TREADS AND RISERS WITH PAINTED STEEL GUARDRAILS
7. HORIZONTAL ALUMINUM FINS FASTENED TO CONCRETE SPANDREL, TYP.
8. PERFORATED PAINTED ALUMINUM SCREENING FOR MECHANICAL ENCLOSURE
9. METAL DIMENSIONAL LETTERING AT CANOPIES AND/OR OVERHEAD SIGNAGE BAR
10. PAINTED STRUCTURAL STEEL TRELLIS WITH SOLAR PANELS
11. R-1/R-2/R-3 RAILING
12. NOT USED
12.1. NOT USED
13. EXTERIOR DOWNLIGHTS FOR PEDESTRIAN WALKWAYS
14. HORIZONTAL ELECTRICAL POWER W/ EXTERIOR FLOOD LIGHTS TO ILLUMINATE HORIZONTAL FINS, TYP.
15. STONE FACING
16. EXTERIOR METAL CLADDING
17. EXTERIOR METAL VENTILATED LOUVERS
18. CAST IN PLACE CONCRETE PLANTER EDGE

FACADE DIAGRAMS: EAST ELEVATION



KEYNOTES

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