

TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ AGENDA ~

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

15000 Washington Street, Suite 100 Haymarket, VA 20169

Monday, June 8, 2015 7:00 PM Council Chambers

1. Call to Order

2. Minutes Approval

- a. Planning Commission Regular Meeting May 11, 2015 7:00 PM
- b. Planning Commission Work Session May 28, 2015 7:00 PM
- 3. Citizens Time
- 4. Announcements
- 5. ARB & Town Council Update
- 6. New Business
 - a. Haymarket Ice Rink Expansion
- 7. Old Business
 - a. Proffer Policies
 - b. Harrover Master Plan
 - c. Comprehensive Plan
 - d. Amendment to Planned Land Use Map

8. Town Planner Update

- a. Development Updates
- b. 1 Mile Notices
- 9. 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, May 11, 2015 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, Commissioner Ralph Ring: Present, Council Liaison Matt Caudle: Present, Josh Mattox: Present, James Carroll: Present, Maureen Carroll: Present.

2. Minutes Approval

a. Planning Commission - Regular Meeting - Apr 13, 2015 7:00 PM

RESULT: ACCEPTED [UNANIMOUS] MOVER: Ralph Ring, Commissioner

SECONDER: Josh Mattox

AYES: Weir, Ring, Caudle, Mattox, Carroll, Carroll

3. Citizens Time

> No public comment

4. Public Hearings

a. St. Paul's Special Use Permit

Chairman Weir asks for anyone who wishes to speak in favor or opposed to the Special Use Permit applied for by Saint Paul's School for a temporary classroom trailer to be located at 6735 Fayette Street

Coke Whitrock - Representing Saint Paul's School

Mr. Whitrock gives a summary of the intentions of the school as described in the application narrative. They do plan to vacate 6735 Fayette Street by August 2017.

b. Capital Improvement Program

Chairman Weir asks for anyone who wishes to speak in favor or opposed to the proposed Capital Improvements Plan

> No public comment

5. Announcements

> No announcements

6. ARB & Town Council Update

ARB Update:

Currently going thru the Harrover plan

Town Council Update:

> Nothing to report at this time

7. New Business

a. St. Paul's Special Use Permit Application

Move to forward Special Use Permit #20150331 to the Town Council with a recommendation of

Discussion: Mattox would like to consider a recommendation of approval with an automatic renewal for 2016 since the enrollment numbers are not significant.

Ring amends his motion to allow for an automatic renewal in 2016

Chairman Weir calls for a roll call vote on the amendment to the principle motion Mattox-Yes, Ring-Yes, Weir-Yes, Caudle-Yes, Carroll-Yes, Carroll-Yes

RESULT: ADOPTED [4 TO 0]

MOVER: Ralph Ring, Commissioner

SECONDER: James Carroll

AYES: Ralph Ring, Matt Caudle, Josh Mattox, James Carroll

ABSTAIN: Robert B. Weir **ABSENT:** Maureen Carroll

b. Proffer Policies Presentation

Marchant Schneider, Town Planner, reminds the Planning Commission that the Town hired a consultant, The Berkley Group, to review the Town's Proffer Policy. That policy is presented this evening for the Planning Commission's review and recommendations. Mr. Schneider introduces Darren Coffey & Drew Williams. Mr. Coffey & Mr. Williams present their power point presentation, as included in tonight's agenda.

Discussion: Weir asks why there doesn't seem to be a factor for fire & rescue services. The consultant doesn't see any reason why they couldn't and recommends that the Town consult its legal counsel on that matter. He also recommends that a revenue sharing agreement be in place with Prince William County. The consultants recommend strongly that the Capital Improvements Plan reflect all the needs.

Mr. Carroll asks about the reason for the "prudent" amount of \$20,000. The consultant explains that is just what he is customarily used to seeing in other jurisdictions. He agrees what is prudent to him may not be to the Town Council.

Councilman Caudle asks if that dollar amount is fairly standard. Caudle asks what is the balance between proffers and being business friendly he would also like to know how it compares to . The consultant explains that the proffers correspond to what is in the CIP. He suggests that it is one of the most important things a Planning Commission can do.

Weir would like to direct the Consultants to amend the policy to include fire department equipment and apparatus and work on language to allow the Town Council to direct the transfer of school or fire department funds to those established school or fire stations that service the Haymarket community. Weir also requests that the Consultant take a second look at the amounts once the 2016 CIP is completed. The Planning Commission would like to see a revised draft at their June meeting, then they anticipate setting a public hearing for July.

c. Harrover Master Plan Recommendations

The Harrover Master Plan has been presented. There are also concepts presented. Mr. Schneider recommends that the Commission fine tune the concepts. What he is asking this evening is does the Commission support a concept and incorporate some other elements from other proposals and make that part of the recommendation, along with the policy. He reminds that the overall consensus is to keep it a park or public open space, small public services. Also potentially using the buildings as a resource. Mr. Schneider hands out the concept that was created in 2009 when there was consideration of moving the government center to Harrover.

The Commission has formed a Harrover Master Plan subcommittee. The Commission would like to set a work session for May 28th @ 7:00 pm to discuss the potential use of the existing buildings, possible demolition of buildings, and look at the scope of alternatives that were presented by the Consultant. Have it open to the public and they could probably have something to present by July. The Town Planner reminds that this is a 40,000' view, details will come later.

The following are items needed for May 28th Work Session

- Comments from 2008 Comprehensive Plan Citizen Survey
- All documents that were provided by the Town Planner this evening
- Resolutions for purchase of property
- Summary notes from Public Forum
- Plat with distances & elevations
- Would like mailed notifications to adjacent property owners

8. Old Business

a. Capital Improvement Program

Move to adopt the Fiscal Year 2016 Capital Improvements Plan as amended.

RESULT: ADOPTED [UNANIMOUS]

MOVER: James Carroll

SECONDER: Ralph Ring, Commissioner

AYES: Weir, Ring, Caudle, Mattox, Carroll, Carroll

b. Comprehensive Plan

No update

c. Amendments to the Planned Land Use Map

Town Council had asked to consider 5 plots in the Planned Use plan.

Schedule as an agenda item for June. Planning Commission members will need to see the Plats for all 5 properties, a rough calculation of usable square footage of each plat after setbacks buffers, and easements taken into account.

Also, documentation on historic process regarding these specific properties, Public Hearing testimony from last Comp Plan and any applications for rezoning by Watts, Rafferty, and Pardo. Want to see any relevant comments from last Comp Plan survey and any relevant comments from testimony regarding recent application for the Funeral Home that was being considered across from St. Paul Drive. Find the historic references from approval and shortly thereafter of the Haymarket Station rezoning and the reason the Town development strategy changed in 2005. Council minutes will indicate a shift to a town plan that was commercial at the west, diminish toward the town center then going to Residential from the Town Center to the eastern boundary as a result of the Haymarket station rezoning and as a reason for acceptance.

d. 1 Mile Notices

> No update

9. Town Planner Update

- You will notice work being done at the Winterham mansion
- Chick-fil-A is amending their plan reflecting a different layout
- Fairgrounds dropped from 150 units to 87 units. They are marketing a grocer, commercial on Washington Street & a small hotel

10. Adjournment

a. Motion to Adjourn

RESULT: ADOPTED [UNANIMOUS]

MOVER: Josh Mattox James Carroll SECONDER:

AYES: Weir, Ring, Caudle, Mattox, Carroll, Carroll

Submitted: Approved: Sherrie Wilson, Deputy Clerk

Bob Weir, Chairman

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TOWN OF HAYMARKET PLANNING COMMISSION

WORK SESSION ~ MINUTES ~

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

15000 Washington Street, Suite 100 Haymarket, VA 20169

Thursday, May 28, 2015 7:00 PM Council Chambers

A Work Session 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.

I. Call to Order

Chair Robert B. Weir: Present, Commissioner Ralph Ring: Present, Council Liaison Matt Caudle: Present, Commissioner Josh Mattox: Present, Commissioner James Carroll: Present, Commissioner Maureen Carroll: Present.

2. Harrover Property Master Plan - Work Session

Town Planner gives background and history. Asks Commissioners if any of the three concepts are acceptable or unacceptable?

All Commissioners agree that Concept C is not acceptable and not an option.

Concepts A and B are more realistic. But overall the Commission likes Concept A, with some changes. More open space is needed. Less parking spaces. Add a pavilion but put it more towards the back of the property, not in the center. Single access entrance, not double. Playground area. Picnic tables. Possible trails. A formal open space. The Food Pantry should be relocated to another building. An enclosed dog area was mentioned to allow dogs to go off leash. Unsure if there is enough space on the property to segregate a fenced in area for that.

Most agree both houses should be demolished and removed to allow more room for green space. The Town Planner points out that those houses were included in the Comprehensive Plan.

The consensus is also to not charge for use of the Pavilion and Recreation area, and have outdoor elements that require little or no maintenance.

Ring points out that from the ARB perspective, those 5 houses on Bleight Drive, Villages of Haymarket Phase II, were designed in craftsman style to emulate the Harrover houses. But the Town does not have a consistent architectural layout. If the Town wants an open space area for Recreation and a Pavilion, and use for Haymarket Day, the two buildings would need to be taken away. It just depends on how you want to use that space.

Weir points out the upkeep and maintenance of those two buildings have become expensive. If we continue to patch it at cost, or completely renovate at a large cost, it is a loss cause.

The Town Planner will come back to the Commission with what was discussed tonight. ARB will look at it as well.



TO: Town of Haymarket Planning Commission

SUBJECT: Haymarket Ice Plex Expansion

DATE: 06/08/15

ATTACHMENTS:

• 01-June 6 2015 PC Memo - Final Site Plan - Ice Rink Expansion (PDF)

• 02-Planner Comments_Hymkt Ice Rink Final Site Plan Recommend Approval_06-03-15 (PDF)

• 03-Me060315_Hymkt Ice Rink Final Recommend Approval (PDF)

• 04-2015-05-29 Haymarket Ice Plex (PDF)

TO: PLANNING COMMISSION

FROM: MARCHANT SCHNEIDER, TOWN PLANNER

SUBJECT: FINAL SITE PLAN IMPROVEMENTS FOR HAYMARKET ICEPLEX EXPANSION AT

HAYMARKET ICEPLEX, 15151 WASHINGTON STREET (FSP#20140508)

DATE: 6-3-2015 **CC**: STAFF

Wood Village, LLC has submitted a Final Site Plan to expand the existing Haymarket Iceplex at 15151 Washington Street and add a second ice rink.

The Preliminary Plan (PRE#20130415) with associated alternative buffers and waiver of parking lot landscaping requirements was recommended for approval by the Planning Commission on November 12, 2013, and the Town Council approved the Preliminary Plan and associated waivers on December 2, 2013.

This Final Site plan to expand the existing ice rink and construct a second ice rink is proposed to take place in phases. Phase 1 will add the second rink, locker/bathroom facilities, relocate the main entrance, add a new chiller that is sized to handle both rinks and construct an entrance tower with stairs and space for elevator for Phase 2 second floor seating areas. Phase 2 will remove the existing chiller and concrete platform, expand to the right side of the entrance tower for additional public bathrooms and second entrance, and build-out the second floor for seating. Phase 3 will close in the existing front canopy area.

DRAFT MOTIONS

1. I move that the Planning Commission recommend approval of Final Site Plan FSP#20140508, Haymarket Ice Rink Expansion – Final Site Plan", prepared by Christopher Consultants and dated April 2014, revised through May 29, 2015;

OR,

2. I move an alternate motion.



INTEROFFICE MEMORANDUM

TO: BRIAN HENSHAW, TOWN MANAGER

FROM: MARCHANT SCHNEIDER, TOWN PLANNER / ZONING ADMINISTRATOR

SUBJECT: HAYMARKET ICEPLEX EXPANSION – FINAL SITE PLAN FSP#20140508

FOURTH SUBMISSION COMMENTS

15151 WASHINGTON STREET

DATE: 06-03-15

CC: HOLLY MONTAGUE, PE

I have reviewed the fourth submission of the final site plan for the Haymarket Ice Rink Expansion submitted on May 29, 2015.

I have no additional comments and recommend the Final Site Plan for approval.

I can be reached at 703.753.2600 or mschneider@townofhaymarket.org.



TO: MARCHANT SCHNEIDER

FROM: HOLLY MONTAGUE, PE

SUBJECT: HAYMARKET ICEPLEX EXPANSION FINAL SITE PLAN RECOMMEND APPROVAL

DATE: 6/3/2015

CC: STAFF

Per your request, I have reviewed the forth submission for the Haymarket Iceplex Expansion Final Site Plan. I used the Haymarket Ordinances and Final Site Plan Requirements, Haymarket Code Section 58-506(3) in order to review this site plan.

I have no additional comments and recommend approval of this Final Site Plan.

Please let me know if you have any questions. I can be reached at hmontague@townofhaymarket.org.

FEET, REFERENCED ON NGVD 88 DATUM.

3. EXISTING/PROPOSED USE: RECREATIONAL, COMMERCIAL, INDOOR, FITNESS, AND SPORTS ACTIVITY.

4. THE PRINCE WILLIAM COUNTY PARCEL IDENTIFICATION NUMBER (GPIN), ZONE, AND ACREAGE FOR THE PROPERTY SHOWN HEREON IS AS FOLLOWS:

GPIN: 7298-80-0117 ZONE: 1-1

5. THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAPS FOR PRINCE WILLIAM COUNTY, MAP #51153C0059D AND 51153C0067D, EFFECTIVE DATE JANUÁRY 5, 1995 SHOWS THAT THERE IS NO 100 YEAR FLOOD PLAIN WITHIN

6. THERE ARE NO MAPPED CHESAPEAKE BAY RESOURCE PROTECTION AREAS (RPA) ON THE PROPERTY SHOWN HEREON.

7. BEST MANAGEMENT PRACTICES (BMP) FOR WATER QUALITY HAVE BEEN PROVIDED FOR THE ENTIRE 4.9411 ACRE SITE WITH THE SITE PLAN FOR PIEDMONT TIRE AND AUTO. BMP IS ACHIEVED THROUGH A SERIES OF CONTROL MEASURES WHICH INCLUDE STORM FILTER INSERTS FOR GRATE INLETS, A BAY SEPARATOR HYDRODYNAMIC STRUCTURE AND STORMTECH STORM CHAMBER FILTER ROWS, THESE CONTROLS WERE DESIGN BASED ON THE PRINCE WILLIAM COUNTY REQUIREMENTS FOR REDEVELOPMENT AND IN ACCORDANCE WITH THE TOWN OF HAYMARKET STANDARDS.

8. STORMWATER MANAGEMENT: THIS PROJECT WILL SLIGHTLY DECREASES THE AMOUNT OF IMPERVIOUS AREA ON THE SITE FROM THE PREVIOUSLY APPROVED PLAN TITLED "PIEDMONT TIRE & AUTO", PLAN # 10-HAY-01-R01, THEREFORE SLIGHTLY DECREASING THE AMOUNT OF RUNOFF COMING FROM THE SITE OF WHICH THE APPROVED PLAN WAS DESIGNED FOR. AREA DRAINS AND SHEET FLOW DIRECTS DRAINAGE FROM THIS PORTION OF THE SITE TO EXISTING STONE LINED DITCHES ALONG THE WESTERN AND SOUTHERN PERIMETER. RUNOFF COLLECTS IN THE EXISTING DITCHES AND OUTFALLS AT THE SOUTHWEST CORNER OF THE SITE. THE RUNOFF FLOWS ALONG THE EXISTING BALLAST STONE LINED RAIL SIDING.

9. VEHICLE TRIPS AT EACH ENTRANCE ARE BASED ON THE 6TH EDITION INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) TRIP GENERATION MANUAL SECTION 465 (ICE RINK) FOR A 62,204 GFA FACILITY. PEAK HOURLY TRAFFIC IS EXPECTED TO BE 147

VPH WITH THE FLOW SPLIT EVENLY BETWEEN THE TWO ENTRANCES. PEAK DAILY TRAFFIC ON A WEEKEND DURING THE PEAK WINTER SKATING SEASON COULD REACH 810 VPD OR 405 VPD AT EACH ENTRANCE.

IO. PARKING TABULATIONS:

ICEPLEX BUILDING ±62,204 SQ. FT. GROSS, ±46,653 SQ.FT. NET (75% OF GROSS) *I SPACE / 300 SQ. FT. PARKING REQUIREMENT=

46,653/300= 156 SPACES REQUIRED

PARKING PROVIDED=

124 SPACES (INCLUDING 6 HANDICAPPED)

PIEDMONT TIRE # AUTO FLOOR AREA=

12,000 SQ. FT. GROSS, 9,000 SQ.FT. NET PARKING REQUIREMENT= I SPACE / 200 SQ. FT. 9,000/200= 45 SPACES REQUIRED 80 SPACES (INCLUDING 4 HANDICAPPED) PARKING PROVIDED=

COMPACT PARKING= 18 SPACES 8.6%

TOTAL PARKING REQUIRED=

201 SPACES (INCLUDING 7 HANDICAPPED)

TOTAL PARKING PROVIDED=

204 SPACES (INCLUDING 9 HANDICAPPED)

II. ALL FENCING IS SUBJECT TO ARCHITECTURAL REVIEW BOARD AND PLANNING COMMISSION APPROVALS,

12. PHASE I CONSTRUCTION WILL CONSIST OF THE ADDITION OF A SECOND ICE RINK WITH A FIRST FLOOR AREA OF APPROXIMATELY 27,954 G.S.F WHICH INCLUDES A 280 G.S.F. SKATE RENTAL AND A SECOND FLOOR SEATING AREA OF APPROXIMATELY 4,628 G.S.F. THE TOTAL AREA WITH PHASE I WILL BE 32,862 G.S.F. (58,249 G.S.F. TOTAL). PHASE II ADDS A SLIGHTLY ENLARGED LOBBY AND BATHROOMS WITH A TOTAL AREA OF APPROXIMATELY 105 G.S.F. (58,354 G.S.F. TOTAL). PHASE III WILL ENCLOSE THE EXISTING OVERHANG ADDING APPROXIMATELY 3,850 G.S.F. THE TOTAL AREA OF ALL THREÉ PHASES WILL BE 36,817 G.S.F. (62,204 G.S.F. TOTAL). SEE SHEET 6A FOR PHÁSING PLAN.

13. FINAL SITE PLAN WILL BE PROCESSED THROUGH VDOT DUE TO AN INCREASE IN VEHICLE TRIP GENERATION FOR THE BUILDING EXPANSION

14. ANTICIPATED SEWAGE FLOW FOR THE ENTIRE SITE = 2531 GPD

15. BUILDING ELEVATIONS WILL REQUIRE A CERTIFICATE OF APPROPRIATENESS FROM THE TOWN'S ARCHITECTURE REVIEW BOARD PRIOR TO CONSTRUCTION OF IMPROVEMENTS SHOWN ON THE FINAL SITE PLAN.

I6. ALL ICE SHAVINGS FROM THE ICE REGLAZING WILL NOT BE DISPOSED OF OUTSIDE RINKS.

<u>VDOT NOTES:</u> I. THESE PLANS WERE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF VDOT SUBDIVISION STREET REQUIREMENTS (SSR).

2. METHODS AND MATERIALS USED SHALL CONFORM TO CURRENT COUNTY/TOWN AND VDOT STANDARDS AND SPECIFICATIONS.

3. ALL UTILITIES, INCLUDING ALL POLES, ARE TO BE RELOCATED AT THE DEVELOPER'S EXPENSE, PRIOR TO CONSTRUCTION.

4. OPEN CUTTING OF PAVED OR SURFACE TREATED ROADS IS NOT PERMITTED. ALL UTILITIES WHICH WILL BE PLACED UNDER EXISTING STREETS ARE TO BE BORED OR JACKED. ANY EXCEPTIONS DUE TO EXTENUATING CIRCUMSTANCES, SHALL BE ADDRESSED AT THE PERMIT

5. ANY TYPE OF REVERSE CURB (SPILL CURB, CG-6R, ETC.) AND TRANSITION TO THESE CURBS SHALL NOT BE USED WITHIN THE PUBLIC

6. THE DEVELOPER IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING ROADS AND UTILITIES WHICH OCCUR AS A RESULT OF PROJECT CONSTRUCTION WITHIN OR CONTIGUOUS TO EXISTING RIGHT-OF-WAY.

7. A SMOOTH GRADE SHALL BE MAINTAINED FROM THE CENTERLINE OF THE EXISTING ROAD TO THE PROPOSED EDGE OF PAVEMENT TO PRECLUDE THE FORMING OF FALSE GUTTERS AND/OR THE PONDING OF ANY WATER IN THE ROADWAY.

8. STANDARD GUARD RAIL AND/OR HANDRAILS SHALL BE INSTALLED AT HAZARDOUS LOCATIONS AS DESIGNATED DURING FIELD REVIEW BY

9. THE DEVELOPER IS RESPONSIBLE FOR ALL TRAFFIC CONTROL. THE DEVELOPER SHALL SUBMIT A SIGNING, STRIPING AND/OR SIGNALIZATION PLAN TO THE VDOT LAND DEVELOPMENT SECTION A MINIMUM OF THIRTY DAYS PRIOR TO PERMIT APPLICATION. THE DEVELOPER SHALL NOT COMMENCE CONSTRUCTION OF ANY PAVEMENT COURSE WITHOUT AN APPROVED STRIPING PLAN.

IO. THICKNESS OF PAVEMENT DESIGN IS BASED ON AN ASSUMED CBR VALUE OF 6. SOIL TEST OF SUBGRADE MUST BE SUBMITTED FOR ACTUAL DETERMINATION THE OF REQUIRED THICKNESS OF THE PAVEMENT DESIGN INCLUDING LAYERS OF ASPHALT AND SUBBASE

II. A 4" (MIN.) LAYER OF STONE IS REQUIRED BENEATH CURB AND GUTTER (MAY BE SHOWN ON TYPICAL SECTIONING LIEU OF A NOTE).

12. ADDITIONAL DITCH LININGS OR SILTATION AND EROSION CONTROL MEASURES SHALL BE PROVIDED, AT THE DEVELOPER'S EXPENSE, AS DETERMINED NECESSARY BY VDOT AND/OR THE COUNTY/TOWN DURING FIELD REVIEW. ALL COST SHALL BE ASSUMED BY THE DEVELOPER.

13. DEVELOPER SHALL BE RESPONSIBLE FOR DESIGN AND CONSTRUCTION OF ANY TRAFFIC SIGNAL INSTALLATION OR MODIFICATION WHICH WILL

BE NECESSARY AS A RESULT OF DEVELOPMENT OF THIS SITE.

IA. ALL RIGHT OF WAY DEDICATED TO PUBLIC USE SHALL BE CLEAR AND UNENCUMBERED.

IS. THE COUNTY/TOWN SHALL OBTAIN A PERMIT FOR ALL SIDEWALKS WITHIN THE RIGHT OF WAY THAT DO NOT QUALIFY FOR VDOT

IG. TRAFFIC CONTROL DEVICES OR ADVISORY SIGNS, SUCH AS MULTIWAY STOPS, SPEED LIMITS, DEAF CHILD, CHILDREN AT PLAY ETC., SHALL NOT BE INSTALLED UNLESS SPECIFICALLY SHOWN ON THESE PLANS OR A VDOT APPROVED REVISION, SHOULD UNAPPROVED SIGNS BE NOTED AT THE TIME OF VDOT INSPECTION, THE ROAD ACCEPTANCE PROCESS SHALL BE TERMINATED IMMEDIATELY AND NOT RECOMMENCED UNTIL A DETERMINATION IS MADE REGARDING THE APPROVAL OF ANY ADDITIONAL SIGNS. IMMEDIATE REMOVAL OF SUCH SIGNS SHALL NOT NEGATE THE NEED FOR THE SUBMISSION OF A REVISION.

17. LANDSCAPING AND IRRIGATION SYSTEMS SHALL NOT BE INSTALLED WITHIN THE PUBLIC RIGHT OF WAY EXCEPT AS SHOWN ON THESE PLANS OR A VDOT APPROVED REVISION.

IB. BEGINNING JULY I, 2009, ALL LAND USE PERMIT APPLICANTS ARE REQUIRED TO PROVIDE AT LEAST ONE (I) PERSON WHO, AT A MINIMUM, IS VERIFIED BY VDOT ÍN BASIC WORK ZONE TRAFFIC CONTROL FOR ALL PERMITTED ACTIVITIES WITHIN STÁTE MAINTAINEÓ RIGHT-OF-WAÝ WHICH INVOLVES INSTALLING, MAINTAINING, OR REMOVING WORK ZONE TRAFFIC CONTROL DEVICES. THIS PERSON SHALL BE RESPONSIBLE FOR THE PLACEMENT, MAINTENANCE AND REMOVAL OF ALL WORK ZONE TRAFFIC CONTROL DEVICES.

19. THERE ARE NO KNOWN CEMETERIES OR HISTORICAL AREAS ON SITE.

ALSO BE USED TO SERVE IN AN EMERGENCY CONDITION.

20. APPLICANT HAS BEEN GRANTED THE RIGHT TO USE THE 40' ACCESS EASEMENT ON THE SOUTHERN PORTION OF THE PROPERTY AS WELL AS THE 25' R.O.W. ON COSTELLO WAY.

21. "ALL EXTERIOR LIGHTING SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN SECTION 58-719 THE ZONING ORDINANCE (BUSINESS AND INDUSTRIAL LIGHTING). MAINTENANCE OF STREET LIGHTING (WASHINGTON STREET) SHALL BE THE RESPONSIBILITY OF THE TOWN AND SHALL BE CONTROLLED BY A PHOTOCELL OR SIMILAR DEVICE. ELECTRIC SERVICE TO THE SAME STREET LIGHTING (WASHINGTON STREET)

NOTICE REQUIRED:

CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITY LINES IN THE AREA OF PROPOSED EXCAVATION AND OR BLASTING AT LEAST TWO (2) WORKING DAYS, BUT NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. NAMES AND TELEPHONE NUMBERS OF THE OPERATORS OF UNDERGROUND UTILITY LINES APPEAR BELOW. THESE NUMBERS SHALL

Washington Gas Light Co. Transco Gas Pipeline Co. Chesapeake \$ Potomac Co. Va. Élec. € Power Co. Prince William Elec. Co-op Columbia Gas of Va. A. T. & T. Co.

Plantation Pipeline Co.

Continental Tel. of Va.

Colonial Pipeline Co.

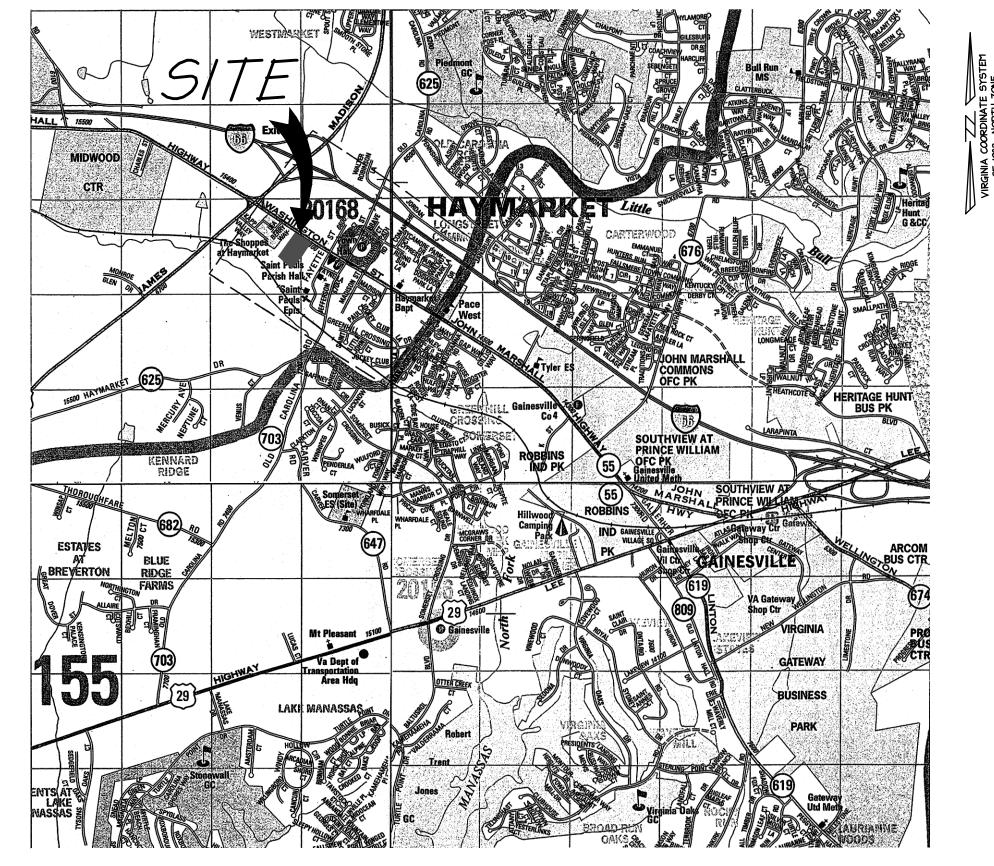
MISS UTILITY

Prince William County Sewer Authority (571) 291-7700 (703) 759-2115 (703) 777-2151 Columbia Gas Pipeline Co. Tri-County Elec. Co-op Town of Haymarket (703) 753-2600

EMERGENCY Police: 703-753-2700 or 911 Fire Rescue: 703-754-9097 or 911

HAYMARKET ICEPLEX EXPANSION FINAL SITE PLAN

TOWN OF HAYMARKET PRINCE WILLIAM COUNTY, VIRGINIA



VICINITY MAP

OWNER

WOOD VILLAGE LLC C/O DAISY WOOD 14202 LEE HIGHWAY GAINESVILLE, VA 20155

PROPERTY ADDRESS

15151 WASHINGTON ST HAYMARKET, VA 20169

PROJECT DESCRIPTION

THE PURPOSE OF THIS SITE PLAN IS FOR AN EXPANSION TO THE EXISTING ICE RINK, IMPROVEMENTS TO PARKING, SITE ACCESS, LIGHTING, UTILITIES AND LANDSCAPING. SWM AND BMP REQUIREMENTS HAVE BEEN MET WITH THE PREVIOUSLY APPROVED SITE PLAN FOR PIEDMONT TIRE AND AUTO OCCUPYING THE NORTHERN PORTION OF THIS SITE.

EXISTING ICERINK

THE PREVIOUSLY APPROVED PLAN, TITLED HAYMARKET ICE RINK (II-HAYOI-RO), PROPOSED A GFA 12,650 SF EXPANSION TO THE EXISTING 20,550 SF BUILDING. AS TO DATE, ONLY A GFA OF 4,837 SF HAS BEEN CONSTRUCTED WITH THE EXPANSION OF THE LOCKER ROOM. THIS GIVES CURRENT BUILDING A TOTAL GFA OF 25,387 SF.

ZONING TABULATIONS - I-1 ZONE

USE: "SECTION 58-257 (16)", RECREATIONAL, COMMERCIAL, INDOOR, FITNESS, AND SPORT ACTIVITIES.

A. ACCESSORY USES SHALL BE LOCATED WITHIN THE SAME BUILDING AS THE PERMITTED PRINCIPAL USE AND OCCUPY IN THE AGGREGATE NO MORE THAN 20 PERCENT OF THE

FLOOR AREA SUCH BUILDING. B. PARKING AREAS SHALL BE DESIGNED TO ENHANCE THE

THE SAFETY OF CHILDREN AS THEY ARRIVE AT AND LEAVE THE FACILITY; AND

C. THE ACTIVITY SHALL INCLUDE A DESIGNATED PICKUP AND DELIVERY ZONE.

<u>REQUIREMENT</u> <u>PROVIDED</u> BUILDING HEIGHT 35' MAX. 30.2' (2-STORY) LOT COVERAGE 85% MAX. ±82.5% BUILDING ACCESSORY USE LESS THAN OR EQUAL TO 20% 20% MAX.

<u>YARDS</u> FRONT YARD SIDE YARD (TO B-I,B-2,I-I ZONES) SIDE YARD (TO R-I ZONE)

BUFFERS

REAR YARD (TO I-I ZONE)

BUFFER AGAINST I-I ZONE BUFFER AGAINST BI & B2 ZONES BUFFER AGAINST RI ZONE 25' *(SEE NOTE) BUFFER AGAINST BI BLOOM PROPERTY 10'

*NOTE: A 35' BUFFER CANNOT BE PROVIDED DUE TO THE EXISTING PRIVATE ROAD RUNNING WITHIN THE 35' BUFFER. A BUFFER MODIFICATION REDUCING THE BUFFER YARD TO 25' WAS APPROVED WITH THE PRELIMINARY SITE PLAN AND SHOWN ON SHEET 12, LANDSCAPE PLAN. PLEASE SEE SHEET 2A FOR WAIVER MODIFICATION LETTERS.

LOT COVERAGE CALCULATIONS

BUILDINGS & PAVED AREAS 177,676 SQ. FT. LOT AREA (4.9411 AC.)

SUMMARY OF CONTROLS

BMP			
EXISTING	PROPOSED	REQUIRED REDEVELOPMENT	PROPOSED REDEVELOPMENT
ON-SITE AREA	ON-SITE AREA	PHOSPHOROUS REMOVAL	PHOSPHOROUS REMOVAL
CONTROLLED	CONTROLLED	EFFICIENCY	EFFICIENCY
DEVELOPED	4.9411 ACRES	20%	20.11%
WITHOUT			EFFICIENCY MET
CONTROLS			

S V V I V I			
AREAS DRAINING	AREAS DRAINING	EXISTING 10 YEAR PEAK	PROPOSED 10 YEAR PEAK
TO EXISTING ON-	TO PROPOSED ON-	RUNOFF TO EXISTING	RUNOFF TO EXISTING
SITE FACILITY	SITE FACILITY	PIPED SYSTEM	PIPED SYSTEM
2.38 ACRES	2.46 ACRES	3.27 CFS	1.00 CFS
1.24 Ac onsite	1.32 Ac onsite		NO INCREASE IN RUNOFF
0.19 Ac offsite	0.19 Ac offsite		DUE TO DEVELOPMENT
O OF As offsito	0.95 Ac offsite		
	AREAS DRAINING TO EXISTING ON- SITE FACILITY 2.38 ACRES 1.24 Ac onsite	AREAS DRAINING TO EXISTING ON- SITE FACILITY 2.38 ACRES 1.24 Ac onsite 0.19 Ac offsite AREAS DRAINING TO PROPOSED ON- SITE FACILITY 2.46 ACRES 1.32 Ac onsite 0.19 Ac offsite	AREAS DRAINING AREAS DRAINING TO EXISTING ON-SITE FACILITY 2.38 ACRES 1.24 Ac onsite 0.19 Ac offsite AREAS DRAINING EXISTING 10 YEAR PEAK RUNOFF TO EXISTING PIPED SYSTEM 2.38 ACRES 1.32 Ac onsite 0.19 Ac offsite

SINCE THE DESIGN 10-YEAR STORM FLOW IS LESS THAN OR EQUAL TO THE EXISTING 10 YEAR FLOW, AN ANALYSIS OF THE EXISTING STORM SYSTEM DOWN TO THE OUTFALL IS NOT REQUIRED. THE EXISTING DOWNSTREAM STORM SYSTEM IS LOCATED OUTSIDE OF THE VDOT RIGHT OF WAY.

Sheet List Table

OI COVER SHEET 02 SOILS MAP AND DETAILS

02A DETAILS 03 ADA SPECIFICATIONS

04 ADA DETAILS 05 DEMO PLAN

05A PWCSA SHEET 05B PWCSA LOG

06 SITE AND GRADING PLAN

07 STORM PROFILE AND COMPUTATIONS 08 EROSION AND SEDIMENT CONTROL PLAN

09 EROSION AND SEDIMENT CONTROL NARRATIVE A3.2 ELEVATION PLAN

II STORMWATER MANAGEMENT PLAN

12 LANDSCAPE PLAN 12A PHOTOMETRIC PLAN

13 BOND ESTIMATE AI.I FLOOR PLAN AI.2 FLOOR PLAN

AI.3 ELEVATION PLAN A2.1 FLOOR PLAN A2.2 FLOOR PLAN

A2.3 ELEVATION PLAN A3.1 FLOOR PLAN

10 EROSION AND SEDIMENT CONTROL DETAILS

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

PROJECT STATUS

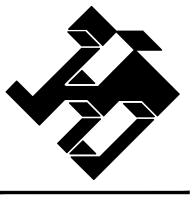
9/3/14 TOWN COMMENTS

3/16/15 PWCSA COMMENTS

3/17/15 TOWN COMMENTS

5/29/15 TOWN COMMENTS

DATE



PROJECT NO:09090.005.00 AS SHOWN

APRIL 2014 DESIGN: DLL DRAWN: DLL CHECKED: ESS

SHEET No.

3.5 4 4.17 4.5 5 5.5 6 6.5 7

3.67 | 4.17 | 4.34 | 4.67 | 5.17 | 5.67 | 6.17 | 6.67 | 7.17

- - - - - 3.*83* 3.83 3.83 3.83

- - - - 1.50 2.00 2.50 3.00

Sewer Pipe Size =

3.5 4 4.5 5 5.5 5.67 6 6.5 7

3.67 4.17 4.67 5.17 5.67 5.84 6.17 6.67 7.1

Water Pipe Size = 6 inches

Depth of Cover

Sewermin cover =

Minimum separation between waterline and sewerline =

Maximum waterline depth =

Sewer Cover (ft)

Sewer Invert (ft)

Water above | Water Invert (ft)

Assuming a ground elevation of 0.00

Water line minimum cover =

waterline and sewerline =

Maximum waterline depth =

Sewer Cover (ft)

Vaterabove | Water Invert (ft)

Assuming a ground elevation of 0.00

Minimum separation between

Sewermin cover =

1.5 feet

Water below Water Invert (ft) 5.33 5.83 6.00 6.33 - - - - -

Sewer Separation (ft) 1.50 1.50 1.50 - - - -

FOR THE 6" FIRE LINE

3.5 feet

1.5 feet

6 feet

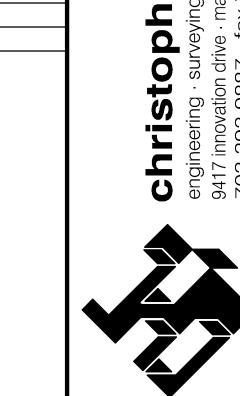
Sewer Separation (ft) 1.50 1.50 1.50 - - - - -

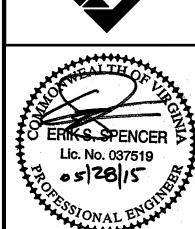
Water below | Water Invert (ft) | 5.50 | 6.00 | 6.50 | - | -

PRIVATE

I" = 5' VERT

DIP WATERLINE





6.a.d

PROJECT NO:09090.005.00

AS SHOWN APRIL 2014

DESIGN: DLL

DRAWN: DLL

CHECKED: ESS

SHEET No.

Packet Pg. 12

20" WATER METER BOX COVER (A.Y. McDONALD #74ML20RGP or APPROVED SUBSTITUTE) SET-UP FOR SCHLUMBERGER PRO-READ SYSTEM. 2" COPPER MUELLER B-2423 BYPASS CLOSED & PACK JOINT -W/ LOCKING NUT AT QUARTER POINTS - SOLID CONCRETE CLOCK 2" BRASS/ TYPE "K" COPPER PIPE (TYP.) └ PLUG (OR CAP) DRILLED & TAPPED CAP (OR PLUG) DRILLED & TAPPED 4" D.I.P. STONE DUST OR SUITABLE SOIL INSIDE OF CROCK, NOT TO EXCEED TOP OF BRICK 1. METER TO BE OBTAINED FROM THE SERVICE AUTHORITY. 2. 36"W x 30"H ONE PIECE BOX MUST BE USED. 3. INSTALLER MAY SUBSTITUTE TYPE "K" SOFT COPPER FOR BRASS SHOWN, PROVIDED APPROPRIATE FITTINGS AND

5. COPPER METER SETTER TO BE MUELLER B-2423 OR

4. METER BOX MATERIAL: CONCRETE, PVC or RIGID FRP.

6. NO FIELD ADJUSTMENT OF METER SETTER OR METER BOX IS PERMITTED. FACTORY CUT LENGTH TO 2" METER.

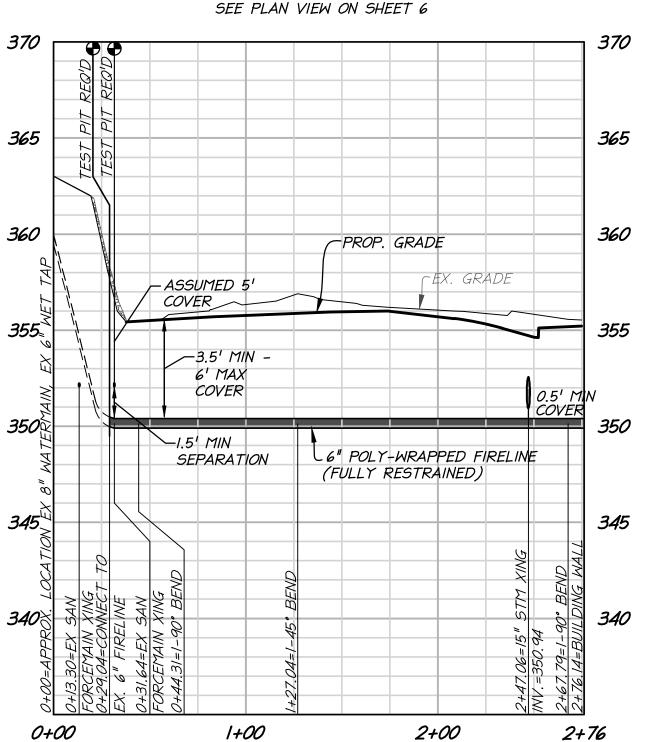
7. ONLY 2" METER SETTER IS TO BE INSTALLED.

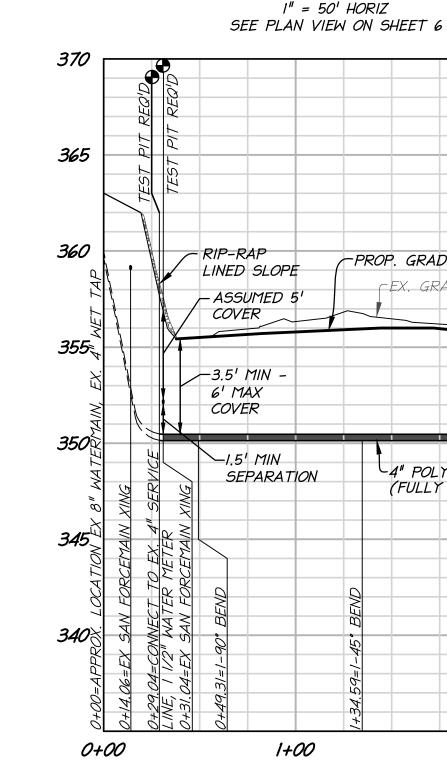
WATER DISTRIBUTION SYSTEM

POUR 2'x2' CONCRETE PAD AROUND ALL VALVE BOXES IN GRASS AREAS. PAD TO BE 4" THICK. GRASS/OPEN AREA SLIDE STYLE ADJUSTABLE VALVE BOX AND LID. CAPITOL FOUNDRY #664A or APPROVED SUBSTITUTE. TAPPING SLEEVE SHALL BE: MUELLER #H-615 MECHINICAL JOINT TAPPING SLEEVE or APPROVED SUBSTITUTE. MUELLER #T-2360 RESILIENT SEAT <u>DUCTILE_IRON_PIPE</u> 8"x8" SOLID CONCRETE BLOCK SET ON or AGAINST UNDISTURBED SOIL 1. TAPPING SLEEVE AND VALVE SHALL BE TESTED FOR 10 MIN. AT 200 PSI FOR SIZES 4" THRU 12" PRIOR TO TAPPING MAIN. TAPS LARGER THAN 12" WILL BE TESTED FOR 10 MIN. AT 150 PSI. 2. VALVE EXTENSION REQUIRED WHEN VALVE DEPTH FROM TOP OF OPERATING NUT TO FINISHED GRADE IS 5' OR

TAPPING SLEEVE & VALVE DETAIL

PRIVATE 6" FIRE LINE 1" = 5' VERT I" = 50' HORIZ





370 365 *360* -PROP. GRADE *355* 6' MAX COVER 4" POLY-WRAPPED W/L (FULLY RESTRAINED)

- I. RELOCATIONS OF THE EXISTING FORCEMAIN IS NOT PERMITTED. IF CONFLICTS ARE ENCOUNTERED DURING CONSTRUCTION OF WATER LATERAL WITH EXISTING FORCEMAIN CONTRACTOR SHALL CONTACT ENGINEER IMMEDIATELY. 2. WATER LATERAL AND FIRE LINE SHALL BE FULLY RESTRAINED.
- 3. VALVES SHALL BE SET WITH BRANCH OF THE TEE.
- 4. 6" FIRE LANE LOCATED 5' SOUTH OF THE WATER LATERAL AT THE SAME
- ELEVATION.

5. THE RIP-RAP ON THE RIP-RAP LINED EMBANKMENT IS APPROXIMATELY 0.5' DEEP. 6. SEE TABLES FOR ACCEPTABLE DEPTH OF WATER LINE WHEN FORCEMAIN LOCATION IS DETERMINED.

> ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

2+00

*2+7*5

501L # | 501L5 DEPTH TO SHRINK SLOPE *SOILS* WATER SURFACE CATEG. NAME CAPACITY RUNOFF BEDROCK | POTENTIAL RANGE PERMEABILITY 4B | II | ARCOLA SILT LOAM 2-7% | MODERATE MEDIUM SEVERE 20-40" LOW LOW 35B | III | MANASSAS SILT LOAM *MOD/RAPID* SLOW/MED | MODERATE LOW

DENOTES SOIL TYPE

THE SUBJECT DEVELOPMENT DOES CONTAIN CLASS III

CLASS IV SOILS, PER THE LATEST COUNTY SOILS MAP AND

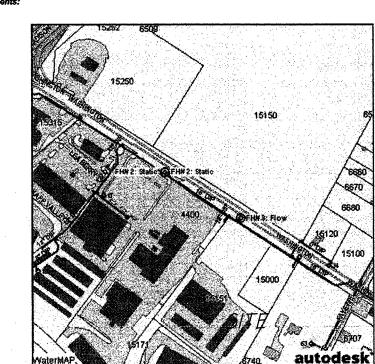
IDENTIFIED BY THE INTERPRETIVE GUIDE TO THE USE OF

MAP, PRINCE WILLIAM COUNTY, VIRGINIA.

FIRE HYDRANT FLOW

PWCSA Fire Flow Report

WASHINGTON ST (AT COSTELLO IN HAYMARKET - 84 LUMBER)



** The Prince William County Service Authority is not responsible for assumptions, calculations, or designs made based on the results of this test. Please note that the flows available from these hydrants are subject to changes or operational variations in the PWCSA's water system. You are requested to apply these results exercising professional judgment and employing the help of an accurate hydraulic computer model**

Report generated on: 30-Jul-07, 01:45 PM

PWCSA Fire Flow Report

HAZEN-WILLIAMS EQUATION

2500= <u>1220 x 8.08</u>9 2.1140

≅ 4668.20 GPM @ 20 PSI

HAZEN-WILLIAMS EQUATION

2500= <u>1220 x 4.3316</u> 2.1140

≅ 2499.79 GPM @ 52.9 PSI

christopher consultants

According to the ACWWA standards, a 15" water meter and service will be the minimum required size

April 16, 2015

Prince William County Service Authority 5 County Complex Court Woodbridge, VA 22192

RE: Haymarket IcePlex Expansion - Final Site Plan ccl Project#: 09090.005.00

for the Haymarket Iceplex project. The proposed supply fixture units are 75 and 101 for valves and tanks, respectively. A 1.5: meter and service can hold a maximum of 101 supply fixture units.

ERIKS. SPENCER Lic. No. 037519 04/16/15

July 1, 2013

Mr. David Leake Town of Haymarket P.O. Box 1230 Haymarket, VA 20168

Re: Haymarket Ice Rink Expansion ccl Project #: 09090.005.00

Dear Mr. Leake:

Please find attached a revised Preliminary Plan for Haymarket Ice Rink Expansion

Pursuant to Section 58-699(c) we request to modify Section 58-702 of the Town Code to allow reduction in the buffer width from 35' to 25' along the shared property line. Currently the majority of the existing paved private street is used for access to the Durham property. This private street as well as the 50' access easement runs parallel with the 35' buffer between the site (zoned I-1) and the St. Paul's Episcopal Church property (zoned R-1) and encroaches into said buffer by 3' to 7'. Reducing the 35' buffer width to 25' would ensure that the existing private street is completely located outside the

Section 58-709(a) of the Town Code states that all open space areas in nonresidential zoning districts shall include buffer yards, parking lot landscaping and yard setbacks, and shall not include streets, service drives, parking and loading areas or areas with no aesthetic value. By reducing the buffer width in this location, no street or service drive would be located within this buffer pursuant to the Town Code. In order to meet the open space requirements for the full 35' buffer width, additional area was added to the interior and perimeter parking landscaping in coordination with the Town staff. See the chart labeled Open Space on sheet 3 of the preliminary plans for information on the buffer space reduction and the location of the additional captured open space areas. Also, all required planting for the 35' Buffer have been provided within the reduced buffer width per Section 58-700 (c) of the Town

We trust you will find these changes to the landscape buffer sufficient. If you have any comments or questions, please feel free to contact me at 703-393-9887.

Engineer 1 – Land Development Division

christopher consultants, Itd. 9417 innovation drive manassas, virginia 20110

christopher consultants

July 1, 2013

Mr. David Leake Town of Haymarket P.O. Box 1230 Haymarket, VA 20168

Re: Haymarket Ice Rink Expansion ccl Project #: 09090.005.00

Dear Mr. Leake:

Pursuant to Section 58-703(g) we request a waiver of Section 58-703(d) which states that a continuous landscape strip at least five feet in width shall be located between the property owner's parking lot and the property line; and that there will be two trees and six shrubs for every 30 linear feet of landscape parking strip. Currently the area between the two parking lots is a grass strip with varying widths and trees scattered throughout. The grass area on the Iceplex site (zoned I-1) is being used as an area to dump ice from the rink. The area past the grass strip on the Durham property (zoned I-1) is used as a travelway for trucks around the building. This plan proposes 13 compact car parking spaces that would encroach into this grass area and reduce the area available for landscaping below the required minimum 5' width for landscaping between the parking lot and the property line.

This plan still proposes to plant the 7 trees and 21 shrubs that would be required in this landscape area. These plantings will be provided in other landscape strips throughout the Iceplex site. By waiving this requirement and allowing a decreased landscape strip width and the landscaping to be moved, the intent of this requirement to add landscaping to the site would still be met while still allowing the Iceplex to meet parking requirements. See plan sheet 03 of the Haymarket Iceplex Expansion Preliminary Plan for planting locations and buffer calculations.

We trust you will find these changes to the landscape strip sufficient. If you have any comments or questions, please feel free to contact me at 703-393-9887,

Engineer 1 - Land Development Division

703.393.9076

23' TRAVELWAY 1.5" ASPHALT TYPE SM-9.5A, SURFACE COURSE \ 3" BM-25.0A BASE COURSE 6" AGGREGATE, TYPE 21-A, BASE COURSE TYPICAL SECTION-PARKING AREAS

(SEE DETAIL

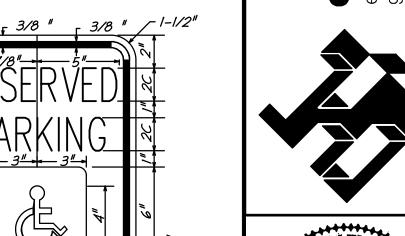
THIS SHEET)

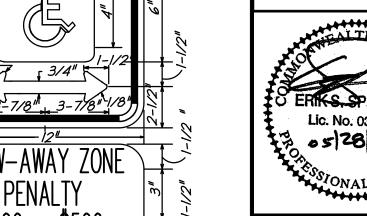
(NOT TO SCALE)

VAN PARKING SPACES SHALL BE 8' MINIMUM IN WIDTH WHERE

THE ADJACENT ACCESS AISLE IS 8' MINIMUM IN WIDTH.

PROJECT STATUS DATE **ACTION** 9/3/14 TOWN COMMENTS

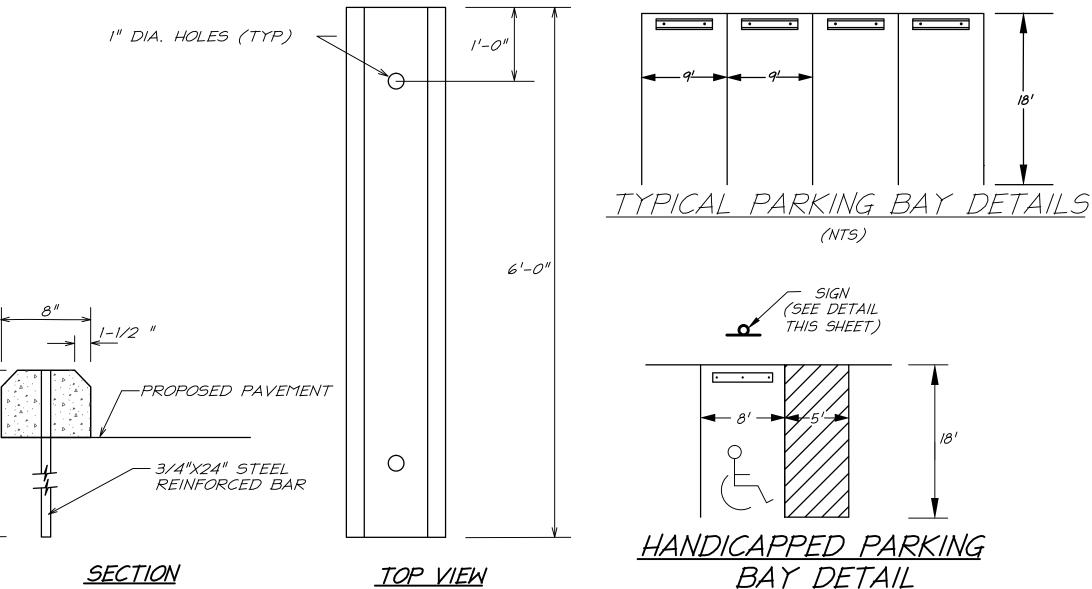




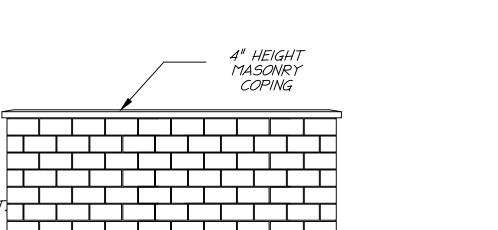
COLORS: LEGEND AND BORDER - GREEN WHITE SYMBOL ON BLUE BACKGROUND BACKGROUND - WHITE

NOTE: PROVIDE SIGNS AS INDICATED ON SITE PLAN HANDICAPPED SIGN

(NOT TO SCALE)



PRE-CAST CONCRETE WHEELSTOP NOT TO SCALE

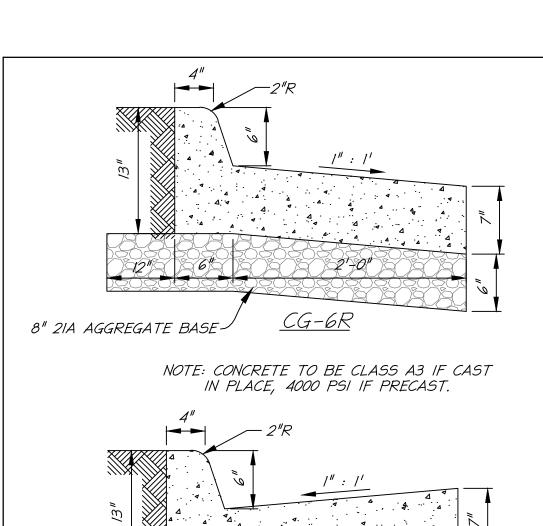


FACE MASONRY BLOCK WALL DUMPSTER AREA SCREENING DETAIL NOT TO SCALE

APPROX. 13'x13' INSIDE THIS IS INTENDED AS A MINIMUM. REFER TO ARCHITECTURAL PLANS FOR MORE SPECIFIC DETAILS. DUMPSTER SCREENING MUST BE APPROVED BY THE ARCHITECTURAL REVIEW BOARD



DUMPSTER GATE DETAIL MATERIAL TO BE PVC OR ALUMINUM LOUVERS



<u>CG-6</u> 8" 21A AGGREGATE BASE

TYPICAL SECTION COMBINATION 6" CURB & GUTTER (NOT TO SCALE)

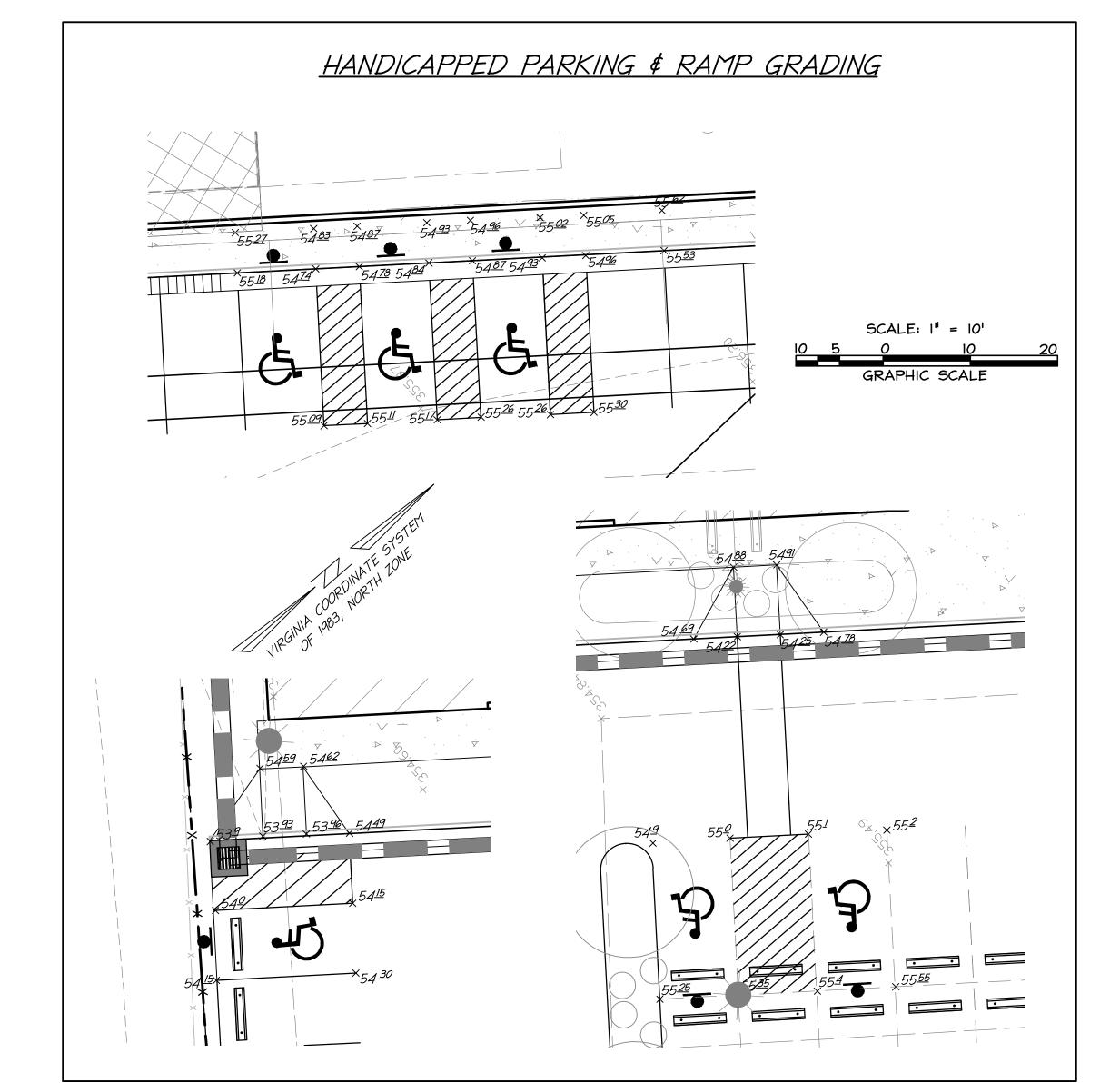
6.a.d

PROJECT NO:09090.005.00 SCALE: AS SHOWN

APRIL 2014

DESIGN: DLL DRAWN: DLL CHECKED: ESS

SHEET No.



The contractor/owner shall notify the engineer immediately and prior to construction if there is any question on compliance.

It shall be the architect's/owner's responsibility to review these plans to insure that the architectural plans meet the proposed elevations shown on the plans in order to provide an accessible building entrance.

If a conflict exists between the federal, state or local code, the more restrictive code shall apply. All amenities in public open space not detailed or shown on this plan shall comply with the referenced standards for accessibility.

DESIGN AND CONSTRUCTION SPECIFICATIONS Based on 2010 ADA Standards for Accessible Design

206 Accessible Routes

206.1 General. Accessible routes shall be provided in accordance with 206 and shall comply with Chapter 4.

206.2 Where Required. Accessible routes shall be provided where required by 206.2.

206,2,1 Site Arrival Points. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve.

I. Where exceptions for alterations to avalified historic buildings or facilities are permitted by 202.5, no more than one accessible route from a site arrival point to an accessible entrance shall be required.

2. An accessible route shall not be required between site arrival points and the building or facility entrance if the only means of access between them is a vehicular way not providing pedestrian access.

206.4 Entrances. Entrances shall be provided in accordance with 206.4. Entrance doors, doorways, and gates shall comply with 404 and shall be on an accessible route complying with 402.

1. Where an alteration includes alterations to an entrance, and the building or facility has another entrance complying with 404 that is on an accessible route, the altered entrance shall not be required to comply with 206.4 unless required by 202.4. 2. Where exceptions for alterations to qualified historic buildings or facilities are permitted by 202.5, no more than one public entrance shall be required to comply with 206.4. Where no public entrance can comply with 206.4 under criteria established in 202.5 Exception, then either an unlocked entrance not used by the public shall comply with 206.4; or a locked entrance complying with 206.4 with a notification system or remote monitoring shall be provided.

206.4.1 Public Entrances. In addition to entrances required by 206.4.2 through 206.4.9, at least 60 percent of all public entrances shall comply with 404.

206.4.2 Parking Structure Entrances. Where direct access is provided for pedestrians from a parking structure to a building or facility entrance, each direct access to the building or facility entrance shall comply with 404.

207 Accessible Means of Egress

207.1 General. Means of egress shall comply with section 1003.2.13 of the International Building Code (2000 edition and 2001 Supplement) or section 1007 of the International Building Code (2003 edition) (incorporated by reference, see "Referenced Standards" in

EXCEPTIONS:

I. Where means of egress are permitted by local building or life safety codes to share a common path of egress travel, accessible means of egress shall be permitted to share a common path of egress travel. 2. Areas of refuge shall not be required in detention and correctional facilities.

208 Parking Spaces

208.1 General. Where parking spaces are provided, parking spaces shall be provided in accordance with 208.

EXCEPTION: Parking spaces used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles, or vehicular impound shall not be required to comply with 208 provided that lots accessed by the public are provided with a passenger loading zone complying with 503.

302 Floor or Ground Surfaces

302.1 General. Floor and ground surfaces shall be stable, firm, and slip resistant and shall comply with 302.

302.3 Openings. Openings in floor or ground surfaces shall not allow passage of a sphere more than 1/2 inch (13 mm) diameter except as allowed in 407.4.3, 409.4.3, 410.4, 810.5.3 and 810.10. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel.

303 Changes in Level

303.1 General. Where changes in level are permitted in floor or ground surfaces, they shall comply with 303.

303.2 Vertical. Changes in level of 1/4 inch (6.4 mm) high maximum shall be permitted to be vertical.

303.3 Beveled. Changes in level between 1/4 inch (6.4 mm) high minimum and 1/2 inch (13 mm) high maximum shall be beveled with a slope not steeper than 1:2.

303.4 Ramps. Changes in level greater than 1/2 inch (13 mm) high shall be ramped, and shall comply with 405 or 406.

304 Turning Space

304.1 General. Turning space shall comply with 304.

304.2 Floor or Ground Surfaces. Floor or ground surfaces of a turning space shall comply with 302. Changes in level are not permitted.

304.3 Size. Turning space shall comply with 304.3.1 or 304.3.2.

304.3.1 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.3.2 T-Shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

402 Accessible Routes

402.1 General. Accessible routes shall comply with 402.

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways,

ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

403 Walking Surfaces

403.1 General. Walking surfaces that are a part of an accessible route shall comply with

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302.

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

EXCEPTION: Where the clear width at the turn is 60 inches (1525 mm) minimum compliance with 403.5.2 shall not be required.

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either: a space 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum; or, an intersection of two walking surfaces providing a T-shaped space complying with 304.3.2 where the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.

403.6 Handrails. Where handrails are provided along walking surfaces with running slopes not steeper than 1:20 they shall comply with 505.

404 Doors, Doorways, and Gates

404.1 General. Doors, doorways, and gates that are part of an accessible route shall

EXCEPTION: Doors, doorways, and gates designed to be operated only by security personnel shall not be required to comply with 404.2.7, 404.2.8, 404.2.9, 404.3.2 and 404.3.4 through 404.3.7.

404.1 General Exception, Security personnel must have sole control of doors that are eliaible for the Exception at 404.1. It would not be acceptable for security personnel to operate the doors for people with disabilities while allowing others to have independent

404.2 Manual Doors, Doorways, and Manual Gates. Manual doors and doorways and manual gates intended for user passage shall comply with 404.2.

404.2.1 Revolving Doors, Gates, and Turnstiles. Revolving doors, revolving gates, and turnstiles shall not be part of an accessible route.

404.2.2 Double-Leaf Doors and Gates. At least one of the active leaves of doorways with two leaves shall comply with 404,2,3 and 404,2,4.

404.2.3 Clear Width. Door openings shall provide a clear width of 32 inches (815 mm) minimum. Clear openings of doorways with swinging doors shall be measured between the face of the door and the stop, with the door open 90 degrees. Openings more than 24 inches (610 mm) deep shall provide a clear opening of 36 inches (915 mm) minimum. There shall be no projections into the required clear opening width lower than 34 inches (865 mm) above the finish floor or ground. Projections into the clear opening width between 34 inches (865 mm) and 80 inches (2030 mm) above the finish floor or ground shall not exceed 4 inches (100 mm).

I. In alterations, a projection of 5/8 inch (16 mm) maximum into the required clear width shall be permitted for the latch side stop,

2. Door closers and door stops shall be permitted to be 78 inches (1980 mm) minimum above the finish floor or ground.

404.2.4 Maneuvering Clearances. Minimum maneuvering clearances at doors and gates

shall comply with 404.2.4. Maneuvering clearances shall extend the full width of the

doorway and the required latch side or hinge side clearance. EXCEPTION: Entry doors to hospital patient rooms shall not be required to provide the clearance beyond the latch side of the door.

404.2.4.1 Swinging Doors and Gates. Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.4.1.

405 Ramps

405.1 General, Ramps on accessible routes shall comply with 405. EXCEPTION: In assembly areas, aisle ramps adjacent to seating and not serving elements required to be on an accessible route shall not be required to comply with

405.2 Slope. Ramp runs shall have a running slope not steeper than 1:12.

EXCEPTION: In existing sites, buildings, and facilities, ramps shall be permitted to have running slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations.

405.3 Cross Slope. Cross slope of ramp runs shall not be steeper than 1:48.

405.4 Floor or Ground Surfaces. Floor or ground surfaces of ramp runs shall comply with 302. Changes in level other than the running slope and cross slope are not permitted on ramp runs.

405.5 Clear Width. The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 36 inches (915 mm) minimum.

EXCEPTION: Within employee work areas, the required clear width of ramps that are a part of common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

405.6 Rise. The rise for any ramp run shall be 30 inches (760 mm) maximum.

405.7 Landings, Ramps shall have landings at the top and the bottom of each ramp run. Landings shall comply with 405.7.

405.7.1 Slope. Landings shall comply with 302. Changes in level are not permitted. EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

405.7.2 Width. The landing clear width shall be at least as wide as the widest ramp run leading to the landing.

405.7.3 Length. The landing clear length shall be 60 inches (1525 mm) long minimum. 405.7.4 Change in Direction. Ramps that change direction between runs at landings shall have a clear landing 60 inches (1525 mm) minimum by 60 inches (1525 mm) minimum

405.7.5 Doorways. Where doorways are located adjacent to a ramp landing, maneuvering clearances required by 404.2.4 and 404.3.2 shall be permitted to overlap the required landing area.

405.8 Handrails. Ramp runs with a rise greater than 6 inches (150 mm) shall have handrails complying with 505.

EXCEPTION: Within employee work areas, handrails shall not be required where ramps that are part of common use circulation paths are designed to permit the installation of handrails complying with 505. Ramps not subject to the exception to 405.5 shall be designed to maintain a 36 inch (915 mm) minimum clear width when handrails are installed.

405.9 Edge Protection. Edge protection complying with 405.9.1 or 405.9.2 shall be provided on each side of ramp runs and at each side of ramp landings.

EXCEPTIONS:

I. Edge protection shall not be required on ramps that are not required to have handrails and have sides complying with 406.3. 2. Edge protection shall not be required on the sides of ramp landings serving an

adjoining ramp run or stairway. 3. Edge protection shall not be required on the sides of ramp landings having a vertical drop-off of 1/2 inch (13 mm) maximum within 10 inches (255 mm) horizontally of the minimum landing area specified in 405.7.

405.9.1 Extended Floor or Ground Surface. The floor or ground surface of the ramp run or landing shall extend 12 inches (305 mm) minimum beyond the inside face of a handrail complying with 505.

405.9.2 Curb or Barrier. A curb or barrier shall be provided that prevents the passage of a 4 inch (100 mm) diameter sphere, where any portion of the sphere is within 4 inches (100 mm) of the finish floor or ground surface.

406 Curb Ramps

406.1 General. Curb ramps on accessible routes shall comply with 406, 405.2 through 405.5, and 405.10.

406.2 Counter Slope. Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

406.3 Sides of Curb Ramps. Where provided, curb ramp flares shall not be steeper than

406.4 Landings. Landings shall be provided at the tops of curb ramps. The landing clear length shall be 36 inches (915 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.

EXCEPTION: In alterations, where there is no landing at the top of curb ramps, curb ramp flares shall be provided and shall not be steeper than 1:12.

406.5 Location. Curb ramps and the flared sides of curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Curb ramps at marked crossings shall be wholly contained within the markings, excluding any flared sides.

406.6 Diagonal Curb Ramps. Diagonal or corner type curb ramps with returned curbs or other well-defined edges shall have the edges parallel to the direction of pedestrian flow. The bottom of diagonal curb ramps shall have a clear space 48 inches (1220 mm) minimum outside active traffic lanes of the roadway. Diagonal curb ramps provided at marked crossings shall provide the 48 inches (1220 mm) minimum clear space within the markings. Diagonal curb ramps with flared sides shall have a segment of curb 24 inches (610 mm) long minimum located on each side of the curb ramp and within the marked crossing.

406.7 Islands. Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. Each curb ramp shall have a level area 48 inches (1220 mm) long minimum by 36 inches (915 mm) wide minimum at the top of the curb ramp in the part of the island intersected by the crossings. Each 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum area shall be oriented so that the 48 inch (1220 mm) minimum length is in the direction of the running slope of the curb ramp it serves. The 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum areas and the accessible route shall be permitted to overlap.

501 General

501.1 Scope. The provisions of Chapter 5 shall apply where required by Chapter 2 or where referenced by a requirement in this document.

502 Parking Spaces

share a common access aisle.

parking spaces.

502.1 General. Car and van parking spaces shall comply with 502. Where parking spaces are marked with lines, width measurements of parking spaces and access aisles shall be made from the centerline of the markings.

EXCEPTION: Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

502.2 Vehicle Spaces. Car parking spaces shall be 96 inches (2440 mm) wide minimum and van parkina spaces shall be 132 inches (3350 mm) wide minimum, shall be marked

to define the width, and shall have an adjacent access aisle complying with 502.3.

EXCEPTION: Van parking spaces shall be permitted to be 96 inches (2440 mm) wide minimum where the access aisle is 96 inches (2440 mm) wide minimum.

502.3 Access Aisle. Access aisles serving parking spaces shall comply with 502.3. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to

502.3.1 Width. Access aisles serving car and van parking spaces shall be 60 inches (1525 mm) wide minimum.

502.3.2 Length. Access aisles shall extend the full length of the parking spaces they

502.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

502.3.4 Location. Access aisles shall not overlap the vehicular way. Access aisles shall be permitted to be placed on either side of the parking space except for angled van parking spaces which shall have access aisles located on the passenger side of the

502.4 Floor or Ground Surfaces. Parking spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the parking spaces they serve. Changes in level are not permitted.

EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

502.5 Vertical Clearance. Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98 inches (2490 mm) minimum.

502.6 Identification. Parking space identification signs shall include the International Symbol of Accessibility complying with 703.7.2.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the finish floor or ground surface measured to the bottom of the sign.

502,7 Relationship to Accessible Routes, Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.

503 Passenger Loading Zones

503.1 General. Passenger loading zones shall comply with 503.

503.2 Vehicle Pull-Up Space. Passenger loading zones shall provide a vehicular pull-up space 96 inches (2440 mm) wide minimum and 20 feet (6100 mm) long minimum.

503.3 Access Aisle. Passenger loading zones shall provide access aisles complying with 503 adjacent to the vehicle pull-up space. Access aisles shall adjoin an accessible route

and shall not overlap the vehicular way. 503,3,1 Width. Access aisles serving vehicle pull-up spaces shall be 60 inches (1525) mm) wide minimum.

503.3,2 Length. Access aisles shall extend the full length of the vehicle pull-up spaces

503.3.3 Marking. Access aisles shall be marked so as to discourage parking in them.

503.4 Floor and Ground Surfaces. Vehicle pull-up spaces and access aisles serving them shall comply with 302. Access aisles shall be at the same level as the vehicle pull-up space they serve. Changes in level are not permitted.

EXCEPTION: Slopes not steeper than 1:48 shall be permitted.

503.5 Vertical Clearance. Vehicle pull-up spaces, access aisles serving them, and a vehicular route from an entrance to the passenger loading zone, and from the passenger loading zone to a vehicular exit shall provide a vertical clearance of 114 inches (2895 mm) minimum.

504 Stairways

504.1 General. Stairs shall comply with 504.

504.2 Treads and Risers. All steps on a flight of stairs shall have uniform riser heights and uniform tread depths. Risers shall be 4 inches (100 mm) high minimum and 7 inches (180 mm) high maximum. Treads shall be 11 inches (280 mm) deep minimum.

504.3 Open Risers. Open risers are not permitted.

504.4 Tread Surface, Stair treads shall comply with 302, Changes in level are not permitted.

EXCEPTION: Treads shall be permitted to have a slope not steeper than 1:48.

504.5 Nosings. The radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical. The permitted projection of the nosing shall extend I 1/2 inches (38 mm) maximum over the tread below.

504.6 Handrails. Stairs shall have handrails complying with 505.

504.7 Wet Conditions. Stair treads and landings subject to wet conditions shall be designed to prevent the accumulation of water.

505 Handrails

505.1 General. Handrails provided along walking surfaces complying with 403, required at ramps complying with 405, and required at stairs complying with 504 shall comply with

505.2 Where Required. Handrails shall be provided on both sides of stairs and ramps.

505.4 Height. Top of gripping surfaces of handrails shall be 34 inches (865 mm) minimum and 38 inches (965 mm) maximum vertically above walking surfaces, stair nosings, and ramp surfaces. Handrails shall be at a consistent height above walking surfaces, stair nosings, and ramp surfaces.

505.5 Clearance. Clearance between handrail gripping surfaces and adjacent surfaces shall be I I/2 inches (38 mm) minimum.

505.6 Gripping Surface. Handrail gripping surfaces shall be continuous along their length and shall not be obstructed along their tops or sides. The bottoms of handrail grippin surfaces shall not be obstructed for more than 20 percent of their length. Where provided, horizontal projections shall occur I 1/2 inches (38 mm) minimum below the bottom of the handrail gripping surface.

EXCEPTIONS: I. Where handrails are provided along walking surfaces with slopes not steeper than 1:20, the bottoms of handrail gripping surfaces shall be permitted to be obstructed along their entire length where they are integral to crash rails or bumper guards. 2. The distance between horizontal projections and the bottom of the gripping surface shall be permitted to be reduced by 1/8 inch (3.2 mm) for each 1/2 inch (13 mm) of additional handrail perimeter dimension that exceeds 4 inches (100

705 Detectable Warnings

705,1 General. Detectable warnings shall consist of a surface of truncated domes and

shall comply with 705. 705.1.1 Dome Size. Truncated domes in a detectable warning surface shall have a base diameter of 0.9 inch (23 mm) minimum and 1.4 inches (36 mm) maximum, a top diameter of 50 percent of the base diameter minimum to 65 percent of the base

705.1.2 Dome Spacing. Truncated domes in a detectable warning surface shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inch (17 mm) minimum, measured between the most adjacent domes on a square grid.

705.1.3 Contrast. Detectable warning surfaces shall contrast visually with adjacent

walking surfaces either light-on-dark, or dark-on-light. 705.2 Platform Edges. Detectable warning surfaces at platform boarding edges shall be 24 inches (610 mm) wide and shall extend the full length of the public use areas of

the platform. 810 Transportation Facilities

vehicle roadway.

810.1 General. Transportation facilities shall comply with 810.

diameter maximum, and a height of 0.2 inch (5.1 mm).

810.2 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with 810.2.

810.2.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable surface. 810.2.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the

810.2.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.

810.2.4 Slope. Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.

810.3 Bus Shelters. Bus shelters shall provide a minimum clear floor or ground space

complying with 305 entirely within the shelter. Bus shelters shall be connected by an

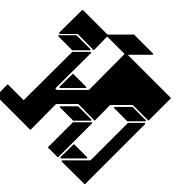
accessible route complying with 402 to a boarding and alighting area complying with

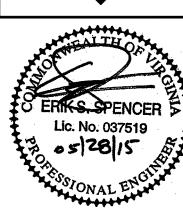
810.4 Bus Signs. Bus route identification signs shall comply with 703.5.1 through 703.5.4, and 703.5.7 and 703.5.8. In addition, to the maximum extent practicable, bus route identification signs shall comply with 703.5.5.

PROJECT STATUS DATE **ACTION** 9/3/14 TOWN COMMENTS

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CONSI er stoph r L 6.a.d





PROJECT NO:09090.005.00

APRIL 2014 DESIGN: DLL

DRAWN: DLL

SHEET No.

CHECKED: ESS

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION

STANDARDS AND SPECIFICATIONS.

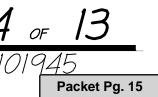
6.a.d

PROJECT NO:09090.005.00

DATE: APRIL 2014

DESIGN: DLL DRAWN: DLL CHECKED: ESS

SHEET No. ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.



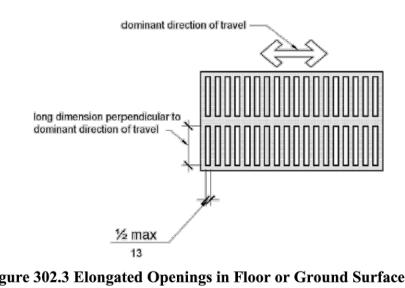


Figure 302.3 Elongated Openings in Floor or Ground Surfaces

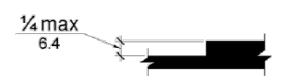


Figure 303.2 Vertical Change in Level

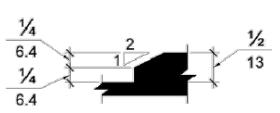


Figure 303.3 Beveled Change in Level

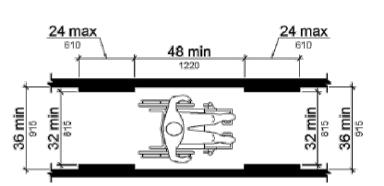


Figure 403.5.1 Clear Width of an Accessible Route

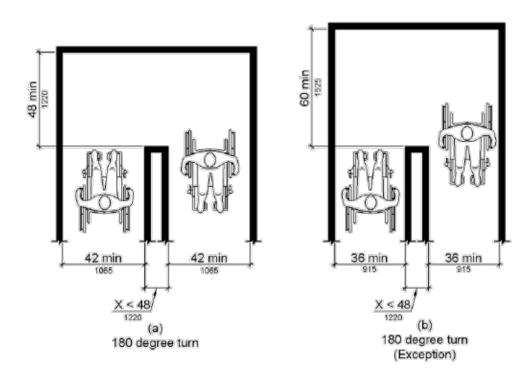


Figure 403.5.2 Clear Width at Turn

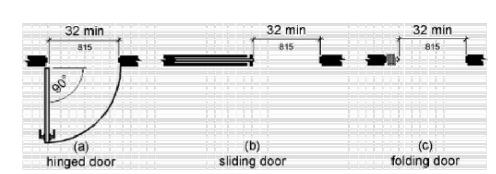


Figure 404.2.3 Clear Width of Doorways

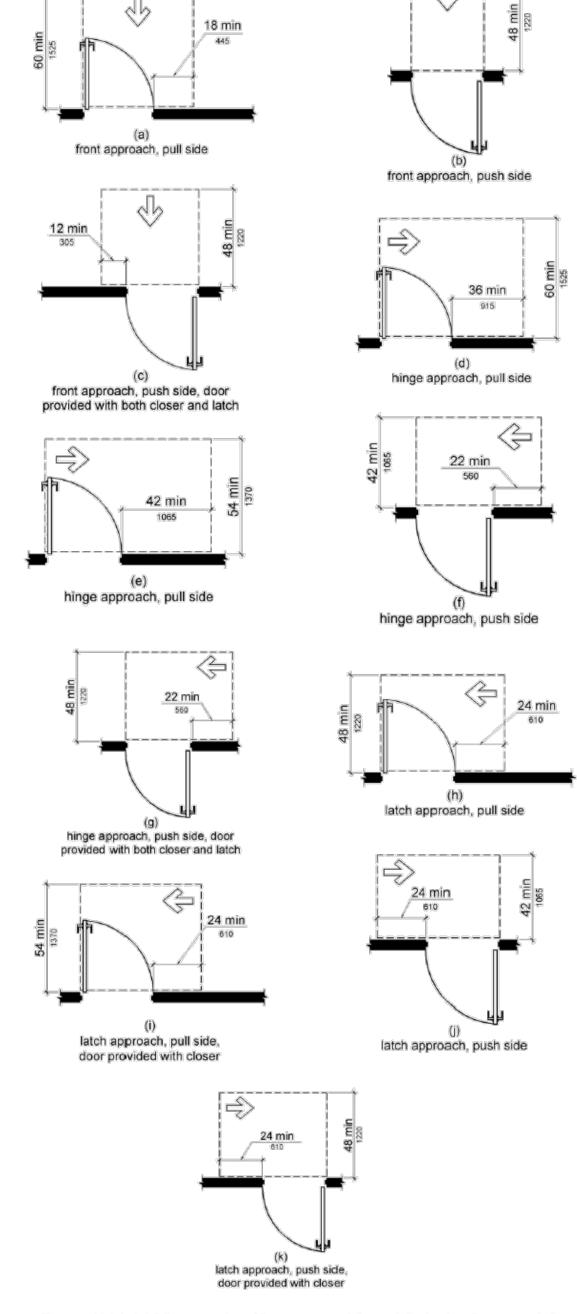


Figure 404.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

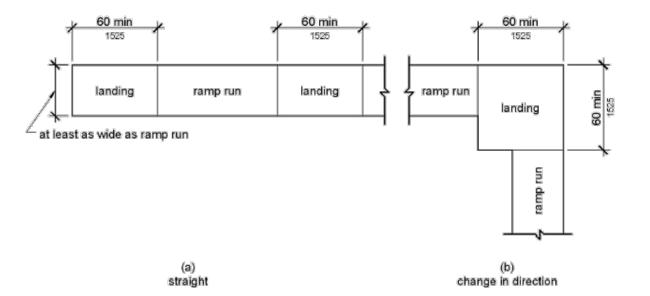
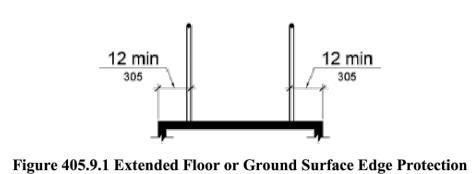


Figure 405.7 Ramp Landings



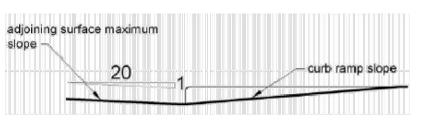


Figure 406.2 Counter Slope of Surfaces Adjacent to Curb Ramps

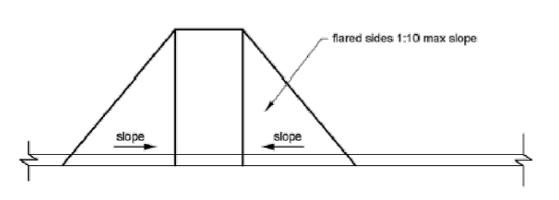


Figure 406.3 Sides of Curb Ramps

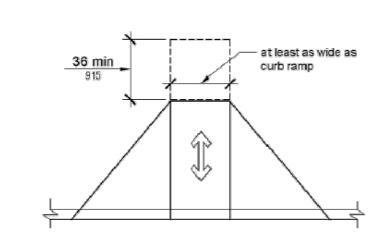


Figure 406.4 Landings at the Top of Curb Ramps

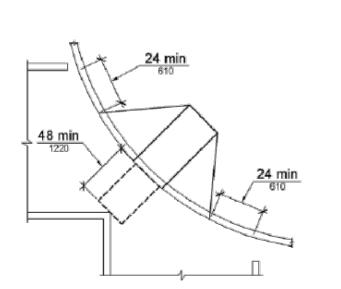
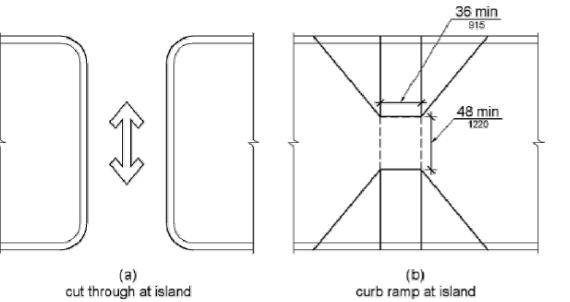
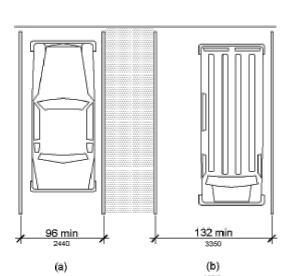


Figure 406.6 Diagonal or Corner Type Curb Ramps





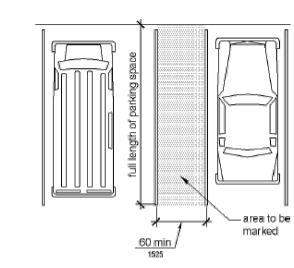


Figure 502.3 Parking Space Access Aisle

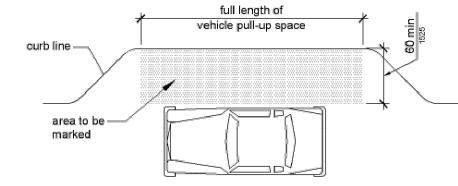


Figure 503.3 Passenger Loading Zone Access Aisle

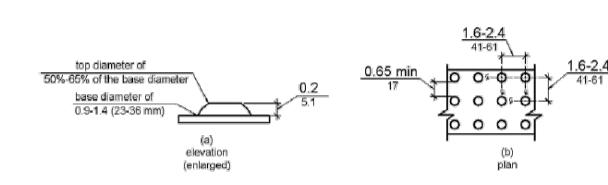


Figure 705.1 Size and Spacing of Truncated Domes





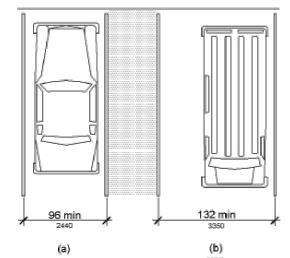
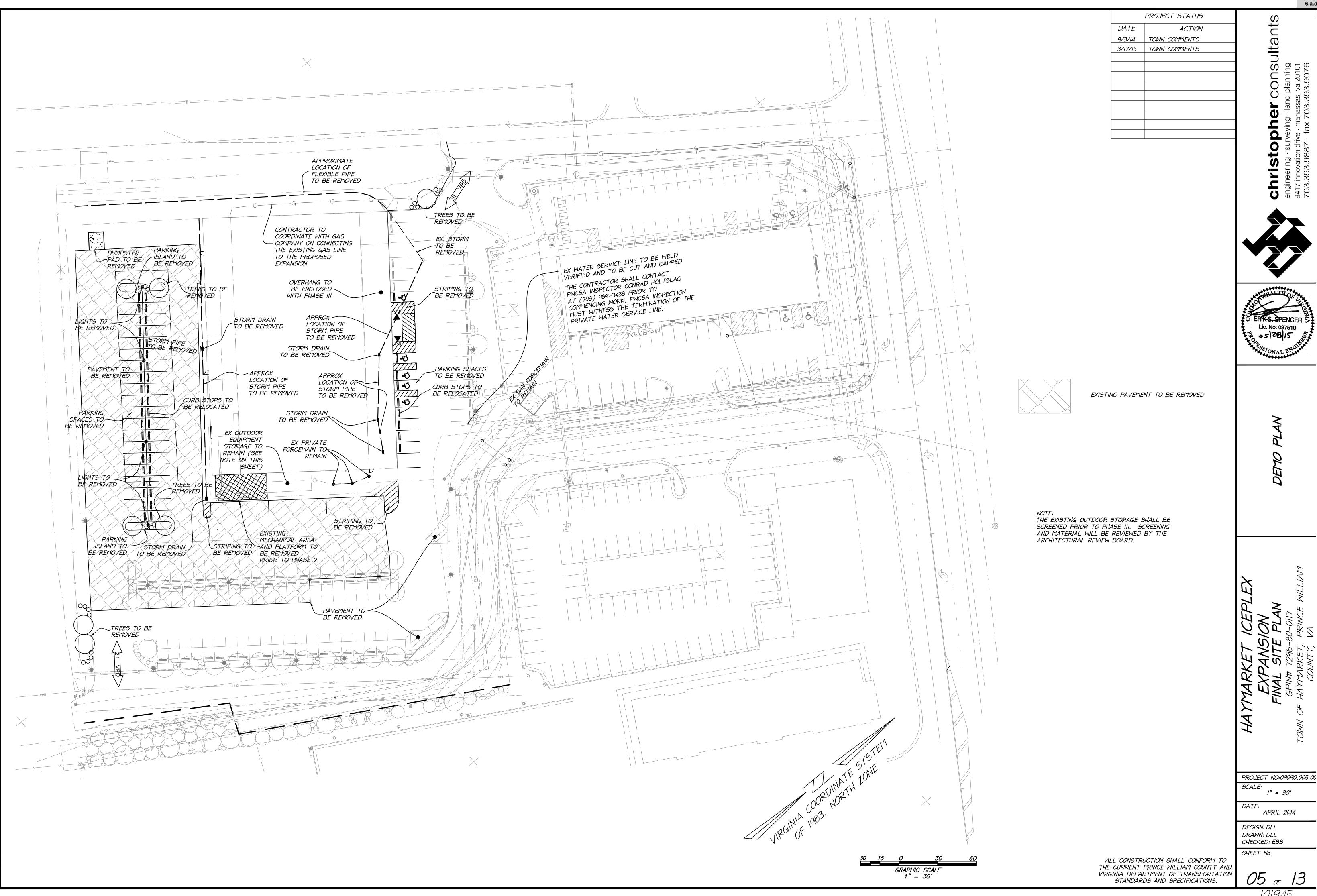


Figure 502.2 Vehicle Parking Spaces



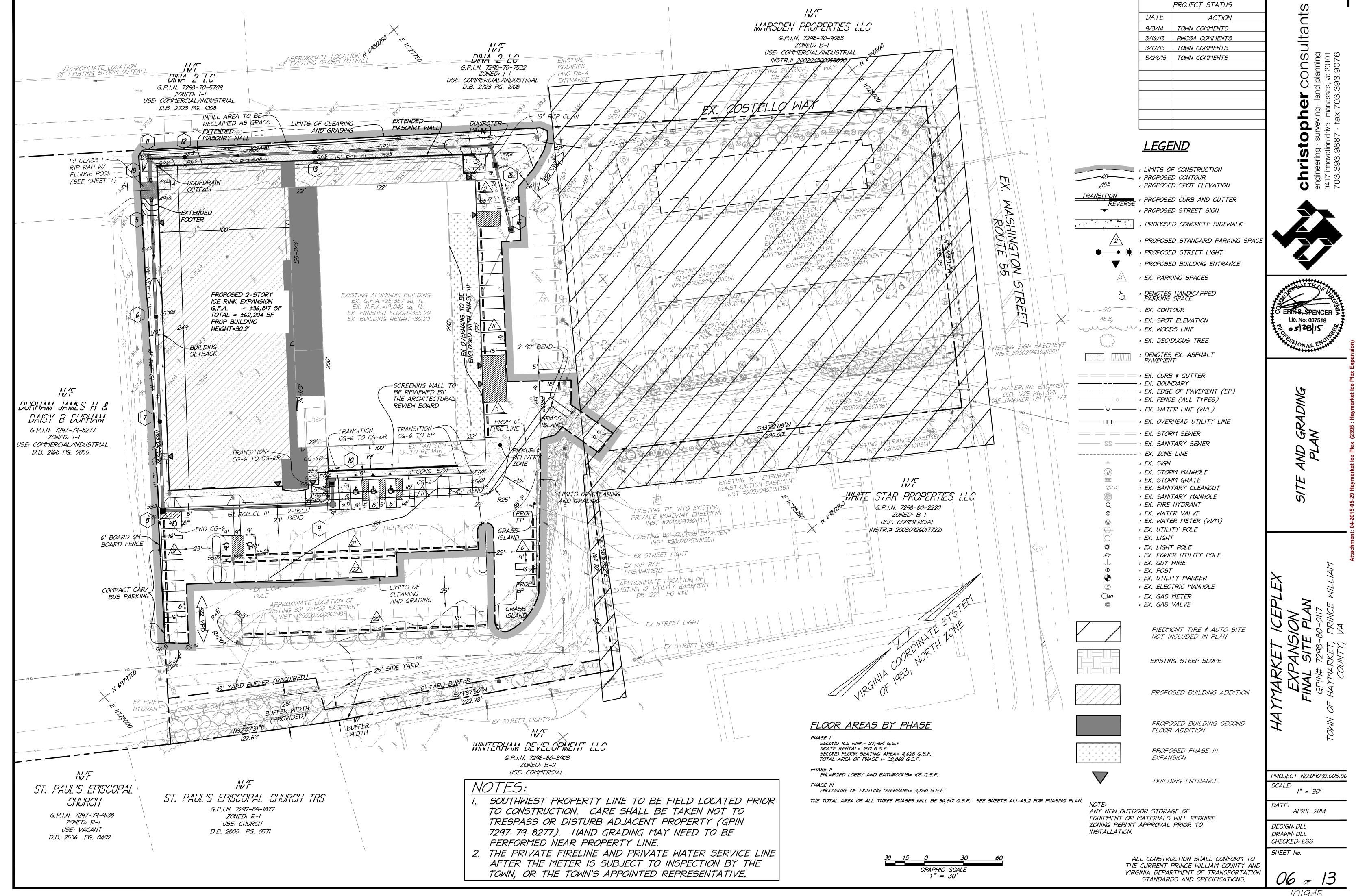
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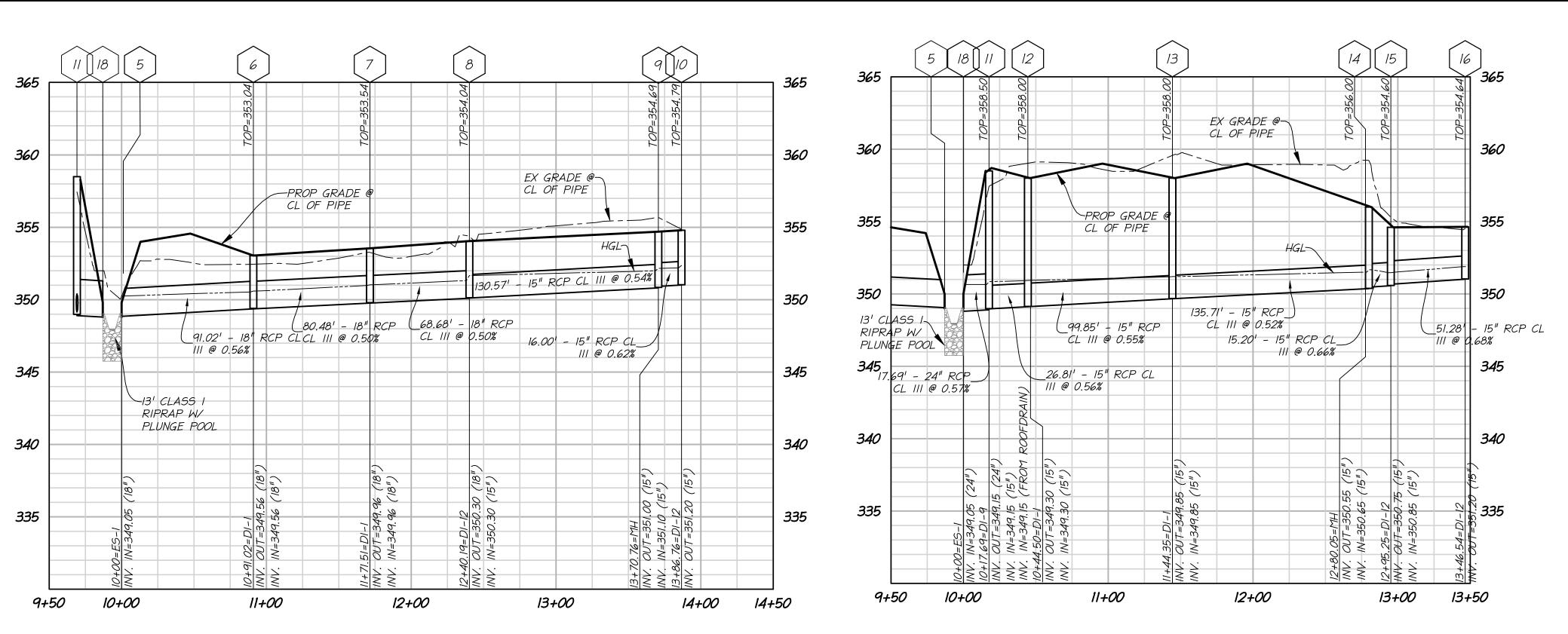
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OF PWCSA ENGINEERING. *THE DEVELOPER SHOULD REQUEST REIMBURSEMENT PER THE a) Minimum Pressure: b) Maximum Pressure: c) Fire Flow: 12 - inch 14 - inch 16 - inch 16 - inch 18 - inch Service Authority					WATER AND SANITARY DESIGN: DLL
*THE DEVELOPER SHOULD REQUEST REIMBURSEMENT PER THE c) Fire Flow: c) Flow: c) Flow: 16 - inch 18 - inc			a) Minimum Pressure: a) Static Pressure: <i>68 psi</i>	12 - inch	CHECKED: ESS
TO A CONTROL OF THE PROPERTY AND THE PRO		*THE DEVELOPER SHOULD REQUEST REIMBURSEMENT PER THE	c) Fire Flow: c) Flow:	Service Authority	

PROJECT STATUS

Project Summary & Analysis			W	ATER IN	FORMATION			S	ANITARY	SEWER INFORMATION		ts S
PLAN TITLE: HAYMARKET ICEPLEX	Date:	Total Time		Pipe Size:	Footage: Comments:	Stations:		Lateral		%	Comments:	an
WC PLAN NO.: 15-HAYOIROI		Spent For Day	,; Stutions.	Tipe Size.	rootage.		& Material:	Location:	Location:	of Grade:		-
WCSA Inspector:												CONSI
ontractor(s):												
pe of project (Check all that apply):												auc 🕳
 □ Residential SFD □ Public Improvement Plan □ Residential Townhouses □ Road Plans □ Non-Residential 2-4 pad site 	es											
☐ Residential Multi-family ☐ Off Site Utilities ☐ Non-Residential 5+ pad sites												
ate Project Started:												
e All Water & Sanitary Sewer Mains Completed & Tested:												Z
te Full Beneficial Use Assigned: te Released from Bond:												
mber of lots or pad sites:	=											
antity of water main:												
mber of meter taps to the main:												
mber of manholes:								 	+			
mber of mannoles:mber of lateral connects to the main:												
scription of major factors that added significant inspection time (rock,	-	+						-				
es, night work, restrictions in right—of—way, temporary services, pump unds, etc.)												J. A. CO. CO. CO. CO. CO. CO. CO. CO. CO. CO
ands, etc.,												O ERIKS, SPEN
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ject Proficiency: te project on a scale of 1 to 5 with 1 being the most proficient.)												
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mated Total Office/Mis. Time:												
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mber of Beneficial Use Inspections and Estimated Time:		_										- 7
mber of Bond Release Inspections and Estimated Time:												
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								 	1			SHEET No.
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									Ha	ymarket Ice I	Rink									
Line ID	Drainage	Runoff	Incr	Total	Inlet	ı	Total	Known	Flow	Invert	Invert	Line	Line	Line	Capacity	Vel	Vel	Dino Travol	Tc	Grnd/Rim
Line ID	Area	Coeff	CxA	CxA	Time	Sys	Runoff	Q	Rate	Up	Dn	Length	Slope	Size	Full	Ave	Full	Pipe Travel	10	Elev Up
	(ac)	(C)			(min)	(in/hr)	(cfs)	(cfs)	(cfs)	(ft)	(ft)	(ft)	(%)	(in)	(cfs)	(ft/s)	(ft/s)	(min)	(min)	(ft)
10-9	0.53	0.90	0.48	0.48	5.00	7.27	3.47	0.00	3.47	351.20	351.10	16.00	0.63	15.00	5.11	3.23	4.16	0.08	5.00	354.79
9-8	0.00	0.00	0.00	0.48	5.00	7.24	3.45	0.00	3.45	351.00	350.30	130.57	0.54	15.00	4.73	3.06	3.85	0.71	5.10	354.69
8-7	0.41	0.90	0.37	0.85	5.00	7.02	5.94	0.00	5.94	350.30	349.96	68.68	0.50	18.00	7.39	4.55	4.18	0.25	5.80	354.04
7-6	0.03	0.30	0.01	0.86	5.00	6.95	5.94	0.00	5.94	349.96	349.56	80.48	0.50	18.00	7.40	4.64	4.19	0.29	6.00	353.54
6-5	0.05	0.30	0.02	0.87	5.00	6.86	5.97	0.00	5.97	349.56	349.05	91.03	0.56	18.00	7.86	4.45	4.45	0.34	6.30	353.04
16-15	0.52	0.75	0.39	0.39	5.00	7.27	2.83	0.00	2.83	351.20	350.85	51.28	0.68	15.00	5.33	4.30	4.34	0.20	5.00	354.64
15-14	0.60	0.10	0.06	0.45	5.00	7.20	3.24	0.00	3.24	350.75	350.65	15.20	0.66	15.00	5.24	3.72	4.27	0.07	5.20	354.60
14-13	0.00	0.00	0.00	0.45	5.00	7.18	3.23	0.00	3.23	350.55	349.85	135.71	0.52	15.00	4.64	2.92	3.78	0.77	5.30	356.00
13-12	0.04	0.30	0.01	0.46	5.00	6.95	3.21	0.00	3.21	349.85	349.30	99.85	0.55	15.00	4.79	2.62	3.90	0.64	6.00	358.00
12-11	0.03	0.30	0.01	0.47	5.00	6.77	3.19	0.00	3.19	349.30	349.15	26.81	0.56	15.00	4.83	2.60	3.94	0.17	6.70	358.00
11-18	1.32	0.90	1.19	1.66	5.00	6.72	11.15	0.00	11.15	349.15	349.05	18.00	0.56	24.00	16.86	4.91	5.37	0.06	6.80	358.50

							Hayma	rket Ice Ri	nk - HGL CC	OMPUTATIO	ONS							
Line ID	Line Size	Flow Rate	Invert Dn	HGL Dn	Depth Dn	Vel Ave	Vel Hd Dn	Flow Rate	Grnd/Ri m Elev Dn	Line Length	Invert Up	HGL Up	Depth Up	Vel Hd Up	Grnd/Ri m Elev Up	Energy Loss	J-Loss Coeff	Minor Loss
	(in)	(cfs)	(ft)	(ft)	(ft)	(ft/s)	(ft)	(cfs)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		(ft)
6-5	18	5.97	349.05	350.25	1.20	4.45	0.24	5.97	351.81	91.03	349.56	350.53	0.97	0.38	353.04	0.42	0.15	0.06
7-6	18	5.94	349.56	350.59	1.03	4.64	0.33	5.94	353.04	80.48	349.96	350.98	1.02	0.34	353.54	0.40	0.15	0.05
8-7	18	5.94	349.96	351.03	1.07	4.55	0.30	5.94	353.54	68.68	350.30	351.31	1.01	0.34	354.04	0.32	1.00	0.34
9-8	15	3.45	350.30	351.65	1.25	3.06	0.12	3.45	354.04	130.57	351.00	351.99	0.99	0.17	354.69	0.39	1.00	0.17
10-9	15	3.47	351.10	352.16	1.06	3.23	0.15	3.47	354.69	16.00	351.20	352.19	0.99	0.17	354.79	0.05	1.00	0.17
11-18	24	11.15	349.05	350.65	1.60	4.91	0.50	11.15	351.49	18.00	349.15	350.35	1.20**	0.50	358.50	0.00	1.00	n/a
12-11	15	3.19	349.15	350.85	1.25	2.60	0.10	3.19	358.50	26.81	349.30	350.91	1.25	0.10	358.00	0.07	0.15	0.02
13-12	15	3.21	349.30	350.93	1.25	2.62	0.11	3.21	358.00	99.85	349.85	351.18	1.25	0.11	358.00	0.25	0.15	0.02
14-13	15	3.23	349.85	351.19	1.25	2.92	0.11	3.23	358.00	135.71	350.55	351.51	0.96	0.16	356.00	0.37	0.98	0.16
15-14	15	3.24	350.65	351.66	1.01	3.72	0.30	3.24	356.00	15.20	350.75	351.47	0.72**	0.30	354.60	0.00	0.15	n/a
16-15	15	2.83	350.85	351.50	0.65	4.30	0.27	2.83	354.60	51.28	351.20	351.88	0.68**	0.27	354.64	0.00	1.00	n/a

NOTES: ** Critical depth Hydraflow Strom Sewers Extension

GRATE INLET DESIGN COMPUTATIONS										
GRATE DESIGN REMARKS										
Type	Area	"C"	''ן''	FLOW	GRATE	PERIM (ft.)	AREA (sf.)	DEPTH		
DI-1	0.52	0.75	5.75	2.24		9.00	6.25	0.28		
DI-1	0.10	0.60	5.75	0.35		9.00	6.25	0.10		
DI-1	0.53	0.90	5.75	2.74		9.00	6.25	0.31		
DI-1	0.41	0.90	5.75	2.12		9.00	6.25	0.27		
	DI-1 DI-1 DI-1	DH1 0.52 DH1 0.10 DH1 0.53	DI-1 0.52 0.75 DI-1 0.10 0.60 DI-1 0.53 0.90	DI-1 0.52 0.75 5.75 DI-1 0.10 0.60 5.75 DI-1 0.53 0.90 5.75	Type Area "C" "I" FLOW DI-1 0.52 0.75 5.75 2.24 DI-1 0.10 0.60 5.75 0.35 DI-1 0.53 0.90 5.75 2.74	Type Area "C" "I" FLOW GRATE DI-1 0.52 0.75 5.75 2.24 I DI-1 0.10 0.60 5.75 0.35 I DI-1 0.53 0.90 5.75 2.74 I	Type Area "C" "I" FLOW GRATE PERIM (ft.) DI-1 0.52 0.75 5.75 2.24 I 9.00 DI-1 0.10 0.60 5.75 0.35 I 9.00 DI-1 0.53 0.90 5.75 2.74 I 9.00	Type Area "C" "I" FLOW GRATE PERIM (ft.) AREA (sf.) DI-1 0.52 0.75 5.75 2.24 I 9.00 6.25 DI-1 0.10 0.60 5.75 0.35 I 9.00 6.25 DI-1 0.53 0.90 5.75 2.74 I 9.00 6.25	GRATE DESIGN Type Area "C" "I" FLOW GRATE PERIM (ft.) AREA (sf.) DEPTH DH 0.52 0.75 5.75 2.24 I 9.00 6.25 0.28 DH 0.10 0.60 5.75 0.35 I 9.00 6.25 0.10 DH 0.53 0.90 5.75 2.74 I 9.00 6.25 0.31	

Note: Areas assume 50% clogged

STORMWATER MANAGEMENT/BMP NARRATIVE

SWM & BMP FOR THIS SITE HAS BEEN PROVIDED WITH PREVIOUS APPROVED PLAN TITLED "PIEDMONT TIRE & AUTO", PLAN # 10-HAY-01-R01. THE APPROVED PLAN USED A POST DEVELOPED WEIGHTED "C" OF 0.76 OR 76.74% IMPERVIOUS AREA FOR THIS SUB-AREA TITLED UN AND SHOWN ON SHEET II. THIS PLAN PROPOSES A WEIGHTED "C" OF 0.757 OR 75.7% IMPERVIOUS AREA FOR SUB-AREA UN. THIS IS WITHIN THE PREVIOUSLY APPROVED OVERALL DEVELOPMENT AND THEREFOR SWM/BMP HAVE BEEN MET.

Post Developed Weighted "C"
Area Designation

ì	Area Designation	Total Area	Total Area	Impervious	Grass	"C" Factor	"C" Factor	Weighted"C"	Remarks
	200			Area	Area	Impervious	Grass	Factor	
		(AC)	(SF)	(SF)	(SF)				
	UN (ON-SITE UNCONTROLLED)	3.6197	157674	120116	37558	0.90	0.30	0.757	

5 2.5 0 5 10 VERT # HORZ GRAPHIC SCALE

		ECTION A-A / ET DESIGN	
360			360
355	FF=355.20	EX GRADE	355
350			350
345	TER TO THE TOTAL THE TOTAL TO T	CLASS I RIPRAP	345
340	XTENDED FOO	EXTENDED FOOTER DEPTH TO BE DESIGNED BY GEOTECHNICAL AND STRUCTURAL ENGINEER	340
335	TION WITH EX	RIPRA BILLIANT STATE OF THE STA	335
330	10+00=FOUNDATI	20=END PPERTY	330
9+90	10+00	•	10+23

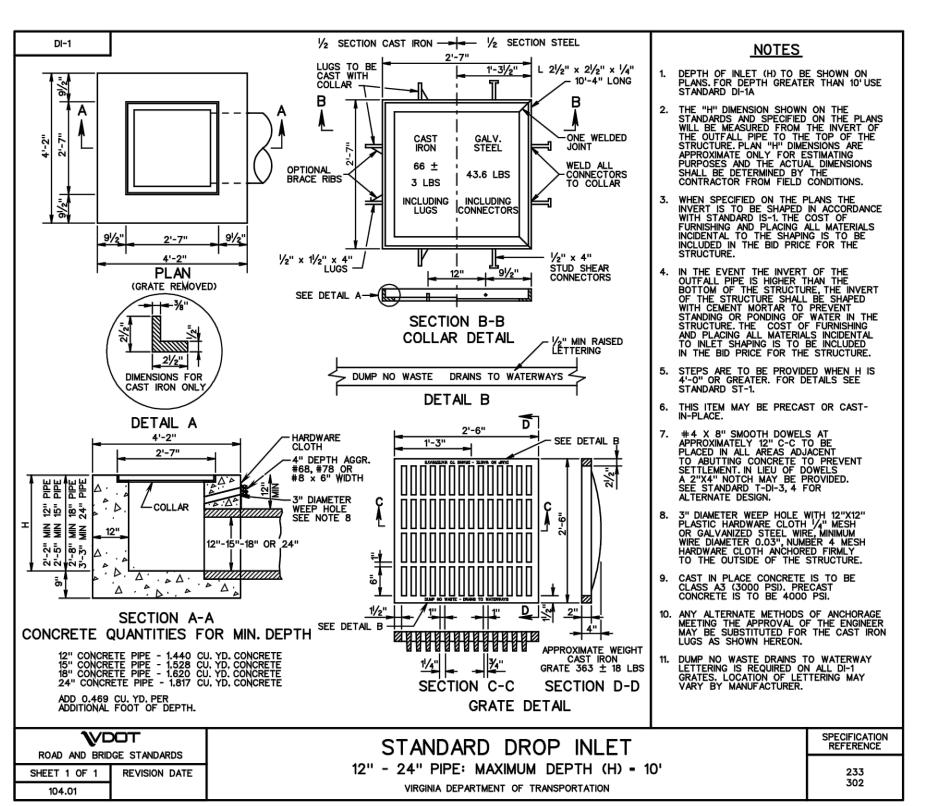
HORIZONTAL GRAPHIC SCALE

I" = 50'

VERTICAL GRAPHIC SCALE
I" = 5'

DI-9 NOTES CONTINUOUS PIPE OR PRECAST PLUG B 1. PRECAST PIPE PLUG SHALL BE SET IN FRESH MORTAR. PRECAST PLUG SHALL COMFORM TO PIPE MANUFACTURER'S JOINT DESIGN AND SHALL HAVE A MINIMUM THICKNESS NOT LESS THAN PIPE WALL THICKNESS. 15" PLAIN OR REINFORCED CONCR. PIPE AS REQUIRED ON PLANS. THIS INLET IS TO BE USED ONLY IN LOCATIONS NOT SUBJECT IF A PRECAST PLUG IS NEEDED, THE COST OF THE PRECAST PLUG SHALL BE INCLUDED IN THE PRICE BID FOR DI-9. RISER WHEN REQUIRED 15" PIPE MIN. SECTION C-C 1" BAR STOP ---PART PLAN FRAME & GRATE FRAME PLAN 111/8" SECTION A-A GRATE SECTION A-A FRAME **₩**DOT SPECIFICATION REFERENCE 15" PIPE TEE SECTION DROP INLET ROAD AND BRIDGE STANDARDS SHEET 1 OF 1 REVISION DATE VIRGINIA DEPARTMENT OF TRANSPORTATION

104.25



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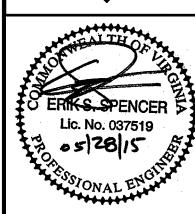
PROJECT STATUS

 9/3/14
 TOWN COMMENTS

 3/17/15
 TOWN COMMENTS

ACTION

DATE



STORM PROFILE AN COMPUTATIONS

LXFANSION FINAL SITE PLAN GPIN# 7298-80-0117 F HAYMARKET, PRINCE WILLIAM

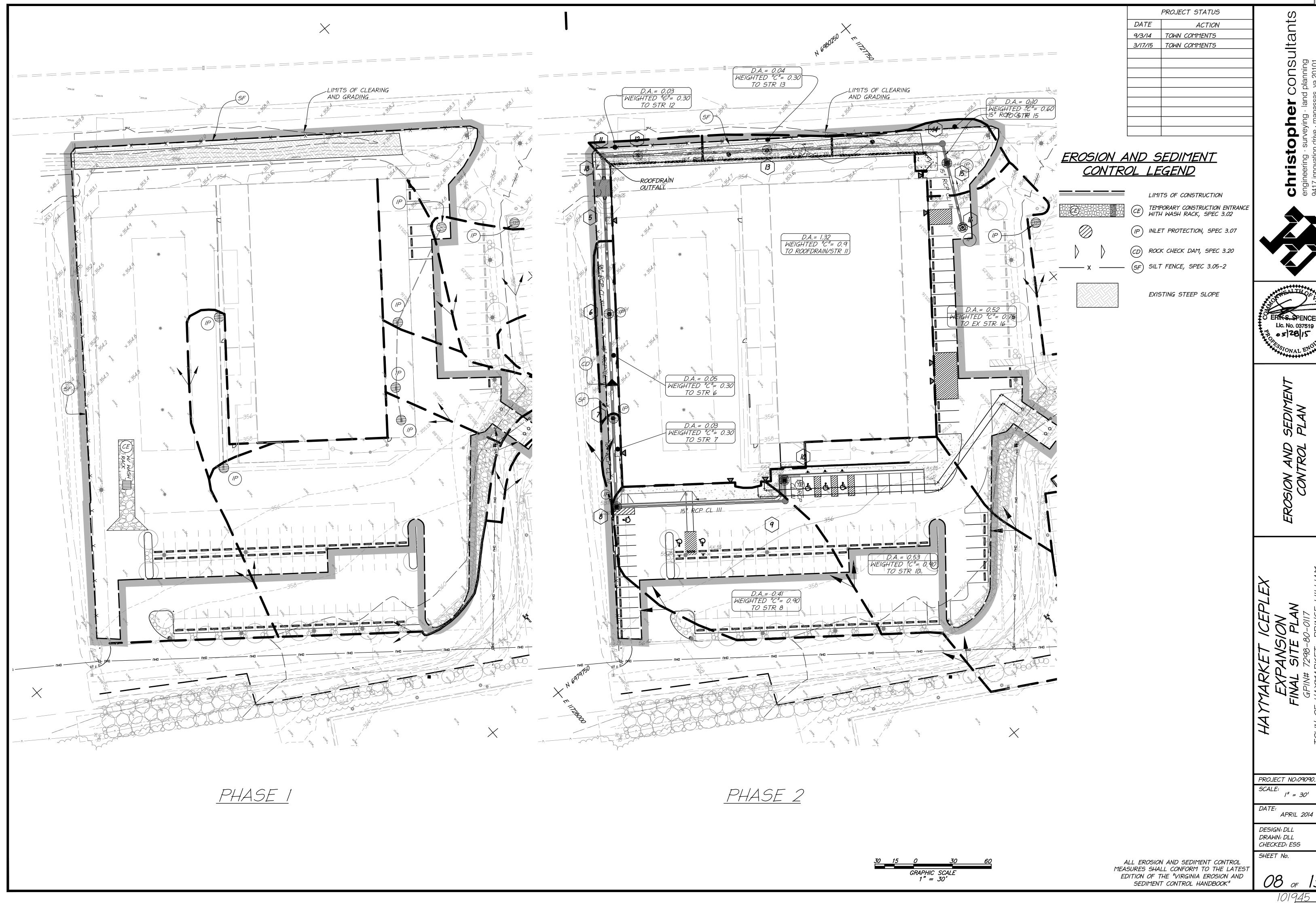
PROJECT NO:09090.005.00 SCALE: HORIZ. I" = 50' VERT. I" = 5'

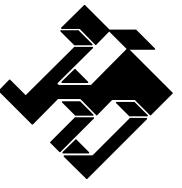
DATE: APRIL 2014

DESIGN: DLL DRAWN: DLL CHECKED: ESS

SHEET No.

101945





PROJECT NO:09090.005.00

EXISTING SITE CONDITIONS:

THE SUBJECT SITE IS CURRENTLY THE EXISTING ICE RINK AND PIEDMONT TIRE AND AUTO. THE PROPOSED SITE DRAINS OFFSITE TO THE SOUTHWEST CORNER OF THE PROPERTY VIA SHEET FLOW ACROSS THE PROPERTY. THE DRAINAGE DITCH AT THE SOUTHERN PROPERTY LINE DRAINS FOR THE BUILDING. APPROXIMATELY 0.15 AC OF IMPERVIOUS AREA ARE TO BE ADDED. ALL WATER QUALITY AND QUANTITY CONTROLS ARE PROVIDED TROUGH THE APPROVED IMPROVEMENTS FOR PIEDMONT TIRE AND AUTO. SEE SHEET IO FOR MORE INFORMATION.

THERE ARE STEEP SLOPE IN THE NORTHWEST CORNER OF THE SITE. CARE SHALL BE TAKEN WHEN GRADING IN OR AROUND STEEP SLOPE. THE STEEP SLOPE SHALL PERMANENTLY SEEDED AFTER AFTER ANY DISTURBANCE.

DATE OF CONSTRUCTION:

CONSTRUCTION IS ANTICIPATED TO BEGIN AT THE TIME OF FINAL SITE PLAN APPROVAL, AFTER EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN PLACED AND APPROVED. PERMITS FROM DEQ AND USAGE SHALL BE IN PLACE PRIOR TO COMMENCING WORK.

SEE SHEET 02 FOR SOILS INFORMATION.

ADJACENT PROPERTIES:

NORTH: WASHINGTON STREET

EAST: RETAIL AND RESIDENTIAL

OFFICE BUILDING AND INDUSTRIAL LIGHT MANUFACTURING SOUTH: PD-GI INDUSTRIAL LIGHT MANUFACTURING

OFFSITE AREAS:

THERE WILL BE NO OFF-SITE STOCKPILING OF SOIL. EXCESS CUT WILL BE DISPOSED OF OFFSITE AT A LOCATION TO BE DETERMINED.

<u>E\$S CONTROL MEASURES NARRATIVE:</u>

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA E¢S CONTROL HANDBOOK, AS WELL AS VDOT'S ROAD AND BRIDGE STANDARDS, THE MINIMUM STANDARDS OF THE HANDBOOK AND THE ROAD AND BRIDGE STANDARDS SHALL BE ADHERED TO UNLESS OTHERWISE WAIVED OR APPROVED BY VARIANCE.

STRUCTURAL PRACTICES NARRATIVE:

(SEE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, PRINCE WILLIAM COUNTY FSM AND VDOT ROAD AND BRIDGE STANDARDS FOR DETAILS AND SPECS.)

TEMPORARY CONSTRUCTION ENTRANCE (3.02): TEMPORARY CONSTRUCTION ENTRANCES WITH WASH RACKS SHALL BE INSTALLED AS SHOWN ON THE PLAN. DURING MUDDY CONDITIONS, DRIVERS OF CONSTRUCTION EQUIPMENT WILL BE REQUIRED TO WASH THEIR WHEELS BEFORE LEAVING THE PROPERTY. IF PUBLIC WATER IS NOT AVAILABLE, A WATER TRUCK SHALL BE PROVIDED BY THE CONTRACTOR. PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR THE WASHING AND REWORKING OF EXISTING STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT.

SILT FENCE (3.05): WILL BE CONSTRUCTED ONSITE TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS DURING CONSTRUCTION IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE SITE. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.

<u>INLET PROTECTION (3.07):</u> WILL BE INSTALLED TO PREVENT SEDIMENT FROM ENTERING STORM DRAINAGE SYSTEM PRIOR TO PERMANENT STABILIZATION OF THE DISTURBED AREA. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE HALF THE DESIGN DEPTH OF THE TRAP. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.

CHECK DAMS (3.20): WILL BE INSTALLED IN DITCH TO PREVENT EROSION OF DITCH AREAS. CHECK DAMS SHOULD BE CHECKED FOR SEDIMENT ACCUMULATION AFTER EACH RUNOFF-PRODUCING STORM EVEN. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES ONE HALF OF THE ORIGINAL HEIGHT OF THE MEASURE.

VEGETATIVE PRACTICES:

TEMPORARY SEEDING (3.31):

FOR LONGER THAN 14 DAYS).

ALL DENUDED AREAS WHICH WILL BE LEFT DORMANT FOR EXTENDED PERIODS OF TIME SHALL BE SEEDED WITH FAST GERMINATING TEMPORARY VEGETATION IMMEDIATELY FOLLOWING GRADING. -(TO BE APPLIED WITHIN 7 DAYS OF ROUGH GRADING WHERE DENUDED AREAS WILL REMAIN DORMANT

-SPRING PLANTING (FEBRUARY 16 TO APRIL 30) - ANNUAL RYEGRASS SEED (LOLIUM MULTI-FLORUM) AT 3 LB/1,000 SQ. FT. (60-100 LBS/AC) -SUMMER PLANTING (MAY I TO AUGUST 31) - GERMAN MILLET SEED AT I LB/1,000 SQ. FT. (50LBS/AC)

-FALL/WINTER PLANTING (SEPTEMBER I TO FEBRUARY 15) - 50/50 MIX OF ANNUAL RYEGRASS (LOLIUM MULTI-FLORUM) AND CEREAL(WINTER) RYE (50 - 100 LBS/AC). -LIME (IF NECESSARY) - 90 LB/1,000 SQ. FT. PULVERIZED AGRICULTURAL LIMESTONE.

-FERTILIZER (IF NECESSARY) - 14 LB/1,000 SQ. FT. OF 10-20-10 OR EQUIVALENT NUTRIENTS. -MULCHING - APPLY STRAW AT RATE OF 70 - 90 LB/I,000 SQ. FT (MUST BE ANCHORED).

EROSION CONTROL BLANKETS (3.36) OR MULCH (3.35):

EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND TO ALLOW SEED TO GERMINATE PROPERLY. MULCH (STRAW AND FIBER) WILL BE USED ON RELATIVELY FLAT AREAS AND WILL BE APPLIED AS A SECOND STEP IN THE SEEDING OPERATION.

<u>PERMANENT STABILIZATION (3.32)</u>:

ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING FINAL GRADING.

<u> SODDING (3.33):</u>

SOD TYPE - TALL FESCUE (KENTUCKY 31) MAY CONTAIN 10% KENBLUE OR SOUTH DAKOTA CERTIFIED KENTUCKY BLUEGRASS.

LIME (IF NECESSARY) - 100 LB/1,000 SQ. FT. OF PULVERIZED AGRICULTURAL DOLOMITE. FERTILIZER (IF NECESSARY) - 25 LB/I,000 SQ. FT. OF 10-10-10 (FALL); 25 LB/I,000 SQ. FT. OF 5-10-10

SODDING DATES - ANY SEASON PROVIDED SOIL SURFACE IS NOT FROZEN; MUST BE HARVESTED, DELIVERED AND INSTALLED WITHIN 36 HOURS.

<u>CONSTRUCTION PHASING:</u>

THIS SITE PLAN REFLECTS A TWO-STAGE EROSION AND SEDIMENT CONTROL PROCEDURE TO ADDRESS ADOPTION OF EROSION AND SEDIMENT CONTROL MEASURES TO CHANGES IN SITE CONDITIONS.

PHASE I CONSISTS OF THE INSTALLATION OF A TEMPORARY CONSTRUCTION ENTRANCE WITH WASH RACK, SILT FENCE AND INLET PROTECTION. IT IS THE INTENT OF PHASE I TO MINIMIZE CLEARING AND FACILITATE THE INSTALLATION OF THE PERIMETER CONTROLS AND TO UTILIZE NATURAL GROUND COVER TO PREVENT SEDIMENT RUNOFF.

PHASE II EROSION AND SEDIMENT CONTROL MEASURES ARE RELATED TO PRESERVING THE ULTIMATE CLEARING LIMITS, RELATED TO GRADING AND OF THE PARKING LOT, GRASS LINED DITCH AND UTILITIES. PHASE II COVERS SHORT AND LONG TERM PROTECTION, AND STABILIZATION OF FINAL GRADES IN ALL DENUDED AREAS. IT INCLUDES PROTECTION OF EXISTING AND PROPOSED DRAINAGE STRUCTURES. THE PROPOSED UTILITIES AND PARKING LOT WILL BE INSTALLED AS SHOWN ON THE PLANS

EROSION CONTROL PROGRAM:

THIS INITIAL PHASE OF THE EROSION CONTROL PLAN SHALL INCLUDE VERY LIMITED CLEARING AND GRADING ACTIVITIES WHICH ARE STRICTLY LIMITED TO THE ESTABLISHMENT OF PERIMETER CONTROLS. THE CONTRACTOR SHALL INSTALL ALL PHASE I EROSION CONTROL MEASURES AND RECEIVE VERIFICATION FROM COUNTY EROSION CONTROL INSPECTOR THAT THESE CONTROLS ARE IN PLACE AND FUNCTIONING PROPERLY. PHASE I SEDIMENT CONTROL PLAN SHALL PROCEED AS FOLLOWS:

CONSTRUCTION ENTRANCE WITH WASH RACK.

INSTALL THE STORM DRAIN INLET PROTECTION WITHIN THE PROPERTY LIMITES. INSTALL SILT FENCE ALONG THE SOUTHERN AND WESTERN EDGE OF THE CONSTRUCTION LIMITS TO PROTECT ADJACENT AREAS. CLEAR IN THE AREA OF THE CONSTRUCTION ENTRANCE AND INSTALL THE

3. CLEAR THE REMAINING AREA OF THE SITE LEAVING PHASE I CONTROLS IN PLACE.

4. CONTRACTOR TO FAMILIARIZE HIMSELF WITH THE SITE STABILIZATION PLANS INCLUDED IN THIS SET, AND AS DESIGNED BY THE SITE GEOTECHNICAL ENGINEER, BEFORE PROCEEDING WITH THE SITE STABILIZATION CLEARING WORK. CONTRACTOR MUST CONFER WITH GEOTECHNICAL ENGINEER AND COORDINATE TIMING OF THIS WORK.

<u>PHASE II - FINAL CONSTRUCTION ACTIVITIES:</u>

THE CONTRACTOR SHALL ESTABLISH ALL STRUCTURAL MEASURES ON THE PHASE II EROSION CONTROL PLAN AS PERMITTED IN THE CONSTRUCTION SCHEDULE. THE PHASE II SEDIMENT CONTROL PROGRAM SHALL PROGRESS AS FOLLOWS:

- ROUGH GRADE THE SITE, LEAVING PHASE I CONTROLS IN PLACE.
- INSTALL CHECK DAMS DURING CONSTRUCTION OF DITCH.
- INSTALL THE UTILITIES AND APPLY BASE STONE FOR PARKING LOT WITHIN FIVE DAYS AFTER REACHING FINAL GRADE FOR THE PARKING LOT SUB-GRADE. 4. ONCE UTILITIES ARE INSTALLED AND THE PARKING LOT IS BROUGHT TO NEAR FINAL GRADE, FILL
- 5. ADEQUATE COVER SHALL BE PROVIDED AND SPECIAL CARE IS TO BE TAKEN WITH THE TRAVEL OF CONSTRUCTION EQUIPMENT OVER INSTALLED STORM SEWER.

SLOPE SURFACES SHALL BE LEFT IN ROUGHENED CONDITION TO REDUCE SHEET AND RILL EROSION ON THE

- 6. INSTALL PAVEMENT.
- FINAL GRADE ALL AREAS OF THE SITE
- 8. STABILIZE ALL UNPAVED AREAS. ALL UNPAVED AREAS WILL BE PERMANENTLY STABILIZED IN ACCORDANCE WITH STANDARD SPECIFICATION 3.22 AND 3.35 OF THE VIRGINIA STATE EROSION AND SEDIMENT CONTROL HANDBOOK AS REQUIRED.
- 9. AFTER CONSTRUCTION OPERATIONS HAVE ENDED AND ALL DISTURBED AREAS ARE STABILIZED, MECHANICAL SEDIMENT CONTROLS SHALL BE REMOVED AND THE GROUND STABILIZED WITH VEGETATION UPON THE APPROVAL OF THE LOUDOUN COUNTY INSPECTOR.

MAINTENANCE PROGRAM:

THE SITE SUPERINTENDENT OR HIS/HER REPRESENTATIVE SHALL MAKE A VISUAL INSPECTION OF ALL MECHANICAL CONTROLS AND NEWLY STABILIZED AREAS (I.E., SEEDED AND MULCHED AND/OR SODDED AREAS) ON A DAILY BASIS, ESPECIALLY AFTER A HEAVY RAINFALL EVENT, TO INSURE THAT ALL CONTROLS ARE MAINTAINED AND PROPERLY FUNCTIONING. ANY DAMAGED CONTROLS SHALL BE REPAIRED PRIOR TO THE END OF THE WORKDAY INCLUDING RESEEDING AND MULCHING OR RE-SODDING IF NECESSARY.

EROSION AND SEDIMENT CONTROL DEVICES SHALL BE MAINTAINED IN PLACE UNTIL THE GROUND DISTURBING CONSTRUCTION AND PERMANENT STABILIZATION IS COMPLETE AND SHALL BE REMOVED BY PERMISSION OF THE STATE INSPECTOR.

<u>SITE EROSION SUPERVISION:</u>

THE VIRGINIA EROSION AND SEDIMENT CONTROL LAW REQUIRES, AS A PREREQUISITE TO ENGAGING IN THE LAND DISTURBING ACTIVITIES SHOWN ON THE APPROVED PLAN, THAT THE PERSON RESPONSIBLE FOR CARRYING OUT THIS PLAN (OWNER/DEVELOPER/PERMITTEE) SHALL PROVIDE TO THE STATE THE NAME OF AN INDIVIDUAL HOLDING A RESPONSIBLE LAND DISTURBER (RLD) CERTIFICATE OF COMPETENCE ISSUED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR) WHO WILL BE RESPONSIBLE FOR CARRYING OUT THE LAND DISTURBING ACTIVITY. THIS INFORMATION MUST BE KEPT CURRENT FOR THE LIFE OF THIS PLAN. THE LOUDOUN COUNTY INSPECTOR HAS THE AUTHORITY TO ADD OR DELETE CONTROLS AS NEEDED IN THE FIELD SITE CONDITION WARRANT.

LAND CONSERVATION GENERAL NOTES:

I NO DISTURBED AREA WILL REMAIN DENUDED FOR MORE THAN SEVEN CALENDAR DAYS UNLESS OTHERWISE AUTHORIZED BY DIRECTOR OR HIS AGENT.

2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE IN PLACE PRIOR TO, OR AS THE FIRST STEP IN GRADING. THE FIRST AREAS TO BE CLEARED ARE TO BE THOSE REQUIRED FOR THE

3. ALL STORM AND SANITARY SEWER LINES NOT IN STREETS ARE TO BE SEEDED AND MULCHED IMMEDIATELY AFTER BACKFILL. NO MORE THAN 200 FEET OF THE TRENCH IS TO BE OPEN AT ANY ONE

4. ELECTRIC POWER, TELEPHONE AND GAS SUPPLY TRENCHES ARE TO BE COMPACTED SEEDED AND

MULCHED IMMEDIATELY AFTER BACKFILL. 5. ALL TEMPORARY EARTH BERMS, DIVERSION AND SEDIMENT CONTROL DAMS ARE TO BE MULCHED AND SEEDED FOR VEGETATION COVER IMMEDIATELY AFTER GRADING. STRAW OR HAY MULCH IS REQUIRED. THE SAME APPLIES TO ALL SOIL STOCKPILES.

6. DURING CONSTRUCTION ALL STORM SEWER INLETS WILL BE PROTECTED BY INLET PROTECTION DEVICES WHICH WILL BE MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS. 7. ANY DISTURBED AREA NOT COVERED BY NOTE #I ABOVE AND NOT PAVED, SODDED, OR BUILT UPON BY NOVEMBER IST OR DISTURBED AFTER THAT DATE IS TO BE MULCHED WITH HAY OR STRAW MULCH AT THE RATE OF TWO TONS PER ACRE AND OVER SEEDED NO LATER THAN MARCH 15TH. 8. AT THE COMPLETION OF CONSTRUCTION PROJECTS AND PRIOR TO THE RELEASE DATE OF THE BOND, ALL TEMPORARY SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED AND ALL DISTURBED AREAS SHALL BE STABILIZED.

STATE MINIMUM STANDARDS (1-19):

RATE OF STORMWATER RUNOFF.

PERMANENT OR TEMPORARY SOIL STABILIZATION WILL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS ACHIEVED ON ANY PORTION OF THE SITE. FOR DENUDED AREAS THAT WILL REMAIN DORMANT FOR 30 DAYS, TEMPORARY SOIL STABILIZATION WILL BE PROVIDED. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS LEFT DORMANT FOR MORE THAN ONE YEAR. 2. SOIL STOCKPILES, INCLUDING SOIL THAT IS INTENTIONALLY TRANSPORTED, SHALL BE STABILIZED/PROTECTED WITH APPROPRIATE SEDIMENT TRAPPING PROCEDURES.

3. PERMANENT VEGETATIVE COVER WILL BE PROVIDED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. THE PERMANENT VEGETATIVE COVER WILL BE ESTABLISHED UPON INSPECTION

APPROVAL FROM LOCAL PROGRAM ADMINISTRATOR. 4. SEDIMENT BASINS & TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS & OTHER MEASURES TO TRAP SEDIMENT SHALL BE CONSTRUCTED PRIOR TO ANY LAND DISTURBANCE, AND BE MADE FUNCTIONAL

BEFORE UPSLOPE DISTURBANCE BEGINS. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.

6. SURFACE RUNOFF FROM DRAINAGE AREAS IN EXCESS OF THREE ACRES SHALL BE CONTROLLED BY A BASIN DESIGNED TO MANAGE THE ANTICIPATED SEDIMENT LOAD.

7. CUT & FILL SLOPES WILL BE DESIGNED & CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES DETERMINED TO HAVE EXCESSIVE EROSION AFTER ONE YEAR OF PERMANENT STABILIZATION WILL BE FIXED WITH APPROPRIATE STABILIZATION MEASURES.

CONCENTRATED RUNOFF WILL BE CONTAINED WITHIN TEMPORARY OR PERMANENT CHANNELS, FLUMES OR SLOPE DRAIN STRUCTURES. WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL

10. ALL STORM WATER INLETS MADE OPERABLE WILL BE PROTECTED FROM SEDIMENT-LADEN WATER. II. OUTLET PROTECTION OR ANY TEMPORARY/PERMANENT CHANNEL LINING WILL BE INSTALLED IN THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL BEFORE NEW STORM WATER CONVEYANCE CHANNELS ARE MADE OPERATIONAL. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT, & STABILIZE AREA. NON-ERODIBLE MATERIALS SHALL BE USED IN CONSTRUCTION OF

CAUSEWAYS & COFFERDAMS, EARTHEN FILL MAY BE USED IF ARMORED WITH NON-ERODIBLE 12. A TEMPORARY CROSSING SHALL BE PROVIDED OVER ONSITE WATERCOURSES.

13. FEDERAL & STATE REGULATIONS MUST BE MET REGARDING WORKING IN OR CROSSING WATERCOURSES.

14. BED & BANKS SHALL BE STABILIZED IMMEDIATELY UPON COMPLETION OF WORK IN AREA OF WATERCOURSE. 15. UNDERGROUND UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS \$ SAFETY REGULATIONS:

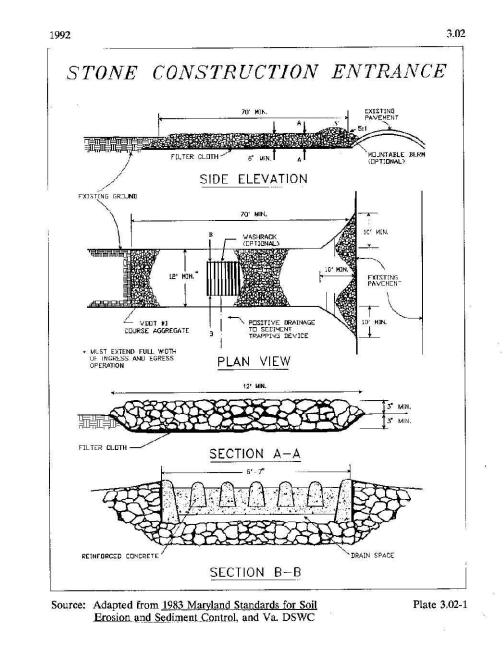
- NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPEN AT ONE TIME. - EXCAVATED MATERIAL SHALL BE PLACED ON UPHILL SIDE OF TRENCH.

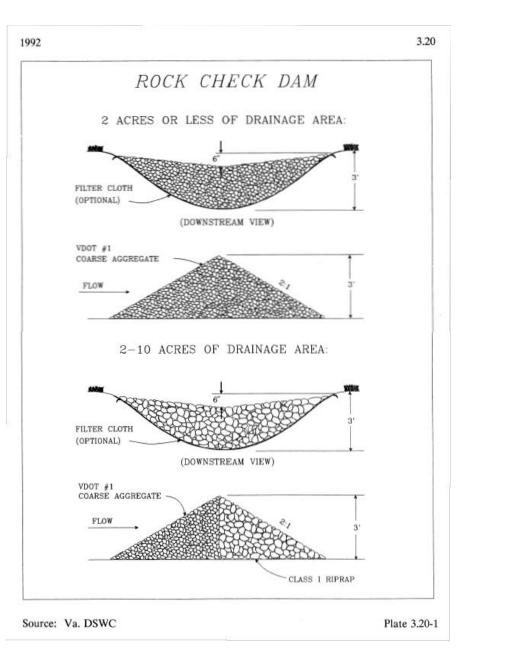
- EFFLUENT SHALL BE FILTERED BEFORE DISCHARGE INTO THE RECEIVING BODY. - MATERIAL USED FOR BACKFILLING SHALL BE PROPERLY COMPACTED TO PROMOTE STABILIZATION \$

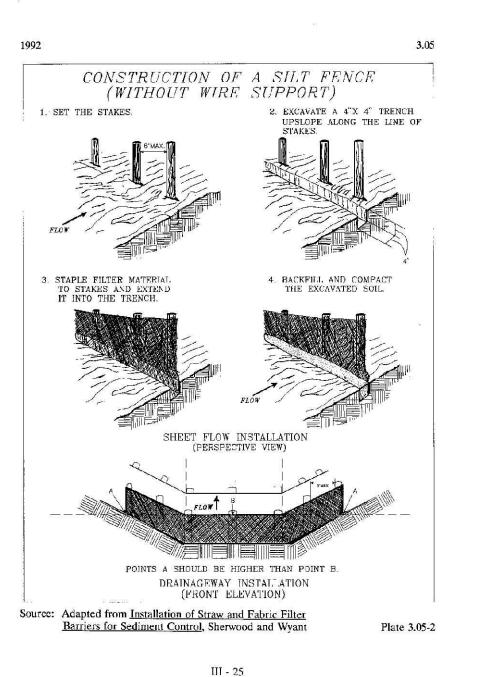
MINIMIZE EROSION. - RE-ESTABLISHMENT SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS. - COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS.

17. PROVISIONS SHALL BE MADE TO REDUCE THE TRANSPORT OF SEDIMENT FROM CONSTRUCTION

VEHICLES IN THE FORM OF NIGHTLY SWEEPS, SHOVELING, & PAVEMENT WASH DOWNS. 18. TEMPORARY EROSION & SEDIMENT MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION. TRAPPED SEDIMENT & DISTURBED SOIL AREAS WILL BE PERMANENTLY STABILIZED. 19. PROPERTIES AND WATERWAYS DOWNSTREAM FROM DEVELOPMENT SITES SHALL BE PROTECTED FROM SEDIMENT DEPOSITION, EROSION AND DAMAGE DUE TO INCREASES IN VOLUME, VELOCITY AND PEAK FLOW







ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL CONFORM TO THE LATEST EDITION OF THE "VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK"

SILT FENCE DROP INLET

PERSPECTIVE VIEWS ELEVATION OF STAKE AND DETAIL A SPECIFIC APPLICATION THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS IN STREET OR HIGHWAY MEDIANS Plate 3.07-1

Plate 3.05-1

STANDARDS AND SPECIFICATIONS.

DRAWN: DLL SHEET No.

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION

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ACTION

PROJECT STATUS

9/3/14 TOWN COMMENTS

DATE

CONSTRUCTION OF A SILT FENCE

(WITH WIRE SUPPORT)

EXTENSION OF FABRIC AND WIRE INTO THE TRENCH

III - 24

PROTECTION

Source: Adapted from Installation of Straw and Fabric Filter

2 X 4' WOOD FRAME

FABRIC ORIENTATION

Source: N.C. Erosion and Sediment Control

Planning and Design Manual, 1988

Barriers for Sediment Control, Sherwood and Wyant

3. ATTACH THE FILTER FABRIC TO HE WIR:

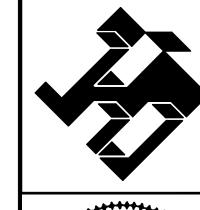
FENCE AND EXTEND IT INTO THE RENCH

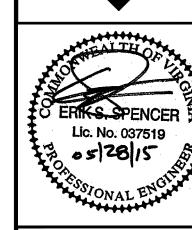
2. STAPLE WIRE FENCING TO THE POSTS

4. BACKFILL AND COMPACT THE

0 0

6.a.d





PROJECT NO:09090.005.00

APRIL 2014

DESIGN: DLL CHECKED: ESS

PROJECT STATUS

9/3/14 TOWN COMMENTS

ACTION

DATE

6.a.d

APRIL 2014

DESIGN: DLL DRAWN: DLL CHECKED: ESS

ALL CONSTRUCTION SHALL CONFORM TO

7A-2 (continued) SITE PLAN <u>Vicinity map</u> - A small map locating the site in relation to the surrounding area. Include any landmarks which might assist in locating the site. <u>Indicate north</u> - The direction of north in relation to the site. Limits of clearing and grading - Areas which are to be cleared and graded. Existing contours - The existing contours of the site. Final contours - Changes to the existing contours, including final drainage patterns. Existing vegetation - The existing tree lines, grassed areas, or unique Soils - The boundaries of different soil types. Existing drainage patterns - The dividing lines and the direction of flow for the different drainage areas. Include the size (acreage) of each drainage area. Critical erosion areas - Areas with potentially serious erosion problems. (See Chapter 6 for criteria.)

> Site Development - Show all improvements such as buildings, parking lots, access roads, utility construction, etc. Location of practices - The locations of erosion and sediment control and stormwater management practices used on the site. Use the standard symbols

and abbreviations in Chapter 3 of the E&S Handbook. Off-site areas - Identify any off-site land-disturbing activities (e.g., borrow sites, waste areas, etc.). Show location of erosion controls. (Is there sufficient information to assure adequate protection and stabilization?)

<u>Detail drawings</u> - Any structural practices used that are not referenced to the E&S Handbook or local handbooks should be explained and illustrated with detail drawings.

<u>Maintenance</u> - A schedule of regular inspections and repair of erosion and sediment control structures should be set forth.

CHECKLIST

FOR EROSION AND SEDIMENT CONTROL PLANS

Minimum Standards - All applicable Minimum Standards must be addressed.

NARRATIVE

<u>Project description</u> - Briefly describes the nature and purpose of the land-disturbing activity, and the area (acres) to be disturbed.

Existing site conditions - A description of the existing topography, vegetation

Adjacent areas - A description of neighboring areas such as streams, lakes, residential areas, roads, etc., which might be affected by the land disturbance.

Off-site areas - Describe any off-site land-disturbing activities that will occur (including borrow sites, waste or surplus areas, etc.). Will any other areas be

Soils - A brief description of the soils on the site giving such information as soil name, mapping unit, erodibility, permeability, depth, texture and soil

Critical areas - A description of areas on the site which have potentially serious erosion problems (e.g., steep slopes, channels, wet weather/ underground springs, etc.).

Erosion and sediment control measures - A description of the methods which will be used to control erosion and sedimentation on the site. (Controls should satisfy minimum standards in Chapter 3.)

<u>Permanent stabilization</u> - A brief description, including specifications, of how the site will be stabilized after construction is completed.

Stormwater runoff considerations - Will the development site cause an increase in peak runoff rates? Will the increase in runoff cause flooding or channel degradation downstream? Describe the strategy to control stormwater runoff.

Calculations - Detailed calculations for the design of temporary sediment basins, permanent stormwater detention basins, diversions, channels, etc. Include calculations for pre- and post-development runoff.

VII - 26

VII - 27

ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL CONFORM TO THE LATEST EDITION OF THE "VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK"

THE CURRENT PRINCE WILLIAM COUNTY AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT TOWN OF HAYMARKET, PRINCE WILLIAM COUNTY, AND PWCSA STANDARDS

CONNECTION TO EXISTING PIPED SYSTEM 0.1947 C+0.72 DEVELOPED WO CONTROLS (controlled on-site DEVELOPED WHICONTROLS GRAPHIC SCALE

STORMWATER MANAGEMENT/BMP NARRATIVE

PROJECT DESCRIPTION AND SITE CHARACTERISTICS

THE PROPERTY DELINEATED ON THIS PLAN IS LOCATED AT 15151 WASHINGTON STREET, ROUTE 55, IN THE TOWN OF HAYMARKET, VIRGINIA 20169. THIS PREVIOUSLY DEVELOPED PROPERTY CONTAINS 4.9411 ACRES, IS ZONED I-I AND WAS OPERATED AS AN 84 LUMBER STORAGE YARD AND RETAIL STORE. THIS PROJECT WILL CONSIST OF A REDEVELOPMENT OF A PORTION OF THE SITE ALONG THE FRONTAGE OF WASHINGTON STREET THAT INCLUDES THE EXISTING 12,000 SQUARE FEET STORAGE AND RETAIL BUILDING AND ASSOCIATED PARKING. THE EXISTING BUILDING WILL BE RENOVATED AND THE NEW USE WILL BE AS PIEDMONT TIRE AND AUTO. AN EXISTING STORM WATER MANAGEMENT DRY POND WILL BE REPLACED WITH AN UNDERGROUND STORM WATER MANAGEMENT AND BMP SYSTEM TO ACCOMMODATE ADDITIONAL SURFACE PARKING.

FLEXSTORM INSERTS, BAYSEPARATOR BMP & STORMTECH BMP ISOLATOR ROW THIS SITE WAS PREVIOUSLY DEVELOPED WITHOUT BMP CONTROLS AND AS REQUIRED BY THE PRINCE WILLIAM COUNTY DCSM SECTION 720.02A, REDEVELOPMENT OF THE SITE SHALL PROVIDE 20% PHOSPHOROUS REMOVAL FOR THE ENTIRE 4.94II ACRE SITE AREA. ONLY A PORTION OF THE SITE DRAINS TO THE PROPOSED BMP/SWM CONTROL STRUCTURES AND THIS INCLUDES 1.32 ACRES OF THE SITE BEING REDEVELOPED PLUS AN ADDITIONAL 1.09 ACRES OF OFFSITE AREA WHICH INCLUDES 0.95 ACRES SERVED BY AN UNDERGROUND SWM/BNP STRUCTURE AND 0.19 ACRES OF UNCONTROLLED AREA. A SERIES OF BMP DEVICES ARE PROPOSED TO MEET THE REQUIRED 20% PHOSPHOROUS REMOVAL RATE. THESE INCLUDE 2 FLEXSTORM FILTER INSERTS FOR THE PROPOSED GRATE INLETS IN THE NEW PARKING AREAS, A BAYSEPARATOR THAT SERVES AS A COLLECTION POINT FOR THE INCOMING PIPES AND ALSO SERVES AS A PRETREATMENT STRUCTURE FOR THE STORMTECH BMP ISOLATOR ROWS WHICH ARE A SPECIALLY MODIFIED PORTION OF THE UNDERGROUND SWM CHAMBER SYSTEM. THE WATER QUALITY VOLUME STORM RUNOFF IS DIVERTED TO THE ISOLATOR ROWS BY A BAFFLE IN STRUCTURE 22A, THE RUNOFF IS HELD IN THE STORAGE CHAMBER WHILE IT FILTERS THROUGH THE SURROUNDING GEOTEXTILE FABRIC AND GRAVEL BED. THE FILTERED RUNOFF IS COLLECTED IN AN UNDERDRAIN AND CONVEYED TO THE DOWNSTREAM STORM SYSTEM AT STRUCTURE 22. THE CALCULATIONS AT RIGHT ARE DERIVED FROM THE NORTHERN VIRGINIA BMP HANDBOOK AND SHOW A REMOVAL EFFICIENCY OF 50% FOR THE FLEXSTORM FILTER INSERTS, 20% FOR THE BAYSAVER DEVICE AND 40% FOR THE STORMTECH CHAMBER SYSTEM. BECAUSE THE MANUFACTURED BMP'S ARE USED IN SERIES, THE REMOVAL EFFICIENCIES OF THE DOWNSTREAM STRUCTURES ARE REDUCED BY THE DESIGN REMOVAL PERCENTAGE OF THE UPSTREAM STRUCTURES. IN ADDITION TO THE 1.32 ACRES OF ONSITE AREA BEING TREATED, BMP CREDIT WILL BE ACHIEVED BY TREATING THE RUNOFF FROM THE 0.19 ACRES OF UNCONTROLLED AREA THAT INCLUDES RUNOFF FROM WASHINGTON STREET AND A STRIP OF THE OFFSITE BLOOM MANAGEMENT PROPERTY.

UNTREATED AREA DRAINING TO THE BMP SYSTEM = 1.52 ACRES OR 66,046 SQ. FT. WATER QUALITY VOLUME = 3,847 CF PER PART 8 OF THE BMP HANDBOOK AT RIGHT.

THE STORMTECH CHAMBERS ARE PROPOSED TO HAVE A TOTAL STORAGE VOLUME OF 11,500 CF AND THE WATER QUALITY VOLUME WILL BE CONTAINED IN THE FIRST THREE CHAMBER ROWS.

STORMTECH UNDERGROUND STORM WATER MANAGEMENT

THE EXISTING STORMWATER MANAGEMENT DRY POND ONSITE RECEIVES RUNOFF FROM 1.12 ACRES OF ONSITE AREA PLUS AN ADDITIONAL 1.09 ACRES OF RUNOFF FROM THE BLOOM MANAGEMENT PROPERTY. DETAILS SHOWN ON THE PLAN FOR 84 LUMBER DATED 04-19-02 BY FRANK J. ABVEL SHOW A 3" ORIFICE AN TWO ROWS OF 9 - 1" HOLES I THE CORREGATED METAL OUTLET STRUCTURE WITH A WEIR ELEVATION OF 360.80. A CALCULATION BASED ON THE DESIGN 10-YEAR WATER SURFACE ELEVATION OF 361.14 INDICATES THAT THE MAXIMUM OUTFLOW RATE WOULD BE 3.27 CFS TO THE EXISTING PIPED SYSTEM IN THE CENTURY STAIR COMPLEX. STORM SEWER CAPACITY CALCULATION SHOWN ON SHEET 8 INDICATE THAT THE EXISTING STORM SEWER CAN ONLY ACCOMODATE ABOUT 1.1 CFS FROM THI PIEDMONT TIRE AND BLOOM PROPER. THE STORMTECH UNDERGROUND STORM WATER STORAGE SYSTEM THAT REPLACES THE EXISTING DRY POND WILL COLLECT AND HOLD RUNOFF FROM 1.32 ACRES OF ONSITE AREA INCLUDIN THE EXISTING 12,000 SQ. FT. RETAIL/STORAGE BUILDING AND ASSOCIATED PARKING AS WELL AS THE NEW PARKING THE SHARED ACCESS ROAD, AND I.09 ACRES OF RUNOFF OF THE OFFSITE BLOOM MANAGEMENT PROPERTY. STORM RUNOFF IN EXCESS OF THE WATER QUALITY VOLUME OVERTOPS A WEIR PLATE IN STRUCTURE 22A AND IS COLLECTED IN THE STORMTECH CHAMBERS. AN ORIFICE IN THE PROPOSED OUTLET CONTROL STRUCTURE 22 HAS BEEN SIZED TO LIMIT THE POST DEVELOPMENT RUNOFF RATE TO 1.00 CFS AND THERE WILL BE NO INCREASE IN PEAK RUNOFF RATE FROM THE SITE. THE CHAMBER VOLUME AND OUTLET ORIFICE HAVE BEEN ROUTED IN THE PONDPACK PROGRAM UTILIZING THE RATIONAL METHOD TO VERIFY STORAGE AND OUTFLOW CAPACITY.

STORM WATER MANAGEMENT CONTINUED

AN EXISTING OPEN CHANNEL ALONG THE WESTERN PROPERTY BOUNDARY AT COSTELLO DRIVE WILL BE ENCLOSED IN A PIPED SYSTEM. CURRENTLY THE EXISTING CHANNEL CONVEYS RUNOFF FROM AN UNDEVELOPED AREA AND CURB INLETS IN WASHINGTON STREET. THE PIPED SYSTEM WILL CONNECT TO AN EXISTING PIPE THAT CROSSES COSTELLO WAY AND THEN TO A SERIES OF PIPES IN THE CENTURY STAIR COMPLEX THAT EVENTUALLY OUTFALL TO THE SOUTH INTO THE BALLAST STONE LINED DITCHES OF THE NORFOLK AND SOUTHERN RAILROAD AND THE NORTH FORK OF BROAD RUN. THE REMAINING 3.6197 ACRES OF THE SITE NOT INCLUDED IN THE REDEVELOPMENT WHICH INCLUDES THE PAVED FORMER LUMBER STORAGE AREA AND ASSOCIATED BUILDINGS WILL CONTINUE TO DRAIN TO THE SOUTH WITHOUT VOLUME CONTROLS UNTIL SUCH TIME AS THAT PORTION OF THE SITE IS REDEVELOPED. THE FORMER LUMBER STORAGE YARD DRAINS VIA A SERIES OF BALLAST STONE LINED DITCHES ALONG AN EXISTING RAIL SIDING AND THE NORFOLK AND SOUTHERN RAILROAD WHERE IT OUTFALLS INTO THE NORTH FORK OF BROAD RUN

BMP/SWM NOTE

THE FEE TITLE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL DRAINAGE, STORM WATER MANAGEMENT, AND BEST MANAGEMENT PRACTICES FACILITIES AND SYSTEMS IN ACCORDANCE WITH THE MAINTENANCE AGREEMENT TO ENSURE THAT THEY FUNCTION PROPERLY.

SUMMARY OF CONTROLS

	BMP			
	EXISTING	PROPOSED	REQUIRED REDEVELOPMENT	PROPOSED REDEVELOPMENT
800	ON-SITE AREA	ON-SITE AREA	PHOSPHOROUS REMOVAL	PHOSPHOROUS REMOVAL
	CONTROLLED	CONTROLLED	EFFICIENCY	EFFICIENCY
в				
	DEVELOPED	4.9411 ACRES	20%	20.16%
	WITHOUT			EFFICIENCY MET
	CONTROLS			

	SWM:			
	AREAS DRAINING	AREAS DRAINING	EXISTING 10 YEAR PEAK	PROPOSED 10 YEAR PEAK
	TO EXISTING ON-	TO PROPOSED ON-	RUNOFF TO EXISTING	RUNOFF TO EXISTING
//	SITE FACILITY	SITE FACILITY	PIPED SYSTEM	PIPED SYSTEM
	8			
IONS	2.38 ACRES	2.46 ACRES	3.27 CFS	1.00 CFS
HE	1.24 Ac onsite	1.32 Ac onsite		NO INCREASE IN RUNOFF
NG	0.19 Ac offsite	0.19 Ac offsite		DUE TO DEVELOPMENT
IG,	0.95 Ac offsite	0.95 Ac offsite		

SINCE THE DESIGN 10-YEAR STORM FLOW IS LESS THAN OR EQUAL TO THE EXISTING 10 YEAR FLOW, AN ANALYSIS OF THE EXISTING STORM SYSTEM DOWN TO THE OUTFALL IS NOT REQUIRED. THE EXISTING DOWNSTREAM STORM SYSTEM IS LOCATED OUTSIDE OF THE VDOT RIGHT OF WAY.

BMP CALCULATIONS

Part 1: List all of the Subareas and "C" Factors used in the BMP Computations

=	Subarea Designation & Description	"C" "	Acres
	ON-1 ON-SITE CONTROLLED-(STR 23)	0.90	0.1432
	ON-2 ON-SITE CONTROLLED-(EX STR 7)	0.82	0.4713
8	ON-3 ON-SITE CONTROLLED-(EX STR 9)*	0.90	0.1340
	ON-4 ON-SITE CONTROLLED-(STR 25)	0.90	0.3772
0	ON-5 ON-SITE CONTROLLED-(STR 26)	0.85	0.1958
0	OF-1 OFF-SITE CONTROLLED-(EX STR 9)*	0.72	0.1947
0	OF-2 OFF-SITE UNCONTROLLED-(BLOOM SITE)	0.85	1.1840
-6	UN ON-SITE UNCONTROLLED	0.76	3,6197

Phosphorus Removal - "Occoquan Method

Part 2: Compute the Weighted Average "C" Factor for the Site

0 0	(B) Total Area	(a) acres				
	Subarea Designation	"C"	9 6	Acres		Product
	ON-1 ON-SITE CONTROLLED-(STR 23)	0.90	X	0.1432	. =	0.13
0 0	ON-2 ON-SITE CONTROLLED-(EX STR 7)	0.82	х	0.4713	. = .	0.38
	ON-3 ON-SITE CONTROLLED-(EX STR 9)*	0.90	X	0.1340		0.12
	ON-4 ON-SITE CONTROLLED-(STR 25)	0.90	х	0.3772	. , =	0.34
	ON-5 ON-SITE CONTROLLED-(STR 26)	0.85	х	0.1958		0.17
0 0	UN ON-SITE UNCONTROLLED	0,76	X	3.6197	·. = . /	2.76
0.0		(I-) T-1-1	8		0	

Compute the Total Phosphorus Removal for the Site

			0								
Subarea Designation	BMP Type	Removal Eff%	, ,	0 00	Area Ratio	٧		C" Fa	ctor Ratio	• • • •	Product
ON-1 ON-SITE CONTROLLED-(STR 23)	Bayseparator(20%)+StormTech(40%)	(.20)+(.40x.80)=52%	х	0.14	/ 04.94 =	0.029	x	0.90	/ 0.79 = 1.1	139	1.72
ON-2 ON-SITE CONTROLLED-(EX STR 7)	Bayseparator(20%)+StormTech(40%)	(.20)+(.40x.80)=52%	х	0.47	/ 04.94 =	0.095	х	0.82	/ 0.79 = 1.0)32	5.10
ON-3 ON-SITE CONTROLLED-(EX STR 9)*	Bayseparator(20%)+StormTech(40%)	(.20)+(.40x.80)=52%	X	0,13	/ 04.94 =	0.027	x	0.90	/ 0.79 = 1.1	139	1.60
ON-4 ON-SITE CONTROLLED-(STR 25)	FlexStorm(50%)+Bayseparator(20%)+StormTech(40%)	(.50)+(.20x.50)+(.40x.40)=76%	x	0.38	/ 04.94 =	0.076	. х	0.90	/ 0.79 = 1.1	139	6.58
ON-5 ON-SITE CONTROLLED-(STR 26)	Flex Storm(50%)+Bay separator(20%)+StormTech(40%)	(.50)+(.20x.50)+(.40x.40)=76%	x	0.20	/ 04.94 =	0.040	x	0.85	/ 0.79 = 1.0)72	3.26
OF-1 OFF-SITE CONTROLLED-(EXSTR 9)*	Bayseparator(20%)+StormTech(40%)	(.20)+(.40x.80)=52%	х	0.19	/ 04.94 =	0.039	x	0.72	/ 0.79 = 0.9	311	1.85
OF-2 OFF-SITE UNCONTROLLED (BLOOM	UNCONTROLLED	0	х	1.18	/ 04.94 =	0.240	х	0.85	/ 0.79 = 1.0)76	0.00
UN ON-SITE UNCONTROLLED	UNCONTROLLED		X	3.62	/ 04.94 =	0.733	х	0.76	/ 0.79 = 0.9)65	0.00
			0		-			A			

Select Requirement 4(a) 20 % Water Supply Overlay District (Occoquan Watershed) = 50% (Fairfax County and Prince William County) Chesapeake Bay Preservation Area (New Development) = 40% (Fairfax County) 50% (Prince William County) Chesapeake bay Reservation Area (Redevelopment) = 20% Redevelopment Per 8.42 [1-0.0 x ("l"pre/"l"post)] x 100 = Prince William County 9.84

If Line 3(a) 20.11 % > Line 4(a) the phosphorus removal requirement is satisfied

Part 4: Determine Compliance with Phosphorus Removal Requirement

Site Coverage

	Part 5: Determine Compliance with Site Cove	rage Requiremen	ts	
00	Subarea Designation	"C"	Acres	Product
	UN ON-SITE UNCONTROLLED	0.76	x 3.62	= 2.76
0				
	(A) Total equivalent uncontrolled area		a) Total=	2.76
	(B) Total uncontrolled area		b)	3.62
	(C) Weighted average "C" factor		(a)/(b)=(c)	0.76

(D) If Line 5(b) < 20% of Line 2(a), then the site coverage requirement is satisfied. Line 5(a) is the equivalent off-site area for which coverage may be required.

Part 6: Determine the Offsite Areas for which Coverage is Required

(A) For the offsite areas listed in Part 1 which flow to proposed onsite BMP's compute the

OF-1 OFF-SITE CONTROLLED-(EX STR 9)* 0.1947 = 0.1400 0.0000 (a) 0.14

ON (On-site Controlled) Area (ac) C-factor CA Weighted C Remarks EX STR 7 EX STR 9 STR 25 1.139 0.862

(C) Weighted average "C" factor

Part 7: Compute the Weighted Average of "C" Factor for Each Proposed BMP Facility

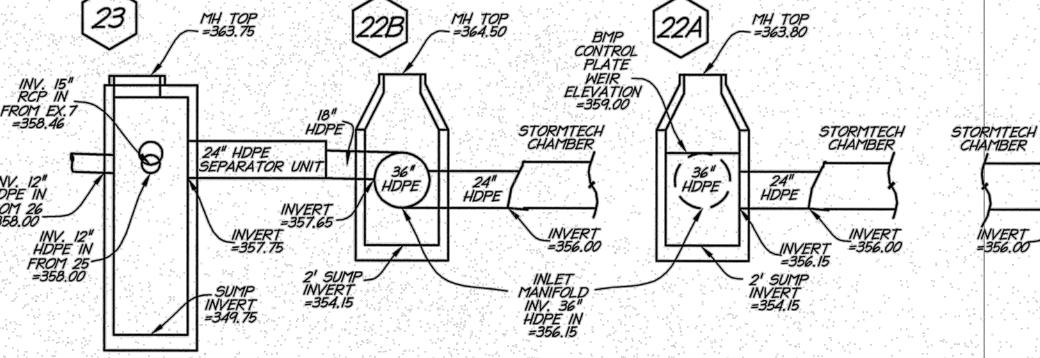
List the areas to be controlled by the proposed BMP. Subarea Designation Acres 0.86 x 1.3215 = 1.14 ON ON-SITE CONTROLLED 0.72 x 0.1947 = 0.14 OF-1 OFF-SITE CONTROLLED (a) 1.5162 0.84

Part 8: Determine the Storage Required for Each Proposed Facility (Stormtech Chambers)

Extended Detension Dry Pond Chart A6-40 value (Appendix 4-3) for BMP storage per acre $[(4375 \times "C") -875]$ or $[31.25 \times %lmp.] = (a)$

THIS SHEET FOR

INFORMATION DETAIL: BAY SEPARATOR STRUCTURE 23 CONNECTION STRUCTURE 22B ONLY III BMP DIVERSION STRUCTURE 22A SWM CONTROL STRUCTURE 22 (NO SCALE)



Sult

DATE

8-31-10

11-23-10

12-01-10

12-09-10

12-17-10

01-18-11

02-28-11

DESCRIPTION

HAYMARKET COMMENTS

STORM CHAMBER REVISION

NOTE: SEE SHEET 10 FOR AREA BOUNDARIES.

= 4245.36 cf

ON-SITE. THE REMAINING O. 19 ACRES IS OFF-SITE.

*NOTE: FOR EXISTING STRUCTURE 9, 0.13 ACRES OF THE ROAD IS

VDOT COMMENTS

SEE SHEET 13 FOR BAYSEPARATOR STRUCTURE

SEE SHEET 12B FOR MAINTENANCE OF SYSTEMS

SEE SHEET 12A FOR STORM ROUTING COMPUTATIONS

SEE SHEET IS FOR STORM PURE INSERTS

= 1.000

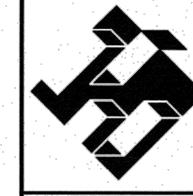
SEE SHEET 14 FOR STORMTECH CHAMBERS

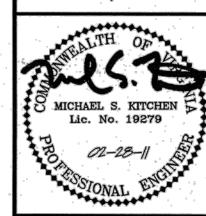
TOWN OF HAYMARKET COMMENTS

HAYMARKET & VDOT COMMENTS

HAYMARKET PLANNING COMMENTS

TOWN OF HAYMARKET COMMENTS

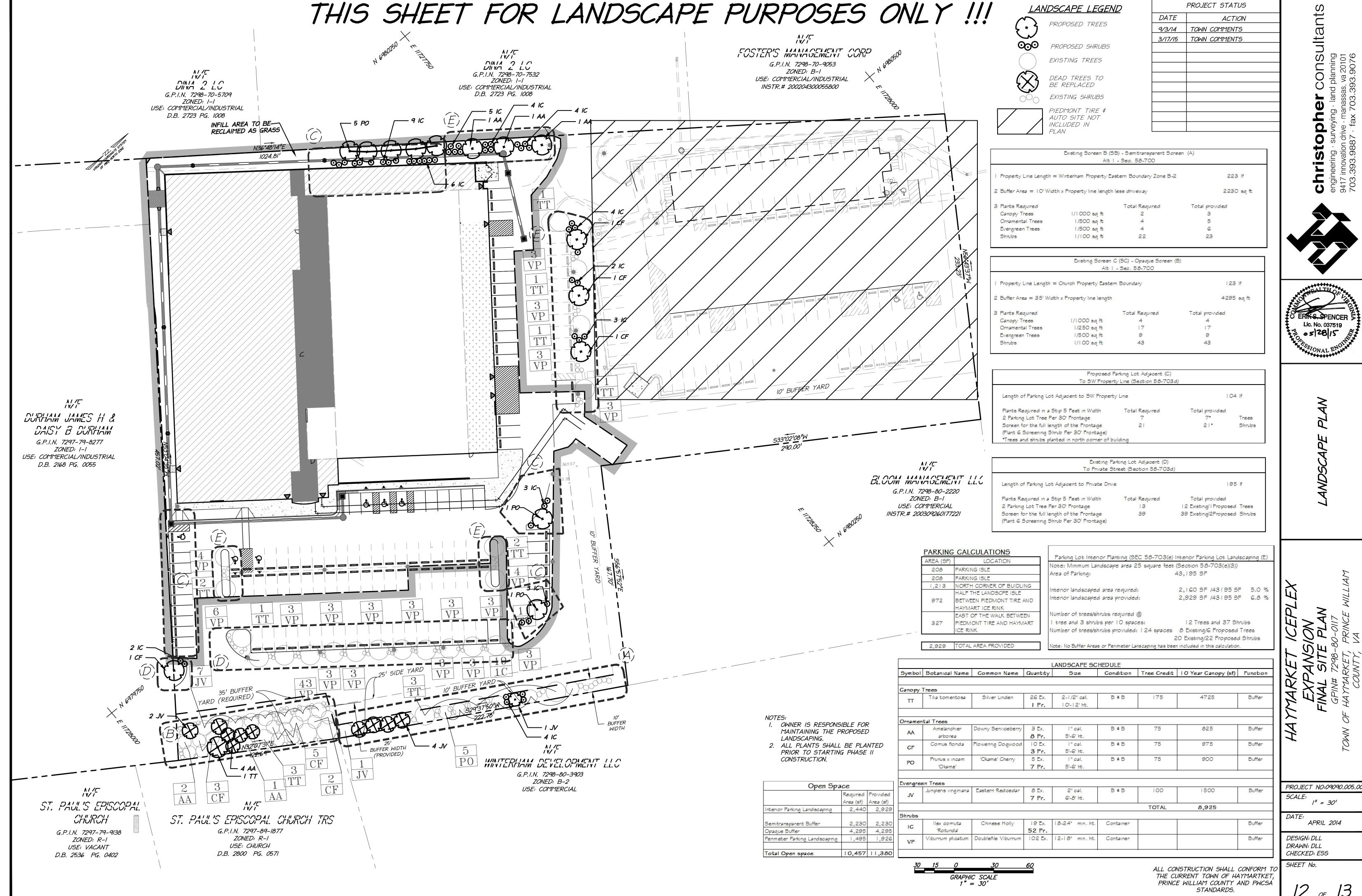




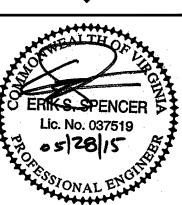
PROJECT NO: 099001,00 SCALE: /'=50' DATE: APRIL, 2010

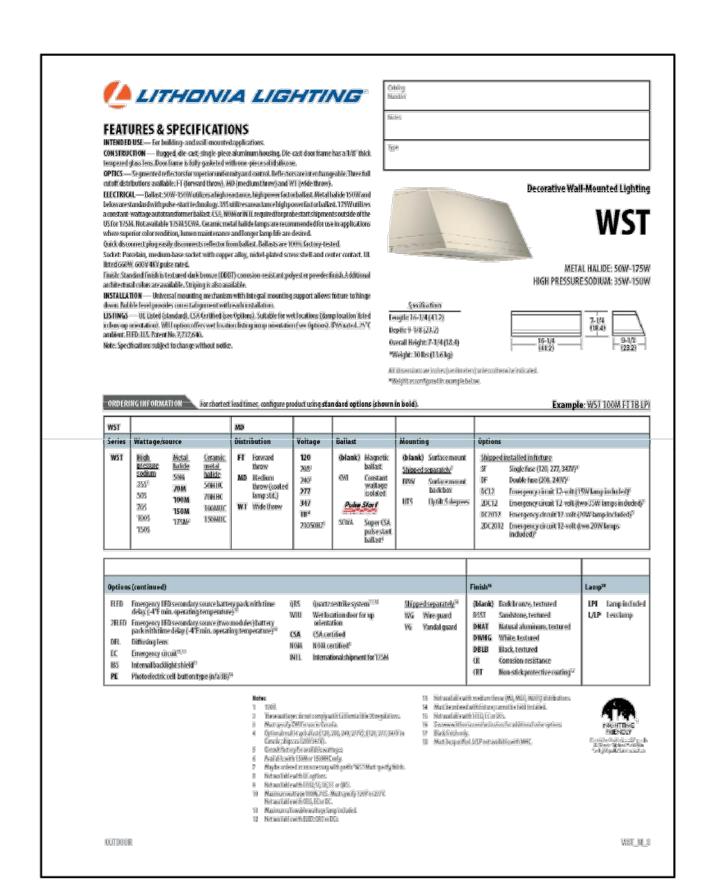
DESIGN: EFJ DRAWN: EFM CHECKED: SHEET No.

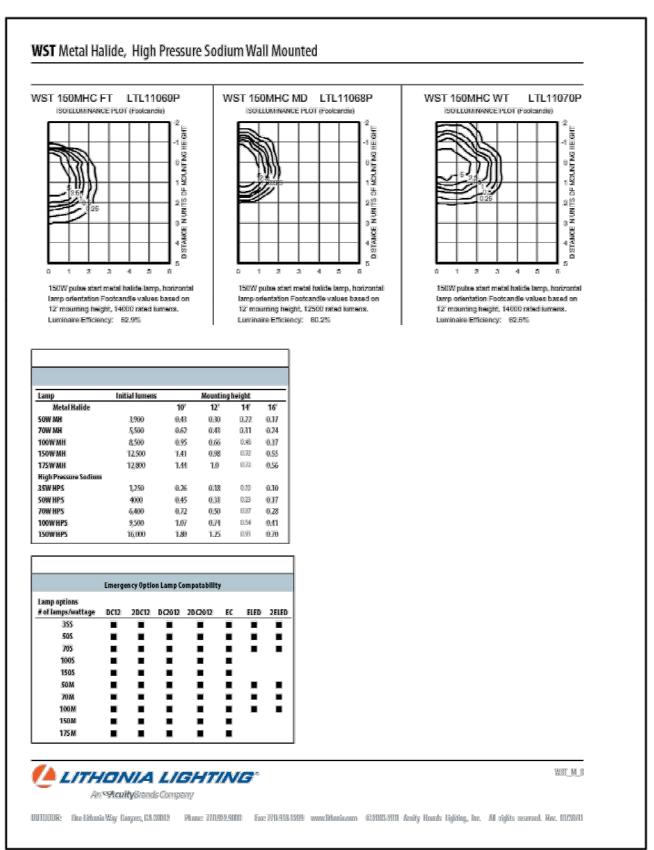
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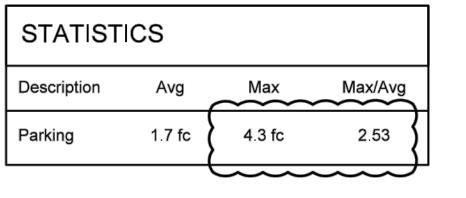












IECC LIGHTING COMPLIANCE
EXTERIOR:
TOTAL LIGHTING PROPOSED 5310 WATTS
WATTS ALLOWED 8092 WATTS
DESIGN BETTER THAN CODE 38%

0.0 0.0 0/0

0.0 0.0 0/0/

0.0 0.0 0.0//0

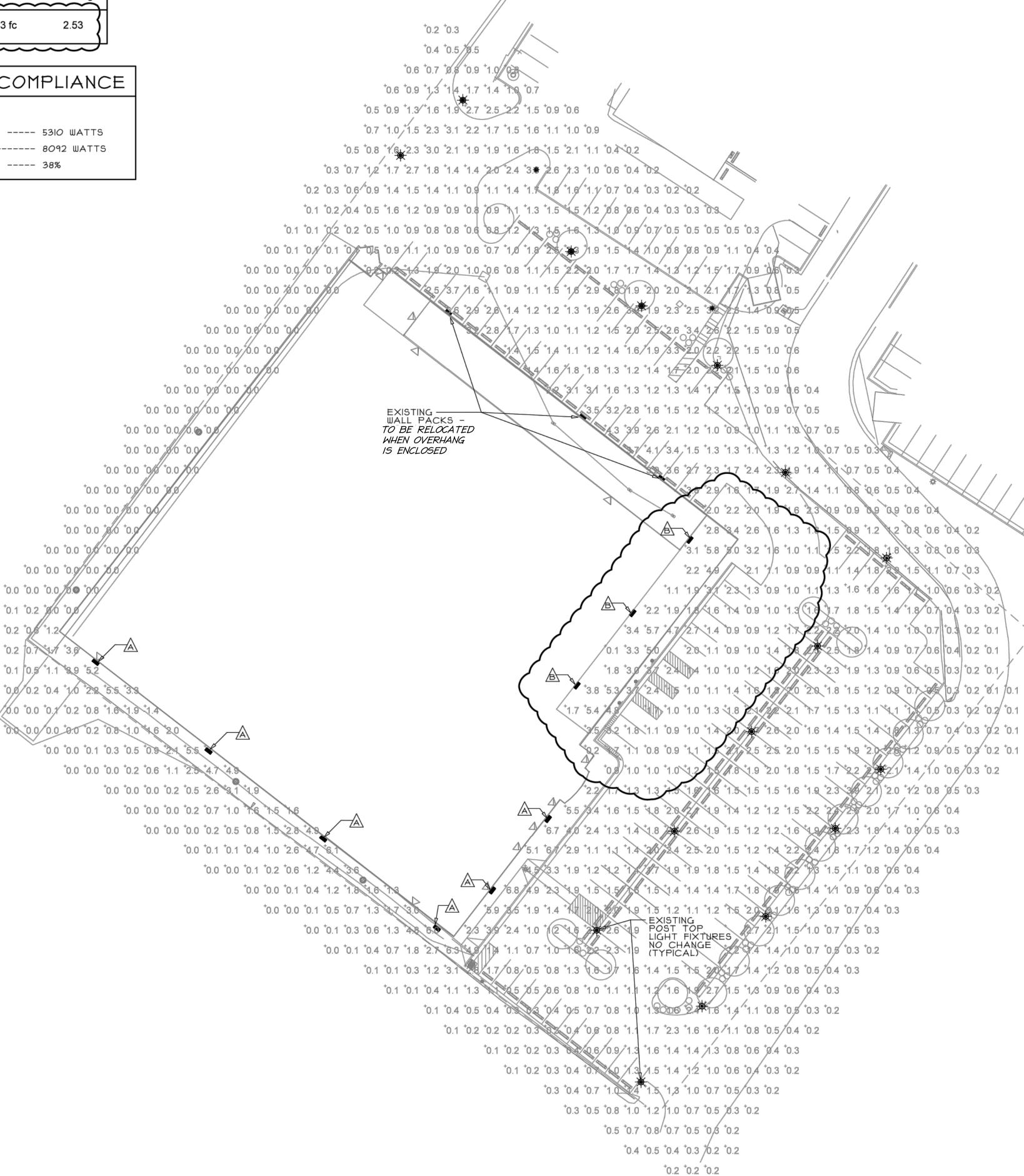
0.0 0.0 0.0 /0.0

†0.2 | 0.7 1/1 †3.6

0.1 0.5 1.1 8.9 5.2

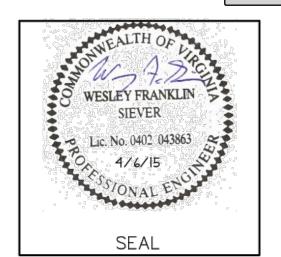
0.1 0.2 8/0

TO.2 TO/8



SITE PHOTOMETRIC PLAN

SCALE: I" = 30'



	REVISIONS
DATE	REMARKS
4/5/15	PLAN CHANGES



PHOTOMETRIC PLAN, DETAILS & SCHEDS.	LAN, DETA	ETRIC F
VIRGINIA		
STREET	15151 WASHINGTON STREET	WASH
MARKET ICE ARENA EXPANSION	ARENA	<u> </u>

SITE

DATE	SHEET NO.
11-11-14	
FILE	FS
14063-ES	

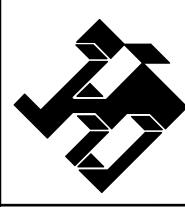
HAYMARKET 15151

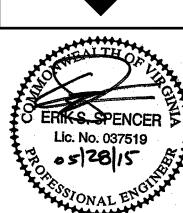
EVISED: SEPTEMBER 15, 2010	QUANTITY	COST				PROJECT STATUS
FECTIVE DATE: SEPTEMBER 15, 2010			E. MISCELLANEOUS CONSTRUCTION ITEMS	6. LANDSCAPING		DATE ACTION
	Stormcepter Monitoring Well	(a) \$0 EA \$0.00 (a) \$0.00 EA \$0.00	QUANTITY	<u>COST</u> A. DECIDUOU		9/3/14 TOWN COMMENTS
COUNTY OF PRINCE WILLIAM DEPARTMENTS OF TRANSPORTATION / PUBLIC WORKS	BMP Debri Protection Device Bioretention (itemized cost)	@ \$0.00 EA \$0.00@ \$0.00 EA \$0.00	300.0 Sidewalk (5' Width)	@ \$25 LF \$7,500.00 QUANTITY	$\underline{\mathbf{COST}}$	3/17/15 TOWN COMMENTS
UNIT PRICE LISTS	Bioteterition (itemized cost)Infiltration Trench (itemized cost)	<a>	Header Curb (CG-2/CG-3) Curb & Gutter	 \$20 LF \$0.00 \$25 LF \$5,500.00 	@ \$80 EA <u>\$0</u> @ \$165 EA \$0	0.00
<u>FOR</u> PERFORMANCE BONDS, LANDSCAPING ESCROWS, AND SILTATION &	Sand Filter (itemized cost)	@ \$0.00 EA\$0.00	CG-12 (Exposed Aggregate) Bicycle Trail/Walkway	@ \$1,500 EA \$0.00 18.0 1" - 1½,	" or 1½ - 2"	0.00
EROSION CONTROL ESCROWS	SPILLWAY LINING		Raised Concrete Median (MS-1A)	1.0 2 - 2/2	" or 2½ - 3"	
ROJECT NAME: HAYMARKET ICEPLEX	966.0 Seed, Fertilizer & Mulch (\$200 Min.)	@ \$0.70 SY \$676.20	Trail (Wood Chip) Trail (Stone Dust)	 @ \$18 SY \$0.00 @ \$18 SY \$0.00 B. EVERGREE 	IN TREES	
W.C. FILE #: DATE PREPARED:	Sod Hydraulic Cem. Conc 4" depth	 @ \$6.50 SY\$0.00 @ \$5.50 SF\$0.00 		<u> </u>		
	Bituminous Concrete -1" denth	<a>	QUANTITY	<u>COST</u> 5' - 6'	@ \$125 EA \$0	0.00
NOTE: This form is to be used to estimate performance bond, landscaping escrow and soil erosion escrow prices posted with Prince William County. These prices do not include items that are to be bonded separately	172.0 Rip-Rap Grouted Rip-Rap	@ \$6.50 SF\$1,118.00 @ \$8.50 SF\$0.00	Retaining Walls	$\frac{7.0}{7^{\circ}-8^{\circ}}$	@ \$175 EA \$1,225 @ \$300 EA \$0	
with the Virginia Department of Transportation.	Erosion Control Stone (EC-1)	\$100.00 T \$0.00	Timber Crib	@ \$25 SF	@ \$400 EA \$0	.00.
	#57 - Coarse Aggregate Porous Pavement	 \$25.00 T \$0.00 \$20.00 SY \$0.00	Reinforced Earth 62.0 Reinforced Concrete	@ \$40 SF \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		
MOBILIZATION/DEMOBILIZATION OF CONSTRUCTION EQUIPMENT	4' High Chain Link Fence	@ \$15.00 LF\$0.00	Excavation for tiebacks in walls in cut areas	@ \$25 CY \$0.00 52.0 18" - 24"	@ \$45 EA <u>\$2,340</u> @ \$55 EA \$0	
Mobilization/Demobilization @ @ Lump Sum \$10,000.00 (min.) \$10,000.00	(#9 gauge or better, including braces, end posts and gate)6' High Chain Link Fence	@ \$20.00 LF\$0.00	Anti-graffiti treatment/sealant (Min. \$2,500)	<u> </u>		
STORM DRAINAGE	(#9 gauge or better, including braces, end posts and gate) SWM Sign (WATER RISES RAPIDLY)	(a) \$250.00 EA \$0.00	Guardrail	(a) \$35 LF\$0.00	ORESTATION	
A. STRUCTURES	(Minimum 3 signs per facility)		GR-7 NCHRP 350 GR-9	 @ \$2,500 EA		
<u>COST</u>	Access Road	<u>\$0.00</u>	Crib	@ \$35 SF \$0.00	TOTAL COST\$6,785	.00
		SUB-TOTAL \$1,794.20	Reinforced Earth	© \$40.0E	ND EROSION CONTROL ESCROWS	
4.0 DI-1 @ \$3,500 EA \$14,000.00 DI-3 @ \$3,500 EA \$0.00	I. MISCELLANEOUS DRAINAGE ITEMS		Reinforced Concrete Excavation for tiebacks in walls in cut areas	@ \$60 SF\$0.00		
DI-4 @ \$5,000 EA \$0.00 3.0 MH-1 @ \$2,500 EA \$7,500.00	Box Culvert (conc.)	@ \$800 CY \$0.00		<u>QUANTITI</u>	COST	
MH-2 @ \$3,000 EA \$0.00 JB-1 @ \$5,000 EA \$0.00	Energy Dissipater	@ \$2,000 EA \$0.00	Address Sign (Entrance to Pipestems) Street Name Sign	@ \$300 EA \$0.00 Diversion Cleaning	n Dike out SWM Facilities, Silt Traps, and Silt Basins @ \$6 LF \$0 \$0 \$500 HR	0.00
DI-7 @ \$3,500 EA \$0.00	Wing Walls (conc.) Anchors	@ \$800 CY \$0.00 @ EA \$0.00	Traffic Control Sign	@ \$300 EA \$0.00 Lump Su	ım (Min. \$20,000 or actual estimate provided	
4.0 DI-12 @ \$3,500 EA \$14,000.00		DITCHES	Bus Stop Sign Bus Shelter	@ \$12,500 EA \$0.00		
SUB-TOTAL \$35,500.00	Roadside standard ditches (Seed, fertilize and mulch)	@ \$6.50 LF \$0.00	Traffic Signal (Lump Sum) HC Parking Space Sign	(a) \$0.00 Super Sites Sod	tt Fence @ \$20 LF\$0 @ \$8 SY \$0	0.00
B. CONCRETE PIPE	Sod Ditches	@ \$9 LF\$0.00	Bike Rack	@ \$300 EA \$0.00 996.0 Seed, Fee	rtilizer & Mulch (\$200 Min.) @ \$1 SY \$697 opes (Grading and Stabilization with jute mesh, @ \$15 SY \$0	.20
<u>UANTITY</u> <u>COST</u> <u>QUANTITY</u> <u>COST</u>	Paved Ditches Filter Cloth Fabric & Gabion Stone	@ \$8 SF\$0.00 @ \$5 SF \$0.00	Roadside Delineators (ED-1) Hand Rail (HR-1)	@ \$55 EA	plankets, etc.)	
12"0 @ \$35 LF\$0.0036"0 @ \$85 LF\$0.00	Rip-rap	@ \$7 SF\$0.00	Pavement Marking (Paint)	@ \$2 SF <u>\$0.00</u> Coarse A Inlet Prot		
476.0 15"0 @ \$40 LF \$19,040.00 42"0 @ \$110 LF \$0.00 241.0 18"0 @ \$45 LF \$10,845.00 48"0 @ \$125 LF \$0.00	Grouted Rip-rap Paved Flume	@ \$9 SF \$0.00 @ \$13 SF \$0.00	Pavement Marking (Thermoplastic) Traffic Barricade (TB-1)	@ \$5 SF \$0.00 3.0 Check D @ \$1,500 EA \$0.00 1.0 Temp. C		
21"0 @ \$50 LF \$0.00 54"0 @ \$150 LF \$0.00 18.0 24"0 @ \$55 LF \$990.00 60"0 @ \$175 LF \$0.00	Flush the Drainage System (Minimum 8 Hrs)	@ \$200 HR \$0.00	Street Lighting	@ \$5,000 EA \$0.00 1.0 Wash Ra		```
27"0 @ \$60 LF \$0.00 66"0 @ \$225 LF \$0.00		SUB-TOTAL \$0.00	Utilities Relocation (Min. \$40,000 - Lump Sum) (or provide an estimate from utility company)	(Drainage	@ \$500 EA \$0	<u>.00</u>
30"0 @ \$65 LF \$0.00 72"0 @ \$275 LF \$0.00 33"0 @ \$70 LF \$0.00	STORM DRAINAGE	SUB-TOTAL \$70,719.20	P.E. Certified "As-Built" Plans Lump Sum (Min. \$10,000)			0.00 0.00
SUB-TOTAL \$30,875.00	3. CONSTRUCTION WITHIN RIGHT-OF-WAY AND/OR EA	SEMENTS #70,719.20	S	SUB-TOTAL \$17,720.00 Tempora	ary Sediment Basin By itemized cost \$0	
C. END WALLS	A. SITE WORK		CONSTRUCTION WITHIN RIGHT-OF-WAY/EASEMENTS SU	Channel	Diversion By itemized cost \$0	.00
12"0 @ \$700 EA \$0.00 36"0 @ \$2,100 EA \$0.00 15"0 @ \$850 EA \$0.00 42"0 @ \$2,500 EA \$0.00	QUANTITY	COST		4' Plastic	c Orange Safety Fence	.00
18"0 @ \$900 EA \$0.00 48"0 @ \$2,600 EA \$0.00 21"0 @ \$1,100 EA \$0.00 54"0 @ \$3,000 EA \$0.00	16 Class & Crush		4. SANITARY SEWER & WATER LINE CONSTRUCTION		ity refurbishment @ \$750 SY \$0 Removal \$0 \$0	0.00 0.00
24"0 @ \$1,400 EA \$0.00 60"0 @ \$3,600 EA \$0.00	1.6 Clear & GrubExcavation	@ \$10,000 AC \$16,000.00@ \$25 CY \$0.00	A. WATER MAIN	Clean U _I	p of Temporary Sediment Basin \$0 \$0 \$0 \$0 \$0	0.00 0.00
27"0 @ \$1,600 EA \$0.00 66"0 @ \$4,000 EA \$0.00 30"0 @ \$1,750 EA \$0.00 72"0 @ \$4,500 EA \$0.00	Embankment** Rock Excavation	@ \$35 CY \$0.00@ \$55 CY \$0.00		COST		
33"0 @ \$1,900 EA \$0.00 SUB-TOTAL \$0.00	Slope Stabilization - Hydroseeding (3:1 or flatter) - \$1,000 min		QUANTITY	<u>COST</u>		0.00
	Slope Stab Jute Mesh, Matting, Blankets, etc. (Between 2:1 to 3:10) - \$200 min.	@ \$6 SY\$0.00	4"0 DIP 6"0 DIP	@ \$48 LF \$0.00 @ \$60 LF \$0.00	@ \$0 <u>\$0</u>	0.00
D. END SECTIONS ES-1	Slope Stab Sod	@ \$7 SY\$0.00	8"0 DIP	@ \$72 LF\$0.00	TOTAL COST\$11,597	2.40
12"0 @ \$600 EA \$0.00 27"0 @ \$950 EA \$0.00 15"0 @ \$650 EA \$0.00 1.0 30"0 @ \$1,050 EA \$1,050.00	(Between 2:1 to 3:10) - \$200 min. Steep Slopes (Grading and Stabilization with Jute Mesh,	@ \$15 SY \$0.00	12"0 DIP 16"0 DIP	@ \$96 LF \$0.00 @ \$120 LF \$0.00	Administrative Cost (10% of Total Cost) \$1,159	2.74
1.0 18"0 @ \$700 EA \$700.00	Netting, Blankets, etc.)	CLID TOTAL	18"0 DIP	@ \$126 LF\$0.00	TOTAL SILTATION & EROSION ESCROW AMOUNT \$12,757	7.14
1.0 24"0 @ \$800 EA \$800.00 SUB-TOTAL \$2,550.00		SUB-TOTAL \$16,000.00	4"0 or 6"0 RW Valve (with accessories) 8"0 or 12"0 RW Valve (with accessories)	@ \$800 EA \$0.00 @ \$2,000 EA \$0.00	acceptable amount for Siltation and Erosion Control Escrow is \$1,000.00	
	B. SUBGRADE, SUBBASE AND BASE COURSE ITEMS		16"0 or 24"0 RW Valve (with accessories)	@ \$5,500 EA \$0.00		
E. CORRUGATED METAL PIPE 12"0 @ \$30 LF \$0.00 36"0 @ \$80 LF \$0.00	QUANTITY (For streets dedicated for public use) Identify quantities separately for each street (Create)	COST Page 5a)	Fire Hydrant Assembly Standard Meter Crock & Appurtenances		hat the above is my best estimate of the quantities and current cost of bondable undscaping items, and Siltation & Erosion Control Escrow in this subdivision or	
15"0 @ \$35 LF \$0.00 42"0 @ \$95 LF \$0.00			(Angle valve, backflow preventer, yoke, frame & cover, and service line) Meter Vault & Appurtenances (3" meters & larger)	a \$10,500 SF \$0.00	1 - 1 0 1	
18"0 @ \$45 LF \$0.00 48"0 @ \$115 LF \$0.00 24"0 @ \$55 LF \$0.00 54"0 @ \$130 LF \$0.00	Subgrade preparation Subbase & Base Course Aggregate (21A/21B) Per Inch De	@ \$3 SY \$0.00 epth @ \$2 SY \$0.00	Water Main Blow-off Assembly	@ \$2,500 SF \$0.00	ARER'S SIGNATURE (703) 393-9887 TELEPHONE #	
30"0 @ \$65 LF <u>\$0.00</u> 60"0 @ \$145 LF <u>\$0.00</u>	Bituminous Concrete Per Inch Depth	@ \$5 SY\$0.00	Air Release Assembly Dead End Anchor System	(a) \$3,500 EA <u>\$0.00</u>	Hannah Saadoun christopher consultants	
SUB-TOTAL \$0.00	Reinforced Concrete Pavement Per Inch Depth Gravel Shoulders (4" Depth)	 \$15 SY	<u></u>		NAME (print) COMPANY OR FIRM	
	 Underdrains: UD-1	@ \$15.00 LF \$0.00		SUB-TOTAL \$0.00		
F. END SECTIONS ES-2	UD-2	@ \$15.00 LF\$0.00 @ \$17 LF\$0.00	B. SANITARY SEWER PIPE LINE	NOTES: 1. F	For items identified with ** the quantity for the embankment material is the net	
<u>UANTITY</u> <u>COST</u> <u>QUANTITY</u> <u>COST</u>	UD-3 UD-4	@ \$16 LF\$0.00 @ \$20 LF \$0.00	QUANTITY		The excavation and embankment costs include the necessary grading, spreading and/or = or some of the items on pages 3 & 4 of this form, the unit prices are not provided.	
15"0 @ \$500 EA \$0.00 36"0 @ \$900 EA \$0.00 18"0 @ \$550 EA \$0.00 42"0 @ \$1,100 EA \$0.00	Soil Cement Stabilization (4%) (6" Depth)	@ \$20 SY <u>\$0.00</u>	1.5"0 thru 4"0 LPFM (Low Pressure Force Main System)		The unit cost for each of the items in the Unit Price Lists is the installation cost which Inflation has been calculated based on Northern Virginia Consumer Price Index of the	\mathcal{W}
24"0 @ \$600 EA \$0.00 48"0 @ \$1,300 EA \$0.00	Lime Stabilization (10%) (6" Depth) Cement Treated Aggregate Per Inch Depth	@ \$15 SY \$0.00 @ \$4 SY \$0.00	8"0 PVC 8"0 DIP	(7) 863 LE \$0.00	Whoever certifies the site development plans must also certify the total cost of the	12/
30"0 @ \$650 EA <u>\$0.00</u> SUB-TOTAL <u>\$0.00</u>		CUID TOTAL	10"0 PVC	@ \$80 LF <u>\$0.00</u> REPLACEMENT	/REPAIR ITEMS	
G. ADN-12 (HDPE)		SUB-TOTAL \$0.00	10"0 DIP 12"0 PVC	@ \$90 LF <u>\$0.00</u> (To be used only @ \$140 LF	for performance bond reduction / extension requests)	171
<u>COST</u>	C. SUBBASE AND BASE COURSE ITEMS		12"0 DIP 15"0 PVC	@ \$150 LF <u>\$0.00</u> QUANTITY	$\underline{\mathbf{COST}}$	~
	QUANTITY (For private streets, travel lanes, and parkings areas)	COST	4' Dia. Sanitary Sewer Manhole	% \$600 VF \$0.00 Relocate	utility poles - \$6,500 Min. @ \$6,500 EA \$0	
15"0 @ \$35 EA \$0.00	Subbase & Base Course		5' Dia. Sanitary Sewer Manhole Street Manhole Frame & Cover Assembly	(a) \$850 VF \$0.00 Remove	fence from the right-of-way @ \$5 LF \$0	$\frac{0.00}{0.00}$
18"0	19500.0 Aggregate (21A) Per Inch Depth	@ \$2.00 SY \$39,000.00	(including chimney seal)	Remove	trees, shrubs, landscaping from th right-of -way and patch pavement and base a S15 SY \$0	\mathcal{Z}
30"0	9750.0 Bituminous Concrete Per Inch Depth Reinforced Concrete Pavement Per Inch Depth	 \$5 SY \$48,750.00 \$15 SY \$0.00	Easement Manhole Frame & Cover Assembly (including rain bowl & chimney seal)	@ \$1,000 EA Replace	curb and gutter @ \$25 LF\$0	\mathcal{Q}
42"0 @ \$65 EA \$0.00 48"0 @ \$80 EA \$0.00	Gravel Shoulders (4" Depth) Cement Stabilization (4%) (6" Depth)	@ \$8 SY <u>\$0.00</u> @ \$20 SY \$0.00	Abandonment of Manhole	@ \$250 VF \$0.00 Re-estab		$\frac{1}{2}$
60"0	Lime Stabilization (10%) (6" Depth)	@ \$15 SY \$0.00	4"0 PVC Lateral (including clean-out stack) 4"0 DIP Lateral (including clean-out stack)	@ \$35 LF \$0.00 @ \$45 LF \$0.00 Place add	ditional stone on shoulders per inch depth @ \$1.50 SY \$0	0.00
End Section		SUB-TOTAL \$87,750.00	6"0 PVC Lateral (including clean-out stack) 6"0 DIP Lateral (including clean-out stack)	(W) 455 L1 30.00		2.00
SUB-TOTAL \$0.00	D. ENTED ANGLES AND DIDE STEMS		LPFM Flushing Station	@ \$2,500 EA \$0.00 Remove	and replace entrance pipe @ \$35 LF \$0	300
H. STORMWATER MANAGEMENT/BMP FACILITIES (See note #5)	D. ENTRANCES AND PIPE STEMS	COOT	Sewerage Air Release/Vacuum Steel Casing	(II) N NU EA NI III	raise entrance pipe within the right-of-way at driveway entrance pipes (Min. \$200) at driveway entrance pipes (Min. \$200) at driveway entrance pipes (Min. \$200)	$\frac{1}{\sqrt{100}}$
Excavation @ \$25 CY \$0.00 Embankment (Fill Material)** @ \$35.00 CY \$0.00	QUANTITY	COST	Grease Trap (500 gal. Minimum)	@ \$4,500 EA <u>\$0.00</u> Readjust	<u> </u>	0.00
Embankment (Fill Material)** Sediment Removal/Regrading for Bond Release @ \$35.00 CY \$0.00 \$0.00	DE-1 DE-2	@ \$2,000 EA \$0.00@ \$1,800 EA \$0.00	For sizes larger than 15"0, add \$4.00 per inch increase in a	liameter. Remove	form material (Min. \$100)	0.00
STORM DRAINAGE PIPE (RCP, CMP, PVC, Riser)	DE-3	@ \$1,800 EA \$0.00			issing steps in storm drainage structures a \$100 EA \$0 corm drainage structures a \$200 EA \$0	0.00
@ \$0 LF\$0.00	DE-4 PP-1 (1 lot)	@ \$1,800 EA \$0.00@ \$1,800 EA \$0.00		Paint me	tal parts <u>@</u> \$50 EA <u>\$0</u>	
@ \$0.00 LF	PP-1 (2 - 5 lots)	@ \$2,000 EA \$0.00	SANITARY SEWER & WATER LINE CONSTRUCTION SUB	Place add	ditional rip-rap @ \$7 LF \$0 ditional grouted rip-rap @ \$9 SF \$0	PRO. SCAL
STORM DRAINAGE STRUCTURES (DI-7, MH-1, MH-2, etc.)	PP-2 (1 lot) PP-2 (2 - 5 lots)	 \$1,200 EA \$0.00 \$1,500 EA \$0.00			ditional guard rail not shown on the plans a \$35 LF \$0 ditional paved ditch not shown on the plans a \$8 SF \$0	
Gravel Filter System @ \$0 EA \$0.00 Drainage Blanket @ \$0.00 EA \$0.00	CG-9D or equal - 30' width CG-9D or equal - 40' width	 @ \$5,000 EA @ \$6,500 EA \$0.00 	TOTAL CONSTRUCTI	Place add	ditional signs within the the right-of-way as \$200 EA \$0 ss within right-of-way & storm drainage easements a Lump Sum \$0	
Cut-off Wall @ \$0.00 EA \$0.00	CG-10A or equal - 30' width	@ \$4,000 EA \$0.00	5. MISCELLANEOUS COST	Now gra		
Concrete Cradle @ \$0.00 EA \$0.00 End Wall @ \$0.00 EA \$0.00	CG-10A or equal - 40' width CG-11	 \$5,000 EA \$0.00 \$2,500 EA \$0.00		other iter		0.00 DRA
End Section @ \$0.00 EA \$0.00 Trash Rack (\$300 per 12"0 increments) @ \$0.00 EA \$0.00	Concrete Entrance Valley Gutter	@ \$55 SY <u>\$0.00</u>	A. Administrative Cost - 10% of the total construction cost, not to ex	ceed \$50,000 \$20,218.92 other item other item		CHEC
	Pipestem Drivewy - 10' (1 lot) Pipestem Drivewy - 18' (2 - 5 lots)	@ \$55 LF \$0.00 @ \$65 LF \$0.00	B. Inflation Cost - Compounded annually at 3.0% per year of the total C	construction Cost \$6,065.68 other item	ms	SHEL

TOTAL PERFORMANCE BOND AMOUNT \$228,473.80

SUB-TOTAL \$0.00

christopher consultants engineering surveying land planning 9417 innovation drive manassas, va 20101 703.393.9887 fax 703.393.9076



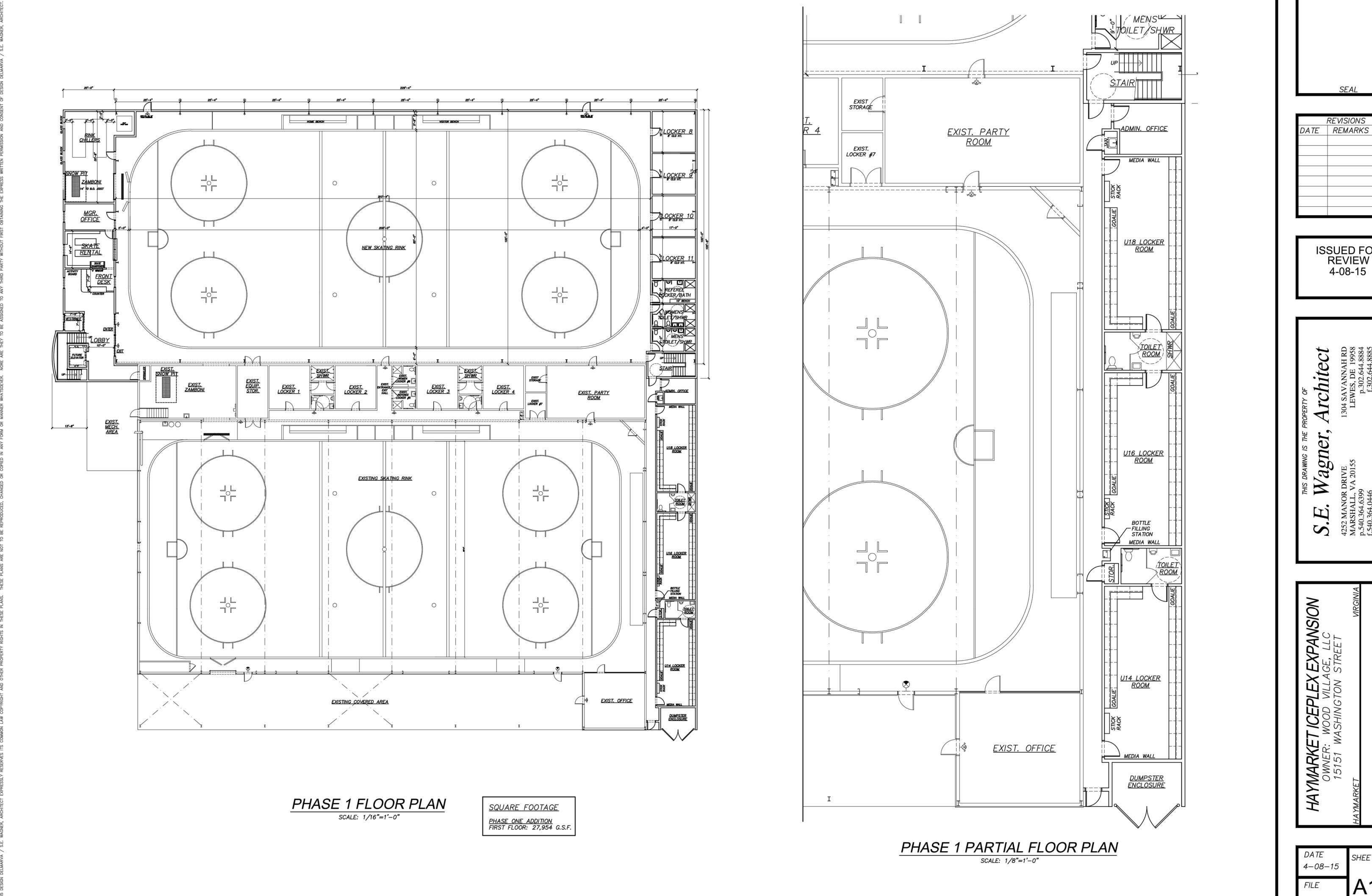


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:: APRIL 2014

GIGN: DLL AWN: DLL TCKED: ESS TET No.

TOTAL COST \$0.00



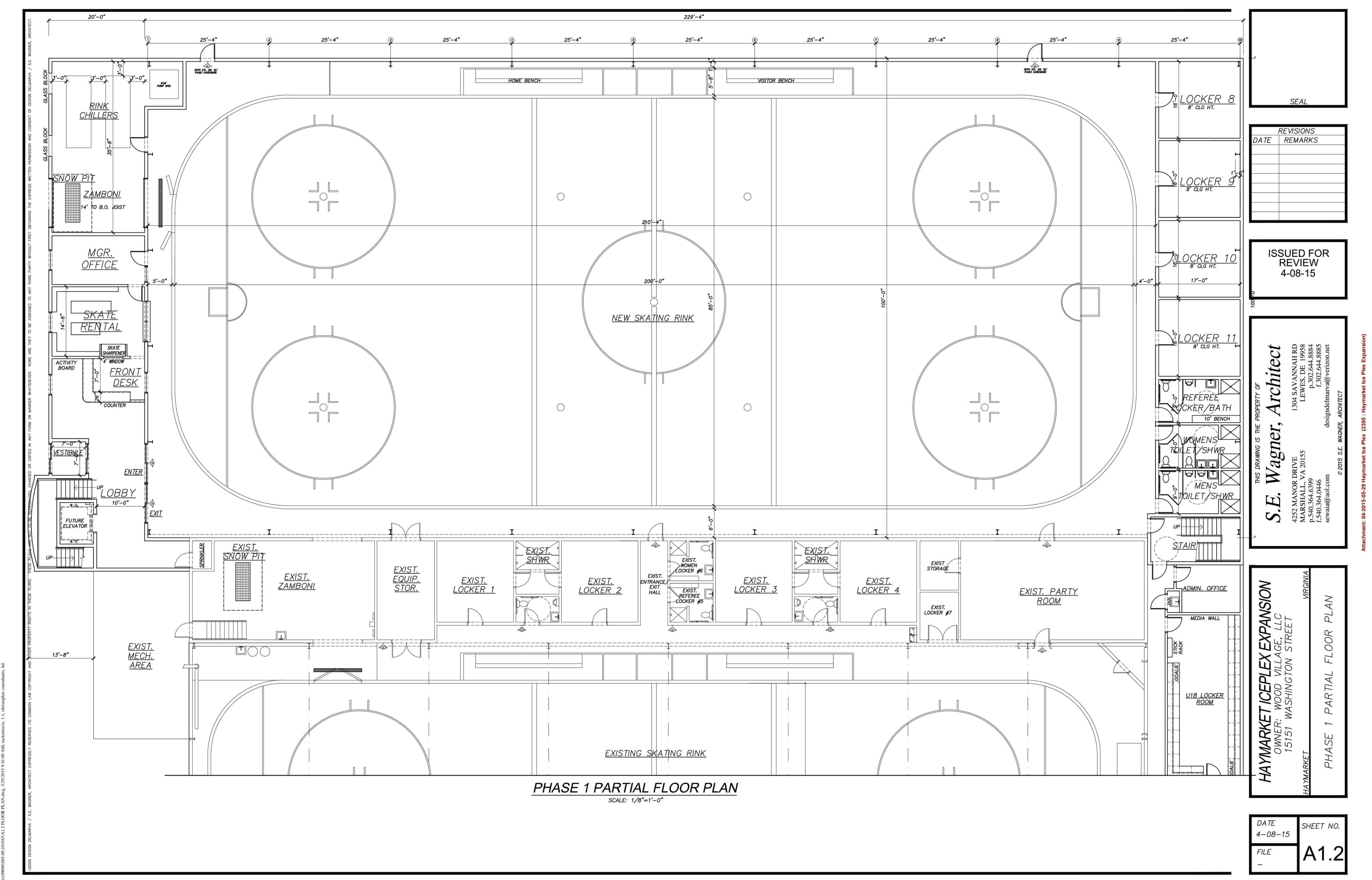
HAYMARKET ICEPLEX EXPANSION OWNER: WOOD VILLAGE, LLC 15151 WASHINGTON STREET PHASE

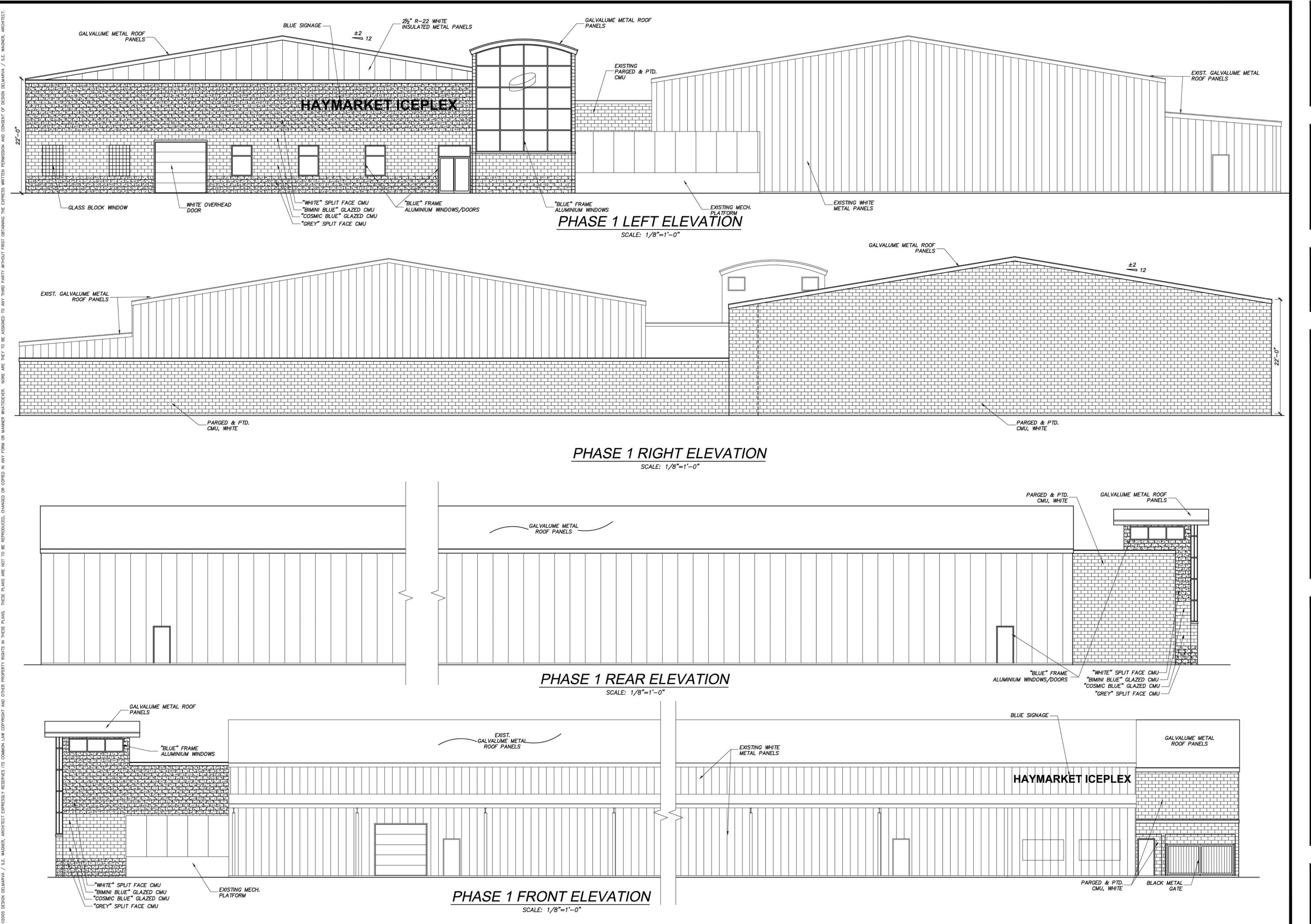
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REVISIONS

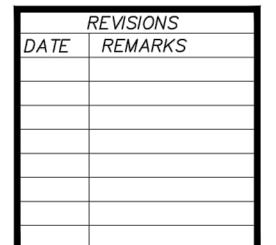
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DATE SHEET NO. 4-08-15 A1.1





SEAL



ISSUED FOR REVIEW 4-08-15

HRD 19958 .8885

gner, Architect

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a 2015 S.F. WAGNER

ICEPLEX EXPANSION

WOOD VILLAGE, LLC
ISHINGTON STREET

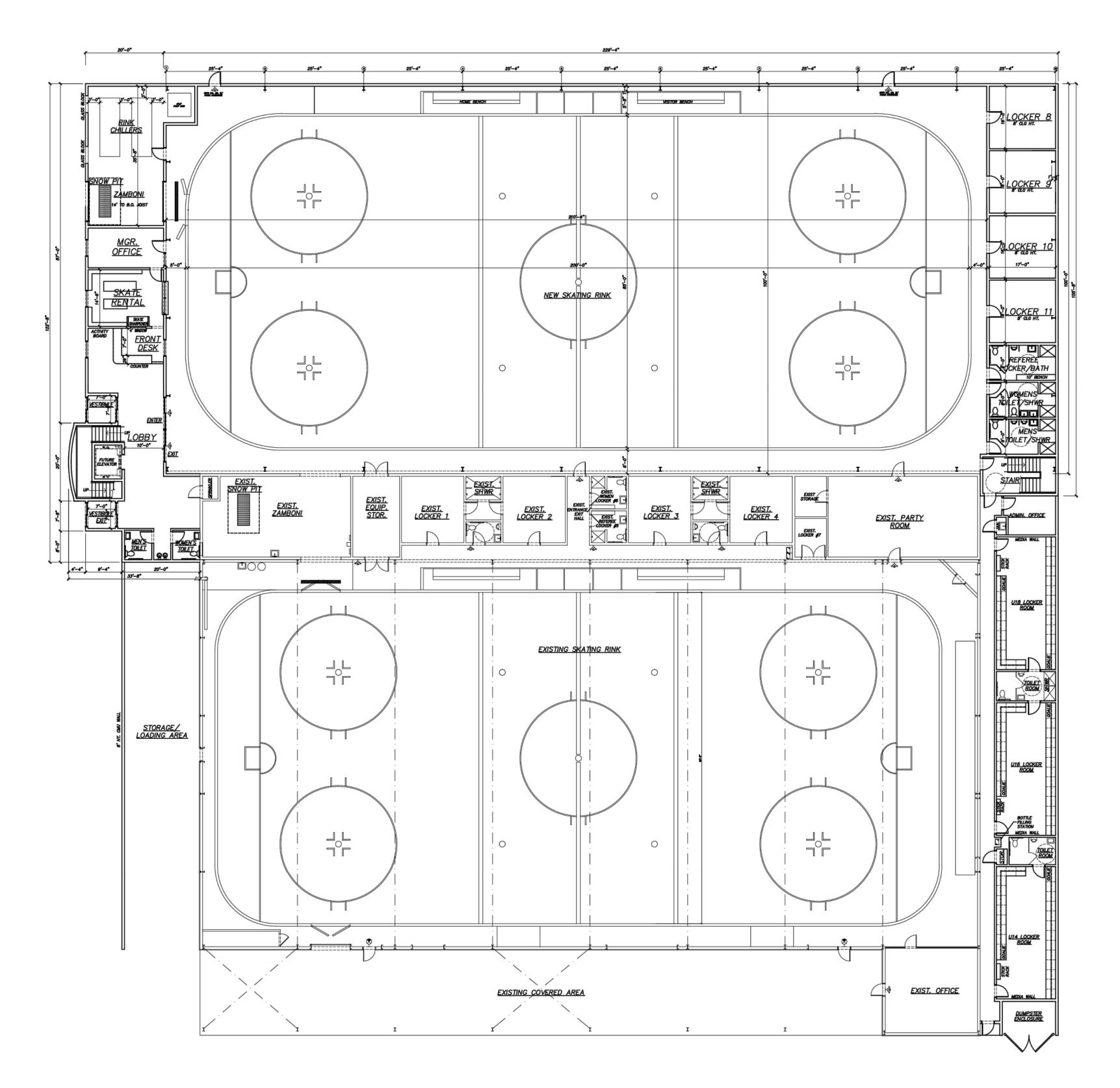
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DATE SHEET NO. 4-08-15

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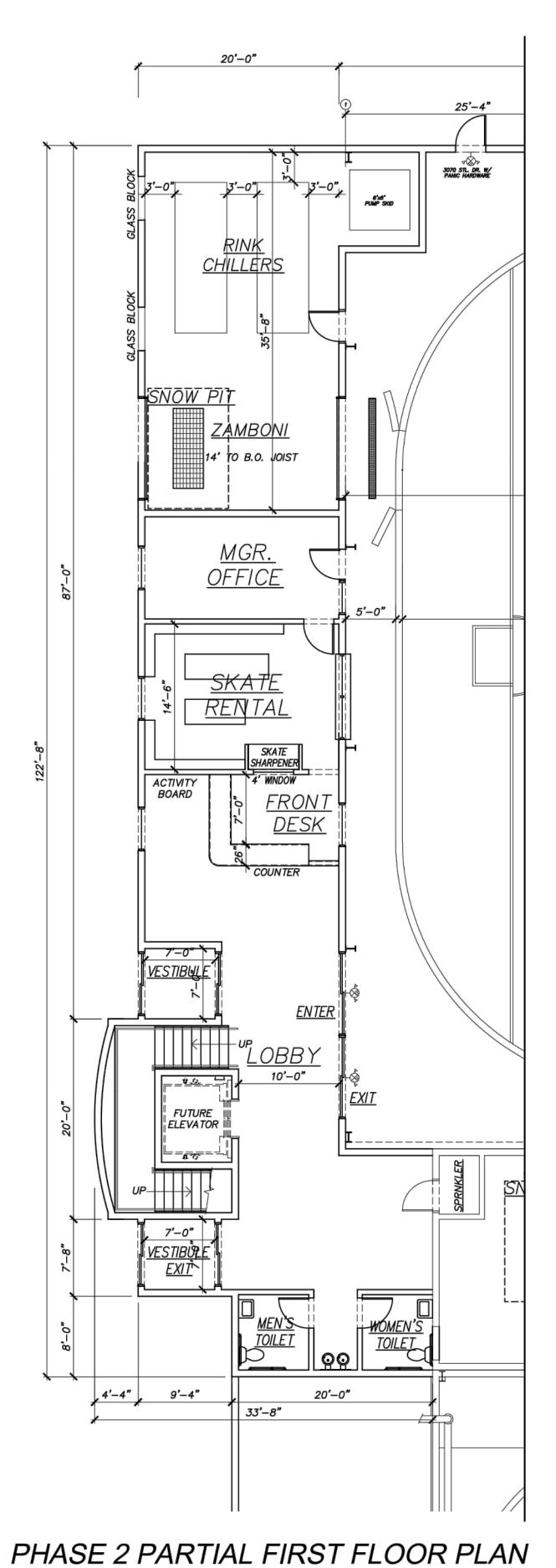
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PHASE 2 FIRST FLOOR PLAN SCALE: 1/16"=1'-0"

<u>PHASE ONE ADDITION</u> FIRST FLOOR: 27,954 G.S.F.

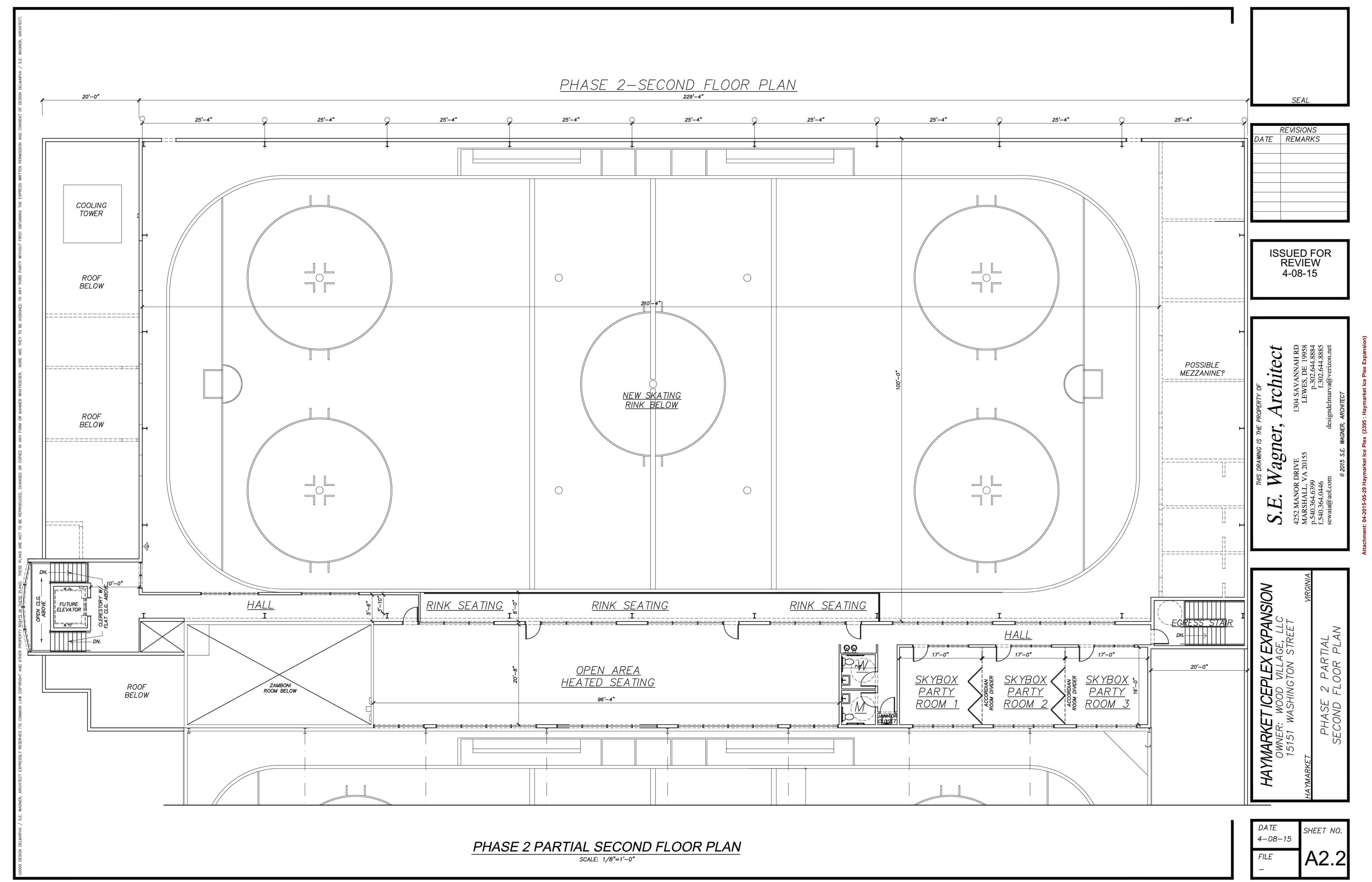
TOTAL FIRST FLOOR ADDITION: 28,339 G.S.F.
TOTAL SECOND FLOOR ADDITION: 4,627 G.S.F.

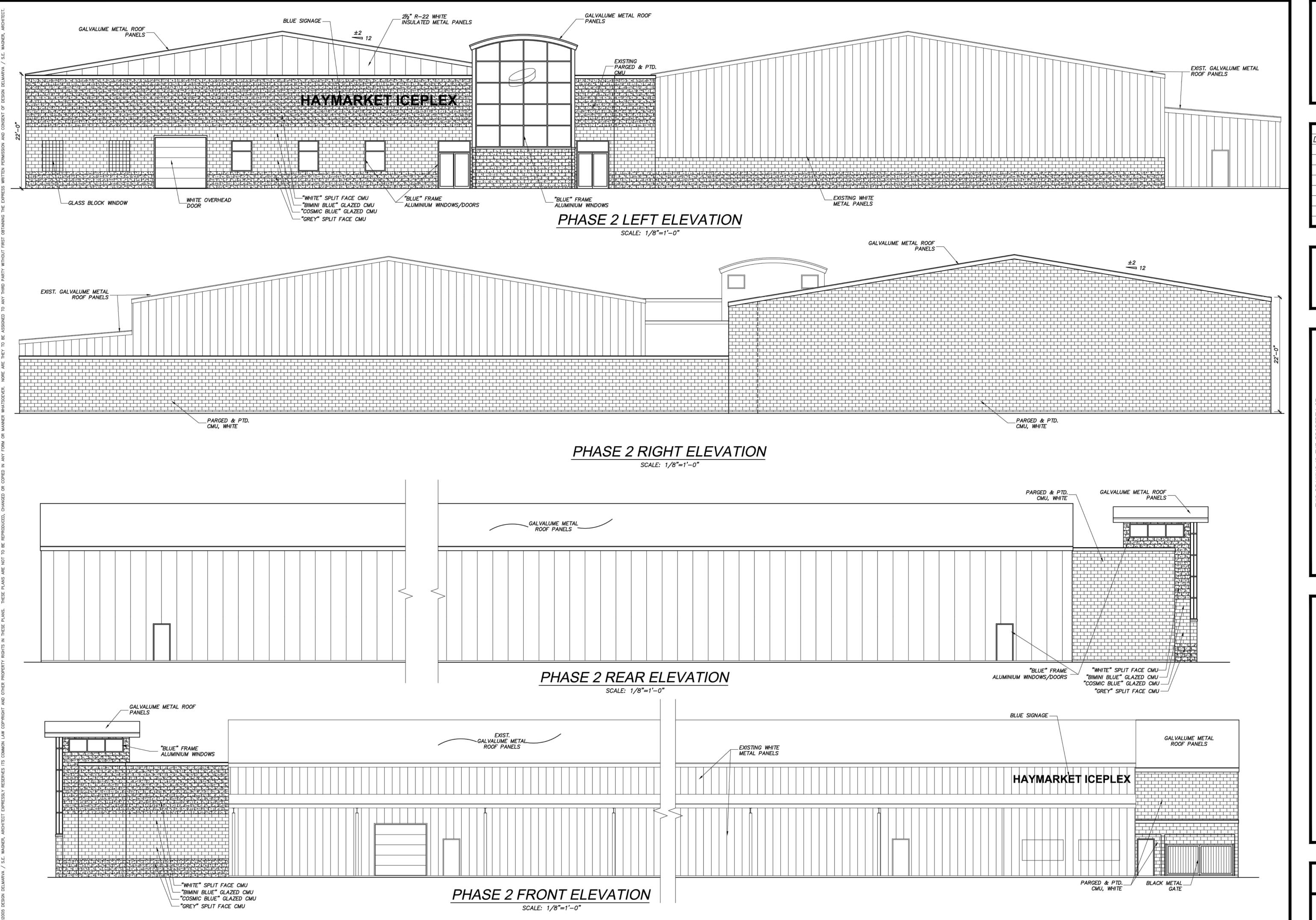


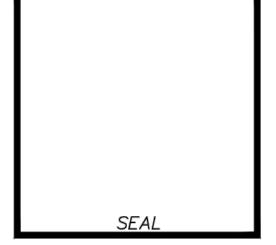
SCALE: 1/8"=1'-0"

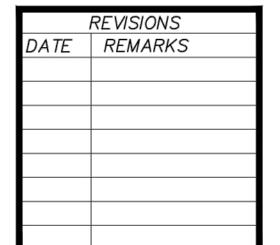
SQUARE FOOTAGE

<u>PHASE TWO ADDITION</u> FIRST FLOOR: 385 G.S.F. SECOND FLOOR: 4,627 G.S.F.









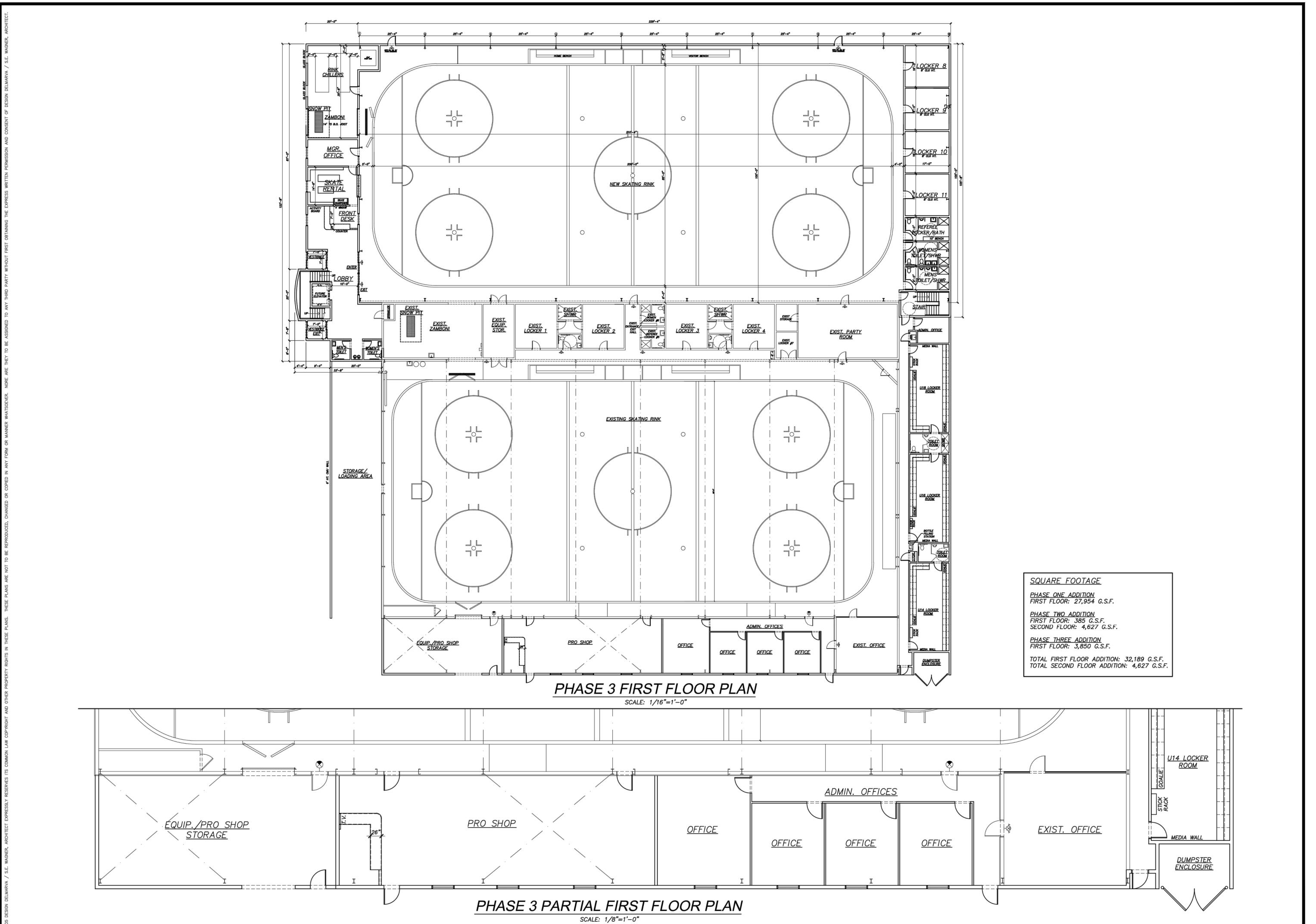
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RKET ICEPLEX EXPANSION
ER: WOOD VILLAGE, LLC
51 WASHINGTON STREET
WASHINGTON STREET
WASHINGTON STREET

DATE 4-08-15 SHEET NO. FILE **A2.3**



SEAL

REVISIONS	
REMARKS	

ISSUED FOR REVIEW 4-08-15

Igner, Architect

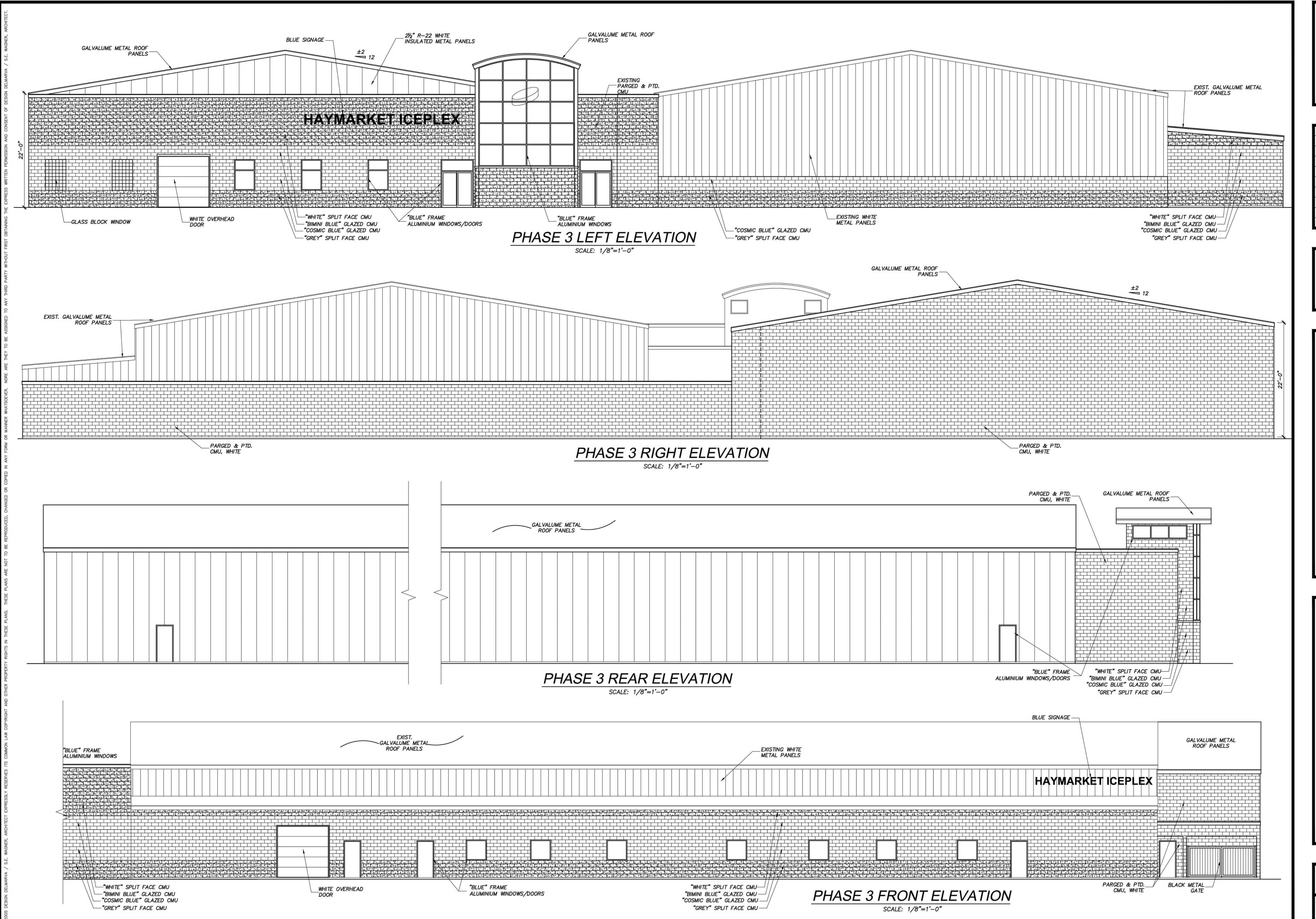
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MARSHALL, VA 20155 p.540.364.6399 f.540.364.0446 sewaia@aol.com de

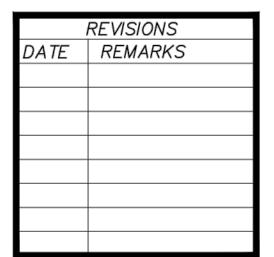
SEPLEX EXPANSION
OD VILLAGE, LLC
HINGTON STREET

DATE 4-08-15

SHEET NO.



SEAL



ISSUED FOR REVIEW 4-08-15

Architect

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CEPLEX EXPANSION
OD VILLAGE, LLC
HINGTON STREET
VIRGINIA
3 ELEVATIONS

HAYMARKET ICEPLEX EX
OWNER: WOOD VILLAGE,
15151 WASHINGTON STR
HAYMARKET
PHASE 3 ELEVATIO,

DATE SHEET NO. 4-08-15

FILE A3.2



TO: Town of Haymarket Planning Commission

SUBJECT: Proffer Policies

DATE: 06/08/15

The Berkley Group had presented to the Commission in May, and the Commission had requested a few items to be added so a Public Hearing can be set for possibly July.

ATTACHMENTS:

• Haymarket Proffer Policy FY16 (PDF)

• 2015-2020 Capital Improvements Plan (PDF)

Fiscal Year 2016 Town of Haymarket Policy Guide for Monetary Contributions





Town of Haymarket 15000 Washington Street, #100 Haymarket, VA 20169 703-753-2600

Background

A cash proffer is any voluntary funds proffered in a writing, signed by the owner of a property subject to rezoning, submitted as part of a rezoning application and accepted by a locality pursuant to the authority granted by the Code of Virginia Section 15.2-2303 or Section 15.2-2298, or any payment of money made pursuant to a development agreement entered into under authority granted in the Code of Virginia Section 15.2-2301.1.

In 1974, the Virginia General Assembly enacted legislation providing for any county administered under the urban county form of government to accept voluntary proffering of certain conditions in writing from a zoning applicant. Virginia Code Section 15.2-2303 also extends the ability for towns located within any county administered under the urban county form of government to accept cash proffers. The purpose of this legislation, known as conditional rezoning, is to provide flexibility to local jurisdictions. The concept intends that the inhibitive effects of any particular zoning application be offset through a mitigating condition by the applicant.

The population for the Town of Haymarket was 1,782 in accordance with the U.S. Department of Commerce, Bureau of the Census, 2010. The policy utilizes Prince William County's methodology for computing per capita units based upon the most recent population and household information determined by Prince William County's Demographer. This document sets forth the methodology used for monetary contributions to Haymarket Parks & Recreation, Public Safety, Transportation, and Prince William County Schools.

POPULATION/HOUSEHOLD DATA

1,782 population as of January 1, 2010

3.32 Persons/Unit in Single-Family Houses

3.04 Persons/Unit in Townhouses

2.24 Persons/Unit in Condominiums

Summary of Requested Monetary Proffer Amounts

Single Family	Amount
Transportation	\$ 4,149
Parks & Recreation	\$ 12,225
Public Safety	\$ 306
Town Administration	\$ 186
Fire & Rescue	\$ 1,053
Schools	\$20,694
TOTAL	\$38,613
Townhouse	Amount
Transportation	\$ 3,799
Parks & Recreation	\$ 11,194
Public Safety	\$ 280
Town Administration	\$ 171
Fire & Rescue	\$ 974
Schools	\$17,489
TOTAL	\$33,907
Condominium	Amount
Transportation	\$ 2,799
Parks & Recreation	\$ 8,249
Town Administration	\$ 126
Public Safety	\$ 206
Fire & Rescue	\$ 718
Schools	\$10,300
TOTAL	\$22,398

These recommended voluntary proffer contributions reflect 2015-2019 Capital Improvement Program (CIP) funds. Actual proffer contributions may be adjusted to account for inflation in accordance with the Consumer Price Index (CPI).

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TRANSPORTATION

The Town's Capital Improvement Program (CIP) indicates a number of transportation-related improvement projects. An applicant for a rezoning for residential use should consider a proffer contribution to help offset the transportation improvement projects and associated methodology as reflected below.

Transportation				
Downtown Enhancement Phase IB	\$	900,000		
Washington Street Beautification	\$	102,000		
Signage Improvements	\$	60,000		
Streets, Sidewalks, Parking	\$	265,000		
Shared Use Path	\$	500,000		
Quiet Zone Implementation	\$	400,000		
Total Capital Costs	\$	2,227,000		
Population in 2010 Census		1,782		
Cost Per Capita	\$	1,249.72		

RESIDENTIAL SHARE

Unit Type	Cost p	er Dwelling Unit
Single Family Dwelling Unit Cost = 3.32	\$	4,149
Townhouse Dwelling Unit Cost = 3.04	\$	3,799
Multiple Family Dwelling Unit Cost = 2.24	\$	2,799

NON-RESIDENTIAL SHARE

Applicants for rezoning nonresidential development should consider a proportional contribution for engineering, right-of-way acquisition, construction, and other transportation improvements that serve to mitigate impacts associated with the applicants' development request for the appropriate level of service (LOS) of roads serving the development. Cash contributions in lieu of transportation improvements may also be requested, provided the contribution is calculated based on the approximate costs of the transportation improvements that serve to mitigate, and have a reasonable relationship to, the proposed development. The applicant may be required by the Town or VDOT to perform a Traffic Impact Analysis (TIA) in conjunction with local or state requirements which will indicate the nexus between the proposed development and its impact on the transportation network.

PARKS & RECREATION

The Town's Capital Improvement Program (CIP) indicates a number of parks & recreation projects. An applicant for a rezoning for residential use should consider a proffer contribution to help offset these capital projects as reflected below.

Parks & Recreation				
Town Center Property	\$	510,000		
Harrover Property	\$	6,000,000		
Museum	\$	52,000		
Total Capital Costs	\$	6,562,000		
Population in 2010 Census		1,782		
Cost Per Capita	\$	3,682.38		

Unit Type	Cost pe	r Dwelling Unit
Single Family Dwelling Unit Cost = 3.32	\$	12,225
Townhouse Dwelling Unit Cost = 3.04	\$	11,194
Multiple Family Dwelling Unit Cost = 2.24	\$	8,249

PUBLIC SAFETY

The Town's Capital Improvement Program (CIP) also supports improvements to the Town's pubic safety program including building improvements, equipment, and vehicles. An applicant for a rezoning for residential use should consider a proffer contribution to help fund the projects reflected below.

Public Safety				
Police Cruiser	\$	118,000		
RADAR Speed Indicator Signs	\$	15,000		
Scene/Event Lights	\$	6,000		
6x12 Event Trailer	\$	5,000		
Variable Message Boards	\$	20,000		
Total Capital Costs	\$	164,000		
Population in 2010 Census		1782		
Cost Per Capita	\$	92.03		

Unit Type	Cost per Dwelling Unit
Single Family Dwelling Unit Cost = 3.32	\$ 306
Townhouse Dwelling Unit Cost = 3.04	\$ 280
Multiple Family Dwelling Unit Cost = 2.24	\$ 206

TOWN ADMINISTRATION

The Town's Capital Improvement Program (CIP) also includes support for general government administrative project, such as IT support, facility upgrades, etc.

Town Administration			
IT Upgrades	\$	100,000	
Population in 2010	\$	1,782	
Cost Per Capita	\$	56.12	

Unit Type	Cost per D	welling Unit
Single Family Dwelling Unit Cost = 3.32	\$	186
Townhouse Dwelling Unit Cost = 3.04	\$	171
Multiple Family Dwelling Unit Cost = 2.24	\$	126

FIRE & RESCUE

Needs are defined as building square footage, acreage, equipment needed to provide new fire and rescue stations that meet local service standards for suburban populations, expressed as per capita cost (residential) and cost/incident (non-residential).

Standard	Need/Cost
Number of Stations	6 Stations Needed*
Station Size	17,500 Square Feet
Building Cost	\$602.17 per sq. ft.
Equipment Cost	\$3,870,000 per station**
Acreage Needed	5 Acres Per Site
Acreage Cost	\$132,813 Per Acre***

- * Based on projected population growth by 2030
- ** Based on current cost to outfit a fully equipped station
- *** Average cost of recent land acquisitions for county agencies

RESIDENTIAL COSTS

Residential Factor (2013 Fire & Rescue Data)

Residential factor is applied to total cost of fire and rescue services.

Standards for Residential

Construction Costs	Calculation	Total
Square Feet/Capita	105,000 sq. ft./142,376 persons = 0.7374 sq. ft.	
Building Cost/Capita	0.7374 sq. ft. per capita X \$602.17 X 0.54	\$ 239.78
Land Cost/Capita	0.0002215 Acres Per Capita X \$132,813 X 0.54	\$ 15.89
Equipment Cost/Capita	6 Stations Needed X \$3,870,000 / 142376 X 0.54	\$ 88.07
GROSS COST PER CAPITA	\$239.78 + \$15.89 + \$88.07	\$ 343.74

Single Family Dwelling Unit Cost
3.32 Persons Per Household X \$343.74 = \$1,141.22
Townhouse Dwelling Unit Cost
3.04 Persons Per Household X \$343.74 = \$1,044.97
Multiple Family Dwelling Unit Cost
2.24 Persons Per Household X \$343.74 = \$769.98

SUGGESTED MONETARY CONTRIBUTION

Unit Type	Gross Cost Per Unit		Fire Cap	Less Funds Fire Levy for Capital FY14 = 3.57%		Less Credit fo Debt Service		Net Cost Per Unit	
Single Family	\$	1,141	\$	(43)	\$	(45)	\$	1,053	
Townhouse	\$	1,045	\$	(39)	\$	(32)	\$	974	
Multifamily	\$	770	\$	(29)	\$	(23)	\$	718	

^{*} Debt service numbers from Prince William County Department of Finance

NONRESIDENTIAL COSTS

The suggested nonresidential monetary contribution is based on Prince William County's 2014 and 2006 Policy Guide for Monetary.

Unit	Cost
Nonresidential	\$0.61 Per Sq. Ft.

SCHOOLS

The basis for the monetary contribution for schools is derived from Prince William County's 2014 Policy Guide for Monetary Contributions. Level of Service for Schools is defined as average use capacity determined on a countywide basis.

The suggested monetary contribution for schools is determined by subtracting from the gross cost per housing unit both funding received from state and federal sources for capital needs and a debt service credit. The debt service credit is derived annually by amortizing projected CIP school debt. The debt service calculations are provided by the Prince William County Finance Department.

STUDENT GENERATION FACTORS (GSF)

Provided by Prince William County Schools 2013 Student Census (may exclude proffered agerestricted units).

	Single Family	Townhouse	Multifamily
Elementary	0.305	0.289	0.192
Middle	0.162	0.129	0.077
High	0.214	0.153	0.085
Total	0.681	0.572	0.353

SCHOOL COSTS

Land costs are based on public land acquisition between 2011-2013.

Standards	Elementary		1	Middle	High			
Acres/School Site	20		20			40		80
Cost/Acre	\$	132,813	\$	132,813	\$	132,813		
Total Land Cost	\$	2,656,260	\$.	5,312,520	\$10	,625,040		
Facility Cost	\$ 2	7,973,000	\$ 5	3,246,000	\$90	,465,000		
TOTAL COST	\$ 30,629,260		\$ 58,558,520		\$101	,090,040		
Student Capacity		924	1464			2053		
Gross Capital Cost/Student	\$	33,149	\$	39,999	\$	49,240		

Cost Per Unit Type

			Single Family			Townhouse			Multifamily		
Type	Cost/Student		SGF	Co	st/Unit	SGF	Cost/Unit SGF		SGF	Co	st/Unit
Elementary	\$	33,149	0.305	\$	10,110	0.289	\$	9,580	0.192	\$	6,365
Middle	\$	39,999	0.162	\$	6,480	0.129	\$	5,160	0.077	\$	3,080
High	\$	49,240	0.214	\$	10,537	0.153	\$	7,534	0.085	\$	4,185
TOTAL				\$	27,127		\$	22,274		\$	13,630

STATE/FEDERAL CONTRIBUTION CALCULATION

Total capital budget for schools = \$206,126,000

% of Capital budget used for new construction = 67.8%

% of Capital budget used for renewal = 32.2%

Total funds received from State for Capital = \$13,964,000

 $13,964,000 \times 0.678 = 9,467,592$

SUGGESTED MONETARY CONTRIBUTION

The suggested contribution for schools is determined by subtracting from the gross cost per housing unit both funding received from the state and federal funding sources for capital needs and a debt service credit. The debt service credit is derived annually by amortizing projected CIP school debt.

Unit Type	Gross Cost Per Unit		Si Cap F	Less e/Federal hare of ital Costs FY14 =593%	Cr	Less edit for Debt ervice	Net Cost Per Unit	
Single Family	\$	27,127	\$	(1,267)	\$	(5,166)	\$	20,649
Townhouse	\$	22,274	\$	(1,048)	\$	(3,737)	\$	17,489
Multifamily	\$	13,630	\$	(644)	\$	(2,686)	\$	10,300

SUGGESTED PROFFER LANGUAGE

To facilitate the subsequent review of site plans and subdivision plats, the proffer statement should be written in clear and concise language with consideration of future interpretation. Proffer language should include items that are being proffered along with when action will occur and who is involved in performance of the action.

Where possible, proffers should define objective standards of performance to avoid misinterpretation. Restatements of already existing state or local requirements should be omitted from the proffer text.

Proffers should state the time frame within the proffered obligation will be performed. In the absence of explicit language indicating when performance will occur, the Town will generally request demonstration of performance of the proffered obligation with the preliminary or final site or subdivision plan affecting the rezoned property. Actual performance is expected at the time of development subject to approved plans and issuance of permits. Preferred collection times for monetary proffers are:

- Final plan approval
- Lump sum upon issuance of a land disturbance permit
- Lump sum with the first building permit for a particular type of unit
- Per lot or unit amount with every building permit for a particular type of unit

Applicants proffering monetary contributions will be encouraged to include a provision to adjust the proffered amount consistent with the increase in the cost of improvements over time. The Town defers to Prince William County's most current cost of construction "index" to assist the applicant in determining the appropriate rate.

The Town Attorney will review proffer language. Applicants seeking assistance are encouraged to contact the Town Manager's Office.



Capital Improvements Plan

Fiscal Years 2015-2020

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INTRODUCTION

The initial Capital Improvements Plan (CIP) for Haymarket was adopted in the early 1980s.

Haymarket initiated the CIP in the early 1980s by including projects into the annual fiscal budget and conducting periodic reviews and recommendations by the Planning Commission, which are accepted and approved by the Town Council.

The Town has been successful in completing many projects over the years and has done well in meeting impending needs while still working towards completion of more long range projects.

Haymarket's 2010 Census showed that the Town's population had significantly increased from 879 individuals in 2000 to 1,782 within ten years later. It was anticipated that the Town would grow between the 2000 and 2010 Census, but it makes the importance of the Capital Improvement Plan even more apparent.

The Town strives to keep the Capital Improvements Plan up to date and current by an annual review and update by the Town's Planning Commission and Town Council. The Town is committed to continually make recommendations for new projects and to making every effort to provide funding for crucial future projects for the betterment and sustainability of the Town.

THE CAPITAL IMPROVEMENT PLAN

The Capital Improvement Plan, or CIP, is an optional component of the Comprehensive Plan. A CIP is a management tool that deals with the construction, purchase or acquisition of major public facilities such as public buildings or improvements, land, parks, streets and sidewalks, technology advancements and major equipment. These items, due to their high cost and long-life expectancy, are not easily included in the annual operating budget.

A CIP covers a five-year period and is updated annually. The CIP process involves identifying projects needed over the ensuing five years and ranking them by priority. The projects are tentatively scheduled during this five-year period and a program for financing them is established. The first year of the adopted CIP becomes the basis for the capital budget; the remaining four years is the longer-term capital program. Annually, another year of projects is added and integrated into the CIP so that it always covers a five-year span.

Adoption of a Capital Improvement Plan can benefit the Town of Haymarket in important ways such as:

- Anticipating future capital facility needs;
- Correlating projects to meet community goals, financial capabilities and anticipated growth;
- Eliminating duplication and poorly planned expenditures;
- Encouraging cooperation with other governmental units;
- Establishing work schedules and cost estimates, thereby aiding local officials in projecting future expenditures;

- Providing an opportunity for early selection and acquisition of needed land before it increases in value or is lost to other uses;
- Helping the town get ready to apply for state and federal assistance;
- Enabling developers and public utility companies to plan improvements in anticipation of future capital facilities; and
- Getting town residents interested and involved in capital planning.

Capital improvements are generally costs of equipment, machinery, tools and software exceeding \$5000.00 or cost of infrastructure, building and property acquisition.

Capital Improvements costs do not include personnel, operations and management (O&M), debt service or other overhead costs.

SUMMARY OF PROPOSED PROJECTS for 2015-2016

The Town is planning on starting and/or completing the following projects within 2015-2016 fiscal year. The following projects are not within in particular priority or order. Some proposed projects have been carried from previous years within the CIP and is indicated by the year it was proposed and acknowledged by stating that the project has been "carried" from year to year until funding became available or the priority is needed. Not all of the following projects will necessarily be completed, but is included as they are being initiated this fiscal year.

Category	Project Description	Estimated Cost	Year Proposed
General Government	Painting of Light Posts	\$7,000	2013-2014 (Carried)
General Government	Benches, Pads, Trashcans & Bike Racks	\$5,000	2013-2014 (Carried)
General Government	Crosswalk Repair	\$50,000	2014-2015 (Carried)
General Government	Shared Use Path	\$250,000*	2013-2014 (Carried)
General Government	Town Center Master Plan Construction	\$500,000	2014-2015 (Carried)
General Government	Harrover Architectural / Engineering	\$375,000	2015-2016
General Government	Information Technology Upgrades	\$25,000	2014-2015 (Carried)
General Government	Gateway Signs	\$25,000	2013-2014 (Carried)
Police Department	Police Cruiser	\$38,000	2015-2016
Police Department	RADAR Speed Indicators Signs	\$15,000	2015-2016
Museum	Caboose Renovations	\$38,500**	2013-2014 (Carried)

Total Estimated Cost for 2015-2016: \$1,328,500

NOTES:

*Federally funded through the Connolly funds.

The following narrative of CIP projects is not based on priorities of the projects, which are categorized in the CIP spread sheet on page.

^{**}Funded through a VDOT Enhancement Grant

GENERAL GOVERNMENT

I. Streetscape:

This Streetscape Project was started in the late 90's that constructed brick sidewalks to both sides of Washington Street. Construction also included crosswalks, decorative street lights, street trees, landscaping and dedicated bicycle lanes on Washington Street. Phase 1b would be the conclusion of the Town portion of the Streetscape project and would include the design, engineering and construction across the Harrover property to Bleight Drive.

II. Washington Street Beautification:

The Washington Street Beautification initiative is a continuation of the Streetscape project. By creating funding for additional aesthetic treatments to Washington Street these improvements help to add to the creation of a community by adding amenities such as benches, trashcans and bike racks. This contributes to the overall goal of creating a walkable community. Furthermore, funds within this category are also budgeted to make crosswalk repairs and replacement where necessary.

III. Streets, Sidewalks, Parking:

In an effort to increase the use of multi-modal transportation the Town has secured ear marked funding through a federal grant source for pedestrian improvements along Jefferson Street in coordination with the Old Carolina bridge replacement project. These improvements will provide a shared use path from the reconstructed Old Carolina Bridge to the Washington Street intersection.

The Town will also look to improve the aesthetic treatment of the Town's streets by exploring a street striping project that would create a street striping plan for the majority of the streets. A Street striping plan would create traffic calming affect by creating "edge" lines, and on some streets create a defined center line. Aesthetically, having a striping plan on the Town's streets leads to the having a more defined and finished look.

IV. Town Center Property:

In 2010 the Town Council decided that it was going to make the property at 15000 Washington Street the Town Center and Administrative Offices. As a Town progressing to move forward with initiatives against blight of aging structures the Town sees that it is important for the integrity of the Town as well as the economic well being of the center of the Town for the Town to invest in the community by renovating the Town Center property. This process began with a Conceptual Master Plan that was completed in May of 2013. This conceptual plan is now being engineered and construction is slated to begin in the spring of 2016, which will address the storm water drainage issues on the site, the aesthetic features to the buildings, and create a community focal point with a Town "green" application. As these improvements are made the Town will need to invest into installing a security surveillance system for the site in general.

V. Harrover Property:

Similar to the initiative at the Town Center property, the Town is completing the creation of a Master Plan for the identified public use property. The Town currently does not possess a distinctive recreational area within the Town. The Harrover property has often been identified as a potential location for a municipal park or active recreation destination. Much like the Town Center property project, the Town will look to fund architecture and engineering and construction in subsequent years as funding allows for significant construction projects, but will also look to construct smaller fiscally feasible projects that are part of the Master Plan.

VI. Town Administration:

One of the many areas that the Town prides itself on is the ability to keep up with modern technologies with regard to informing the public about the Town and offering the residents and public in general the ability to access their local government. In continuing these efforts it has been determined that we need to make significant upgrades to our audio and visual equipment within the Council Chambers. As technologies continue to advance, it is the desire of the Town to become less dependent upon paper and will explore going to handheld devices for meetings. As technology of the facility improves, the need for additional security and reorientation of the administrative offices will also need to be addressed. As part of the Town Center Property project, the administrative offices will be renovated and re-orientated to function more efficiently as a municipal government building. It is the goal to utilize the main building on the Town

Center site as a "regional government center" and locating all of the Town's Administrative offices, including the police department on the first floor of the building.

VII. Town Signage:

One of the more important characteristics within any community is it gateways. Gateway signage is the first impression any community has upon visitors. Understanding this, the Town will be creating gateway signage that is symbolic of the Town's values while at the same honoring the Town's history. Town is also working with the Journey Through Hallowed Ground through the ARB to also compliment their endeavors as the Town is part of the Journey Furthermore, the Town will also work with the Department of Historic Resources and the Department of Conservation and Recreation to place within the Town a National Historic Marker and to construct signage along Interstate 66 acknowledging our Historic District and museum.

POLICE DEPARTMENT

The Police Department within a Town provides its own unique needs, set of capital improvements and capital assets. The nature of the Town's Police Department provides a wide range of services and therefore requires additional equipment for the delivery of their services.

The Town will plan on purchasing another police cruiser that will take two existing police vehicles out of the fleet. This improvement is considered a capital asset. With public safety in mind, the Police Department is also proposing the installation of RADAR Speed Indicator signs along Washington Street in both the east and west directions upon entering the Town. In the years to come, the Town will look to equip the Police Department with scene/event lights that aid the Police Department when working special events for the Town or more importantly when the Police run DUI Checkpoints or other traffic stops at night time. With the need to provide scene/event lights also comes the need to move this equipment and the equipment required for a road closure. Through this CIP, the Town plans on purchasing an enclosed trailer. Finally, in addition the Town will explore the possibilities of purchasing a variable message board. In 2013, the Police Department was successful in obtaining a grant that will cover the costs of purchasing one variable message board, through this CIP the Town will look to provide additional message boards.

MUSEUM

The Town's museum is one of the oldest buildings in the Town. The museum is open from the spring through the fall and only closed during the winter, although does open by appointment. As a matter of maintaining the building as a destination location and stop for out of town visitors, the Town will look into making landscaping improvements around the facility. In the upcoming fiscal year the Town will utilize a VDOT Enhancement Grant to construct a deck structure that will go from the rear museum exit to the Caboose and will feature two interpretive signs about the history of rail and transportation within the Town.

Adopted this 1st day of June, 2015

TOWN OF HAYMARKET, VIRGINIA

ATTEST:

Jennifer Preli, Town Clerk

Motion to approve: Aitken Second: Pasanello

Voting Aye: Morris, Swinford, Woods, Caudle, Pasanello, Aitken

Voting Nay: 0
Absent: 0
Abstaining: 0

Packet Pg. 57

Town of Haymarket



2015-2020 Capital Improvements Plan - Adopted June 1, 2015

	Town Contributions						
PRG INV	Current Year		Future	Years		Total Project Costs	
The state of the s	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020		
GENERAL GOVERNMENT							
Streetscape							
Phase 1b		\$100,000	\$800,000			\$900,000	
Washington Street Beautification							
Painting of Light Posts	\$7,000					\$7,000	
Benches, Pads, Trashcans, Bike Racks	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000	
Crosswalk repair	\$50,000				\$20,000	\$70,000	
Streets, Sidewalks, Parking							
Shared Use Path	\$250,000	\$250,000				\$500,000	
Street Striping (Traffic Calming)		\$7,500		\$7,500		\$15,000	
Sidewalk extension (Jefferson St./ Town Side Streets)		\$50,000	\$100,000		\$100,000	\$250,000	
Town Center Property							
Master Plan construction	\$500,000	\$0				\$500,000	
Security Survillance System			\$10,000			\$10,000	
Harrover Property							
Master Plan Engineering	\$375,000					\$375,000	
Construction		\$2,000,000	\$2,000,000	\$2,000,000		\$6,000,000	
Town Administration							
Information Technology Upgrades	\$25,000	\$25,000	\$25,000	\$25,000		\$100,000	
Town Signage							
4 Gate Way Signs	\$25,000	\$25,000				\$50,000	
National Historic Registry Marker			\$5,000			\$5,000	
Historic Higway Markers			\$5,000			\$5,000	
Quiet Zone							
Quiet Zone Implementation		\$150,000	\$250,000			\$400,000	
POLICE DEPARTMENT							
Police Cruiser	\$38,000		\$40,000		\$40,000	\$118,000	
RADAR Speed Indicator Signs	\$15,000					\$15,000	
Scene/Event Lights		\$6,000				\$6,000	
6x12 enclosed Trailer		\$5,000				\$5,000	
Variable Message Boards			\$20,000			\$20,000	
MUSEUM							
Caboose Renovations	\$38,500					\$38,500	
Totals	\$1,328,500	\$2,623,500	\$3,260,000	\$2.037.500	\$165,000	\$8,514,500	



TO: Town of Haymarket Planning Commission

SUBJECT: Harrover Master Plan

DATE: 06/08/15

The Planning Commission reviewed the 3 Concept Plans at their May 2015 Meeting, and made some amendments they would like to see on Concept A. The Town Planner is working on these changes. The Planning Commission members are meeting with the Town Planner and the Building Official up at the Harrover property at 6:00pm prior to the June 8th Meeting.



TO: Town of Haymarket Planning Commission

SUBJECT: Comprehensive Plan

DATE: 06/08/15



TO: Town of Haymarket Planning Commission SUBJECT: Amendment to Planned Land Use Map

DATE: 06/08/15

The Planning Commission had requested at their May 11, 2015 meeting some information items regarding the Planned Land Use Map amendment. The staff will supply these items to the Commissioners prior to the July 13th Planning Commission meeting.



TO: Town of Haymarket Planning Commission

SUBJECT: Development Updates

DATE: 06/08/15



TO: Town of Haymarket Planning Commission

SUBJECT: 1 Mile Notices

DATE: 06/08/15

John Marshall Commons update.

ATTACHMENTS:

- Staff Cover Memo John Marshall Commons 06-03-15 (PDF)
- 1. PC Recommendation_PWC REZ_John Marshall Commons 08-18-14 (PDF)
- 2. John Marshall Commons Illustrative Plan (PDF)
- 3. John Marshall Commons GDP (PDF)
- 4. John Marshall Commons Proffer Statement (PDF)

TO: Haymarket Planning Commission

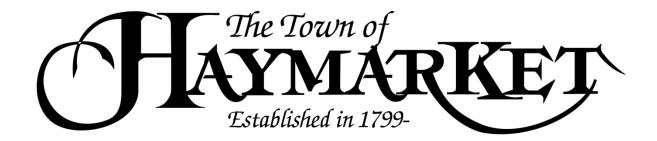
SUBJECT: REZ PLAN 2013-00115, John Marshall Commons

DATE: 06-03-15

The Prince William County Planning Commission is scheduled to hold a public hearing regarding the rezoning application on June 17, 2015. The zoning application involves 28 acres at the eastern boundary of the town, north of Route 55. The Applicant proposes up to 85 townhouses and 120 "back-to-back townhouse style" multi-family units. Retail and office uses are also proposed (see Attachments). Notable is a proposed traffic circle on Route 55 at Piedmont Center Plaza. Developments within a 1-mile radius of the Town are referred to the Town for review and comment. At the request of Supervisor Candland, the Applicant previously met with both Town Staff and the Planning Commission regarding the proposal. The Planning Commission had previously recommended that the Board of County Supervisors deny the application based on concerns regarding the County's Zoning Ordinance standards and Comprehensive Plan policies applicable to the site, public school capacity, and transportation infrastructure (See Attachments). The Applicant presented the application to the Council on September 2, 2014 for review and recommendation. No follow up response to the Council discussion was provided by the Applicant.

The subject application is east of properties within the Town that are designated by the Haymarket Comprehensive Plan as Public and Moderate Density Residential. The Former Gainesville District School (PACE WEST) was rezoned from Residential R-1 to Business B-1 in 2013. Alexandra's Keep, a 12 unit townhouse development, abuts the northwest corner of the proposed development and is zoned Residential R-2.

Town Staff referral comments regarding County applications are typically limited to a description of the Town's planned land uses in proximity to the site, general notes regarding compatibility, and impact on the Town's road infrastructure. Staff has noted several technical concerns regarding the proposal's tie-in with the planned Streetscape improvements, pedestrian/bicycle connections, and shared stormwater facilities with Alexandra's Keep. The status of these concerns, along with several other comments regarding the application, will be discussed with the Commission at the June 8 meeting.



August 18, 2014

Mayor Leake and The Haymarket Town Council 15000 Washington Street Suite 100 Haymarket, VA 20169

RE: REZ PLAN2013-00115, JOHN MARSHALL COMMONS

The below comments constitutes the official comments of the Town of Haymarket Planning Commission regarding the above-mentioned proposal to rezone approximately 27.7 acres from A-1, Agricultural and M-2, Light Industrial to PMR, Planned Mix Residential, in order to develop up to 85 townhouse units, 120 multi-family units, 12,000 square feet of retail, a 6,500 square foot restaurant use, a 3,500 square foot drive-in bank, and 25,000 square feet of office space. The proposal would also incorporate 20,500 square feet of existing office space.

ZONING AND COMPREHENSIVE PLAN COMPLIANCE

The Applicant seeks rezone 27.7 acres to PMR, Planned Mix Residential, that are currently designated CEC, Community Employment Center, in the Prince William County Comprehensive Plan. The purpose of the CEC designation is to provide for areas of low to mid-rise offices, research and development, lodging and mixed use projects planned and developed in a comprehensive, coordinated manner that shall be located at or near the intersection of principal arterials and major collector roads or at commuter rail stations. Residential uses shall be considered secondary uses and shall represent no greater than 25 percent of the total CEC gross floor area of the project at a density of 6-12 units per gross acre. Development shall occur according to a phasing plan that ensures that office, employment and lodging uses are always the primary uses within the area rezoned.

Upon review, the Planning Commission has determined that project is not compliant with the CEC designation and would require a Comprehensive Plan Amendment in addition to the current rezoning application, for the following reasons:

1. The residential uses comprise well in excess of 25% of the gross floor area of the project.

RE: REZ PLN 2013-00115, JOHN MARSHALL COMMONS TOWN OF HAYMARKET COMMENTS

08-18-2014

Page 2 of 4

- 2. The residential uses have a density of 13.5 units per gross acres, 1.5 units per gross acres in excess of the maximum.
- 3. The residential uses are the principal uses and not the secondary uses of the project.
- 4. The residential uses would increase the number of revenue negative residential properties in the county.
- 5. The residential uses do not complement the surrounding commercial uses in a fashion that would promote a work, live and play concept.
- 6. The applicant proposes obtaining CEC credit for the existing commercial uses on adjoining parcels it neither owns nor controls.
- 7. The project does not provide any detail with regard to the office, employment and lodging uses.
- 8. The applicant has not provided a phasing plan to ensure that office, employment and lodging uses are the primary uses within the area rezoned.

Similarly, the Town of Haymarket has adapted its Comprehensive Plan and Long Range Land Use Map to complement the planned uses in the adjacent county parcels and as such the proposed project thus does not complement those adjoining parcels within the Town of Haymarket.

For the reasons set forth above, the Planning Commission has determined that the project as presented does not comport with the Prince William County Comprehensive Plan, Long Range Land Use Map, and the Town of Haymarket Comprehensive Plan.

SCHOOLS

Based on the most recent Student Generation Factor published by the Prince William County Schools, the proposed project would generate a minimum of 89 additional students, 66 elementary, 20 middle school and 23 high school students. Under the present school boundaries plans, those students would attend Tyler Elementary, Bull Run Middle School and Battlefield High School. Per the Student Enrollment Data published by the Prince William County Schools for the 2014 school year Tyler operated at 118% of capacity, is projected to operate at 122% capacity in 2016 and at 150% capacity in 2022. Bull Run Middle School operated at 95.3% capacity for 2014 and is projected to operate at 97.4% and 116% capacity in 2016 and 2022 respectively. Battlefield High School operated at 122% capacity for 2014 and is projected to operate at 129% and 145% capacity in 2016 and 2022 respectively.

An analysis of some of the inventory of approved but as yet un-built residential units in the Haymarket area (Haymarket Landing, UVA Foundation, Hunter at Haymarket, Madison Crescent, Somerset, Villages at Piedmont II, Dominion Valley, Market Center, The Haven) indicates that nine approved residential projects feeding into the Gainesville area schools if built, would total 2106 new residential units that would generate 1137 new students, 549 elementary students, 262 middle school students and 326 high school students.

Upon review of the projected enrollments for the four western high schools published as part of the 12th High School Boundary Recommendations, it is clear that even if the 13th high school

RE: REZ PLN 2013-00115, JOHN MARSHALL COMMONS TOWN OF HAYMARKET COMMENTS 08-18-2014

Page 3 of 4

were given priority and completed for the 2016 school year it would simply absorb the projected overcapacity of Battlefield High School 133.1%, Brentsville High School 123.7%, Patriot High School 138.8% and Stonewall Jackson High School 107.5%. If one reviews the projected enrollments for 2023 and assume no new construction, the percentages rise to Battlefield High School 150.6%, Brentsville High School 102.3%, Patriot High School 153.6% and Stonewall Jackson High School 156.7%.

For the reasons set forth above, the Planning Commission has determined that the project as presented does not serve the best interests of the Prince William County Schools and/or those students who reside within the Town's boundaries.

TRANSPORTATION

The Applicant has proffered concrete sidewalks along the John Marshall Highway frontage, turn lane improvements and monetary contributions of approximately \$2,598,100 to be applied to capital projects in the area as "identified in the Capital Improvement Program, 6-year road plan or other capital improvements projects adopted by the Prince William Board of County Supervisors".

Upon review it is unclear how the proposed roundabout will function as a component of that stretch of the John Marshall Highway as it currently exists between its intersections with Route 29 and Route 15. Further, the Planning Commission questions the reduction of the throught traffic growth rate to .25% and asserts that the 2% growth rate reflected in the original TIA is more realistic based on historic numbers.

Similarly, it is unclear how the proposed roundabout and road improvements will tie in and/or complement the road improvements initiated by the Town of Haymarket or the Prince William County Comprehensive Plan, Capital Improvements Program, Thoroughfare Plan or Six Year Secondary Road Plan. Although the Thoroughfare Plan contemplates a 4-6 lane section from the Town of Haymarket to the intersection at Route 29, there is no mention of funding said project in either the FY2014 Budget or the 2014-2019 Capital Improvements Program.

At best the proposed improvements constitute a limited upgrade to the present road system, limited to that portion of immediately adjacent the Applicant's parcels. Said improvements will do nothing to relieve the existing traffic volumes much less the thousands of vehicle trips per day created by the project on the surrounding collector roads and arterials.

Lastly, the Planning Commission questions the adequacy of travelways within the Piedmont Center Plaza to handle the additional traffic contemplated by the Applicant. The travelways through the Piedmont Center Plaza were designed to circulate traffic through the Plaza and are not designed as roadways. As such they are narrow and not designed to handle the additional volume anticipated if residents of the proposed John Marshall Commons use them as alternate means of accessing John Marshall Highway.

RE: REZ PLN 2013-00115, JOHN MARSHALL COMMONS TOWN OF HAYMARKET COMMENTS 08-18-2014 Page 4 of 4

For the reasons set forth above, the Planning Commission has determined that the project as presented does adequately address local transportation concerns and will merely exacerbate the existing conditions.

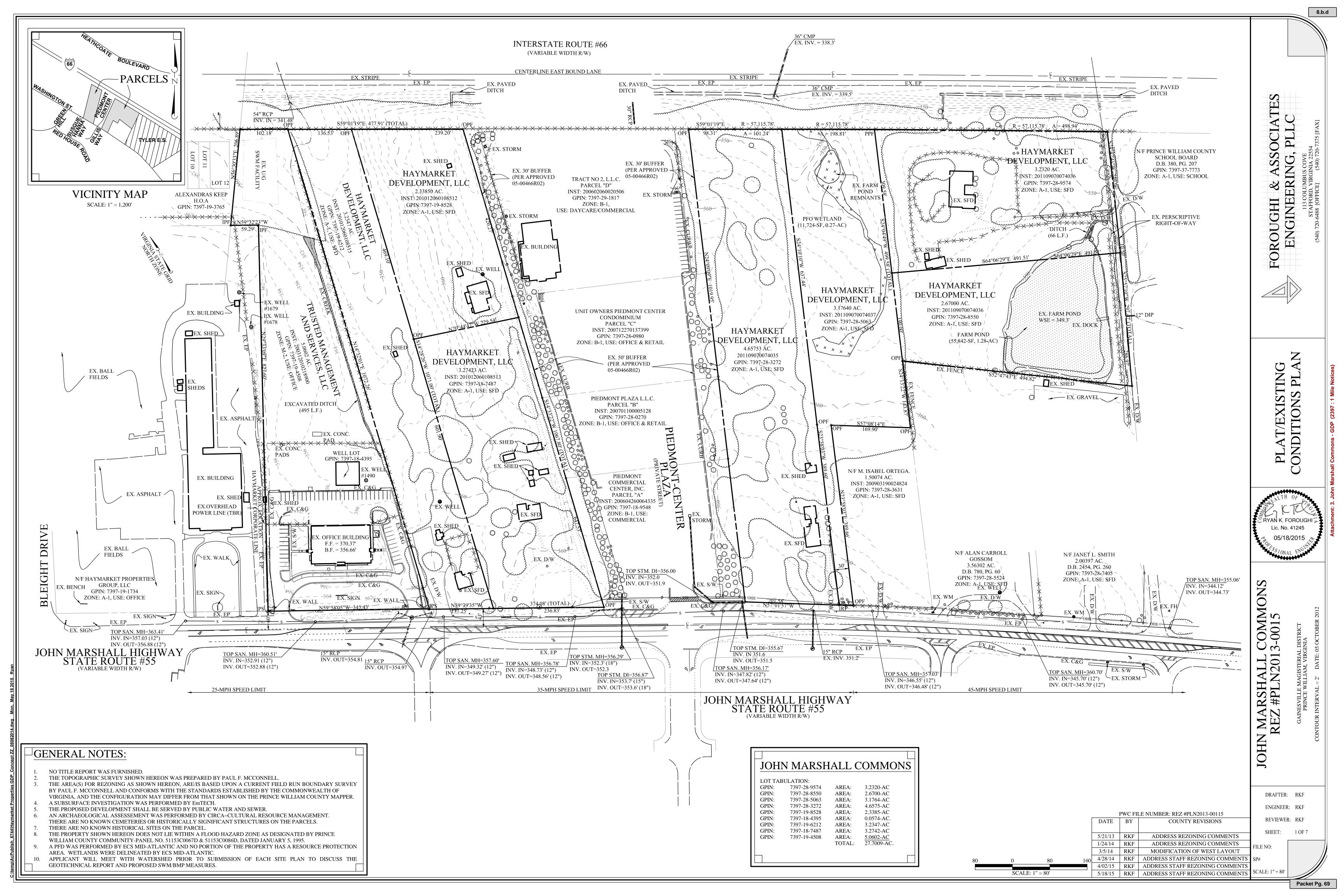
RECOMMENDATION

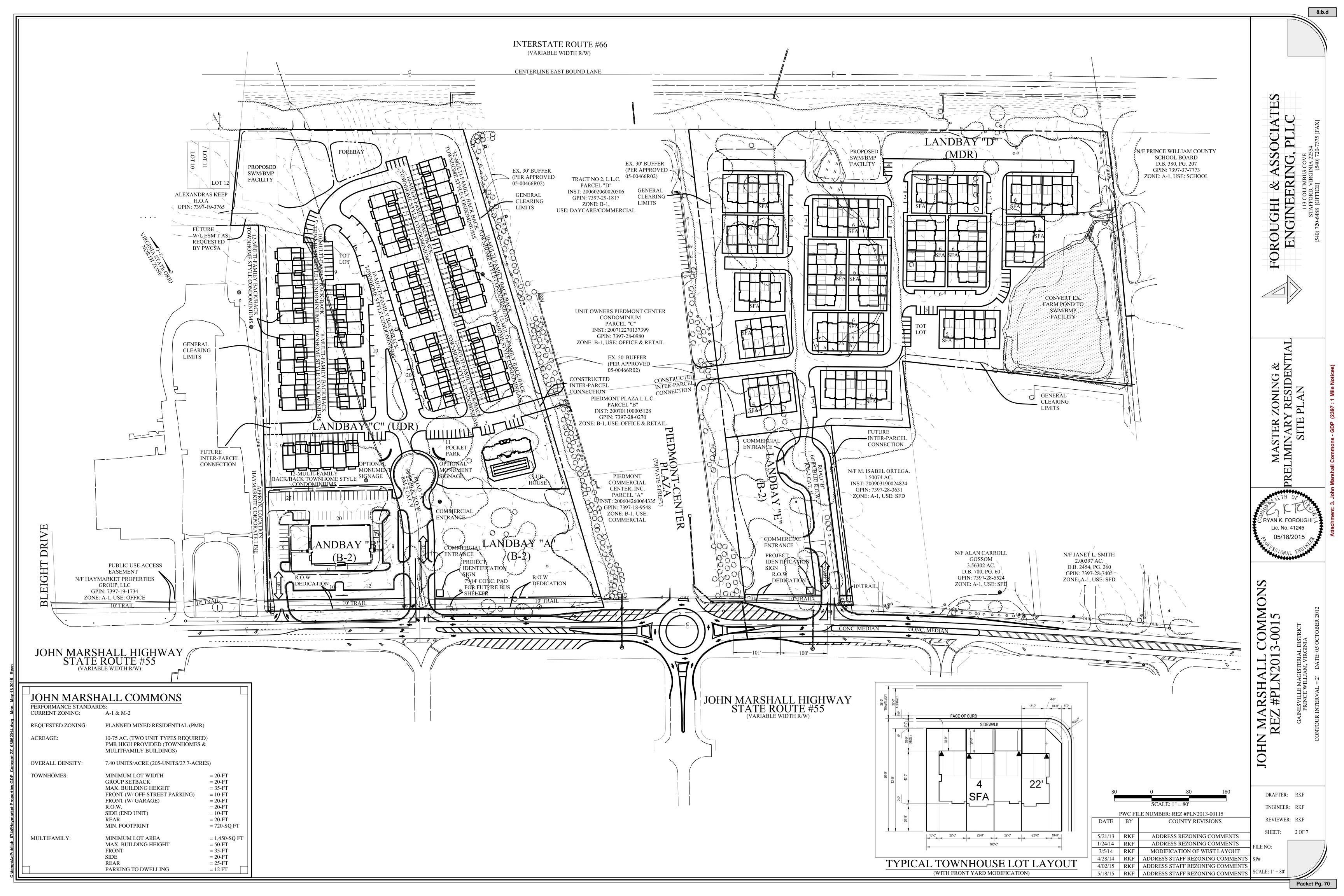
For the reasons set forth above and as a matter of good zoning practice, the Haymarket Planning Commission recommends that the Town Council instruct the Town Planner to draft a comment and resolution that incorporates the above noted objections and requests that the Prince William County Planning Commission recommend that the instant rezoning application be denied and that the Prince William County Board of Supervisors deny the instant rezoning application.

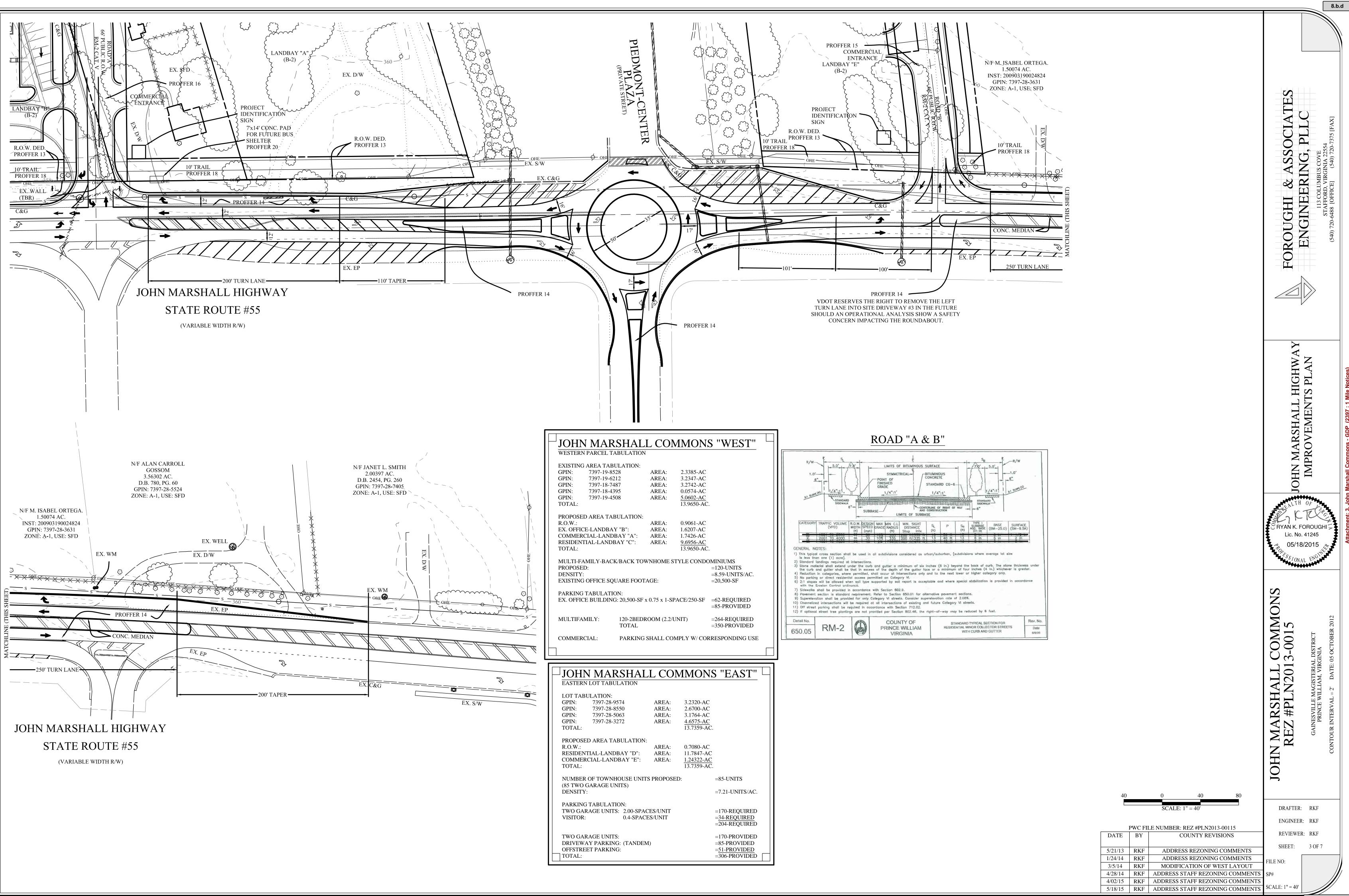
Very truly yours,

Robert B. Weir Chairman Town of Haymarket Planning Commission

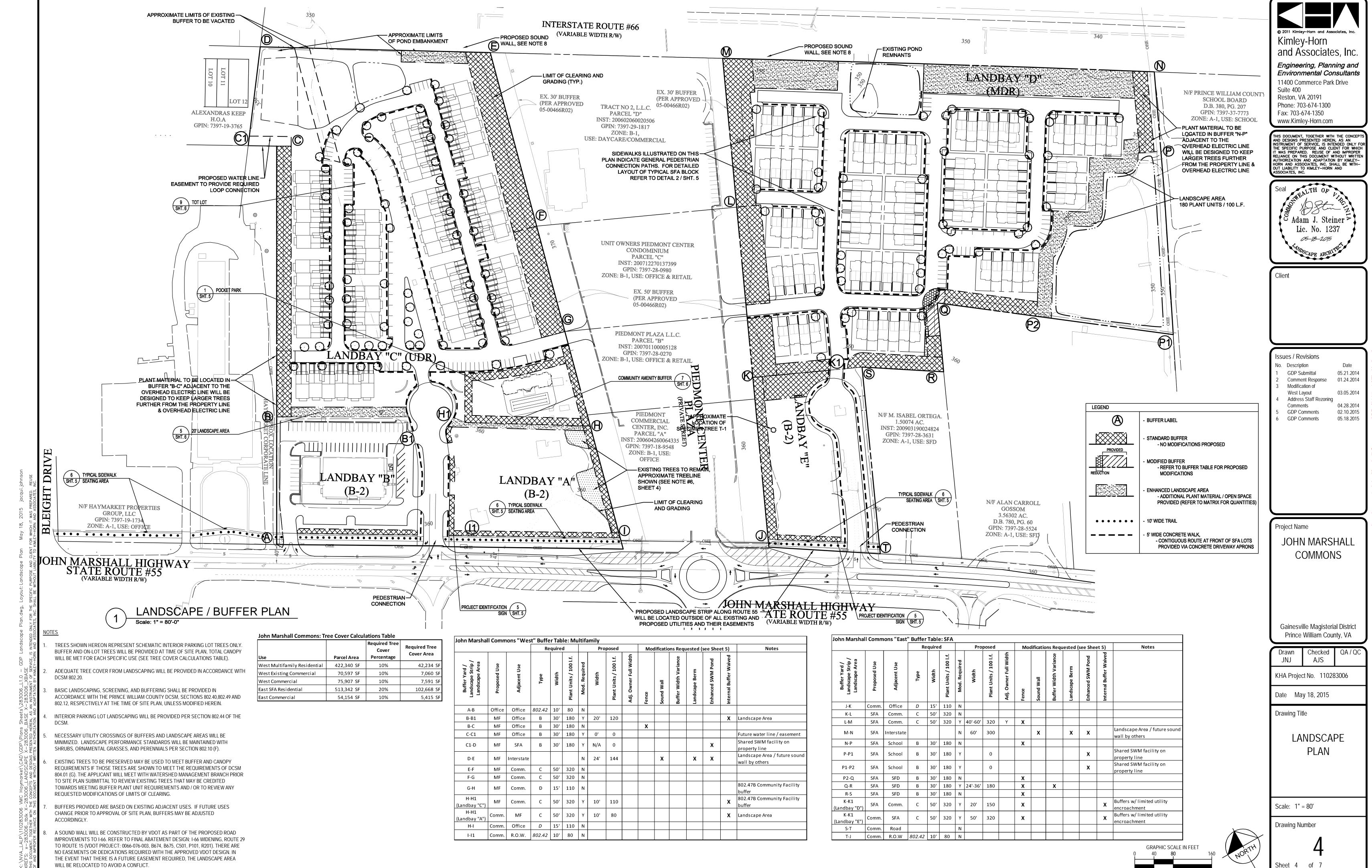








Packet Pg. 71



Packet Pg. 72

REPRESENTS A MINIMAL QUANTITY; MORE TREES MAY BE PROVIDED WITH FINAL PLAN.

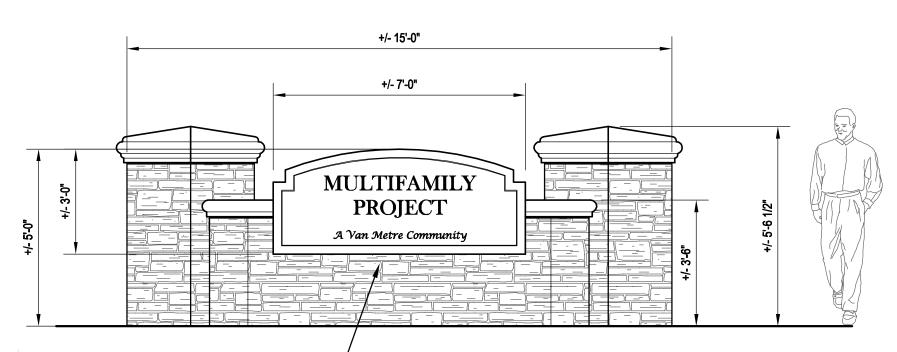






LANDSCAPE BERM

1. DIMENSIONS OF PROJECT IDENTIFICATION SIGN MAY CHANGE WITH FINAL DESIGN AND ENGINEERING



BRICK OF STONE VENEER TO COMPLEMENT MULTIFAMILY ARCHITECTURE

PROJECT IDENTIFICATION SIGN

DESCRIPTIONS OF BUFFER ENHANCEMENTS / MODIFICATIONS (REFERRED TO IN MATIX ON SHEET 4)

- FENCE TO BE OPAQUE, 6' TALL, WOOD OR VINYL, BOARD-ON-BOARD CONSTRUCTION

- LOCATION OF FENCE WITHIN BUFFER YARDS IS SUBJECT TO FINAL DESIGN AND ENGINEERING - GAPS IN FENCE MAY BE PROVIDED FOR PEDESTRIAN TRAVELWAYS AND UTILITY CROSSINGS

BUFFER WIDTH VARIANCE (SECTION 802.11, C)

- SOME AREAS OF BUFFER MAY UTILIZE BUFFER WIDTH VARIANCE ALLOWABLE PER DCSM SECTION 802.11 (C).

LANDSCAPE BERM (DETAIL 4)

- WHERE BUFFER WIDTH WILL ALLOW, A LANDSCAPED BERM TO BE INSTALLED TO PROVIDE ADDITIONAL SCREENING

- BERM HEIGHT AND LOCATION SUBJECT TO FINAL DESIGN AND ENGINEERING, BUT NOT TO BE LESS THAN THREE FEET IN HEIGHT WHERE BERM IS BEING USED TO PROVIDE ADDITIONAL SCREENING - BERM TO NOT EXCEED A SLOPE OF THREE-TO-ONE (3:1) OR TWO-TO-ONE (2:1) WHERE NECESSARY WITH SPECIAL GROUNDCOVER.

- LANDSCAPE BERM TO BE GRADED TO APPEAR SMOOTH, ROUNDED, AND NATURALISTIC

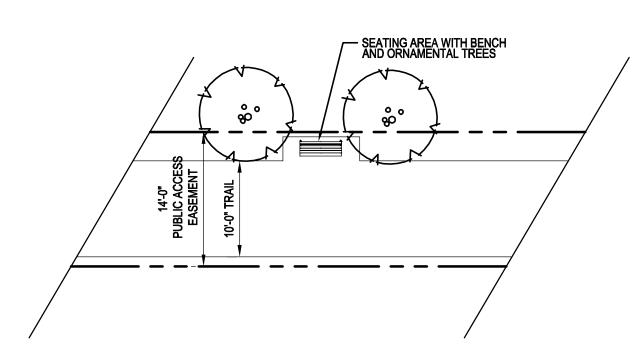
ENHANCED STORMWATER MANAGEMENT (SWM) POND

- PER DCSM SECTION 802.45 ADDITIONAL NATIVE EMERGENT WETLAND PLANTS MAY BE PROVIDED WITHIN THE 10 FOOT AQUATIC BENCH FOR AT LEAST 50% OF ITS LENGTH.

- PER PROFFER STATEMENT 34(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

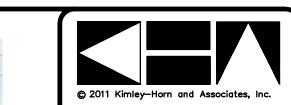
PERIMETER OF THE POND EXCLUSIVE OF DAM EMBANKMENT. - IN THE EVENT THE SWM/BMP FACILITIES ARE WET PONDS, LANDSCAPING FOR SUCH PONDS SHALL INCLUDE SHRUBS,

ORNAMENTAL TREES AND SHADE TREES.



TYPICAL SIDEWALK SEATING AREA





Kimley-Horn and Associates, Inc.

Engineering, Planning and Environmental Consultants 11400 Commerce Park Drive Suite 400 Reston, VA 20191

Phone: 703-674-1300 Fax: 703-674-1350 www.Kimley-Horn.com

T WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEI AUTHORIZATION AND ADAPTATION BY KIMLEY—HORN AND ASSOCIATES, INC. SHALL BE WITH—DUT LIABILITY TO KIMLEY—HORN AND ASSOCIATES, INC.

Adam J. Steiner Lic. No. 1237

Issues / Revisions No. Description

GDP Submittal 05.21.2014 01.24.2014 Comment Response Modification of West Layout 03.05.2014 Address Staff Rezoning 04.28.2014 Comments

GDP Comments 02.10.2015 **GDP Comments** 05.18.2015

Project Name

JOHN MARSHALL COMMONS

Gainesville Magisterial District Prince William County, VA

Checked Drawn JNJ KHA Project No. 110283006

Date May 18, 2015

Drawing Title

LANDSCAPE CALCULATIONS & NOTES

Scale: As Shown

Drawing Number

Sheet 5 of 7

PERPENDICULAR PARKING

Packet Pg. 74

Packet Pg. 75

Case Number: PLN2013-00115, John Marshall Commons

Record Owner: Haymarket Development, LLC and Trusted Management & Services, LLC GPINs 7397-19-6212, 7397-19-8528, 7397-18-7487, 7397-18-4395, 7397-**Property:**

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)

May 21, 2013 Date:

> Revised: January 24, 2014 Revised: March 5, 2014 Revised: April 28, 2014 Revised: April 2, 2015 Revised: May 11, 2015

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, January 24, 2014, March 5, 2014, April 28, 2014, April 2, 2015 and May 18, 2015.
- 2. Landscape Plan ("LP") - 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, March 5, 2014, April 28, 2014, February 10, 2015 and May 18, 2015.
- 3. Development of the Property will be in substantial conformance with the MZP and LP. 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.

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

> Revised: January 24, 2014 Revised: March 5, 2014 Revised: April 28, 2014 Revised: April 2, 2015 May 11, 2015

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.

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 120 multi-family back-to-back townhome style condominiums..
- 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":
 - 1. Laundromat:
 - 2. Lawn mower service;
 - 3. Recycling collection points, subject to the standards in Section 32-250.84;
 - 4. 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":
 - 1. Car wash (manned or self-service);
 - 2. Donated materials collection center:
 - 3. Crematory, secondary to a funeral home;

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- 4. Marina;
- 5. Motor vehicle fuel station, retail;
- 6. Restaurant, drive in/drive up or drive through in accordance with Section 32.400.07;
- 7. 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.
- 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 is referenced on the Existing Conditions Plan/Plat as part of the MZP 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.

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- 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 not 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.
- 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 an occupancy permit for each site plan, based on the number of residential units reflected on said 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 an occupancy permit for each site plan, based on the number of residential units reflected on said 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

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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 14.
- 19. Interparcel roadway and pedestrian connections shall be constructed from Land Bays "C" and "D" to existing Piedmont Center Plaza as shown on the MZP. Each roadway connection shall be a minimum of twenty-four (24') feet in width, with an adjoining five foot (5') wide pedestrian sidewalk, located within the existing interparcel connection easement granted at time of approval of the site plan for Piedmont Center Plaza. Each interparcel connection shall be shown on the final site plans for Land Bay "C" and Land Bay "D", respectively. 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. A future interparcel access easement shall be provided to GPIN 7397-28-3631, which is east of Land Bay "E", as shown on the MZP.
- 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 one time contribution of \$7,000 shall be made to Prince William County Board of Supervisors for a bus shelter prior to the issuance of the first building permit release letter for any site plan on Land Bays "A", "C", "D" or "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.

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- 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.
- 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 Director of Development Services, 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, subject to sign permit approval.
- 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

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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 an occupancy permit for each residential unit 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 an occupancy permit for each residential unit 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, twenty-five (25) meter 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 Land Bay "C" Condominium Association.

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, drainage improvements, and/or stream restoration projects. Said contribution shall be paid prior to approval for each site plan and shall be based on the acreage reflected on such plan.

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- 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. The Applicant will meet with Watershed prior to submission of each site plan to discuss the geotechnical report and proposed SWM/BMP measures.
- 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 eighty (80) 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. LID shall not be required for the project due to the presence of shallow rock. The Applicant shall investigate any possible LID techniques in consultation with Watershed Management Branch at the time of preparation of final construction plan and/or final site plans for each Land Bay.
- 36. Roadways, sidewalks and utilities, including any associated easements, shall not be located within buffers except for perpendicular crossings. The Applicant shall escrow an amount equal to 110% of the estimated cost of the required plant units for the the landscape strip along the westerly property line of Land Bay "B" prior to approval of any site plan for said Land Bay "B". Further these funds will be used when as such time the overhead lines are eliminated or relocated. Further still the Owner of Landbay B will provide an easement for the landscape strip.

LIBRARIES

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- 37. 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 an occupancy permit for each residential unit constructed on the Property and the amount paid shall be based on the number of units in each said building.
- 38. 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 an occupancy permit for each residential unit constructed on the Property and the amount paid shall be based on the number of units in each said building.

FIRE AND RESCUE

- 39. 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 an occupancy permit for each unit constructed on the Property and the amount paid shall be based on the number of units in each residential building.
- 40. 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 an occupancy permit for each unit constructed on the Property.
- 41. 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

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- 42. 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 paid prior to and as a condition of the issuance of an occupancy permit for each residential unit constructed on the Property and the amount paid shall be based on the number of units in each said building.
- 43. 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 Property to be used for school purposes. Said contribution shall be paid prior to and as a condition of the issuance of an occupancy permit for each residential unit constructed on the Property and the amount paid shall be based on the number of units in each said building.

CULTURAL RESOURCES

44. 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 prior to and as a condition of final site plan approval for the portion of the Property which such site(s) is located. All artifacts and records submitted for curation shall meet current professional standards, as well as, the Secretary of the Interior's Standards and Guidelines of Archeology and Historic Preservation. A curation fee identical to VDHR's curation fee shall be paid to the County by the Applicant at the time of delivery of any artifacts to be County. Ownership of all artifacts, reports, etc. submitted for curation shall be transferred to Prince William County by Letter of Gift. All expenses and costs associated with the proffer shall be the sole responsibility of the Applicant.

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WATER AND SEWER

- 45. 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".
- 46. Land Bay "C" shall connect to offsite water located in Piedmont Center Plaza and Alexandra's Keep subject to availability of offsite easements.
- 47. The water distribution plan for Land Bays "D" and "E" shall include a connection to GPIN 7397-28-3631.

AFFORDABLE HOUSING

48. The Applicant shall make a monetary contribution in the amount of \$250 per residential unit for affordable housing to be utilized by the County's Housing Preservation & Development Fund. Said contribution shall be paid prior to and as a condition of the issuance of an occupancy permit for each unit constructed on the Property.

MISCELLANEOUS

49. 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

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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

- 50. Modification of Sections 250.31, 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").
- 51. Modification of Section 802.12 of the DCSM to allow for reduction in buffers widths and reduction of quantities of plant units in buffers and instead to meet plant unit requirements as shown on LP.
- 52. 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 requirements for a preliminary residential site plan and therefore a separate submission shall not be required.
- 53. Modification of Detail 650.05 of the Design and Construction Standards Manual to waive the requirement for superelevation for the RM-2 road.
- 54. 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.
- 55. 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.
- 56. Modification of Detail 650.06 (TS-1) of the Design and Construction Standards Manuals to modify travelway standards as shown on sheet #6 of LP.

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57. Modification of Section 32-306.12. (6)(F)(4)(b) of the Zoning Ordinance to reduce the front yard setback to eighteen (18) feet.

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SIGNATURE PAGE

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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: