Rivanna Futures Development Concepts

Albemarle COUNTY | LINE AND GRADE Civil Engineering

August 2024

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INTRODUCTION

Rivanna Futures is the County of Albemarle's vision for solidifying and protecting the long-term viability of Rivanna Station, which is a sub-installation of Fort Belvoir. In December 2023 the County of Albemarle purchased 462 acres of land surrounding Rivanna Station. The land is accessible from US 29 Seminole Trail via Boulders Road. The property is comprised of rolling terrain and natural features that support the development of amenities and provides opportunity to grow the existing missions located at Rivanna Station. The property will also attract private sector businesses and academic institutions whose presence will be complimentary to the existing missions at Rivanna Station. The land is naturally buffered by the North Fork of the Rivanna River along the southern boundary, US 29 along the western boundary, and several hundred acres of rural land on the eastern and northern boundaries, all of which work together to create a defined boundary around Rivanna Futures. [Page 3]

The purchased property surrounds Rivanna Station which is home to the US Army's National Ground Intelligence Center (NGIC), the Defense Intelligence Agency (DIA) and the National Geospatial-Intelligence Agency (NGA). The sub-installation also includes a Child Development Center (CDC), or childcare facility for employee's families. Adjacent to Rivanna Station on Boulders Road is a privately-held commercial office building identified as 'Boulders One'. The primary tenants leasing space in the private commercial property also support the mission of Rivanna Station.

Approximately 172 acres of the County's landholding lies within the County's Development Area (DA), are zoned Light Industrial (LI) and have an approved Special Use Permit (SP) that allows the immediate development of General Office space uses. The remaining 290 acres of the County's landholding are zoned Rural Area (RA) and are not included in the existing LI zoning and corresponding SP approvals. Approximately 60 acres of the landholdings zoned RA are located within the DA and approximately 230 acres are located outside the existing DA [Page 4]

For the purposes of this Development Concepts study, the only portions of the landholding considered for development are the 172 acres subject to the LI zoning with the approved Special Use Permit for office use. Of this land area, approximately 105 acres are developable for end users (buildings, parking, site needs). The remaining acreage is either to be developed as public road right-of-way and utility corridors or is generally not recommended for development due to topographic constraints or other natural features. Currently all access to Rivanna Station exists at a single point of egress where Boulders Road intersects US 29. A primary opportunity for the Rivanna Futures development is to extend Boulders Road in a manner that creates a second point of egress on US 29. Doing so will create redundancy for the users of Rivanna Station and potential partners of Rivanna Futures as well as enhancing the resiliency and military readiness of the station and its employees/personnel during an emergency. [Page 5]

As currently conceived, extending Boulders Road and looping it back to US 29 will require approximately 3,000 linear feet of new road construction. The road will follow along a natural ridge in the property before descending toward and crossing Herring Branch (a natural tributary along the western boundary) prior to connecting back to US 29 at Austin Drive. Following this natural topographic feature establishes the opportunity to create development pads/parcels along the extended roadway corridor. However, in order to maximize development opportunities within the extents of the LI zoned land, additional roadway infrastructure would likely be required. As conceived within this study, this access would be provided via a second looping road – providing up to an additional eight (8) development sites (Development Blocks) of varied size, orientations, and buffers. [Page 6]

These foundational considerations including zoning, natural landscape features and constraints, existing infrastructure and adjacent site users, and the County's vision for Rivanna Futures have led to the creation of a Development Plan [Page 7]. This Development Plan is not to be misconstrued as a master plan or a formally adopted site plan. The intention of this Development Plan has been to establish a working model that can serve to evaluate the technical feasibility of Rivanna Futures by addressing key questions. Namely, can the land be developed in such a way as to support the development? What limitations might the development face? What opportunities exist that were previously unknown or unrealized? The remainder of the Development Concepts Study is oriented around answering the questions related to the technical feasibility of developing this project.

PHASING

For a number of reasons, Rivanna Futures will not be fully developed at one time. Implementation of the development will be accomplished in phases. Each phase will offer challenges and opportunities. For the purposes of this study the implementation of Rivanna Futures will happen in three (3) phases. The time horizons provided below are technically informed but actual timing will depend on several factors outside the control of local government, including market conditions and federal planning and construction timelines. [Page 8]

Phase 1: 0- 5 years.

The goal of Phase 1 is to leverage as much existing infrastructure as possible to create market-ready sites for public sector and private sector development partners. This looks like establishing access from existing infrastructure to the greatest extent practicable while also making strides forward with laying the groundwork that will support the full extent of the vision of Rivanna Futures.

Phase 2: 6 - 8 years.

The goal of Phase 2 is to further accelerate the readiness and resiliency of the site by developing additional infrastructure for continued flexibility in future phases. This infrastructure will support high-win-potential sites within a cohesive campus environment.

Phase 3: Beyond 8 years

It is anticipated that Phase 3 will continue to provide additional development opportunities for new or existing partners. Phase 3 will also see the completion of Boulders Road Extended reaching back to US 29 and establishing a second point of egress for the development. To what extent the third phase includes a looping road or numerous development blocks (as currently shown) remains to be seen based on the development partners who approach the County.

Within these three phases an abundance of flexibility exists. There will be myriad opportunities to interchange the parts and pieces of the phasing to suit the needs of development partners. As previously mentioned, and worth repeating, the intent of this Development Concepts Study is to prove the technical viability of the development. Part of this work is to ensure that no matter what the phasing or development patterns end up needing to be, horizontal and vertical design constraints of the infrastructure remain viable and feasible.

PROOF OF CONCEPTS

For the purposes of this study, each of the three phases have been test-fit for development. Test fitting is another way to say 'proof of concept,' and the intention is to ensure that appropriate infrastructure is identified and included in each phase. It also includes testing the horizontal and vertical layout of each development block to suggest what the maximum development density of Rivanna Futures will be. Knowing the full-build development density allows for coordination with utility service providers and other agencies to reduce risk for future end-users.

Based on the potential development density, the County of Albemarle, as well as future development partners, will be capable of determining if the development opportunities are a good fit for specific users and their needs, or they will determine what augmentations or points of flexibility will be required to make a development block work for a potential partner.

As currently conceived, the three phases of development include up to 18 development blocks ranging in size from 1-8 acres. It is worth noting that at least one of the development blocks may require an inter-parcel access agreement in order to be developed. Also, some of these parcels can be developed without the need to extend Boulders Road at all.

At this time, specific end-user needs can only be speculated. However, this speculation is necessary. In an effort to understand what level of density will be included within each phase of development and, by association, the level of impacts and/or utility demands, two development scenarios were modeled to test the development density of each phase. [Pages 9-14]

The first model considers that the prospective development partners will only require general office space. As such, the traffic generated and the utility demands can be calculated accordingly.

The second model considers that the prospective development partners may represent a myriad of development types, and thus the generated utility and traffic demands will be quantifiably different than the first model.

These models are simply attempts to create what end conditions might be. Models are helpful in planning, but they are not intended to replace formally delineated engineering demands which would be established during the development of each parcel when an actual user has been determined and their specific needs can be quantified.

The site layouts and the development models suggest that one of the primary considerations for the development of these blocks will be meeting the parking needs (requirements). For the purposes of this study, it is assumed that surface parking will be provided to accompany each development block. However, the 'development tool' we have created for the County (refer to page 18), allows users to select "structured parking" as an option. Meeting the surface parking requirements for each development block will be the limiting factor for the size of the building, and thus the traffic demands and the utility demands.

Providing structured parking increases the development potential at Rivanna Futures. Indeed, similar developments across the country, as well as Rivanna Station itself, have a utilized structured parking to maximize the efficiency of their overall development. However, the implementation of such a feature needs to be considered by the County and development partners as a viable alternative to surface parking.

As currently conceived, each of the three phases includes varied ranges of infrastructure to support the development. It should be noted that each of the subsequent phases of development (e.g., Phase 2 and Phase 3) will become increasingly costly as measured by a per acre cost.

Phase 1 represents the lowest barrier (and cost) to development, primarily because the existing infrastructure of Boulders Road and the associated utilities lend to supporting Phase 1.

Phase 2 continues to extend Boulders Road along the ridge and adds several more development blocks along the way. This phase requires substantial utility extensions but what it really does is prepare for the third and final phase.

Phase 3, as currently conceived, includes the looping road which provides substantial development opportunity to the furthest reaches of the development window, and it also completes the Boulders Road extension connection back to US 29 at Austin Drive. This final piece of the roadway infrastructure includes a crossing of Herring Branch, which is anticipated to require a structured crossing in order to reach US 29.

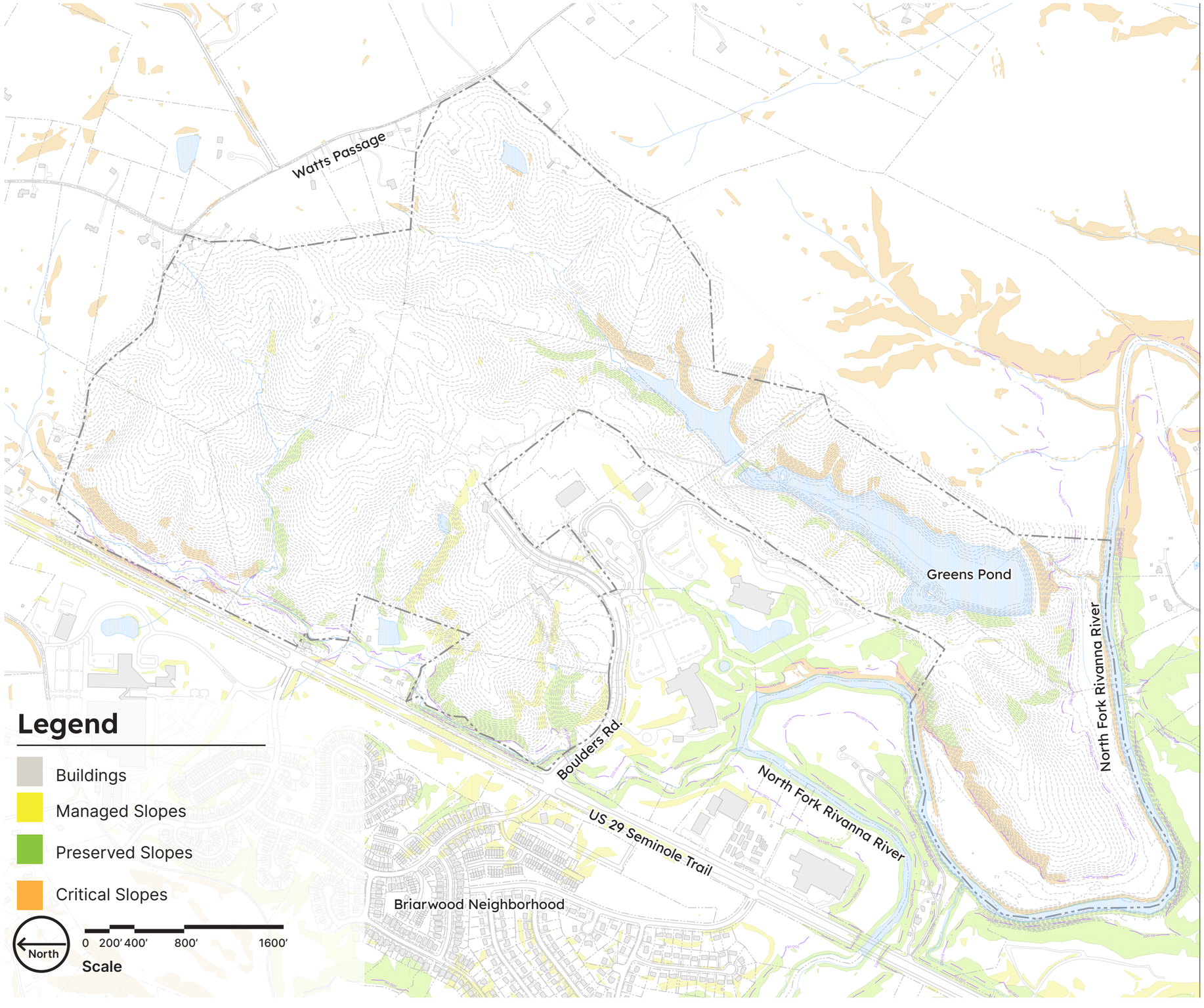
When taken in aggregate, the proposed roadway infrastructure network will create access redundancy and enhance the resiliency for all partner organizations who locate their operations at this campus. [Page 15] As currently conceived the roadway design(s) will be a 4-lane boulevard divided by a raised median with plantings. The lane assignments include 2 vehicular lanes in each direction, left and right turn lanes where warranted, a planted verge along the margins and a shared-use-path on either side of the right-of-way. The proposed intersections are envisioned to be roundabouts, which contribute to improved traffic flow and the access resiliency previously mentioned. [Page 16]

The final utility layout and design will be responsive to a masterplan which reflects the County's specific objectives at Rivanna Futures. Toward the aim of understanding the proof of concept, the included utility plan highlights the proposed utility network capable to serve the development blocks at the furthest limits of the development area. The utility service providers (USP) are in the process of implementing an improvement plan which will ensure the capacity requirements for Rivanna Futures. It is worth noting specifically that the USP's are also in the process of expanding their network capacity. Their schedules largely correspond with the County's, 8-10 years until their final capacity improvements are implemented. [Page 17]

CONCLUSION

The aim of this study is proof-of-concept and a high-level guide to prioritize future infrastructure investment. It is important to recognize that the final development pattern is unknown and will be impacted by many different variables, including the overall number of distinct end users, which development blocks they prefer and their specific infrastructure needs. Nevertheless, this study's analysis builds off the due diligence undertaken prior to the County's purchase of the land and is informed by previous planning efforts, the County's development policies and regulations, and the experience of the team that created this document. The dynamic nature of this study led to the creation of a Development Evaluation Tool, which will serve as an aid to County staff as they work with prospective development partners and agencies as this planning process continues. This tool will provide real-time feedback and estimates related to traffic trips generated, water and sewer demands, as well as parking spaces required and potential employee counts.

This study concludes, and validates, that the Rivanna Futures project is technically viable. Initial horizontal and vertical design constraints have been adequately resolved to the degree that the County of Albemarle and their future development partners can have assurance that the technical aspects of developing this property are not a hindrance to achieving the goal of supporting the long-term vibrancy, readiness and resiliency of Rivanna Station in Albemarle County.



Existing Conditions Map

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Development Concepts

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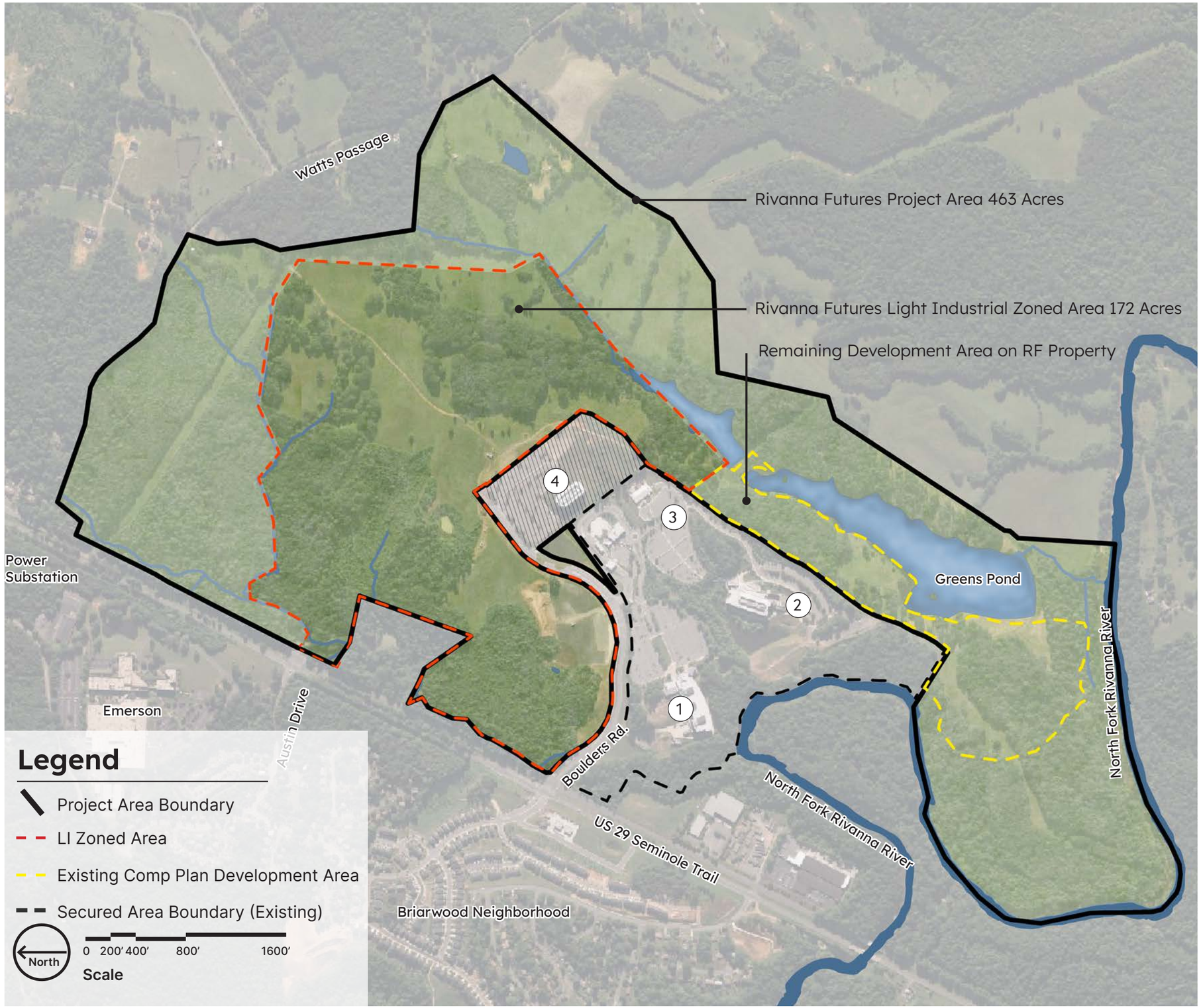

1. National Ground Intelligence Center (NGIC)
2. Defense Intelligence Agency (DIA)
3. Child Development Center (CDC)
4. Boulders One (Privately Owned Building)

463 Acres - Rivanna Futures Project Area

172 Acres Rivanna Futures Development Area

Project Area Map

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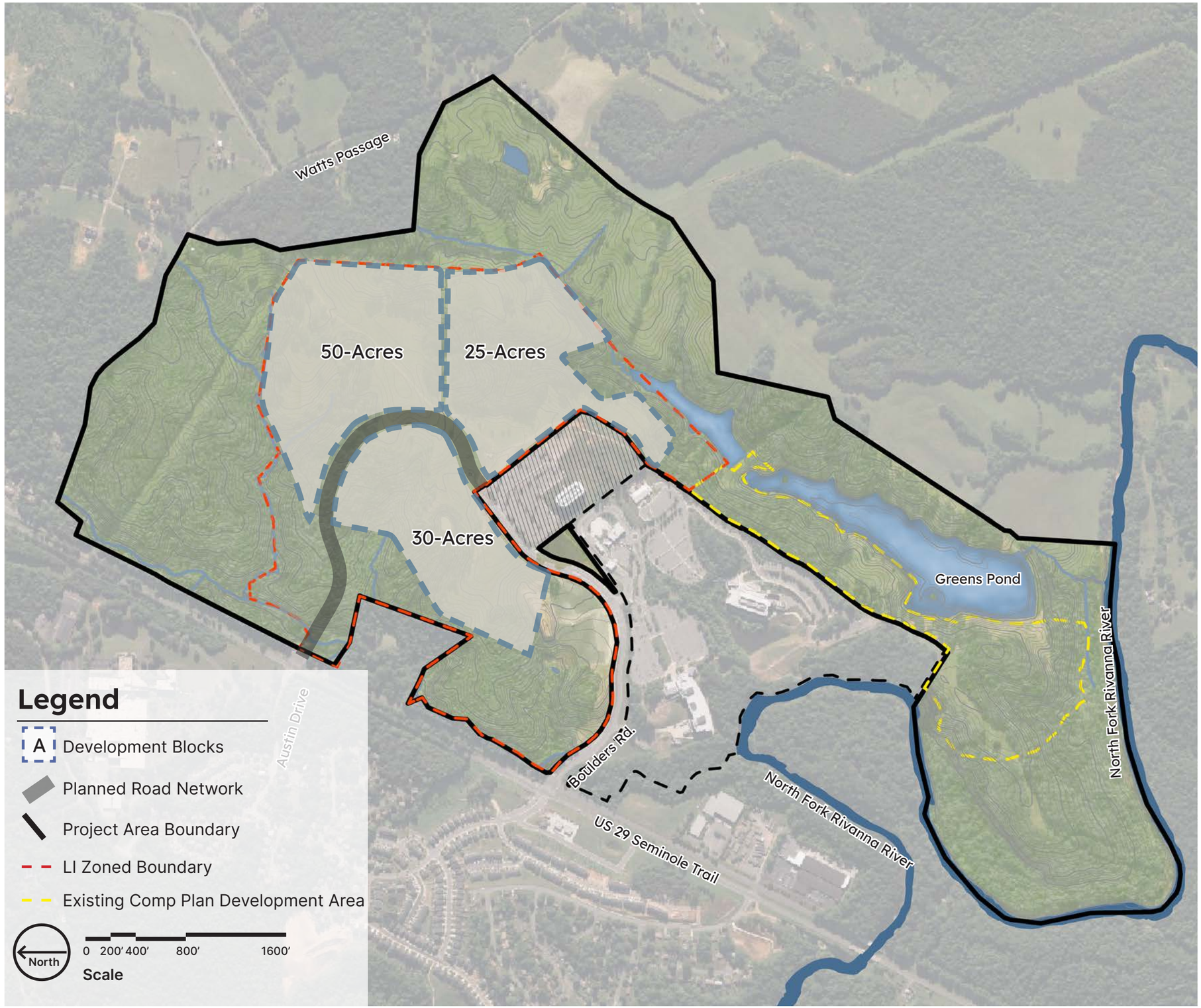

Notes:

The LI Zoned land naturally divides into three large land masses. Note that the shape of the land masses does not extend to the extreme limits of the LI Zoned boundary. This is a result of the pragmatic considerations of land development and keeping the development windows away from natural and sensitive resources including managed and preserved slopes as well as stream buffers, and also areas that simple do not easily support development.

Land Massing

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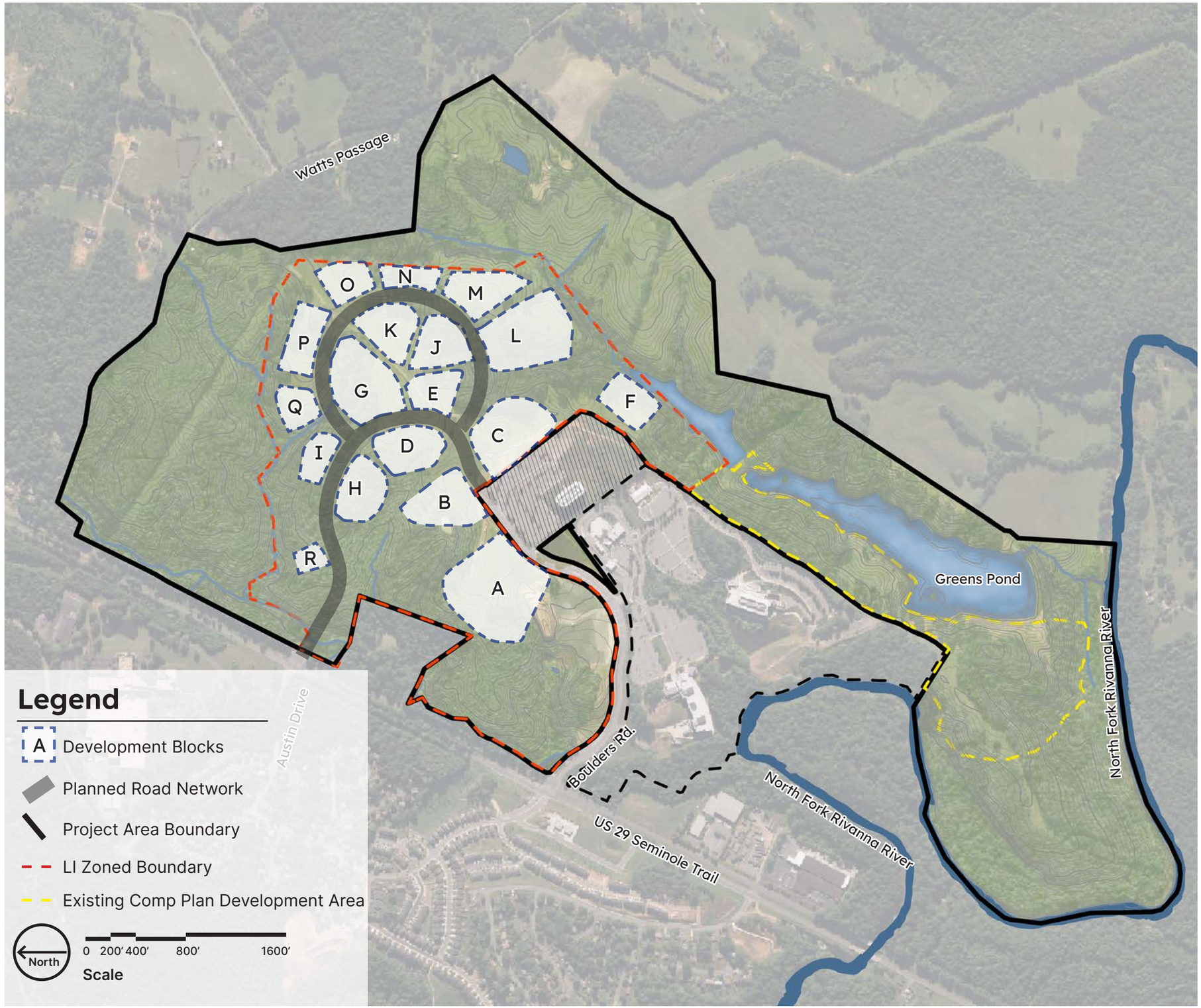

Blocks	Approximate Block Area	Zoning	Tier Status
A	8 Acres	LI*	Tier 4
B	4 Acres	LI*	Tier 4
C	6 Acres	LI*	Tier 4**
D	4 Acres	LI*	Tier 3
E	2.5 Acres	LI*	Tier 3
F	2.5 Acres	LI*	Tier 4**
G	4 Acres	LI*	Tier 3
H	3 Acres	LI*	Tier 3
I	1 Acres	LI*	Tier 3
J	2.5 Acres	LI*	Tier 3
K	2.5 Acres	LI*	Tier 3
L	6.5 Acres	LI*	Tier 3
M	3.5 Acres	LI*	Tier 3
N	2 Acres	LI*	Tier 3
O	3 Acres	LI*	Tier 3
P	3 Acres	LI*	Tier 3
Q	1 Acre	LI*	Tier 3
R	1 Acre	LI*	Tier 3

* With Special Use Permit for General Office
** Interparcel Access Agreement Needed.

Development Area Map

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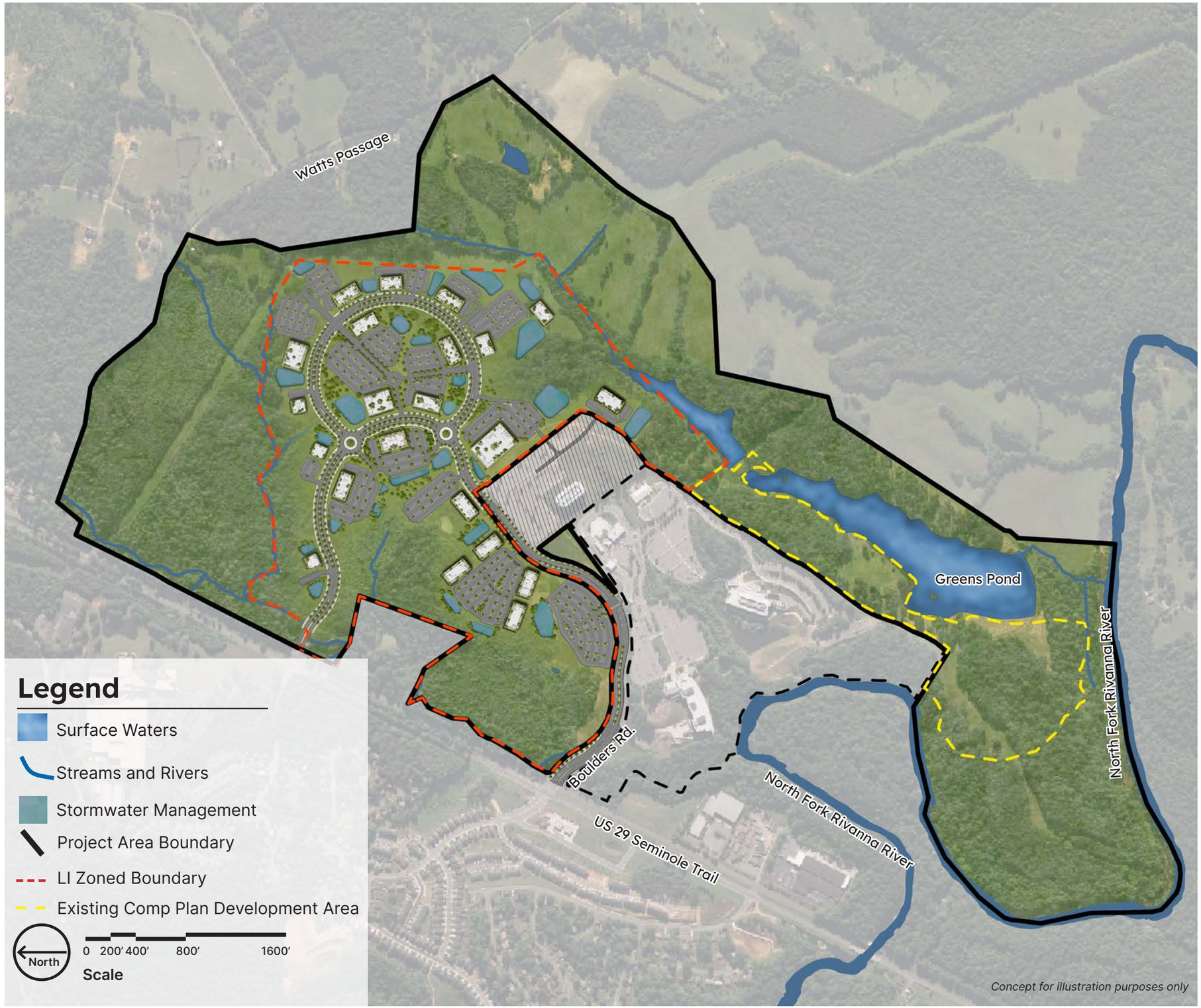

Development Plan

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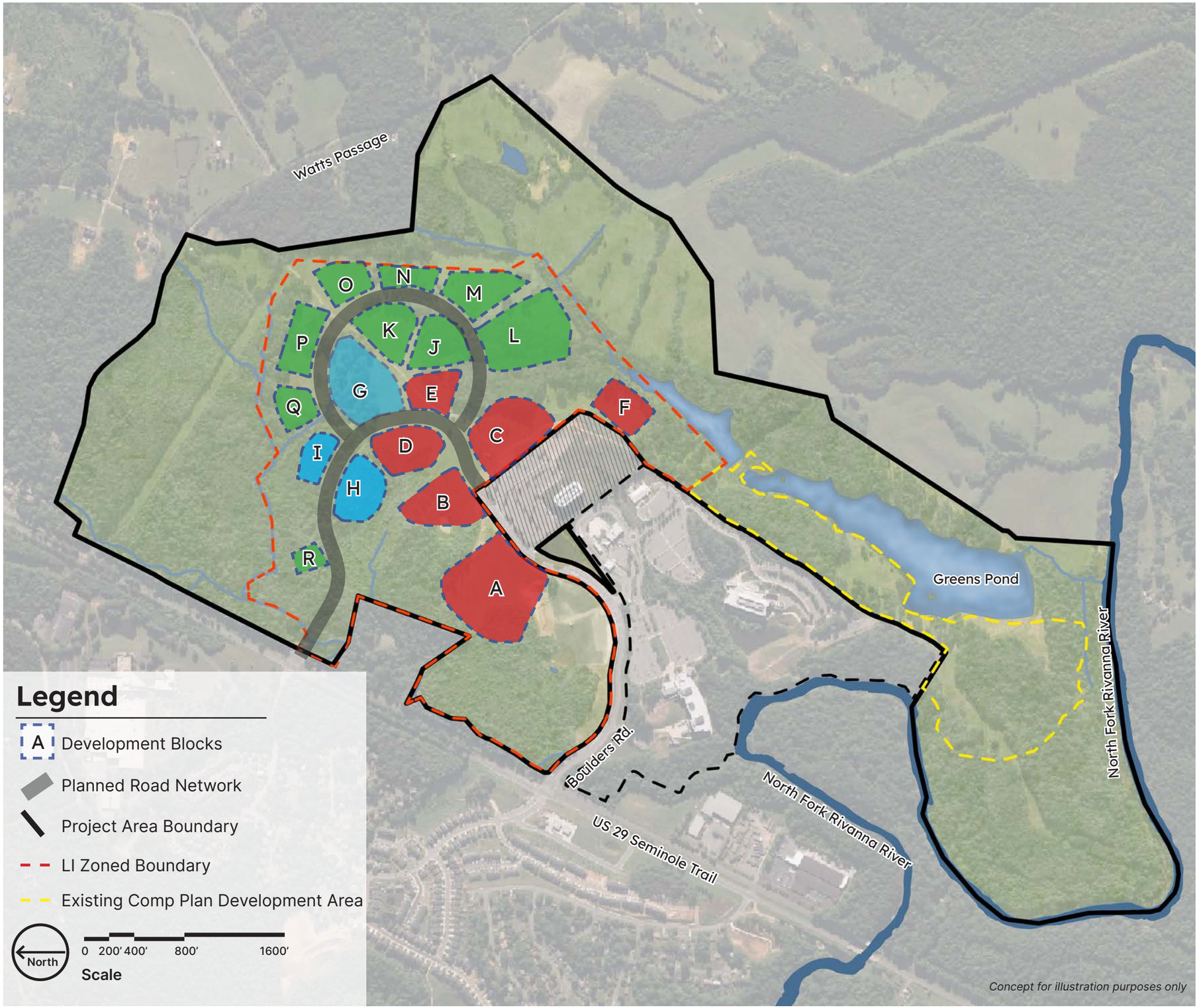

Phase 1: 0-5 Years

Phase 2: 6-8 Years

Phase 3: 8+ Years

Development Phases

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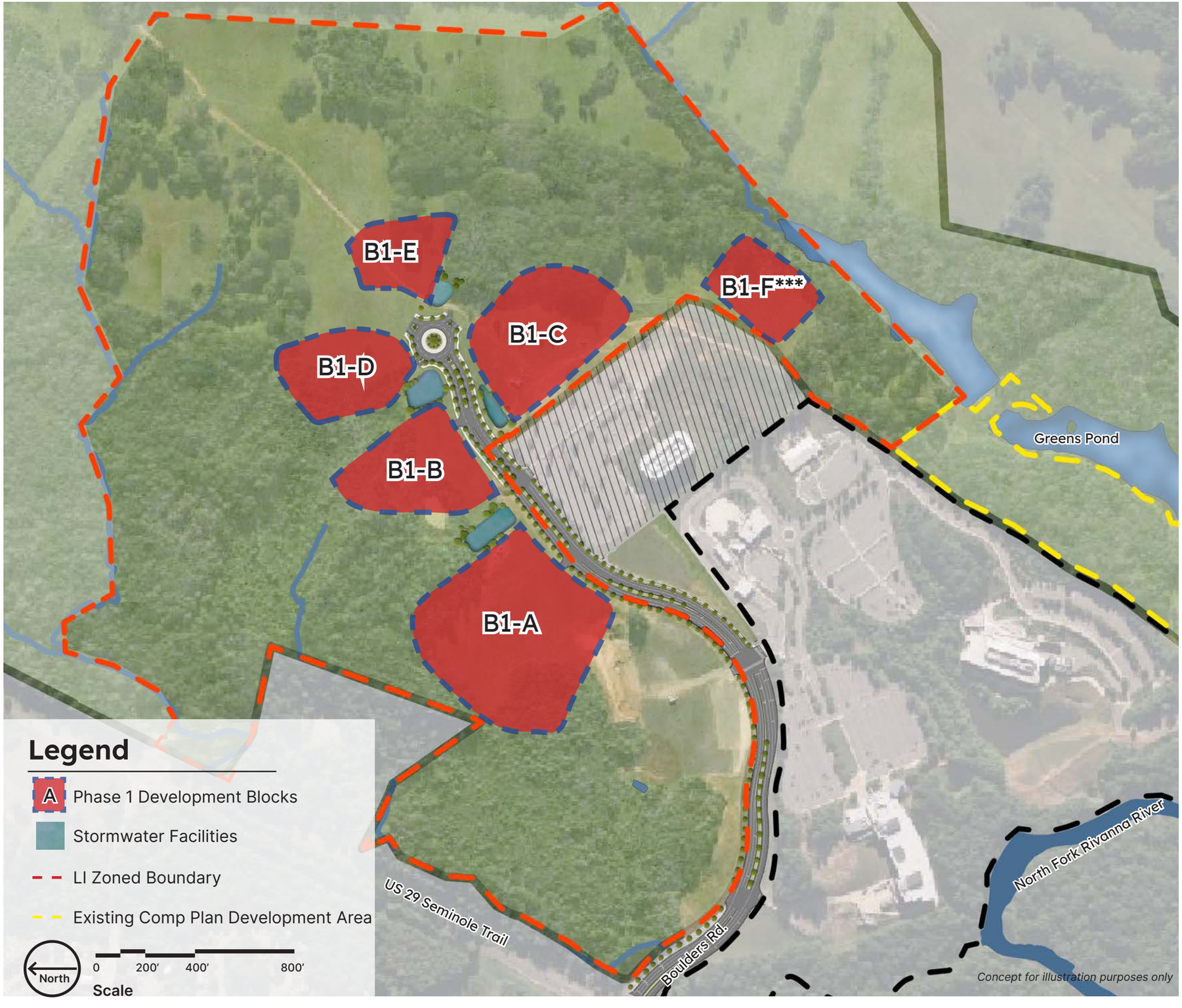

	Blocks	Approximate Block Area	Building Area*	Parking Spaces**	Zoning	Tier
Phase 1	B1-A	8 Acres	120,000	480	O, F, I, C, LI	4
	B1-B	4 Acres	60,000	240	O, F, I, C, LI	4
	B1-C	6 Acres	80000	320	O, F, I, C, LI	4***
	B1-D	4 Acres	60000	240	O, F, I, C, LI	3
	B1-E	2.5 Acres	25000	100	O, F, I, C, LI	3
	B1-F	2.5 Acres	20000	80	O, F, I, C, LI	4***

Abbreviations: O = Office; F = Flex; I = Industrial; C = Support Commercial; LI = Light Industrial

* Estimated GFA

** Off-street parking will be provided to meet the demand for the proposed land use at the time of site plan submission. The amount of parking will be calculated based on accepted standards. Shared parking arrangements will also be considered.

*** Would require inter-parcel access agreement

Development Data:

650 feet of new roadway

Extension of utilities

Up to six (6) building sites (configurations may vary)

Buildings parcels ranging from 2.5-8 Acres

~50 acres total

ROM Opinion of Cost

(Infrastructure Construction Only)

Roadway:	$4.4MM (650 LF)
Sewer:	$3.2MM (4,000 LF)
Water:	$520,000 (650 LF)
SubTotal:	**$8.1MM**
Soft Costs	$1.2MM (15%)
SubTotal:	**$9.3MM**
Contingency:	$1.86MM (20%)
Total:	**$11.16MM**

Phase 1 Development Cost: $223,200 per acre

Ph. 1 Development Metrics

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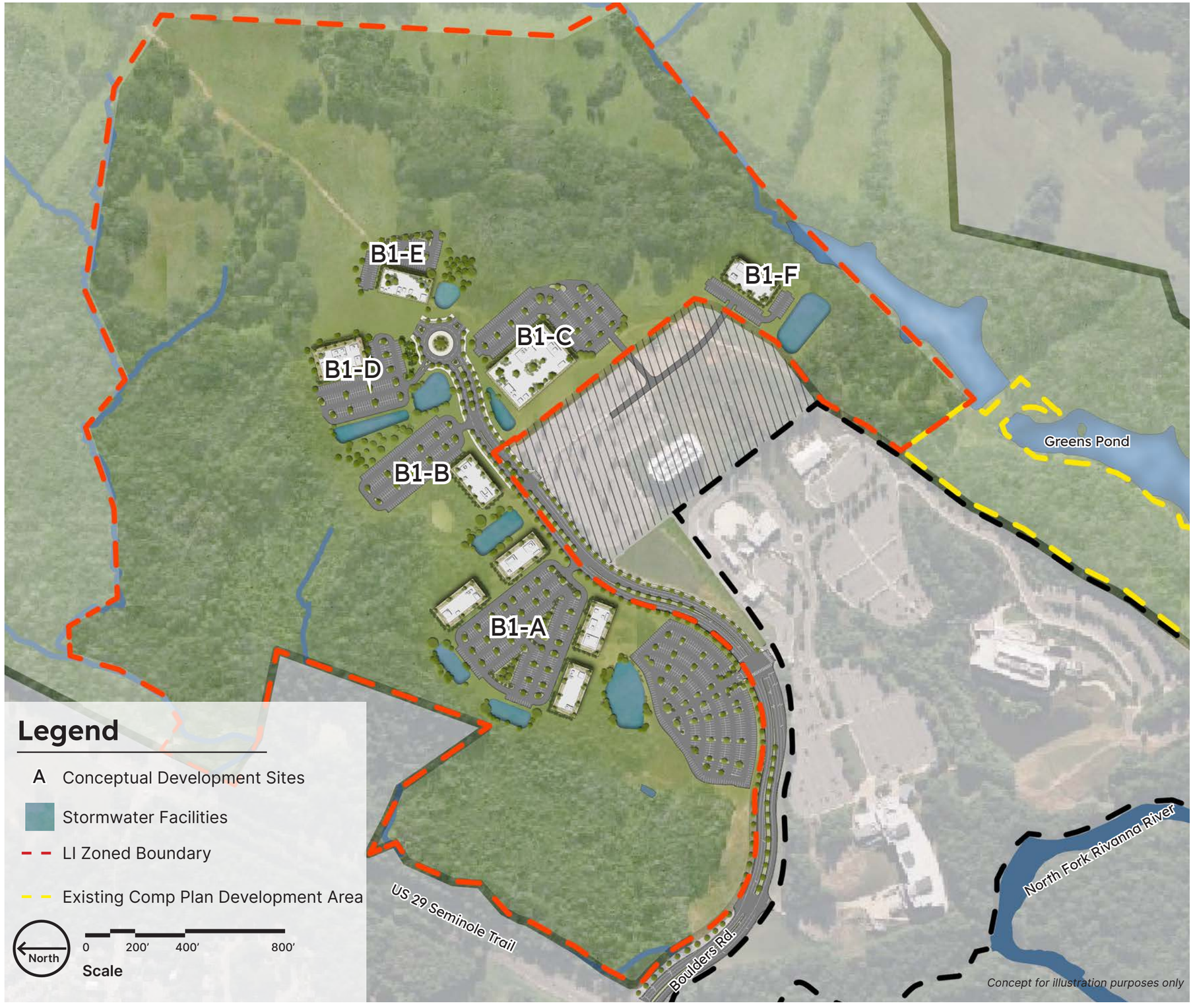

Model Scenario 1: All Office Space

		INPUTS		
	Building No	**Use**	**Building Sq Ft**	
Phase 1	Block B1-A	**Office**	**110,000**	<- (max: 120,000)
	Block B1-B	**Office**	**50,000**	<- (max: 60,000)
	Block B1-C	**Office**	**75,000**	<- (max: 80,000)
	Block B1-D	**Office**	**50,000**	<- (max: 60,000)
	Block B1-E	**Office**	**25,000**	<- (max: 25,000)
	Block B1-F	**Office**	**20,000**	<- (max: 20,000)
	Subtotal		330,000	

OUTPUTS				
Trips	**Water (GPD)**	**Sewer (GPD)**	**Parking**	**Employees**
1,220	4,400	4,180	440	550
550	2,000	1,900	200	250
830	3,000	2,850	300	380
550	2,000	1,900	200	250
280	1,000	950	100	130
220	800	760	80	100
3,650	**13,200**	**12,540**	**1,320**	**1,660**

Model Scenario 2: Mixed Use

		INPUTS		
	Building No	**Use**	**Building Sq Ft**	
Phase 1	Block B1-A	**Office**	**110,000**	<- (max: 120,000)
	Block B1-B	**Academic**	**50,000**	<- (max: 60,000)
	Block B1-C	**Warehouse**	**75,000**	<- (max: 80,000)
	Block B1-D	**Manufacturing**	**50,000**	<- (max: 60,000)
	Block B1-E	**Office**	**25,000**	<- (max: 25,000)
	Block B1-F	**Warehouse**	**20,000**	<- (max: 20,000)
	Subtotal		330,000	

OUTPUTS				
Trips	**Water (GPD)**	**Sewer (GPD)**	**Parking**	**Employees**
1,220	4,400	4,180	440	550
890	2,000	1,900	200	100
130	750	710	120	120
240	2,750	2,610	120	120
280	1,000	950	100	130
30	200	190	30	30
2,790	**11,100**	**10,540**	**1,010**	**1,050**

Ph. 1 Development Models

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	Blocks	Approximate Block Area	Building Area*	Parking Spaces**	Zoning	Tier
Phase 2	B2-G	4 Acres	80,000	320	O, F, I, C, LI	3
	B2-H	3 Acres	60,000	240	O, F, I, C, LI	3
	B2-I	1 Acres	10,000	48	O, F, I, C, LI	3

Abbreviations: O = Office; F = Flex; I = Industrial; C = Support Commercial; LI = Light Industrial

* Estimated GFA

** Off-street parking will be provided to meet the demand for the proposed land use at the time of site plan submission. The amount of parking will be calculated based on accepted standards. Shared parking arrangements will also be considered.

*** Would require inter-parcel access agreement

Development Data:

- 800 feet of new roadway
- Extension of utilities
- Up to three (3) building sites (configurations may vary)
- Buildings parcels ranging from 2-4 Acres
- ~9 acres total in Phase 2

ROM Opinion of Cost

(Infrastructure Construction Only)

Roadway:	$5.4MM (800 LF)
Sewer:	$1.2MM (1,500 LF)
Water:	$640,000 (800 LF)
SubTotal:	**$7.24MM**
Soft Costs	$1.0MM (15%)
SubTotal:	**$8.24MM**
Contingency:	$1.65MM (20%)
Total:	**$10.00MM**

Phase 2 Development Costs: $1.1 MM per acre

Ph. 2 Development Metrics

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Model Scenario 1: All Office Space

	Building No	Use	Building Sq Ft	
Phase 2	Block B2-G	**Office**	**80,000**	<- (max: 80,000)
	Block B2-H	**Office**	**60,000**	<- (max: 60,000)
	Block B2-I	**Office**	**10,000**	<- (max: 10,000)
	Subtotal		150,000	

Trips	Water (GPD)	Sewer (GPD)	Parking	Employees
890	3,200	3,040	320	400
660	2,400	2,280	240	300
110	400	380	40	50
1,660	**6,000**	**5,700**	**600**	**750**

Model Scenario 2: Mixed Use

	Building No	Use	Building Sq Ft	
Phase 2	Block B2-G	**Academic**	**80,000**	<- (max: 80,000)
	Block B2-H	**Warehouse**	**60,000**	<- (max: 60,000)
	Block B2-I	**Office**	**10,000**	<- (max: 10,000)
	Subtotal		150,000	

Trips	Water (GPD)	Sewer (GPD)	Parking	Employees
1,420	3,200	3,040	320	160
100	600	570	90	90
110	400	380	40	50
1,630	**4,200**	**3,990**	**450**	**300**

Notes:

If Phase 1 is developed entirely as office, and if Phase 2 is also developed entirely as office, the threshold of vehicular trips per day associated with the Zoning Map Amendment (ZMA) will be exceeded upon the development of the first site within Phase 2.

Ph. 2 Development Models

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	Blocks	Approximate Block Area	Building Area*	Parking Spaces**	Zoning	Current Tier	Max Height/Stories
Phase 3	B3-J	2.5 Acres	40,000	160	O, F, I, C, LI	3	65' / 6 Stories
	B3-K	2.5 Acres	45,000	180	O, F, I, C, LI	3	65' / 6 Stories
	B3-L	6.5 Acres	64,000	260	O, F, I, C, LI	3	65' / 6 Stories
	B3-M	3.5 Acres	32000	130	O, F, I, C, LI	3	65' / 6 Stories
	B3-N	2 Acres	32000	130	O, F, I, C, LI	3	65' / 6 Stories
	B3-O	3 Acres	40000	160	O, F, I, C, LI	3	65' / 6 Stories
	B3-P	3 Acres	60000	240	O, F, I, C, LI	3	65' / 6 Stories
	B3-Q	1 Acres	10000	40	O, F, I, C, LI	3	65' / 6 Stories
	B3-R	1 Acres	10000	40	O, F, I, C, LI	3	65' / 6 Stories

Abbreviations: O = Office; F = Flex; I = Industrial; C = Support Commercial; LI = Light Industrial

* Estimated GFA

** Off-street parking will be provided to meet the demand for the proposed land use at the time of site plan submission. The amount of parking will be calculated based on accepted standards. Shared parking arrangements will also be considered.

*** Would require inter-parcel access agreement

Development Data:

- 4,500 feet of new roadway
- Structured crossing of Herring Branch
- Extension of utilities
- Up to nine (9) building sites (configurations may vary)
- Buildings parcels ranging from 1-6.5 acres
- ~35 acres total in Phase 3

ROM Opinion of Cost

(Infrastructure Construction Only)

Roadway:	$27.5MM (4,400 LF)
Sewer:	$2.5MM (3100 LF)
Water:	$3.6 MM (4,500 LF)
Bridge:	$12.4MM (300 LF)
SubTotal:	**$46 MM**
Soft Costs	$6.9 MM (15%)
SubTotal:	**$52.9 MM**
Contingency:	$10.5 MM (20%)
Total:	**$63.48 MM**

Ph. 3 Development Metrics

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Model Scenario 1: All Office Space

	Building No	Use	Building Sq Ft	
Phase 3	B3-J	Office	45,000	<- (max: 45,000)
	B3-K	Office	45,000	<- (max: 45,000)
	B3-L	Office	64,000	<- (max: 64,000)
	B3-M	Office	32,000	<- (max: 32,000)
	B3-N	Office	32,000	<- (max:32,000)
	B3-O	Office	40,000	<- (max: 40,000)
	B3-P	Office	60,000	<- (max: 60,000)
	B3-Q	Office	10,000	<- (max: 10,000)
	B3-R	Office	10,000	<- (max: 10,000)
	Subtotal	338,000		

Trips	Water (GPD)	Sewer (GPD)	Parking*	Employees
500	1,800	1,710	180	180
500	1,800	1,710	180	180
710	2,560	2,430	260	260
350	1,280	1,220	130	130
350	1,280	1,220	130	130
440	1,600	1,520	160	160
660	2,400	2,280	240	240
110	400	380	40	40
110	400	380	40	40
3,730	13,520	12,850	1,360	1,360

Notes:

Mixed use model not shown for brevity.

Ph. 3 Development Models

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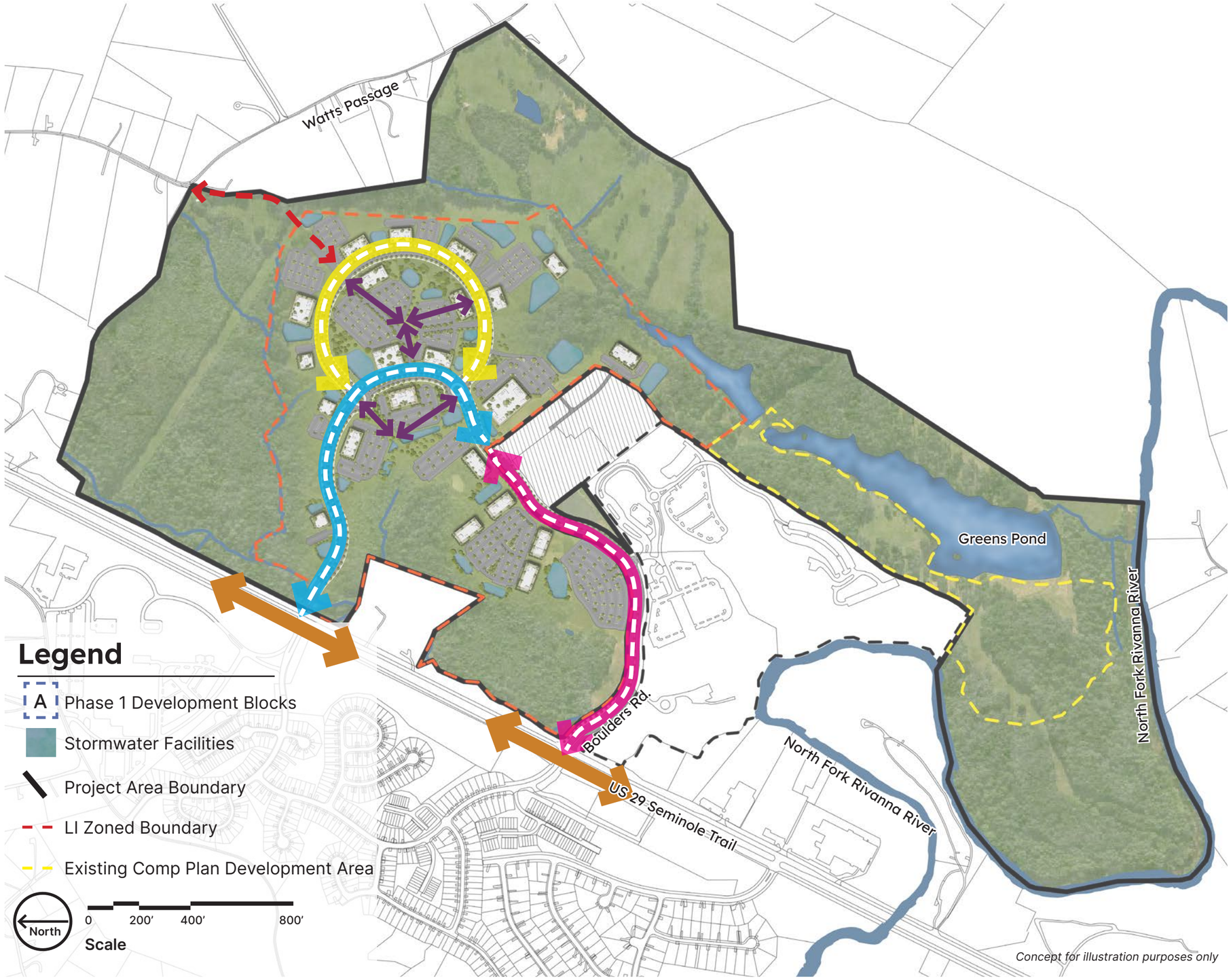

NORTH/SOUTH ACCESS ON US 29

BOULDERS ROAD (EXISTING)

BOULDERS ROAD EXTENDED (PROPOSED)

PINEY MOUNTAIN LOOP (PROPOSED)

INTER-PARCEL CONNECTIONS

FUTURE EMERGENCY VEHICLE CONNECTION

Notes:

The current facility is served by a single point of access on Route 29 Seminole Trail. The proposed program includes two points of access on Route 29 and the proposed looping road provides additional redundancy for vehicular movements and access.

Access Resiliency

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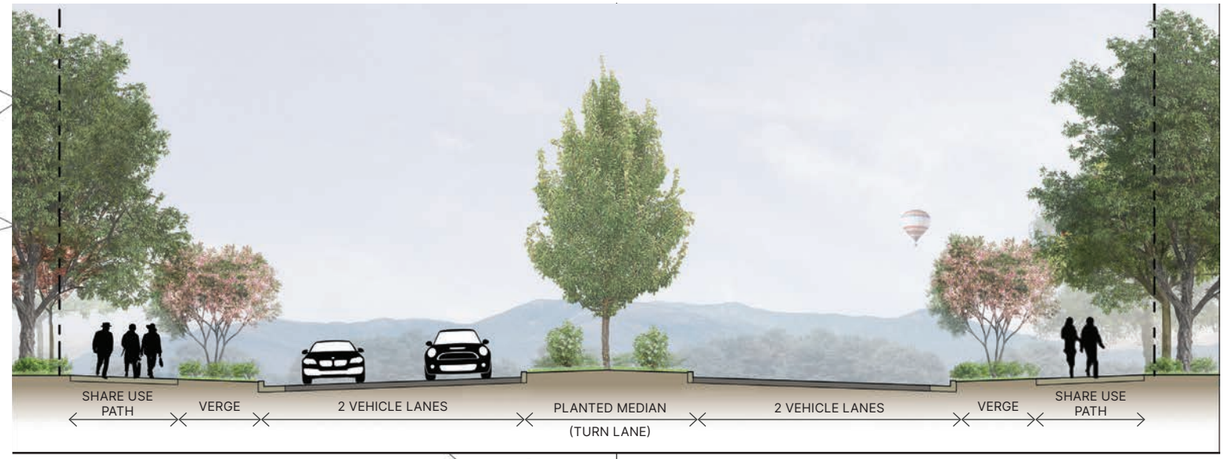

Proposed Roadway Section

Notes:

Pending the insights from the Traffic Impact Analysis (TIA), there could be certain roadway infrastructure which could be constructed in a 2-lane configuration, as compared to a 4-lane configuration including portions of the "looping road" or Boulders Road Extended.

Road Design

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Legend

- Project Area Boundary
- LI Zoned Boundary
- Sewer Main Extension
- Water Main Extension(s)
- Existing Comp Plan Development Area

North

0 200′ 400′ 800′

Scale

Utility Plan

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RIVANNA FUTURES DEVELOPMENT EVALUATION TOOL

Use this tool to evaluate the infrastructure impacts of different uses and sizes by buildout phase.
Enter the specific use and square footage in the **bolded** cells.

		INPUTS			OUTPUTS				
	Building No	**Use**	**Building Sq Ft**		**Trips**	**Water (GPD)**	**Sewer (GPD)**	**Parking***	**Employees**
Phase 1	Block B1-A	**Office**	**120,000**	<- (max: 120,000)	1,330	4,800	4,560	480	480
	Block B1-B	**Office**	**60,000**	<- (max: 60,000)	660	2,400	2,280	240	240
	Block B1-C	**Office**	**80,000**	<- (max: 80,000)	890	3,200	3,040	320	320
	Block B1-D	**Office**	**60,000**	<- (max: 60,000)	660	2,400	2,280	240	240
	Block B1-E	**Office**	**25,000**	<- (max: 25,000)	280	1,000	950	100	100
	Block B1-F	**Office**	**20,000**	<- (max: 20,000)	220	800	760	80	80
	Subtotal		365,000		4,040	14,600	13,870	1,460	1,460
	Building No	**Use**	**Building Sq Ft**		**Trips**	**Water (GPD)**	**Sewer (GPD)**	**Parking***	**Employees**
Phase 2	Block B2-G	**Office**	**80,000**	<- (max: 80,000)	890	3,200	3,040	320	320
	Block B2-H	**Office**	**60,000**	<- (max: 60,000)	660	2,400	2,280	240	240
	Block B2-I	**Office**	**10,000**	<- (max: 10,000)	110	400	380	40	40
	Subtotal		150,000		1,660	6,000	5,700	600	600
	Building No	**Use**	**Building Sq Ft**		**Trips**	**Water (GPD)**	**Sewer (GPD)**	**Parking***	**Employees**
Phase 3	B3-J	**Office**	**45,000**	<- (max: 45,000)	500	1,800	1,710	180	180
	B3-K	**Office**	**45,000**	<- (max: 45,000)	500	1,800	1,710	180	180
	B3-L	**Office**	**64,000**	<- (max: 64,000)	710	2,560	2,430	260	260
	B3-M	**Office**	**32,000**	<- (max: 32,000)	350	1,280	1,220	130	130
	B3-N	**Office**	**32,000**	<- (max:32,000)	350	1,280	1,220	130	130
	B3-O	**Office**	**40,000**	<- (max: 40,000)	440	1,600	1,520	160	160
	B3-P	**Office**	**60,000**	<- (max: 60,000)	660	2,400	2,280	240	240
	B3-Q	**Office**	**10,000**	<- (max: 10,000)	110	400	380	40	40
	B3-R	**Office**	**10,000**	<- (max: 10,000)	110	400	380	40	40
	Subtotal		338,000		3,730	13,520	12,850	1,360	1,360
			Building Sq Ft		**Trips**	**Water (GPD)**	**Sewer (GPD)**	**Parking**	**Employees**
	Overall Total		**853,000**		**9,430**	**34,120**	**32,420**	**3,420**	**2,060**
				TIA Triggered? ->	Yes				
				Triggered Phase ->	Phase 2				

Turns red if TIA needed

* assumed as surface parking

Notes:

If, for example, the entire LI Zoned portion of the property is developed as office use, the maximum building GSF is approximately 853,000 because the surface parking requirements dictate the maximum amount of building space. If, structured parking is utilized then the development density can increase accordingly.

Development Tool

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