



TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ AGENDA ~

Robert B. Weir,
<http://www.townofhaymarket.org/>

15000 Washington Street, Suite 100
Haymarket, VA 20169

Monday, March 10, 2014

7:00 PM

Council Chambers

1. Call to Order

2. Announcements

3. Citizens Time

4. Minutes Approval

a. Planning Commission - Regular Meeting - Feb 10, 2014 7:00 PM

5. ARB and Council Update

6. Town Planner Report

7. Old Business

a. Comprehensive Plan Update

8. New Business

a. Capital Improvement Plan

9. 1-Mile Notices

a. Midwood/John Marshall Commons

10. Adjournment



TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ MINUTES ~

Robert B. Weir,
<http://www.townofhaymarket.org/>

15000 Washington Street, Suite 100
Haymarket, VA 20169

Monday, February 10, 2014

7:00 PM

Council Chambers

A Regular Meeting of the Planning Commission of the Town of Haymarket, VA, was held this evening in the Board Room, Commencing at 7:00 PM

Chair Robert B. Weir called the meeting to order.

1. Call to Order

Chair Robert B. Weir: Present, Councilwoman Rebecca Bare: Present, Ed Robinson: Absent, Commissioner Ralph Ring: Present, Commissioner Christopher Johnson: Present.

2. Announcements

There are several 1 mile notices in the Town Planners office. Open to review and look at. Looking at comments for Midwood particularly. 550 homes. Claiming generating 4.5 trips per day. Not close to realistic.

This is an Adult/age restricted community. There are a variety of other unrealistic aspects of it.

Bare asks if staff can scan them in and email to review? Yes.

Bare ask for where county stands on development there? At PC?

Not been assigned to PC yet. Staff contact planning office in the county. May be stalled.

Upcoming near future age restricted community on Catharpin next to Bull Run.

3. Citizens Time

There are some in the audience. They are just observing. Wanting to see how things are working. Been in Town many years. They don't live in the Town limits, but do live in Haymarket.

4. Minutes Approval

a. Planning Commission - Regular Meeting - Jan 13, 2014 7:00 PM

| | |
|------------------|---|
| RESULT: | ACCEPTED [UNANIMOUS] |
| MOVER: | Ralph Ring, Commissioner |
| SECONDER: | Rebecca Bare, Councilwoman |
| AYES: | Robert B. Weir, Rebecca Bare, Ralph Ring, Christopher Johnson |
| ABSENT: | Ed Robinson |

5. ARB and Council Update

ARB: Ring.

Where does McDonalds and Sheetz stand?

Haven't heard from McDonalds in Months.

Per the Town Manager, Sheetz is currently in the process of getting their application together.

COUNCIL: Nothing to report. Did the RFP for the parking study go out?

Yes, posted and released. Have had several interests. They have until 3/14

6. Town Planner Report

None - Town Planner absent.

Town Manager will have information next time when the Planner is absent.

Minutes Acceptance: Minutes of Feb 10, 2014 7:00 PM (Minutes Approval)

7. Old Business

a. Comprehensive Plan Update

Follow up with Marchant for revised text from sections been revised.

Staff has suggestion.

Town Manager - can bring all updates. Most of the tables are done. There are a couple of sections for the Town Center property with regards to VDOT improvements. Trying to push for March draft to PC for markup.

Weir says it needs substantial changes. Lot of things no longer applies. Lot of redactions and rewrites. Different outlook on the town when previous Comp Plan done. We need to Revise the baseline.

8. Discussion Items

a. 1 Mile Notices

Covered at the beginning of the meeting.

Town Manager also comments, he is working with Planning Commission regarding the CIP. To make it more defined. Make it more aggressive in regards to improvement for the town.

Budget cycle starts this month. Draft CIP hopefully in March, per Town Manager. Hope to have a narrative to the CIP.

9. Adjournment

Bare motions to adjourn.
Ring seconds.

Meeting adjourned.

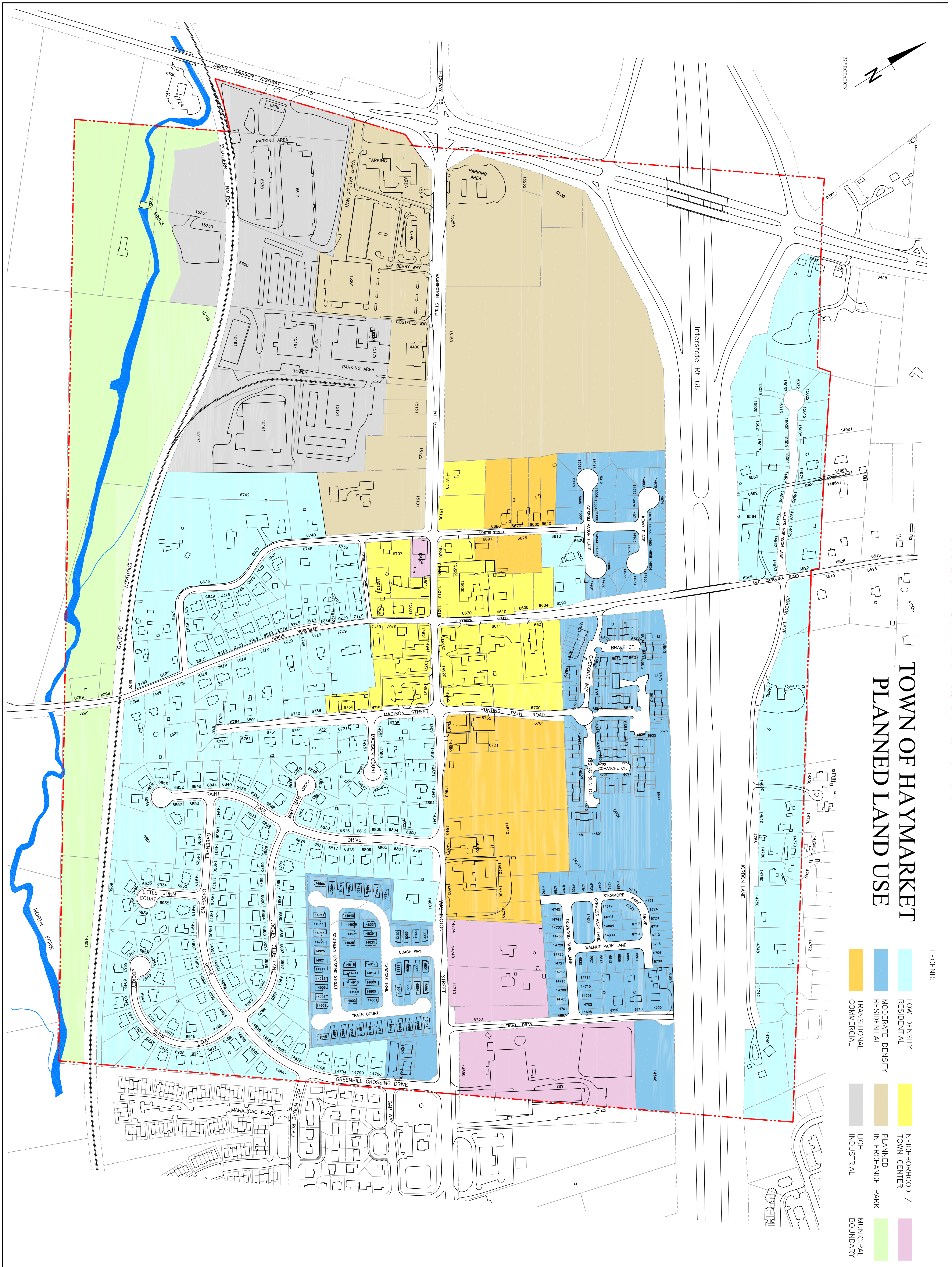


TO: Town of Haymarket Planning Commission
SUBJECT: Comprehensive Plan Update
DATE: 03/10/14

Attached please find the adopted 2007 Future Land Use Map that. This map is being provided to you this evening for consideration of any amendments or changes.

ATTACHMENTS:

- Adopted Haymarket Map CP Planned Land Use (PDF)



TOWN OF HAYMARKET PLANNED LAND USE

- LEGEND:
- LOW DENSITY RESIDENTIAL
 - MODERATE DENSITY RESIDENTIAL
 - TRANSITIONAL COMMERCIAL
 - NEIGHBORHOOD / TOWN CENTER
 - PLANNED INTERCHANGE PARK
 - LIGHT INDUSTRIAL
 - PUBLIC
 - CONSERVANCY
 - MUNICIPAL BOUNDARY

| | | | | | |
|--------|---------|--------------------------------|----|---|-----------|
| | | | | Haymarket Planned Land Use Map Comprehensive Plan 2007 | |
| | | | | SCALE: 1" = 150' | |
| | | | | DATE: 4-1-2007 | |
| | | | | REV: - | |
| | | | | PROJECT: Haymarket Map 2007 CP Planned Land Use 174 | |
| | | | | DRAWING BY: Chris Moran | |
| | | | | CUSTOMER: Town of Haymarket | |
| | | | | PREPARED FOR: Haymarket Planning Commission | |
| | | | | BASE-BUILD DATA PREPARED BY: Prince William County Department of Technology, GIS Division | |
| | | | | REVISIONS: | |
| REV | DATE | REMARKS | BY | APP. | APP. DATE |
| 17.0 | 6-10-08 | Revised entire zoning scheme | | | |
| 16.0 | 4-18-08 | Revised proposed R-C District | | | |
| 15.0 | 3-31-08 | Added new R-C District | | | |
| 0-14.0 | 4-11-07 | Preliminary Comprehensive Plan | | | |



TO: Town of Haymarket Planning Commission
SUBJECT: Capital Improvement Plan
DATE: 03/10/14

The Town Manager will present the Planning Commission Members with a draft copy of the CIP.

ATTACHMENTS:

- 2014 - 2015 CIP (PDF)

TOWN OF HAYMARKET, VIRGINIA
CAPITAL IMPROVEMENTS PLAN
 2014-2015

| Department Priority | Projects | Town Contributions | | | | | Proffered Funds | Additional Funding Needed | Notes | Total Project Costs | Total Remaining Project Cost |
|------------------------|----------|---|--------------|--------------|-----------|-----------|--------------------|---------------------------------|-----------|---------------------|---------------------------------|
| | | Previous Year | Current Year | Future Years | | | | | | | |
| | | 2013-2014 | 2014-2015 | 2015-2016 | 2016-2017 | 2017-2018 | | | | | |
| | CD | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | CD | | | \$5,000 | | | | \$0 | \$5,000 | | |
| 2 | CD | | | \$5,000 | | | | \$0 | \$5,000 | | |
| 3 | CD | | | \$25,000 | \$25,000 | | | \$0 | \$50,000 | \$60,000 | |
| | PF | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | PF | \$50,000 | \$50,000 | | | | | \$0 | \$50,000 | | |
| 2 | PF | \$42,000 | \$42,000 | | | | | \$0 | \$42,000 | A | |
| 2 | PF | | \$5,000 | | | | | \$0 | \$5,000 | | |
| 3 | PF | | \$7,500 | | | | | \$0 | \$7,500 | | |
| 4 | PF | | \$5,000 | | | | | \$0 | \$5,000 | | |
| 5 | PF | | | \$250,000 | \$250,000 | | | \$0 | \$500,000 | | |
| 6 | PF | | | \$7,500 | | | | \$0 | \$7,500 | | |
| 7 | PF | | \$25,000 | | | | | \$0 | \$25,000 | | |
| 8 | PF | | | | \$15,000 | \$15,000 | | \$0 | \$30,000 | \$672,000 | |
| | PS | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | PS | | \$75,000 | | \$12,000 | \$12,000 | \$12,000 | \$0 | \$99,000 | | |
| 2 | PS | | \$12,000 | | | \$5,000 | | \$0 | \$17,000 | | |
| 3 | PS | | | \$7,000 | | \$7,000 | | \$0 | \$14,000 | | |
| 4 | PS | | | \$10,000 | | | | \$0 | \$10,000 | | |
| 5 | PS | | | | \$15,000 | | | \$0 | \$15,000 | | |
| 6 | PS | | \$6,000 | | | | | \$0 | \$6,000 | | |
| 7 | PS | | | \$5,000 | | | | \$0 | \$5,000 | \$166,000 | |
| | TA | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | TA | | \$7,500 | | \$5,000 | | | \$0 | | | |
| | PR | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | TR | | | \$18,000 | \$18,000 | \$18,000 | \$18,000 | | \$54,000 | | |
| 2 | TR | | \$7,000 | | | | | \$0 | \$7,000 | | |
| | | | | \$14,000 | | | | \$0 | \$14,000 | | |
| | | | | | \$5,000 | | \$5,000 | \$0 | \$5,000 | | |
| 3 | TR | | | | \$7,500 | | \$7,500 | \$0 | \$7,500 | | |
| 4 | TR | | | | | \$40,000 | | \$0 | \$40,000 | | |
| 5 | TR | | | \$500,000 | | | | \$0 | \$500,000 | B | |
| 6 | TR | | | | \$20,000 | \$100,000 | \$100,000 | \$0 | \$120,000 | \$747,500 | |
| | WS | Proffered Funds (Dependent Upon Construction) | | | | | \$0 | | | | |
| 1 | TC | | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$0 | \$25,000 | \$25,000 | |
| | | TOTALS | \$92,000 | \$247,000 | \$851,500 | \$377,500 | \$202,000 | \$147,500 | \$0 | \$1,678,000 | \$1,678,000 |

Department Priority Abbreviations

- CD - Community Development
- PF - Public Facilities
- PS - Public Safety
- TA - Town Administration
- TR- Transportation
- TC- Technology

NOTES:

- A. Funding through VDOT Enhancement Grant
- B. Federally funded through the Connolly funds

COLOR CODES:

- Black- Existing Figures
- Red- Proposed Capital Improvement Projects
- Blue- Carried Over from previous CIP's
- Green- Proffered funding
- Orange - Actual Expenditures (previous fiscal year)



TO: Town of Haymarket Planning Commission
SUBJECT: Midwood/John Marshall Commons
DATE: 03/10/14

The Town Planner will update on these two Notices.

ATTACHMENTS:

- MIDWOOD REZ PLN2014-00190, 12-20-13 Submission (PDF)
- John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (PDF)



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4758
<http://www.pwcgov.org/planning>

PLANNING
OFFICE

Christopher M. Price, AICP
Director of Planning

December 17, 2013

The attached packet is provided for review and comment from the following agencies:

- Area Agency on Aging
- Crime Prevention Unit Supervisor - Western District Police Station (MA210)
- Cty Archeologist (DS940)
- Economic Development (MA286)
- Fire Marshall (DS920)
- GIS Specialist - JBM (DS940)
- Historical Commission (DS940)
- Housing & Comm Develop (FE825)
- Library Systems (CP600)
- PWC Park Authority (EA795)
- Planning Case Mgr SLD (DS940)
- Proffer Administrator (DS940)
- School Board (EA790)
- Service Authority (SA317)
- Town of Haymarket**
- Transportation Dept (DS990)
- VDOT - Fairfax (MA290)
- Watershed Mgmt (DS930)
- Watershed Mgmt-Plan Review
- Watershed Mgt-Arborist (DS930)
- Zoning Administrator (DS940)

RECEIVED
DEC 20 2013
TOWN OF HAYMARKET

RE: REZ PLN2014-00190, MIDWOOD

MAGISTERIAL DISTRICT: Gainesville

REQUEST: REZONE 118.66 ACRES FROM PBD TO PMR

Additional Notes:

GPIN(s): 7298-32-0722 7298-31-0241 7298-41-0671 7298-42-4221 7298-41-7450

Your comments should:

- 1) address the anticipated impacts of the proposal on the goals, policies and action strategies of the 2008 Comprehensive Plan;
- 2) address the anticipated impacts of the proposal on the services of you department;
- 3) address any site specific concerns which are materially relevant to the requested land use decision; and
- 4) list minimum development standards which may conflict with the proposed development or require special consideration in the Planning Office's analysis of the proposal.

We will accept either hard copy, faxed or electronically transmitted comments as is convenient for your office. This office is capable of receiving information in the following formats.

Email Address: achowdhury@pwcgov.org
Interoffice Mail: Office of Planning, DS940
FAX: (703) 792-4758

US Mail: Office of Planning
5 County Complex Court
Prince William, VA 22192-9201

Your comments should be directed to **Anika Chowdhury** and received no later than **January 14, 2014**. Your cooperation is appreciated.

The attached packet is provided for information only. No comment is necessary from the following:

SUPERVISOR - PETE CANDLAND

Attachment: MIDWOOD REZ PLN2014-00190, 12-20-13 Submission (1773 : Midwood/John Marshall Commons)

COMMISSIONER - FRAN ARNOLD
BOARD CHAIRMAN - COREY A. STEWART
COMMISSIONER AT LARGE - AUSTIN HAYNES
SITE and SUBDIVISION CASE PLANNER:
PLANNING DIRECTOR: CHRISTOPHER M. PRICE

DEC 04 2013

Planning Office
Prince William County VA**REZONING APPLICATION NARRATIVE
MIDWOOD AGE-RESTRICTED COMMUNITY****GPINs 7298-32-0722, 7298-31-0241, 7298-41-0671, 7298-42-4221 and 7298-41-7450**

November 15, 2013

Introduction: Midwood LLC and Midwood Center I, LLC (hereinafter, collectively the "Applicant") are the owners of several parcels of land, consisting of approximately 118 acres, located on the south side of John Marshall Highway, approximately 2,500 feet west of its intersection with James Madison Highway (Route 15) in the Gainesville Magisterial District (hereinafter, the "Property"). As a part of the annual Comprehensive Plan review, the Prince William Board of County Supervisors initiated a Comprehensive Plan Amendment ("CPA") for the Property to change the Long Range Land Use Plan Map designation from Regional Employment Center (REC) and Community Employment Center (CEC) to Suburban Residential Medium. The Applicant agreed to file a rezoning application to be processed in conjunction with the CPA that would provide the County and community with the details regarding the development proposal for an age-restricted residential use on the Property. NVR, Inc. is the contract purchaser of the Property and, together with the owner, has prepared a rezoning application for an age-restricted residential community.

Proposal: The Applicant is requesting a rezoning of the Property from PBD, Planned Business District, to PMR, Planned Mixed Residential, to permit the development of a maximum of 550 age-restricted residential units. The residential units will be a mix of single family detached and attached units with a variety of models, options and amenities. Midwood will offer retirees, soon to be retirees, empty nesters and other active adults an exciting alternative life style in a prime location proximate I-66, the Route 234 Bypass, healthcare facilities and an attractive environment that affords easy access to both the rural countryside and neighborhood conveniences.

Land Use: The Property is bounded by retail commercial development to the north, an industrial building and small office/commercial building to the east, the railroad tracks and recently approved residential uses and open space to the south and vacant land to the west within the area designated Community Employment Center ("CEC") on the Long Range Land Use Plan Map. The Elizabeth Nickens park site is located to the north, across John Marshall Highway, toward the western boundary of the Property.

The I-66/Route 15 area has seen considerable interest and activity in recent years with the expansion of the Novant health care facilities at Market Center, the approved funding for extension of I-66 improvements to Haymarket and the I-66/Route 15 interchange improvements and the completion of Heathcote Boulevard between Route 29 and Route 15. More than 1.7 million square feet of office potential and over 550,000 square feet of retail opportunity have been approved in the area. A core component of the office use that is currently taking hold in the area is that related to the health industry in the form of an office building that Novant (Prince William Hospital) has constructed and the hospital which was recently constructed and is scheduled to open in early 2014. One spin-off of this industry that is soon to occur is the construction of a medical office building (60,000 square feet) in the Heathcote at Market Center project. An age restricted community would provide a substantial impetus furthering this

industry, thus resulting in an accelerated opportunity for employment uses associated with the health industry, one of the few industries in the Northern Virginia area targeted for growth over the next decade.

Community Design: A conceptual layout has been developed for the Property which provides a general framework for the community. The layout of the residential lots and amenities maximizes the natural features on the Property and incorporates these features as key components of the community. A fifty foot (50') wide buffer will be provided at the eastern boundary of the Property to provide screening and transition to the existing and planned nonresidential uses. There is a significant centrally located open space component in the development which preserves and enhances this environmental feature as an amenity in the community.

Cultural Resources: A completed Cultural Resource Assessment and Record Check form is submitted with this application. The County required a Phase I Cultural Resource Study, including a military sites survey, which is submitted with this application. Four new archaeological sites were recorded and two previously recorded architectural resources were revisited during the investigation. None of the sites or resources is considered to be eligible for listing on the National Register of Historic Places and no additional work is recommended. Since a portion of the Property falls within the Core Area of Buckland Mills Civil War Battlefield as defined by the National Park Service's American Battlefield Protection Program (ABPP), a military sites survey was also conducted on a portion of the Property. The absence of Civil War related artifacts found on the Property during the survey leads to the conclusion that activities on the Property related to the Battle of Buckland Mills were peripheral at best. No additional military sites survey work is recommended.

Environment: The Property is located on the south side of John Marshall Highway and is primarily vacant. There is a residential structure and a barn located on the Property, active pastures are located on a portion of the Property, a non-maintained field is located in the central portion of the site and forested areas are scattered in the northwestern, southern and eastern portion of the Property. The Property is gently to moderately sloping and is drained to the south by several unnamed tributaries to the North Fork of Broad Run, which is located along the southern boundary of the Property.

A previously approved Perennial Flow Determination and Preservation Site Assessment expired in 2010; however, the Applicant has submitted new studies to the County (Plan #14-00067 and Plan #14-00068, respectively). These studies confirm that there are no perennial streams located on the Property; however, the North Fork is located within one hundred feet (100') of the southern boundary of the Property, thus resulting in portions of a Resource Protection Area associated with this stream being located along the southern boundary of the Property. The environmental features on the Property are detailed in the Environmental Constraints Analysis, which is included with the application submission.

The Applicant has attempted to utilize the environmental features on the Property to provide enhanced open space amenities for the residents of the community. The primary open space area traversing the central portion of the property will be enhanced with pedestrian trails, supplemental plantings, stormwater management and best management practices measures to create an

environmental asset. An intermittent stream and associated wetlands in the northwestern corner of the Property will be preserved substantially in their existing natural condition.

Fire and Rescue: Portions of the Property are located within the 4.5 minute response area for the Gainesville Fire and Rescue Station. Station #24, located on Antioch Road, has been constructed since the current response time map was issued by the County and this new station likely provides coverage for the entire Property within a 4.5 minute response time. In addition, any impact of the proposed development on the demand for services and facilities will be mitigated with a monetary contribution in accordance with the level of service standard established by the County.

Housing: The Comprehensive Plan has as a stated goal to "identify sufficient locations and consistent criteria for the provision of diverse housing opportunities for all segments of the County's population." Housing Policy 3 of the Comprehensive Plan specifically "supports accessible and age in place housing". There is a continued need for additional housing for older residents in the County and the Property provides an opportunity to address this demand in a setting that is ideally located close to medical facilities and services, close to commercial services, is accessible to major transportation corridors and the Property's location is such that a mix of housing can be provided in a manner that will blend with surrounding uses, densities and features. As an alternative to the current planned/approved use, the proposed age restricted housing will generate significant tax revenues for the County, without the land use impacts (on school capacity, in particular), typically associated with a conventional, non-age-restricted development.

Libraries: The impact of residential development on libraries is addressed in the proffers in the form of a monetary contribution consistent with the applicable level of service standard.

Parks and Open Space: A significant amount of open space is provided as a part of this proposal. A primary open space area traverses the central portion of the property and will be enhanced with pedestrian trails, supplemental plantings, stormwater management and best management practices measures to create an environmental asset. A second large open space area is located at the northwest corner of the Property and will be preserved in its existing natural state as an environmental feature. Several small "pocket parks" are strategically located throughout the community so that all of the homes are located within a short walk to an open space amenity. The residents will have access to an extensive amenity package as part of the community. The community clubhouse will be the focal point of the community both physically and socially. The clubhouse will be located at the entrance to the community and will be architecturally distinct and unique and serve as a focal point for the community. A minimum 10,000 square foot building will contain meeting rooms, social areas, meeting space, exercise/fitness room and other facilities and space as appropriate. Other amenities in the community will include a network of walking/jogging trails, a swimming pool, tennis and bocce courts, pocket parks, and natural open space areas for passive recreation. In addition, the impact of the additional residents will be mitigated with a monetary contribution to the Prince William Board of County Supervisors in accordance with the level of service standard established by the County to be used for parks and recreation purposes.

Police: The proposed rezoning and associated use is anticipated to have less impact on the demand for police services and facilities than development pursuant to the current, non-

residential zoning on the Property. The Applicant will review the "Crime Prevention Through Environmental Design" strategies through the development process with the goal to provide natural surveillance techniques, natural access control and continuing maintenance of the site, all of which will reinforce the active nature of the Property and will deter otherwise unwanted activities, which may require police attention. Consideration will be given to implementation of security measures in the overall design and initial development of the community.

Schools: The Property is proposed to be developed as an age-restricted community and, as such, will not generate school aged children. Given the anticipated quality of the community and the increased property values, significant tax revenue will be generated from the Property without the burden associated with schools and educational services.

Water and Sanitary Sewer: Public water and sanitary sewer are available to the Property and all development on the Property will be served by public water and sewer.

Transportation: Access to the Property and proposed age-restricted community will be provided from John Marshall Highway in two locations. One access to the Property will be located at a planned signalized intersection with the proposed retail center located on the north side of John Marshall Highway and the second entrance will be located further to the west. Route 55 is planned as a 4-lane road on the Comprehensive Plan. Some improvements have recently been constructed along portions of Route 55 east of the Property frontage and others are planned in connection with the development located on the north side of Route 55 across from the Property.

All streets within the development will be private and will be maintained by the homeowners association.

The trip generation comparison provided with the proposed CPA confirmed that the age-restricted community will generate significantly fewer vehicular trips compared to a reasonable development program under the existing REC and CEC designations on the Property and the approved zoning. The proposed age-restricted development would generate a maximum of 2,208 vpd, representing an 88% reduction in trips. Due to the limited number of units proposed, a traffic impact analysis (TIA) is not required or triggered by the DCSM and accordingly, the County has granted a deferral.

Waivers/Modifications:

1. Modified Development Standards for Residential Units

Section 32-306.12.I.6 of the Zoning Ordinance establishes the development standards for the typical residential housing types permitted in the Planned Mixed Residential District. The Applicant has proposed additional housing types with associated development standards.

Justification

The additional housing types and associated development standards are intended to provide a range and variety of housing opportunities for the residents of Midwood. Three (3) new housing

types are proposed, two single family detached (Cottage I & II) and one single family attached (Villa). The new housing types provide smaller lots, which is consistent with the life style of older residents who do not want large yards to maintain. Typically, older residents prefer to live in a community that provides more common area and amenities for their use and enjoyment without the associated maintenance responsibility.

2. Private Streets with Modified Standards

Section 601.04.C.E & F of the DCSM requires that the development be accessed via public streets. The applicant requests this requirement be waived and requests that Sections 650.04, 650.05 and 650.06 of the DCSM be modified to allow modified street standards as set forth in the "Typical Neighborhood Street" standard provided with this application.

Justification

The proposed project will be accessed from two locations on John Marshall Highway (Route 55). Once on the Property, the road network is proposed to be private in order to provide design flexibility, including the opportunity to install security measures/access controls at the entrances. This flexibility allows the Applicant to design a community that is more responsive to the specific needs and desires of the older residents. Streets will be designed in consideration of VDOT and Prince William County standards and specifications, subject to the ability to incorporate design flexibility. The proposed typical section provides adequate on-street parking, emergency vehicle access and pedestrian mobility throughout the community.

3. Buffer Modifications and Waivers

A. Modification of Sections 250.30, 250.31 and 250.32 of the Zoning Ordinance and Sections 802.10, 802.11 and 802.12 of the Prince William County Design and Construction Standards Manual (DCSM) to waive internal buffers between uses within the Property.

Justification

There will be an integrated layout and design for the community which will address the relationship between the various types of residential units in the development. The requirement for implementation of a buffer between unit types creates an arbitrary and potentially disruptive barrier between compatible uses rather than allow a unified and cohesive design concept to be created. Midwood is envisioned as a more traditional neighborhood design. The introduction of buffers between the different unit types would break the connectivity and sense of community that a traditional neighborhood design and layout provides.

B. Waiver of Section 32-250.31.6 of the Zoning Ordinance and Section 802.47 of the DCSM to modify the buffer and landscaping requirements around the recreation facility, including club house.

Justification

The clubhouse is located and designed as a central feature and focal point of the community. The design objective is to ensure that it is integrated into the community rather than created as an isolated and separate use and feature. Considerable time, attention and expense has been paid to the details associated with the location, design and specific amenities to be provided, all of which support the request to eliminate the 15' perimeter buffer in exchange for a commitment to provide a well-designed building located in a prime location with appropriate and reasonable landscaping. The Applicant is prepared to commit to provide the fifteen foot (15') buffer along the eastern boundary of the clubhouse site, adjacent to off-site properties.

C. Modification of Section 250.31.8 of the Zoning Ordinance and Section 802.11.B.1 of the DCSM to allow modification of the 100' buffer between railroad right of way and adjoining residential uses. The Applicant proposes to provide the full 100' separation but allow existing easements within the buffer and a modified planting standard.

Justification

The landscape architect has reviewed the DCSM requirements for both the buffer planting standards and the specific planting requirements and determined that it is not possible to achieve the required planting standard if the plant materials are planted in accordance with the planting specifications set forth in the DCSM. The area to be encumbered by the buffer is currently generally void of any vegetation as a result of the installation of the North Fork sanitary sewer line located adjacent and parallel to the railroad right of way. If the specified amount of plant material is installed, it will not be able to grow and thrive in the buffer area due to overcrowding as the plants mature. Accordingly, the Applicant proposes to provide plantings within the 100' buffer area at a rate of two hundred (200) plant units per 100 linear feet. This will achieve a reasonable landscape buffer treatment adjacent to the railroad right of way without imposing an excessive planting obligation on the property owner without a material benefit to the residents of the community.

D. Modification of Section 802.48 of the DCSM to replace the required buffer between the rear and side yard of residential lots and Route 55 with a landscaped area that will extend the entire length of the Route 55 frontage of the Property.

Justification

The Applicant proposes to establish a thirty-five foot (35') wide landscape area along the entire Route 55 frontage of the Property. Within the landscape area, existing vegetation will be preserved in areas where practicable and supplement as necessary or planted to achieve an average planting standard rate of 140 plant units per one hundred linear feet of frontage. This will allow the Applicant to create a streetscape along Route 55 that provides adequate screening of residential yards from Route 55, creates a statement at the entrance of the development and allows for a transition to a more natural setting as the Property continues to the west. A coordinated streetscape which appropriately reflects the nature and character of the adjacent uses can be achieved along the Property frontage.

4. Secondary Nonresidential Use

Waiver of Section 306.21 of the Zoning Ordinance to allow the elimination of the nonresidential secondary use requirement within the PMR District.

Justification

The proposed age-restricted community is located in an area that is planned and developed with a mix of nonresidential uses. The Market Center retail component is located across John Marshall Highway at the corner of James Madison Highway and another retail center is planned directly across the street. Both are within easy walking distance of the Property. There is also a significant presence of medical related facilities in the area with the recent expansion of Novant and construction of the hospital and related medical offices north of I-66. Rather than introduce a nonresidential component within the age-restricted community, it is reasonable to maintain and exclusive residential use in this community and encourage the residents to support the existing and planned nonresidential uses in the immediate vicinity.

{P0369994.DOCX / 1 Narrative.001 003899 000015}
11/15/13

RECEIVED

DEC 04 2013

Planning Office
Prince William County, VA**PROFFER STATEMENT**

RE: REZ #PLN2014-00___, Midwood
 Record Owner: Midwood LLC and Midwood Center I, LLC
 Contract Purchaser: NVR, Inc.
 Property: GPINs 7298-32-0722, 7298-31-0241, 7298-41-0671, 7298-42-4221 and 7298-41-7450
 Gainesville Magisterial District
 118.65 Acres Planned Business District (PBD) to Planned Mixed Residential District (PMR)

Date: November 15, 2013

The undersigned hereby proffers that the use and development of the subject Property shall be in strict conformance with the following conditions and shall supersede all other proffers made prior hereto, including proffers associated with #PLN2003-00108 and #PLN2003-00162. In the event the referenced rezoning is not granted as applied for by the Applicant, the below-described proffers shall be withdrawn and shall become null and void and proffers associated with #PLN2003-00108 and #PLN2003-00162 shall remain in full force and effect.

The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. Any improvements proffered herein below shall be provided at the time of development of the portion of the site served by the improvement, unless otherwise specified. The terms "Applicant" and "Developer" shall include all future owners and successors in interest.

"Final Rezoning", as the term is used herein, shall be defined as that zoning which is in effect on the day following the last day upon which the Prince William Board of County Supervisors' decision granting the rezoning may be contested in the appropriate court or, if contested, the day following entry of a final court order affirming the decision of the Board of Supervisors which has not been appealed, or if appealed, the day following which the decision has been affirmed on appeal.

References in this Proffer Statement to plans and exhibits shall include the following:

- A. Master Zoning Plan – Midwood prepared by The Engineering Groupe, Inc. and dated November 15, 2013, consisting of the following sheets ("MZP"):
- Land Use Plan ("Land Use Plan")
 - Open Space, Buffer & Pedestrian Circulation Plan ("Open Space Plan")
 - Transportation/Utilities Plan ("Transportation Plan")
- B. Route 55 Exhibit, consisting of the following plans ("Route 55 Improvements Plan"):

Attachment: MIDWOOD REZ PLN2014-00190, 12-20-13 Submission (1773 : Midwood/John Marshall Commons)

PROFFER STATEMENT
 REZ #PLN2014-00 ____, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

- "Exhibit Showing Midwood Center Route 55 Proposed Road Improvements Without Proposed Haymarket Crossing Improvements", prepared by the Engineering Groupe, Inc. and dated November 15, 2013 ("Alternative A")
 - "Exhibit Showing Midwood Center Route 55 Proposed Road Improvements With Proposed Haymarket Crossing Improvements" and "Exhibit Showing Midwood Center Route 55 Typical Pavement Sections with Proposed Haymarket Crossing Improvements", both prepared by the Engineering Groupe, Inc. and dated November 15, 2013 ("Alternative B")
- C. Community Clubhouse/Amenity Area Concept Plan prepared by LandDesign and dated November 15, 2013 ("Amenity Concept")

USES AND SITE DEVELOPMENT

1. Development of the Property will be in substantial conformance with the MZP. The exact boundaries and acreage of the Land Bays may be increased or decreased at the time of site plan/subdivision, not to exceed ten percent (10%) of the gross area of the larger Land Bay impacted by each such change.
2. The maximum number of residential units constructed on the Property shall not exceed 550 units of which there shall be no more than 220 single family attached units.
3. Access to the Property shall be provided as generally shown on the Transportation Plan and there shall be a maximum of two (2) entrances on Route 55.
4. Handicapped parking spaces shall be provided in connection with development of the Property in accordance with the Prince William County Design and Construction Standards Manual.

COMMUNITY DESIGN

5. Monument entry features identifying the project shall be permitted at the entrances to the Property. The monument entry feature(s) shall be landscaped and any lighting shall be low intensity and shall be shielded so that it does not shine upward beyond the height of the entry feature. Any signage on the monument feature shall require sign permit approval.
6. A community clubhouse/homeowner association facility shall be provided in the general location identified as "community clubhouse/amenity area" on the Open Space Plan. The architectural style and primary building materials for the building facades shall be in substantial conformance with the Amenity Concept. Minor modifications shall be

PROFFER STATEMENT
 REZ #PLN2014-00___, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

permitted to building features such as, but not limited to, the the roof lines and the number, location and dimensions of windows, doors and porches provided the overall design concept is maintained. Primary building materials shall include, but shall not be limited to, brick, stone, hardiplank, wood and/or glass. The foregoing shall not preclude use of other materials for fascia, trim and other secondary building elements. Additional modifications to the architecture and/or materials must be approved by the Planning Director or his designee prior to the issuance of the building permit.

7. A thirty foot (30') wide landscaped area shall be provided along the Route 55 frontage of the Property, said area to be landscaped with an average rate of 140 plant units per 100 linear feet and in accordance with the typical planting schemes set forth on the Open Space Plan. In the event existing vegetation and trees are retained within the landscape area, such vegetation shall be credited towards the overall planting standard set forth herein. The Applicant reserves the right to modify the width of said landscape area, provided the overall average width of the landscape area across the frontage of the Property is thirty feet (30').
8. Street trees shall be planted along both sides of the primary internal streets on the Property, as said streets are identified on the Transportation Plan. Trees shall be provided at a rate of one tree per fifty linear feet (50') of frontage along said streets and, if located on individual lots, shall be counted toward the lot landscaping requirements set forth in the DCSM.
9. A central open space area shall be provided on the Property as generally shown on the Open Space Plan. Said open space area shall be preserved substantially in its existing natural condition. Clearing, grading and other land disturbing activity shall be limited in said area to that required for the installation, maintenance and replacement of a road crossing, utility crossings, storm drainage crossings, stormwater management/BMP facilities and pedestrian trails. In addition, the property owner shall have the right to prune and remove objectionable vegetation, such as poison ivy, poison oak, etc. and invasive plants as well as damaged and/or diseased vegetation.
10. A minimum of three (3) "pocket parks" shall be provided on the Property.
11. An owners association(s) shall be established for the development to own, operate and maintain open space, roads, trails and sidewalks and recreational facilities within the community. Such association shall be responsible for the ownership and maintenance of all common areas, roadways, commonly owned recreational facilities, and, if appropriate, storm water management/BMP facilities installed by the Applicant if not otherwise maintained by the County in accordance with adopted policies.

PROFFER STATEMENT
 REZ #PLN2014-00 ____, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

TRANSPORTATION

12. Route 55 (John Marshall Highway)
- a. The Applicant shall reserve and dedicate, at no cost to Prince William County or the Virginia Department of Transportation (VDOT), right of way across the frontage of the Property up to a maximum of sixty-four feet (64') from the existing centerline, as generally shown on the Transportation Plan. Said dedication shall be made at the time of and in connection with each final plan (record plat) for development on the Property as required to provide access to the Property.
 - b. Within existing right of way or right of way to be dedicated by the Applicant as set forth above, the Applicant shall construct ½ section improvements to Route 55 to accommodate a 4-lane undivided roadway from the eastern boundary of the Property to the westernmost entrance to the Property with a transition to the existing 2-lane road ("Route 55 Improvements"), as generally shown on the Route 55 Improvements Plan. In addition, the Applicant shall construct left turn lanes at the entrances to the Property as shown on the Route 55 Improvements Plan. Said improvements shall be subject to modifications as may be proposed by the Applicant at the time of final engineering and as approved by the Prince William County Department of Transportation and/or VDOT. The specific improvements to be constructed shall be as shown on Alternative A or Alternative B on the Route 55 Improvements Plan, based on the status of development of the property located on the north side of John Marshall Highway (identified with GPIN 7298-64-2019) and the associated improvements committed in connection with REZ #PLN2008-00668 ("Haymarket Crossing Property").
 - c. Prior to the submission of the first final plan for development on the Property, the Applicant shall, in coordination with the Prince William County Department of Transportation, determine whether the Applicant is responsible for the Route 55 Improvements identified in Alternative A or Alternative B. The Applicant shall show the selected Alternative Route 55 Improvements on said first final plan or a separate public improvement plan to be submitted concurrent with the first final plan.
13. Eminent Domain
- a. In the event the Applicant is not able to acquire off-site right of way required in order to provide the improvements identified in the above proffers, including any easements required for utilities, utility relocation and stormwater management for the road improvements, the Applicant shall request the County to acquire the right

PROFFER STATEMENT
 REZ #PLN2014-00 ____, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

of way and easements by means of its condemnation powers at Applicant's expense. Applicant's request shall be in writing and shall comply in all respects with the County's Eminent Domain Policy. Said request shall be made to the appropriate County agency and shall be accompanied by the following:

- (1) The names of the record owners, the property addresses, tax map parcel numbers and GPIN numbers for each landowner from whom such right of way and/or easements are sought.
- (2) Plats, plans and profiles showing the necessary right of way and/or easements to be acquired and showing the details of the proposed transportation improvements to be located on each such property.
- (3) Pursuant to Virginia Code § 25.1-417, a determination of the value of the Property will be based on the following:
 - (i) If the assessed value is less than \$25,000, then the value shall be determined by assessment records or other objective evidence; or
 - (ii) If the assessed value is greater than \$25,000 an independent appraisal of the value of the right of way and easements to be acquired, and any and all damages to the residue of the involved property, said appraisal to be performed by an appraiser licensed in Virginia and approved by the County.
- (4) A 60 year title search of each involved property.
- (5) Documentation demonstrating to the County's satisfaction Applicant's good faith, best efforts to acquire the right of way and/or easements, at a cost of at least the appraised value of the involved property interests.
- (6) A letter of credit acceptable to the County, cash or equivalent (from a financial institution acceptable to the County) in an amount equal to the appraised value of the property to be acquired, and all damages to the residue, together with an amount representing the County's estimate of its cost of condemnation proceedings, in a form permitting the County to draw upon the same as necessary to effectuate the purposes hereof.
- (7) An Agreement signed by Applicant's representative and approved by the County Attorney whereby Applicant agrees to pay all costs of the condemnation, including expert witness fees, court costs, exhibit costs, court reporter fees, attorney fees for the Office of the County Attorney, and all other costs associated with the litigation, including appeals. The

PROFFER STATEMENT
 REZ #PLN2014-00 ____, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

Agreement shall specifically provide that in the event the property owner is awarded in the condemnation suit more than the appraised value estimated by Applicant's appraiser, Applicant shall pay to the County the amount of the award in excess of the amount represented by the letter of credit or cash deposit within 15 days of the award.

14. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$17,926 per single family detached unit and \$15,196 per single family attached unit constructed on the Property to be used for transportation improvements. Said contribution shall be paid as a condition of final subdivision plan approval with the amount to be based on the number of units reflected on each subdivision plan. The proffered monetary contributions shall be applied to capital projects in the area of the subject rezoning that are identified in the Capital Improvement Program, 6-year road plan or other capital improvements projects adopted by the Board. The Board may also budget and appropriate these contributions or portion thereof to other specific capital projects. The Applicant shall receive a credit against said contribution for the cost and/or value of the engineering, design, construction and right of way for the Route 55 Improvements as set forth in Proffer #12 above. The Applicant shall provide evidence of these amounts to the County's Department of Transportation to evidence the value of such credit. Said credit shall not exceed the total amount of the LOS monetary contribution identified herein.

PARKS AND RECREATION

15. The Applicant shall provide an amenity package for the residents, which shall include, at a minimum, a clubhouse containing a minimum of 10,000 square feet of gross floor area with a social area, meeting space/multi-purpose room, an exercise/fitness room and business center. In addition, a swimming pool, two tennis courts and two bocce or other similar courts shall be provided as a part of the amenity package.
16. A network of pedestrian facilities shall be provided throughout the Property to include sidewalks on both side of the streets and a minimum of 5,000 linear feet of walking/jogging trails in the open space areas.
17. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$3,972.00 per single family detached residential unit and \$3,725.00 per single family attached residential unit constructed on the Property to be used for parks and recreation purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit for each said unit constructed on the Property.

PROFFER STATEMENT
 REZ #PLN2014-00___, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

ENVIRONMENTAL

18. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre to conduct water quality monitoring, stream restoration projects and/or drainage improvements. Said contribution shall be paid prior to and as a condition of the approval of the final site plan.

LIBRARIES

19. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$610.00 per single family detached residential unit and \$601.00 per single family attached residential unit constructed on the Property to be used for library purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit for each said unit constructed on the Property.

FIRE & RESCUE

20. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$749.00 per single family detached residential unit and \$720.00 per single family attached residential unit constructed on the Property to be used for fire and rescue purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit for each said residential unit constructed on the Property.

AFFORDABLE HOUSING

21. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$250.00 per residential unit constructed on the Property to be used for the Housing Preservation and Development Fund. Said contribution shall be paid prior to and as a condition of the issuance of a building permit for each building constructed on the Property and the amount paid shall be based on the number of units in each said building.

WATER AND SEWER

22. The Property shall be served by public sanitary sewer and water and the Applicant shall be responsible for the costs and construction of those on and off-site improvements required in order to provide such service for the demand generated by the development on the Property.

PROFFER STATEMENT
 REZ #PLN2014-00___, Midwood
 Midwood LLC and Midwood Center I, LLC
 November 15, 2013

CULTURAL RESOURCES

23. As a condition of first final subdivision plan approval, the Applicant shall curate with the County, artifacts, field records, laboratory records, photographic records, computerized data and other historical records the Applicant possesses as recovered as a result of its Phase I cultural resources investigations. All artifacts and records submitted for curation shall meet current professional standards and *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*. A curation fee equal to VDHR's curation fee (not to exceed \$350.00) will be paid by the Applicant at the time of delivery to the County. Ownership of all records submitted for curation shall be transferred to the County with a letter of gift.

MISCELLANEOUS

24. In the event the monetary contributions set forth in the Proffer Statement are paid to the Prince William County Board of County Supervisors ("Board") within eighteen (18) months of the approval of this rezoning, as applied for by the Applicant, said contributions shall be in the amounts as stated herein. Any monetary contributions set forth in this Proffer Statement which are paid to the Board after eighteen (18) months following the approval of this rezoning shall be adjusted in accordance with the Urban Consumer Price Index ("CPI-U") published by the United States Department of Labor, such that at the time contributions are paid they shall be adjusted by the percentage change in the CPI-U from that date eighteen (18) months after the approval of this rezoning to the most recently available CPI-U to the date the contributions are paid, subject to a cap of 6 percent (6%) per year, noncompounded.

WAIVERS/MODIFICATIONS

25. Waivers and modification
- a. Modification of Section 601.04 and Details 650.04, 650.05 and 650.06 of the DCSM to allow modifications to street standards and to allow private streets as shown on the Transportation Plan and pursuant to waiver #WAI 2014-00___, attached hereto and incorporated herein by reference as Attachment A.
 - b. Modification of Sections 250.30, 250.31 and 250.32 of the Zoning Ordinance and Sections 802.10, 802.11, 802.12 and 802.48 of the Prince William County Design and Construction Standards Manual (DCSM) to waive internal buffers between uses within the Property and to replace the buffer as required along the Route 55 frontage of the Property with a thirty foot (30') wide landscape area to be provided substantially as shown on the Open Space Plan.

PROFFER STATEMENT
REZ #PLN2014-00 __, Midwood
Midwood LLC and Midwood Center I, LLC
November 15, 2013

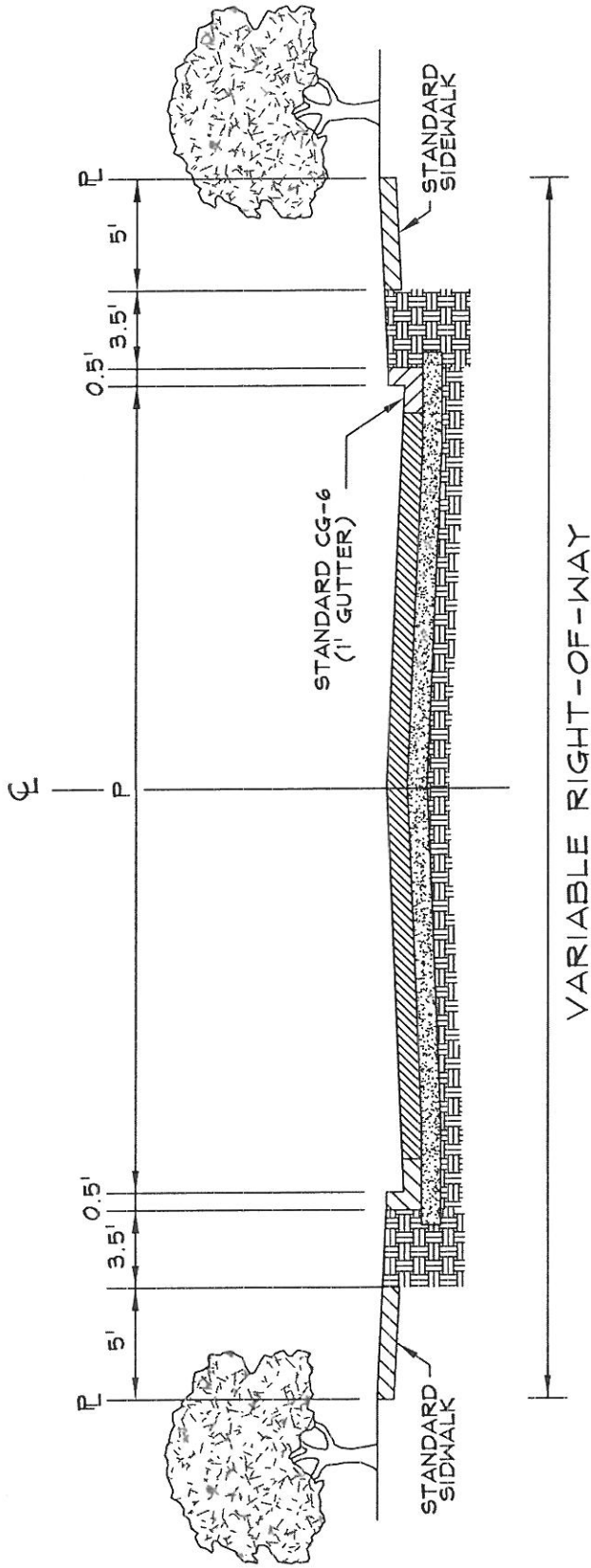
- c. Waiver of Section 32-250.31.6 of the Zoning Ordinance and Section 802.47 of the DCSM to modify the buffer and landscaping requirements around the recreation facility, including club house, in accordance with the Open Space Plan.
- e. Modification of Section 250.31.8 of the Zoning Ordinance to allow modification of the 100' buffer between railroad right of way and adjoining residential uses to allow existing easements within the buffer and planting at a rate of 200 plant units per one hundred (100) linear feet of land along the railroad right of way.
- f. Waiver of Section 306.21 of the Zoning Ordinance to allow the elimination of the nonresidential secondary use requirement within the PMR District.
- g. Modification of Section 306.12 of the Zoning Ordinance to allow the three (3) new housing types and associated development standards as set forth in Attachment B, attached hereto and incorporated herein by reference, in addition to the unit types permitted in the PMR based on the respective land bay designations and/or any other modified housing type as may be approved by the Zoning Administrator.

{P0370005.DOC / 1 PROFFERS.001 003899 000015}
11/15/13

Attachment: MIDWOOD REZ PLN2014-00190, 12-20-13 Submission (1773 : Midwood/John Marshall Commons)

TYPICAL NEIGHBORHOOD STREET

PRIVATE STREETS
NOVEMBER 15, 2013



ATTACHMENT A

9.a.a

| CATEGORY | TRAFFIC VOLUME (VPD) | P | R.O.W. WIDTH (ft) | PARKING PERMITTED |
|----------|----------------------|--------|-------------------|-------------------|
| A | 0 TO 250 | 24 ft* | 42 | perpendicular |
| B | 0 TO 400 | 28 ft | 46 | parallel |
| C | 401 TO 1500 | 29 ft | 47 | parallel |

*THE 24' PAVEMENT SECTION IS INTENDED FOR ROADS WITH PROPOSED SINGLE FAMILY ATTACHED UNITS ON BOTH SIDES. NO PARALLEL PARKING IS PERMITTED ALONG THESE ROADS. PERPENDICULAR PARKING IS PERMITTED.

Midwood Lot Type: Cottage I

November 15, 2013

TYPICAL SETBACK CRITERIA AND LOT DIAGRAM FOR THE COTTAGE I LOT:

MINIMUM LOT AREA.....4,000 SQ. FT.
 MAXIMUM LOT COVERAGE.....60%
 MAXIMUM BUILDING HEIGHT.....35'

MINIMUM BUILDING SETBACKS

FRONT.....20'
 SIDE.....5'
 CORNER.....10'
 REAR.....20'

MINIMUM SETBACKS FOR DECKS, PORCHES, STOOPS, LANDINGS AND SIMILAR FEATURES

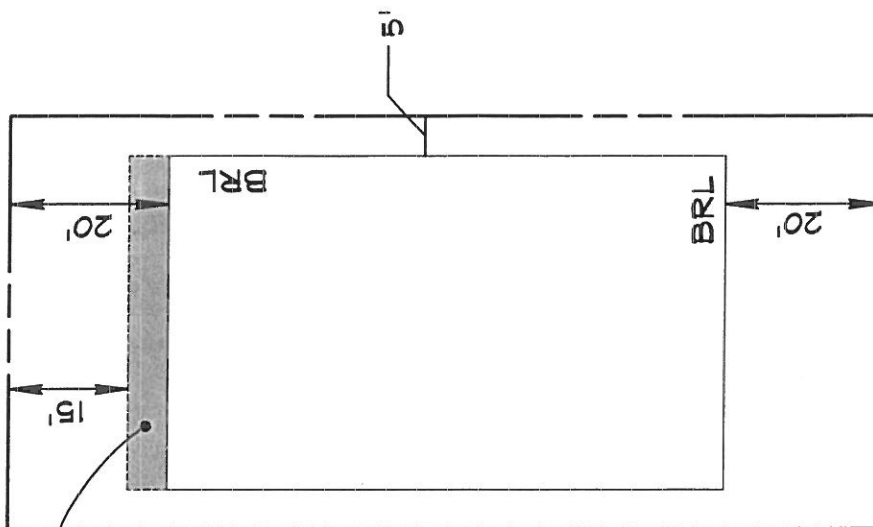
FRONT.....15'
 SIDE.....5'
 CORNER.....10'
 REAR.....8'

MINIMUM LOT WIDTH.....40'

NOTES:

1. SUNROOMS, SITTING ROOMS, SCREENED PORCHES AND SIMILAR OPTIONAL FEATURES MAY ENCROACH A MAXIMUM OF 5 FEET INTO THE REAR SETBACK.
2. ARCHITECTURAL FEATURES SUCH AS BAY WINDOWS, CHIMNEYS AND SIMILAR FEATURES MAY ENCROACH A MAXIMUM OF 3 FEET INTO ANY SETBACK.

POTENTIAL ENCROACHMENT AREA (NOTE 1)



Midwood Lot Type: Cottage II

November 15, 2013

TYPICAL SETBACK CRITERIA AND LOT DIAGRAM FOR THE COTTAGE II LOT:

MINIMUM LOT AREA.....5,000 SQ. FT.
 MAXIMUM LOT COVERAGE.....60%
 MAXIMUM BUILDING HEIGHT.....35'

MINIMUM BUILDING SETBACKS

FRONT.....20'
 SIDE.....5'
 CORNER.....10'
 REAR.....20'

MINIMUM SETBACKS FOR DECKS, PORCHES, STOOPS, LANDINGS AND SIMILAR FEATURES

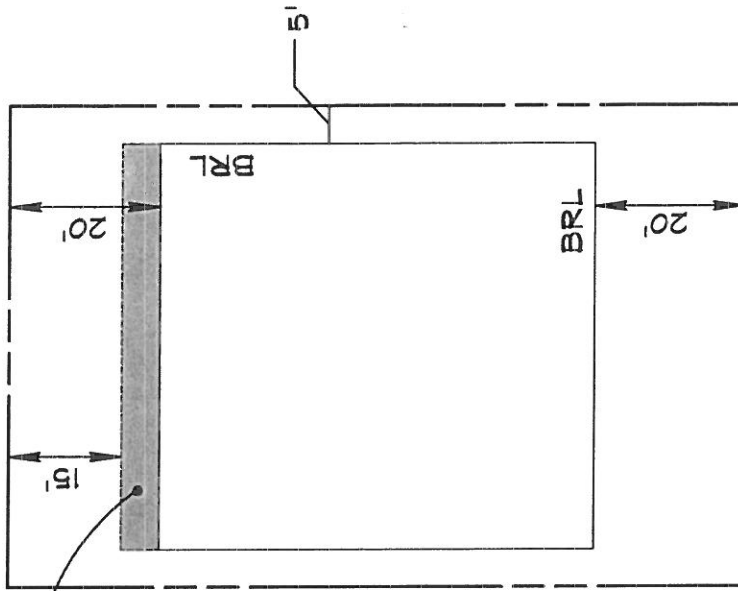
FRONT.....15'
 SIDE.....5'
 CORNER.....10'
 REAR.....8'

MINIMUM LOT WIDTH.....50'

NOTES:

1. SUNROOMS, SITTING ROOMS, SCREENED PORCHES AND SIMILAR OPTIONAL FEATURES MAY ENCROACH A MAXIMUM OF 5 FEET INTO THE REAR SETBACK.
2. ARCHITECTURAL FEATURES SUCH AS BAY WINDOWS, CHIMNEYS AND SIMILAR FEATURES MAY ENCROACH A MAXIMUM OF 3 FEET INTO ANY SETBACK.

POTENTIAL ENCROACHMENT AREA (NOTE 1)



Midwood Lot Type: Villa

November 15, 2013

TYPICAL SETBACK CRITERIA AND LOT DIAGRAM
FOR THE VILLA LOTS:

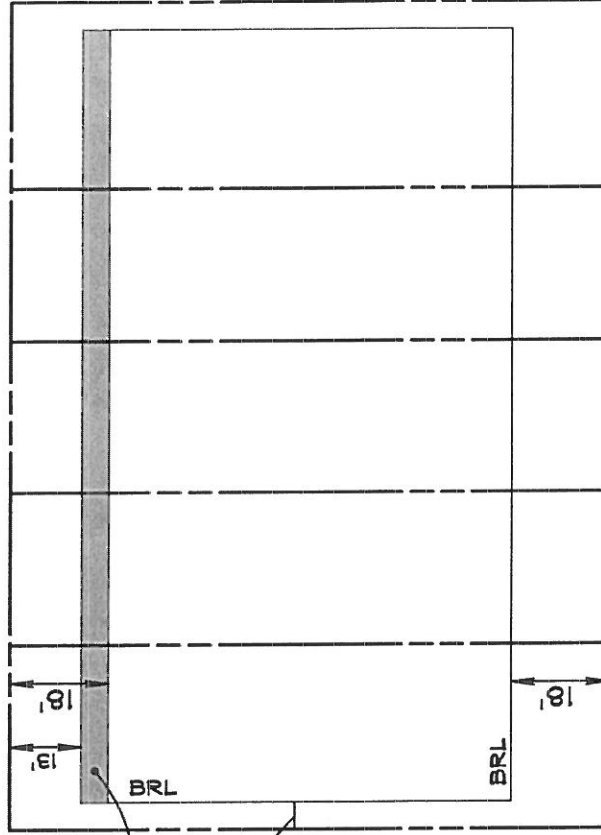
| | |
|---------------------------------|-------------|
| MINIMUM LOT WIDTH..... | 20' |
| GROUP SETBACK..... | 10' |
| MAXIMUM BUILDING HEIGHT..... | 35' |
| MINIMUM BUILDING FOOTPRINT..... | 720 SQ. FT. |
| MINIMUM BUILDING SETBACKS | |
| FRONT WITH GARAGE..... | 18' |
| SIDE (END UNIT)..... | 5' |
| REAR SETBACK..... | 18' |

MINIMUM SETBACKS FOR DECKS, PORCHES, STOOPS,
LANDINGS AND SIMILAR FEATURES

| | |
|------------|-----|
| FRONT..... | 15' |
| REAR..... | 8' |

NOTES:

1. SUNROOMS, SITTING ROOMS, SCREENED PORCHES AND SIMILAR OPTIONAL FEATURES MAY ENCR OACH A MAXIMUM OF 5 FEET INTO THE REAR SETBACK.
2. ARCHITECTURAL FEATURES SUCH AS BAY WINDOWS, CHIMNEYS AND SIMILAR FEATURES MAY ENCR OACH A MAXIMUM OF 3 FEET INTO ANY SETBACK.



POTENTIAL
ENCROACHMENT
AREA (NOTE 1)

5'

BRL

BRL

10'

10'



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4758
<http://www.pwcgov.org/planning>

PLANNING
OFFICE

Christopher M. Price, AICP
Director of Planning

February 14, 2014

The attached packet is provided for review and comment from the following agencies:

- Area Agency on Aging
- Cty Archeologist (DS940)
- Fire Marshall (DS920)
- Housing & Comm Develop (FE825)
- Parks and Recreation (EA795)
- Planning Case Mgr SLD (DS940)
- Police Department (MC475)
- Proffer Administrator (DS940)
- School Board (EA790)
- Town of Haymarket
- Transportation Dept (DS990)
- VDOT - Fairfax (MA290)
- Watershed Mgmt (DS930)
- Watershed Mgmt-Plan Review
- Watershed Mgt-Arborist (DS930)

RECEIVED
FEB 19 2014
TOWN OF HAYMARKET

RE: REZ PLN2013-00115, JOHN MARSHALL COMMONS

MAGISTERIAL DISTRICT: Gainesville

REQUEST: REZONE 27.7 AC FROM A-1 & M-2 TO PMR; CEC

Additional Notes:

| | | | | | |
|-----------------------|--------------|--------------|--------------|--------------|--------------|
| GPIN(s): 7397-19-6212 | 7397-19-8528 | 7397-18-7487 | 7397-18-4395 | 7397-19-4508 | 7397-28-3272 |
| 7397-28-5063 | 7397-28-9574 | 7397-28-8550 | | | |

Your comments should:

- 1) address the anticipated impacts of the proposal on the goals, policies and action strategies of the 2008 Comprehensive Plan;
- 2) address the anticipated impacts of the proposal on the services of your department;
- 3) address any site specific concerns which are materially relevant to the requested land use decision; and
- 4) list minimum development standards which may conflict with the proposed development or require special consideration in the Planning Office's analysis of the proposal.

We will accept either hard copy, faxed or electronically transmitted comments as is convenient for your office. This office is capable of receiving information in the following formats.

| | | |
|---|----------|---|
| Email Address: achowdhury@pwcgov.org | US Mail: | Office of Planning 5 County Complex Court Prince William, VA 22192-9201 |
| Interoffice Mail: Office of Planning, DS940 | | |
| FAX: (703) 792-4758 | | |

Your comments should be directed to Anika Chowdhury and received no later than March 14, 2014. Your cooperation is appreciated.

The attached packet is provided for information only. No comment is necessary from the following:

- SUPERVISOR - PETE CANDLAND
- COMMISSIONER - FRAN ARNOLD
- BOARD CHAIRMAN - COREY A. STEWART
- COMMISSIONER AT LARGE - AUSTIN HAYNES
- SITE and SUBDIVISION CASE PLANNER:
- PLANNING DIRECTOR: CHRISTOPHER M. PRICE

Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)



January 29, 2014

Ms. Elizabeth D. Scullin
 Transportation Planning
 Prince William County
 Department of Transportation
 5 County Complex Court, Suite 290
 Prince William, Virginia 22192-5308

Mr. Yao Q. Lu, PE
 Land Development
 Virginia Department of Transportation
 Northern Virginia District
 4975 Alliance Drive
 Fairfax, Virginia 22035

**RE: Traffic Impact Analysis and Concept Roundabout Responses
 REZ PLN 2013-00115
 John Marshall Commons
 Haymarket Development, LLC
 Prince William County, Virginia
 Pennoni # HAYM1301**

Dear Ms. Scullin and Mr. Lu:

Based on the January 10, 2014 meeting at Prince William County, Pennoni Associates Inc. has documented the responses and updated meeting notes to support the revised transportation elements associated with the Route 55 access for the subject property. Note that the responses are provided to confirm that the improvements are consistent with the County and VDOT recommendations on the conceptual roundabout design, and that the rezoning application can proceed, subject to review of the revised GDP and access plan.


The revisions reflect the VDOT's comments dated December 30, 2013, noted below in bold; responses are shown in italic:

| | |
|----|---|
| 1. | <ul style="list-style-type: none"> • VDOT agrees that the roundabout is a good alternative for the proposed location. A roundabout can offer a good tool for slowing down vehicles in this speed transition area, provide additional safety / pedestrian crossing near this school zone/residential community, also eliminate left and right turn lanes at the intersection. |
|----|---|

14532 Lee Road • Chantilly, VA 20151 • Ph: 703-449-6700 • Fx: 703-449-6713

www.pennoni.com

Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)

| | |
|-----------|---|
| | <p><i>Agreed. The MZP has been update to reflect the revised concept, and the draft proffers incorporate the construction of Route 55 improvements, as noted in proffer #14.</i></p> |
| <p>2.</p> | <ul style="list-style-type: none"> We suggest a 1-lane roundabout to be considered at opening, with the R/W and location of utilities and construction to account for an ultimate hybrid design to mitigate the LOS F movements in 2023. |
| | <p><i>As discussed, the inclusion of a dual lane roundabout using the geometries recommended would require off-site R-O-W at the Piedmont Plaza/Gillis Way intersection. Pennoni reviewed the R-O-W constraints for a NCHRP 2 lane roundabout with a 165 ft. inscribed circle, as shown below in pink, as the lower end of suggested 2 lane diameters. The orange lines are the existing R-O-W location on Route 55 at Gillis Way.</i></p>  <p><i>The 2 lane roundabout would require off-site R-O-W, and the pedestrian features and side street splitter islands would have additional R-O-W impacts, as well as increase 'fastpath' travel speeds. Based on discussion at the meeting, the design concept was acceptable to the review agencies if detailed with a formal response on R-O-W impacts.</i></p> <p><i>As part of the construction plan review process , the Applicant will design new utilities and relocations within the proposed roundabout footprint to be located to avoid future widening, if the roundabout was widened to a 2 lane inscribed circle as part of a separate project by others in the future. Curb locations are suggested to be set for the proposed design, but storm and overhead utilities can be designed within the existing R-O-W to allow for future improvements.</i></p> <p><i>Note that concept approval does not preclude VDOT from reviewing design elements and standards at construction plan review for more details.</i></p> |
| <p>3.</p> | <ul style="list-style-type: none"> The fastest path analysis should show the speeds entering, circulating within, and exiting the roundabout. The recommended maximum entry design speed per NCHRP rpt 672 for a single lane roundabout is 25mph. The analysis should confirm that vehicles are entering at a safe speed. Recommend illustrating the |

Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)

| | |
|----|---|
| | fastest path and corresponding radii/speeds. |
| | <i>Agreed, details can be provided at construction plans, subject to rezoning approval. The fast path summary in Table 2A on page 11 are detailed by movement in Table 10 on page 34, and shown in red for radii for individual movements on Figures 9A through 9C (pages 35 and 36). We would suggest the final construction plans shows both a table and plan view of the fastpaths. Note that the 2 movements which have a design speed fast path of over 25 MPH are on the northbound and southbound approaches, which are minor streets, where the local geometry will dictate operating conditions and not through traffic movements.</i> |
| 4. | <ul style="list-style-type: none"> The engineer should verify that school buses can navigate through the roundabout without traversing the truck apron. |
| | <i>Agreed, will provide at construction plans. Yes, school buses were checked for the Route 55 thru movement, and they navigate the roundabout without any encroachment onto the proposed truck apron. The bus swept path is nearly identical to the SU truck design vehicle, which had no issues.</i> |
| 5. | <ul style="list-style-type: none"> The engineer should demonstrate minimum sight distances are met, including stopping sight distance and intersection sight distance, per NCHRP rpt 672. However sight distance should not be excessive as this can result in higher speeds. |
| | <i>Agreed, will provide at construction plans. This has not been looked at for concept phase, since vertical grades have not been detailed. Especially since to this point, we have not looked at any vertical grades. Sight triangles and restrictions on landscaping can be detailed at construction plans, but the existing geometry of Route 55 does not introduce sight distance concerns for this location.</i> |
| 6. | <ul style="list-style-type: none"> Page 12, there is no Figure C in the report. |
| | <i>Correct, typo only. The "Exhibit C" on page 9 shows the concept plan referenced in the text.</i> |
| 7. | <ul style="list-style-type: none"> We have a concern with the eastbound left turn lane for the Site Drive #3. The turn lane is too close to roundabout although it shows a small number of vehicles turning left both for 2014 and 2023. Why a turn lane is needed if the projected volumes are too low. If the traffic volumes increase beyond the projections than the queues will interfere with the operation of the roundabout. |
| | <i>Noted, that the proposed volumes are low, at 20 or less VPH hour in the AM and PM peaks. However, as discussed previously with VDOT and the County, the roundabout alternative was developed as an alternative to allow separate access to the John Marshall Commons eastern land bay, in case legal access through the Piedmont Center Plaza was not available. The location of the driveway at Site Driveway #3 was shifted to the east on the MZP to improve stacking, and to show a 100 ft. taper and 100 ft. let turn lane into the property. As noted on the MZP, the eastern entrance is designated as a partial access, as turns out are restricted to left turn only, with the proposed raised median east of the site on Route 55.</i> |

| | |
|-----------|--|
| | <p><i>Based on the review of opposing traffic on Route 55, a separate left turn lane is warranted at entrance #3, even though the percentage of left turns on the approach are less than the VDOT 5% threshold in the Road Design Manual Table 3-1(4ppendix F). Pennoni has included a worksheet to interpolate the VDOT turn lane warrants, as attached as Table 1, which shows that both the AM and PM volumes satisfy the VDOT thresholds, based on the opposing volumes at greater than 600 vehicles per hour and a 40 MPH design speed. The roundabout approaches speeds would be less, but the methodology confirmed that a separate turn lane was appropriate.</i></p> <p><i>The justification report and the traffic study detail the turn lane operations and back of queues for the left turns. For the site build-out in 2017, the left turn volumes operate at LOS "A" in the AM peak and at LOS "B" in the PM peak, with back of queue at 1 car (or 25 feet). With Route 55 through growth after the site development, the LOS grade and back of queue remain unchanged. Summary tables of LOS are included in the roundabout justification in Tables 7 (page 27) and in Table 8 (page 30) for the long-term conditions. The LOS for the intersection are included in the Tables 12 (page 54) and in Table 18 (page 76) for the long-term conditions. The left turns are proposed to remain with the proposed Route 55 design concept, and should not impact roundabout operations.</i></p> |
| <p>8.</p> | <ul style="list-style-type: none"> • The 2023 Design Year Traffic Conditions (Figure 22) in the Traffic Impact Study (TIA) are considerably higher than the 2023 Build plus Six (Figure 8) in the Roundabout Traffic Study (RTS). For example, the westbound through traffic at the intersection of Washington Street and Gillis Way/Piedmont Center Plaza shows 1440 vehicles in Figure 22 of TIA compared to 1010 vehicles in Figure 8 of RTS for the PM peak hour. Similar differences exist for other movements at this intersection as well as other intersections. The differences in traffic may result in drop in level of service of roundabout. Therefore, it is suggested that a hybrid roundabout should be considered for the 2023 condition. It is also suggested that the left turn mentioned above (Item #2) should be reconsidered. |
| | <p><i>OK, as discussed in comment #2, the traffic volumes were adjusted with the discussions in November 2013 with VDOT land Development and County Transportation staff for the roundabout option. The December 2013 traffic report adjusted the effective growth rates on Route 55 assume that the 2 lane section to the west of the site in the Town of Haymarket would remain as 2 lanes. The site traffic was adjusted in local assignments, but the trip generation remained unchanged. The reduction in effective through growth to 0.25 percent annually from 2 percent in the original TIA, reflects the flat growth on Route 55 was outlined in the justification on page 18, with the effective growth rates on Route 55 shown historically on page 19 in Table 4A. With other development included, the Route 55 growth at Gillis Way is still at 7-10 percent annually. Long-term growth trends wee updated and are discussed on page 62 of the revised traffic report. With a 0.25% growth, site traffic, and other area development, the effective growth rate between 2011 and 20233 is between 5 and 6.4 percent annually. If the 2023 forecasts were designated for a design year of 2033 for a 20 year window, the effective growth rate on Route 55 is at 3.5 percent per year. Considering hat Route 55 had had negative growth</i></p> |

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| | <i>between 2004 and 2012, the proposed traffic volume adjustments were appropriate in the revised design concept. The previous assumption included 2 percent growth and the development in the background assignments. The justification of the revised growth trends are included on pages 39 and 61 of the TIA.</i> |
|--|---|

Additionally, the County suggested the meeting notes be amended to clarify that the Prince William County Transportation support for the roundabout is tentative, subject to the review of the revised traffic study. The County email correspondence is included below and the revised meeting notes are attached to this response.

Comment #3 states: "The County Transportation staff supports the roundabout and has no review objections with concept in the December 2013 submission."

Comment #10 states: The traffic study was completed but pending review of roundabout. Will submit through County Planning with revised application."

During the meeting, Rick expressed that while we had no objection to the roundabout concept we would have to review the revised TIA when it was submitted to give our formal comments. We would appreciate this modification to the minutes so that everyone is clear that we had not formally reviewed the roundabout study nor the revised TIA, and that this would be accomplished when the materials were submitted through the County Planning Office.

The traffic study had been revised to reflect the changes in the access with the roundabout, as dated December 10, 2013. The changes in volumes and assignments reflect the Pennoni, [Route 55/Gillis Way/Piedmont Center Plaza Roundabout Justification](#), dated December 5, 2013, and previously submitted. The traffic study revisions expand the details regarding the land use and impacts to the adjacent roadways for the site, as scoped previously and documenting changes in through traffic and turns with the roundabout. While the roundabout justification focuses on the VDOT criteria for installation and documents general geometric criteria, subject to further engineering.

Prince William Co. REZ PLN 2013-00115 January 29, 2014
Ms. Elizabeth Scullin/PWCo Mr. Yao Lu/VDOT

Page 6
John Marshall Commons
Route 55 Roundabout Access
Responses #2

Please contact myself (703) 840-4830 or Ryan K. Foroughi at Foroughi Associates Engineering, PLLC at (540) 720-6488, if any questions.

Sincerely,

Pennoni Associates, Inc.



Douglas R. Kennedy, PE
Associate Vice President

Enclosures: Meeting Notes, revised 1-27-14
Table 1

cc:

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Commons\CORRESPONDENCE\SENT\OTHER\PAI_JohnMarshallCommons_Roundabout
response_2014_01_23_2.Sub.docx

Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)

JOHN MARSHALL COMMONS (PWC)-REZ PLN2013-00115

MINUTES:

Meeting Called By: Doug Kennedy, PE
 Date/Time of Meeting: 10 January, 2014/10:00 am - 11:00 pm
 Location: At Prince William County Transportation
 Attendees: Ed Wilbourn (agent), Doug Kennedy (Traffic), Ryan K. Foroughi (civil), Rick Canizales (PWC), Yao Lu (VDOT) George Phillips (PWC), Elizabeth Scullin (PWC), Derek DiDonato (Purchaser)

Prepared by: Doug Kennedy/ prepared 1-22-14 distributed 1-24-14, *revised 1-27-14*

AGENDA TOPICS:

1. Meeting to follow-up to November 2013 meeting at the County and the VDOT December 30, 2013 referral to review concept for a roundabout at Gillis Way/Piedmont Center Plaza.
2. VDOT generally supports the roundabout as an alternative to widening with a signal; needs responses to referral and consensus from County.
3. The County Transportation staff generally supports the roundabout and has no review objections with concept in the December 2013 submission, *subject to the review of the revised TIA. The County staff had not formally reviewed the roundabout study nor the revised TIA, and that this would be accomplished when the materials were submitted through the County Planning Office.* The roundabout provides a good transition between Route 55 to the east and the two-lane section for Route 55 in the Town of Haymarket immediately to the west.
4. Design items reviewed:
 - Hybrid roundabout – VDOT Central Office prefers construction to accommodate a 2 lane roundabout, but stripe for one lane operations. Pennoni reviewed the R-O-W constraints for a NCHRP 2 lane roundabout with a 165 ft. inscribed circle; The circle would require off-site R-O-W, and the pedestrian features and side street splitter islands would have additional R-O-W impacts, as well as increase ‘fastpath’ travel speeds. Based on discussion at the meeting, the design concept was acceptable to the review agencies if detailed with a formal response on R-O-W impacts, but the applicant was strongly encouraged with design the roundabout to locate utilities outside of the 2 lane inscribed circle, as much as possible, so as not to prohibit widening, by others in the future.
 - East Access – The roundabout alternative was suggested in order to allow access spacing to the John Marshall Commons site to the east. The responses will highlight that the separate turn lane is warranted, even with low left turn volumes, due to through traffic.
 - Turn Lane Lengths – The team will verify if the location of the east entrance (#3) can be shifted slightly east, to achieve 100 ft. taper (east of pedestrian crossing at the roundabout) and 100 ft. turn lane for VDOT minimum design, without a waiver.
 - Access Management Spacing – Driveway spacing from outside of inscribed circle to be labeled. However, VDOT will support distance based on 25 MPH criteria (30 mph or less) from the outside of the roundabout to the new intersection centerline without a waiver. (The spacing from VDOT Table 2-2 for “Spacing from partial Access One or Two way Entrance, Intersection or crossover” is 200 ft). The proposed entrance #3 is restricted to right in/left in/right out entrance as a partial access with a raised median on Route 55 to the east extended through the next intersection.)
 - Pedestrian – Clarify location of ped access at existing sidewalk at Piedmont Center, may have paint island outside of R-O-W.
 - Design Vehicles - Respond in letter through County for elements at design in referral. Note that concept approval does not preclude VDOT from reviewing design elements and standards at construction plan review for more details.

COUNTY REVIEW ITEMS:

Table 1

| <p align="center">Build-out Conditions Worksheet with 2023 Volumes Marina Way & Site Driveway #1 (Ph 1 Entrance) Rte 55 Eastbound Left-Turn</p> | | | | | | |
|---|--------------------------|-----------------------------------|-----------------|-------------------------|--------------------------------|--|
| <p align="center">VDOT ROAD DESIGN MANUAL APPENDIX F TABLE 3-1: WARRANTS FOR LEFT TURN LANES ON 2 LANE HWY</p> | | | | | | |
| SPEED (MPH) | OPPOSING VOLUME (Vo) vph | ADVANCING VOLUME (Va) vph | | | | link/Design Speed |
| | | 40 | 40 | 40 | 40 | Rte 55 |
| LEFT TURN % | | 5% | 10% | 20% | 30% | 40 |
| 800 | 800 | 330 | 240 | 180 | 160 | VDOT guidelines for 40-60 MPH Design Speed |
| 600 | 600 | 410 | 305 | 225 | 200 | |
| 400 | 400 | 510 | 380 | 275 | 245 | |
| 200 | 200 | 640 | 470 | 350 | 305 | |
| 100 | 100 | 720 | 515 | 390 | 340 | |
| <p>Calculations Interpolation From Table 3-1 (Appendix F) for AM PEAK</p> | | | | | | |
| | Vo | with Va | | L % | L | Rte 55 EB Rte 55 WB |
| | 636 VPH | 836 VPH | | 2.4% | 20 VPH | |
| Opposing Volumes | | Chart Incremental Delta of Va for | | | | |
| y DELTA | 36 | 410 | | | ACTUAL y INCREMENT FOR Vo | |
| y INCRM | 200 | -80 | | | -14 | |
| Advancing Volumes | | Chart Volume Delta of Va for | | | | |
| x DELTA | -2.6% | 410 | | | ACTUAL x INCREMENT FOR % LEFTS | |
| x INCRM | -5% | 105 | | | 55 | |
| | | x INCREMENT | | | ADJUSTED Va WITH Vo, % LEFTS | |
| Va | 410 | -14 | 55 Va warrant = | | 450 versus actual 836 | |
| | | | | | WARRANTED | |
| <p>Calculations Interpolation From Table 3-1 (Appendix F) for PM PEAK</p> | | | | | | |
| | Vo | if Va | | L % | L | Rte 55 EB Rte 55 WB |
| | 1,164 VPH | 845 VPH | | 2.1% | 18 VPH | |
| Opposing Volumes | | Chart Incremental Delta of Va for | | | | |
| y DELTA | 364 | 305 | | | ACTUAL y INCREMENT FOR Vo | |
| y INCRM | 200 | -80 | | | -146 | |
| Advancing Volumes | | Chart Volume Delta of Va for | | | | |
| x DELTA | -2.9% | 305 | | | ACTUAL x INCREMENT FOR % LEFTS | |
| x INCRM | -5% | 90 | | | 52 | |
| | | x INCREMENT | | | ADJUSTED Va WITH Vo, % LEFTS | |
| Va | 305 | -146 | 52 Va warrant = | | 211 versus actual 845 | |
| | | | | | WARRANTED | |
| <p>Figure Source: VDOT Road Design Manual, Calculations by Pennoni</p> | | | | | | |
| <p>Volume Source: Pennoni calculations for Rivergate at 400 DU Phase A (80% to Marina Way Entr+ 20% to north entrance); Marina Way throughs based on May 2005 TIA (Figure 11) with MF to east (2 driveways, 85% first driveway)</p> | | | | | | |
| | | | | Peak Hour: | AM | PM |
| | | | | Left Turns | 20 VPH | 18 VPH |
| | | | | % Left Turns | 2.4% | 2.1% |
| | | | | Rte 55 EB | 836 VPH | 845 VPH |
| | | | | Rte 55 WB | 636 VPH | 1,164 VPH |
| | | | | Advancing Volume | | |
| | | | | Opposing Volume | | |
| <p align="center">EB Left Turn Lane Warrant - Satisfied at 40 MPH Design Speed</p> | | | | | | |

Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)

5. County prefers ten foot asphalt trail within the R-O-W on north side of Route 55 along frontage per Comp plan as opposed to asphalt trail outside of R-O-W update plan. For five foot sidewalk within R-O-W along site frontage with 4 ft. buffer behind proposed back of curb. Connect to existing sidewalk at Piedmont Center Plaza. Since County wants pedestrian feature in R-O-W, plan to be revised to show sidewalk in R-O-W.
6. East Entrance #3, modify curb to show ped. ramp with 4'x4' landing within R-O-W. The public street cul-de-sac at Entrance #3 will have a sidewalk at west side.
7. Document left turn queues at intersection #3. May need waiver of County turn lane and taper length of County DCSM standards, even if satisfying VDOT turn lanes length. The street waivers should be submitted separately with justification to County for processing separate of zoning/proffers.
8. The proffers should be adjusted to allow roundabout construction completion prior for 1st occupancy permit for new uses at John Marshall Commons.
9. Coordinate with Nick Alexandrow at PRTC for location of bus shelter pad construction. County wants pad site in R-O-W, construction of base pad, and contribution to cover costs for future shelter enclosure on Route 55 when bus service established.
10. The traffic study was completed *in December but had not been submitted to VDOT or the County*, pending review of roundabout. Will submit through County Planning with revised application. *The County staff had not formally reviewed the roundabout study nor the revised TIA, and that this would be accomplished when the materials were submitted through the County Planning Office.*
11. As discussed at last meeting, as the application proceeds after rezoning, the seller will submit Public Improvement Plan for entrance #2 cul-de-sac. Will propose with improvement to public street standards without Route 55 frontage improvements on infrastructure plan, since plan is replacing existing office driveway with new street. No new use added to new road. Should be OK to process infrastructure plan separately by County as long as proffers for infrastructure construction on Route 55 in place, including new WB right turn lane at entrance #2 and pedestrian improvements before any new uses. Interim public improvement plan to note new right turn lane on Rte 55 and set curb returns to reduce reconstruction with proffered improvements.

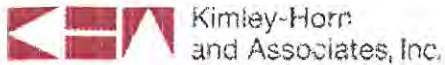
ACTION ITEMS:

1. Provide meeting notes to attendees to confirm County Transportation and VDOT land development support of roundabout to VDOT. These notes confirm County OK with design concept.
2. Provide responses to VDOT comments in letter format through County submission.
3. Update rezoning plan with infrastructure revisions.

SCHEDULES:

1. As this is third submission, VDOT and County would review in three weeks.
2. County needs VDOT okay before staff report, but could look at scheduling P.C. in early 2014.

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Memorandum

To: Benjamin Eib
Assistant Chief of Watershed Management Branch

From: Adam Steiner, LA
Kimley-Horn and Associates, Inc.

Date: January 24, 2014

Subject: Response to Environmental Services Comments (06-24-2013)
Re: John Marshall Commons
REZ PLN2013-00115

Suite 400
11400 Commerce Park Drive
Reston, Virginia
20191

We have received and reviewed comments from Environmental Services dated June 24, 2013 regarding the referenced proposed rezoning and we offer the following responses:

Comment 1:

- The ECA does not show the following required elements (*CP EN1.2*). Add these to the ECA.
- a. The required limits of clearing and grading.
 - b. The location of all specimen trees.
 - c. Identification of the various forest cover types located on-site.

Response:

- 1a. The approximate LOD has been shown on plans, though subject to change with final engineering.
- 1b. Specimen trees are shown on the ECA.
- 1c. Forest cover types are noted on the ECA.

Comment 2:

The applicant should integrate BMP's, to the greatest extent practicable, to provide water quality controls on the site, such bioretention areas, grass swales, infiltration features, porous pavers and/or other LID techniques. These features could be integrated within proposed common areas, parking islands, and other open space areas. The applicant mentioned that the site has shallow bedrock. Please provide staff with a copy of any geotech analysis that may have been prepared. Please also note that there are LID techniques that are suitable for sites with shallow bedrock conditions. The applicant should commit to meeting with Watershed Management Branch prior to plan



submittal to review/discuss the use of BMP's and/or applicant's justification for not utilizing onsite water quality treatments (*CP DES11 & EN1.5*).

Response:

A copy of the geotechnical report has been provided showing shallow rock is present throughout much of the site and therefore it is not feasible to provide infiltration type LID features. Please refer to page 6 of the report.

Comment 3:

The applicant appears to be proposing clearing 100% of the site. Staff recommends that at a minimum the applicant propose to provide the minimum required tree cover through the preservation of existing trees. Staff recommends the tree save areas be focused along I-66 and in required buffers. Minimum tree save area widths need to be met. (*CP DES12, EN5.15*)

Response:

Overall canopy coverage for the site will be provided primarily via proposed plantings. The LOD shown on plan has been revised to preserve existing trees on the east side of Landbay A. Additional trees on west side of Landbay E and east side of Landbay A may be preserved with initial residential development of Landbay D and will be evaluated with site plan for future commercial development.

Comment 4:

The "Landscape Plan" shows trees outside of lots in the townhouse portion of the site. These trees are shown in a very narrow area that also is to contain a 5' wide sidewalk. Please clarify the dimension of this area. It does not appear that you have planned enough room for the tree planting and the sidewalk.

Response:

Refer to Typical SFA Lot Block exhibit on Sheet 5 for approximate location and quantity of trees to be planted on lots and in open space adjacent to units. Additional trees beyond what is shown in this exhibit will be provided to meet canopy requirements, on-site residential tree requirements, and interior parking lot tree requirements.

Comment 5:

The large SWM pond at the eastern end of the site abuts 3 buffers. Please proffer that all SWM easements shall be located outside of these buffers and setback from property line.



Response:

The SWM facility has been revised to eliminate conflicts with existing easements. The SWM facility will receive runoff from both the John Marshall Commons project and the adjacent properties. Therefore, the GDP requests a modification to remove the buffers that would be located at the property line. A supplemental landscape area has been provided at the rear of the SFA lots to provide additional screening.

Comment 6:

A “Pocket Park” is labeled on an interior parking lot island. What is the applicant proposing that makes this parking lot island a “park”?

Response:

Refer to Pocket Park Concept on Sheet 5 for preliminary design. The park is located on axis with the main project entrance and will serve as both a focal point for the community and a passive park space with seating and ornamental plantings.

Comment 7:

Regarding the various buffers required and proposed on the site. The applicant is proposing multiple modifications and waivers of these buffers. Staff finds no justification for most of these modifications and waivers. Staff also noted numerous errors in the buffer tables provided on the “Landscape Plan”. Please address the comments below.

- a. An existing overhead utility line is shown running up through the proposed buffer for the “west” side of the development. Clarify where this will be relocated and that it will be out of the required buffers.
- b. A – B, this existing office facility was built without the required buffer. The use is non-conforming but the existing development precludes provision of the required buffer.
- c. B – B1, a 30’ buffer is required between the proposed multi-family and the exiting office building. The “Landscape Plan” says no modification is required and no reduction is proposed. However a 30’ buffer is not shown. Please show the 30’ buffer outside of all pavement, structures, as well as proposed and/or existing utilities.
- d. B – C, a 30’ buffer is required. The applicant is proposing only a 24’ wide buffer. There is no justification for this reduction. Staff recommends the applicant provide the full 30’.
- e. C – D, the required 30’ buffer is provided as required.
- f. D – E, is an area where the multi-family units abut I-66. No buffer is required here. However staff recommends that due to the loud and busy nature of I-66, the applicant provide a minimum 50’ wide buffer, landscaped in accordance with a Type C buffer with no reduction in plant units for any fences or berms that might be used.



- g. E – F and L-M, this says the abutting property is a school. It is not. It is a day-care center, which is a retail use. A 50' buffer is required, however only a 30' buffer is proposed. Please provide the required 50' buffer as there is no justification for the reduction.
- h. F – G, Multi-family abuts office/retail. It is unclear what the actual use of this existing site is. Please clarify.
- i. G – H – I, the required buffer is proposed.
- j. H – H1 is between proposed multi-family and an unidentified B-2 use. A minimum of 30' buffer will be required and perhaps a 50' buffer in the B-2 use is retail/commercial and not office. This has not been shown even though the table provided indicates it will be provided. Clearly show the buffer.
- k. J – K, the applicant has not indicated the use of proposed Landbay E, but is proposing. Identify the required buffer. A modification may be appropriate here since the parcel is narrow, but the applicant has not demonstrated that with the information provided.
- l. K - L, a 50' buffer is required between the town house development and the abutting retail uses. Only a 40' buffer is proposed. The abutting existing uses provide the full buffer. This development is responsible to do the same and no justification to do otherwise has been provided.
- m. M – N, a 75' wide buffer is required and the Buffer Table indicates it is proposed. However the "Landscape Plan" does not show this buffer (DCSM 802.48). Show the provision of the full 75' wide buffer to be provided along this I-66 frontage.
- n. N – O, abuts a school with SFA. A minimum 30' buffer is required. A 30' buffer is shown, however Note #7 on the "Landscape Plan" indicates a sanitary line may be located within this buffer. This is not allowed. Revise the note and the plan and proffer to provide the buffer outside of all existing and proposed utilities and their easements. This is a Zoning Ordinance and the Zoning Ordinance cannot be waived. (ZO 32-250.32)
- o. O – P – Q and R - S, a 30' buffer is required abutting this existing SFD residence. Only a 20' is proposed with no justification for the reduction. Provide the full 30' buffer.
- p. S – T, a 5' reduction in the buffer abutting this existing SFD residence is proposed. No justification is provided. Provide the full 50' buffer.
- q. S – S1, a 50' buffer is required, however only 15' is proposed. Staff does not object to this reduction.
- r. Proffers are needed to firmly commit to provision of the required buffers without modification and to provision of the minimum plant units specified in the DCSM without reduction for fences, walls or berms.

Response:

- 7a. The existing overhead electric line is located off site and will remain. A note has been added to the plan that plant material to be located in the



buffer adjacent to the electric line will be designed to keep larger trees further from the property line to reduce future conflicts. There are no recorded easements associated with the electric line.

7b. The school site to the west has been purchased by the Town of Haymarket and is planned for redevelopment as an office use. No buffer would be required. Peripheral parking lot landscaping will be provided in the existing open space strip.

7c. Internal buffers between uses on the GDP have been waived. A landscape area 15' wide has been provided and will be landscaped with plant units proportional to width as shown.

7d. The layout has been revised and width of this buffer from B-C has been increased to provide the required 30' buffer. No modification requested. Plan has been revised to clarify C-C1 as a separate buffer. The Town of Haymarket and PWC have requested that the applicant extend the water line from the adjacent Alexandra's Keep project. New water line will run parallel to the property line and buffer cannot be accommodated. Plan matrix shows a requested modification.

7e. The existing SWM agreement does not allow plantings in the area abutting the adjacent townhomes. Additionally, given the future SWM facility will be shared by the subject property and the adjacent use the buffer is not required. Plan matrix shows a requested modification.

7f. No buffer is required at this location. A 24' wide landscape area has been provided with plant units equivalent to a 20% reduction of a Type B Buffer as shown in matrix. Restricted planting area within limits of pond embankment and toe to be determined with final engineering. Note that the future plans for I-66 widening include a sound wall.

7g. The existing daycare facility, Rainbow Station at Haymarket, provides daycare, after-school care and kindergarten calls for children up to 7th grade. The approved site plans for Piedmont Center classified the use and as a school and the 30' type B buffers are provided on the school property. The required 30' E-F and L-M buffers are proposed and no modification is requested.

7h. The adjacent Piedmont Center parcel is a mixed commercial retail office use. A modification is requested for this buffer. Refer to buffer matrix on Sheet 4 for enhancements to buffers.



7i. Proposed G-H buffer meets DCSM requirements. Proposed H-I buffer provides the required 10' landscape strip and an additional landscape area that may also incorporate existing trees to remain.

7j. Landbay A (B-2) is a proposed commercial retail use. Internal buffers between uses on the GDP have been waived. A landscape area 10' wide has been provided on each side of the parcel line with proportional plant units as shown in matrix. Plan matrix shows a requested modification.

7k. Landbay E (B-2) is a proposed commercial retail use. The 10' wide landscape strip has been provided. The existing trees on west side of Landbay E will be preserved during initial phases of residential development and will be evaluated for preservation when commercial development on Landbay E is proposed.

7l. The adjacent Piedmont Center parcel is a mixed commercial retail office use. A modification is requested for this buffer. Refer to buffer matrix on Sheet 4 for enhancements to buffers.

7m. The SFA units have been revised and there are no rear or side yards oriented towards I-66. A 60' wide landscape area with a berm is proposed in this area with proportional plant units as shown in matrix on Sheet 4. Note that the future plans for I-66 widening include a sound wall.

7n. Buffer N-P is a required 30' buffer and is provided. The location of the enhanced SWM facility has been adjusted to abut the adjacent uses since their existing drainage flows to the existing pond. Additionally, given the future SWM facility will be shared by the subject property and the adjacent use the buffer is not required from P-P1 and P1-P2. Plan matrix shows a requested modification. The proposed SWM pond will be an enhanced facility with an aquatic bench and supplemental landscaping to serve as an amenity to the community. A landscape area is proposed adjacent to the side and rear of the SFA lots.

7o. The P2-Q 30' buffer is proposed and no modification is requested. The Q-R buffer has a small portion adjacent to the internal roadway that requires a modification. Additional landscape area is provided at the southern end of the Q-R buffer. The R-S 30' buffer is proposed and no modification is requested.

7p. A public road is provided and no buffer is required for Landbay E abutting the existing SFD lot to the east.



7q. The K-K1 buffer has been revised to reflect the internal buffer on the residential side of parcel line being waived with modification requested. A landscape area 20' wide has been provided and will be landscaped with plant units proportional to width as shown. A landscape area with plant units similar to a Type C Buffer will be provided on the commercial side of parcel line.

7r. Buffers will be provided on as shown on the GDP.

Comment 8:

Regarding the required buffers: The design proposed with the rezoning documents indicates that 100% of the site will be cleared. There is existing vegetation in proposed buffer areas and elsewhere on-site worth preserving that will add significantly to the quality of the development if preserved. Staff recommends the applicant provide the required plant units in buffers throughout. (DCSM 802.10B)

Response:

The existing tree cover is described on the ECA. The Landscape Plan notes areas to the east of Landbay A and to the west of Landbay E where existing trees may be used to meet buffer plant unit requirements.

Comment 9:

A 15' wide landscape strip is required around the proposed community recreational facility. Please show that you have provided room for this. A graphic is needed. All sidewalks and utilities must be outside of this area except for crossings. (DCSM 802.47B and ZO 250.31.6)

Response:

Note that clubhouse footprint and final design of amenity areas will be provided with final engineering at time of site plan and may be subject to revision. The required 15' wide landscape strip will be provided.

Comment 10:

Regarding the required 10' landscape strip along Rt. 55:

- a. The proposed road frontage improvements will necessitate the relocation of the existing overhead utility lines. Show where these lines will be relocated to.
- b. Please proffer that the required 10' landscape strip along Rt. 55 shall be outside of all existing and proposed utilities and their easements. (DCSM 802.42.A.3)
- c. Show the location of the existing overhead lines and any other easements not perpendicular to the frontage of Rt. 55.



- d. Provide landscaping along the existing Landbay B that does not meet the current standards.

Response:

10a. The required 10' wide landscape strip will be provided.

10b. The required 10' wide landscape strip will be provided.

10c. Comment acknowledged.

10d. Required landscaping will be provided.

If you have any questions or would like to discuss these responses, please contact me at 703-674-1300.



**FOROUGHI & ASSOCIATES
ENGINEERING, PLLC**

113 COLUMBUS COVE
STAFFORD, VIRGINIA 22554

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24 January 2014

Mr. Stephen L. Donohoe
Planner
5 County Complex Court
Woodbridge, VA 22192

Re: Case Number: REZ #PLN2013-00115
Case Name: John Marshall Commons

Dear Stephen,

This letter is in response to comments that were generated during the second review for the project referenced above. Any agencies not providing comments are assumed to take no further exception with the application and have been omitted from the response letter. It should be noted that a significant change has occurred regarding the frontage improvements along John Marshall Highway (State Route 55). A roundabout is now being proposed instead of a signalized intersection at the intersection of John Marshall Highway (State Route 55) and Piedmont Center Plaza. Several meetings have taken place between VDOT, PWC Transportation and the applicant to coordinate this major change. As a result, VDOT and PWC Transportation support our application. As requested, we have submitted a revised Master Zoning Plan, a comment response letter from Adam J. Steiner for environmental comments, a comment response letter from Douglas R. Kennedy for PWC, VDOT and TIA comments, a revised proffer statement, revised elevations for multi-family and townhome units, revised TIA, revised ECA, a color landscaping exhibit (which is a reduced size of sheet #4 of the Master Zoning Plan just in color) and copy of the geotechnical report.

Stephen L. Donohoe-Case Planner

1. Stephen a significant amount of brick has been added to the multi-family elevations as requested. The elevation has been provided as requested. More brick has also been added to the townhome elevations as well to create a similar architectural look.
2. We are not showing all of the proposed plant material on MZP. The trees shown are only the interior parking lot trees. There will be many more trees at time of final design in order to meet canopy requirements. Sheet 5 now includes a typical single family attached block with preliminary concept showing where additional

- trees would be located. It should also be noted that throughout much of the common open space area behind the lots may need to be reserved for utilities.
3. A continuous fence is being proposed on the eastern boundary of Land Bay "C" except for the inter-parcel connection points.
 4. Pocket park detail is provided on sheet 5 of the MZP. The applicant feels the pocket park is a good amenity that includes all elements requested. The tot lot is located in a convenient central location, but the removal of 5 lots is not a realistic request and would not improve the quality of the tot lot.

Lisa Fink-Butler-Proffer Administrator

1. Proffer #12 has been revised to have time trigger for vacant buildings as requested.
2. It should be noted that proffers #14-#16 have been simplified due the significant changes of the frontage improvements on John Marshall Highway (State Route 55). The compliance trigger has been added as requested for proffer #14-#16 as requested.
3. Please refer to the previous response.
4. Proffer #23 has been revised to proffer #22. The suggested wording and positioning has been provided as requested.
5. The per unit monetary contributions have been listed as separately #17, #28, #29, #38, #39, #40, #41, #43, #44, #49 and #50. Please note that proffer #16 has been revised to proffer #17.
6. The fire and rescue proffer (#40 and #41) has been separated as requested.
7. A Phase III cultural resource trigger has been added to proffer #45 as requested.

Julia Flanagan-Environmental

1. Please refer to the response letter from Mr. Adam J. Steiner with Kimley-Horn and Associates, Inc.

Elizabeth Scullen-Transportation Planning

Daily Level of Service Analysis

1. Please refer to the response letter from Mr. Douglas R. Kennedy with Pennoni Associates, Inc.

Daily Level of Service Analysis

1. Please refer to the response letter from Mr. Douglas R. Kennedy with Pennoni Associates, Inc.

Proffer Analysis

1. It is noted that current regulations governing site access will be required at final design.

2. The proffer has been revised to address that all on-site and handicapped parking will meet all current regulations at the time of final design.
3. It should be noted that this proffer has changed significantly due the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. As discussed and agreed to in our meeting, the only right-of-way dedication being proposed across the frontage is across Land Bay "B" for a five foot concrete sidewalk. Also a very small portion of right-of-way is being dedicated at the intersection of Road "A" and John Marshall Highway for a bus shelter.
4. It should be noted that this proffer has changed significantly due to the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. The essence of this proffer currently is that all of the road frontage improvements shown on the MZP shall be designed and bonded prior to the issuance of the first building permit release letter. Furthermore, the frontage improvements shall be substantially complete prior to the issuance of the first occupancy permit. The road improvements shall be maintained by the permittee until such time that they are accepted into the State system.
5. Please see previous response. Proffer #15 now refers to Road "B" as shown on the MZP. It should be noted that proffer #16 now refers to Road "A" as shown on the MZP.
6. It should be noted that this proffer has changed significantly due to the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. The essence of this proffer now is that Road "A" may be submitted separately from the frontage improvements for John Marshall Highway.
7. Previous proffer #16 has been completely removed due to the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. The essence of this proffer now is that Road "A" may be submitted separately from the frontage improvements for John Marshall Highway.
8. Previous proffer #17 has been completely removed because the project is proposing a roundabout not a signalized intersection.
9. As discussed and agreed to in our previous meetings, a five foot concrete sidewalk is being proposed within the right-of-way across the entire frontage of the property. Please refer to proffer #18.
10. Proffer #19 has been revised to state when the interparcel accesses will be constructed.
11. Previous proffer #20 has been completely removed due to the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. Proffer #20 currently references a future bus shelter.
12. Previous proffer #21 has been completely removed due to the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. The bus shelter proffer is now #20 and it states that a concrete pad for a future bus shelter will be provided with the frontage improvements plan of John Marshall Highway. Additionally a \$7,000 contribution shall be made to PRTC for the actual future shelter.
13. As previously sent via email to reviewer (Elizabeth) the schools do not want pedestrian access to the rear of their schools as it creates a safety concern.

14. The internal streets shall not be maintained by PWC as noted in proffer #11.

Requirement/Deficiencies (from 1st submission)

1. It should be noted that this comment is essentially moot due the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. As discussed and agreed to in our meeting, the only right-of-way dedication being proposed across the frontage is across Land Bay "B" for a five foot concrete sidewalk. Also a very small portion of right-of-way is being dedicated at the intersection of Road "A" and John Marshall Highway for a bus shelter.
2. As discussed and agreed to in our previous meetings, a five foot concrete sidewalk is being proposed within the right-of-way across the entire frontage of the property. Please refer to proffer #18.
3. Please refer to the response letter from Mr. Douglas R. Kennedy with Pennoni Associates, Inc.
4. Previously addressed as noted by staff.
5. The traffic volumes for the three entrances have been provided and shown on the MZP as requested.
6. Table 4-2 for the VDOT Road Design Manual states that an entrance having two egress lanes is required to have a seventy-five foot throat length as measured from the edge of pavement. The throat length for Road "A" to the first entrance is approximately 90', which is greater than the requirement.
7. Previously addressed as noted by staff.
8. Interparcel connections shall be constructed from Land Bays "C" and "D" to existing Piedmont Center Plaza as shown on the MZP. Each connection shall be a minimum of twenty-four (24') feet in width, shall have a five foot (5') sidewalk, and shall be located within the existing interparcel connection easement granted at time of approval by the site plan for Piedmont Center Plaza. Interparcel connections shall be made part of the final site plans for Land Bay "C" and Land Bay "D". Future interparcel access easements shall be provided to the former Pace West School site to the west of Land Bay "C" as shown on the MZP. Future interparcel access easement shall be provided to GPIN 7397-28-3631, which is east of Land Bay "E". As previously sent via email to reviewer (Elizabeth) the schools do not want pedestrian access to the rear of their schools as it creates a safety concern.
9. It should be noted that this comment is essentially moot due the proposed roundabout at the intersection of John Marshall Highway and the Piedmont Center Plaza. As discussed and agreed to in our meeting, a right turn lane is being provided into Road "A" and Road "B". A left turn lane is being proposed into Road "B".
10. Previously addressed as noted by staff.
11. Please refer to the following responses:
 - a. As previously discussed and agreed to in our meetings, internal circulation for the commercial uses is not being provided because the commercial uses are not yet known. Proffer #4 stipulates that final design needs to be

- in substantial conformance with the MZP therefore we do not want to obligate ourselves at this point;
- b. Proffer #11 has been expanded to include on-site and handicapped parking;
 - c. Proffer #11 now states that PWC will bear no maintenance responsibility for internal access road or on-site parking.
12. Please refer to previous response.
 13. Please refer to response given in #11.
 14. The bus shelter proffer is now #20 and it states that a concrete pad for a future bus shelter will be provided with the frontage improvements plan of John Marshall Highway. Additionally a \$7,000 contribution shall be made to PRTC for the actual future shelter.

Additional Comments

1. The size of the existing office building has been revised to 20,500 in the TIA.
2. A "pork chop" has been added to the MZP for Site Drive #1 as requested.

This concludes the response letter to comments that were generated during the second review for the rezoning project referenced above. Please note that the Master Zoning Plan has been revised according to the responses contained herein and no other modifications have been made. Should you have any questions please do not hesitate to call (540) 720-6488 or email rkforoughi@foroughiengineering.com

Respectfully submitted,
FOROUGHİ & ASSOCIATES ENGINEERING, PLLC

Ryan K. Foroughi, PE
Managing Member

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
Record Owner: Haymarket Development, LLC and Trusted Management & Services, LLC
Property: GPINs 7397-19-6212, 7397-19-8528, 7397-18-7487, 7397-18-4395, 7397-19-4508, 7397-28-3272, 7397-28-5063, 7397-28-9574 & 7397-28-8550

Gainesville Magisterial District
 27.7 ±Acres, (22.6407 acres A-1 and 5.0602 acres M-2) to Planned Mixed Residential (PMR)

Date: ~~May 21, 2013~~
 Revised January 24, 2014

The undersigned hereby proffers that the use and development of the subject Property shall be in strict conformance with the following conditions and shall supersede all other proffers. In the event the rezoning is not granted as applied for by Applicant, these proffers shall be withdrawn and are null and void.

The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. Any improvements proffered herein below shall be provided at the time of development of the portion of the site served by the improvement, unless otherwise specified. The terms "Applicant" and "Developer" shall include all future owners and successors in interest.

References in this Proffer Statement to plans and exhibits shall include the following:

1. Master Zoning & Preliminary Residential Site Plan ("MZP") - John Marshall Commons (sheets 1, 2 and 3 of 5) prepared by Foroughi & Associates Engineering, PLLC, and dated October 05 2012 with the following revision dates: May 21, 2013 and January 24, 2014.
2. Landscape Exhibit ("LE") - John Marshall Commons (sheets 4 and 5 of 5) prepared by Kimley-Horn and Associates, Inc., and dated May 21, 2013 with the following revision dates: January 24, 2014.
3. Development of the Property will be in substantial conformance with the MZP. The exact boundaries and acreage of the Land Bays may be increased or decreased at the time of site plan/subdivision, not to exceed ten percent (10%) of the gross area of the larger Parcel impacted by each such change.
4. Development on the Property shall be in substantial conformance with the layout set forth in the MZP. Minor modifications, including the exact location of travelways, roads, parking and buildings and building footprints shall be determined at the time of final site plan. More substantial variation from the MZP shall be permitted provided the integrity of the overall site layout is not compromised.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
 Record Owner: Haymarket Development, LLC and
 Trusted Management & Services, LLC
 May 21, 2013
 Revised: January 24, 2014

USES AND SITE DEVELOPMENT

5. **PMR District.** MDR designation. Land Bay "D" as shown on the MZP. Land Bay "D" shall have no more than 85 single family attached lots.
6. **PMR District.** UDR designation. Land Bay "C" as shown on the MZP. Land Bay "C" shall have no more than 208-multifamily units.
7. **PMR District.** B-2 designation. Land Bays "A", "B" & "E" as shown on the MZP, shall follow the uses and development standards under the B-2 zoning district. The existing use(s) may continue as non-conforming uses on Land Bay "B".
8. The nonresidential buildings in Land Bays "A", "B" and "E" shall conform to the B-2 zoning district of the Prince William County Zoning Ordinance. All applicable land use calculations shall be provided on the final site plan for each respective Land Bay.
9. A. The following B-2 uses listed under Section 32-401.21 shall be prohibited in Land Bays "A", "B" and "E":
 21. Laundromat;
 22. Lawn mower service;
 36. Recycling collection points, subject to the standards in Section 32-250.84;
 45. Theater (indoor);
- B. The following B-2 special uses listed under Section 32-401.23 shall be prohibited in Land Bays "A", "B" and "E":
 2. Car wash (manned or self-service);
 5. Donated materials collection center;
 6. Crematory, secondary to a funeral home;
 8. Marina;
 9. Motor vehicle fuel station, retail;
 12. Restaurant, drive in/drive up or drive through in accordance with Section 32.400.07;
 13. Shopping center B (see Part 100).
10. In the event Land Bay "A" or "E" is developed primarily as office (defined as greater than 90% office use) and a multi-story building is proposed, said building shall be a minimum of three (3) stories.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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 May 21, 2013
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11. All on-site and handicapped parking spaces required in connection with development of the Property shall be provided in accordance with the Prince William County Design and Construction Standards Manual. Prince William County shall not bear any maintenance responsibility for any internal access roads or on-site parking.
12. Any existing structure within the Property that remains vacant for more six (6) months shall be demolished within ninety (90) days after said six (6) month period. All existing structures located on the Property that are demolished in connection with development of the Property shall be disposed of properly in accordance with applicable County, state and federal regulations.

TRANSPORTATION

13. The Applicant and record owners shall dedicate right-of-way across Land Bay "B" at no cost to the County for a 5 (five) foot concrete sidewalk along John Marshall Highway (State Route 55) as shown on the MZP. In addition, the Applicant and record owners shall dedicate right-of-way on Land Bay "A" at no cost to the County at the corner of Land Bay "A" and Road "A" for a future bus shelter as referenced in proffer 20 and as shown on the MZP.
14.
 - A. Prior to and as a condition of issuance of the first building permit release letter for any site plan in Land Bays "A", "C", "D" and "E", the Applicant will design and bond John Marshall Highway (State Route 55) intersection roundabout improvements, and turn lane improvements into Road "A" and Road "B" along John Marshall Highway (State Route 55) as shown on sheet 3 of 5 of the MZP.
 - B. Prior to and as a condition of issuance of a certificate of occupancy for any new structure constructed in Land Bays "A", "C", "D" and "E", the Applicant will substantially complete those improvements listed in 14.A. above.
 - C. "Substantially Complete" as used within these proffers shall mean base paving and open to traffic but necessarily accepted for operation and maintenance by Virginia Department of Transportation ("VDOT"). The Applicant shall maintain any proposed roadways, as shown on the MZP, until such time that they are accepted by VDOT.
15.
 - A. Prior to and as a condition of issuance of the first building permit release letter for any site plan in Land Bays "D" and "E", the Applicant will also design and bond Road "B" improvements as shown on sheet 3 of 5 of the MZP.
 - B. Prior to and as a condition of issuance of a certificate of occupancy for any new structure constructed in Land Bays "D" and "E", the Applicant will substantially complete those improvements listed in 15.A. above.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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 Trusted Management & Services, LLC
~~May 21, 2013~~
 Revised: January 24, 2014

16. A. Prior to and as a condition of issuance of the first building permit release letter for any site plan in Land Bays "A", "B" and "C", the Applicant will also design and bond Road "A" improvements as shown on sheet 3 of 5 of the MZP. The Road "A" plans will be designed as a separate submission from the John Marshall Highway (State Route 55) intersection roundabout improvements, and turn lane improvements into Road "A".
- B. Prior to and as a condition of issuance of a certificate of occupancy for any new structure constructed in Land Bays "A", "B" and "C", the Applicant will substantially complete those improvements listed in 16.A. above.
17. A. The Applicant shall make a monetary contribution in the amount of \$15,196 per single family attached home constructed in Land Bay "D" prior to and as a condition of the first building permit release letter for each site plan.
- B. The Applicant shall make a monetary contribution in the amount of \$10,887 per multi-family unit constructed in Land Bay "C" prior to and as a condition of the first building permit release letter for each site plan.
- C. The proffered monetary contributions shall be applied to capital projects in the area of the subject rezoning that are identified in the Capital Improvement Program, 6-year road plan or other capital improvements projects adopted by the Prince William Board of County Supervisors (the "Board"). The Board may also budget and appropriate these contributions or portions thereof to other specific capital projects.
18. A five (5) foot concrete sidewalk shall be constructed along the entire frontage of the Property on the north side of John Marshall Highway within existing and newly dedicated right-of-way and connect to the existing sidewalk in front of Piedmont Center Plaza. Said sidewalk shall be constructed in conjunction with the construction of the roadway improvements listed in proffer 13.
19. Interparcel connections shall be constructed from Land Bays "C" and "D" to existing Piedmont Center Plaza as shown on the MZP. Each connection shall be a minimum of twenty-four (24') feet in width, shall have a five foot (5') sidewalk, and shall be located within the existing interparcel connection easement granted at time of approval by the site plan for Piedmont Center Plaza. Interparcel connections shall be made part of the final site plans for Land Bay "C" and Land Bay "D". Future interparcel access easements shall be provided to the former Pace West School site to the west of Land Bay "C" as shown on the MZP. Future interparcel access easement shall be provided to GPIN 7397-28-3631, which is east of Land Bay "E".

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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 Trusted Management & Services, LLC
 May 21, 2013
 Revised: January 24, 2014

20. A concrete pad for a future bus shelter shall be constructed in the general location as shown on the MZP. The location of the concrete pad may be modified, as part of the final site plan for the road improvements of John Marshall Highway (State Route 55), in order to facilitate vehicular and/or pedestrian access from Road "A" and/or John Marshall Highway (State Route 55) and allow adequate sight distance. A contribution of \$7,000 shall be made to Potomac and Rappahannock Transportation Commission (PRTC) for a bus shelter prior to the issuance of the first building permit release letter on Land Bays "A", "C", "D" and "E".

COMMUNITY DESIGN

21. All residential building constructed on Land Bays "C" and "D" shall be of a style and materials substantially in accordance with the building elevations show on attached exhibits. Deviation from the materials and design shall be permitted upon approval by the Planning Director, based on a determination of comparable quality. Final architectural elevations shall be submitted at least two weeks prior to the request for issuance of any building permit release letter(s) for the effected building.
22. Building(s) on Land Bays "A" and "E" shall be constructed primarily of brick, stone, concrete and/or other accent materials. Additionally, all exterior material, colors, architectural treatments, etc. will be compatible and complementary. Any side or rear building elevations which have the majority of their surface area parallel to, or approximately parallel to, public road frontage, will have their facades covered generally with the same material and architectural style as is used for the front of the buildings. All building facades, particularly in front of buildings, will be articulated with a change in elevations or by providing entrances features so that buildings are visually interesting and entrances are clearly identified. Final architectural elevations and materials and color palettes for any building shown on a site plan will be submitted at least two weeks prior to the request of issuance of any building permit release letter for the affected building(s).
23. The Applicant shall provide pedestrian connections between uses on the Property and connections to the wet pond/open space amenity areas as generally shown on the MZP. The on-site pedestrian network shall include painted and/or alternative pavement crosswalks at locations to be determined by the Applicant. The pedestrian network shall be shown on the final site plan for the portion of the Property on which said pedestrian connections are located.
24. Landscaping provided on the Property shall include, but not be limited to, native species appropriate to the location and climate of the area and landscaping shall be drought resistant.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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 Trusted Management & Services, LLC
~~May 21, 2013~~
 Revised: January 24, 2014

25. Comprehensive Sign Plan. The Applicant may develop a comprehensive sign plan for the nonresidential development on the Property. Any comprehensive sign plan shall be in accordance with all applicable ordinances, unless otherwise approved by the County, and shall be submitted to the Planning Director, or his designee, for review and approval prior to the issuance of the first sign permit.
26. The Applicant shall have the right to construct project identification signs at the two locations as shown on the MZP.
27. The Applicant shall remove any graffiti from the Property within seven (7) business days after becoming aware of same. Graffiti shall be deemed any inscription or marking on walls, buildings or structures not permitted by the sign regulations in Section 32-250.20 et. seq of the Zoning Ordinance. Any graffiti is to be reported to the Prince William County Police Department before removal.

PARKS AND RECREATION

28. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$2,679 per multi-family unit constructed in Land Bay "C" to be used for parks and recreation purposes. Said contribution shall be made prior to and as a condition of the issuance of the building permit release letter for each residential building constructed on the Property and the amount paid shall be based on the number of units in said building.
29. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$3,725 per townhome unit constructed in Land Bay "D" to be used for parks and recreation purposes. Said contribution shall be made prior to and as a condition of the issuance of the building permit release letter for each residential building constructed on the Property and the amount paid shall be based on the number of units in said building.
30. Applicant shall provide recreational amenities for the multi-family residential units located in Land Bay "C", said amenities to include, at a minimum, a clubhouse swimming pool, and pocket park as shown on MZP. A tot lot shall be provided in Land Bay "D". The clubhouse and swimming pool shall be shown on the first final site plan for the multi-family residential units.
31. Upon completion of construction, the clubhouse and swimming pool located in Land Bay "C" shall be made available to the residents of Land Bay "D" through a recreational use and cost sharing agreement between the Land Bay "D" homeowners association and the owners of Land Bay "C".

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
 Record Owner: Haymarket Development, LLC and
 Trusted Management & Services, LLC
 May 21, 2013
 Revised: January 24, 2014

ENVIRONMENTAL

32. Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre for water quality monitoring. Said contribution shall be paid prior to and a condition of the issuance of the first land development permit for each site plan and shall be based on the acreage reflected on such plan.
33. The existing farm pond on the Property shall be modified and incorporated into the stormwater management/BMP facilities constructed on Land Bay "D". Additional stormwater management/BMP facilities shall be provided as generally shown on the MZP. Each respective stormwater management/BMP facility shall be constructed and/or modified with its respective site plan.
34. The specific design of each stormwater management/BMP facility and any accompanying plant materials shall be determined at the time of final site plan approval for such facilities, however, the following parameters shall be applied:
 - a. In the event the SWM/BMP facilities are dry ponds, the perimeter of each such dry pond shall be landscaped with a minimum of fifty (50) plant units per one hundred linear feet around the perimeter of the pond exclusive of dam embankment.
 - b. In the event the SWM/BMP facilities are wet ponds, landscaping for such ponds shall include shrubs, ornamental trees and shade trees.
35. SWM/BMP shall be provided, as required, to meet or exceed current standards at the time each site plan is submitted.
36. LID shall not be required for the project due to the presence of shallow rock.
37. If wetlands are impacted due to development on the Property all applicable permits will be obtained prior to land disturbance.

LIBRARIES

38. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$418 per multi-family unit constructed on the Property to be used for library purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each residential building constructed on the Property and the amount paid shall be based on the number of units in each said building.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
 Record Owner: Haymarket Development, LLC and
 Trusted Management & Services, LLC
~~May 21, 2013~~
 Revised: January 24, 2014

39. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$601 per townhome unit constructed on the Property to be used for library purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each residential building constructed on the Property and the amount paid shall be based on the number of units in each said building.

FIRE AND RESCUE

40. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$509 per multi-family unit constructed on the Property to be used for fire and rescue purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property and the amount paid shall be based on the number of units in each residential building.
41. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$720 per townhome unit constructed on the Property to be used for fire and rescue purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property.
42. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$0.56 per square foot of proposed nonresidential gross floor area ("GFA") to be used for fire and rescue purposes. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each nonresidential building constructed on the Property and the amount paid shall be based on the gfa in each nonresidential building.

SCHOOLS

43. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$5,033 per multi-family unit constructed on the Property to be used for school purposes. Said contribution shall be made on a per unit basis prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property and the amount paid shall be based on the number of units in each said building.
44. The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$11,685 per townhome unit constructed on the

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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~~May 21, 2013~~
 Revised: January 24, 2014

Property to be used for school purposes. Said contribution shall be made on a per unit basis prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property and the amount paid shall be based on the number of units in each said building.

CULTURAL RESOURCES

45. The Applicant shall retain a qualified professional archeologist to perform a Phase I cultural resource investigation as defined by the Virginia Division of Historic Resources to identify all archaeological and architectural resources on the Property. Two (2) copies of the report documenting the results of the survey shall be submitted to the Planning Director prior to Site Plan approval. In the event the findings of the Phase I study indicate that further investigation is warranted, a Phase II evaluation shall be conducted on the recommended site or sites. Three (3) copies of the Phase II report shall be submitted to the Planning Director prior to and as a condition of final site plan approval for the portion of the Property which such site(s) is located. In the event the Phase II study determines a site is significant, and such site is to be disturbed, the Applicant shall conduct a Phase III data recovery on such site and submit three (3) copies of a report to the Planning Director documenting the results.

WATER AND SEWER

46. The Property shall be served by public sanitary sewer and water and the Applicant shall be responsible for the costs and construction of those on and off-site improvements required in order to provide such service for the demand generated by the development on the Property. This proffer shall not apply to the existing building located on Land Bay "B"; however any significant modification to the existing building (defined as expansion or reduction of existing floor area by more than 10,000 square feet) shall require Land Bay "B" to be served by public sewer and water. Any redevelopment of Land Bay "B" shall require Land Bay "B" to be served by public sewer and water. At construction of Road "A" water service shall be stubbed outside of the right-of-way of Road "A" to Land Bay "B".
47. Land Bay "C" shall connect to offsite water located in Piedmont Center Plaza and Alexandra's Keep subject to availability of offsite easements.
48. The water distribution plan for Land Bays "D" and "E" shall include a connection to GPIN 7397-28-3631.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
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AFFORDABLE HOUSING

49. The Applicant shall make a monetary contribution in the amount of \$250 per single family attached home constructed in Land Bay "D" for affordable housing. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property.
50. The Applicant shall make a monetary contribution in the amount of \$250 per multi-family unit constructed in Land Bay "C" for affordable housing. Said contribution shall be paid prior to and as a condition of the issuance of a building permit release letter for each building constructed on the Property and the amount paid shall be based on the number of units in each residential building.

MISCELLANEOUS

51. In the event the monetary contributions set forth in the Proffer Statement are paid to the Prince William County Board of County Supervisors ("Board") within eighteen (18) months of the approval of this rezoning, as applied for by the Applicant, said contributions shall be in the amounts as stated herein. Any monetary contributions set forth in this Proffer Statement which are paid to the Board after eighteen (18) months following the approval of this rezoning shall be adjusted in accordance with the Urban Consumer Price Index ("CPI- U") published by the United States Department of Labor, such that at the time contributions are paid they shall be adjusted by the percentage change in the CPI-U from that date eighteen (18) months after the approval of this rezoning to the most recently available CPI-U to the date the contributions are paid, subject to a cap of 6 percent (6%) per year, noncompounded.

WAIVERS/MODIFICATIONS

52. Modification of Sections 250.31, 280.14, 401.25(2) and 405.04(4) of the Zoning Ordinance and Sections 802.11 and 802.12 of the DCSM to waive all internal buffers between uses on the Property (specifically the internal buffers between Land Bays "A" and "C", Land Bays "B" and "C" and Land Bays "D" and "E").
53. Modification of Section 802.12 of the DCSM to allow for reduction in yard widths, reduction of quantities of plant units in yards and limited substitution of plant types/categories used to meet plant unit requirements as shown on LE.
54. Waiver and modification of Section 110.02.02 of the DCSM and sections 25-41 through 25-45, inclusive, of the PWC Zoning Ordinance to waive the requirements for the submission of a preliminary residential site plan. The MZP meets the necessary

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
 Record Owner: Haymarket Development, LLC and
 Trusted Management & Services, LLC
~~May 21, 2013~~
 Revised: January 24, 2014

requirements for a preliminary residential site plan and therefore a separate submission shall not be required.

55. Modification of Detail 650.05 of the Design and Construction Standards Manual to waive the requirement for superelevation for the RM-2 road.
56. Modifications of Section 32-250.20 et seq, Sign Regulations, to allow the Applicant to construct project identification signs, subject to the issuance of a sign permit, at the two primary entrances to the Property on John Marshall Highway. Said signs shall be incorporated into the entrance wall feature and shall be of a design substantially as shown in the project identification sign elevations.
57. Modifications of Sections 32-250.322 of the Zoning Ordinance to allow the project identification sign to be located as shown on the MZP and to include sign message to include the name of the residential subdivision.
58. Modification of Section 32-306.12. (6)(F)(4)(b) of the Zoning Ordinance to reduce the front yard setback to eighteen (18) feet.

PROFFER STATEMENT

Case Number: PLN2013-00115, John Marshall Commons
Record Owner: Haymarket Development, LLC and
Trusted Management & Services, LLC
May 21, 2013
Revised: January 24, 2014

SIGNATURE PAGE

PLN2013-00115, John Marshall Commons

HAYMARKET DEVELOPMENT, LLC, Owner

By: _____

Title: _____

HAYMARKET DEVELOPMENT, LLC, Owner

By: _____

Title: _____

HAYMARKET DEVELOPMENT, LLC, Owner

By: _____

Title: _____

TRUSTED MANAGEMENT & SERVICES, LLC, Owner

By: _____

Title: _____

VAN METRE COMMUNITIES, LLC, Purchaser

By: _____

Title: _____

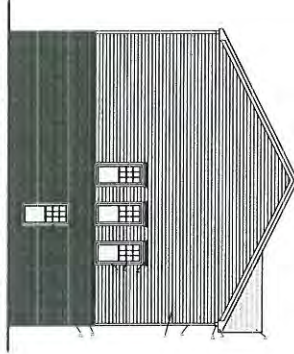
Attachment: John Marshall Commons REZ PLN2013-00115, 2-19-14 Submission (1773 : Midwood/John Marshall Commons)

LEGEND

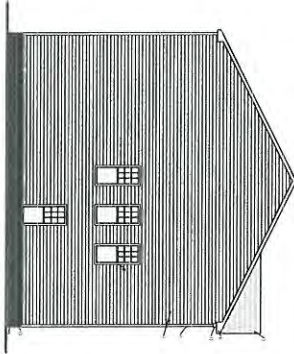
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- 9 WIDE LAP VINYL SIDING
- 10 WIDE LAP VINYL SIDING
- 11 DECORATIVE TRIM
- 12 FACE BRICK (AFTER PAINT)
- 13 FACE BRICK (AFTER PAINT)
- 14 FACE BRICK (AFTER PAINT)

MATERIAL KEY

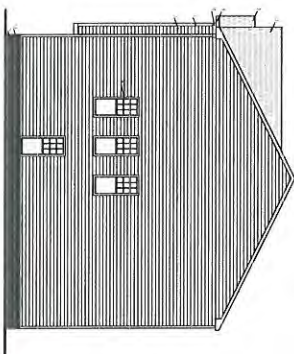
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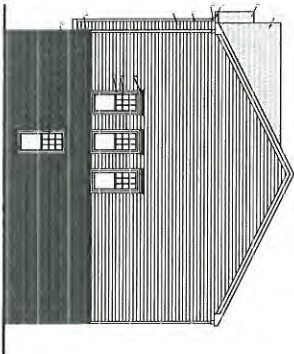
LEFT SIDE ELEVATION - ENHANCED



LEFT SIDE ELEVATION



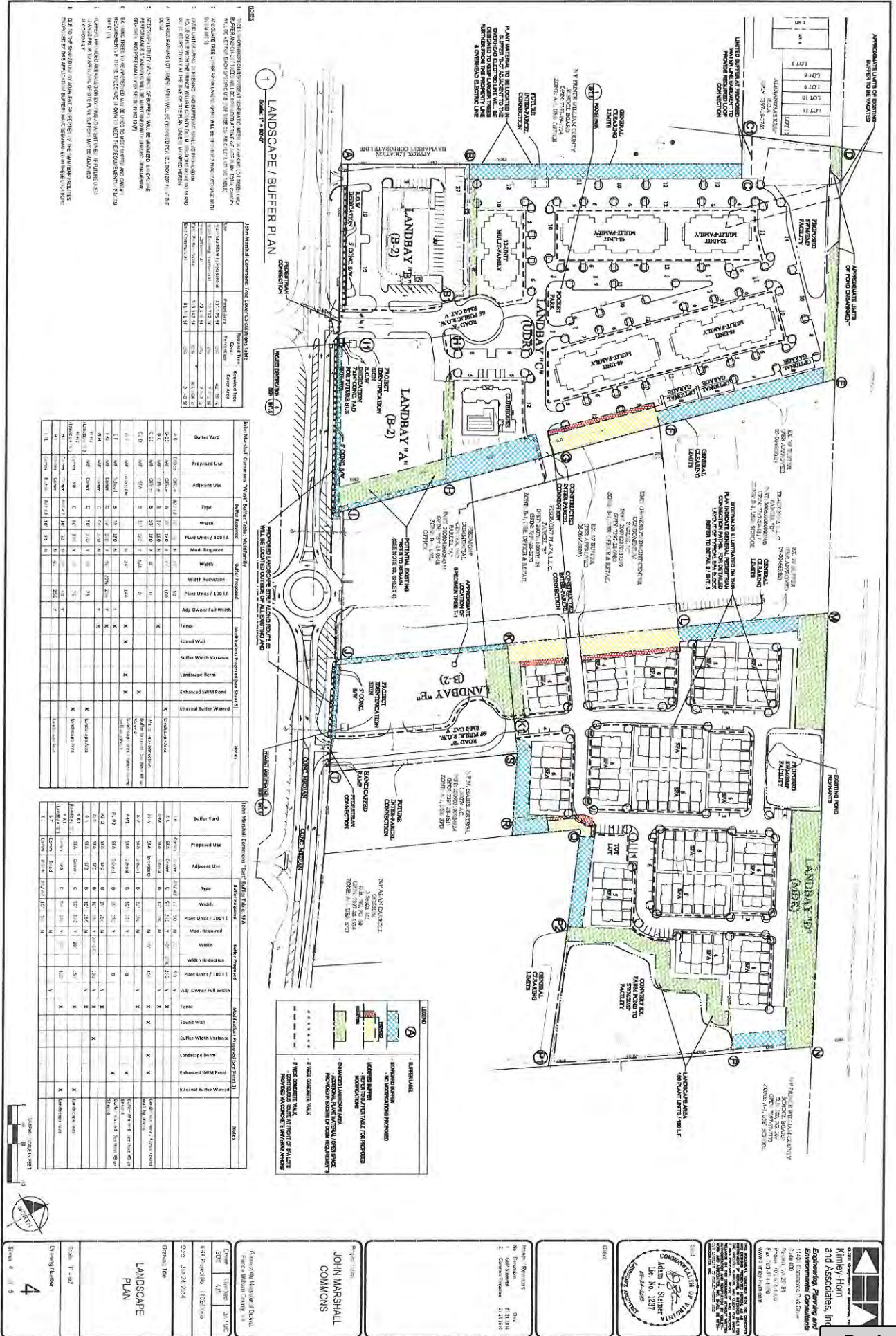
RIGHT SIDE ELEVATION



RIGHT SIDE ELEVATION - ENHANCED



"JOHN MARSHALL COMMONS LANDBAY D" - CONCEPTUAL STRIP PLAN



Ryan K. Foroughi, PE

From: Donohoe, Stephen L. [sdonohoe@pwcgov.org]
Sent: Thursday, July 18, 2013 5:00 PM
To: rkforoughi@foroughiengineering.com
Cc: Botta, Mary Ann
Subject: John Marshall Commons
Attachments: Transportation 2 - JOHN MARSHALL COMMONS.doc; VDOT2 REZ 2013-00115 John Marshall Commons TIA 7-16-13.doc; VDOT 2 - JOHN MARSHALL COMMONS.doc; Watershed JOHNMARSHALCOMMONS_REZ ESD.doc; Proffer Admin CASE REVIEW REZ - JOHN MARSHALL COMMONS.doc

Hello Ryan,

Please see the attached comments from the latest submission.

Building design – The townhouse elevations look good but the multifamily elevations could be improved. Specifically, I think we should look to break up the three stories of vinyl siding that is shown in the elevations. Maybe extend the brick portion along vertical elements of the building. Possibly introduce a third building material.

Landscaping – The landscaping shown within Landbay D needs improvement. Trees should be planted amongst the rows of townhouses with more regularity. One idea would be to provide rows of trees between the rows of townhouses that back up to one another. There looks to be plenty of space to plant a row of trees in the common areas of the community.

Fence – Could you provide rationale for why a continuous fence along the east side of Landbay C isn't provided?

Parks – It is preferable that the amenities be augmented within the community. The area labeled as a pocket park is questionable as to what value it adds to the community as far as it serving as a park. The park should include an open lawn area, benches, landscaping and shade trees. That leaves the clubhouse/pool and a small tot lot as the two community amenities. Please strongly consider expanding the area where the tot lot is located, removing the adjacent 5 units, to establish a significant area of usable space (sports court, field, open space, etc). This is a typical request for the densities proposed.

Thanks,
Steve

Stephen L. Donohoe
Planner III - Planning Office
Prince William County Government
5 County Complex Court
Prince William, VA 22192
(703) 792-5282 office

COMMENTS ON REZ #PLN2013-00115, JOHN MARSHALL COMMONS**Date: 6/24/13**

1. Proffer #12 references the demolition of existing structures on the property. Depending on the condition of such structures it may be recommended that you specify a timeframe to have such structures removed from the property (i.e. 6 months or one year following rezoning approval).
2. For tracking purposes, the proffer compliance trigger needs to be revised in Proffer #14.A. and #14.B. to read: “prior to issuance of the first building permit release letter ~~occupancy permit~~...”
3. I recommend deleting the last sentence of Proffer #14.B.ii. because it is stated as Proffer #14.C. Will just need to spell out what VDOT stands for in Proffer #14.C.
4. I recommend revising the second sentence of Proffer #23 and moving the sentence to the end of the condition. Suggest rewording to read: “Architectural elevations and materials and color palettes for any building shown on a site plan will be submitted at least two weeks prior to the request for issuance of any building permit release letter for the affected building(s).”
5. All of the per unit monetary contribution proffers need to be listed separately based on each residential unit type with only one residential unit type per proffer condition (as reflected in Proffer #16.A. and #16.B.). Applies to current Proffer #29, #38, #39, and #40. In addition, the proffer trigger for these monetary contributions is “issuance of a building permit” and not building permit release letter. Furthermore, I did not see a monetary contribution provided for affordable housing.
6. The non-residential fire and rescue monetary contribution proffer reflected in current Proffer #39 needs to be a separate proffer condition.
7. I did not see a proffer compliance trigger in the last sentence of Proffer #41 relating to the submission of a Phase III (if necessary). Please add language to address when such documentation would be submitted to the Planning Director.

ENVIRONMENTAL SERVICES COMMENTS

PROJECT: John Marshall Commons

PROJECT#: REZ PLN2013-00115

FROM: Benjamin Eib, Assistant Chief of Watershed Management Branch

REVIEWERS: Julia Flanagan (Arborist), Clay Morris (Environmental Engineer)

DATE: June 24, 2013

REQUEST: Rezone 27.7 acres from A-1 and M-2 to PMR. – **2nd Submission**

SITE: The proposed rezoning is of several parcels proposed to be consolidated and reconfigured into residential uses (townhomes and multi-family along I-66) and undefined commercial uses (for 3 new parcels along Rt. 55). The proposed development is separated into two disconnected areas by an existing commercial development containing office and retail uses, including a daycare facility. Other abutting uses include SFD residential and schools. The subject site has existing residential uses on all parcels, some with substantial areas of woodland.

COMMENTS:

1. The ECA does not show the following required elements (*CP ENI.2*). Add these to the ECA.
 - a. The required limits of clearing and grading.
 - b. The location of all specimen trees.
 - c. Identification of the various forest cover types located on-site.
2. The applicant should integrate BMP's, to the greatest extent practicable, to provide water quality controls on the site, such bioretention areas, grass swales, infiltration features, porous pavers and/or other LID techniques. These features could be integrated within proposed common areas, parking islands, and other open space areas. The applicant mentioned that the site has shallow bedrock. Please provide staff with a copy of any geotech analysis that may have been prepared. Please also note that there are LID techniques that are suitable for sites with shallow bedrock conditions. The applicant should commit to meeting with Watershed Management Branch prior to plan submittal to review/discuss the use of BMP's and/or applicant's justification for not utilizing onsite water quality treatments (*CP DES11 & ENI.5*).
3. The applicant appears to be proposing clearing 100% of the site. Staff recommends that at a minimum the applicant propose to provide the minimum required tree cover through the preservation of existing trees. Staff recommends the tree save areas be focused along I-66

and in required buffers. Minimum tree save area widths need to be met. (*CP DES12, ENS.15*)

4. The "Landscape Plan" shows trees outside of lots in the townhouse portion of the site. These trees are shown in a very narrow area that also is to contain a 5' wide sidewalk. Please clarify the dimension of this area. It does not appear that you have planned enough room for the tree planting and the sidewalk.
5. The large SWM pond at the eastern end of the site abuts 3 buffers. Please proffer that all SWM easements shall be located outside of these buffers and setback from property line.
6. A "Pocket Park" is labeled on an interior parking lot island. What is the applicant proposing that makes this parking lot island a "park"?
7. Regarding the various buffers required and proposed on the site. The applicant is proposing multiple modifications and waivers of these buffers. Staff finds no justification for most of these modifications and waivers. Staff also noted numerous errors in the buffer tables provided on the "Landscape Plan". Please address the comments below.
 - a. An existing overhead utility line is shown running up through the proposed buffer for the "west" side of the development. Clarify where this will be relocated and that it will be out of the required buffers.
 - b. A – B, this existing office facility was built without the required buffer. The use is non-conforming but the existing development precludes provision of the required buffer.
 - c. B – B1, a 30' buffer is required between the proposed multi-family and the existing office building. The "Landscape Plan" says no modification is required and no reduction is proposed. However a 30' buffer is not shown. Please show the 30' buffer outside of all pavement, structures, as well as proposed and/or existing utilities.
 - d. B – C, a 30' buffer is required. The applicant is proposing only a 24' wide buffer. There is no justification for this reduction. Staff recommends the applicant provide the full 30'.
 - e. C – D, the required 30' buffer is provided as required.
 - f. D – E, is an area where the multi-family units abut I-66. No buffer is required here. However staff recommends that due to the loud and busy nature of I-66, the applicant provide a minimum 50' wide buffer, landscaped in accordance with a Type C buffer with no reduction in plant units for any fences or berms that might be used.
 - g. E – F and L-M, this says the abutting property is a school. It is not. It is a day-care center, which is a retail use. A 50' buffer is required, however only a 30' buffer is proposed. Please provide the required 50' buffer as there is no justification for the reduction.
 - h. F – G, Multi-family abuts office/retail. It is unclear what the actual use of this existing site is. Please clarify.
 - i. G – H – I, the required buffer is proposed.
 - j. H – H1 is between proposed multi-family and an unidentified B-2 use. A minimum of 30' buffer will be required and perhaps a 50' buffer in the B-2 use is retail/commercial

- and not office. This has not been shown even though the table provided indicates it will be provided. Clearly show the buffer.
- k. J – K, the applicant has not indicated the use of proposed Landbay E, but is proposing. Identify the required buffer. A modification may be appropriate here since the parcel is narrow, but the applicant has not demonstrated that with the information provided.
 - l. K - L, a 50' buffer is required between the town house development and the abutting retail uses. Only a 40' buffer is proposed. The abutting existing uses provide the full buffer. This development is responsible to do the same and no justification to do otherwise has been provided.
 - m. M – N, a 75' wide buffer is required and the Buffer Table indicates it is proposed. However the "Landscape Plan" does not show this buffer (DCSM 802.48). Show the provision of the full 75' wide buffer be provided along this I-66 frontage.
 - n. N – O, abuts a school with SFA. A minimum 30' buffer is required. A 30' buffer is shown, however Note #7 on the "Landscape Plan" indicates a sanitary line may be located within this buffer. This is not allowed. Revise the note and the plan and proffer to provide the buffer outside of all existing and proposed utilities and their easements. This is a Zoning Ordinance and the Zoning Ordinance cannot be waived. (ZO 32-250.32)
 - o. O – P – Q and R - S, a 30' buffer is required abutting this existing SFD residence. Only a 20' is proposed with no justification for the reduction. Provide the full 30' buffer.
 - p. S – T, a 5' reduction in the buffer abutting this existing SFD residence is proposed. No justification is provided. Provide the full 50' buffer.
 - q. S – S1, a 50' buffer is required, however only 15' is proposed. Staff does not object to this reduction.
 - r. Proffers are needed to firmly commit to provision of the required buffers without modification and to provision of the minimum plant units specified in the DCSM without reduction for fences, walls or berms.
8. Regarding the required buffers: The design proposed with the rezoning documents indicates that 100% of the site will be cleared. There is existing vegetation in proposed buffer areas and elsewhere on-site worth preserving that will add significantly to the quality of the development if preserved. Staff recommends the applicant provide the required plant units in buffers throughout. (DCSM 802.10B)
 9. A 15' wide landscape strip is required around the proposed community recreational facility. Please show that you have provided room for this. A graphic is needed. All sidewalks and utilities must be outside of this area except for crossings. (DCSM 802.47B and ZO 250.31.6)
 10. Regarding the required 10' landscape strip along Rt. 55:
 - a. The proposed road frontage improvements will necessitate the relocation of the existing overhead utility lines. Show where these lines will be relocated to.
 - b. Please proffer that the required 10' landscape strip along Rt. 55 shall be outside of all existing and proposed utilities and their easements. (DCSM 802.42.A.3)
 - c. Show the location of the existing overhead lines and any other easements not perpendicular to the frontage of Rt. 55.

John Marshall Commons
June 24, 2013
Page 4 of 4

- d. Provide landscaping along the existing Landbay B that does not meet the current standards.

BAE

COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-5308
(703) 792-6825 Metro 631-1703 Fax (703) 792-7159

DEPARTMENT OF
TRANSPORTATION



Thomas Blaser
Director

June 24, 2013

TO: Mary Ann Botta
Planning Office

FROM: George Phillips
Transportation Planning

RE: REZ PLN #2013-00115 (John Marshall Commons) Second Referral

This memorandum summarizes our second review of the rezoning request for the proposed John Marshall Commons development (REZ PLN #2013-00115). Our analysis shows that this application is not generally in conformance with the Transportation Element of the Comprehensive Plan due to the following reason(s):

- **C.P. Table-2, MA-15:** Class I trail is planned along the north side of John Marshall Highway (Route 55).
- **TCP Strategy NM 1.3:** The applicant needs to provide continuous pedestrian facilities including pedestrian signal heads.
- **C.P. Strategy TR 1.4 & 1.7:** Considering the type of proposed development, the applicant needs to make sure that appropriate mass transit improvements are adequately provided.

SUMMARY OF PROPOSAL

The applicants, Haymarket Development, LLC and Trusted Management and Services, LLC, are proposing to rezone approximately 27.7 acres of land from A-1, Agricultural and M-2, Light Industrial to PMR, Planned Mixed Residential. The proposed John Marshall Commons development is generally located west of the existing Tyler Elementary School and east of the former Pace West School, north of John Marshall Highway, and south of Interstate 66 in the vicinity of Haymarket. The property is bisected by the existing commercial/retail center, Piedmont Plaza. Therefore, the project is more commonly referred to as John Marshall Commons “West” for portion west of Piedmont Plaza and “East” for portion east of Piedmont Plaza. The property assemblage consists of 9 properties located at 14510, 14512, 14518, 14522, 14530, 14532, 14534, 14540 and 14542 John Marshall Highway (VA Route 55). With the original application

REZ PLN #2013-00115 (John Marshall Commons) Second Referral

June 24, 2013

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John Marshall Commons “West” proposed 12,000 square feet of retail, 9,000 square feet of office, a 6,500 square foot restaurant, and a 3,500 square foot drive-in bank in addition to the existing 20,000 square foot office building in Land Bay B-2, 102-single family attached (townhouse) units and 208 multi-family units. The application has been revised by reducing the proposed townhouses from 102 to 85 and the addition of 16,000 gsf of office space.

This review is based on materials provided by the Applicant as follows:

- A draft proffer statement dated May 21, 2013 from the Applicant.
- A revised traffic impact analysis for the John Marshall Commons dated May 21, 2013 from Pennoni Associates Inc.
- A revised rezoning (REZ) plan dated May 21, 2013 for John Marshall Commons from Foroughi & Associates Engineering, PLLC.
- A response letter dated May 21, 2013 to first review comments from Foroughi & Associates Engineering, PLLC to Stephen Donohoe in the Department of Planning.
- A response letter dated May 21, 2013 from Foroughi & Associates Engineering, PLLC to VDOT.

Route 55 (John Marshall Highway) – The proposed site fronts on John Marshall Highway, an existing 2-lane divided minor arterial highway adjacent to the south side of the site. Based on the latest available VDOT traffic counts, this segment of John Marshall Highway carries 9,300 annual average daily vehicle trips. This segment is included in the Comprehensive Plan for widening to 4 lanes within 128’ of right-of-way but is not included as part of an on-going widening project. In addition, a Class 1 trail is planned on north side of John Marshall Highway, which includes the proposed development, between the Fauquier County line and Lee Highway.

Based on a recent field visit by staff, the site parcels have direct access to John Marshall Highway. The two western access points are in place for the existing office building including a separate left turn lane into the easternmost office building entrance. In addition, full frontage improvements are in place along Piedmont Center Plaza including right and left turn lanes into Piedmont Center Drive and a 5’ wide sidewalk.

The Applicant proposes access from John Marshall Highway at 3 access points. These includes a partial (right-in, right-out, left out with lefts in prohibited) access to the proposed commercial uses and townhouses east of the Piedmont Center Plaza. This access is proposed to be temporary until such time as a permanent access entrance, located approximately 200’ off site to the east, is provided from Land Bay D south through the adjacent Ortega and Gossem properties (GPIN:7397-28-3631 and 7397-28-5524) to John Marshall Highway. In addition, two full access points, including a public street, are to serve the proposed multi-family and commercial uses west of the Piedmont Center Plaza. The two existing access points for the office located west of Piedmont Center Plaza are proposed to be modified to meet the proposed traffic needs. This includes restricting the existing site driveway #1 to right-in/right-out/left in movements only with left outs prohibited and the provision of a public street with a cul-de-sac at site driveway #2 to allow right turns to turn onto westbound John Marshall Highway. In addition, the Applicant proposes to tie into two approved inter parcel access connections at the Piedmont Center Plaza retail site (Piedmont Center Drive) which bisects the

application land bays. The Piedmont Center Plaza includes direct access to John Marshall Highway (Route 55). A Traffic Impact Analysis (TIA) was required for this application submission as the proposed use would generate enough trips (per the DCSM) to require a TIA. In order to reflect changes in the proposed land uses and respond to transportation related comments, the original traffic analysis was revised.

DAILY LEVEL OF SERVICE ANALYSIS

The daily level of service represents the relationship of the daily volume on a roadway to the capacity of that roadway. It also relates to the actual flow (speed) of traffic versus the expected flow (speed) of traffic over the course of a normal weekday. The daily level of service provides a planning tool to understand the relationship of travel patterns for various segments of the County population and to help understand the impacts of large land use changes and large scale roadway changes (eliminating roads, providing new roads, or widening large sections of roads) within the County. The daily LOS from the County model (as referenced in Strategy R1.1 and Appendix A of the Comprehensive Plan) is not to be confused with a peak hour LOS analysis – which is generally derived from traffic impact analyses and focuses on the impacts of traffic signal timings, intersection lane geometries, turning movements, and peak hour volumes. The following table provides information concerning the most current AAWDT (weekday daily volumes) and levels of services of roadways important to this development:

| Roadway Name | Number of Lanes | 2011 VDOT Count | 2010 Daily LOS |
|--------------------------------------|-----------------|------------------------|----------------|
| Route 55 | 2 | 9,500 vpd | D ¹ |
| Jefferson Street (Old Carolina Road) | 2 | 6,500 – 7,800 vpd | E ¹ |
| Catharpin Road | 2 | 3,700 vpd ² | D |

¹The given LOS represents expected conditions based on VDOT traffic volumes and recent traffic counts given in the TIA. The County model shows 12,092 vpd and LOS “E” for Route 55 and 5,362 vpd and LOS ‘D’ for Old Carolina Road.

² The VDOT traffic data for this road has remained the same since year 2007. The LOS is based on the recent traffic counts (7,070 vpd given in the TIA) for Catharpin Road. The County model expects 8,608 vpd and LOS ‘E’.

The proposed development’s traffic will deteriorate LOS for the roadways under consideration. The applicant will need to mitigate the traffic impacts to meet County and VDOT requirements.

PEAK HOUR LEVEL OF SERVICE (TIA) ANALYSIS

The results of a traffic impact analysis (TIA) provide an evaluation of the peak hour conditions of traffic under existing and future scenarios. The TIA evaluates more specific intersection and intersection approach related issues such as queuing, the need for signals, signal timing issues, the need for turn lanes, and peak hour congestion. A TIA is different from the daily analysis derived from the model because it focuses specifically on the development in question and its impacts on the peak hours of congestion of a traffic system.

The revised traffic impact analysis indicates that the proposed uses will generate 363 morning weekday peak hour (AM) trips, 589 evening peak hour (PM) trips, and 4,983 vpd daily trips excluding the existing 20,000 square feet at the southwest portion of the site.

REZ PLN #2013-00115 (John Marshall Commons) Second Referral

June 24, 2013

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The traffic impact analysis evaluated the impact of the following proposed uses:

Phase 1 Build-out Year 2014

| Proposed Uses | # Residential Units | Trip Generation (vpd) |
|--------------------------|---------------------|-----------------------|
| Multi-family | 208 | 1,248 |
| Town Homes | 85 | 680 |
| Total #Trips for Phase 1 | | 1,928 |

Phase 2 Build-out Year 2017

| Proposed Uses | Usable Area (GSF) | Trip Generation (vpd) |
|--------------------------|-------------------|-----------------------|
| Office | 45,000* | 482* |
| Shopping Center | 12,000 | 1,228 |
| Drive-In Bank | 3,500 | 519 |
| High Turnover Restaurant | 6,500 | 826 |
| Total #Trips for Phase 2 | | 3,055 |

*20,000 gsf office's traffic included.

The applicant's traffic impact analysis evaluated six intersections (numbered below as they are given in the TIA):

| Sr. # | Intersection |
|-------|---|
| 1 | Washington Street (Route 55) / Jefferson Street (Old Carolina Road) (e, signalized) |
| 2 | Route 55/ Site Driveway #1 (e, unsignalized) |
| 3 | Route 55/ Site Driveway #2 (e, unsignalized, opposite Susquehanna Road) |
| 4 | Route 55/ Piedmont Center Plaza / Gillis Way (e, unsignalized) |
| 5 | Route 55/ Site Driveway #3 (p) |
| 6 | John Marshall Highway (Route 55)/ Catharpin Road (e, signalized)) |

Where (e) = existing intersection, (p) = proposed intersection, s = signalized

Improvements recommended in the TIA for Phase 1:

- If warranted, traffic signalization at intersection #4. The traffic signal is not proffered by others.
- Signal optimization at intersection #6.
- Provision of separate right-turn lanes for site driveways #1 and a shared through-right-turn lane for the proposed site driveway #3 for the multi-family development at the east of Piedmont Center Plaza.
- Interparcel connection with Piedmont Center Plaza.

Improvements recommended in the TIA for Phase 2:

- If warranted, traffic signalization for intersection #4. The traffic signal is not proffered by others.
- Turn lane improvements proffered by others, and signal optimization with increased cycle length at intersection #6.
- Provision of separate right-turn lanes for site driveway #1 and #2, and a shared through-right turn lane for the proposed site driveway #3 for the multi-family development on the east of Piedmont Center Plaza.
- Provision of a second westbound through lane along the site frontage.
- The provision of a pro-rata contribution towards a traffic signal at the John Marshall Highway/Gillis Way/Piedmont Center Plaza intersection.

Staff Comments on the TIA Outcomes: The following provides an overview of the results of the revised TIA:

1. Phase I traffic conditions show that the side street movements' LOS will degrade in comparison to existing traffic conditions: northbound left-turn lane on Gillis Way LOS goes from existing C & (E) to D & (F) and southbound left-turn lane on Piedmont Center Plaza LOS goes from D & (E) to F & (F). Phase 2 traffic will add in to the delay and LOS degradation.
2. Site driveways #1 and #3 are proposed to be partial, i.e. with no left-in access. Therefore the eastbound left-turn traffic to the proposed development will depend upon site drive #2, the John Marshall Highway/Piedmont Center Plaza intersection (intersection #4) and interparcel connections.
3. The TIA shows that the signal warrants can be met for intersection #4 and the expected LOS enhances a need for the traffic signalization with site build-out traffic conditions. The applicant needs to provide the required mitigation to maintain the existing LOS.
4. The TIA uses increased cycle lengths for the 2017 AM and PM scenarios for intersection #6 with proffered turn lanes on Catharpin Road. The applicant needs to ensure that intersection of John Marshall Highway and Catharpin Road will be in coordination with the intersection of John Marshall Highway and Lee Highway. This will affect the cycle length and other signal timing details, which need to be as approved by VDOT.
5. The John Marshall Highway traffic count was 9,280 vpd in 2011 and will become approximately 18,000 vpd in 2017 site build-out conditions. As per DCSM, the applicant needs to provide a separate right-turn lane on John Marshall Highway into site driveway #3.

PROFFER ANALYSIS

The following comments are provided for the transportation related draft proffers below:

- In draft proffer #4, the Applicant notes that the development on the property will be in substantial conformance with the layout set forth in the Master Zoning Plan (MZP). Please note that the Applicant must comply with the appropriate requirements of VDOT and the DCSM during site/subdivision plan review.
- In draft proffer #11, the Applicant agrees to provide handicapped parking spaces for the development in accordance with the DCSM. This is a desirable feature which should be maintained. However, this proffer should be expanded to include and cover all required on-site parking.
- In draft proffer #13, the Applicant agrees to dedicate right-of-way and easements across the frontage of the property at no cost to the County as shown on the MZP. This includes dedication 64' from the road centerline which is in keeping with the designated right-of-way for John Marshall Highway (128') in the Comprehensive Plan. This is a desirable feature which should be maintained.
- In draft proffer #14 A., B. and C. prior to occupancy permits, the Applicant agrees to construct frontage improvements including a right turn /thru lane at the entrance to Land Bay E, a thru lane and right turn lane along the frontage of Land Bays E and A which ties into the existing thru lane configurations at and west of Piedmont Center Plaza and a thru lane with striped transition across the frontage of Land Bay B east of the entrance into the existing office building. The provis

of turn lanes plus a thru lane along the site frontage are desirable features which should be maintained. However, a separate/exclusive right turn lane has not been proffered into site drive #3 on John Marshall Highway. This separate turn lane needs to be provided or a right turn lane waiver obtained from the Prince William County Department of Transportation.

- In draft proffer #14 B. and C, the Applicant notes that the substantially complete improvements noted in the proffer means the provision of base pavement, open to traffic but not necessarily accepted for operation and maintenance by VDOT. Further clarification is needed regarding this proffer. Who will be responsible for maintaining the proposed improvements until such time as they are accepted by VDOT? These improvements must be maintained and brought into the VDOT road system at no cost to Prince William County.
- In draft proffer #15, the Applicant notes that they will have the right to the access points located along John Marshall Highway as shown on the MZP. The Applicant also notes that they shall have the right to the entrance configurations at previously referenced access points on John Marshall Highway as shown on the MZP. Please note that VDOT grants all access permits on VDOT roads and their approval will be required.
- In draft proffer #16 A., B. and C., the Applicant agrees to provide a monetary contribution of \$15,196 per town house and \$10,887 per multi family unit for regional transportation improvements on John Marshall Highway as listed in draft proffer #14. In addition, the Applicant seeks to obtain credit against the monetary contributions for the frontage improvements noted in draft proffer #14. The proposed residential contributions are appreciated and should be maintained. However, transportation staff does not agree that credit should be given from the residential contributions for the frontage improvements noted in draft proffer #14. The right turn/thru lanes proposed by the Applicant along the site frontage on John Marshall Highway are necessary to accommodate the proposed additional site traffic and improve LOS. It is the policy of the Prince William County Department of Transportation to give credit for off-site regional road improvements only. Therefore, it is recommended that the proposed credit language be removed from the draft proffers.
- In draft proffer #17, the Applicant agrees to provide a traffic signal warrant study and, if warranted, provide a \$30,000 contribution towards a traffic signal at the existing Piedmont Center entrance on John Marshall Highway. The proposed contribution is limited to be paid within 5 years after the approved rezoning of the property and in the event the signal is warranted. The TIA notes that the need for a traffic signal is anticipated at this intersection by 2014 without site traffic. In addition, the TIA notes that the need for a signal will be enhanced by the proposed development and that it would be warranted with site build out. It is the policy of Prince William County DOT to require complete construction of the signal by a development application if warranted. The proffer needs to be revised to provide for the full signal including a pedestrian signal head if warranted.

- In draft proffer #18, the Applicant agrees to provide a 6' wide sidewalk across the site frontage. The proposed provision of a sidewalk is appreciated. However, transportation staff continues to recommend that the applicant provide a Class I trail, as it is planned to be on the north side of John Marshall Highway, along the frontage of the property in keeping with the Comprehensive Plan.
- In draft proffer #19, the Applicant agrees to provide interparcel connections from Land Bays C and D to the existing Piedmont Center Plaza as shown on the MZP with 24' wide connections with 5' sidewalks. These are to be located within the existing interparcel connection easement for Piedmont Center Plaza. These are desirable connections which should be maintained. However, it needs to be clarified in the proffer when these proposed interparcel connections will be made.
- In draft proffer #20, the Applicant details the allowed turning movements for the temporary site entrance into Land Bays D and E. At such time as Future Road B, shown on the MZP, is constructed and open for residents of Land Bay D, the temporary entrance will be restricted to right in and right-out movements only. The Applicant is not responsible for the cost of the Future Road B. Please note that all proposed entrances onto John Marshall Highway must be approved by VDOT.
- In draft proffer #21, the Applicant agrees to provide a bus shelter if PRTC has implemented scheduled bus service along John Marshall Highway. This is a desirable feature which should be maintained. However, it is limited in that, unless bus service on John Marshall Highway is in place at the time of final site plan approval of Land Bay A, the provision of this bus shelter is null and void. Transportation staff recommends that the Applicant include additional language which, in the event bus service is not established at the time of final site plan approval of Land Bay A, a cash equivalent escrow of \$10,000 will be provided for transit related services within a 5 mile radius of the site including but not limited to a future bus shelter, park & ride lot facilities, bus service and/or Metro rail.
- In order to facilitate inter parcel pedestrian connections between the proposed residential developments and the adjacent schools (Tyler Elementary School to the east and the Pace West School to the west), pedestrian inter parcel access points are recommended to be proffered at the north east and north west portions of the site in coordination with the Prince William County School Board.
- The proffers do not specify the maintenance responsibility for the proposed internal private streets. These need to be clarified in the proffer including that there will be no maintenance responsibility by or cost for these private streets and facilities by Prince William County.

The following section shows the requirements and deficiencies with the initial application. The Applicant's responses to the initial comments with staff responses are provided below in bold print below:

REQUIREMENTS/DEFICIENCIES

| Item | Code Reference | Requirement/Deficiency |
|------|---|---|
| 1. | C.P. MA-2915 Table 2 DCSM§601.03 | Additional ROW on John Marshall Highway needs to meet the County requirements for minor arterial, at least 64 feet from centerline (half of MC-1 typical section width, i.e. 104', plus anything that is needed for turn lanes and easements). The Applicant has included the recommended ROW in the draft proffers and MZP. This issue has been adequately addressed. |
| 2. | C.P. Table 2 CP Strategy NM1.3 | The applicant needs to provide a Class I trail, as it is planned to be on the north side of John Marshall Highway, along the frontage of the property. The connecting pedestrian facility along the entrance roads and within development, are essential. The Applicant agrees to provide a 6' wide sidewalk across the site frontage. The proposed provision of a sidewalk is appreciated. However, transportation staff continues to recommend that the applicant provide a Class I trail, as it is planned to be on the north side of John Marshall Highway, along the frontage of the property in keeping with the Comprehensive Plan. This issue has not been adequately addressed. The Pedestrian signal head should be provided at the signalized intersection and will need to be proffered. It is recommended the Applicant provide the pedestrian signal head in the draft proffers if warranted. This issue has not been adequately addressed. |
| 3. | CP Strategy R1.2 DCSM§620.10 DCSM§620.09D & E | The applicant will need to make sure that the traffic signalization and/ mitigation measures, shown in the TIA are provided through proffers; including any other improvements shown in the TIA; as being required for this development, based on proposed traffic. As stated previously, once the TIA is revised this information can be evaluated in detail. The Applicant has provided a revised TIA and many of the recommended improvements and contributions to address the above noted transportation related issues in the draft proffers and MZP. However, several issues remain outstanding as noted in this memorandum. |
| 4. | DCSM§602.03 DCSM§650.00 | The required public ROW for the proposed site driveway #2 needs to meet the DCSM volume standards and VDOT requirements. The proposed public road A standard for Site entrance #2, listed under the DCSM RM-2 Category V road standard, is adequate to meet the anticipated traffic. The issue has been adequately addressed. |
| 5. | DCSM§602.03C | The applicant needs to make sure that the daily volumes along all access points, internal roadways, inter parcel connections, and major external roadways are shown on the GDP. The daily volumes need to be shown on the MZP. The issue has not been adequately addressed. |
| 6. | DCSM§602.06 DCSM§602.07 | The applicant will need to ensure that the proposed entrances into the site, on John Marshall Highway and along proposed site driveway #2 to commercial facilities including the drive-through facilities, meet the DCSM spacing requirements. The Applicant notes that the throat length, drive thru stacking and spacing shall be provided at final site plan and will meet DCSM standards. However, transportation staff recommends the applicant reflect travel way detail and stacking on the MZP as part of the rezoning. The issue has not been adequately addressed. |

| Item | Code Reference | Requirement/Deficiency |
|------|--|--|
| 7. | DCSM§602.06 DCSM Table 6-6 | The applicant will need to ensure that the proposed site access are designed such that meet the County's crossover spacing requirements along John Marshall Highway. Modified access for site driveways #1 and #3 need to be proffered to meet County and VDOT requirements and the details need to be shown on the GDP. A review of the draft proffers and the MZP indicate that the proposed entrances with the proposed entrance designs meet the VDOT spacing requirements set forth in Appendix F of the Road Design Manual. This issue has been adequately addressed for Prince William County staff. However, please note that VDOT has final review and approval authority for all entrances onto VDOT facilities. |
| 8. | DCSM§601.01D DCSM§601.06 DCSM§650.00 | The applicant will need to provide width of inter parcel connections, and ingress/egress easements according to the DCSM volume standards; and the GDP will need to be revised accordingly. The Applicant has specified the recommended inter parcel access, including 24' minimum widths, in the draft proffers. In addition, the inter parcel connections are reflected on the MZP. However, the Applicant needs to show and specify the 24' minimum travel way widths on the MZP. In addition, it needs to be specified when these inter parcel connections will occur. This issue has not been fully addressed. Pedestrian interparcel connections are also recommended from the site to the Tyler Elementary School to the east and the Pace West School to the west. |
| 9. | DCSM§620.10 DCSM§602.07E | The applicant needs to proffer to provide the turn lanes at the proposed intersections, including access points that meet the DCSM requirements. It needs to be noted that a separate right-turn lane for the east most access to John Marshall East is required per DCSM standards. The applicant needs to provide appropriate commitments for off-site right-of-way. This issue has been partially addressed by the Applicant including the provision of separate right turn lanes into site drives #1 and #2, a separate left turn lane into site drive #2 and the addition of a shared westbound through/right turn lane at site drive #3. However, a separate/exclusive right turn lane has not been provided into site drive #3 on John Marshall Highway. This separate turn lane needs to be provided or a right turn lane waiver obtained from the Prince William County Department of Transportation. This issue has not been fully addressed. |
| 10. | DCSM§620.10 DCSM§602.07 DCSM Table 6-7 | The applicant will need to make sure that the proposed turn lanes meet not only VDOT and DCSM standards, but also meet traffic needs with respect to potential queuing at intersections. A review of the queue lengths calculated in the TIA for the Phase 1 (2014) and Phase 2 (2017) Build out indicate the proposed turn lanes meet the traffic needs at each of the site intersections. This issue has been adequately addressed. |
| 11. | DCSM§610.00 DCSM§602.14 | The applicant will need to meet the DCSM parking and travel way requirements for all proposed uses on site. Parking details and traffic circulation need to be provided, for each of the land uses on the GDP. The maintenance responsibility for the private streets needs to be distinguished in the proffer. The Applicant notes in the response letter that the parking and travel ways shall meet the current DCSM standards and that final locations of said items v |

| Item | Code Reference | Requirement/Deficiency |
|------|---|---|
| | | <p>determined at final site plan. The Applicant also notes that they believe it is unnecessary to add parking space and travel way detail at this stage of the process. At the same time, the Applicant has provided parking tabulations for the existing office proposed multi-family units in Land Bay C and town house units in Land Bay D on Sheet 2 of the MZP. However, they are not shown for the proposed office and retail uses. In addition, the draft proffers (in #11) only address handicapped parking and should be expanded to include all on-site parking and note that their will be no maintenance responsibility by or cost for the private streets by Prince William County. In addition, the travel way details (width, curb & gutter locations etc.) are not detailed in the MZP. Transportation staff continues to recommend that parking tabulations and travel way details be provided on the MZP so that they can be understood prior to approval of the proposed rezoning. This includes the traffic circulation for the proposed drive-thru bank.</p> |
| 12. | DCSM§620.00 | <p>The proffer statement needs to provide the details of all of the proposed land uses, including those of the drive-through uses that match with the TIA details. The Applicant notes that this has been addressed in the proffer statement. A review of the draft proffers indicates that the details of the town house and multifamily unit totals are provided in draft proffers #5 and #6. Draft proffers #7-10 address the non residential development uses. However, the proposed square footages for the retail and office uses which are detailed in the TIA (16,000 GSF office, 3,500 gsf drive in bank etc.) are not specified in the proffers. The proposed non residential square footages for proposed development as listed in the TIA need to be included in the proffers. This issue has not been fully addressed.</p> |
| 13. | DCSM§620.00 DCSM§601.03 | <p>The TIA needs to include the analysis of the internal road way circulation, as mentioned in the TIA section and recommend the required DCSM typical sections; which needs to be shown on the GDP. The Applicant notes that the TIA provides adequate traffic volume information such that the DCSM RM-2, Category V road is included. The Applicant also notes that individual travel way cross sections will be addressed at final site plan once CBR's are known. A detailed review of the TIA scoping notes indicates that analysis of internal roadway circulation was not specified or required. Therefore, transportation staff is not requiring the study be revised as part of this application. However, as previously noted, transportation staff continues to recommend that the Applicant provide internal travel way details on the MZP for the proposed uses including stacking for the proposed drive in bank, internal travel way widths, etc.</p> |
| 14. | C.P. Table 1 C.P. Strategy TR 1.4 & 1.7 | <p>Considering the type of development, the applicant needs to make sure that the transit related improvements such as bus shelter, bus turn bay along Route 55 are adequately provided along the site frontage on John Marshall Highway. In draft proffer #21, the Applicant agrees to provide a bus shelter if PRTC has implemented scheduled bus service along John Marshall Highway. This is a desirable feature which should be maintained. However, it is limited in that, unless bus service on John Marshall Highway is in place at the time of</p> |

| Item | Code Reference | Requirement/Deficiency |
|------|----------------|--|
| | | <p>final site plan approval of Land Bay A, the provision of this bus shelter is null and void. Transportation staff recommends that the Applicant include additional language which, in the event bus service is not established at the time of final site plan approval of Land Bay A, a cash equivalent escrow of \$10,000 will be provided for transit related services within a 5 mile radius of the site including but not limited to a future bus shelter, park & ride lot facilities, bus service and/or Metrorail. This issue has not been fully addressed.</p> |

NOTES: CP, Prince William County Comprehensive Plan
 DCSM, Prince William County Design and Construction Standards Manual

ADDITIONAL COMMENTS

- On sheet 2 of the of the MZP, the existing office is listed at 20,500 square feet. However, the TIA lists the existing office at 20,000 square feet. Please clarify the difference as this could affect the anticipated trip generation and the potential for amending the Applicant's TIA.

-Similar to the design shown for Intersection 5 (Site Drive #3) and subject to VDOT review and approval, a "porkchop" raised island is recommended to be provided at Intersection 2 (Site Drive #1) to prevent inbound left turns. This restriction enables the intersection spacing between Intersections 2 (Site Drive #1) and 3 (Site Drive #2) to be consistent with VDOT Access Management Guidelines.

VDOT COMMENTS

The Virginia Department of Transportation (VDOT) has provided the following comments dated 12/3/2012, on this application:

"We have completed the review of the subject rezoning case and we offer the following comments.

1. Additional comments related to the TIA review will be provided under a separate cover.
2. Proffers were not available for review.
3. The interparcel connection to Piedmont Commercial needs to be constructed. Labeling "potential" interparcel connection on GDP appears that this connection may not occur and result in an inadequate site access.
4. The left turn out of Landbay "D" is questionable because it conflicts with the existing left turn left turn lane serving Gillis Way. That is another important reason to provide interparcel connection to access Piedmont Center Plaza. Unless the TIA provides sufficient justification for the left-out, this entrance may be restricted to right-in and out only.
5. Advisory on GDP: please connect the curb and gutter between the proposed taper at Landbay "A" and the existing along Piedmont Commercial site.
6. Ensure the 75' long throat is provided at entrances with multiple exit lanes.

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7. The Narrative references provision of “6’-wide walking trail”. Please note that on curb and gutter section a standard concrete sidewalk is needed if it is placed in the right of way and intended for VDOT maintenance.
8. Please ensure the limited access right of way of I-66 is not encroached upon during the design of SWM facilities and their outfalls.

Please let me know if you have any questions.”

The following VDOT comments are dated 12/14/2012, on TIA done for this application:

“

1. For the signal warrant analysis for John Marshall Hwy @ Gillis Way/Piedmont Center Plaza intersection for 2017, please make it clear for which scenario a signal is warranted (2017 background condition or phase 2 development build-out condition).
2. If a signal is not warranted until 2017 for the intersection of John Marshall Hwy @ Gillis Way/Piedmont Center Plaza Entrance, other mitigations instead of signalization need to be recommended for build-out conditions.
3. Mitigations should be recommended for the intersection of Washington St @ Jefferson St.
4. For John Marshall Hwy @ Catharpin Rd intersection, are the turn lane improvements proffers associated with any approved development? Please make it clear in the report.
5. For John Marshall Hwy @ Catharpin Rd intersection, Table 10 shows the southbound right-turn queue exceeds turn lane length in the PM peak hour in 2017 for build-out condition. Please make improvement recommendations.
6. The study recommended restricting Site Drive #1 to right-in/right-out/left-in movements only. Please consider making it a right-in/right-out only access for the following two reasons: 1) The volume figures indicate no left-in traffic; 2) The existing westbound left-turn lane at John Marshall Hwy @ Greenhill Crossing Dr. intersection extends to the Site Drive #1 intersection. The Greenhill Crossing intersection is not studied and the left-turn queue may potentially block the Site Drive #1 intersection.
7. The layout shows that at the intersection of John Marshall Hwy @ Site Drive #1, the second westbound through lane has a downstream taper instead of a full-width lane to receive the traffic. Two full-width receiving lanes should be provided before tapering down to one lane in order for the second through lane to be utilized at the intersection.
8. For Site Drive #3 intersection, although the southbound left-turn movement may not be blocked by the westbound left-turn queue at Gillis Way/Piedmont Center Plaza intersection based on the queue analysis results, it is suggested to prohibit this left-turn movement and reroute it through an interparcel connection to Gillis Way/Piedmont Center Plaza intersection to make a left-turn out for safety consideration. The concerns is that due to the westbound left-turn queue at Gillis Way intersection, the Site Drive #3 southbound left-turn traffic may not be able to see the eastbound traffic turning out of Gillis Way.”

As of this writing, no new VDOT comments have been received.

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RECOMMENDATION

The Applicant has made progress regarding the initial transportation issues. However, as noted above, several outstanding issues remain. Based upon the County's need to reduce or prevent congestion on the public streets, to facilitate the provision of adequate transportation facilities, and to protect against congestion in travel and transportation, this rezoning application cannot be supported in its current form.

The applicant is advised that while this report has examined their rezoning application primarily within the context of the Transportation Element of the County Comprehensive Plan, this does not infer a reduction in their obligation to comply with the appropriate requirements of the DCSM during site/subdivision plan review.

If you have any questions or need additional information, please contact me at extension 8094.

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