



ENGINEER'S REPORT FOR MOSAIC DISTRICT COMMUNITY DEVELOPMENT AUTHORITY

**MOSAIC AT MERRIFIELD
FAIRFAX COUNTY, VIRGINIA**

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Exhibits

- Exhibit 1 – District Boundary Legal Description
- Exhibit 2 – Vicinity Map for District Location
- Exhibit 3 – Currently Approved Conceptual/Final Development Plan for the District
- Exhibit 4 – Currently Approved Proffer Conditions
- Exhibit 5 – SWM/BMP Area Map
- Exhibit 6 – Adequate Outfall Analysis
- Exhibit 7 – Phosphorous Removal Computations

1 Introduction and District Description

The Mosaic District Community Development Authority (the “District”) was created to assist in the development of public improvements to be undertaken in conjunction with the development of Mosaic at Merrifield. The District consists of approximately 31 acres of land located in Merrifield, Virginia and is to be developed with approximately 1,893,112 square feet of gross floor area (“GFA”) as defined in the Fairfax County Zoning Ordinance (the “Z.O.”). Exhibit 1 provides a metes and bounds legal description of the district, while Exhibit 2 provides a vicinity map showing the general location of the District.

The District is bounded to the north by Lee Highway – State Route 29, to the west by both Eskridge Road – public right-of-way (“ROW”) currently dedicated to the Fairfax County Board of Supervisors (the “Board”) and existing development – including office condominiums, a post office, and Cox Communications, to the south by an existing school – Luther Jackson Middle School, and to the east by both Yates Way – a private street, and existing mixed use development.

The general topography of the District slopes down from east to west, with a localized high point in the District from which the topography also slopes more gradually down to both the north and south. The grades along the eastern edge of the district range generally from 353’ above mean sea level to 362’ above mean sea level, with the grades along the western edge of the District ranging generally from 336’ above mean sea level to 341’ above mean sea level.

The district does not contain any wetlands, nor is any portion of the District encumbered by Fairfax County designated Resource Protection Areas (RPA). Furthermore, no portion of the District is encumbered by Fairfax County identified flood plain areas.

2 Description of Proposed District Development

As noted in section 1 above, the proposed development within the District is to include approximately 1,893,112 square feet of GFA located in two (2) different zoning districts - the planned residential mixed use district (the "PRM sub-district") and the planned development commercial district (the "PDC sub-district"). Exhibit 3 is the approved Conceptual Development Plan (the "CDP") / Final Development Plan (the "FDP") for the District. The CDP/FPD shows the delineation of these two (2) sub-districts, depicts the various land-bays (Parcel 'A' through Parcel 'I') proposed within the District, and shows the layout and details of the proposed development. While both of the zoning districts will include a mix of residential and non-residential uses, the PDC sub-district will be primarily non-residential uses with a secondary residential component, while the PRM district will be primarily residential with a secondary non-residential component. Among other things, the Proffer Conditions (the "Proffers"), included as Exhibit 4, further define the breakdown of GFA in each sub-district, and within the District as a whole.

The overall planned development permitted within the District includes residential, retail, office, theatre, and hotel uses. Individual uses are classified as either primary or secondary uses within each of the zoning districts described above; however, the overall design of the District is intended to mix these uses throughout in order to promote a synergy among them. In addition to the GFA, the plan and proffers also call for several open space areas to enhance the environment of the District. The PDC sub-district is required to provide 15% of the area in open space by the Z.O., while the PRM sub-district is required to provide 20% of the area in open space by the Z.O. In order to meet these requirements and conditions of the Comprehensive Plan, several open space areas will be provided within the District, the most significant of which are the North Park and South Parks (as shown on Exhibit 3). These open space areas will contain a combination of hardscape and "green" elements to create parks which serve as destinations / amenities for both residents and patrons within the District.

Tied closely to the development of the District is the installation of new synthetic turf ball fields on the adjacent Luther Jackson Middle School property, along with a new surface parking lot to support both District development and the new ball fields. The parking lot will span the property line between the District and Luther Jackson Middle School but will be constructed by the same party constructing the infrastructure for the District. The fields will be entirely on the school property; in order to facilitate their completion, the District infrastructure will grade the field area to its ultimate subgrade and provide the perimeter storm drain improvements for future under drain connection.

3 Description of Existing Infrastructure

Prior to construction activities for development of the District, the existing infrastructure within the District included elements required to support the movie theatre and heavy equipment rental facilities that existed previously within the District boundary. This included large surface parking lots throughout the property with a series of curb inlets to collect storm water runoff. Two (2) stormwater detention ponds were located in the District, one in the north eastern corner of the site near Lee Highway, and one in the south western portion of the site in the large existing open area south of the parking lot area. These facilities were both dry ponds.

Water service for the District was via an existing 10" water main in Lee Highway, with additional non-service water lines running through the site from Lee Highway south to provide a loop system within the District area. Sanitary sewer service was provided by an existing sanitary sewer main flowing west across the District frontage in Lee Highway.

Gas service was available from a service line running along the District frontage on Lee Highway and along the District frontage on Eskridge Road. Electric service was available from an existing overhead line running north-south through the middle of the northern portion of the District and along the western edge of the District abutting the existing post office, office condominiums, and Cox Communications sites. An existing Cox Communications fiber-optic cable was located in the District, running from the Cox Communications site through the north-east portion of the District.

Access to the theatre portion of the District was provided via an entrance onto Lee Highway located in the north-east portion of the District. Access to the heavy equipment rental portion of the District was provided via Eskridge Road, which connected to Hilltop Road. Hilltop Road was a service drive for Lee Highway that was located across the northern frontage of the District, ultimately connecting to Lee Highway in the same location as the theatre entrance.

4 Description of the Proposed Infrastructure

The existing infrastructure on the site prior to District development will be almost entirely demolished and replaced with new infrastructure to support the planned development of the District.

Roads

The proposed development within the District will be an urban town center. Accordingly, the existing surface parking lots were removed and will be replaced with a new grid of streets. This grid of streets will be generally as shown on Exhibit 3, and will create several land-bays throughout the District. In order to promote a pedestrian friendly experience, a unique street section will be included for much of the new street grid, as further described in the stormwater section below.

New structured parking garages will be provided. This structured parking will be a mix of standalone parking garage(s) and parking garage(s) integrated into proposed buildings within the District. Some on-street surface parking will remain along the new street grid provided for the District. Although the final number of spaces will be determined with final construction plans, the number of parking spaces provided, will at a minimum meet the ratios in the Z.O. for the proposed uses, including the use of shared parking spaces and any parking reduction that may be granted by the Fairfax County Board of Supervisors.

The grid of streets will improve the overall accessibility of the District by providing a greater number of access points. A direct connection to Lee Highway will be maintained on the northern frontage of the District, albeit in a different location than the existing movie theatre entrance. Additionally, existing Strawberry Lane, located approximately 650 feet south of Lee Highway and terminating on the eastern side of the District, is to be extended through the District to a connection with Eskridge Road on the west side of the District. Strawberry Lane will then be a continuous road from existing Gallows Road (State Route 650) to the east through the District to Eskridge Road on the West. Three (3) additional connections to Eskridge Road are to be provided from the District, all south of the Strawberry Lane connection. Lastly, Yates Way (which intersects Strawberry Lane) is to be extended north to directly connect to Lee Highway.

The District will also include a redesign of Eskridge Road. This redesign will raise the northern terminus of Eskridge Road (which currently connects to the Lee Highway service drive) significantly, to the point that it will be at grade with Lee Highway. Additionally, the horizontal alignment of Eskridge Road will be adjusted in this northern section such that it will more closely align with existing Merilee Drive, which connects to Lee Highway on the north side across from Eskridge Road. These two modifications to Eskridge Road will permit a direct connection between Eskridge Road and Lee Highway. A traffic signal modification for this existing signalized intersection will be included with District development as the intersection will become a 4-way intersection as opposed to the existing condition 3-way intersection.

Concurrent with District development, the Virginia Department of Transportation (VDOT) is performing roadway improvements to Lee Highway. These roadway improvements include a vertical adjustment to the southern curb line across much of the District frontage, a widening of Lee Highway across the District frontage, and the addition of a right turn lane in the east bound direction on Lee Highway across the District frontage. District construction will occur in advance of VDOT improvements, and as such the District design and construction must be such that it connects to Lee Highway in its existing condition.

Stormwater

In order to promote a pedestrian friendly environment within the District, a significant streetscape will be provided which will be largely hardscape between the building faces and the roadways. Included in these streetscape areas will be trees planted in tree pits, walking paths, and potential outdoor seating areas for ground floor retail spaces. Much of the road grid will be developed without vertical curb at the interface between the streetscape areas and the roadways.

Because there is no curb to channel runoff to inlets, the pitch of the street has been reversed such that it flows from both sides into the center of the street. A series of grate inlets located in the middle of the street are to be installed to collect the runoff being channeled into the center of the road.

The proposed District development will be more intense than the previous District area uses, and therefore will create a greater amount of runoff compared to the existing condition. As required by the Proffers, in order to address this increased amount of runoff, the District development will include stormwater management (“SWM”) facilities to control the peak rate of runoff from the District in its post-developed condition. As required by the Proffer conditions, sufficient detention of the post-developed runoff will be provided such that the peak release rate from the post-developed 2-year and 10-year storms will be equal to or less than the peak release rate for these respective storm events from the District in a “good forested” condition. Thus peak release rates are being reduced to levels below the existing condition of the District, as the existing condition of the District produces greater peak flows for the above referenced storm events compared to the “good forested” condition. An additional requirement in the Proffers requires that the District further reduce its allowable peak release rates for the above referenced storms in the post-developed condition by an amount equal to or greater than the increase in peak runoff that will be generated due to the above referenced Eskridge Road improvements. This amount is based on a comparison of the post-developed Eskridge Road condition relative to the existing condition of Eskridge Road, and in essence provides SWM quantity control for the Eskridge Road improvements within the District infrastructure improvements. Lastly, the proffers require that the SWM facilities in the District be designed to provide quantity control for the entire parking lot being built as part of the Luther Jackson Middle School ball field improvements.

In order to accomplish this SWM quantity control, the District development will include three (3) underground vaults. These vaults will be concrete and located throughout the District, with each providing SWM quantity control for a specific area of the District. The first vault is located in the southern portion of the site near the property line between the District and Luther Jackson Middle School. The second is located in Strawberry Lane on the eastern portion of the District, and the third is located underneath the parking garage currently planned on Parcel A in the north-west corner of the District. Exhibit 5 provides further information regarding the vault locations as well as the area served by each vault.

Runoff collected by the inlets described above will be conveyed via closed conduit to these SWM vaults, and then released via closed conduit into existing closed conduit systems surrounding the District. An analysis of the downstream receiving closed conduit system was performed as part of the District design to ensure that the proposed peak flow rates from the District for the 10-year, 2-hr rational storm event could be conveyed adequately. Exhibit 6 provides documentation of the analysis of outfall adequacy.

In addition to stormwater quantity control, stormwater quality control for the post-developed District is provided through the installation of three (3) best management practice (“BMP”) systems. In order to comply with the Chesapeake Bay Preservation Ordinance (the “CBPO”) as administered by Fairfax

County, development within the District is required to provide a percentage of phosphorous removal from the post-developed runoff from the District. The project will provide a phosphorous removal efficiency of 40%, which exceeds the required removal efficiency that would be required by the CBPO. The BMP systems designed for the District consist of the Stormfilter vaults. These vaults house Stormfilter cartridges, which contain a filtering media providing a phosphorous removal efficiency of 50% for water treated by the cartridges. By conveying a sufficient amount of runoff to these BMP vaults, the District design provides a sufficient phosphorous removal rate to comply with the Proffers. Exhibit 7 demonstrates how this removal efficiency is calculated for the District.

Water

In order to provide a reliable water source for development within the District, a looped water distribution system is proposed throughout. The water distribution system will consist of new water mains running primarily in the new street grid, with connections to existing water services (as owned and operated by the Falls Church Water Authority) in Lee Highway and Eskridge Road. From this new water distribution system installed for the District, both domestic water service and fire protection service (in the form of hydrants and fire service lines to building sprinkler systems) will be provided.

As part of its roadway improvement plan referenced above, VDOT will be removing an existing 10" water line in Lee Highway and replacing it with a new 16" water line in Lee Highway – thus providing a new, larger source for the water service to the District. Furthermore, the redesign of Eskridge Road will include the removal of an existing 12" water line in Eskridge Road to be replaced with a new 12" water line in Eskridge Road. This new 12" water line in Eskridge Road will connect to the new 16" water line in Lee Highway, providing a new water service source to the District.

The sizes of the water mains to be provided within the District vary from 8" to 12", and have been coordinated with the water authority to ensure sufficient pressures and flows can be provided to meet the anticipated needs of the development proposed within the District.

Sanitary Sewer

Sanitary sewer service for the proposed development within the District is to be provided through the installation of an entirely new system of sanitary sewer mains. These new sanitary sewer mains will connect to existing sanitary sewer mains in Eskridge Road, ultimate connecting into a sanitary sewer trunk line in the northern portion of Eskridge Road and flowing west.

The new sanitary sewer mains within the District have been adequately sized based on the new uses proposed within the District, and connect to Eskridge in multiple locations. The analysis of the existing Eskridge Road sewer system indicates it is adequate to convey the proposed District flows, except for the connection to the trunk line where all of the outfalls from the District development converge via the existing Eskridge Road sanitary sewer systems. As such, the redesign of Eskridge Road will include the replacement of the existing connection to the trunk line with a new connection to the trunk line of greater size with sufficient capacity for the proposed District development.

Dry Utilities (Electric, Gas, Phone/Fiber/Cable)

In order to provide dry utility service to the proposed District development, a new existing gas main will be run through the street grid. This new gas main will connect to an existing gas main in Lee Highway and loop through the District, connecting to another existing gas main in Eskridge Road.

The existing overhead electric service to the district will be relocated underground in a new duct bank to promote a more urban environment for the District. The new electric service will be routed through the

street grid from an existing service line Lee Highway to an existing service line in Eskridge Road. The alignment of this duct bank, as well as the location of manholes / transformers / pull boxes along the path of the duct bank have been coordinated with the electric service purveyor, Dominion Virginia Power (“DVP”) to ensure sufficient access points are available for connection points to the system, maintenance of the system, and installation of cable following conduit installation.

Phone/Fiber/Cable service to the District will be provided primarily in the same duct bank as the electric service, as the existing service to the District is to be placed underground as well. As with the electric service, locations of manholes / hand holes along the system have been provided to ensure sufficient access for connection, maintenance, and cable installation following conduit installation. The proximity of Cox Communications to the District allows easy access to facilities provided by Cox Communications for these services, however sufficient conduit is to be installed in the duct bank such that other purveyors (such as Verizon) will have sufficient infrastructure to provide service to the District as well.

Maintenance

The maintenance of the proposed infrastructure throughout the District will be a combination of Fairfax County and District maintenance.

The roadways within the District boundaries will be owned and maintained by the District. These District-owned roads will however be designed to meet Fairfax County Standards, as required by the approved proffer conditions.

Storm sewer throughout the site will be a combination of Fairfax County and District systems. The proposed SWM and BMP facilities will be District-owned and maintained. The vast majority of the storm drain system on the site will also be District-owned and maintained. The most notable exception is a storm sewer near parcels D & F which will collect and convey off-site flow from property to the east through the District. This storm sewer line, which outfalls into the Eskridge Road storm sewer system, must be Fairfax County owned and maintained regulations, as it conveys off-site water through the District.

Water mains throughout the District will be owned and operated by the purveyor of the water service, the Falls Church Water Authority (FCWA). All service lines for domestic use will be metered per FCWA requirements, with any water lines past the meter being District-owned and maintained.

Sanitary sewer mains will be Fairfax County owned and maintained throughout the District. The service connections, or laterals, for the proposed improvements will be District-owned and maintained.

The electric and phone/fiber/cable services throughout the District have been designed to share a duct bank. An easement is planned to be recorded over this duct bank. Thus these service lines will be owned and maintained by their respective purveyors. In the case of the electric lines, the secondary lines (from transformers to the buildings) will be District-owned and maintained. Gas service will be installed in its own trench, and is to be placed in an easement. The gas will then be owned and maintained by the gas company.

5 Status of Development

At the present time, development of the District is underway. Demolition of the previously existing buildings within the district has occurred, as has demolition of a majority of the existing infrastructure that was in place to serve these existing structures.

Currently installation of new utility lines for the new District infrastructure is under way to include water mains, sanitary sewer mains, storm drains, and dry utility duct bank with associated appurtenances for each. The SWM / BMP vaults in the south of the site and in Strawberry lane are under construction as well.

Earthwork is a major element of construction currently occurring, with significant fill operations on going to bring the site to proposed finished grade, especially within the Parcel 'A' development area. The site topography is being adjusted to facilitate completion of the new infrastructure and creation of pads to serve as the basis for future land-bay / parcel development.

The road grid within the District is to be constructed as the site grades are brought to the appropriate sub-grade elevations to allow for installation of the designed pavement sections. The connection of Yates Way to Lee Highway has been made, to ensure access to existing uses surrounding the east side of the District while construction operations close the old entrance to the demolished theatre. Eskridge Road improvements have not yet begun in earnest, but are scheduled to being in the near future.

6 Permitting and Approval Status

In order to complete development of the District, as described above, there are several levels of permitting and plan approval required. The permitting / plan approval process has been divided below into the following categories:

- Entitlement
- Site Construction
- Building Construction
- Miscellaneous

These categories are further detailed below.

Entitlement

In order to allow the proposed mix of uses at the proposed intensity within the District, it was necessary to rezone the land area within the District from the underlying I-4 / I-5 zones to the above referenced PRM / PDC zones.

Associated with the rezoning are the aforementioned CDP/FDP and the Proffers dated October 15, 2007.

As the plan for the overall District development has evolved, amendments to the CDP/FDP and Proffers have been filed with, Fairfax County. Currently two (2) development plans and proffer condition amendments (“CDPA/FDPA” and “PCA”) are in process with Fairfax County, the first of these amendments is for Parcel A and Parcel D. This amendment, which is anticipated to be approved in February 2011, provides for an alternate layout on Parcel A and parcel D. More specifically, this amendment proposes to rearrange the footprints and layout of the four (4) buildings planned for Parcel A. The revised layout also includes changes to the road network within the Parcel A area to accommodate the updated parcel layout. Parcel D layout has been revised to shift the location of the building planned for Parcel D to the north. Alternate landscaping options are also provided to coordinate with the new parcel layouts. Furthermore, the amendment provides the option of including theatre use in Parcel D. Staff recommendation for approval of this amendment came on December 29, 2010. The planning commission recommended approval of this amendment on January 14, 2011, and the Board of Supervisors hearing is scheduled for January 25, 2011.

The second amendment is for the southern portion of the site, Parcels G, H, I and new Parcel J. This amendment which is anticipated for approval in mid 2011, proposes to remove the theatre use from Parcel I and replace it with single family attached (“townhouse”) development. In order to accommodate this new vision on Parcel I, the layout of Parcel G and Parcel H development are also proposed to be revised. Updated roadways through this area of the site are also provided. Revised landscaping and pedestrian circulation plans are included as well to account for the revised layouts within Parcel G, Parcel H, Parcel I, and new Parcel J. Preliminary review by staff and coordination with the district supervisor’s office has to date identified no serious issues with the proposed amendment.

Site Construction

The site construction documents for the District development are numerous, and in various stages of review and approval. It should be noted that because the District falls within the Merrifield Revitalization area, concurrent processing of entitlement applications and site construction plans is permissible. Site construction plans are as follows:

Infrastructure Plan (County #0561-SP-03 as revised through 0561-SPV-03-B) – This base plan is approved and permitted by Fairfax County, as are the two revisions associated with this plan (Revision A and Revision B). The approval of this plan allows for demolition of the movie theatre and heavy equipment rental facilities, as well as installation of a significant portion of the infrastructure on the site to support the proposed District development. This infrastructure includes, but is not limited to, a portion of the road grid, utilities, mass grading operations, installation of the SWM / BMP facilities in the southern portion of the site and in Strawberry Lane, and the use proposed on Parcel 'B' in the north east corner of the site.

Eskridge Road Public Improvement Plan (County #0561-SP-02) – This plan is approved and permitted by Fairfax County, and allows for the modifications to Eskridge Road described in the above sections of this report.

Inter-Parcel Access Plan (County #6035-MSP-02 as revised through 6035-MSPV-02-A) – This plan is approved and permitted by Fairfax County, and allows for the connection of existing Yates Way to Lee Highway.

Parcel A and D Development Plan (County Plan #0561-SP-06) – This plan is currently under review by Fairfax County Department of Public Works and Environmental Services ("DPWES") following first submission of said plan. The work proposed in this application includes the uses on Parcel 'A' and Parcel 'D', to include additional utility work (i.e. building connections) to support these uses. Construction of the SWM / BMP vault under the Parcel 'A' garage is also included in this application.

Building Construction

Each proposed structure on the subject property will require a building permit to construct the structure itself. Building permit approval is subsequent to site plan approval. Building permit submission for Parcel 'B' construction is underway, with submission to Fairfax County having occurred and comments from the county being returned to the design team. 0561-SPV-03-13 has been approved by the County and final building permit review is underway.

Building permit submission for the Parcel 'A' Hotel, Buildings and Parking Garage has occurred. Review of these building permit plans is to be concurrent with review of site construction plan 0561-SP-06. Construction of these buildings is anticipated to start in the near future upon permit approval.

Miscellaneous

VDOT Permits

Associated with each site construction permit is a VDOT entrance permit, allowing use of state roads to access construction sites, as well as to construct entrances from sites onto state roads. VDOT permits associated with 0561-SP-03 are approved, the requirement for a VDOT permit for 6035-MSP-02 was waived, the permit for 0561-SP-02 is expected in the near future, and the permit for 0561-SP-06 will be acquired following approval by DPWES.

Virginia Stormwater Management Program ("VSMP") Permit

In the state of Virginia land disturbing activities which meet certain criteria are required to apply for and obtain a VSMP Permit. The District development meets the required criteria and as such must apply for and obtain a VSMP Permit, to be issued by the Virginia Department of Conservation and Recreation ("DCR"). A VSMP Permit is in place for the work proposed in 0561-SP-02, which covered the work proposed in 6035-MSP-02. A Permit for 0561-SP-06 will be applied for per the VSMP Permit application criteria following approval of the Erosion and Sediment Controls proposed in said plan.

Core of Engineers Section 404 Permit

As no wetlands are located on the subject property, no Section 404 permit is required for District development.

7 Estimate of Infrastructure Improvement Costs and Construction Schedule

Cost Estimate Mosaic - Infrastructure Improvements

#	Description	Years Built	Amount
1 Roads			
1a	Eskridge Road	2011 - 2011	\$ 6,564,279
1b	Lee Highway Improvements	2011 - 2011	\$ 1,247,506
1c	Market Street & Alley	2011 - 2011	\$ 1,622,830
1d	New Drive	2011 - 2012	\$ 3,590,052
1e	North Street	2011 - 2011	\$ 1,973,765
1f	Strawberry Lane	2011 - 2011	\$ 3,251,038
1g	Townhouse Street	2011 - 2011	\$ 1,377,665
1h	Festival Street (Lee to Strawberry)	2011 - 2011	\$ 3,613,209
1i	Festival Street (North to Eskridge)	2011 - 2011	\$ 3,593,990
1j	Festival Street (Strawberry to North)	2011 - 2011	\$ 3,564,182
1k	Yates Way	2011 - 2011	\$ 827,982
Subtotal - Roads			\$ 31,226,498
2 Parks			
2a	North Park	2011 - 2011	\$ 5,309,957
2b	South Park	2011 - 2012	\$ 2,863,617
Subtotal - Parks			\$ 8,173,574
3 Parking			
3a	Parcel A Deck (1,031 Spaces)	2011 - 2011	\$ 15,731,133
3b	East Deck (325 Spaces)	2013 - 2014	\$ 12,606,728
3c	Hotel Parking (300 Spaces)	2011 - 2014	\$ 5,040,000
3d	Parcel B Deck [Ex Target] (255 Spaces)	2011 - 2011	\$ 5,324,915
3e	Parcel B Deck [Target] (661 Spaces)	2011 - 2011	\$ 17,179,998
3f	Parcel C Deck (100 Spaces)	2012 - 2015	\$ 2,894,445
3g	Parcel E Deck (100 Spaces)	2012 - 2015	\$ 2,390,445
3h	Residential Parking (1,449 Spaces)	2012 - 2014	\$ 26,510,400
Subtotal - Parking			\$ 87,678,063
4 Utility Infrastructure			
4a	Public - Utility Infrastructure (Water / Sewer)	2011 - 2011	\$ 874,853
4b	Private - Utility Infrastructure (Electric / Phone)	2011 - 2011	\$ 2,918,574
4c	Storm Water System Improvements	2011 - 2011	\$ 3,474,107
Subtotal - Infrastructure			\$ 7,267,534
5 Other			
5a	Luther Jackson Middle School Improvements	2011 - 2011	\$ 607,942
5b	Sustainability Items	2011 - 2011	\$ 632,800
Subtotal - Other			\$ 1,240,742
Grand Total - Public Improvements			\$ 135,586,411

Schedule

TO BE PROVIDED BY DEVELOPER/CONTRACTOR

8 Engineer's Certification

To the best of our knowledge and belief as the design engineers of record for the site development within the District, the above information is accurate. It is our opinion that the proposed development described above is allowable within the District, and that the cost estimate and construction schedule presented herein are fair and reasonable.