

TOWN OF HAYMARKET PLANNING COMMISSION

PUBLIC HEARING/REGULAR MEETING ~ AGENDA ~

Emily Lockhart, Town Planner http://www.townofhaymarket.org/

15000 Washington Street, Suite 100 Haymarket, VA 20169

Tuesday, February 16, 2021

7:00 PM

Council Chambers

I. Call To Order

II. Pledge of Allegiance/Moment of Silence

III. Public Hearing

- 1. Public Hearing SUP 2021-001: Drive Thru Restaurant
- 2. Public Hearing for SUP 2021-002: 78 Multi Family Dwellings

IV. Close Public Hearing

V. Citizens Time

VI. Minute Approval

- 1. Planning Commission Work Session Jan 19, 2021 6:00 PM
- 2. Planning Commission Regular Meeting Jan 19, 2021 7:00 PM

VII. Agenda Items

- 1. McDonald's Second Drive Thru
- 2. Crossroads Village Center, SUP#2021-001, Restaurant W/ Drive-Through
- 3. Crossroads Village Center, SUP#2021-002, Multifamily Residential Units

VIII. Old Business

- IX. New Business
- X. ARB Updates
- XI. Town Council Updates
- XII. Adjournment

NOTICE OF PUBLIC HEARING PLANNING COMMISSION TOWN HALL, 15000 WASHINGTON STREET, ST. 100 HAYMARKET VA 20169 Tuesday, February 16, 2021 at 7:00 pm

Notice is hereby given that the Haymarket Planning Commission will conduct a public hearing for a Special Use Permit at 15150 Washington Street for a Drive-Thru Restaurant Use by special use permit. All interested parties are encouraged to present their views at these hearings. The public hearing will be held on Tuesday, February 16, 2021, beginning at 7:00 p.m. at the Haymarket Town Hall, 15000 Washington Street, Suite 100, Haymarket, Virginia.

All are invited to attend the Public Hearing at the time and place described above and present their views pertinent to the requested Special Use Permit. Public comments can also be mailed to 15000 Washington Street, Suite 100, Haymarket, Virginia, 20169, or submitted via email to khenry@townofhaymarket.org. A complete copy of the application for the Special Use Permit is available for public inspection during normal business hours at the Town Planner's Office of the Town of Haymarket immediately upon the advertising of this notice, The Public Hearing is being held in a public facility believed to be accessible to persons with disabilities. Any person with questions on the accessibility to the facility should contact the Clerk of the Council at the above address or by telephone at (703) 753-2600.

BY ORDER OF THE HAYMARKET PLANNING COMMISSION

Instruction to Publisher:

Run This Notice Twice: February 3rd and 10th

NOTICE OF PUBLIC HEARING PLANNING COMMISSION TOWN HALL, 15000 WASHINGTON STREET, ST. 100 HAYMARKET VA 20169 Tuesday, February 16, 2021 at 7:00 pm

Notice is hereby given that the Haymarket Planning Commission will conduct a public hearing for a Special Use Permit at 15150 Washington Street and 6500 James Madison Highway for the requested addition of 78 multi-family dwelling units by special use in the B-2 zoning district. All interested parties are encouraged to present their views at these hearings. The public hearing will be held on Tuesday, February 16, 2021, beginning at 7:00 p.m. at the Haymarket Town Hall, 15000 Washington Street, Suite 100, Haymarket, Virginia.

All are invited to attend the Public Hearing at the time and place described above and present their views pertinent to the requested Special Use Permit. Public comments can also be mailed to 15000 Washington Street, Suite 100, Haymarket, Virginia, 20169, or submitted via email to khenry@townofhaymarket.org. A complete copy of the application for the Special Use Permit is available for public inspection during normal business hours at the Town Planner's Office of the Town of Haymarket immediately upon the advertising of this notice, The Public Hearing is being held in a public facility believed to be accessible to persons with disabilities. Any person with questions on the accessibility to the facility should contact the Clerk of the Council at the above address or by telephone at (703) 753-2600.

BY ORDER OF THE HAYMARKET PLANNING COMMISSION



TOWN OF HAYMARKET PLANNING COMMISSION

WORK SESSION ~ MINUTES ~

Emily Lockhart, Town Planner http://www.townofhaymarket.org/

15000 Washington Street, Suite 100 Haymarket, VA 20169

Tuesday, January 19, 2021

6:00 PM

Council Chambers

A Work Session of the Planning Commission of the Town of Haymarket, VA, was held this evening in the Council Chambers, commencing at 6:00 PM.

Chairman Matt Caudle called the meeting to order.

I. Call To Order

Due to the COV-ID 19 pandemic and Governor Northam's executive order on social gatherings of no more than 10 people, Commissioner Aayush Kharel attended this evening's meeting via Zoom meeting from his home.

Chairman Matt Caudle: Present, Commissioner Aayush Kharel: Present, Councilman Bob Weir: Present, Commissioner Robert Hallet: Absent, Commissioner Jackie Walker: Absent, Commissioner Alexander Beyene: Present, Commissioner Chuck Mason: Present.

II. Zoning Text Amendment

1. Zoning Text Amendment Working Document

Town Planner Emily Lockhart reviewed the edits that were made to the ZTA from the December Work Session. The Planning Commission picked up at the shared parking section of the Transitional Commercial portion of the ZTA. Ms. Lockhart pointed out on the Town Map the area that is zoned Transitional Commercial. In addition, she gave the definition of a general restaurant and the parking requirements. The Planning Commission struck from by right use general restaurant, brewery and distillery, grocery store and neighborhood convenience store. By Special Use 2 family dwelling, automobile repair service, brewery and distillery, cemetery, hotel and recycling center were also struck. Mobile restaurant was moved from by right to special use. Funeral homes and halfway houses were also struck. There was a discussion on other uses listed in Transitional Commercial.

The Planning Commission started working on the by right use of the B-1 district. They moved Office Medical to a By-Right Use from Special Use. They also moved liquor store from the By-Right Use to Special Use. Town Planner Lockhart inquired about other edits to the B1. There was a short discussion on removing multi-family dwelling. Council Liaison Weir stated that he would like to see that right removed. The Commission decided to move refuse collection site from B-1 to Industrial. They asked Ms. Lockhart to clarify the definition of custom manufacturing. The Planning Commission addressed the occupancy regulations as defined in the B-1 district. Ms. Lockhart stated that she will research other localities on their regulations within each district.

There was a short discussion on basement rentals in homes in the R-1 and R-2 districts. Ms. Lockhart stated that the Town's ordinance does not address the perimeters of basement apartments. There was also a discussion on the subject of short term rentals such as airbnb's. Ms. Lockhart stated that she could strike accessory apartments from the by right use in R-1 and R-2, but it would be difficult to enforce. A discussion followed.

At this time, the Planning Commission stopped at B-1: Occupancy regulations and uses section. Ms. Lockhart shared that she will make the edits discussed and resend the working document to the Commission to keep working off of. The Planning Commission set their next work session for Tuesday, February 16th at 6 pm.

III. Adjournment

Council Liaison Bob Weir moved to adjourn this evenings Work Session with a second by Commissioner Beyene. The motion carried.

6.1

Work Session Minutes January 19, 2021

1. Motion to Adjourn

RESULT: ADOPTED [UNANIMOUS]
MOVER: Bob Weir, Councilman

SECONDER: Alexander Beyene, Commissioner AYES: Caudle, Kharel, Weir, Beyene, Mason

ABSENT: Robert Hallet, Jackie Walker

Submitted:	Approved:			
Kim Henry Clark of the Council	Matt Caud	le Chairnerson		



TOWN OF HAYMARKET PLANNING COMMISSION

REGULAR MEETING ~ MINUTES ~

Emily Lockhart, Town Planner http://www.townofhaymarket.org/

15000 Washington Street, Suite 100 Haymarket, VA 20169

Tuesday, January 19, 2021

7:00 PM

Council Chambers

A Regular Meeting of the Planning Commission of the Town of Haymarket, VA, was held this evening in the Council Chambers, commencing at 7:00 PM.

Chairman Matt Caudle called the meeting to order.

I. Call To Order

Due to the COV-ID 19 pandemic and Governor Northam's executive order on social distancing, Commissioner Aayush Kharel attended this evening's meeting from his home via Zoom meeting. Chairman Matt Caudle: Present, Commissioner Aayush Kharel: Remote, Councilman Bob Weir: Present, Commissioner Robert Hallet: Absent, Commissioner Jackie Walker: Absent, Commissioner Alexander Beyene: Present, Commissioner Chuck Mason: Present.

II. Pledge of Allegiance/Moment of Silence

Chairman Matt Caudle invited everyone to stand for the Pledge of Allegiance followed by a moment of silence.

III. Citizen's Time

Dottie Leonard, 14801 Washington Street, addressed the Planning Commission about the Work Session held prior to the Regular Meeting. She addressed the subject of group and senior homes that was discussed earlier. Ms. Leonard also addressed the Planning Commission on the application before them and also on the subject of the B-1 district.

IV. Minute Approval

1. Planning Commission - Work Session - Dec 21, 2020 6:00 PM Councilman Weir moved to accept the Work Session minutes for December 21, 2020 at 6 pm. Commissioner Mason seconded the motion. The motion carried.

RESULT: ACCEPTED [UNANIMOUS]

MOVER: Bob Weir, Councilman

SECONDER: Chuck Mason, Commissioner

AYES: Caudle, Kharel, Weir, Beyene, Mason

ABSENT: Robert Hallet, Jackie Walker

2. Planning Commission - Regular Meeting - Dec 21, 2020 7:00 PM

Commissioner Mason moved to accept the minutes from the December 21, 2020 Regular Meeting of the Planning Commission. Commissioner Beyene seconded the motion. The motion carried.

RESULT: ACCEPTED [UNANIMOUS]
MOVER: Chuck Mason, Commissioner

SECONDER: Alexander Beyene, Commissioner Caudle, Kharel, Weir, Beyene, Mason

ABSENT: Robert Hallet, Jackie Walker

V. Agenda Items

1. Consideration of SUP - 14600 Washington Street

At this time, Chairman Caudle gave the floor to Town Planner Emily Lockhart. Ms. Lockhart stated that at the December meeting there was a discussion on the resolution that was drafted She stated that it was requested that the Town Attorney review and make any edits to the resolution. In addition, there was a request for the Town Attorney to be present to answer any

January 19, 2021

questions that the Planning Commission may have. Ms. Lockhart shared that the Town Attorney was present at this evening's meeting via Zoom.

At this time, Chairman Caudle asked several clarifying questions on the subject of the proffer amendment, the Town's and County's rights in the proffer and the property owners rights related to the proffer.

After the questions were answered by Town Attorney Crim, Ms. Lockhart brought forth the suggested edits of the resolution presented by Chairman Caudle and Mr. Crim.

At this time, Mr. Caudle invited the applicant to the podium to present his case to the Planning Commission, Mr. Connor Leake, President of Haymarket Properties Group, addressed the Planning Commission by reciting the disclosure from the December meeting in regards to the 100 day limit that the Planning Commission had to decide on the SUP. Mr. Leake stated that he felt the SUP is a less intense use than what is currently allowed. He stated the Haymarket Properties Group is looking for approval to have 30 condominiums on top of a by right 4 story 50 foot building which would be a good mixed blend of the overall development. He stated that before his company bears any expense on the site plan phase, the requested information from Town Planner Lockhart and rendered drawings, he would ask if the Planning Commission would consider the concept and give the approval of the Special Use.

The Planning Commission discussed the Special Use Permit in connection with the Proffer Amendment. The Planning Commission asked the applicant why would be want to ask for the Special Use when its tied by the proffer. Mr. Leake stated that once the proffer has ended and the one year of offer has lapsed, then they could proceed with the Special Use.

After Councilman Weir asked questions to the applicant and Town Planner Lockhart, he read and moved to accept the resolution to deny recommendation of SUP 2020-02. Commissioner Beyone seconded the motion. After a continued lengthy discussion followed, Councilman Weir called for the vote. The motion carried by a roll call vote.

ADOPTED [4 TO 1] **RESULT:** MOVER: Bob Weir, Councilman

SECONDER: Alexander Beyene, Commissioner

AYES: Aayush Kharel, Bob Weir, Alexander Beyene, Chuck Mason

NAYS: Matt Caudle

ABSENT: Robert Hallet, Jackie Walker

2. McDonald's Site Plan for Second Drive Thru

Town Planner Emily Lockhart shared that McDonald's submitted their plans for a second drive thru. She stated that at a previous meeting, they applied for a Special Use to have a second drive thru and that the decision was tabled to give them more time to work on the plan. She stated that the representative from Bohler Engineering was in attendance via Zoom to answer any questions regarding the re-submission of the plans. Ms. Lockhart gave the updates of the changes to the plan. She stated that they modified the site as it exist to better deal with a second drive thru. Ms. Lockhart gave the updated details to the entrance and the addition of the second drive thru. There was a short discussion on the design submitted.

The Planning Commission asked for a plan on how they would receive truck deliveries before giving approval. Ms. Lockhart stated that she would work with the applicant and bring back those plans at the February meeting.

3. Appointment of Vice Chairman

Town Planner Emily Lockhart stated that it had come to the attention of staff that there is not a Vice Chairman to fill the role of running the meeting in case Chairman Caudle is unable to make the meeting. She stated that without a Vice Chairman the duties would fall on the staff to bring a meeting to order and then appoint a Vice Chairman.

Chairman Caudle nominated Aayush Kharel as the Vice Chairman. Mr. Kharel did not accept the nomination.

Council Liaison Weir nominated Alexander Beyene as the Vice Chairman. Mr. Beyene accepted the nomination. The Planning Commission appointed Mr. Beyene as the Vice Chairman by a roll call vote.

January 19, 2021

RESULT: ADOPTED [4 TO 1]
MOVER: Bob Weir, Councilman

SECONDER: Alexander Beyene, Commissioner

AYES: Aayush Kharel, Bob Weir, Alexander Beyene, Chuck Mason

NAYS: Matt Caudle

ABSENT: Robert Hallet, Jackie Walker

VI. Old Business

Town Planner Lockhart gave the updates on the Robinson Village (Van Metre) project. She also gave updates on an old site plan for Robinson Paradise which is close to Jordan Lane across the Jefferson Street bridge. She gave updates on the Karter School project which will be in front of the Robinson Village development.

VII. New Business

Town Planner Lockhart shared that Crossroads Village applied for 2 Special Use Permits for their property. The first is for 78 two over two condominiums at the back of the property. And the second SUP is for a drive thru Starbucks at the front of the property. She stated that both applications have been sent out to the outside agencies for comments. Ms. Lockhart asked for directive from the Planning Commission to proceed with advertising the public hearing for the February meeting. The Planning Commission gave Ms. Lockhart to proceed with the advertisement.

VIII. ARB Updates

Town Planner Lockhart stated that the December meeting was cancelled and that they have not held their January meeting yet. There were no additional updates.

IX. Town Council Updates

Councilman Weir gave a brief Town Council updates. He stated that there may some items regarding Land Use that will be before the General Assembly that may affect Haymarket and may need to be addressed in the future.

X. Adjournment

With no further business before the Planning Commission, Councilman Weir moved to adjourn with a seconded by Commissioner Mason. The motion carried.

1. Motion to Adjourn

RESULT: ADOPTED [UNANIMOUS]

MOVER: Bob Weir, Councilman

SECONDER: Chuck Mason. Commissioner

AYES: Caudle, Kharel, Weir, Beyene, Mason

ABSENT: Robert Hallet, Jackie Walker

Submitted:	Approved:	
Kim Henry Clark of the Council	Matt Caudle, Chairman	
Kim Henry, Clerk of the Council	Matt Caudle, Chairman	



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

Emily K. Lockhart TOWN PLANNER ZONING ADMINISTRATOR

MEMORANDUM

TO: Planning Commission

FROM: Emily K. Lockhart, Town Planner

DATE: February 10, 2021

SUBJECT: McDonald's Second Drive - Thru

The applicant, McDonald's, has submitted the attached second drive thru plans as shown. The Planning Commission shared at the last meeting several concerns regarding the lack of a loading zone and the truck access to the site. The applicant, has provided a truck layout to address the Planning Commission's concerns. The truck layout assumes that the site will only be serviced by a 30-foot box truck and that no semi-trucks would make deliveries to this site. In the past, it has been common practice for the location to receive deliveries via semi-trucks. The Town Planner has asked the applicant to come prepared to the meeting to provide additional information regarding the truck size, the area allotted for deliveries, the turn radii and general flow of traffic when deliveries are to be made.

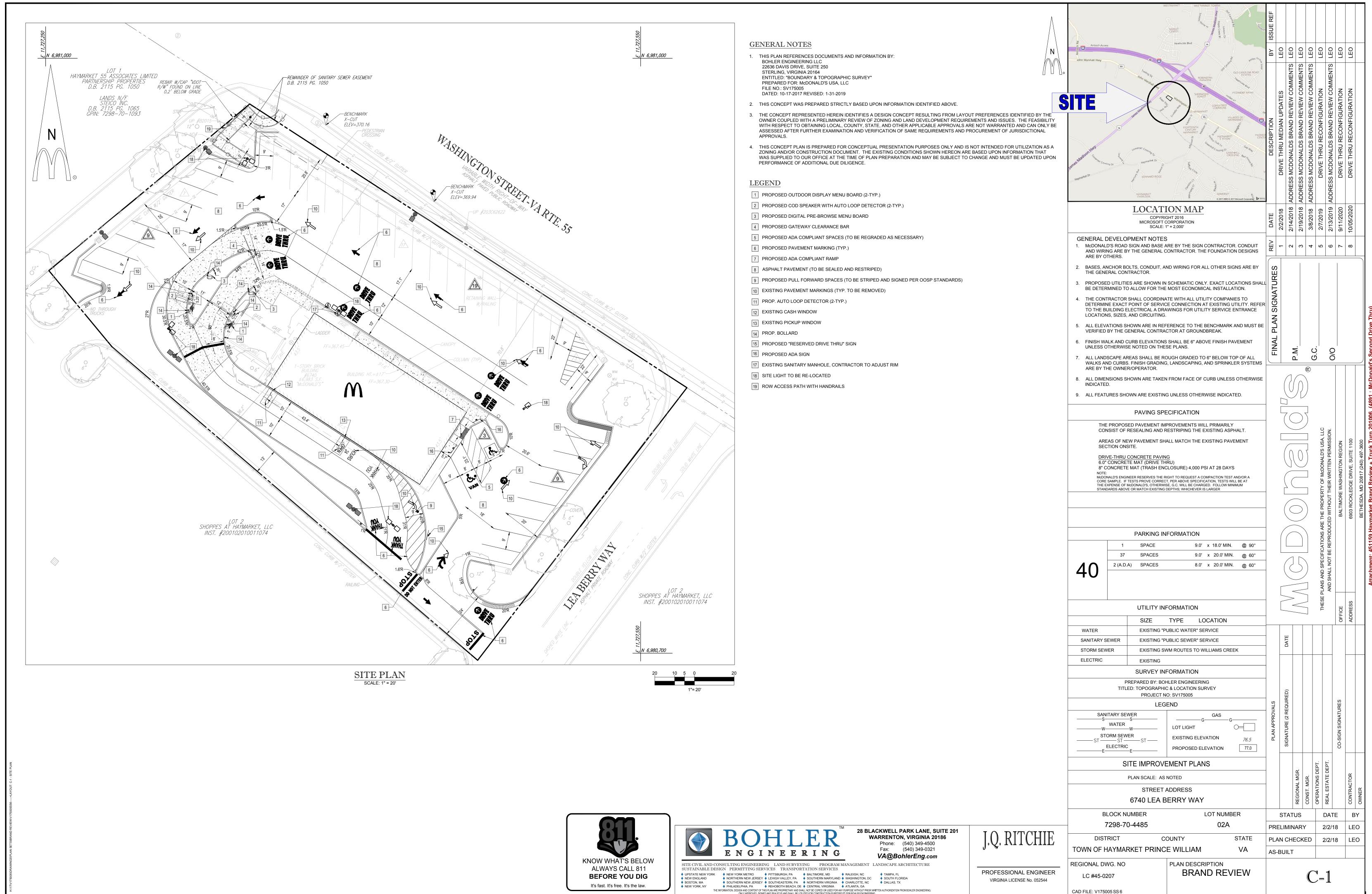
The engineer is diligently working with the franchise owner to determine the answers to the truck concerns and will be available to discuss the concerns at the meeting February 16, 2021.

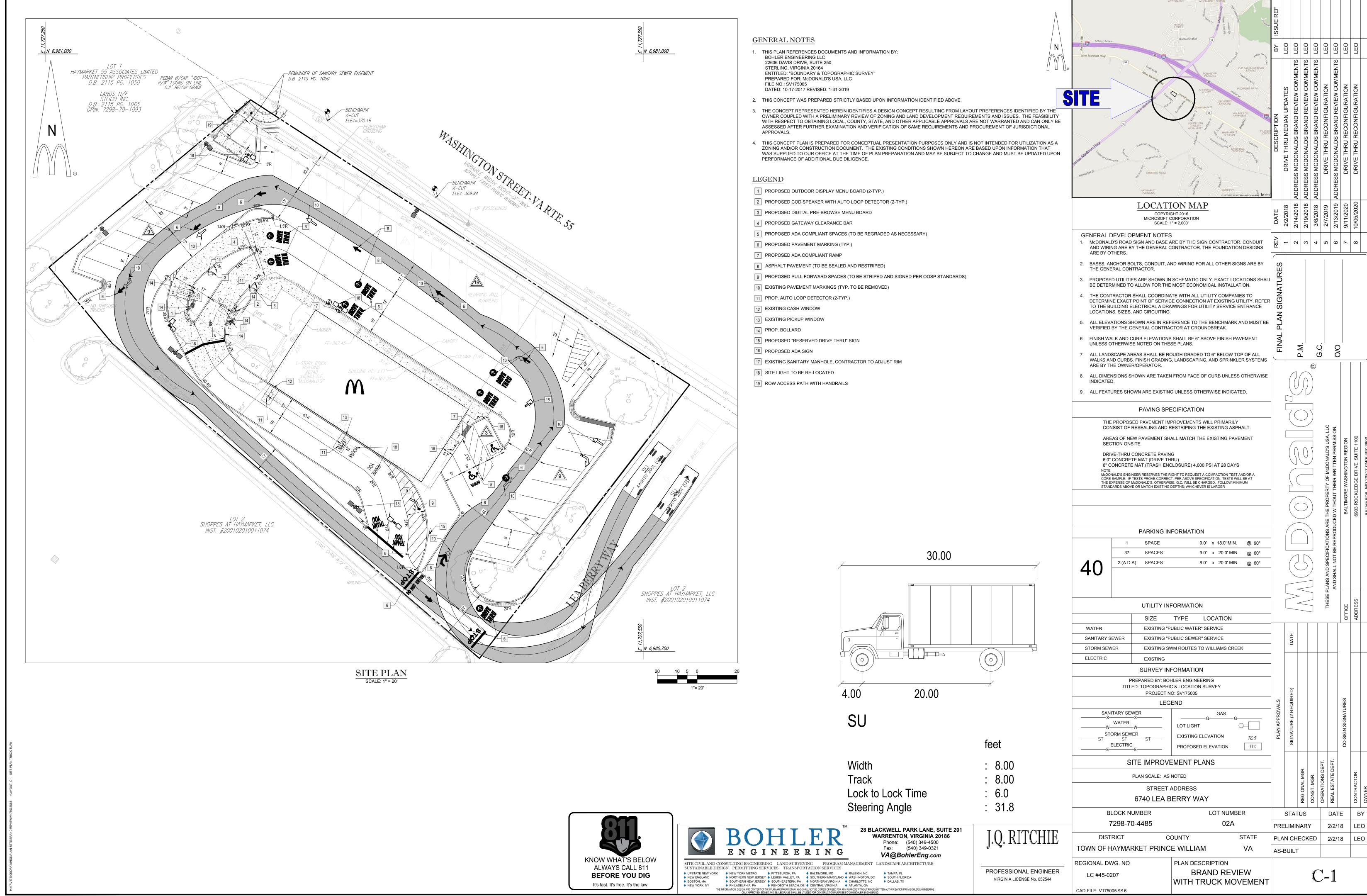
The proposed site plan will close the first entrance to the site, routing all traffic to the second entrance on Leaberry Way as well as expand the drive thru lanes and modify the parking/curbing on the property. The required parking spaces have been met with the modifications, as well as the open space requirement. The applicant has proposed expanding the curbed median at the exit of the drive-thru to better control traffic and maneuvers out of the drive-thru.

The applicant is also working to provide the final outside agency approvals.

Staff Recommendation:

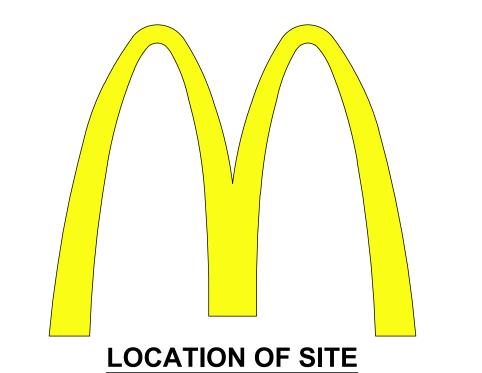
At this time, the Planning Commission should discuss any concerns they may have or provide feedback to the applicant. If necessary, the Town Planner can supply a draft motion at the meeting for conditional approval if the Commission requests it.





SITE PLAN DOCUMENTS

FOR



6740 LEA BERRY WAY
TOWN OF HAYMARKET
PRINCE WILLIAM COUNTY, VIRGINIA
GPIN: 7298-70-4485

CONTACT INFORMATION

REFERENCES

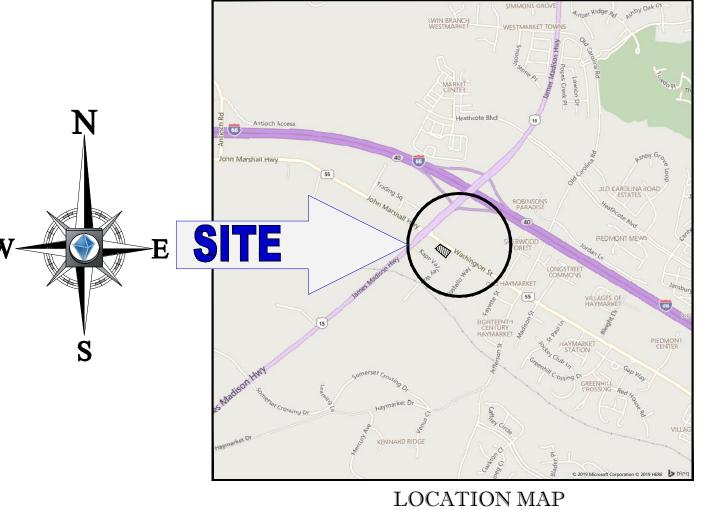
◆ BOUNDARY & TOPOGRAPHIC/ALTA SURVEY:
"BOUNDARY & TOPOGRAPHIC SURVEY FOR MCDONALD'S USA,
LLC, 6740 LEA BERRY WAY, TOWN OF HAYMARKET, PRINCE
WILLIAM COUNTY, VIRGINIA"
PREPARED BY: BOHLER ENGINEERING
PROJECT NUMBER: SV175005
DATED: 1/31/19, REVISED: 2/27/19

GOVERNING AGENCIES

◆ TOWN OF HAYMARKET PLANNING & ZONING
CONTACT: EMILY LOCKHART, TOWN PLANNER & ZONING ADMINISTRATOR
15000 WASHINGTON STREET, SUITE 100
HAYMARKET, VA 20169
(703) 753-2600 (P)

◆ TOWN OF HAYMARKET ENGINEER
CONTACT: KATIE McDANIEL, TOWN ENGINEER
15000 WASHINGTON STREET, SUITE 100
HAYMARKET, VA 20169
(703) 766-0285 (P)

◆ <u>PWSCA</u>
CONTACT: EDWARD KOVALCHUK
4 COUNTY COMPLEX COURT
WOODBRIDGE, VA 22192
(703) 335-7900 (P)



COPYRIGHT 2016
MICROSOFT CORPORATION
SCALE: 1" = 2.000'

OWNER/DEVELOPER

ARCHLAND PROPERTY I, LLC
P.O. BOX 182571
COLUMBUS, OH 43218
CONTACT: TOM HUGHES

PREPARED BY



28 BLACKWELL PARK LANE, SUITE 201 WARRENTON, VIRGINIA 20186

Phone: (540) 349-4500
Fax: (540) 349-0321

VA@BohlerEng.com

CONTACT: JONATHAN Q. RITCHIE, P.E.

ZONING REQUIREMENTS:

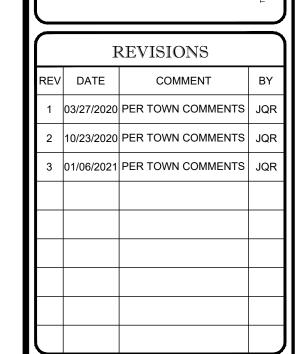
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BULK REQUIREMENTS:		REQUIRED	EXISTING	PROPOSED
MIN. LOT AREA		N/A	0.98 AC	NO CHANGE
MIN. BUILDING SETBACK				
FRO	ONT SETBACK (NORTH)	10'	70'	NO CHANGE
S	IDE SETBACK (WEST)	0'	102'	NO CHANGE
S	IDE SETBACK (EAST)	0'	77'	NO CHANGE
RE	AR SETBACK (SOUTH)	0'	36'	NO CHANGE
MIN. BUFFER TO ADJACENT PRO	PERTY			
FR	ONT BUFFER (NORTH)	10' *	5'	5'
5	SIDE BUFFER (WEST)	10' *	5'	5'
;	SIDE BUFFER (EAST)	10'	13'	13'
RI	EAR BUFFER (SOUTH)	10' *	5'	5'
PARKING REQUIREMENTS				
1 SPACES PER 10	00 SF GFA, 2 ADA SPACES REQUIRED	40	39	40
MIN. GROSS FLOOR AREA (GFA)		N/A	3,956 SF	NO CHANGE
MAX. LOT COVERAGE (ONE STO	RY)	85%	84%	NO CHANGE
MAX. BUILDING HEIGHT		50'	17'	NO CHANGE
NON-CONFORMANCE (*) = MINIM NARROWER THAN 10' IN WIDTH	IUM WIDTH IS 5' WHEN THE EXISTING AD	DJOINING LANDS	CAPE STRIP IS	

PWSCA NOTE: NO ALTERATION OF THE EXISTING SANITARY OR WATER LINES ARE PROPOSED WITH THIS PROJECT.

SHEET INDEX		
SHEET TITLE	SHEET NUMBER	
COVER SHEET	1	
GENERAL NOTES	2	
GENERAL NOTES AND LEGEND	3	
BOUNDARY & TOPOGRAPHIC SURVEY	4	
EXISTING CONDITIONS/DEMOLITION PLAN	5	
SITE PLAN	6	
SIGNAGE PLAN	7	
GRADING PLAN	8	
PRE/POST DEVELOPED DRAINAGE MAP	9	
EROSION AND SEDIMENT CONTROL PLAN PHASE I & II	10	
EROSION AND SEDIMENT CONTROL NOTES	11	
EROSION AND SEDIMENT CONTROL DETAILS	12	
LANDSCAPE PLAN	13	
LANDSCAPE NOTES AND DETAILS	14	
LIGHTING PLAN (BY OTHERS)	15	
LIGHTING DETAILS (BY OTHERS)	16	
CONSTRUCTION DETAILS	17-18	
UNIT PRICE LIST	19	

ENGELINGERING

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES
TRANSPORTATION SERVICES
TRANSPORTATION SERVICES
TRANSPORTATION SERVICES

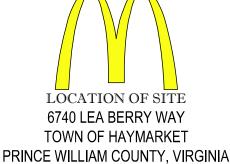




NOT APPROVED FOR CONSTRUCTION

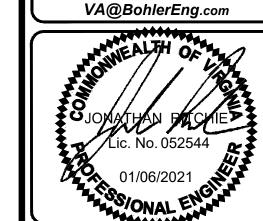
ROJECT No.: V17500
RAWN BY: DS
HECKED BY: JC
TE: 3/1/
CALE: AS NOTE

PROP.
SITE PLAN
DOCUMENTS
FOR



BOHLER BOHLERING

28 BLACKWELL PARK LANE, SUITE 20
WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321



SHEET TITLE:

COVER SHEET

HEET NUMBER:

1

H:\17\V175005\DRAWINGS\PLAN SETS\SITE PLAN DOCUMENTS\V175005SD0.DWG PRINTED BY: MGIBSON 1.05.21 @ 4:47 PM LAST SAVED BY: MGIBSON

CONSTRUCTION

THE CONTRACTOR MUST STRICTLY COMPLY WITH THESE NOTES AND ALL SPECIFICATIONS/REPORTS CONTAINED HEREIN. THE CONTRACTOR MUST ENSURE THAT ALL SUBCONTRACTORS FULLY AND COMPLETELY CONFORM TO AND COMPLY WITH THESE REQUIREMENTS. THESE NOTES. AND THE REQUIREMENTS ARTICULATED IN THE NOTES CONTAINED IN ALL THE OTHER DRAWINGS THAT COMPRISE THE PLAN SET OF DRAWINGS. ADDITIONAL NOTES AND SPECIFIC PLAN NOTES MAY BE FOUND ON THE INDIVIDUAL PLANS. THESE GENERAL NOTES APPLY TO THIS ENTIRE DOCUMENT PACKAGE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW ALL CONSTRUCTION CONTRACT DOCUMENTS INCLUDING, BUT NOT LIMITED TO, ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THE PROJECT WORK SCOPE, PRIOR TO THE INITIATION AND COMMENCEMENT OF

PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR MUST CONFIRM WITH THE ENGINEER OF RECORD THAT THE LATEST EDITION OF THE DOCUMENTS AND/OR REPORTS REFERENCED WITHIN THE PLAN REFERENCES ARE BEING USED FOR CONSTRUCTION. THIS IS THE CONTRACTOR'S SOLE AND COMPLETE RESPONSIBILITY.

PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR MUST ENSURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION IS TO BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED THE CONDITIONS OF APPROVAL TO ALL PLANS AND OTHER DOCUMENTS REVIEWED AND APPROVED BY THE PERMITTING AUTHORITIES AND HAS ALSO CONFIRMED THAT ALL NECESSARY AND REQUIRED PERMITS HAVE BEEN OBTAINED. THE CONTRACTOR MUST HAVE COPIES OF ALL PERMITS AND <u>APPROVALS ON SITE AT ALL TIMES.</u>

THE CONTRACTOR MUST ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH THESE PLANS SPECIFICATIONS/REPORTS AND CONDITIONS OF APPROVAL, AND ALL APPLICABLE REQUIREMENTS, RULES, REGULATIONS, STATUTORY REQUIREMENTS, CODES, LAWS AND STANDARDS OF ALL GOVERNMENTAL ENTITIES WITH JURISDICTION OVER THIS PROJECT. AND ALL PROVISIONS IN AND CONDITIONS OF THE CONSTRUCTION CONTRACT WITH THE OWNER/DEVELOPER INCLUDING ALL EXHIBITS, ATTACHMENTS AND ADDENDA TO SAME

PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR MUST COORDINATE THE BUILDING LAYOUT BY CAREFULLY REVIEWING THE MOST CURRENT ARCHITECTURAL, CIVIL AND STRUCTURAL CONSTRUCTION DOCUMENTS (INCLUDING BUT NOT LIMITED TO, MECHANICAL, ELECTRICAL, PLUMBING AND FIRE SUPPRESSION PLANS, WHERE APPLICABLE), THE CONTRACTOR MUST IMMEDIATELY NOTIFY OWNER, ARCHITECT AND ENGINEER OF RECORD, IN WRITING, OF ANY CONFLICTS. DISCREPANCIES OR AMBIGUITIES WHICH EXIST BETWEEN THESE PLANS AND ANY OTHER PLANS THAT COMPRISE THE CONSTRUCTION DOCUMENTS

CONTRACTOR MUST REFER TO AND ENSURE COMPLIANCE WITH THE APPROVED ARCHITECTURAL/BUILDING PLANS OF RECORD FOR EXACT LOCATIONS AND DIMENSIONS OF ENTRY/EXIT POINTS. ELEVATIONS, PRECISE BUILDING DIMENSIONS, AND EXACT BUILDING UTILITY LOCATIONS.

THE CONTRACTOR MUST FIELD VERIFY ALL DIMENSIONS AND MEASUREMENTS SHOWN ON THESE PLANS, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR MUST IMMEDIATELY NOTIFY ENGINEER OF RECORD, IN WRITING, IF ANY CONFLICTS. DISCREPANCIES. OR AMBIGUITIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION. NO EXTRA COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR WORK WHICH HAS TO BE RE-DONE OR REPAIRED DUE TO DIMENSIONS, MEASUREMENTS OR GRADES SHOWN INCORRECTLY ON THESE PLANS PRIOR TO BOTH (A) THE CONTRACTOR GIVING ENGINEER OF RECORD WRITTEN NOTIFICATION OF SAME AND (B) ENGINEER OF RECORD, THEREAFTER, PROVIDING THE CONTRACTOR WITH WRITTEN AUTHORIZATION TO PROCEED WITH SUCH ADDITIONAL WORK.

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS AND MEASUREMENTS INCLUDED ON DESIGN DOCUMENTS HEREIN AND MUST NOT SCALE OFF THE DRAWINGS DUE TO POTENTIAL PRINTING INACCURACIES. ALL DIMENSIONS AND MEASUREMENTS ARE TO BE CHECKED AND CONFIRMED BY THE GENERAL CONTRACTOR PRIOR TO PREPARATION OF SHOP DRAWINGS, FABRICATION/ORDERING OF PARTS AND MATERIALS AND COMMENCEMENT OF SITE WORK. SITE PLAN DRAWINGS ARE NOT INTENDED AS SURVEY DOCUMENTS. DIMENSIONS SUPERSEDE GRAPHICAL REPRESENTATIONS. THE CONTRACTOR MUST MAKE

CONTRACTOR'S OWN MEASUREMENTS FOR LAYOUT OF IMPROVEMENTS. THE OWNER AND CONTRACTOR MUST BE FAMILIAR WITH, AND RESPONSIBLE FOR THE PROCUREMENT OF ANY AND ALL

CERTIFICATIONS REQUIRED FOR THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. WHEN INCLUDED AS ONE OF THE REFERENCED DOCUMENTS, THE GEOTECHNICAL REPORT, SPECIFICATIONS AND RECOMMENDATIONS SET FORTH THEREIN ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND. IN CASE OF CONFLICT, DISCREPANCY OR AMBIGUITY, THE MORE STRINGENT REQUIREMENTS AND/OR RECOMMENDATIONS CONTAINED IN: (A) THE PLANS: AND (B) THE GEOTECHNICAL REPORT AND RECOMMENDATIONS. MUST TAKE PRECEDENCE UNLESS SPECIFICALLY. NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR MUST NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY SUCH CONFLICT, DISCREPANCY OR AMBIGUITY BETWEEN THE GEOTECHNICAL REPORT AND PLANS AND SPECIFICATIONS, PRIOR TO PROCEEDING WITH ANY FURTHER WORK. IF A GEOTECHNICAL REPORT WAS NOT CREATED, THEN THE CONTRACTOR MUST FOLLOW AND COMPLY WITH ALL OF THE REQUIREMENTS OF ANY AND ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS AND APPLICABLE SPECIFICATIONS WHICH HAVE JURISDICTION OVER THIS PROJECT.

2. ENGINEER OF RECORD IS NEITHER LIABLE NOR RESPONSIBLE FOR ANY SUBSURFACE CONDITIONS AND FURTHER, HAS NO LIABILITY FOR ANY HAZARDOUS MATERIALS, HAZARDOUS SUBSTANCES, OR POLLUTANTS ON, ABOUT OR UNDER THE PROPERTY. 3 THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING WHEN AND WHERE SHORING IS REQUIRED AND FOR INSTALLING ALL SHORING REQUIRED DURING EXCAVATION (TO BE PERFORMED IN ACCORDANCE WITH CURRENT OSHA STANDARDS) AND ANY ADDITIONAL PRECAUTIONS TO BE TAKEN TO ASSURE THE STABILITY OF ADJACENT, NEARBY AND CONTIGUOUS STRUCTURES AND PROPERTIES. ALL OF THIS WORK IS TO BE PERFORMED AT CONTRACTOR'S SOLE COST AND EXPENSE.

THE CONTRACTOR MUST EXERCISE EXTREME CAUTION WHEN PERFORMING ANY WORK ACTIVITIES ADJACENT TO PAVEMENT. STRUCTURES, ETC. WHICH ARE TO REMAIN EITHER FOR AN INITIAL PHASE OF THE PROJECT OR AS PART OF THE FINAL CONDITION. THE CONTRACTOR IS RESPONSIBLE FOR TAKING ALL APPROPRIATE MEASURES REQUIRED TO ENSURE THE STRUCTURAL STABILITY OF SIDEWALKS AND PAVEMENT, UTILITIES, BUILDINGS, AND INFRASTRUCTURE WHICH ARE TO REMAIN, AND TO PROVIDE A SAFE WORK AREA FOR THIRD PARTIES, PEDESTRIANS AND ANYONE INVOLVED WITH THE PROJECT. 5. DEBRIS MUST NOT BE BURIED ON THE SUBJECT SITE. ALL DEMOLITION AND CONSTRUCTION WASTES, UNSUITABLE EXCAVATED MATERIAL, EXCESS SOIL AND DEBRIS (SOLID WASTE) MUST BE DISPOSED OF IN ACCORDANCE WITH THE REQUIREMENTS OF ANY AND ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS AND APPLICABLE CODES WHICH HAVE JURISDICTION OVER THIS PROJECT OR OVER THE CONTRACTOR

S. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO MAINTAIN RECORDS TO DEMONSTRATE PROPER AND FULLY COMPLIANT DISPOSAL ACTIVITIES. TO BE PROMPTLY PROVIDED TO THE OWNER UPON REQUEST.

THE CONTRACTOR MUST REPAIR, AT CONTRACTOR'S SOLE COST, ALL DAMAGE DONE TO ANY NEW OR EXISTING CONSTRUCTION OR PROPERTY DURING THE COURSE OF CONSTRUCTION, INCLUDING BUT NOT LIMITED TO DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC, AND MUST BEAR ALL COSTS ASSOCIATED WITH SAME TO INCLUDE, BUT NOT BE LIMITED TO, REDESIGN RE-SURVEY. RE-PERMITTING AND CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR AND MUST REPLACE ALL SIGNAL INTERCONNECTION CABLE, WIRING CONDUITS, AND ANY UNDERGROUND ACCESSORY EQUIPMENT DAMAGED DURING CONSTRUCTION AND MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE REPAIR OF ANY SUCH NEW OR EXISTING CONSTRUCTION OR PROPERTY MUST RESTORE SUCH CONSTRUCTION OR PROPERTY TO A CONDITION EQUIVALENT TO OR CODES, LAWS, RULES, REGULATIONS, STATUTORY REQUIREMENTS AND STATUTES. THE CONTRACTOR MUST BEAR ALL COSTS ASSOCIATED WITH SAME. THE CONTRACTOR MUST, PROMPTLY, DOCUMENT ALL EXISTING DAMAGE AND NOTIFY, IN WRITING, THE OWNER AND THE CONSTRUCTION MANAGER PRIOR TO THE START OF CONSTRUCTION.

18. THE ENGINEER OF RECORD AND BOHLER ENGINEERING ARE NOT RESPONSIBLE FOR AND HAVE NO CONTRACTUAL, LEGAL OR OTHER RESPONSIBILITIES FOR JOB SITE SAFETY JOB SITE SUPERVISION, OR ANYTHING RELATED TO SAME. THE ENGINEER OF RECORD AND BOHLER ENGINEERING HAVE NOT BEEN RETAINED TO PERFORM OR TO BE RESPONSIBLE FOR JOB SITE SAFETY. SAME BEING WHOLLY OUTSIDE OF ENGINEER OF RECORD'S AND BOHLER ENGINEERING SERVICES AS RELATED TO THE PROJECT THE ENGINEER OF RECORD AND BOHLER ENGINEERING ARE NOT RESPONSIBLE TO IDENTIFY OR REPORT ANY JOB SITE SAFETY ISSUES OR ANY JOB SITE CONDITIONS AT ANY TIME

). THE CONTRACTOR MUST IMMEDIATELY IDENTIFY IN WRITING, TO THE ENGINEER OF RECORD AND BOHLER ENGINEERING, ANY DISCREPANCIES THAT MAY OR COULD AFFECT THE PUBLIC SAFETY, HEALTH OR GENERAL WELFARE, OR PROJECT COST, IF THE CONTRACTOR PROCEEDS WITH CONSTRUCTION WITHOUT PROVIDING PROPER WRITTEN NOTIFICATION AS DESCRIBED ABOVE. IT WILL BE AT THE CONTRACTOR'S OWN RISK AND, FURTHER, THE CONTRACTOR MUST INDEMNIFY, DEFEND AND HOLD HARMLESS THE ENGINEER OF RECORD AND BOHLER ENGINEERING FOR ANY AND ALL DAMAGES, COSTS, INJURIES, ATTORNEY'S FEES AND THE LIKE WHICH RESULT FROM OR ARE IN ANY WAY RELATED TO SAME INCLUDING, BUT NOT LIMITED TO, ANY THIRD PARTY AND FIRST PARTY CLAIMS 20. THE ENGINEER OF RECORD AND BOHLER ENGINEERING ARE NOT RESPONSIBLE FOR ANY INJURY OR DAMAGES RESULTING FROM

THE CONTRACTOR'S FAILURE TO BUILD OR CONSTRUCT IN STRICT ACCORDANCE WITH THE APPROVED PLANS, AND CURRENT CODES, RULES, STATUTES AND THE LIKE, IF THE CONTRACTOR AND/OR OWNER FAIL TO BUILD OR CONSTRUCT IN STRICT ACCORDANCE WITH APPROVED PLANS, RULES, STATUTES, CODES AND THE LIKE, THE CONTRACTOR AND/OR OWNER AGREE TO AND MUST JOINTLY, INDEPENDENTLY, SEPARATELY, AND SEVERALLY INDEMNIFY AND HOLD THE ENGINEER OF RECORD AND BOHLER ENGINEERING HARMLESS FOR AND FROM ALL INJURIES. CLAIMS AND DAMAGES THAT ENGINEER AND BOHLER. ENGINEERING SUFFER AND ANY AND ALL COSTS THAT ENGINEER AND BOHLER ENGINEERING INCUR AS RELATED TO SAME

21. ALL CONTRACTORS MUST CARRY AT LEAST THE MINIMUM AMOUNT OF THE SPECIFIED AND COMMERCIALLY REASONABLE

STATUTORY WORKER'S COMPENSATION INSURANCE, EMPLOYER'S LIABILITY INSURANCE AND COMMERCIAL GENERAL LIABILITY INSURANCE (CGL) INCLUDING ALSO ALL UMBRELLA COVERAGES. ALL CONTRACTORS MUST HAVE THEIR CGL POLICIES ENDORSED TO NAME BOHLER ENGINEERING, AND ITS PAST, PRESENT AND FUTURE OWNERS, OFFICERS, DIRECTORS, PARTNERS, SHAREHOLDERS, MEMBERS, PRINCIPALS, COMMISSIONERS, AGENTS, SERVANTS, EMPLOYEES, AFFILIATES, SUBSIDIARIES, AND RELATED ENTITIES, AND ITS SUBCONTRACTORS AND SUBCONSULTANTS AS ADDITIONAL NAMED INSUREDS AND TO PROVIDE CONTRACTUAL LIABILITY COVERAGE SUFFICIENT TO INSURE THE (DEFEND, IF APPLICABLE) AND HOLD HARMLESS AND INDEMNITY OBLIGATIONS ASSUMED AND AGREED TO BY THE CONTRACTOR HEREIN. ALL CONTRACTORS MUST FURNISH BOHLER ENGINEERING WITH CERTIFICATIONS OF INSURANCE OR CERTIFICATES OF INSURANCE AS EVIDENCE OF THE REQUIRED INSURANCE COVERAGES PRIOR TO COMMENCING ANY WORK AND UPON RENEWAL OF EACH POLICY DURING THE ENTIRE PERIOD OF CONSTRUCTION AND FOR TWO YEARS AFTER THE COMPLETION OF CONSTRUCTION AND AFTER ALL PERMITS ARE ISSUED, WHICHEVER DATE IS LATER. IN ADDITION, ALL CONTRACTORS AGREE THAT THEY WILL, TO THE FULLEST EXTENT PERMITTED UNDER THE LAW. INDEMNIFY, DEFEND AND HOLD HARMLESS BOHLER ENGINEERING AND ITS PAST, PRESENT AND FUTURE OWNERS, OFFICERS, DIRECTORS, PARTNERS, SHAREHOLDERS, MEMBERS, PRINCIPALS, COMMISSIONERS, AGENTS, SERVANTS, EMPLOYEES, AFFILIATES, SUBSIDIARIES, AND RELATED ENTITIES, AND ITS SUBCONTRACTORS AND SUBCONSULTANTS FROM AND AGAINST ANY DAMAGES, INJURIES, CLAIMS, ACTIONS, PENALTIES, EXPENSES, PUNITIVE DAMAGES, TORT DAMAGES, STATUTORY CLAIMS, STATUTORY CAUSES OF ACTION, LOSSES, CAUSES OF ACTION, LIABILITIES OR COSTS, INCLUDING, BUT NOT LIMITED TO REASONABLE ATTORNEYS' FEES AND DEFENSE COSTS, ARISING OUT OF OR IN ANY WAY CONNECTED WITH OR TO THE PROJECT, INCLUDING ALL CLAIMS BY EMPLOYEES OF THE CONTRACTOR(S), ALL CLAIMS BY THIRD PARTIES AND ALL CLAIMS RELATED TO THE PROJECT. THE CONTRACTOR MUST NOTIFY ENGINEER, IN WRITING, AT LEAST THIRTY (30) DAYS PRIOR TO ANY TERMINATION, SUSPENSION OR CHANGE OF ITS INSURANCE HEREUNDER.

22. THE ENGINEER OF RECORD AND BOHLER ENGINEERING ARE NOT RESPONSIBLE FOR CONSTRUCTION METHODS, MEANS, TECHNIQUES OR PROCEDURES, GENERALLY OR FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES OR PROCEDURES FOR COMPLETION OF THE WORK DEPICTED BOTH ON THESE PLANS, AND FOR ANY CONFLICTS IN SCOPE AND REVISIONS THAT RESULT FROM SAME. THE CONTRACTOR IS FULLY AND SOLELY RESPONSIBLE FOR DETERMINING THE MEANS AND METHODS FOR COMPLETION OF THE WORK, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

3. NEITHER THE PROFESSIONAL ACTIVITIES OF: BOHLER ENGINEERING, NOR THE PRESENCE OF BOHLER ENGINEERING AND/OR ITS PAST, PRESENT AND FUTURE OWNERS, OFFICERS, DIRECTORS, PARTNERS, SHAREHOLDERS, MEMBERS, PRINCIPALS, COMMISSIONERS, AGENTS, SERVANTS, EMPLOYEES, AFFILIATES, SUBSIDIARIES, AND RELATED ENTITIES, AND ITS SUBCONTRACTORS AND SUBCONSULTANTS AT A CONSTRUCTION/PROJECT SITE (HEREIN "BOHLER ENGINEERING PARTIES") RELIEVES OR WILL RELIEVE THE CONTRACTOR OF AND FROM ITS OBLIGATIONS, DUTIES AND RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES NECESSARY FOR PERFORMING, OVERSEEING. SUPERINTENDING AND COORDINATING THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND COMPLIANCE WITH ALL HEALTH AND SAFETY PRECAUTIONS REQUIRED BY ANY REGULATORY AGENCIES WITH JURISDICTION OVER THE PROJECT AND/OR PROPERTY. BOHLER ENGINEERING AND ITS EMPLOYEES, PERSONNEL, AGENTS, SUBCONTRACTORS AND SUBCONSULTANTS HAVE NO AUTHORITY TO EXERCISE ANY CONTROL OVER (OR ANY RESPONSIBILITY FOR) ANY CONSTRUCTION, THE CONTRACTOR OR ITS EMPLOYEES RELATING TO THEIR WORK AND ANY AND ALL HEALTH AND SAFETY PROGRAMS OR PROCEDURES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR JOB SITE SAFETY. THE CONTRACTOR MUST INDEMNIFY, DEFEND, PROTECT AND HOLD HARMLESS BOHLER ENGINEERING FOR AND FROM ANY LIABILITY TO BOHLER ENGINEERING RESULTING FROM THE CONTRACTOR'S WORK, SERVICES AND/OR VIOLATIONS OF THIS NOTE, THESE NOTES OR ANY NOTES IN THE PLAN SET AND, FURTHER, THE CONTRACTOR MUST NAME BOHLER ENGINEERING AS AN ADDITIONAL INSURED UNDER THE GENERAL CONTRACTOR'S POLICIES OF GENERAL LIABILITY INSURANCE AS DESCRIBED ABOVE

 24 . WHEN IT IS CLEARLY AND SPECIFICALLY WITHIN BOHLER ENGINEERING'S SCOPE OF SERVICES CONTRACT WITH THE OWNER/DEVELOPER. BOHLER ENGINEERING WILL REVIEW OR TAKE OTHER APPROPRIATE ACTION ON THE CONTRACTOR SUBMITTALS, SUCH AS SHOP DRAWINGS, PRODUCT DATA, SAMPLES, AND OTHER DATA, WHICH THE CONTRACTOR IS REQUIRED TO SUBMIT BUT ONLY FOR THE LIMITED PURPOSE OF EVALUATING CONFORMANCE WITH THE DESIGN INTENT AND THE INFORMATION SHOWN IN THE CONSTRUCTION CONTRACT DOCUMENTS. CONSTRUCTION MEANS AND METHODS AND/OR TECHNIQUES OR PROCEDURES, COORDINATION OF THE WORK WITH OTHER TRADES, AND CONSTRUCTION SAFETY PRECAUTIONS ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND BOHLER ENGINEERING HAS NO RESPONSIBILITY OR LIABILITY FOR SAME. BOHLER ENGINEERING WILL PERFORM ITS SHOP DRAWING REVIEW WITH REASONABLE PROMPTNESS. AS CONDITIONS PERMIT. ANY DOCUMENT, DOCUMENTING BOHLER ENGINEERING'S REVIEW OF A SPECIFIC ITEM OR LIMITED SCOPE, MUST NOT INDICATE THAT BOHLER ENGINEERING HAS REVIEWED THE ENTIRE ASSEMBLY OF WHICH THE ITEM IS A COMPONENT. BOHLER ENGINEERING IS NOT RESPONSIBLE FOR ANY DEVIATIONS FROM THE CONSTRUCTION DOCUMENTS. THE CONTRACTOR MUST, IN WRITING, PROMPTLY AND IMMEDIATELY BRING ANY DEVIATIONS FROM THE CONSTRUCTION DOCUMENTS TO BOHLER ENGINEERING'S ATTENTION. BOHLER ENGINEERING IS NOT REQUIRED TO REVIEW PARTIAL SUBMISSIONS OR THOSE FOR WHICH SUBMISSIONS OF CORRELATED ITEMS HAVE NOT BEEN RECEIVED.

25. IF THE CONTRACTOR DEVIATES FROM THESE PLANS AND/OR SPECIFICATIONS, INCLUDING THE NOTES CONTAINED HEREIN, WITHOUT FIRST OBTAINING THE PRIOR WRITTEN AUTHORIZATION OF THE ENGINEER OF RECORD AND/OR BOHLER ENGINEERING FOR ALL DEVIATIONS WITHIN ENGINEER'S SCOPE, THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE PAYMENT OF ALL COSTS INCURRED IN CORRECTING ANY WORK PERFORMED WHICH DEVIATES FROM THE PLANS, ALL FINES AND/OR PENALTIES ASSESSED WITH RESPECT THERETO AND ALL COMPENSATORY OR PUNITIVE DAMAGES RESULTING THEREFROM AND, FURTHER, MUST DEFEND, INDEMNIFY, PROTECT, AND HOLD HARMLESS THE ENGINEER OF RECORD AND BOHLER ENGINEERING PARTIES TO THE FULLEST EXTENT PERMITTED UNDER THE LAW. FOR AND FROM ALL FEES, ATTORNEYS' FEES, DAMAGES, COSTS.

JUDGMENTS, CLAIMS, INJURIES, PENALTIES AND THE LIKE RELATED TO SAME . THE CONTRACTOR IS RESPONSIBLE FOR A MAINTAINING AND PROTECTING THE TRAFFIC CONTROL PLAN AND ELEMENTS IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS, FOR ALL WORK THAT AFFECTS PUBLIC TRAVEL EITHER IN THE RIGHT OF WAY OR ON SITE. THE COST FOR THIS ITEM MUST BE INCLUDED IN THE CONTRACTOR'S PRICE AND IS THE CONTRACTOR'S SOLE RESPONSIBILITY

7. OWNER MUST MAINTAIN AND PRESERVE ALL PHYSICAL SITE FEATURES AND DESIGN FEATURES DEPICTED ON THE PLANS AND RELATED DOCUMENTS IN STRICT ACCORDANCE WITH THE APPROVED PLAN(S) AND DESIGN; AND, FURTHER, THE ENGINEER OF RECORD AND/OR BOHLER ENGINEERING ARE NOT RESPONSIBLE FOR ANY FAILURE TO SO MAINTAIN OR PRESERVE SITE AND/OR DESIGN FEATURES. IF OWNER FAILS TO MAINTAIN AND/OR PRESERVE ALL PHYSICAL SITE FEATURES AND/OR DESIGN FEATURES DEPICTED ON THE PLANS AND RELATED DOCUMENTS, OWNER AGREES TO INDEMNIFY AND HOLD THE ENGINEER OF RECORD AND BOHLER ENGINEERING PARTIES, HARMLESS FOR ALL INJURIES, DAMAGES AND COSTS THAT ENGINEER OF RECORD AND/OR BOHLER ENGINEERING INCUR AS A RESULT OF SAID FAILURE OR FAILURE TO PRESERVE.

28 THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ENSURING THAT ALL CONSTRUCTION ACTIVITIES AND MATERIALS COMPLY WITH AND CONFORM TO APPLICABLE FEDERAL, STATE AND LOCAL RULES AND REGULATIONS, LAWS, ORDINANCES, AND CODES, AND ALL APPLICABLE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, (29 U.S.C. 651 ET SEQ.) AS AMENDED, AND ANY MODIFICATIONS, AMENDMENTS OR REVISIONS TO SAME.

29. THE CONTRACTOR MUST STRICTLY COMPLY WITH THE LATEST AND CURRENT OSHA STANDARDS AND REGULATIONS. AND/OR ANY OTHER AGENCY WITH JURISDICTION OVER EXCAVATION AND TRENCHING PROCEDURES. ENGINEER OF RECORD AND BOHLER ENGINEERING HAS NO RESPONSIBILITY FOR OR AS RELATED TO EXCAVATION AND TRENCHING PROCEDURES AND WORK. 30. THE CONTRACTOR AND THE OWNER MUST INSTALL ALL ELEMENTS AND COMPONENTS IN STRICT COMPLIANCE WITH AND IN ACCORDANCE WITH MANUFACTURER'S STANDARDS AND RECOMMENDED INSTALL ATION CRITERIA AND SPECIFICATIONS. IF THE CONTRACTOR AND/OR OWNER FAIL TO DO SO, THEY AGREE TO JOINTLY, INDEPENDENTLY, SEPARATELY, COLLECTIVELY, AND

FOR ALL INJURIES AND DAMAGES THAT ENGINEER SUFFERS AND COSTS THAT ENGINEER INCURS AS A RESULT OF SAID FAILURE. 31. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN AN ON-SITE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN COMPLIANCE WITH THE ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS OR LOCAL GOVERNING AGENCY FOR SITES WHERE ONE (1) ACRE OR MORE IS DISTURBED BY CONSTRUCTION ACTIVITIES (UNLESS THE LOCAL JURISDICTION REQUIRES A DIFFERENT THRESHOLD). THE CONTRACTOR MUST ENSURE THAT ALL ACTIVITIES. INCLUDING THOSE OF ALL SUBCONTRACTORS. ARE IN COMPLIANCE WITH THE SWPPP, INCLUDING BUT NOT LIMITED TO LOGGING ACTIVITIES (MINIMUM ONCE PER WEEK AND AFTER RAINFALL EVENTS) AND CORRECTIVE MEASURES, AS APPROPRIATE AND FURTHER, THE CONTRACTOR IS SOLELY AND COMPLETELY RESPONSIBLE FOR FAILING TO DO SO

SEVERALLY INDEMNIFY, DEFEND, PROTECT AND HOLD ENGINEER OF RECORD AND/OR BOHLER ENGINEERING PARTIES HARMLESS

32. AS CONTAINED IN THESE DRAWINGS AND ASSOCIATED DOCUMENTS PREPARED BY THE SIGNATORY PROFESSIONAL ENGINEER OF RECORD. THE USE OF THE WORDS 'CERTIFY' OR 'CERTIFICATION' CONSTITUTE(S) AN EXPRESSION ONLY OF PROFESSIONAL OPINION REGARDING THE INFORMATION WHICH IS THE SUBJECT OF THE ENGINEER OF RECORD'S KNOWLEDGE OR BELIEF AND IN ACCORDANCE WITH COMMON AND ACCEPTED PROCEDURE CONSISTENT WITH THE APPLICABLE STANDARDS OF PRACTICE, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE OF ANY NATURE OR TYPE, EITHER EXPRESSED OR IMPLIED, UNDER ANY

SITE LAYOUT NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN. AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES. IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY

WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES. 2. PRIOR TO THE COMMENCEMENT OF GENERAL CONSTRUCTION, THE CONTRACTOR MUST INSTALL SOIL EROSION CONTROL AND ANY STORMWATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES NECESSARY, AS INDICATED ON THE APPROVED SOIL EROSION AND SEDIMENT CONTROL PLAN AND IN ACCORDANCE WITH APPLICABLE AND/OR APPROPRIATE AGENCIES' GUIDELINES

TO PREVENT SEDIMENT AND/OR LOOSE DEBRIS FROM WASHING ONTO ADJACENT PROPERTIES OR THE RIGHT OF WAY. 3. ALL DIRECTIONAL/TRAFFIC SIGNING AND PAVEMENT STRIPING MUST CONFORM TO THE LATEST STANDARDS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) AND ANY APPLICABLE STATE OR LOCALLY APPROVED SUPPLEMENTS, GUIDELINES, RULES, REGULATIONS STANDARDS AND THE LIKE THE LOCATIONS OF PROPOSED UTILITY POLES AND TRAFFIC SIGNS SHOWN ON THE PLANS ARE SCHEMATIC AND PRELIMINARY.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR FIELD-VERIFYING THEIR LOCATION. THE CONTRACTOR MUST COORDINATE THE RELOCATION OF TRAFFIC SIGNS WITH THE ENTITY WITH JURISDICTION OVER THE PROJECT ALL DIMENSIONS SHOWN ARE TO BOTTOM FACE OF CURB, EDGE OF PAVEMENT, OR EDGE OF BUILDING, EXCEPT WHEN DIMENSION IS TO A PROPERTY LINE, STAKE OUT OF LOCATIONS OF INLETS, LIGHT POLES, ETC. MUST BE PERFORMED IN STRICT

ACCORDANCE WITH THE DETAILS, UNLESS NOTED CLEARLY OTHERWISE.

GRADING NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.

SITE GRADING MUST BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AS REFERENCED IN THIS PLAN SET, IF NO GEOTECHNICAL REPORT HAS BEEN REFERENCED. THE CONTRACTOR MUST HAVE A GEOTECHNICAL ENGINEER PROVIDE WRITTEN SPECIFICATIONS AND RECOMMENDATIONS PRIOR TO THE CONTRACTOR COMMENCING THE GRADING WORK. THE CONTRACTOR MUST FOLLOW THE REQUIREMENTS OF ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS, WHICH HAVE JURISDICTION OVER THIS PROJECT,

THE CONTRACTOR IS REQUIRED TO SECURE ALL NECESSARY AND/OR REQUIRED PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. THE CONTRACTOR MUST SUPPLY A COPY OF APPROVALS TO THE ENGINEER OF RECORD AND THE OWNER PRIOR TO THE CONTRACTOR COMMENCING ANY WORK.

4. THE CONTRACTOR IS FULLY RESPONSIBLE FOR VERIFYING EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCING ANY CONSTRUCTION, SHOULD DISCREPANCIES BETWEEN THE PLANS AND INFORMATION. OBTAINED THROUGH FIELD VERIFICATIONS BE IDENTIFIED OR EXIST. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND REPLACING ALL UNSUITABLE MATERIALS WITH SUITABLE MATERIALS A SPECIFIED IN THE GEOTECHNICAL REPORT. THE CONTRACTOR MUST COMPACT ALL EXCAVATED OR FILLED AREAS IN STRICT ACCORDANCE WITH THE GEOTECHNICAL REPORT'S GUIDANCE. MOISTURE CONTENT AT TIME OF PLACEMENT MUST BE SUBMITTED IN A COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED. THIS REPORT MUST VERIFY THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS. SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS. RULES STATUTES, LAWS, ORDINANCES AND CODES WHICH ARE IN EFFECT AND WHICH ARE APPLICABLE TO THE PROJECT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT MUST BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER/DEVELOPER, OR OWNER/DEVELOPER'S REPRESENTATIVE, SUBBASE MUST BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL. COMPACTED AS THE GEOTECHNICAL REPORT DIRECTS. EARTHWORK ACTIVITIES INCLUDING, BUT NOT LIMITED TO, EXCAVATION, BACKFILL, AND COMPACTING MUST COMPLY WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT AND ALL APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES. EARTHWORK ACTIVITIES MUST COMPLY WITH THE STANDARD STATE DOT SPECIFICATIONS FOR

ROADWAY CONSTRUCTION (LATEST EDITION) AND ANY AMENDMENTS OR REVISIONS THERETO. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS MUST BE ADJUSTED, AS NECESSARY, TO MATCH PROPOSED FINISHED GRADES WITH NO TRIPPING OR SAFETY HAZARD IN ACCORDANCE WITH ALL APPLICABLE STANDARDS, REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES.

IN THE EVENT OF A DISCREPANCY(IES) AND/OR A CONFLICT(S) BETWEEN PLANS. OR RELATIVE TO OTHER PLANS. THE GRADING PLAN TAKES PRECEDENCE AND CONTROLS. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY DISCREPANCY(IES) AND/OR CONFLICT(S).

ACCESSIBILITY DESIGN GUIDELINES

8. THE CONTRACTOR IS RESPONSIBLE TO IMPORT FILL OR EXPORT EXCESS MATERIAL AS NECESSARY TO CONFORM TO THE

PROPOSED GRADING. AND TO BACKFILL EXCAVATIONS FOR THE INSTALLATION OF UNDERGROUND IMPROVEMENTS.

1. ALL ACCESSIBLE (A.K.A. ADA) COMPONENTS AND ACCESSIBLE ROUTES MUST BE CONSTRUCTED TO MEET, AT A MINIMUM, THE MORE STRINGENT OF: (A) THE REQUIREMENTS OF THE "AMERICANS WITH DISABILITIES ACT" (ADA) CODE (42 U.S.C. § 12101 ET SEQ. 18. THE CONTRACTOR MUST MAINTAIN A RECORD SET OF PLANS UPON WHICH IS INDICATED THE LOCATION OF EXISTING UTILITIES AND 42 U.S.C. § 4151 ET SEQ.); AND (B) ANY APPLICABLE LOCAL AND STATE GUIDELINES, AND ANY AND ALL AMENDMENTS TO BOTH, WHICH ARE IN EFFECT WHEN THESE PLANS WERE COMPLETED. 2. THE CONTRACTOR MUST REVIEW ALL DOCUMENTS REFERENCED IN THESE NOTES FOR ACCURACY, COMPLIANCE AND

CONSISTENCY WITH INDUSTRY GUIDELINES. 3. THE CONTRACTOR MUST EXERCISE APPROPRIATE CARE AND PRECISION IN CONSTRUCTION OF ACCESSIBLE (ADA) COMPONENTS AND ACCESSIBLE ROUTES FOR THE SITE FINISHED SURFACES ALONG THE ACCESSIBLE ROUTE OF TRAVEL FROM PARKING. SPACES, PUBLIC TRANSPORTATION, PEDESTRIAN ACCESS, AND INTER-BUILDING ACCESS, TO POINTS OF ACCESSIBLE BUILDING ENTRANCE/EXIT, MUST COMPLY WITH THE ACCESSIBLE GUIDELINES AND REQUIREMENTS WHICH INCLUDE, BUT ARE NOT LIMITED O THE FOLLOWING:

A. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SLOPES MUST NOT EXCEED 1:50 (2.0%) IN ANY DIRECTION. . PATH OF TRAVEL ALONG ACCESSIBLE ROUTE MUST PROVIDE A 36-INCHES MINIMUM WIDTH (48-INCHES PREFERRED), OR AS SPECIFIED BY THE GOVERNING AGENCY. UNOBSTRUCTED WIDTH OF TRAVEL (CAR OVERHANGS AND/OR HANDRAILS) MUST NOT REDUCE THIS MINIMUM WIDTH. THE SLOPE MUST NOT EXCEED 1:20 (5.0%) IN THE DIRECTION OF TRAVEL AND MUST NOT EXCEED 1:50 (2.0%) IN CROSS SLOPE, WHERE ACCESSIBLE PATH OF TRAVEL IS GREATER THAN 1:20 (5.0%), AN ACCESSIBLE RAMP MUST BE PROVIDED. ALONG THE ACCESSIBLE PATH OF TRAVEL, OPENINGS MUST NOT EXCEED 1/2-INCH IN WIDTH. VERTICAL CHANGES OF UP TO 1/2-INCH ARE PERMITTED ONLY IF THEY INCLUDES A 1/4-INCH BEVEL AT A SLOPE NOT STEEPER THAN 1:2. NO VERTICAL CHANGES OVER 1/4-INCH ARE PERMITTED.

ACCESSIBLE RAMPS MUST NOT EXCEED A SLOPE OF 1:12 (8.3%) AND A RISE OF 30-INCHES. LEVEL LANDINGS MUST BE PROVIDED AT EACH END OF ACCESSIBLE RAMPS. LANDING MUST PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURES, AND MUST NOT EXCEED 1:50 (2.0%) SLOPE IN ANY DIRECTION. RAMPS THAT CHANGE DIRECTION BETWEEN RUNS AT LANDINGS MUST HAVE A CLEAR LANDING OF A MINIMUM OF 60-INCHES BY 60-INCHES. HAND RAILS ON BOTH SIDES OF THE RAMP MUST BE PROVIDED ON AN ACCESSIBLE RAMP WITH A RISE GREATER THAN 6-INCHES D. ACCESSIBLE CURB RAMPS MUST NOT EXCEED A SLOPE OF 1:12 (8.3%). WHERE FLARED SIDES ARE PROVIDED, THEY MUST NOT

EXCEED 1:10 (10%) SLOPE. LEVEL LANDING MUST BE PROVIDED AT RAMPS TOP AT A MINIMUM OF 36-INCHES LONG (48-INCHES PREFERRED). IN ALTERATIONS, WHEN THERE IS NO LANDING AT THE TOP, FLARE SIDES SLOPES MUST NOT EXCEED A SLOPE OF 1:12 (8.3%). DOORWAY LANDINGS AREAS MUST BE PROVIDED ON THE EXTERIOR SIDE OF ANY DOOR LEADING TO AN ACCESSIBLE PATH OF

TRAVEL. THIS LANDING MUST BE SLOPED AWAY FROM THE DOOR NO MORE THAN 1:50 (2.0%) FOR POSITIVE DRAINAGE. THIS

LANDING AREA MUST BE NO FEWER THAN 60-INCHES (5 FEET) LONG, EXCEPT WHERE OTHERWISE CLEARLY PERMITTED BY

ACCESSIBLE STANDARDS FOR ALTERNATIVE DOORWAY OPENING CONDITIONS. (SEE ICC/ANSI A117.1-2009 AND OTHER REFERENCES INCORPORATED BY CODE). WHEN THE PROPOSED CONSTRUCTION INVOLVES RECONSTRUCTION, MODIFICATION, REVISION OR EXTENSION OF OR TO ACCESSIBLE COMPONENTS FROM EXISTING DOORWAYS OR SURFACES, THE CONTRACTOR MUST VERIFY ALL EXISTING ELEVATIONS SHOWN ON THE PLAN. NOTE THAT TABLE 405.2 OF THE DEPARTMENT OF JUSTICE'S ADA STANDARDS FOR ACCESSIBLE DESIGN ALLOWS FOR STEEPER RAMP SLOPES. IN RARE CIRCUMSTANCES. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, OF ANY DISCREPANCIES AND/OR FIELD CONDITIONS THAT DIFFER IN ANY WAY OR IN ANY RESPECT FROM WHAT IS SHOWN ON THE PLANS BEFORE COMMENCING ANY WORK. CONSTRUCTED IMPROVEMENTS MUST FALL WITHIN THE MAXIMUM AND MINIMUM LIMITATIONS IMPOSED BY THE BARRIER FREE REGULATIONS

AND THE ACCESSIBLE GUIDELINES : THE CONTRACTOR MUST VERIFY ALL OF THE SLOPES OF THE CONTRACTOR'S FORMS PRIOR TO POURING CONCRETE. IF ANY NON-CONFORMANCE EXISTS OR IS OBSERVED OR DISCOVERED, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, PRIOR TO POURING CONCRETE, THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ALL COSTS TO REMOVE REPAIR AND/OR REPLACE NON-CONFORMING CONCRETE AND/OR PAVEMENT SURFACES 4. IT IS STRONGLY RECOMMENDED THAT THE CONTRACTOR REVIEW THE INTENDED CONSTRUCTION TO ENSURE SAME IS

CONSISTENT WITH THE LOCAL BUILDING CODE PRIOR TO COMMENCING CONSTRUCTION.

DEMOLITION NOTES

REPAIRS AT THE CONTRACTOR'S SOLE EXPENSE

WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.

CONDITIONS REGARDING ITEMS TO BE DEMOLISHED. REMOVED, AND/OR TO REMAIN.

THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY

THE CONTRACTOR MUST CONDUCT DEMOLITION/REMOVALS ACTIVITIES IN SUCH A MANNER AS TO FINSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, SIDEWALKS, WALKWAYS, AND ALL OTHER ADJACENT FACILITIES. THE CONTRACTOR MUST OBTAIN ALL APPLICABLE PERMITS FROM THE APPROPRIATE GOVERNMENTAL AUTHORITY(IES) PRIOR TO THE COMMENCEMENT OF ANY ROAD OPENING OR DEMOLITION ACTIVITIES IN OR ADJACENT TO THE RIGHT-OF-WAY. WHEN DEMOLITION-RELATED ACTIVITIES IMPACT ROADWAYS AND/OR ROADWAY RIGHT-OF-WAY, THE CONTRACTOR MUST

PROVIDE TRAFFIC CONTROL AND GENERALLY ACCEPTED SAFE PRACTICES IN CONFORMANCE WITH THE CURRENT FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), AND THE FEDERAL, STATE, AND LOCAL REGULATIONS THE DEMOLITION (AND/OR REMOVALS) PLAN IS INTENDED TO PROVIDE GENERAL INFORMATION AND TO IDENTIFY ONLY

THE CONTRACTOR MUST ALSO REVIEW ALL CONSTRUCTION DOCUMENTS AND INCLUDE WITHIN THE DEMOLITION ACTIVITIES ALL INCIDENTAL WORK NECESSARY FOR THE CONSTRUCTION OF THE NEW SITE IMPROVEMENTS. THIS PLAN IS NOT INTENDED TO AND DOES NOT PROVIDE DIRECTION REGARDING THE MEANS, METHODS, SECUENCING TECHNIQUES AND PROCEDURES TO BE EMPLOYED TO ACCOMPLISH THE WORK, ALL MEANS, METHODS, SEQUENCING TECHNIQUES AND PROCEDURES TO BE USED MUST BE IN STRICT ACCORDANCE AND CONFORMANCE WITH ALL STATE,

SAFETY PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK SITE FOR THE CONTRACTOR AND THE PUBLIC THE CONTRACTOR MUST PROVIDE ALL "METHODS AND MEANS" NECESSARY TO PREVENT MOVEMENT. SETTLEMENT. OF COLLAPSE OF EXISTING STRUCTURES, AND ANY OTHER IMPROVEMENTS THAT ARE REMAINING ON OR OFF SITE. THE CONTRACTOR, AT THE CONTRACTOR'S SOLE COST, MUST REPAIR ALL DAMAGE TO ALL ITEMS AND FEATURES THAT ARE TO REMAIN CONTRACTOR MUST USE NEW MATERIAL FOR ALL REPAIRS CONTRACTOR'S REPAIRS MUST INCLUDE THE RESTORATION. OF ALL ITEMS AND FEATURES REPAIRED TO THEIR PRE-DEMOLITION CONDITION, OR BETTER. CONTRACTOR MUST PERFORM ALL

ENGINEER OF RECORD AND/OR BOHLER ENGINEERING ARE NOT RESPONSIBLE FOR JOB SITE SAFETY OR SUPERVISION. THE

FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR MUST COMPLY WITH ALL OSHA AND OTHER

CONTRACTOR MUST PROCEED WITH THE DEMOLITION IN A SYSTEMATIC AND SAFE MANNER. COMPLYING WITH ALL OSHA REQUIREMENTS. TO ENSURE PUBLIC AND CONTRACTOR SAFETY AND SAFETY TO ALL PROPERTY ON THE SITE OR ADJACENT OR NEAR TO THE SAME THE CONTRACTOR IS RESPONSIBLE FOR JOB SITE SAFETY. WHICH MUST INCLUDE, BUT IS NOT LIMITED TO, THE INSTALLATION AND MAINTENANCE OF BARRIERS, FENCING, OTHER APPROPRIATE AND/OR NECESSARY SAFETY FEATURES AND ITEMS NECESSARY TO PROTECT THE PUBLIC FROM AREAS OF CONSTRUCTION AND CONSTRUCTION ACTIVITIES. THE CONTRACTOR MUST SAFEGUARD THE SITE AS NECESSARY TO PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE ENTRY OF ALL UNAUTHORIZED PERSONS AT ANY TIME, TO OR NEAR THE DEMOLITION AREA.

PRIOR TO THE COMMENCEMENT OF ANY SITE ACTIVITY AND ANY DEMOLITION ACTIVITY, THE CONTRACTOR MUST, IN WRITING, RAISE ANY QUESTIONS CONCERNING THE ACCURACY OR INTENT OF THESE PLANS AND/OR SPECIFICATIONS. ALL CONCERNS OR QUESTIONS REGARDING THE APPLICABLE SAFETY STANDARDS, AND/OR THE SAFETY OF THE CONTRACTOR AND/OR THIRD PARTIES IN PERFORMING THE WORK ON THIS PROJECT. ANY SUCH CONCERNS MUST BE CONVEYED TO THE ENGINEER OF RECORD AND/OR BOHLER ENGINEERING. IN WRITING AND MUST ADDRESS ALL ISSUES AND ITEMS RESPONDED TO BY THE ENGINEER OF RECORD AND/OR BY BOHLER ENGINEERING. IN WRITING, ALL DEMOLITION ACTIVITIES MUST BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS AND SPECIFICATIONS AND ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS, RULES, REQUIREMENTS, STATUTES, ORDINANCES AND CODES.

THE CONTRACTOR MUST BECOME FAMILIAR WITH THE APPLICABLE UTILITY SERVICE PROVIDER REQUIREMENTS AND IS RESPONSIBLE FOR ALL COORDINATION REGARDING LITHLITY DEMOLITION AND/OR DISCONNECTION AS IDENTIFIED OR REQUIRED FOR THE PROJECT. THE CONTRACTOR MUST PROVIDE THE OWNER WITH WRITTEN NOTIFICATION THAT THE EXISTING UTILITIES. AND SERVICES HAVE BEEN TERMINATED, REMOVED AND/OR ABANDONED IN ACCORDANCE WITH THE JURISDICTION AND UTILITY COMPANY REQUIREMENTS AND ALL OTHER APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES. PRIOR TO COMMENCING ANY DEMOLITION. THE CONTRACTOR MUST

OBTAIN ALL REQUIRED PERMITS AND MAINTAIN THE SAME ON SITE FOR REVIEW BY THE ENGINEER AND ALL PUBLIC AGENCIES WITH JURISDICTION THROUGHOUT THE DURATION OF THE PROJECT, SITE WORK, AND DEMOLITION WORK. NOTIFY, AT A MINIMUM, THE MUNICIPAL ENGINEER, DESIGN ENGINEER, AND LOCAL SOIL CONSERVATION JURISDICTION, AT LEAST 72 BUSINESS HOURS PRIOR TO THE COMMENCEMENT OF WORK INSTALL THE REQUIRED SOIL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO SITE DISTURBANCE, AND MAINTAIN

SAID CONTROLS UNTIL SITE IS STABILIZED IN ACCORDANCE WITH STATE LAW, THE CONTRACTOR MUST CALL THE STATE ONE-CALL DAMAGE PROTECTION SYSTEM FOR UTILITY MARK OUT IN ADVANCE OF ANY EXCAVATION LOCATE AND PROTECT ALL UTILITIES AND SERVICES, INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC CABLE, ETC. WITHIN AND ADJACENT TO THE LIMITS OF PROJECT ACTIVITIES. THE CONTRACTOR MUST USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL UNDERGROUND UTILITIES

DEMOLITION ACTIVITIES ARRANGE FOR AND COORDINATE WITH THE APPLICABLE UTILITY SERVICE PROVIDER(S) FOR THE TEMPORARY OR PERMANENT TERMINATION OF SERVICE REQUIRED BY THE PROJECT PLANS AND SPECIFICATIONS REGARDING THE METHODS AND MEANS TO CONSTRUCT SAME. THESE ARE NOT THE ENGINEER OF RECORD'S RESPONSIBILITY. IN THE EVENT OF ABANDONMENT, THE CONTRACTOR MUST PROVIDE THE UTILITY ENGINEER AND OWNER WITH IMMEDIATE WRITTEN

PROTECT AND MAINTAIN IN OPERATION, ALL ACTIVE UTILITIES AND SYSTEMS THAT ARE NOT BEING REMOVED DURING ANY

NOTIFICATION THAT THE EXISTING UTILITIES AND SERVICES HAVE BEEN TERMINATED AND ABANDONED IN ACCORDANCE WITH JURISDICTIONAL AND UTILITY COMPANY REQUIREMENTS. ARRANGE FOR AND COORDINATE WITH THE APPLICABLE UTILITY SERVICE PROVIDER(S) REGARDING WORKING "OFF-PEAK" HOURS OR ON WEEKENDS AS NECESSARY OR AS REQUIRED TO MINIMIZE THE IMPACT ON, OF AND TO THE AFFECTED PARTIES. WORK REQUIRED TO BE PERFORMED "OFF-PEAK" IS TO BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER. IN THE EVENT THE CONTRACTOR DISCOVERS ANY HAZARDOUS MATERIAL. THE REMOVAL OF WHICH IS NOT ADDRESSED IN THE PROJECT PLANS AND SPECIFICATIONS, OR THE CONTRACT WITH THE OWNER/DEVELOPER. THE CONTRACTOR MUST IMMEDIATELY CEASE ALL WORK IN THE AREA OF DISCOVERY, AND IMMEDIATELY NOTIFY, IN WRITING AND VERBALLY, THE OWNER AND ENGINEER OF RECORD AND BOHLER ENGINEERING, THE DISCOVERY OF SUCH MATERIALS TO PURSUE PROPER

AND COMPLIANT REMOVAL OF SAME. 11. THE CONTRACTOR MUST ENSURE THAT ANY EXISTING ASBESTOS-CONTAINING MATERIALS ENCOUNTERED ARE PROPERLY REMOVED FROM THE SUBJECT PREMISES AND ARE DISPOSED OF IN ACCORDANCE WITH FEDERAL. STATE. AND LOCAL REQUIREMENTS, PRIOR TO THE COMMENCEMENT OF DEMOLITION ON SITE AND MUST PERFORM ALL AGENCY NOTIFICATIONS AS

REQUIRED, AT THE CONTRACTOR'S SOLE EXPENSE. 12. THE CONTRACTOR MUST NOT PERFORM ANY EARTH MOVEMENT ACTIVITIES. DEMOLITION OR REMOVAL OF FOUNDATION WALLS. CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS, OR PURSUANT TO THE WRITTEN DIRECTION OF THE OWNER'S STRUCTURAL OR GEOTECHNICAL ENGINEER.

13. DEMOLITION ACTIVITIES AND EQUIPMENT MUST NOT USE OR INCLUDE AREAS OUTSIDE THE DEFINED PROJECT LIMIT LINE, WITHOUT SPECIFIC WRITTEN PERMISSION AND AUTHORITY OF AND FROM THE OWNER AND ALL GOVERNMENTAL AGENCIES WITH

14. THE CONTRACTOR MUST BACKFILL ALL EXCAVATION RESULTING FROM, OR INCIDENTAL TO, DEMOLITION ACTIVITIES. BACKFILL MUST BE ACCOMPLISHED WITH APPROVED BACKFILL MATERIALS AND MUST BE SUFFICIENTLY COMPACTED TO SUPPORT ALL NEW IMPROVEMENTS AND MUST BE PERFORMED IN COMPLIANCE WITH THE RECOMMENDATIONS AND GUIDANCE ARTICULATED IN THE GEOTECHNICAL REPORT. BACKFILLING MUST OCCUR IMMEDIATELY AFTER DEMOLITION ACTIVITIES AND MUST BE PERFORMED SO AS TO PREVENT WATER ENTERING THE EXCAVATION. FINISHED SURFACES MUST BE GRADED TO PROMOTE POSITIVE DRAINAGE. THE CONTRACTOR IS RESPONSIBLE FOR COMPACTION TESTING AND MUST SUBMIT SUCH REPORTS AND RESULTS TO THE ENGINEER OF RECORD AND THE OWNER.

15. EXPLOSIVES MUST NOT BE USED WITHOUT PRIOR WRITTEN CONSENT FROM BOTH THE OWNER AND ALL APPLICABLE, NECESSARY AND REQUIRED GOVERNMENTAL AUTHORITIES. PRIOR TO COMMENCING ANY EXPLOSIVE PROGRAM AND/OR ANY DEMOLITION ACTIVITIES. THE CONTRACTOR MUST ENSURE AND OVERSEE THE INSTALL ATION OF ALL OF THE REQUIRED PERMIT AND EXPLOSIVE CONTROL MEASURES THAT THE FEDERAL, STATE, AND LOCAL GOVERNMENTS REQUIRE. THE CONTRACTOR IS ALSO RESPONSIBLE TO CONDUCT AND PERFORM ALL INSPECTION AND SEISMIC VIBRATION TESTING THAT IS REQUIRED TO MONITOR THE EFFECTS ON ALL LOCAL STRUCTURES AND THE LIKE. 16. IN ACCORDANCE WITH FEDERAL, STATE, AND/OR LOCAL STANDARDS, THE CONTRACTOR MUST USE DUST CONTROL MEASURES

CONTRACTOR MUST CLEAN ALL ADJACENT STRUCTURES AND IMPROVEMENTS TO REMOVE ALL DUST AND DEBRIS WHICH THE DEMOLITION OPERATIONS CAUSE. THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL ADJACENT AREAS TO THEIR 'PRE-DEMOLITION" CONDITION AT CONTRACTOR'S SOLE COST. 17. PAVEMENT MUST BE SAW CUT IN STRAIGHT LINES, AND EXCEPT FOR EDGE OF BUTT JOINTS, MUST EXTEND TO THE FULL DEPTH OF THE EXISTING PAVEMENT. ALL DEBRIS FROM REMOVAL OPERATIONS MUST BE REMOVED FROM THE SITE AT THE TIME OF

TO LIMIT AIRBORNE DUST AND DIRT RISING AND SCATTERING IN THE AIR. AFTER THE DEMOLITION IS COMPLETE. THE

EXCAVATION. STOCKPILING OF DEBRIS OUTSIDE OF APPROVED AREAS WILL NOT BE PERMITTED, INCLUDING BUT NOT LIMITED TO, THE PUBLIC RIGHT-OF-WAY THAT ARE CAPPED, ABANDONED IN PLACE, OR RELOCATED DUE TO DEMOLITION ACTIVITIES. THIS RECORD DOCUMENT MUST BE

PREPARED IN A NEAT AND WORKMAN-LIKE MANNER AND TURNED OVER TO THE OWNER/DEVELOPER UPON COMPLETION OF THE WORK, ALL OF WHICH IS AT THE CONTRACTOR'S SOLE COST. 19. THE CONTRACTOR MUST EMPTY, CLEAN AND REMOVE FROM THE SITE ALL UNDERGROUND STORAGE TANKS, IF ENCOUNTERED, IN ACCORDANCE WITH FEDERAL, STATE, COUNTY AND LOCAL REQUIREMENTS, PRIOR TO CONTINUING CONSTRUCTION IN THE

LIGHTING NOTES (Rev. 1/2019)

AREA AROUND THE TANK WHICH EMPTYING, CLEANING AND REMOVAL ARE AT THE CONTRACTOR'S SOLE COST.

THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT. DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES. THE LIGHTING CONTRACTOR MUST COMPLY WITH ALL APPLICABLE CONTRACTOR REQUIREMENTS INDICATED IN THE PLANS,

INCLUDING BUT NOT LIMITED TO GENERAL NOTES, GRADING AND UTILITY NOTES, SITE SAFETY, AND ALL AGENCY AND GOVERNMENTAL REGULATIONS THIS LIGHTING PLAN DEPICTS PROPOSED, SUSTAINED ILLUMINATION LEVELS CALCULATED USING DATA PROVIDED BY THE NOTED MANUFACTURER, ACTUAL SUSTAINED SITE ILLUMINATION LEVELS AND PERFORMANCE OF LUMINAIRES MAY VARY DUE TO VARIATIONS IN WEATHER, ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, THE SERVICE LIFE OF EQUIPMENT AND LUMINAIRES AND

OTHER RELATED VARIABLE FIELD CONDITIONS THE LIGHTING VALUES AND CALCULATION POINTS DEPICTED ON THIS PLAN ARE ALL ANALYZED ON A HORIZONTAL GEOMETRIC PLANE AT ELEVATION ZERO (GROUND LEVEL) UNLESS OTHERWISE NOTED. ILLUMINATION LEVELS ARE SHOWN IN FOOT-CANDLES. THE LUMINAIRES, LAMPS AND LENSES MUST BE REGULARLY MAINTAINED TO ENSURE THAT THEY FUNCTION PROPERLY. THIS WORK MAY INCLUDE, BUT IS NOT LIMITED TO, VISUAL OBSERVATION, CLEANING OF LENSES, AND RE-LAMPING (IF NECESSARY) AT LEAST ONCE EVERY SIX (6) MONTHS. UPON COMPLETION AND OWNER'S ACCEPTANCE OF THE WORK ALL OF THE ABOVE OUTLINED AND DESCRIBED RESPONSIBILITIES SHALL BECOME SOLELY THE OWNER'S.

WHERE APPLICABLE, THE EXISTING CONDITION LIGHT LEVELS ILLUSTRATED ARE REPRESENTATIVE OF AN APPROXIMATION UTILIZING LABORATORY DATA FOR SIMILAR FIXTURES, UNLESS ACTUAL FIELD MEASUREMENTS ARE TAKEN WITH A LIGHT METER. DUE TO FACTORS SUCH AS FIXTURE MAINTENANCE, EQUIPMENT TOLERANCES, WEATHER CONDITIONS, ETC., ACTUAL LIGHT LEVELS MAY DIFFER. EXISTING LIGHT LEVELS DEPICTED ON THIS PLAN ARE TO BE CONSIDERED APPROXIMATE. THIS LIGHTING PLAN IS INTENDED TO SHOW THE LOCATIONS AND TYPE OF LUMINAIRES. POWER SYSTEM, CONDUITS, WIRING AND OTHER ELECTRICAL COMPONENTS ARE SOLELY THE ARCHITECT'S, MECHANICAL ENGINEER'S AND/OR LIGHTING CONTRACTOR'S

APPURTENANCES IN ACCORDANCE WITH ALL APPLICABLE BUILDING AND ELECTRICAL CODES. THE CONTRACTOR MUST BRING IMMEDIATELY, IN WRITING, ANY LIGHT LOCATIONS THAT CONFLICT WITH DRAINAGE, UTILITIES, OR OTHER STRUCTURE(S) TO THE ENGINEER OF RECORD'S ATTENTION, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. THE LIGHTING CONTRACTOR MUST COORDINATE WITH THE PROJECT ARCHITECT REGARDING ANY AND ALL POWERS SOURCE

RESPONSIBILITY, AS INDICATED IN THE CONSTRUCTION CONTRACT DOCUMENTS. THESE ITEMS MUST BE INSTALLED AS REQUIRED

FROM WITHIN THE BUILDING, AND TIMING DEVICES NECESSARY TO MEET THE DESIGN INTENT 10. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT SHIELDING AND OR ROTATED OPTICS ARE INSTALLED AS INDICATED ON THE PLAN IN ORDER TO ACHIEVE THE LIGHTING LEVELS THE REVIEWING AGENCY APPROVED.

BY STATE AND LOCAL REGULATIONS. CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF LIGHTING FIXTURES AND

SOIL EROSION & SEDIMENT CONTROL PLAN NOTES

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES, IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY

EROSION CONTROL MEASURES MUST CONFORM TO THE VIRGINIA GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL UNLESS OTHERWISE NOTED, OR UNLESS ENGINEER CLEARLY AND SPECIFICALLY, IN WRITING, DIRECTS OTHERWISE. INSTALLATION OF EROSION CONTROL, CLEARING, AND SITE WORK MUST BE PERFORMED EXACTLY AS INDICATED IN THE EROSION CONTROL CONSTRUCTION NOTES.

THE DISTURBED LAND AREA OF THIS SITE IS APPROXIMATELY 0.47 ACRES. THE FOLLOWING EROSION CONTROL MEASURES ARE PROPOSED FOR THIS SITE:

WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES.

A. STABILIZED CONSTRUCTION ENTRANCE/EXIT - A TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT IS TO BE INSTALLED AT THE DESIGNATED LOCATION SHOWN ON THE PLAN. THIS AREA MUST BE GRADED SO THAT RUNOFF WATER WILL BE RETAINED ON-SITE B. SEDIMENT FENCE - INSTALL SILT FENCE(S) AND/OR SILT SOCK AROUND ALL OF THE DOWNSLOPE PERIMETERS OF THE SITE,

TEMPORARY FILL AND SOIL STOCKPILES. C. INSTALL FILTER FABRIC DROP INLET PROTECTION AROUND EACH DRAINAGE INLET AS DRAINAGE STRUCTURES ARE INSTALLED TO REDUCE THE QUANTITY OF SEDIMENT. INSTALL TEMPORARY INLET PROTECTION ON INLETS DOWNSLOPE

FROM DISTURBANCE, WHICH MAY BE BEYOND THE LIMITS OF DISTURBED AREA. INSTALLATION OF EROSION CONTROL DEVICES MUST BE IN ACCORDANCE WITH ALL OF THE MANUFACTURER'S RECOMMENDATIONS.

6 THE CONTRACTOR MUST INSPECT FROSION CONTROL MEASURES WEEKLY. THE CONTRACTOR MUST REMOVE ANY SILT. DEPOSITS GREATER THAN 6" COLLECTED ON THE FILTER FABRIC AND/OR SILT SOCK BARRIERS AND EXCAVATE AND REMOVE ANY SILT FROM DROP INLET PROTECTION. THE CONTRACTOR MUST APPLY TEMPORARY SEED AND MULCH TO ALL DISTURBED AREAS THAT WILL NOT BE BROUGHT TO

FINISHED GRADE AND VEGETATED WITHIN 7 DAYS. WHEN AREAS ARE DISTURBED AFTER THE GROWING SEASON. THE CONTRACTOR MUST STABILIZE SAME WITH GEOTEXTILE FABRIC AND MAINTAIN SAME IN STRICT ACCORDANCE WITH BEST MANAGEMENT PRACTICES

INCLUDING THE INCIDENTAL, DISCHARGE OF SILT-LADEN RUNOFF FROM EXITING THE SITE. THE CONTRACTOR MUST BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL EROSION CONTROL MEASURES ON THE SITE UNTIL PERMANENT PAVING AND TURF/LANDSCAPING IS ESTABLISHED. THE COSTS OF INSTALLING AND MAINTAINING THE EROSION

THE CONTRACTOR MUST INSTALL ADDITIONAL EROSION CONTROL MEASURES IF ENGINEER SO REQUIRES, TO PREVENT ANY,

CONTROL MEASURES MUST BE INCLUDED IN THE BID PRICE FOR THE SITE WORK AND THE CONTRACTOR IS RESPONSIBLE FOR ALL SUCH COSTS. 10. THE CONTRACTOR MUST CONTINUE TO MAINTAIN ALL EROSION CONTROL MEASURES UNTIL THE COMPLETION OF CONSTRUCTION AND THE ESTABLISHMENT OF VEGETATION.

THE CONTRACTOR MUST REMOVE EROSION CONTROL MEASURES, SILT AND DEBRIS AFTER ESTABLISHING PERMANENT VEGETATION COVER OR OTHER INSTALLING A DIFFERENT, SPECIFIED METHOD OF STABILIZATION. THIS PLAN REPRESENTS THE MINIMUM LEVEL OF IMPLEMENTATION OF TEMPORARY FROSION AND SEDIMENTATION CONTROL FACILITIES, MEASURES AND STRUCTURES. ADDITIONAL FACILITIES, MEASURES AND STRUCTURES MUST BE INSTALLED WHERE NECESSARY TO COMPLY WITH ALL APPLICABLE CODES AND STANDARDS AND/OR TO PREVENT ANY, INCLUDING THE INCIDENTAL

DISCHARGE OF SILT-LADEN RUNOFF FROM EXITING THE SITE. 13. THE CONTRACTOR MUST PROTECT ALL EXISTING TREES AND SHRUBS. THE CONTRACTOR MUST REFER TO THE LANDSCAPE AND/OR DEMOLITION PLAN(S) FOR TREE PROTECTION, FENCE LOCATIONS AND DETAILS. THE CONTRACTOR MUST REFER TO GRADING PLANS FOR ADDITIONAL INFORMATION.

15. THE CONTRACTOR MUST CLEAN EXISTING AND PROPOSED DRAINAGE STRUCTURES AND INTERCONNECTING PIPES ON OR OFF-SITE AS THE JURISDICTIONAL AGENCY REQUIRES, BOTH AT THE TIME OF SITE STARILIZATION AND AT END OF PROJECT SOIL EROSION CONTROL MEASURES MUST BE ADJUSTED OR RELOCATED BY THE CONTRACTOR AS IDENTIFIED DURING SITE

OBSERVATION IN ORDER TO MAINTAIN THE COMPLETE EFFECTIVENESS OF ALL CONTROL MEASURES. THE CONTRACTOR MUST IDENTIFY. ON THE PLAN, THE LOCATION OF WASTE CONTAINERS, FUEL STORAGE TANKS, CONCRETE WASHOUT AREAS AND ANY OTHER LOCATIONS WHERE HAZARDOUS MATERIALS ARE STORED.

DRAINAGE AND UTILITY NOTES

(Rev.1/2019)

1. THE GENERAL NOTES MUST BE INCLUDED AS PART OF THIS ENTIRE DOCUMENT PACKAGE AND ARE PART OF THE CONTRACT DOCUMENTS. THE GENERAL NOTES ARE REFERENCED HEREIN, AND THE CONTRACTOR MUST REFER TO THEM AND FULLY COMPLY WITH THESE NOTES. IN THEIR ENTIRETY. THE CONTRACTOR MUST BE FAMILIAR WITH AND ACKNOWLEDGE FAMILIARITY WITH ALL OF THE GENERAL NOTES AND ALL OF THE PLANS' SPECIFIC NOTES. LOCATIONS OF ALL EXISTING AND PROPOSED SERVICES ARE APPROXIMATE, AND THE CONTRACTOR MUST INDEPENDENTLY

VERIFY AND CONFIRM THOSE LOCATIONS AND SERVICES WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCING ANY CONSTRUCTION OR EXCAVATION. THE CONTRACTOR MUST INDEPENDENTLY VERIFY AND CONFIRM ALL SANITARY CONNECTION. POINTS AND ALL OTHER UTILITY SERVICE CONNECTION POINTS IN THE FIELD. PRIOR TO COMMENCING NY CONSTRUCTION. THE

CONTRACTOR MUST REPORT ALL DISCREPANCIES, ERRORS AND OMISSIONS IN WRITING, TO THE ENGINEER OF RECORD. THE CONTRACTOR MUST VERTICALLY AND HORIZONTALLY LOCATE ALL UTILITIES AND SERVICES INCLUDING, BUT NOT LIMITED TO, GAS WATER FLECTRIC SANITARY AND STORM, TELEPHONE, CABLE, FIBER OPTIC CABLE, ETC, WITHIN THE LIMITS OF DISTURBANCE OR WORK SPACE. WHICHEVER IS GREATER. THE CONTRACTOR MUST USE, REFER TO, AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL OF THE UNDERGROUND UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO ANY EXISTING UTILITIES WHICH OCCUR DURING CONSTRUCTION, AT NO COST TO THE OWNER AND AT CONTRACTOR'S SOLE COST AND EXPENSE. THE CONTRACTOR MUST BEAR ALL COSTS ASSOCIATED WITH DAMAGE TO ANY EXISTING UTILITIES WHICH OCCURS DURING CONSTRUCTION.

THE CONTRACTOR MUST FIELD VERIFY THE PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND UTILITIES BY USING A TEST PIT TO CONFIRM EXACT DEPTH, PRIOR TO COMMENCEMENT OF CONSTRUCTION. STORMWATER ROOF DRAIN LOCATIONS ARE BASED ON ARCHITECTURAL PLANS. THE CONTRACTOR IS RESPONSIBLE FOR

VERIFYING LOCATIONS OF SAME BASED UPON FINAL ARCHITECTURAL PLANS THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING SITE PLAN DOCUMENTS AND ARCHITECTURAL PLANS FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, GREASE TRAP REQUIREMENTS AND DETAILS, DOOR ACCESS, AND EXTERIOR GRADING. THE ARCHITECT WILL DETERMINE THE UTILITY SERVICE SIZES. THE CONTRACTOR MUST COORDINATE INSTALLATION OF UTILITY SERVICES WITH THE INDIVIDUAL COMPANIES, TO AVOID CONFLICTS AND TO ENSURE THAT PROPER DEPTHS ARE ACHIEVED. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT INSTALLATION OF ALL IMPROVEMENTS COMPLIES WITH ALL LITILITY REQUIREMENTS OF THE APPLICABLE JURISDICTION AND REGULATORY AGENCIES AND ALL OTHER APPLICABLE REQUIREMENTS, RULES, STATUTES, LAWS, ORDINANCES AND CODES AND, FURTHER, IS RESPONSIBLE FOR COORDINATING THE UTILITY TIE-INS/CONNECTIONS PRIOR TO CONNECTING TO THE EXISTING UTILITY/SERVICE. WHERE A CONFLICT(S) EXISTS BETWEEN THESE DOCUMENTS AND THE ARCHITECTURAL PLANS, OR WHERE ARCHITECTURAL PLAN UTILITY CONNECTION POINTS DIFFER, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE ENGINEER OF RECORD, IN WRITING, AND PRIOR TO CONSTRUCTION,

MUST RESOLVE SAME 7. ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION MUST BE EXACTLY AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND THE CONTRACTOR MUST COORDINATE SAME WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS. WHEN THE PROJECT DOES NOT HAVE GEOTECHNICAL RECOMMENDATIONS. FILL AND COMPACTION MUST, AT A MINIMUM, COMPLY WITH THE STATE DOT REQUIREMENTS AND SPECIFICATIONS AND CONSULTANT

HAS NO LIABILITY OR RESPONSIBILITY FOR OR AS RELATED TO FILL. COMPACTION AND BACKFILL. DURING THE INSTALLATION OF SANITARY, STORM, AND ALL UTILITIES, THE CONTRACTOR MUST MAINTAIN A CONTEMPORANEOUS AND THOROUGH RECORD OF CONSTRUCTION TO IDENTIFY THE AS-INSTALLED LOCATIONS OF ALL UNDERGROUND INFRASTRUCTURE THE CONTRACTOR MUST CAREFULLY NOTE ANY INSTALLATIONS THAT DEVIATE IN ANY RESPECT. FROM THE INFORMATION CONTAINED IN THESE PLANS. THIS RECORD MUST BE KEPT ON A CLEAN COPY OF THE SITE PLAN. WHICH THE CONTRACTOR MUST PROMPTLY PROVIDE TO THE OWNER IMMEDIATELY UPON THE COMPLETION OF WORK.

THE CONTRACTOR MUST ENSURE THAT ALL UTILITY TRENCHES LOCATED IN EXISTING PAVED ROADWAYS INCLUDING SANITARY WATER AND STORM SYSTEMS, ARE REPAIRED IN ACCORDANCE WITH REFERENCED MUNICIPAL, COUNTY AND OR STATE DOT DETAILS AS APPLICABLE. THE CONTRACTOR MUST COORDINATE INSPECTION AND APPROVAL OF COMPLETED WORK WITH THE AGENCY WITH JURISDICTION OVER SAME.

10. FINAL LOCATIONS OF PROPOSED UTILITY POLES, AND/ OR POLES TO BE RELOCATED ARE AT THE SOLE DISCRETION OF THE RESPECTIVE UTILITY COMPANY, REGARDLESS OF WHAT THIS PLAN DEPICTS. WATER SERVICE MATERIALS, BURIAL DEPTH, AND COVER REQUIREMENTS MUST BE SPECIFIED BY THE LOCAL UTILITY COMPANY. THE CONTRACTOR MUST CONTACT THE APPLICABLE MUNICIPALITY TO CONFIRM THE PROPER WATER METER AND VAULT, PRIOR TO COMMENCING CONSTRUCTION.

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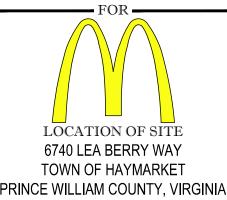
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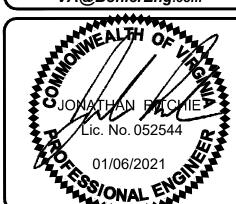
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PROJECT





8 BLACKWELL PARK LANE, SUITE 20 **WARRENTON, VIRGINIA 20186** Phone: (540) 349-4500 Fax: (540) 349-0321 VA@BohlerEng.com



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		_	ADA	AMERICANS WITH DISABILITY ACT
EXISTING NOTE	ONSITE PROPERTY	PROPOSED NOTE	ARCH	ARCHITECTURAL
	LINE / R.O.W. LINE		BC	BOTTOM OF CURB
	NEIGHBORING PROPERTY LINE /		BF	BASEMENT FLOOR
	INTERIOR PARCEL LINE		BK	BLOCK
	EASEMENT LINE		BL	BASELINE
	SETBACK		BLDG BM	BUILDING BUILDING BENCHMARK
	LINE		BRL	BUILDING RESTRICTION LINE
			CF	CUBIC FEET
		CURB AND GUTTER	CL	CENTERLINE
		SPILL TRANSITION	CONN	CORRUGATED METAL PIPE
	CONCRETE CURB & GUTTER		CONC	CONNECTION CONCRETE
		DEPRESSED CURB AND GUTTER	CPP	CORRUGATED PLASTIC PIPE
	LITHITY DOLE		CY	CUBIC YARDS
	UTILITY POLE WITH LIGHT	•	DEC	DECORATIVE
G	POLE		DEP	DEPRESSED
	LIGHT		DIP	DUCTILE IRON PIPE DOMESTIC
© €	TRAFFIC LIGHT		ELEC	ELECTRIC
0	UTILITY POLE	0	ELEV	ELEVATION
	TYPICAL		EP	EDGE OF PAVEMENT
4	LIGHT	6	ES	EDGE OF SHOULDER
\$	ACORN LIGHT	\$	EW EX	EXISTING
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	TYPICAL		FES	FLARED END SECTION
₩ —	SIGN	-v -	FF	FINISHED FLOOR
X	PARKING COUNTS	/x	FH	FIRE HYDRANT
	300110		FG	FINISHED GRADE
			G	GRADE GARAGE FLOOR (AT DOOR)
— — — — — — — — — — — — — — — — — — —	CONTOUR	190	GF GH	GRADE HIGHER SIDE OF WALL
169	LINE	187 TC 516 00	GL	GRADE LOWER SIDE OF WALL
TC 516.4 OR 516.4	SPOT ELEVATIONS	TC516.00 BC 515.55	GRT	GRATE
			GV	GATE VALVE
SAN	SANITARY	SAN	HDPE	HIGH DENSITY POLYETHYLENE PIPE
JAIN #	LABEL	#	HP	HIGH POINT
X	STORM LABEL	X #	HOR	HORIZONTAL
	SANITARY SEWER		HW	HEADWALL
SL	LATERAL	JL	INT	INTERSECTION INVERT
	UNDERGROUND WATER LINE	W	LF	LINEAR FOOT
F	UNDERGROUND	F	LOC	LIMITS OF CLEARING
	ELECTRIC LINE		LOD	LIMITS OF DISTURBANCE
G	UNDERGROUND GAS LINE	G	LOS	LINE OF SIGHT
OH	OVERHEAD	——ОН ———	L/S	LOW POINT LANDSCAPE
	WIRE		MAX	MAXIMUM
	UNDERGROUND TELEPHONE LINE		MIN	MINIMUM
	UNDERGROUND	c	MH	MANHOLE
	CABLE LINE		MJ	MECHANICAL JOINT
	STORM SEWER		OC PA	ON CENTER POINT OF ANALYSIS
S	SANITARY SEIMED MAIN		PA PC	POINT OF ANALYSIS POINT CURVATURE
	SEWER MAIN		PCCR	POINT OF COMPOUND
~	HYDRANT	8		CURVATURE, CURB RETURN
(S)	SANITARY MANHOLE	(<u>©</u>)	PI POG	POINT OF INTERSECTION POINT OF GRADE
	STORM		PROP	PROPOSED PROPOSED
(D)	MANHOLE	(<u>©</u>)	PT	POINT OF TANGENCY
⊗ ^{WM}	WATER METER	•	PTCR	POINT OF TANGENCY, CURB RETURN
WV	WATER	_	PVC	POLYVINYL CHLORIDE PIPE
\bowtie	VALVE	•	PVI	POINT OF VERTICAL
	GAS VALVE			INTERSECTION BOINT OF VERTICAL TANGENCY
<u></u>	GAS	<u> </u>	PVT R	POINT OF VERTICAL TANGENCY RADIUS
	METER		RCP	REINFORCED CONCRETE PIPE
	TYPICAL END SECTION		RET WALL	RETAINING WALL
™ ■	HEADWALL OR		R/W	RIGHT OF WAY
or [ENDWALL OR	J OR I	S	SLOPE
	GRATE INLET		SAN	SANITARY SEWER
	CURB		SF STA	SQUARE FEET STATION
	INLET	<u> </u>	STM	STORM
0	CLEAN OUT	0	S/W	SIDEWALK
(F)	ELECTRIC	<u></u>	TBR	TO BE REMOVED
E	MANHOLE	(E)	TBRL	TO BE RELOCATED
7	TELEPHONE MANHOLE	\bigcirc	TC TELE	TOP OF CURB
EB	ELECTRIC	Г	TELE	TREE PROTECTION FENCE
[EB]	BOX	EB	TW	TOP OF WALL
EP	ELECTRIC PEDESTAL	EP	TYP	TYPICAL
			UG	UNDERGROUND
	T		UP	UTILITY POLE
	MONITORING WELL		W W/L	WATER LINE
	TEST	₽	W/M	WATER LINE WATER METER
	PIT	⊢	± ±	PLUS OR MINUS
	BENCHMARK	lacksquare	0	DEGREE
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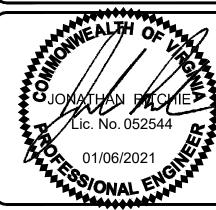
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6740 LEA BERRY WAY TOWN OF HAYMARKET PRINCE WILLIAM COUNTY, VIRGINIA



28 BLACKWELL PARK LANE, SUITE 201
WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321
VA@BohlerEng.com



PROPOSED EASEMENT LEGEND

STORM DRAIN

WATER

SANITARY SEWER

PUBLIC ACCESS

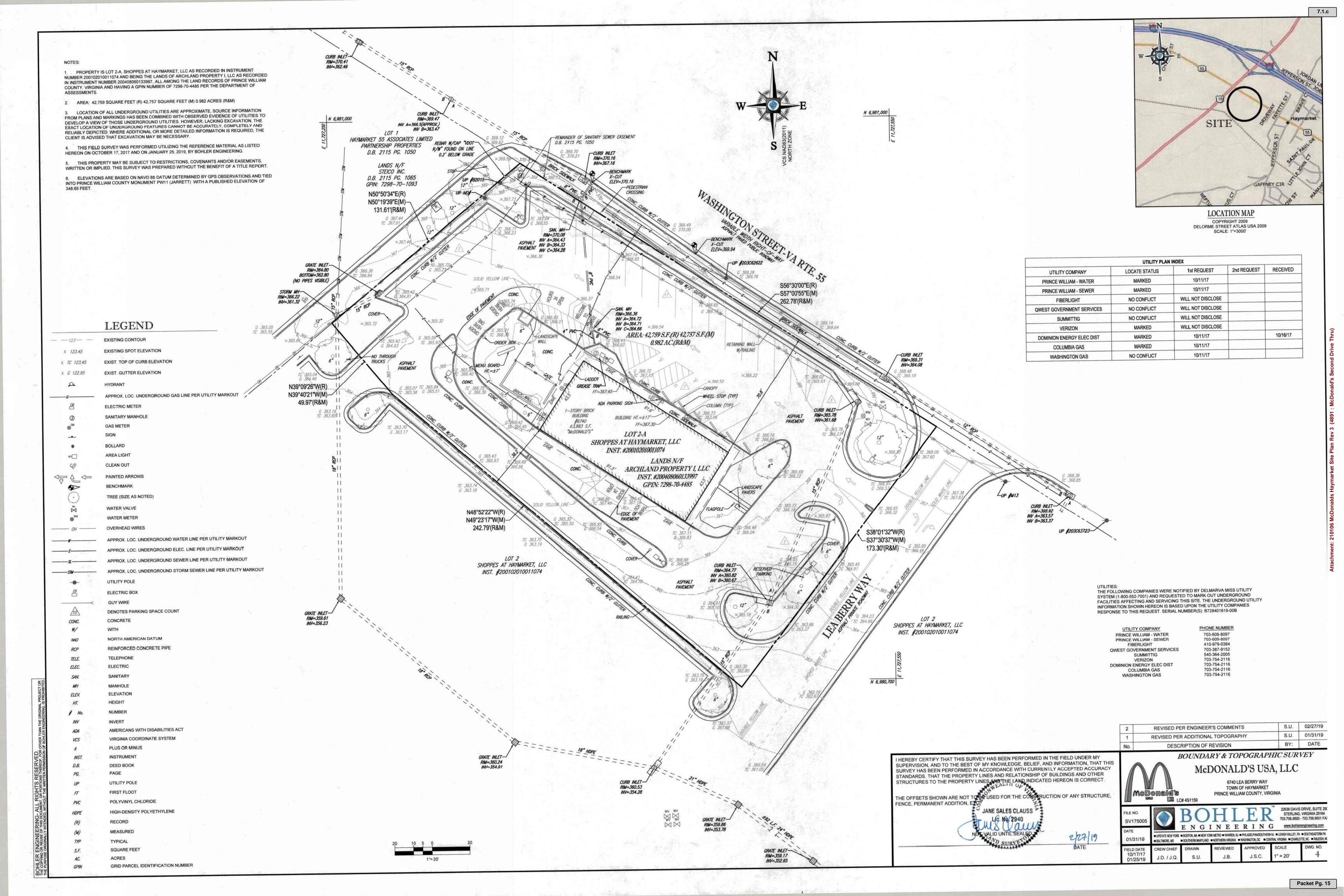
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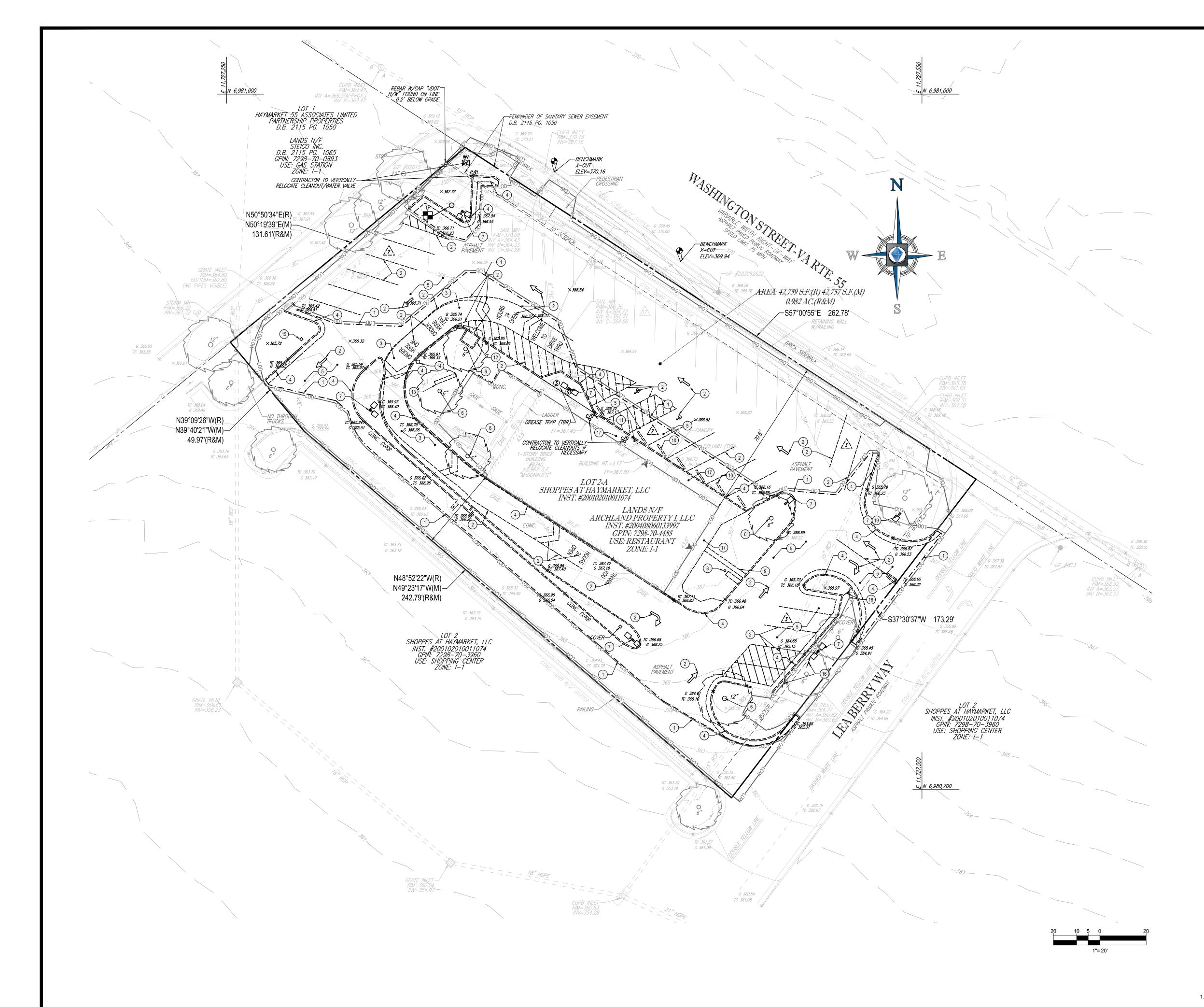
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PUBLIC UTILITY

GENERAL NOTES AND LEGEND





LEGEN	$\underline{\mathbf{D}}$
DEMOLITION/REMOVAL NOTE	TYPICAL NOTE TEX
DEMOLITION/REMOVAL NOTE	EASEMENT
	LINE CONCRETE CURB
	GUTTER
-===-0	UTILITY POLE WITH LIGHT
\$==- -0	POLE LIGHT
×	TRAFFIC LIGHT
ð	UTILITY
٦	POLE
<u>ф</u>	TYPICAL LIGHT
ф	ACORN LIGHT
A	TYPICAL SIGN
\wedge	PARKING COUNTS
TC516.4 SPOT	
OR 516.4	SANITARY
#	LABEL
STM #	STORM LABEL
SL	SANITARY SEWER
W	UNDERGROUND WATER LINE
EE	UNDERGROUND
t	ELECTRIC LINE
G	UNDERGROUND GAS LINE
OH	OVERHEAD WIRE
T	UNDERGROUND TELEPHONE LINE
c	UNDERGROUND
	CABLE LINE STORM
	SEWER SANITARY
ss	SEWER MAIN
<u>\dagger</u>	HYDRANT SANITARY
\	MANHOLE
(1)	STORM MANHOLE
⊗ ^{WM}	WATER METER
₩V	WATER VALVE
	GAS
	VALVE GAS
	METER

DEMOLITION KEY

- (1) SAWCUT AND REMOVE CONCRETE / ASPHALT / CURB AND GUTTER
- 2 PAVEMENT MARKING TO BE REMOVED
- 3 CONCRETE TO BE REPLACED, SEE PLAN4 CURB TO BE REMOVED
- (5) ASPHALT TO BE REMOVED AND REPLACED PER SITE PLAN
- 5 ASPHALT TO BE REMOVED
- 6 TREE TO BE REMOVED

 7 LIGHT POLE TO BE RELOCATED
- 8 FLAG POLE TO BE RELOCATED
- 9 LANDSCAPE PAVERS TO BE REMOVED
- (10) WHEEL STOP TO BE REMOVED
 (11) ADA PARKING SIGN TO BE RELOCATED
- (12) LANDSCAPING WALL TO BE REMOVED
- (13) MENU BOARD TO BE REMOVED
- ORDER BOX TO BE REMOVED
 CONTRACTOR TO CONFIRM IRRIGATION COVER AND RELOCATE (NOTIFY ENGINEER IF DISCREPANCIES ARISE)
- (16) RESERVED PARKING SIGN TO BE RELOCATED
- (17) SIDEWALK TO BE REPLACED, SEE SITE PLAN
- (18) SIGN TO BE REMOVED
- (19) CONTRACTOR TO PRESERVE EXISTING TREE OR REPLACE IN KIND

DEMOLITION PLAN NOTES:

- CONTRACTOR TO PROVIDE MINIMUM PAVEMENT SECTION AND MATCH EXISTING CROSS-SLOPES IF ASPHALT PATCHING IS REQUIRED. SEE PAVEMENT DETAILS.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR SHALL DETERMINE ACTUAL LOCATIONS AND DEPTHS OF ALL UTILITIES PRIOR TO CONSTRUCTION. IF CONFLICTS EXIST, NOTIFY ENGINEER IMMEDIATELY.
- 3. THERE ARE NO MAPPED RPA'S OR HISTORIC AREAS ON SITE.
- THERE ARE NO CEMETERIES OR HISTORIC SITES ON THE PARCEL.
 ALL DISTURBANCE OUTSIDE OF THE LIMITS OF DISTURBANCE SHALL NOT IMPACT THE SUBGRADE.

NGIN EERING

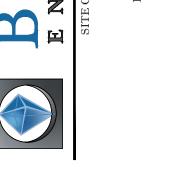
TE CIVIL AND CONSULTING ENGINEERING

LAND SURVEYING

PROGRAM MANAGEMENT

LANDSCAPE ARCHITECTURE

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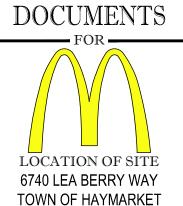
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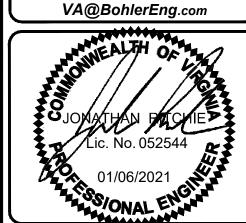
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SITE PLAN



BOHLER ENGINEERING

PRINCE WILLIAM COUNTY, VIRGINIA

28 BLACKWELL PARK LANE, SUITE 20° WARRENTON, VIRGINIA 20186 Phone: (540) 349-4500 Fax: (540) 349-0321



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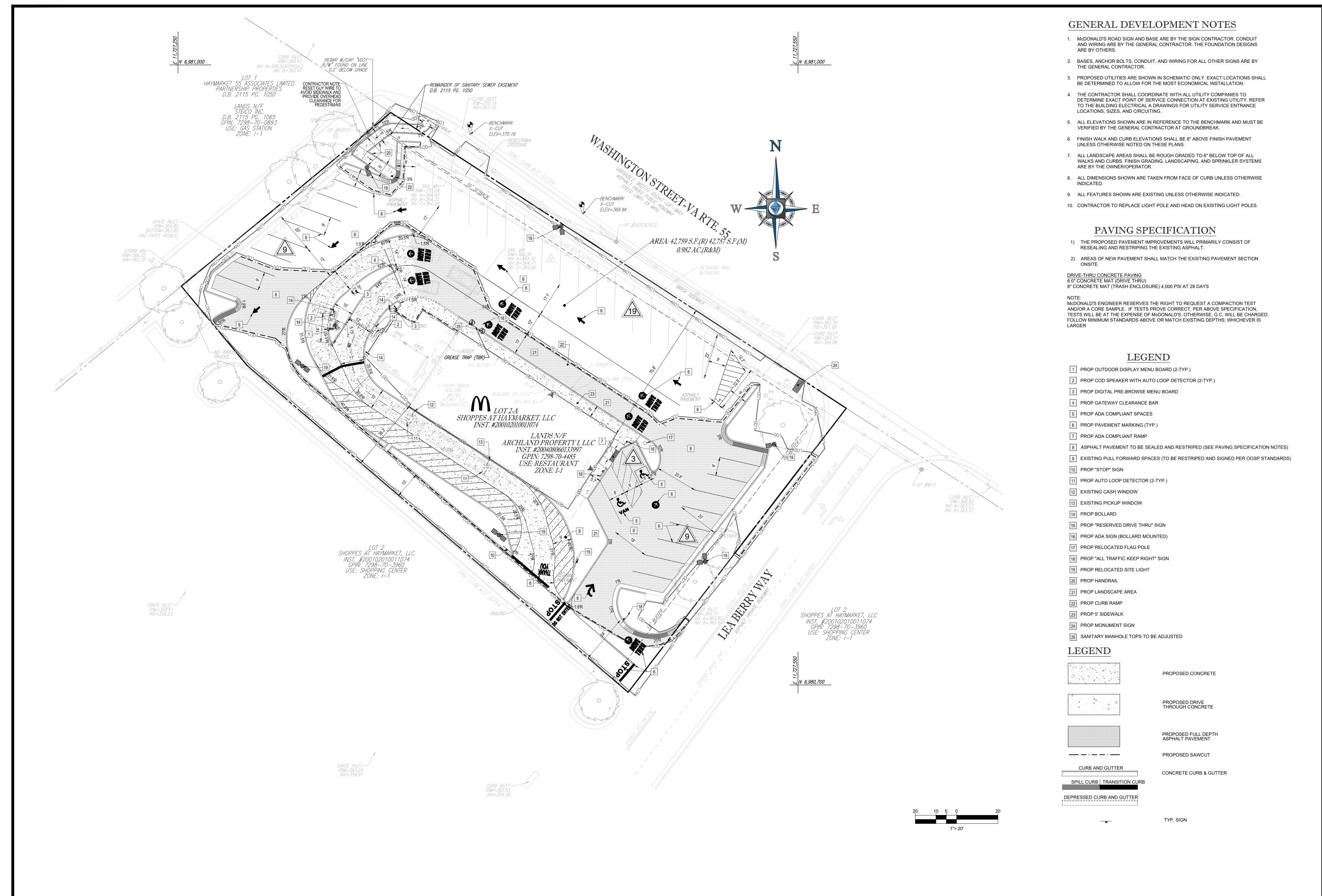
CONDITIONS/

DEMOLITION

PLAN

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> KNOW WHAT'S BELOW **ALWAYS CALL 811 BEFORE YOU DIG** It's fast. It's free. It's the law.

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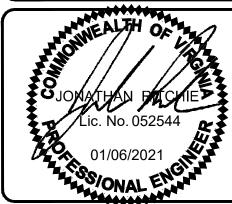
SITE PLAN DOCUMENTS



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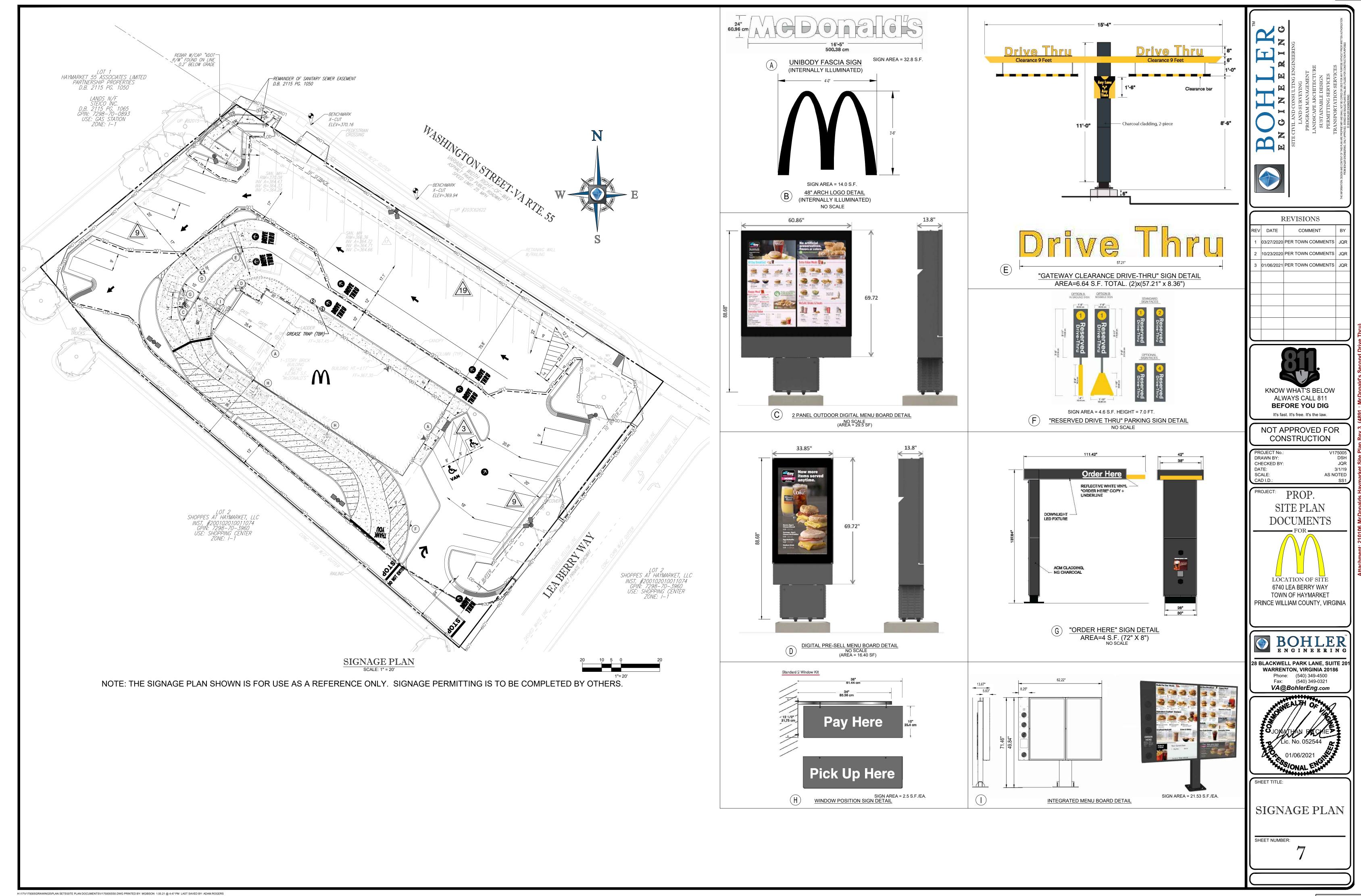
PRINCE WILLIAM COUNTY, VIRGINIA

28 BLACKWELL PARK LANE, SUITE 20 WARRENTON, VIRGINIA 20186 Phone: (540) 349-4500 Fax: (540) 349-0321 VA@BohlerEng.com

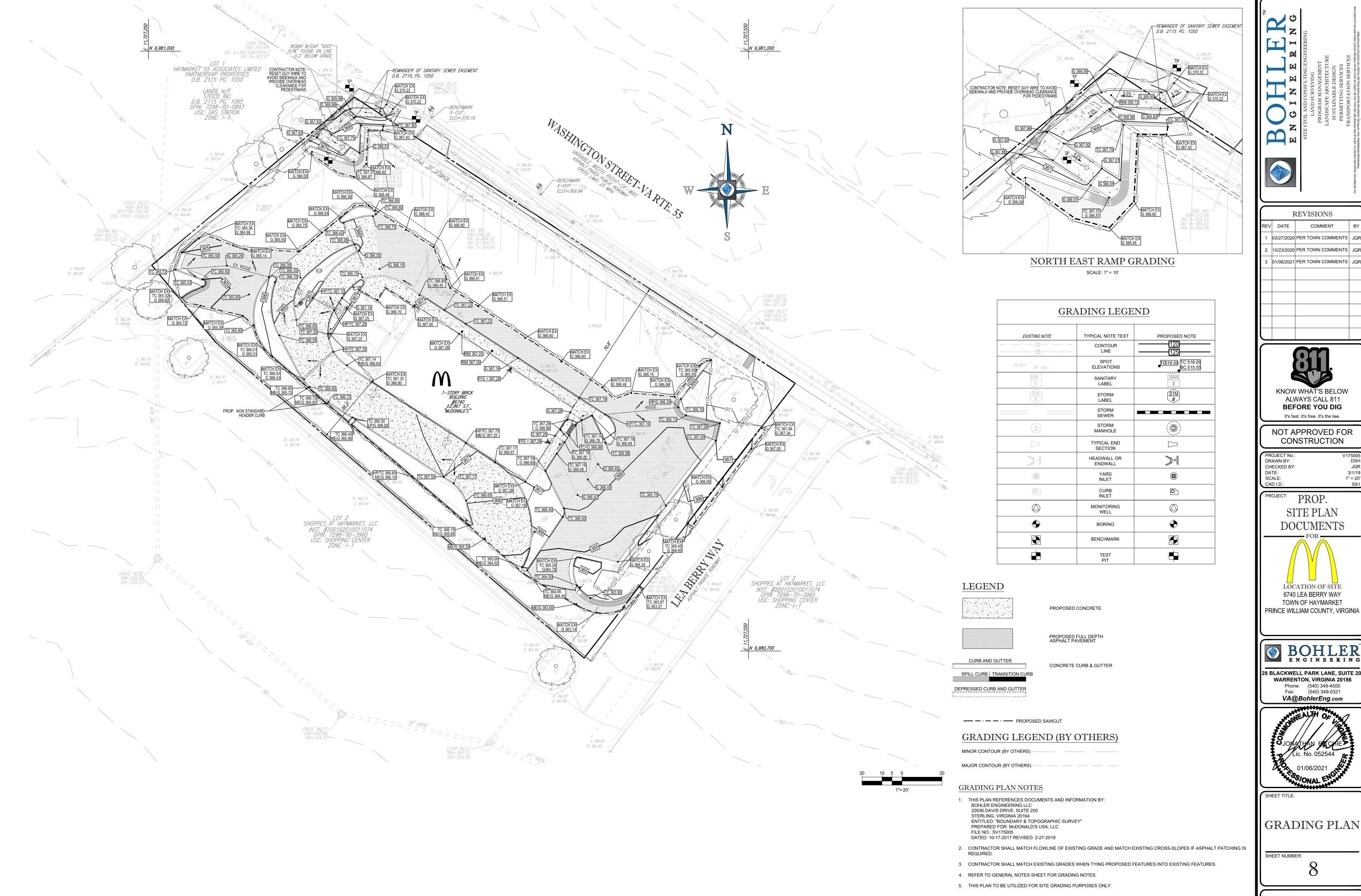


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Packet Pg. 18



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PROP. SITE PLAN



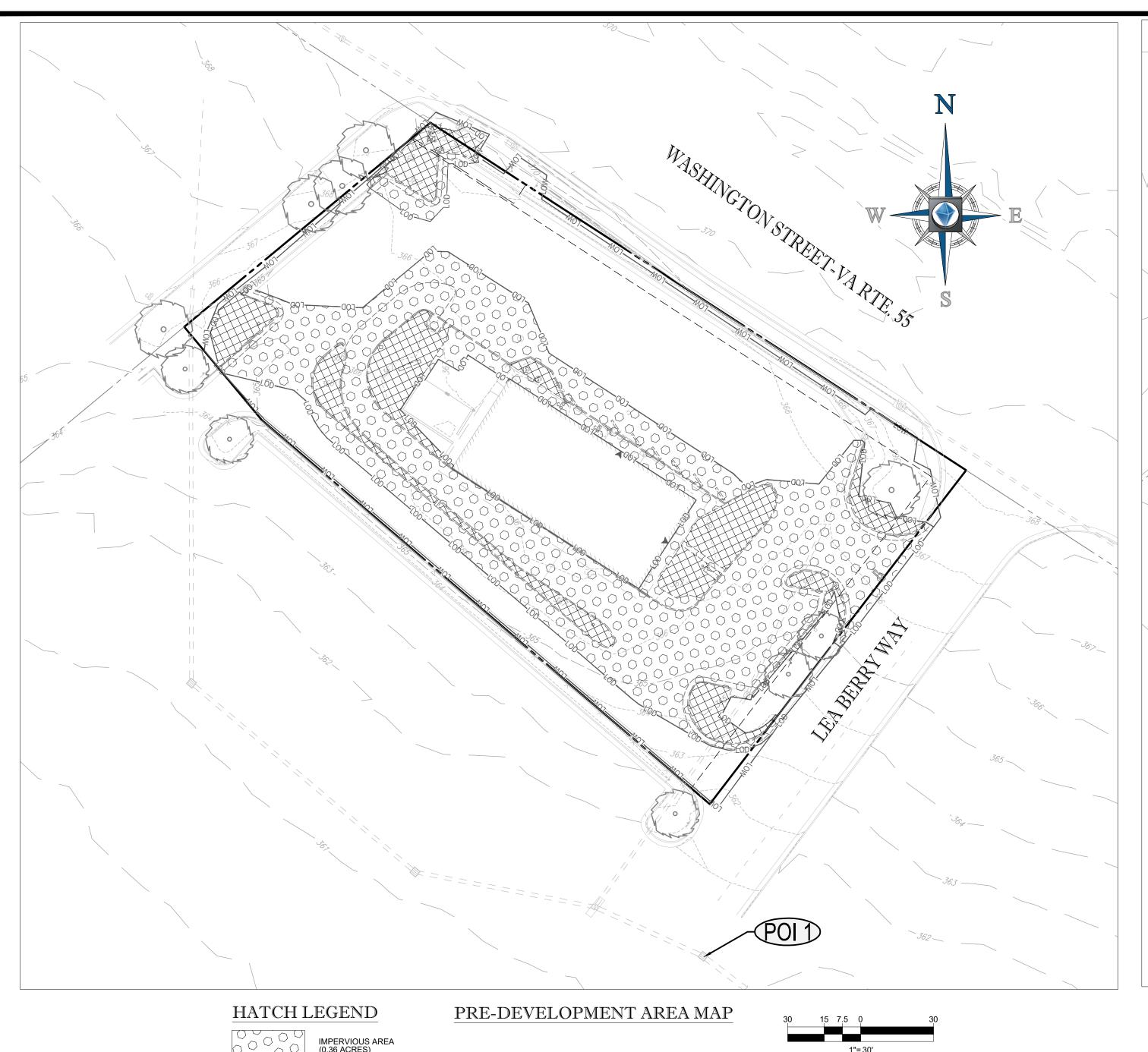
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28 BLACKWELL PARK LANE, SUITE 20⁻ **WARRENTON, VIRGINIA 20186** Phone: (540) 349-4500 Fax: (540) 349-0321 VA@BohlerEng.com

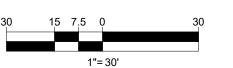


GRADING PLAN

Packet Pg. 19



(0.36 ACRES) PERVIOUS AREA (0.11 ACRES)



DBQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0 BMP Design Specifications List: 2013 Dreft Stds & Specs Site Summary ProjectTitle: Mt Do na ld 5 Hay market - V175005

Updale Sum mary Sheet Print Preview Print Total Raintall (in): 48

	A soils	8 Sois	CSaib	D Soils	Totals	% ofTotal
Rorest/Open (scres)	0.00	0.00	0.00	0.00	000	0
Managed Turf (acres)	0.00	0.00	0.11	0.00	0.11	23
Impervious Cover (acres)	0.00	0.00	0.36	0.00	036	77
					0.47	100

THE PROPOSED REDEVELOPMENT WILL NOT INCREASE IMPERVIOUS AREA ONSITE. THE DISTURBED AREA WILL ALSO CONTAIN 0.36 ACRES OF IMPERVIOUS AREA AND 0.11 ACRES OF PERVIOUS AREA, EQUIVALENT TO A C-FACTOR OF 0.76.

THE PROPOSED LIMITS OF DISTURBANCE FOR THIS PROJECT IS APPROXIMATELY 0.47 ACRES. THE EXISTING SITE FLOWS INTO A LARGER STORMWATER SYSTEM BELONGING TO THE ADJACENT SHOPPING CENTER TO THE SOUTH. PRIOR TO THE PROPOSED IMPROVEMENTS, THE LIMITS OF DISTURBANCE CONTAINED 0.36 ACRES

OF IMPERVIOUS AREA AND 0.11 ACRES OF PERVIOUS AREA IN THE DISTURBED AREA, EQUIVALENT TO A C FACTOR OF 0.76.

THE PRE AND POST-DEVELOPMENT FLOW RATES AT THE POINT OF INTEREST ARE SUMMARIZED BELOW:

THE PROPOSED PROJECT IS FOR THE REDEVELOPMENT OF AN EXISTING DRIVE-THRU RESTAURANT, ASSOCIATED SITE IMPROVEMENTS AND PARKING LOT

RECONFIGURATION. THE SITE IS LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF WASHINGTON STREET (VA ROUTE 55) AND LEA BERRY WAY. RUNOFF FROM THIS REDEVELOPMENT DRAINS TO AN EXISTING STORM SYSTEM VIA EXISTING CURB INLETS ON THE EASTERN AND WESTERN SIDES OF THE SITE AND IS CONVEYED TO THE EXISTING STORMWATER SYSTEM. BASED ON AVAILABLE GIS DATA, THE SHOPPING CENTER DRAINS TO THE SOUTH INTO NORTH FORK BROAD

C-FACTORS OF 0.30 AND 0.90 WERE USED FOR PERVIOUS AND IMPERVIOUS SURFACES, RESPECTIVELY, PER EXHIBIT 1, SECTION 700 OF THE PWC DCSM. RAINFALL INTENSITIES WERE BASED ON NOAA ATLAS 14 RAINFALL DATA.

2-YEAR: 1.56 CFS 2-YEAR: 1.56 CFS 10-YEAR: 2.45 CFS 10-YEAR: 2.45 CFS

STORMWATER MANAGEMENT AND BMP NARRATIVE:

STORMWATER QUANTITY

AT THE POINT OF INTEREST, THERE IS NO CHANGE IN THE 2 AND 10-YEAR FLOW RATES BETWEEN THE EXISTING AND PROPOSED CONDITIONS. THEREFORE, AS THE EXISTING, MANMADE CONVEYANCE SYSTEM IS CONCRETE PIPE, DESIGNED TO ADEQUATELY CONVEY THE 10-YEAR STORMWATER EVENT, THERE IS NO CONCERN FOR EROSION DURING THE 2-YEAR STORMWATER EVENT. THUS MEETING CHANNEL PROTECTION REQUIREMENTS. GIVEN THE EXISTING FLOW IS UNCHANGED IN POST DEVELOPED CONDITIONS, THE EXISTING STORM CONVEYANCE SYSTEM IS STILL ADEQUATE FOR THE 10-YEAR STORM EVENT AS WELL; THEREFORE MEETING FLOOD PROTECTION REQUIREMENTS.

BASED ON REVIEW OF AVAILABLE GIS DATA, THE SHOPPING CENTER DRAINS GENERALLY TO THE SOUTH TO THE NORTH FORK OF BROAD RUN. THE CONTRIBUTING DRAINAGE AREA TO THAT POINT IS APPROXIMATELY 3,800 AC, OVER ONE THOUSAND TIMES THE DISTURBED AREA. GIVEN THAT THE FLOW RATE DOES NOT INCREASE DUE TO THE PROPOSED DEVELOPMENT AND THERE IS NO EROSION OF THE MANMADE STORWMATER CONVEYANCE SYSTEM AT THE POINT OF INTEREST SHOWN ON THE PLAN; AT NO POINT BETWEEN THIS POINT OF INTEREST AND THE LIMITS OF ANALYSIS WILL THE PROPOSED DEVELOPMENT CAUSE THE EXISTING CONDITION TO INCREASE. THEREFORE IT IS THE OPINION OF THE ENGINEER THAT CHANNEL AND FLOOD PROTECTION REQUIREMENTS HAVE BEEN MET AND NO FURTHER ANALYSIS IS WARRANTED.

STORMWATER QUALITY

SINCE THE SUBJECT SITE WAS PREVIOUSLY DEVELOPED, WATER QUALITY REQUIREMENTS WERE CALCULATED USING THE VIRGINIA RUNOFF REDUCTION METHOD (VRRM) RE DEVELOPMENT SPREADSHEET. USING THIS SPREADSHEET, IT WAS DETERMINED THAT THE DEVELOPMENT OF THIS SITE WOULD REQUIRE THE TREATMENT OF AN ADDITIONAL 0.08 LB/YR OF PHOSPHORUS REMOVAL. TO MEET THIS REMOVAL REQUIREMENT, NUTRIENT OFFSET CREDITS WILL BE PURCHASED. AN AVAILABILITY LETTER SHOWING THAT MORE CREDITS THAN REQUIRED ARE AVAILABLE HAS BEEN PROVIDED. SINCE THE PHOSPHORUS REMOVAL ACHIEVED BY THESE MEASURES MEETS THE AMOUNT REQUIRED BY THE VRRM RE DEVELOPMENT SPREADSHEET, ALL STORMWATER QUALITY REQUIREMENTS FOR THIS PROJECT HAVE BEEN MET AND NO FURTHER ANALYSIS IS REQUIRED.

CONCLUSION

AS STORMWATER QUALITY REQUIREMENTS ARE BEING MET THROUGH THE PURCHASE OF NUTRIENT OFFSET CREDITS AND THE STORMWATER QUANTITY REQUIREMENTS ARE BEING MET BY SHOWING THAT EXISTING DRAINAGE AREAS AND FLOWS ARE BEING MAINTAINED, IT IS THE OPINION OF THE ENGINEER THAT THE STORMWATER QUANTITY AND QUALITY REQUIREMENTS ARE SATISFIED FOR THIS PROJECT AND NO FURTHER ANALYSIS IS WARRANTED.



Total Disturbed Acreage: 0.47 Site Land Cover Summary

	A soils	8 Soits	CSoils	D Soils	Totals	% offots
Ronest/Open (scres)	0.00	0.00	0.00	0.00	0.00	0
Monaged Turf (acres)	0.00	0.00	0.11	0.00	0.11	23
Impervious Cover (acres)	0.00	0.00	0.36	0.00	036	77
					0.47	100

Final Post-De ve lo prient Adjuste d Pre-Re Deve lopment (New Impervious) & New Impervious) Treatment Volume (ft^{*})

TotalTP Load Reduction Required 0.02 0 Final Post-Deve lopment Load (Post-Re Development & New Impervious) Re De ve lo prime rit TN Load (Ib/yr)

Site Compliance Summary

Pre-ReDevelopment Load

o	Total Runoff Volume Reduction (ft ³)		
0.00	Total TP Load Reduction Achieved (Ib/yr)		
0.00	Total TN Load Reduction Achieved (Ib/yr)		
0.84	Remaining Post Development TP Load (Ib/yr)		
0.08	Remaining TP Load Reduction (lb/yr) Required		

VRRM SUMMARY SHEETS

PreReDevelopment Development TP Load persons
PrePreReDevelopment TP Load persons
PrePrePreReDevelopment TP Load persons
PrePrePreReDevelopment TP Load (bb/scre/yr)

 (Itb/scre/yr)
 (Itb/scre/yr)

 178
 178

 178
 178

HATCH LEGEND POST-DEVELOPMENT AREA MAP

IMPERVIOUS AREA (0.36 ACRES)

Owings Mills, MD 21117

Baton Rouge, LA 70802

5020 Montrose Blvd.

1200 Camellia Blvd.

1371/2 East Main St.

Pittsburgh, PA 15219

302 Jefferson St. Suite 110 Raleigh, NC 27605

1408 B Roseneath Rd

December 21, 2020 Lawrence Osborne III, EIT Bohler Engineering Caitlan Parker Credit Sales Coordinator Resource Environmental Solutions

Subject: Potomac Watershed - Nutrient Credit Availability Project Reference: McDonald's - Haymarket, VA; 0.10 Credits Requested; HUC 02070010

This letter is to confirm the availability of 0.10 authorized nutrient credits ("Nutrient Credits") from one or more of Resource Environmental Solutions' ("RES") Potomac nutrient bank facilities for use by permit applicants within the Potomac watershed, including HUC 02070010, to compensate for nutrient loadings in excess of state or local regulations, as per Virginia Code § 62.1-44.15:35 and § 62.1-44.19:14 and Virginia Administrative Code 9 VAC 25-820-10 et seq. These Nutrient Credits are generated and managed under the terms of the Banking Instruments known as the Antonio Nutrient Reduction Implementation Plan ("NRIP").

Please feel free to contact me if you have any questions.

author B. Packers Caitlan B. Parker Resource Environmental Solutions cparker@res.us

NUTRIENT CREDIT AVAILABILITY LETTER

REVISIONS 01/06/2021 PER TOWN COMMENTS JQ



NOT APPROVED FOR CONSTRUCTION

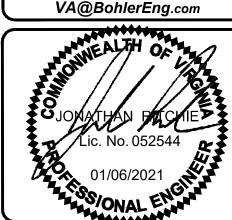
SCALE:

CAD I.D.:



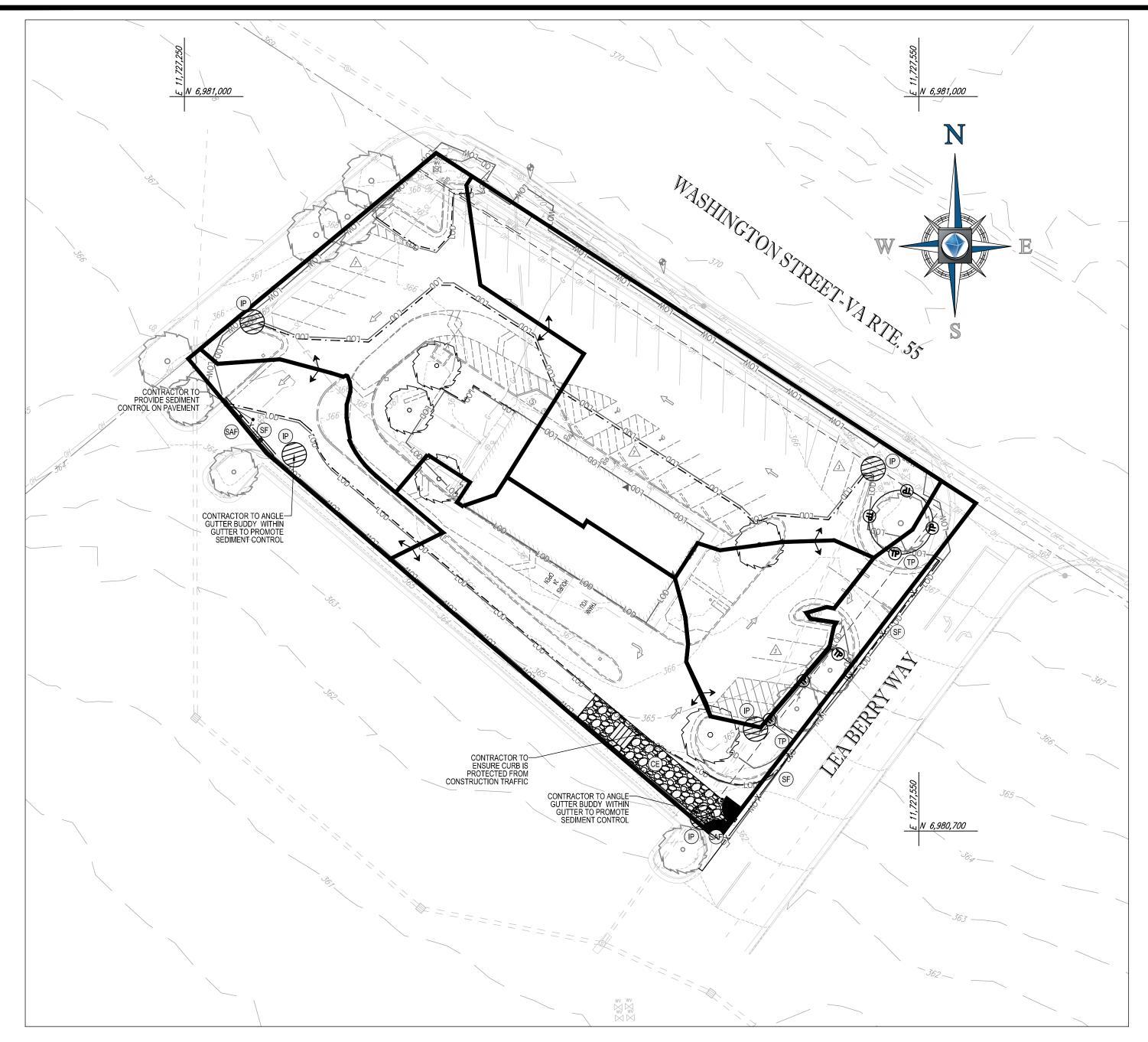


28 BLACKWELL PARK LANE, SUITE 20⁻ **WARRENTON, VIRGINIA 20186** Phone: (540) 349-4500 Fax: (540) 349-0321



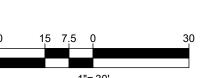
PRE/POST DEVELOPED DRAINAGE MAP

SHEET NUMBER:

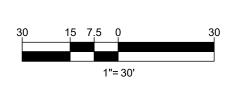




E&S CONTROL PLAN - PHASE I



E&S CONTROL PLAN - PHASE II



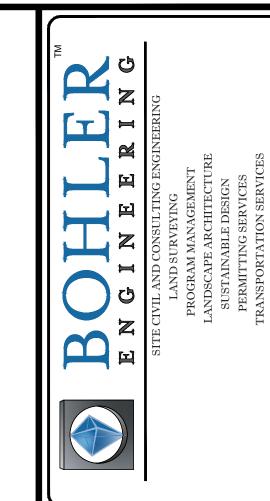
VIRGINIA UNIFORM CODING SYSTEM

SOILS TABL	<u>E</u>
SOIL NAME	SLOPES
ARCOLA SILT LOAM	2-7%
	SOIL NAME

	•	11/017/	FOR EROSION AND SED			DDACTICES		
NO.	TITLE	KEY	SYMBOL) IIVIEIV	NO.	TITLE	KEY	SYMBOL
3.01	SAFETY FENCE	SAF	SAF)		3.32	PERMANENT SEEDING	PS	PS
3.02	TEMPORARY STONE CONSTRUCTION ENTRANCE	CE	CE)		3.35	MULCHING	MU	MU
3.05	SILT FENCE	SF			3.38	TREE PRESERVATION AND PROTECTION	TP	TP
3.07	STORM DRAIN INLET PROTECTION	(IP)						

EROSION CONTROL NOTES

- 1. REFER TO EROSION CONTROL DETAILS FOR ADDITIONAL EROSION NOTES & DETAILS.
- 2. THIS PLAN TO BE UTILIZED FOR EROSION PURPOSES ONLY.
- 3. SEE SHEET 11 FOR SEQUENCE OF CONSTRUCTION.



	REVISIONS								
REV	DATE	COMMENT	BY						
1	03/27/2020	PER TOWN COMMENTS	JQR						
2	10/23/2020	PER TOWN COMMENTS	JQR						
3	01/06/2021	PER TOWN COMMENTS	JQR						



NOT APPROVED FOR CONSTRUCTION

PROJECT No.: DRAWN BY: CHECKED BY: DATE: SCALE:

PROP.
SITE PLAN
DOCUMENTS





28 BLACKWELL PARK LANE, SUITE 20
WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321
VA@BohlerEng.com



SHEET TITLE:
EROSION AND
SEDIMENT
CONTROL PLAN
PHASE I & II
SHEET NUMBER:

H:\17/V175005\DRAWINGS\PLAN SETS\SITE PLAN DOCUMENTS\V175005SS0.DWG PRINTED BY: MGIBSON 1.05.21 @ 4:48 PM LAST SAVED BY: ADAM.ROGERS

THIS PROPERTY IS LOCATED AT 6740 LEA BERRY WAY IN HAYMARKET, VIRGINIA. THE PURPOSE OF THIS PROJECT IS TO EXPAND THE DRIVE-THRU, CLOSE AN ENTRANCE, AND RECONFIGURE THE PARKING LOT. THE TOTAL AREA DISTURBED IS 0.47 ACRES UPON COMPLETION, AND THERE IS NO INCREASE IN IMPERVIOUS AREA.

THE EXISTING 0.98 ACRE SITE IS CURRENTLY A RESTAURANT, DRIVE THRU, AND PARKING LOT. CONSTRUCTION

ENTRANCE, SILT FENCE, TREE PROTECTION AND INLET PROTECTION WILL SERVE AS PERIMETER CONTROLS TO PROTECT THE EXISTING VEGETATION OUTSIDE THE LIMITS OF CLEARING AND TO PREVENT SEDIMENT FROM EXITING THE SITE. THE SLOPES ON THE SITE ARE BETWEEN 1% AND 15%, AND GENERALLY DRAIN TO THE PERIMETER OF THE SITE INTO AN EXISTING CONCRETE STORM SYSTEM. ADJACENT PROPERTY:

THIS PROPERTY IS BORDERED TO THE NORTH BY WASHINGTON STREET (VA ROUTE 55), TO THE EAST BY LEA BERRY WAY, TO THE SOUTH BY A COMMERCIAL SHOPPING CENTER AND PARKING LOT, AND TO THE WEST BY A GAS

OFF-SITE AREAS:

NO OFFSITE AREAS REQUIRED FOR EXPORT OF MATERIALS ARE ANTICIPATED WITH THE PROJECT. IF EXCAVATED MATERIAL IS GENERATED. IT SHALL BE DISPOSED OF IN A LAWFUL MANNER AND THE CONTRACTOR SHALL COORDINATE THE HAUL ROUTE WITH THE TOWN OF HAYMARKET CIVIL INSPECTOR. ANY OFFSITE AREAS SHALL BE APPROVED AND PERMITTED BY THE TOWN OF HAYMARKET PRIOR TO USE.

PER NRCS SOILS INFORMATION, THE SOILS ON-SITE ARE 4B (ARCOLA SILT LOAM, 2 TO 7 PERCENT SLOPES),

HYDROLOGIC SOIL GROUP C. CRITICAL AREAS:

NO KNOWN CRITICAL AREAS SUCH AS STEEP SLOPES, CHANNELS, OR UNDERGROUND SPRINGS HAVE BEEN IDENTIFIED WITHIN THE PROPOSED LIMITS OF DISTURBANCE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE APPROPRIATE SAFETY MEASURES AND EROSION CONTROLS DURING THE CONSTRUCTION ACTIVITIES. **EROSION AND SEDIMENT CONTROL MEASURES:**

UNLESS OTHERWISE NOTED ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED, ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH). THE MINIMUM STANDARDS OF THE VESCH SHALL BE ADHERED TO UNI ESS OTHERWISE WAIVED OR APPROVED BY A VARIANCE

SPECIFIC EROSION AND SEDIMENT MEASURES UTILIZED IN THIS PROJECT INCLUDE THE FOLLOW

- 1. SAFETY FENCE 3.01 A PROTECTIVE BARRIER INSTALLED TO PREVENT ACCESS TO AN EROSION CONTROL MEASURE. SAFETY FENCE SHALL BE INSTALLED AROUND THE LIMITS OF DISTURBANCE AS SHOWN ON THE PLANS TO PREVENT PEDESTRIAN TRAFFIC ON SITE.
- TEMPORARY CONSTRUCTION ENTRANCE 3.02 A TEMPORARY CONSTRUCTION ENTRANCE WITHOUT A WASH RACK SHALL BE INSTALLED. DRIVERS OF THE CONSTRUCTION VEHICLES WILL BE REQUIRED TO WASH THEIR WHEELS BEFORE EXISTING THE PROPERTY
- SILT FENCE 3.05 A PROTECTIVE BARRIER TO INTERCEPT AND DETAIN SMALL AMOUNTS OF SEDIMENT FROM DISTURBED AREAS DURING CONSTRUCTION OPERATIONS IN ORDER TO PRESENT SEDIMENT FROM LEAVING
- 4. STORM INLET PROTECTION 3.07 A SEDIMENT FILTER OR AN EXCAVATED IMPOUNDING AREA AROUND A STORM DRAIN DROP INLET OR CURB INLET.
- PERMANENT SEEDING 3 32 ESTABLISHMENT OF PERENNIAL VEGETATIVE COVER ON DISTURBED ARES BY PLANTING SEED TO REDUCE EROSION AND DECREASE SEDIMENT YIELD. IMPROVED WILDLIFE HABITAT. ENHANCE NATURAL BEAUTY AND TO PERMANENTLY STABILIZE DISTURBED AREAS IN A MANNER THAT IS ECONOMICAL, ADAPTABLE TO SITE CONDITIONS, AND ALLOWS SELECTION OF THE MOST APPROPRIATE PLANT
- 6. MULCHING 3.35 APPLICATION OF PLANT RESIDUES OR OTHER SUITABLE MATERIALS TO THE SOIL SURFACE. TREE PROTECTION - 3.38 - PROTECTION OF DESIRABLE TREES FROM MECHANICAL AND OTHER INJURY DURING LAND DISTURBING AND CONSTRUCTION ACTIVITY.

SEQUENCE OF CONSTRUCTION:

- 1. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS.
- 2. PRIOR TO ANY EARTH DISTURBANCE, CONTRACTOR TO CONTACT THE TOWN AND SCHEDULE A PRE-CONSTRUCTION MEETING.
- 3. CONTRACTOR SHALL CONTACT JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
- 4. INSTALL STABILIZED CONSTRUCTION ENTRANCE/EXIT (AS SHOWN ON SHEET 10).
- INSTALL INLET PROTECTION ON EXISTING INLETS AND GUTTERBUDDY'S ALONG GUTTER PAN (AS SHOWN ON
- 6. INSTALL TREE PROTECTION.
- 7. BEGIN REMOVING THE EXISTING PAVEMENT, CURB, AND SURROUNDING DISTURBED AREAS.
- 8. START CONSTRUCTION OF PROPOSED DRIVE-THRU, BEGIN GRADING THE DISTURBED AREAS AND PREPARING SUBGRADES AND SOIL IMPROVEMENTS.
- 9. START CONSTRUCTION OF CURB AND GUTTER, DRIVE-THRU ISLANDS, AND SIDEWALK. 10. TEMPORARILY STABILIZE, THROUGHOUT CONSTRUCTION IMMEDIATELY FOLLOWING THE COMPLETION OF THE
- MOST RECENT LAND DISTURBING/GRADING ACTIVITY, ANY DISTURBED AREAS, INCLUDING MATERIAL STOCKPILES THAT ARE SCHEDULED OR LIKELY TO REMAIN INACTIVE FOR 7 DAYS OR MORE. 11. IMMEDIATELY, PERMANENTLY STABILIZED AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
- 12. INSTALLED COMPACTED SUB BASE AND POUR CONCRETE FOR SIDEWALKS AND THE DRIVE-THRU. MILL AND
- OVERLAY PARKING LOT IN NECESSARY AREAS.
- 13. INSTALL TOP COAT OF ASPHALT AND TIE TO DRIVE-THRU CONCRETE IN NECESSARY AREAS.
- 14. INSTALL APPROPRIATE PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES. 15. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS, IF NECESSARY
- 16. OBTAIN CONCURRENCE FROM THE TOWN INSPECTOR THAT THE SITE HAS BEEN FULLY STABILIZED AND ALL CONSTRUCTION HAS BEEN COMPLETED, THEN:
 - WITHIN 30 DAYS REMOVE ALL REMAINING TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES. REMOVE ALL TEMPORARY CONSTRUCTION EQUIPMENT, CONSTRUCTION MATERIALS AND DEBRIS

C. STABILIZE ANY AREAS DISTURBED BY THE REMOVAL OF TEMPORARY MEASURES. NOTE: THE CONTRACTOR SHALL CONTRACT WITH A GEOTECHNICAL ENGINEER FOR SPECIFIC CONSTRUCTION RECOMMENDATIONS REGARDING MATERIALS AND TESTING.

MAINTENANCE PROGRAM: 1. SAFETY FENCE - 3.01 - THE MEASURE SHALL BE INSPECTED WEEKLY AND AFTER EVERY RAINFALL AND REPAIRS MS-8: CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN MADE AS NEEDED, SAFETY FENCE SHALL BE CHECKED REGULARLY FOR WEATHER-RELATED OR OTHER DAMAGE. ANY NECESSARY REPAIRS MUST BE MADE IMMEDIATELY. CARE SHOULD BE TAKEN TO SECURE ALL

- ACCESS POINTS (GATES) AT THE END OF EACH WORKING DAY. TEMPORARY CONSTRUCTION ENTRANCE - 3.02 - THE MEASURE SHALL BE INSPECTED WEEKLY AND AFTER EVERY RAINFALL AND REPAIRS MADE AS NEEDED. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR THE WASHING AND REWORKING OF EXISTING STONE AS MS-9: WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL BE CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY. THE USE OF WATER TRUCKS TO REMOVE MATERIAL DROPPED,
- WASHED, OR TRACKED ONTO ROADWAYS WILL NOT BE PERMITTED UNDER ANY CIRCUMSTANCES. SILT FENCE - 3.05 - SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL, ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED SILT FENCES RESULTING FROM END RUNS AND UNDERCUTTING. SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER STILL BE NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIERS. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED SHALL BE
- 4. STORM DRAIN INLET PROTECTION 3.07 THE MEASURE SHALL BE INSPECTED WEEKLY AND AFTER EVERY RAINFALL AND REPAIRS MADE AS NEEDED. 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. STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE REMAINING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED AND SEEDED.

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- 5. PERMANENT SEEDING 3.32 ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO ENSURE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.
- 6. MULCHING 3.35 ALL MULCHES AND SOIL COVERINGS SHOULD BE INSPECTED PERIODICALLY (PARTICULARLY AFTER RAINSTORMS) TO CHECK FOR EROSION. WHERE EROSION IS OBSERVED IN MULCHED AREAS, ADDITIONAL MULCH SHOULD BE APPLIED. NETS AND MATS SHOULD BE INSPECTED AFTER RAINSTORMS AS NECESSARY AFTER REPAIRING DAMAGE TO THE SLOPE OR DITCH. INSPECTIONS SHOULD TAKE PLACE UP. UNTIL GRASSES ARE FIRMLY ESTABLISHED. WHERE MULCH IS USED IN CONJUNCTION WITH ORNAMENTAL PLANTINGS, INSPECT PERIODICALLY THROUGHOUT THE YEAR TO DETERMINE IF MULCH IS MAINTAINING COVERAGE OF THE SOIL SURFACE; REPAIR AS NEEDED.
- 7. NO AREA SHALL BE LEFT DENUDED FOR A PERIOD LONGER THAN 7 DAYS WITHOUT CONSTRUCTION ACTIVITY 8. NO UNPROTECTED, UNDISTURBED AREA SHALL DRAIN TO ROADWAY PAVEMENTS SUCH THAT THE SUBBASE, BASE, OR WEARING SURFACE ARE CONTAMINATED BY SILT TRAPPED AT LOW POINTS.
- ADJACENT ROADWAYS AND ENTRANCES WILL BE KEPT CLEAN FROM ACCUMULATED DEBRIS AT ALL TIMES.
- 10. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO ENSURE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED AND RESEEDED AS NEEDED.

PERMANENT STABILIZATION:

STORMWATER RUNOFF CONSIDERATIONS:

PERMANENT STABILIZATION SHALL BE PROVIDED ONCE ALL CONSTRUCTION ACTIVITIES ARE COMPLETE. THE SPECIFICATIONS AND DETAILS FOR THE PERMANENT STABILIZATION ARE INCLUDED ON THIS SHEET. PERMANENT STABILIZATION INCLUDES PERMANENT SEEDING, SODDING, AND MULCHING. THE SITE CONTRACTOR SHALL USE THE STABILIZATION METHOD AS DEEMED MOST APPROPRIATE FOR EACH GIVEN PERVIOUS AREA.

THERE IS NO INCREASE IN IMPERVIOUS AREA FOR THE SITE AND DRAINAGE DIVIDES ARE GENERALLY BEING MAINTAINED. FLOWS ARE NON-EROSIVE, AND EXISTING SYSTEM IS ADEQUATE, THEREFORE NO FURTHER STORMWATER CONSIDERATIONS ARE REQUIRED

THERE ARE NO CALCULATIONS REQUIRED FOR THE PROPOSED EROSION AND SEDIMENT CONTROLS.

1. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLANS SHALL BE MAINTAINED ON SITE AT ALL

- PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY
- 3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL EROSION CONTROL MEASURES AND INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE CITY OF CHESTER.
- 4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLACED PRIOR TO OR AS THE FIRST STEP IN
- 5. ALL AREAS TO BE PAVED MAY BE STABILIZED BY INSTALLATION OF BASE AND SUBBASE MATERIALS INSTEAD OF TEMPORARY VEGETATION COVER
- THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS OF CLEANING MUD FROM TRUCKS AND/OR OTHER EQUIPMENT PRIOR TO ENTERING THE PUBLIC RIGHT-OF-WAY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CLEAR THE STREETS AND TAKE WHATEVER MEASURES NECESSARY TO ENSURE THAT THE STREETS ARE MAINTAINED IN A CLEAN AND DUST-FREE CONDITION AT ALL TIMES.
- THE WASHING OF ANY TOPSOIL OR DEBRIS ONTO ADJACENT PROPERTIES.
- PRIOR TO FORECAST OF A LARGE STORM EVENT. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AND ENSURE THEY ARE FUNCTIONAL. ANY OPEN TRENCHES SHALL BE TEMPORARILY BACKFILLED. **EROSION AND SEDIMENT CONTROL NOTES**

MS-1: PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN (7) DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN 14 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE (1) YEAR.

R-1: TEMPORARY SOIL STABILIZATION WILL BE APPLIED TO NEWLY GRADED AND DENUDED AREAS THAT WILL REMAIN DORMANT (UNDISTURBED) FOR LONGER THAN 7 DAYS, PERMANENT STABILIZATION WILL BE APPLIED WITHIN 14 DAYS TO DENUDED AREAS WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED FOR LONGER

MS-2: DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES AND BORROW AREAS SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS BORROW AREAS AND SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE

R-2: NOT APPLICABLE.

MS-3: A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT IS UNIFORM, MATURE ENOUGH TO SURVIVE, AND WILL INHIBIT EROSION.

R-3: PERMANENT VEGETATION WILL BE PROVIDED FOR ALL DENUDED AREAS.

MS-4: SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.

R-4: INLET PROTECTION IS PROPOSED AT EXISTING INLETS NEAR DISTURBED AREAS AND WILL BE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE COMMENCES.

MS-5: STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES, AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.

R-5: NOT APPLICABLE. THERE ARE NO PROPOSED EARTHEN STRUCTURES

MS-6: SEDIMENT TRAPS AND SEDIMENT BASINS SHALL BE DESIGNED AND CONSTRUCTED BASED UPON THE TOTAL DRAINAGE AREA TO BE SERVED BY THE TRAP OR BASIN.

A. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT TRAP SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AREA AND THE TRAP SHALL ONLY CONTROL DRAINAGE AREAS LESS THAN THREE (3) ACRES. B. SURFACE RUNOFF FROM DISTURBED AREAS THAT IS COMPRISED OF FLOW FROM DRAINAGE AREAS GREATER THAN OR EQUAL TO THREE (3) ACRES SHALL BE CONTROLLED BY A SEDIMENT BASIN. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT BASIN SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AREA. THE OUTFALL SYSTEM SHALL, AT A MINIMUM, MAINTAIN THE STRUCTURAL INTEGRITY OF THE BASIN DURING A TWENTY-FIVE YEAR STORM OF 24-HOUR DURATION. RUNOFF COFFFICIENTS USED IN RUNOFF CALCULATIONS SHALL CORRESPOND TO A BARE EARTH CONDITION OR THOSE CONDITIONS EXPECTED TO EXIST WHILE THE SEDIMENT BASIN IS UTILIZED.

R-6: NOT APPLICABLE. THERE ARE NO PROPOSED SEDIMENT TRAPS.

MS-7: CUT AND FILL SLOPES SHALL BE ASSIGNED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE (1) YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.

R-7: NOT APPLICABLE. THERE ARE NO CUT OR FILL SLOPES PROPOSED WITH THESE IMPROVEMENTS.

ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME OR SLOPE DRAIN STRUCTURE.

R-8: CONCENTRATED RUN-OFF IS NOT EXPECTED DURING CONSTRUCTION, ANY CONCENTRATED RUN-OFF ENCOUNTERED DURING CONSTRUCTION WILL BE CONTAINED WITHIN AN ADEQUATE, CHANNEL, FLUME OR SLOPE

R-9: IT IS NOT ANTICIPATED HOWEVER, CONTRACTOR SHALL ENSURE ADEQUATE MEASURES ARE PROVIDED

MS-10: ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.

R-10: INLET PROTECTION IS PROPOSED TO PREVENT UNFILTERED WATER TO ENTER THE CONVEYANCE SYSTEM.

MS-11: BEFORE NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS OR PIPES ARE MADE OPERATIONAL ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.

R-11: NOT APPLICABLE, NO STORMWATER CONVEYANCE CHANNEL OR PIPES ARE PROPOSED.

MS-12: WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION. NON-ERODIBLE MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF CAUSEWAYS AND COFFERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NON-ERODIBLE COVER MATERIALS.

R-12: NOT APPLICABLE. THE PROPOSED WORK DOES NOT CROSS A LIVE WATERCOURSE.

MS-13: WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES MORE THAN TWICE IN A SIX (6) MONTH PERIOD. A TEMPORARY VEHICULAR STREAM CROSSING CONSTRUCTED OF NON-ERODIBLE MATERIALS SHALL BE PROVIDED.

R-13: NOT APPLICABLE. THE PROPOSED WORK DOES NOT CROSS A LIVE WATERCOURSE.

MS-14: ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS PERTAINING TO WORKING IN OR CROSSING LIVE

R-14: NOT APPLICABLE. THE PROPOSED WORK DOES NOT CROSS A LIVE WATERCOURSE.

MS-15: THE BED AND BANKS OF A WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETED

R-15: NOT APPLICABLE. THE PROPOSED WORK DOES NOT CROSS A LIVE WATERCOURSE.

MS-16: UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:

- A. NO MORE THAN 500 LINEAR FEET OF TRENCH SHALL BE OPENED AT ONE TIME B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
- C. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFFSITE PROPERTY
- D. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
- E. RE-STABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS. E APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH

R-16: CONTRACTOR TO ENSURE THAT STANDARDS ARE MET SHOULD UTILITIES BE RELOCATED.

MS-17: WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED OR PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PAVED OR PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL DEVELOPMENT LOTS AS WELL AS TO LARGER LAND-DISTURBING ACTIVITIES.

R-17: ANY AND ALL MATERIAL OR DEBRIS TRACKED ONTO A PUBLIC OR PRIVATE ROAD SURFACE WILL BE REMOVED THOROUGHLY AT THE END OF EACH DAY BY THE CONTRACTOR. SEDIMENT SHALL BE REMOVED FROM ROADS BY SHOVELING OR SWEEPING AND BE TRANSPORTED TO A SEDIMENT CONTROLLED DISPOSAL AREA. THE EXISTING ASPHALT ENTRANCE AS SPECIFIED IN THIS SITE PLAN SET WILL BE UTILIZED AS THE SITE CONSTRUCTION ENTRANCE AND WILL BE MAINTAINED IN ACCORDANCE WITH THIS STATEMENT.

MS-18: ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM AUTHORITY. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS 7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM THE WORK IN SUCH A MANNER AS TO PREVENT RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

R-18: TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES WILL BE REMOVED UPON APPROVAL BY THE TOWN INSPECTORS AND ANY AREA DISTURBED BY THE REMOVAL WILL BE IMMEDIATELY STABILIZED.

MS-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 RATE OF STORMWATER RUNOFF FOR THE STATED FREQUENCY STORM OF 24-HOUR DURATION IN ACCORDANCE WITH THE FOLLOWING STANDARDS AND CRITERIA:

- A. CONCENTRATED STORMWATER RUNOFF LEAVING A DEVELOPMENT SITE SHALL BE DISCHARGED DIRECTLY INTO AN ADEQUATE NATURAL OR MAN-MADE RECEIVING CHANNEL, PIPE OR STORM SEWER SYSTEM. FOR THOSE SITES WHERE RUNOFF IS DISCHARGED INTO A PIPE OR PIPE SYSTEM, DOWNSTREAM STABILITY ANALYSES AT THE OUTFALL OF THE PIPE OR PIPE SYSTEM SHALL BE PERFORMED
- B. ADEQUACY OF ALL CHANNELS AND PIPES SHALL BE VERIFIED IN THE FOLLOWING MANNER (1) THE APPLICANT SHALL DEMONSTRATE THAT THE TOTAL DRAINAGE AREA TO THE POINT OF ANALYSIS WITHIN THE CHANNEL IS ONE HUNDRED TIMES GREATER THAN THE CONTRIBUTING DRAINAGE AREA OF THE PROJECT IN QUESTION; OR
 - (2) (A) NATURAL CHANNELS SHALL BE ANALYZED BY THE USE OF A TWO (2) YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP CHANNEL BANKS NOR CAUSE EROSION OF CHANNEL BED OR

(B) ALL PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS SHALL BE ANALYZED BY THE USE OF À TEN (10) YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP ITS BANKS BY THE USE OF A TWO (2) YEAR STORM TO DEMONSTRATE THAT STORMWATER WILL NOT CAUSE EROSION OF CHANNEL BED OR BANKS; AND PIPES AND STORM SEWER SYSTEMS SHALL BE ANALYZED BY THE USE OF A TEN (10) YEAR STORM TO VERIFY THAT STORMWATER WILL BE CONTAINED WITHIN THE PIPE OR SYSTEM

C. IF EXISTING NATURAL RECEIVING CHANNELS OR PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS OR PIPES ARE NOT ADEQUATE, THE APPLICANT SHALL:

(1) IMPROVE THE CHANNEL TO A CONDITION WHERE A TEN (10) YEAR STORM WILL NOT OVERTOP THE BANKS AND A TWO (2) YEAR STORM WILL NOT CAUSE EROSION TO THE CHANNEL BED OR BANKS; OR (2) IMPROVE THE PIPE OR PIPE SYSTEM TO A CONDITION WHERE THE TEN (10) YEAR STORM IS CONTAINED WITHIN THE APPURTENANCES: OR

- (3) DEVELOP A SITE DESIGN THAT WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A WO (2) YEAR STORM TO INCREASE WHEN RUNOFF OUTFALLS INTO A NATURAL CHANNEL OR WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A TEN (10) YEAR STORM TO INCREASE WHEN RUNOFF OUTFALLS INTO A MAN-MADE CHANNEL: OR (4) PROVIDE A COMBINATION OF CHANNEL IMPROVEMENT. STORMWATER DETENTION OR OTHER
- MEASURE WHICH IS SATISFACTORY TO THE PLAN-APPROVING AUTHORITY TO PREVENT DOWNSTREAM
- D. THE APPLICANT SHALL PROVIDE EVIDENCE OF PERMISSION TO MAKE THE IMPROVEMENTS. E. ALL HYDROLOGIC ANALYSES SHALL BE BASED ON THE EXISTING WATERSHED CHARACTERISTICS AND THE ULTIMATE DEVELOPMENT OF THE SUBJECT PROJECT. F. IF THE APPLICANT CHOOSES AN OPTION THAT INCLUDES STORMWATER DETENTION HE SHALL OBTAIN

APPROVAL FROM THE LOCALITY OF A PLAN FOR MAINTENANCE OF THE DETENTION FACILITIES. THE PLAN

- SHALL SET FORTH THE MAINTENANCE REQUIREMENTS OF THE FACILITY AND THE PERSON RESPONSIBLE FOR PERFORMING THE MAINTENANCE. G. OUTFALL FROM A DETENTION FACILITY SHALL BE DISCHARGED TO A RECEIVING CHANNEL. AND ENERGY DISSIPATERS SHALL BE PLACED AT THE OUTFALL OF ALL DETENTION FACILITIES AS NECESSARY TO PROVIDE A STABILIZED TRANSITION FROM THE FACILITY TO THE RECEIVING CHANNEL
- H. ALL ON-SITE CHANNELS MUST BE VERIFIED TO BE ADEQUATE. I. INCREASED VOLUMES OF SHEET FLOWS THAT MAY CAUSE EROSION OR SEDIMENTATION ON ADJACENT PROPERTY SHALL BE DIVERTED TO A STABLE OUTLET, ADEQUATE CHANNEL, PIPE OR PIPE SYSTEM, OR TO A
- J. IN APPLYING THESE STORMWATER RUNOFF CRITERIA, INDIVIDUAL LOTS OR PARCELS IN A RESIDENTIAL COMMERCIAL OR INDUSTRIAL DEVELOPMENT SHALL NOT BE CONSIDERED TO BE SEPARATE DEVELOPMENT PROJECTS. INSTEAD, THE DEVELOPMENT, AS A WHOLE, SHALL BE CONSIDERED TO BE A SINGLE DEVELOPMENT PROJECT. HYDROLOGIC PARAMETERS THAT REFLECT THE ULTIMATE DEVELOPMENT CONDITION SHALL BE
- USED IN ALL ENGINEERING CALCULATIONS. K. ALL MEASURES USED TO PROTECT PROPERTIES AND WATERWAYS SHALL BE EMPLOYED IN A MANNER WHICH MINIMIZES IMPACTS ON THE PHYSICAL, CHEMICAL AND BIOLOGICAL INTEGRITY OF RIVERS, STREAMS AND OTHER WATERS OF THE STATE.
- L. ANY PLAN APPROVED PRIOR TO JULY 1, 2014, THAT PROVIDES FOR STORMWATER MANAGEMENT THAT ADDRESSES ANY FLOW RATE CAPACITY AND VELOCITY REQUIREMENTS FOR NATURAL OR MAN-MADE CHANNELS SHALL SATISFY THE FLOW RATE CAPACITY AND VELOCITY REQUIREMENTS FOR NATURAL OR MAN-MADE CHANNELS IF THE
- I. DETAIN THE WATER QUALITY VOLUME AND TO RELEASE IT OVER 48 HOURS: II. DETAIN AND RELEASE OVER A 24-HOUR PERIOD THE EXPECTED RAINFALL RESULTING FROM THE ONE
- YEAR, 24- HOUR STORM; AND III. REDUCE THE ALLOWABLE PEAK FLOW RATE RESULTING FROM THE 1.5, 2, AND 10-YEAR, 24-HOUR
- STORMS TO A LEVEL THAT IS LESS THAN OR EQUAL TO THE PEAK FLOW RATE FROM THE SITE ASSUMING IT WAS IN A GOOD FORESTED CONDITION. ACHIEVED THROUGH MULTIPLICATION OF THE FORESTED PEAK FLOW RATE BY A REDUCTION FACTOR THAT IS EQUAL TO THE RUNOFF VOLUME FROM THE SITE WHEN IT WAS IN A GOOD FORESTED CONDITION DIVIDED BY THE RUNOFF VOLUME FROM THE SITE IN ITS PROPOSED CONDITION, AND SHALL BE EXEMPT FROM ANY FLOW RATE CAPACITY AND VELOCITY REQUIREMENTS FOR NATURAL OR MAN-MADE CHANNELS AS DEFINED IN ANY REGULATIONS PROMULGATED PURSUANT
- M. FOR PLANS APPROVED ON AND AFTER JULY 1, 2014, THE FLOW RATE CAPACITY AND VELOCITY REQUIREMENTS OF § 10.1-561 A OF THE ACT AND THIS SUBSECTION SHALL BE SATISFIED BY COMPLIANCE WITH WATER QUANTITY REQUIREMENTS IN THE STORMWATER MANAGEMENT ACT (§ 10.1-603.2 ET SEQ. OF THE CODE OF VIRGINIA) AND

TO § 10.1-562 OR 10.1-570 OF THE ACT.

- ATTENDANT REGULATIONS, UNLESS SUCH LAND DISTURBING ACTIVITIES ARE IN ACCORDANCE WITH 4VAC50-60-48 OF THE VIRGINIA STORMWATER MANAGEMENT PROGRAM (VSMP) PERMIT REGULATIONS. N. COMPLIANCE WITH THE WATER QUANTITY MINIMUM STANDARDS SET OUT IN 4VAC50-60-66 OF THE VIRGINIA
- MANAGEMENT PROGRAM (VSMP) PERMIT REGULATIONS SHALL BE DEEMED TO SATISFY THE REQUIREMENTS STANDARD 19.

R-19: THE PROPOSED IMPROVEMENTS CAUSE A NEGLIGIBLE INCREASE IN STORMWATER DRAINING TO THE EXISTING INLETS. AS SUCH, IT IS THE OPINION OF THE ENGINEER THAT THE EXISTING CLOSED STORM SYSTEM IS ADEQUATE

GENERAL EROSION & SEDIMENT CONTROL NOTES

SOURCE: TABLE 6-1, CHAPTER 6, VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK

- ES-1 UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS 4VAC50-30 EROSION AND SEDIMENT CONTROL
- THE PLAN APPROVING ALITHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE. ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY. AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- ES-3 ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING AND GRADING.
- ES-4 A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLANS SHALL BE MAINTAINED ON THE SITE AT ALL TIMES. ES-5 PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON
- THESE PLANS (INCLUDING BUT NOT LIMITED, OFFSITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY
- ES-6 THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY
- ES-7 ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED. ES-8 DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING
- ES-9 THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE
- ES-10 SEEDING OPERATIONS SHALL BE INITIATED WITHIN 7 DAYS AFTER REACHING FINAL GRADE OR UPON SUSPENSION OF GRADING OPERATIONS FOR ANTICIPATED DURATION OF GREATER THAN 30 DAYS OR UPON COMPLETION OF GRADING OPERATIONS FOR A SPECIFIC AREA.
- ENOUGH TO SURVIVE. ES-12 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SURFACE AND AIR MOVEMENT OF DUST FROM EXPOSED SOILS WHICH MAY PRESENT HEALTH HAZARDS, TRAFFIC SAFETY

ES-11 PERMANENT VEGETATION SHALL NOT BE CONSIDERED ADEQUATELY STABILIZED UNTIL THE

VEGETATION IS UNIFORM IN HEIGHT, THICK ENOUGH TO PREVENT EROSION AND MATURE

CHECKLIST

FOR EROSION AND SEDIMENT CONTROL PLANS

X Minimum Standards - All applicable Minimum Standards must be addressed

PROBLEMS, OR HARM ANIMAL OR PLANT LIFE.

- Project description Briefly describes the nature and purpose of the land- disturbing activity, and he area (acres) to be disturbed.
- **X** Existing site conditions A description of the existing topography, vegetation and drainage.
- Adjacent areas A description of neighboring areas such as streams, lakes, residential areas, roads, etc., which might be affected by the land disturbance.
- X 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 disturbed?
- unit, erodibility, permeability, depth, texture and soil structure.

X Soils - A brief description of the soils on the site giving such information as soil name, mapping

X 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.). X 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

- X Permanent stabilization A brief description, including specifications, of how the site will be stabilized after construction is completed.
- X 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.
- X Calculations Detailed calculations for the design of temporary sediment basins, permanent stormwater detention basins, diversions, channels, etc. Include calculations for pre- and postdevelopment runoff.

VII-26

7A-2 (continued)

SITE PLAN

X Vicinity map - A small map locating the site in relation to the surrounding area. Include any

X Indicate north - The direction of north in relation to the site.

ndmarks which might assist in locating the site.

- Limits of clearing and grading -. Areas. which to be cleared and graded. **X** Existing contours - The existing contours of the site.
- <u>X</u> <u>Final contours</u> Changes to the existing contours, including final drainage patterns.
- X Existing vegetation The existing tree lines, grassed areas, or unique vegetation. X Soils - The boundaries of different soil types.

protection and stabilization?)

- X Existing drainage patterns The dividing lines and the direction of flow for the different drainage reas. Include the size (acreage) of each drainage area,
- _X_ Critical erosion areas Areas with potentially serious erosion problems. (See Chapter 6 for
- X Site Development Show all improvements such as buildings, parking lots, access roads, utility construction, etc. <u>X</u> <u>Location of practices</u> - The locations of erosion and sediment control and stormwater

management practices used on the site. Use the standard symbols and abbreviations in Chapter 3

- X 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
- ocal handbooks should be explained and illustrated with detail drawings.
- _X Maintenance A schedule of regular inspections and repair of erosion and sediment control tructures should be set forth.

VII-27

7



REVISIONS EV DATE COMMENT 03/27/2020 PER TOWN COMMENTS | JQF 10/23/2020 PER TOWN COMMENTS JQ B 01/06/2021 PER TOWN COMMENTS JQI



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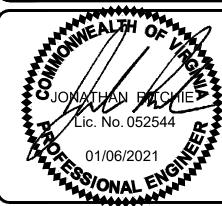
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LOCATION OF SITE 6740 LEA BERRY WAY

TOWN OF HAYMARKET



8 BLACKWELL PARK LANE, SUITE 20 **WARRENTON, VIRGINIA 20186** Phone: (540) 349-4500 Fax: (540) 349-0321 VA@BohlerEng.com

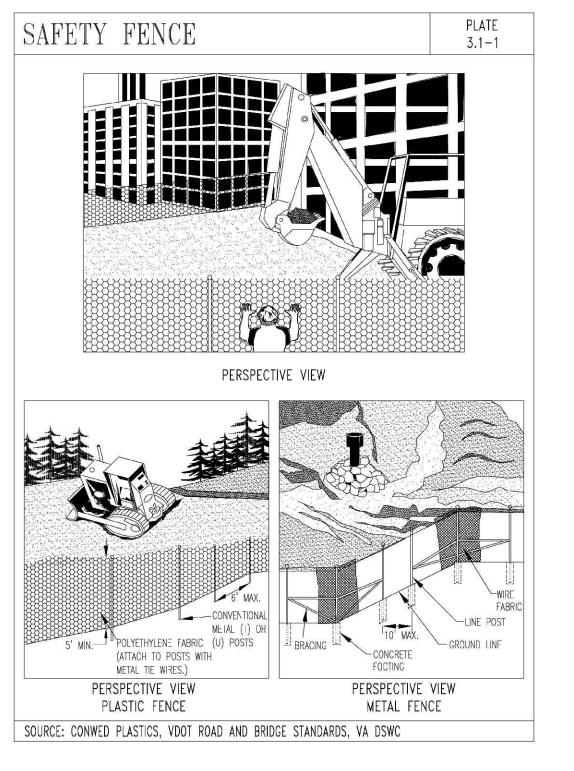


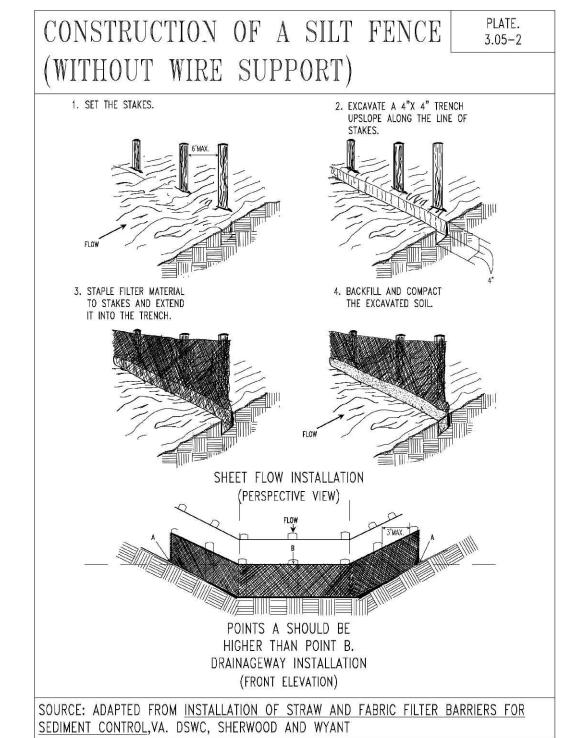
EROSION AND SEDIMENT CONTROL NOTES

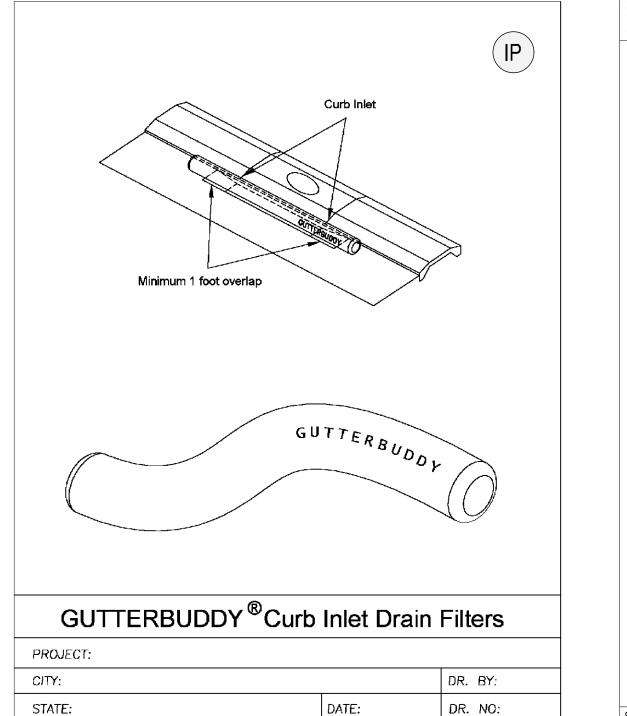
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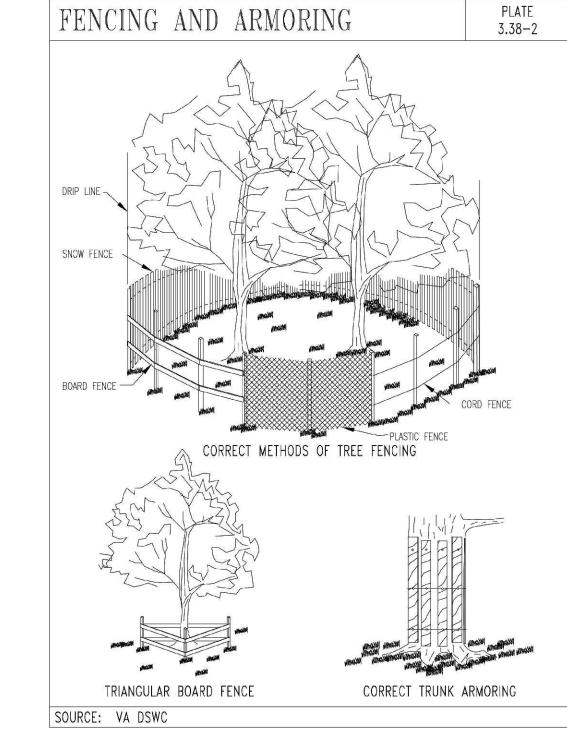
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PRINCE WILLIAM COUNTY, VIRGINIA









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BEFORE YOU DIG
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PROP.
SITE PLAN
DOCUMENTS
FOR

REVISIONS

REV DATE COMMENT

LOCATION OF SITE 6740 LEA BERRY WAY TOWN OF HAYMARKET

3/1/19 AS NOTED

BOHLER ENGINEERING

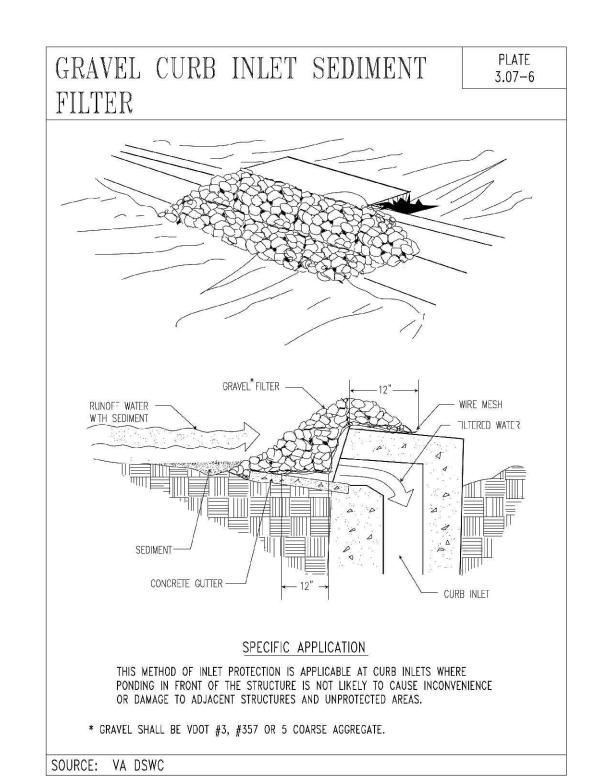
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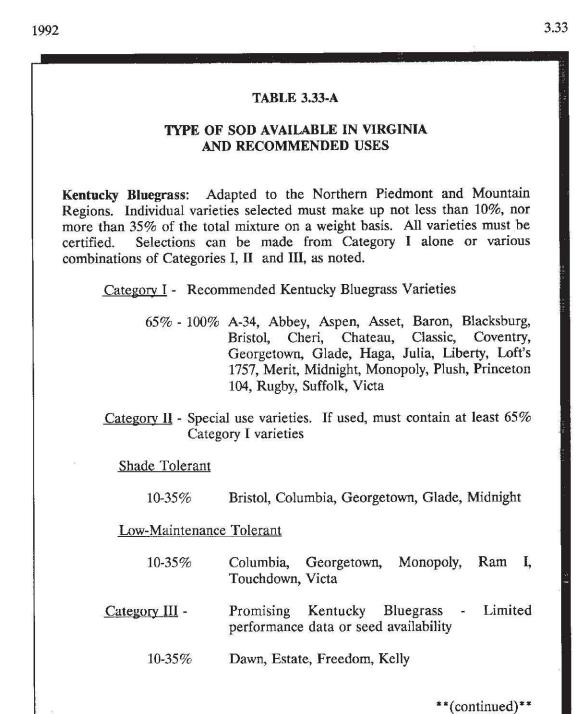
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WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321
VA@BohlerEng.com

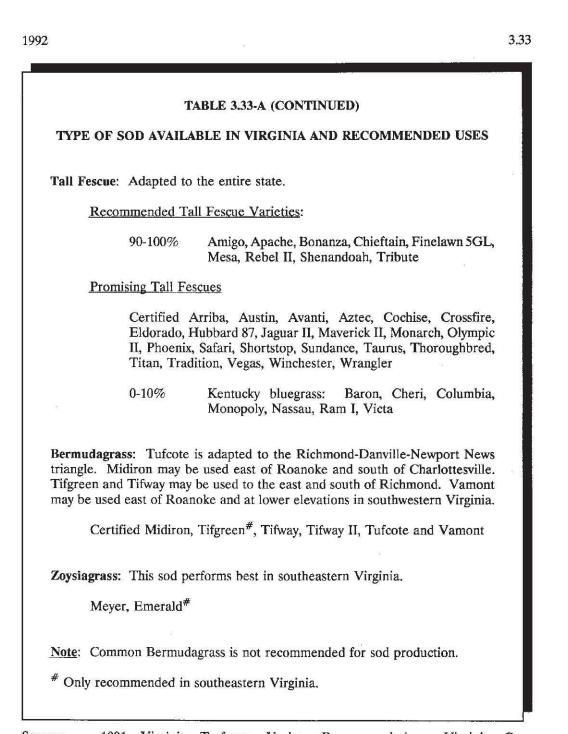
JONATHAN FITCHE Lic. No. 052544 01/06/2021

EROSION AND
SEDIMENT
CONTROL
DETAILS

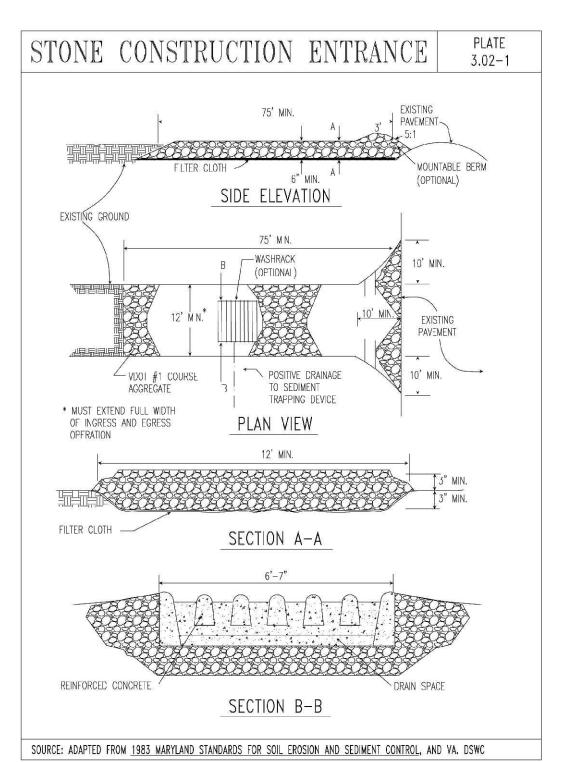
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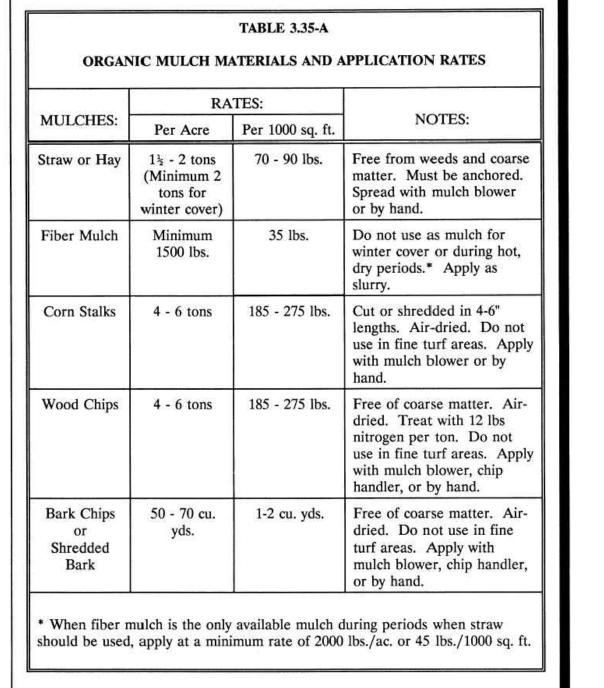






urce: 1991 Virginia Turfgrass Variety Recommendations, Virginia Crop
Improvement Association

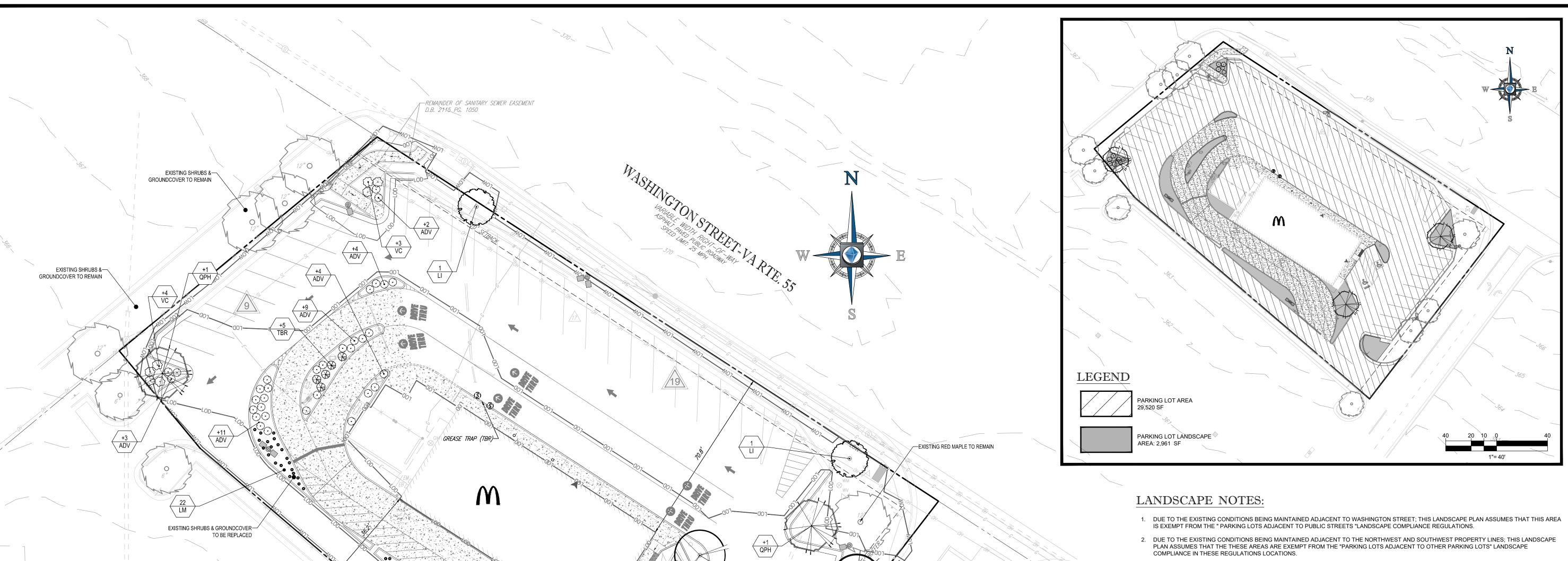




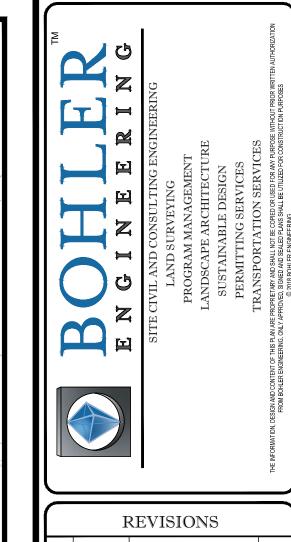
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	TOWN OF HAYMARKET CO	OMPLIANCE CHART	
SECTION	REQUIREMENTS	CALCULATIONS/PROPOSED	COMPLIANC
	THE MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING IN COMMERCIAL,	REPLACEMENT LANDSCAPE CALCULATIONS	
SEC. 58-17.5 RESPONSIBILITY	INDUSTRIAL AND RESIDENTIAL OPEN SPACE SHALL BE THE RESPONSIBILITY OF THE INDIVIDUAL PROPERTY OWNERS. PLANTED MATERIAL SHALL BE MAINTAINED IN A HEALTHY STATE AND REPLACED WHEN DISEASED OR DEAD.	EXISTING TREES TO BE DEMOLISHED: 4 CANOPY TRE PROPOSED REPLACEMENT TREES: 4 CANOPY TRE	OOM!! EIEO
	ALL LANDSCAPING STRUCTURES SHALL ALSO BE KEPT IN GOOD CONDITION.		E8
	(C) PARKING LOTS ADJACENT TO PUBLIC STREETS.	LANDSCAPE CALCULATIONS	
	(1) LANDSCAPE AREA REQUIREMENTS. A CONTINUOUS LANDSCAPE STRIP TEN FEET IN WIDTH NOT INCLUSIVE OF THE SIDEWALK SHALL BE LOCATED BETWEEN THE PROPERTY LINE AND THE PARKING LOT. IF ROAD		10'
	IMPROVEMENTS ARE NECESSARY ACROSS THE FRONT OF THE PROPERTY,	CONTINUOUS LANDSCAPE BUFFER PROVIDED: 13.2' LEA BERRY W	AY
	A CONTINUOUS LANDSCAPE STRIP WITH AN AVERAGE WIDTH OF TEN FEET MAY BE PROVIDED TO MEET THE REQUIREMENTS OF THIS SECTION. IF A	ADDITIONAL FRONTAGE PROPOSED: 60 FE	ET
	PARKING LOT IS BUILT ADJACENT TO AN EXISTING PARKING LOT WHICH HAS A LANDSCAPE STRIP NARROWER THAN TEN FEET IN WIDTH, THE WIDTH OF THE EXISTING LANDSCAPE AREA MAY BE CONTINUED PROVIDED THAT IT IS A MINIMUM FIVE FEET WIDE. (2) NUMBER OF TREES. THERE WILL BE ONE TREE FOR EACH 30 FEET OF	QUANTITY OF TREES REQUIRED: 60 LF x 1/30 : 2 TRE	ES
		QUANTITY OF TREES PROVIDED: 2 TRE	ES COMPLIES
SEC. 58-17.13 PARKING LOT	FRONTAGE AND SHALL BE PLANTED IN THE LANDSCAPE STRIP. (3) SCREENING ADJACENT TO THE PUBLIC STREET. A SCREEN THROUGH THE USE OF THE PLANTING OF SHRUBS, HEDGES OR THE CREATION OF BERMS OF A COMBINATION OF SUCH USES SHALL BE USED TO SCREEN THE PARKING LOTS TO ANY PUBLIC STREET FOR THE FULL LENGTH OF THE STREET FRONTAGE. NO BERM OR PLANT MATERIAL SHALL OBSTRUCT THE SIGHT DISTANCE OF A MOTORIST ENTERING OR LEAVING THE SITE IN ACCORDANCE WITH 58-17.7(A). (4) SPECIES OF VEGETATION. ALL TREES AND SHRUBS PLANTED SHALL MEET THE REQUIREMENTS OF SECTIONS 5817.12.	"*" INDICATED SPECIES USED TO FULFILL THIS REQUIREMENT	
LANDSCAPING	(E) INTERIOR PARKING LOT LANDSCAPING	LANDSCAPE AREA CALCULATIONS	
	(1) APPLICATION. INTERIOR PARKING LOT LANDSCAPING SHALL APPLY TO THE ENLARGEMENT OR CONSTRUCTION OF ANY PARKING AREA OR LOT	PAVED PARKING AREA: 29,520 S REQUIRED PARKING LOT LANDSCAPE AREA 5%: 1,476 S	
	WITH TEN OR MORE PARKING SPACES. THIS WILL BE IN ADDITION TO THE PERIMETER PARKING LOT LANDSCAPING, STREET TREE PLANTING AND SCREENING. PARKING LOT LANDSCAPE AREA PROVIDED:		%
	(2) LANDSCAPE AREA REQUIREMENTS. THE MINIMUM LANDSCAPE FOR THE INTERIOR PARKING LOT SHALL BE FIVE PERCENT OF THE GROSS AREA, WHICH SHALL INCLUDE ALL PAVED AREAS WITHIN THE LOT, INCLUDING	PARKING LOT TREES REQUIRED 40 x (1/10): 4 TREE PARKING LOT SHRUBS REQUIRED 40 x (3/10): 12 SHRUB	
	INGRESS AND FOR PAVED STORAGE AREAS, A SUBTRACTION FROM THE FIGURE FOR LAND USE SUCH AS LUMBERYARDS AND WAREHOUSES MAY BE APPLIED.	PARKING LOT TREES PROVIDED: 4 TREE PARKING LOT SHRUBS PROVIDED: 57 SHRUE	
	(3) MINIMUM LANDSCAPE AREA. THE TOTAL MINIMUM LANDSCAPE AREA FOR INTERIOR PARKING LOTS SHALL BE 25 SQUARE FEET. EACH LANDSCAPE AREA SHALL HAVE AT LEAST ONE CANOPY TREE. (4) NUMBER OF TREES. THERE WILL BE ONE TREE FOR EVERY TEN		
	PARKING SPACES. (5) NUMBER OF SHRUBS. THERE WILL BE THREE SHRUBS FOR EVERY TEN PARKING SPACES.		
	(6) SPECIES OF VEGETATION. ALL TREES AND SHRUBS PLANTED SHALL MEET THE REQUIREMENTS OF CANOPY SHADE TREES AS IDENTIFIED IN		
	SECTIONS 58-17.12	"+" INDICATED SPECIES USED TO FULFILL THIS REQUIREMENT	



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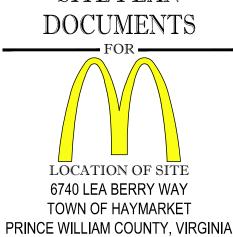


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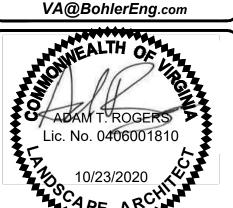
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SHEET TITLE:

LANDSCAPE PLAN

NUMBER:

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BOTANICAL NAME

ACER RUBRUM

QUERCUS PHELLOS

AMELANCHIER CANADENSIS

LAGERSTROEMIA INDICA 'NATCHEZ'

VIBURNUM CARLESII

AZALEA X DELEWARE VALLEY

TAXUS BACATTA 'REPANDENS'

LIRIOPE MUSCARI 'BIG BLUE'

KEY

QPH

SUBTOTAL:

ORNAMENTAL TREES

SUBTOTAL:

ADV

SUBTOTAL:

SUBTOTAL:

EVERGREEN SHRUBS

DECIDUOUS SHRUBS

SHADE TREES

QTY.

36

43

LANDSCAPE SCHEDULE

COMMON NAME

RED MAPLE

WILLOW OAK

MULTI STEM SHADBLOW SERVICEBERRY

NATCHEZ CRAPE MYRTLE

KOREANSPICE VIRBURNUM

DELEWARE VALLEY AZALEA

WEEPING YEW

BIG BLUE LIRIOPE

EXISTING SHRUBS & GROUNDCOVER— TO BE REPLACED

CONT.

B+B

B+B

B+B

#5 CAN

#5 CAN

#5 CAN

1 QT.

CAL.

2 1/2-3" CAL. / 12-14'

2 1/2-3" CAL. / 12-14'

6' HT.

24-36"

18-24"

18-24"

CONT.

- A. GENERAL ALL HARDSCAPE MATERIALS SHALL MEET OR EXCEED SPECIFICATIONS AS OUTLINED IN THE STATE DEPARTMENT OF TRANSPORTATION'S SPECIFICATIONS.
- B. TOPSOIL NATURAL, FRIABLE, LOAMY SILT SOIL HAVING AN ORGANIC CONTENT NOT LESS THAN 5%, A PH RANGE BETWEEN 4.5-7.0. IT SHALL BE FREE OF DEBRIS, ROCKS LARGER THAN ONE INCH (1"), WOOD, ROOTS, VEGETABLE
- C. LAWN ALL DISTURBED AREAS ARE TO BE TREATED WITH A MINIMUM SIX INCH (6") THICK LAYER OF TOPSOIL, OR AS DIRECTED BY THE LOCAL ORDINANCE OR CLIENT. AND SEEDED OR SODDED IN ACCORDANCE WITH THE PERMANENT STABILIZATION METHODS INDICATED WITHIN THE SOIL EROSION AND SEDIMENT CONTROL NOTES. 1.1. LAWN SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED.
- 1.2. SOD SHALL BE STRONGLY ROOTED, WEED AND DISEASE/PEST FREE WITH A UNIFORM THICKNESS. 1.3. SOD INSTALLED ON SLOPES GREATER THAN 4:1 SHALL BE PEGGED TO HOLD SOD IN PLACE.
- D. MULCH THE MULCH AROUND THE PERIMETER OF THE BUILDING SHALL BE A 3" LAYER OF DOUBLE SHREDDED BLACK CEDAR MULCH ONLY. ALL OTHER AREAS SHALL BE MULCHED WITH A 3" LAYER OF DOUBLE SHREDDED DARK BROWN HARDWOOD BARK MULCH, UNLESS OTHERWISE STATED ON THE LANDSCAPE PLAN.
- E. FERTILIZER 1.1. FERTILIZER SHALL BE DELIVERED TO THE SITE MIXED AS SPECIFIED IN THE ORIGINAL UNOPENED STANDARD BAGS SHOWING WEIGHT, ANALYSIS AND NAME OF MANUFACTURER, FERTILIZER SHALL BE STORED IN A
- WEATHERPROOF PLACE SO THAT IT CAN BE KEPT DRY PRIOR TO USE 1.2. FOR THE PURPOSE OF BIDDING, ASSUME THAT FERTILIZER SHALL BE 10% NITROGEN, 6% PHOSPHORUS AND 4% POTASSIUM BY WEIGHT. A FERTILIZER SHOULD NOT BE SELECTED WITHOUT A SOIL TEST PERFORMED BY A CERTIFIED SOIL LABORATORY

PLANT MATERIAL

- 1.1. ALL PLANTS SHALL IN ALL CASES CONFORM TO THE REQUIREMENTS OF THE "AMERICAN STANDARD FOR NURSERY STOCK" (ANSI Z60.1), LATEST EDITION, AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION
- 1.2. IN ALL CASES, BOTANICAL NAMES SHALL TAKE PRECEDENCE OVER COMMON NAMES FOR ANY AND ALL
- PLANT MATERIAL 1.3. PLANTS SHALL BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE. TAGS ARE TO REMAIN ON AT LEAST
- ONE PLANT OF EACH SPECIES FOR VERIFICATION PURPOSES DURING THE FINAL INSPECTION. 1.4. TREES WITH ABRASION OF THE BARK, SUN SCALDS. DISFIGURATION OR FRESH CUTS OF LIMBS OVER 11/4". WHICH HAVE NOT BEEN COMPLETELY CALLUSED, SHALL BE REJECTED.PLANTS SHALL NOT BE BOUND WITH
- WIRE OR ROPE AT ANY TIME SO AS TO DAMAGE THE BARK OR BREAK BRANCHES. 1.5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH: WELL DEVELOPED BRANCHES, DENSELY FOLIATED, VIGOROUS ROOT SYSTEMS AND BE FREE OF DISEASE, INSECTS, PESTS, EGGS OR LARVAE.
- 1.6. CALIPER MEASUREMENTS OF NURSERY GROWN TREES SHALL BE TAKEN AT A POINT ON THE TRUNK SIX INCHES (6") ABOVE THE NATURAL GRADE FOR TREES UP TO AND INCLUDING A FOUR INCH (4") CALIPER SIZE. IF THE CALIPER AT SIX INCHES (6") ABOVE THE GROUND EXCEEDS FOUR INCHES (4") IN CALIPER, THE CALIPER SHOULD BE MEASURED AT A POINT 12" ABOVE THE NATURAL GRADE.
- 1.7. SHRUBS SHALL BE MEASURED TO THE AVERAGE HEIGHT OR SPREAD OF THE SHRUB, AND NOT TO THE LONGEST BRANCH

1.8. TREES AND SHRUBS SHALL BE HANDLED WITH CARE BY THE ROOT BALL

A. CONTRACTOR TO UTILIZE WORKMANLIKE INDUSTRY STANDARDS IN PERFORMING ALL LANDSCAPE CONSTRUCTION. THE SITE IS TO BE LEFT IN A CLEAN STATE AT THE END OF EACH WORKDAY. ALL DEBRIS,

MATERIALS AND TOOLS SHALL BE PROPERLY STORED. STOCKPILED OR DISPOSED OF

B. WASTE MATERIALS AND DEBRIS SHALL BE COMPLETELY DISPOSED OF AT THE CONTRACTOR'S EXPENSE. DEBRIS SHALL NOT BE BURIED, INCLUDING ORGANIC MATERIALS, BUT SHALL BE REMOVED COMPLETELY FROM THE SITE.

- A. BEFORE AND DURING PRELIMINARY GRADING AND FINISHED GRADING, ALL WEEDS AND GRASSES SHALL BE DUG OUT BY THE ROOTS AND DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES OUTLINED HEREIN.
- B. ALL EXISTING TREES TO REMAIN SHALL BE PRUNED TO REMOVE ANY DAMAGED BRANCHES. THE ENTIRE LIMB OF ANY DAMAGED BRANCH SHALL BE CUT OFF AT THE TRUNK. CONTRACTOR SHALL ENSURE THAT CUTS ARE SMOOTH AND STRAIGHT. ANY EXPOSED ROOTS SHALL BE CUT BACK WITH CLEAN, SHARP TOOLS AND TOPSOIL SHALL BE PLACED AROUND THE REMAINDER OF THE ROOTS. EXISTING TREES SHALL BE MONITORED ON A REGULAR BASIS FOR ADDITIONAL ROOT OR BRANCH DAMAGE AS A RESULT OF CONSTRUCTION. ROOTS SHALL NOT BE LEFT EXPOSED FOR MORE THAN ONE (1) DAY. CONTRACTOR SHALL WATER EXISTING TREES AS NEEDED TO PREVENT SHOCK OR DECLINE
- CONTRACTOR SHALL ARRANGE TO HAVE A UTILITY STAKE-OUT TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIAL. UTILITY COMPANIES SHALL BE CONTACTED THREE (3) DAYS PRIOR TO THE BEGINNING OF WORK.

- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES TO REMAIN. A TREE PROTECTION ZONE SHALL BE ESTABLISHED AT THE DRIP LINE OR 15 FEET FROM THE TRUNK OR AT THE LIMIT OF CONSTRUCTION DISTURBANCE, WHICHEVER IS GREATER. LOCAL STANDARDS THAT MAY REQUIRE A MORE STRICT TREE PROTECTION ZONE SHALL BE HONORED.
- B. A FORTY-FIGHT INCH (48") HIGH WOODEN SNOW FENCE OR ORANGE COLORED HIGH-DENSITY 'VISI-FENCE' OR APPROVED EQUAL, MOUNTED ON STEEL POSTS SHALL BE PLACED ALONG THE BOUNDARY OF THE TREE PROTECTION ZONE. POSTS SHALL BE LOCATED AT A MAXIMUM OF EIGHT FEET (8') ON CENTER OR AS INDICATED WITHIN THE TREE PROTECTION DETAIL
- WHEN THE TREE PROTECTION FENCING HAS BEEN INSTALLED, IT SHALL BE INSPECTED BY THE APPROVING AGENCY PRIOR TO DEMOLITION, GRADING, TREE CLEARING OR ANY OTHER CONSTRUCTION. THE FENCING ALONG THE TREE PROTECTION ZONE SHALL BE REGULARLY INSPECTED BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITY HAS BEEN COMPLETED
- D. AT NO TIME SHALL MACHINERY, DEBRIS, FALLEN TREES OR OTHER MATERIALS BE PLACED, STOCKPILED OR LEFT STANDING IN THE TREE PROTECTION ZONE.

6. SOIL MODIFICATIONS

- A. CONTRACTOR SHALL ATTAIN A SOIL TEST FOR ALL AREAS OF THE SITE PRIOR TO CONDUCTING ANY PLANTING. SOIL TESTS SHALL BE PERFORMED BY A CERTIFIED SOIL LABORATORY
- B. LANDSCAPE CONTRACTOR SHALL REPORT ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO THE GROWTH OF PLANT MATERIAL. SOIL MODIFICATIONS, AS SPECIFIED HEREIN, MAY NEED TO BE CONDUCTED BY THE LANDSCAPE CONTRACTOR DEPENDING ON SITE CONDITIONS.
- THE FOLLOWING AMENDMENTS AND QUANTITIES ARE APPROXIMATE AND ARE FOR BIDDING PURPOSES ONLY. COMPOSITION OF AMENDMENTS SHOULD BE REVISED DEPENDING ON THE OUTCOME OF A TOPSOIL ANALYSIS
- PERFORMED BY A CERTIFIED SOIL LABORATORY. 1.1. TO INCREASE A SANDY SOIL'S ABILITY TO RETAIN WATER AND NUTRIENTS, THOROUGHLY TILL ORGANIC MATTER INTO THE TOP 6-12". USE COMPOSTED BARK, COMPOSTED LEAF MULCH OR PEAT MOSS. ALL PRODUCTS SHOULD BE COMPOSTED TO A DARK COLOR AND BE FREE OF PIECES WITH IDENTIFIABLE LEAF OR WOOD STRUCTURE. AVOID MATERIAL WITH A PH HIGHER THAN 7.5
- 1.2. TO INCREASE DRAINAGE, MODIFY HEAVY CLAY OR SILT (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) AND/OR AGRICULTURAL GYPSUM. COARSE SAND MAY BE USED IF ENOUGH IS ADDED TO BRING THE SAND CONTENT TO MORE THAN 60% OF THE TOTAL MIX. SUBSURFACE DRAINAGE LINES MAY NEED TO BE ADDED TO INCREASE DRAINAGE
- 1.3. MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.

FINISHED GRADING

- A. UNLESS OTHERWISE CONTRACTED, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBANCE AREA OF THE
- B. LANDSCAPE CONTRACTOR SHALL VERIFY THAT SUBGRADE FOR INSTALLATION OF TOPSOIL HAS BEEN ESTABLISHED. THE SUBGRADE OF THE SITE MUST MEET THE FINISHED GRADE LESS THE REQUIRED TOPSOIL
- ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THIS SET OF CONSTRUCTION PLANS, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER OR LANDSCAPE ARCHITECT.
- D. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW FREE FLOW OF SURFACE WATER IN AND AROUND THE PLANTING BEDS. STANDING WATER SHALL NOT BE PERMITTED IN PLANTING BEDS.

A. CONTRACTOR SHALL PROVIDE A SIX INCH (6") THICK MINIMUM LAYER OF TOPSOIL. OR AS DIRECTED BY THE

- LOCAL ORDINANCE OR CLIENT, IN ALL PLANTING AREAS. TOPSOIL SHOULD BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS.
- B. ON-SITE TOPSOIL MAY BE USED TO SUPPLEMENT THE TOTAL AMOUNT REQUIRED. TOPSOIL FROM THE SITE MAY BE REJECTED IF IT HAS NOT BEEN PROPERLY REMOVED, STORED AND PROTECTED PRIOR TO CONSTRUCTION.
- . CONTRACTOR SHALL FURNISH TO THE APPROVING AGENCY AN ANALYSIS OF BOTH IMPORTED AND ON-SITE TOPSOIL TO BE UTILIZED IN ALL PLANTING AREAS. THE PH AND NUTRIENT LEVELS MAY NEED TO BE ADJUSTED THROUGH SOIL MODIFICATIONS AS NEEDED TO ACHIEVE THE REQUIRED LEVELS AS SPECIFIED IN THE MATERIALS SECTION ABOVE
- ALL PLANTING AND LAWN AREAS ARE TO BE CULTIVATED TO A DEPTH OF SIX INCHES (6"). ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF IN ACCORDANCE WITH GENERAL WORK PROCEDURES SECTION ABOVE. THE FOLLOWING SHALL BE TILLED INTO THE TOP FOUR INCHES (4") IN TWO DIRECTIONS (QUANTITIES BASED ON A 1,000 SQUARE FOOT AREA): 1.1. 20 POUNDS 'GROW POWER' OR APPROVED EQUAL
- E. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN CONDITIONS.

1.2. 20 POUNDS NITRO-FORM (COURSE) 38-0-0 BLUE CHIP

<u>9. PLANTING</u> A. INSOFAR THAT IT IS FEASIBLE, PLANT MATERIAL SHALL BE PLANTED ON THE DAY OF DELIVERY. IN THE EVENT THAT THIS IS NOT POSSIBLE, LANDSCAPE CONTRACTOR SHALL PROTECT UNINSTALLED PLANT MATERIAL. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE DAY PERIOD AFTER DELIVERY. PLANTS THAT WILL NOT BE PLANTED FOR A PERIOD OF TIME GREATER THAN THREE DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH TO HELP PRESERVE ROOT MOISTURE.

- B. PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH ACCEPTED LOCAL PRACTICE.
- PLANTS SHALL NOT BE INSTALLED IN TOPSOIL THAT IS IN A MUDDY OR FROZEN CONDITION. C. ANY INJURED ROOTS OR BRANCHES SHALL BE PRUNED TO MAKE CLEAN-CUT ENDS PRIOR TO PLANTING

UTILIZING CLEAN, SHARP TOOLS. ONLY INJURED OR DISEASED BRANCHING SHALL BE REMOVED.

- D. ALL PLANTING CONTAINERS AND NON-BIODEGRADABLE MATERIALS SHALL BE REMOVED FROM ROOT BALLS DURING PLANTING. NATURAL FIBER BURLAP MUST BE CUT FROM AROUND THE TRUNK OF THE TREE AND FOLDED DOWN AGAINST THE ROOT BALL PRIOR TO BACKFILLING.
- E. POSITION TREES AND SHRUBS AT THEIR INTENDED LOCATIONS AS PER THE PLANS AND SECURE THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO EXCAVATING PITS. MAKING NECESSARY ADJUSTMENTS AS DIRECTED
- F. PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY, THE PROPOSED LANDSCAPE, AS SHOWN ON THE APPROVED LANDSCAPE PLAN, MUST BE INSTALLED, INSPECTED AND APPROVED BY THE APPROVING AGENCY. THE APPROVING AGENCY SHALL TAKE INTO ACCOUNT SEASONAL CONSIDERATIONS IN THIS REGARD AS FOLLOWS. THE PLANTING OF TREES, SHRUBS, VINES OR GROUND COVER SHALL OCCUR ONLY DURING THE FOLLOWING PLANTING SEASONS:
- 1.1. PLANTS: MARCH 15 TO DECEMBER 15 1.2. LAWN: MARCH 15 TO JUNE 15 OR SEPT. 1 TO DECEMBER 1
- G. PLANTINGS REQUIRED FOR A CERTIFICATE OF OCCUPANCY SHALL BE PROVIDED DURING THE NEXT APPROPRIATE SEASON AT THE MUNICIPALITY'S DISCRETION. CONTRACTOR SHOULD CONTACT APPROVING AGENCY FOR POTENTIAL SUBSTITUTIONS.
- H. FURTHERMORE, THE FOLLOWING TREE VARIETIES ARE UNUSUALLY SUSCEPTIBLE TO WINTER DAMAGE. WITH TRANSPLANT SHOCK AND THE SEASONAL LACK OF NITROGEN AVAILABILITY. THE RISK OF PLANT DEATH IS GREATLY INCREASED. IT IS NOT RECOMMENDED THAT THESE SPECIES BE PLANTED DURING THE FALL PLANTING SEASON
- ACFR RUBRUM PLATANUS X ACERIFOLIA **BETULA VARIETIES** POPULOUS VARIETIES CARPINUS VARIETIES PRUNUS VARIETIES CRATAEGUS VARIETIES PYRUS VARIFTIES KOELREUTERIA **QUERCUS VARIETIES** LIQUIDAMBER STYRACIFLUA TILIA TOMENTOSA LIRIODENDRON TULIPIFERA ZELKOVA VARIETIES
- PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, WITH THE WIDTH TWICE THE DIAMETER OF ROOT BALL. THE ROOT BALL SHALL REST ON UNDISTURBED GRADE. EACH PLANT PIT SHALL BE BACKFILLED IN LAYERS WITH
- THE FOLLOWING PREPARED SOIL MIXED THOROUGHLY: • 1 PART PEAT MOSS
- 1 PART COMPOSTED COW MANURE BY VOLUME
- 3 PARTS TOPSOIL BY VOLUME • 21 GRAMS 'AGRIFORM' PLANTING TABLETS (OR APPROVED EQUAL) AS FOLLOWS:
- A) 2 TABLETS PER 1 GALLON PLANT B) 3 TABLETS PER 5 GALLON PLANT
- C) 4 TABLETS PER 15 GALLON PLANT D) LARGER PLANTS: 2 TABLETS PER 1/2" CALIPER OF TRUNK
- J. FILL PREPARED SOIL AROUND BALL OF PLANT HALF-WAY AND INSERT PLANT TABLETS. COMPLETE BACKFILL AND WATER THOROUGHLY.
- K. ALL PLANTS SHALL BE PLANTED SO THAT THE TOP OF THE ROOT BALL, THE POINT AT WHICH THE ROOT FLARE BEGINS, IS SET AT GROUND LEVEL AND IN THE CENTER OF THE PIT. NO SOIL IS TO BE PLACED DIRECTLY ON TOP OF THE ROOT BALL
- L. ALL PROPOSED TREES DIRECTLY ADJACENT TO WALKWAYS OR DRIVEWAYS SHALL BE PRUNED AND MAINTAINED TO A MINIMUM BRANCHING HEIGHT OF 7' FROM GRADE.
- M. GROUND COVER AREAS SHALL RECEIVE A 1/4" LAYER OF HUMUS RAKED INTO THE TOP 1" OF PREPARED SOIL PRIOR TO PLANTING. ALL GROUND COVER AREAS SHALL BE WEEDED AND TREATED WITH A PRE-EMERGENT CHEMICAL AS PER MANUFACTURER'S RECOMMENDATION.
- N. NO PLANT, EXCEPT GROUND COVERS, GRASSES OR VINES, SHALL BE PLANTED LESS THAN TWO FEET (2') FROM EXISTING STRUCTURES AND SIDEWALKS.
- O. ALL PLANTING AREAS AND PLANTING PITS SHALL BE MULCHED AS SPECIFIED HEREIN TO FILL THE ENTIRE BED AREA OR SAUCER. NO MULCH IS TO TOUCH THE TRUNK OF THE TREE OR SHRUB.
- P. ALL PLANTING AREAS SHALL BE WATERED IMMEDIATELY UPON INSTALLATION IN ACCORDANCE WITH THE WATERING SPECIFICATIONS AS LISTED HEREIN.
- 10. TRANSPLANTING (WHEN REQUIRED) A. ALL TRANSPLANTS SHALL BE DUG WITH INTACT ROOT BALLS CAPABLE OF SUSTAINING THE PLANT.
- B. IF PLANTS ARE TO BE STOCKPILED BEFORE REPLANTING, THEY SHALL BE HEALED IN WITH MULCH OR SOIL,
- C. PLANTS SHALL NOT BE DUG FOR TRANSPLANTING BETWEEN APRIL 10 AND JUNE 30.
- D. UPON REPLANTING, BACKFILL SOIL SHALL BE AMENDED WITH FERTILIZER AND ROOT GROWTH HORMONE.
- E. TRANSPLANTS SHALL BE GUARANTEED FOR THE LENGTH OF THE GUARANTEE PERIOD SPECIFIED HEREIN. F. IF TRANSPLANTS DIE, SHRUBS AND TREES LESS THAN SIX INCHES (6") DBH SHALL BE REPLACED IN KIND. TREES GREATER THAN SIX INCHES (6") DBH MAY BE REQUIRED TO BE REPLACED IN ACCORDANCE WITH THE

MUNICIPALITY'S TREE REPLACEMENT GUIDELINES.

- A. NEW PLANTINGS OR LAWN AREAS SHALL BE ADEQUATELY IRRIGATED BEGINNING IMMEDIATELY AFTER PLANTING. WATER SHALL BE APPLIED TO EACH TREE AND SHRUB IN SUCH MANNER AS NOT TO DISTURB BACKFILL AND TO THE EXTENT THAT ALL MATERIALS IN THE PLANTING HOLE ARE THOROUGHLY SATURATED. WATERING SHALL CONTINUE AT LEAST UNTIL PLANTS ARE ESTABLISHED.
- B. SITE OWNER SHALL PROVIDE WATER IF AVAILABLE ON SITE AT TIME OF PLANTING. IF WATER IS NOT AVAILABLE ON SITE, CONTRACTOR SHALL SUPPLY ALL NECESSARY WATER. THE USE OF WATERING BAGS IS RECOMMENDED FOR ALL NEWLY PLANTED TREES.
- C. IF AN IRRIGATION SYSTEM HAS BEEN INSTALLED ON THE SITE, IT SHALL BE USED TO WATER PROPOSED PLANT MATERIAL. BUT ANY FAILURE OF THE SYSTEM DOES NOT ELIMINATE THE CONTRACTOR'S RESPONSIBILITY OF MAINTAINING THE DESIRED MOISTURE LEVEL FOR VIGOROUS, HEALTHY GROWTH

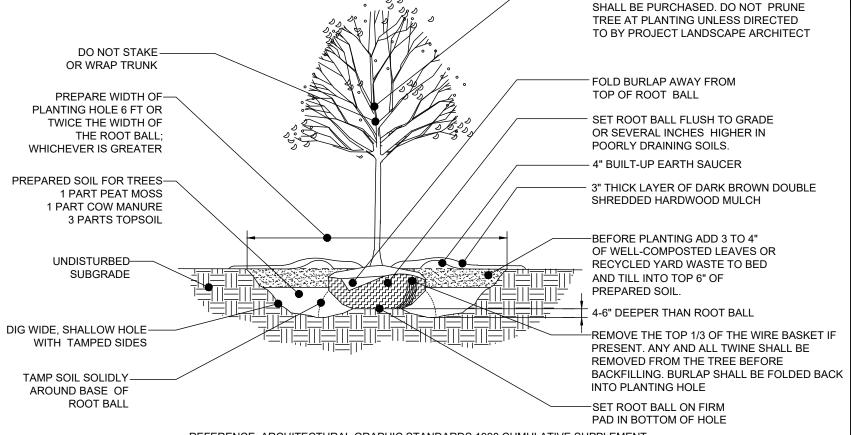
- A. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS FOR A PERIOD OF ONE (1) YEAR FROM APPROVAL OF LANDSCAPE INSTALLATION BY THE APPROVING AGENCY. CONTRACTOR SHALL SUPPLY THE OWNER WITH A MAINTENANCE BOND FOR TEN PERCENT (10%) OF THE VALUE OF THE LANDSCAPE INSTALLATION WHICH WILL BE RELEASED AT THE CONCLUSION OF THE GUARANTEE PERIOD AND WHEN A FINAL INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.
- B. ANY DEAD OR DYING PLANT MATERIAL SHALL BE REPLACED FOR THE LENGTH OF THE GUARANTEE PERIOD. REPLACEMENT OF PLANT MATERIAL SHALL BE CONDUCTED AT THE FIRST SUCCEEDING PLANTING SEASON. ANY DEBRIS SHALL BE DISPOSED OF OFF-SITE, WITHOUT EXCEPTION.
- C. TREES AND SHRUBS SHALL BE MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION AND THROUGHOUT THE 90 DAY MAINTENANCE PERIOD AS SPECIFIED HEREIN. CULTIVATION, WEEDING, WATERING AND THE PREVENTATIVE TREATMENTS SHALL BE PERFORMED AS NECESSARY TO KEEP PLANT MATERIAL IN GOOD CONDITION AND FREE OF INSECTS AND DISEASE.
- D. LAWNS SHALL BE MAINTAINED THROUGH WATERING, FERTILIZING, WEEDING, MOWING, TRIMMING AND OTHER OPERATIONS SUCH AS ROLLING, REGARDING AND REPLANTING AS REQUIRED TO ESTABLISH A SMOOTH, ACCEPTABLE LAWN, FREE OF ERODED OR BARE AREAS.

- A. UPON THE COMPLETION OF ALL LANDSCAPE INSTALLATION AND BEFORE THE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL UNUSED MATERIALS, EQUIPMENT AND DEBRIS FROM THE SITE. ALL PAVED AREAS ARE TO BE CLEANED.
- B. THE SITE SHALL BE CLEANED AND LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER OR AUTHORIZED REPRESENTATIVE.

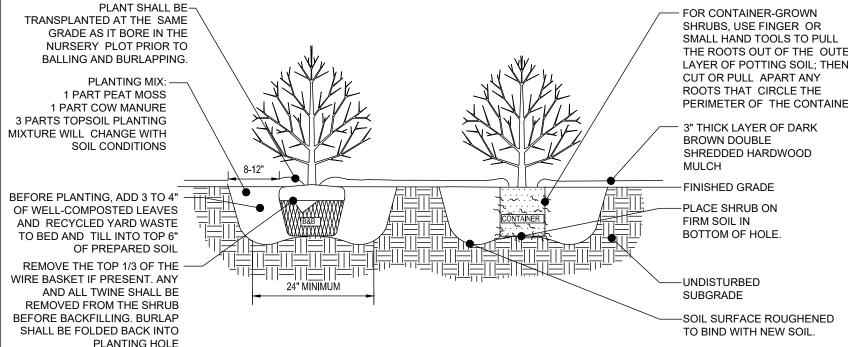
ONLY TREES WITH ONE MAIN LEADER SHALL BE PURCHASED DO NOT PRUNE TREE AT PLANTING UNLESS DIRECTED TO BY PROJECT LANDSCAPE ARCHITECT DO NOT STAKE OR-FOLD BURLAP AWAY FROM TOP OF WRAP TRUNK ROOT BALL SET ROOT BALL FLUSH TO GRADE OR PREPARE WIDTH OF SEVERAL INCHES HIGHER IN PLANTING HOLE 6 FT OR TWICE THE WIDTH POORLY DRAINING SOILS. OF THE ROOT BALL - 4" BUILT-UP EARTH SAUCER WHICHEVER IS GREATER 3" THICK LAYER OF DARK BROWN DOUBLE SHREDDED HARDWOOD MULCH PREPARED SOIL FOR TREES 1 PART PEAT MOSS 1 BEFORE PLANTING ADD 3 TO 4" PART COW MANURE 3 OF WELL-COMPOSTED LEAVES PARTS TOPSOIL OR RECYCLED YARD WASTE TO BED AND TILL INTO TOP 6" OF PREPARED SOIL. 4-6" DEEPER THAN ROOT BALL UNDISTURBED-SUBGRADE REMOVE THE TOP 1/3 OF THE WIRE BASKET IF PRESENT. ANY AND ALL TWINE SHALL BE DIG WIDE, SHALLOW HOLE-REMOVED FROM THE TREE BEFORE WITH TAMPED SIDES BACKFILLING. BURLAP SHALL BE FOLDED TAMP SOIL SOLIDLY AROUND-**BACK INTO PLANTING HOLE** BASE OF ROOT BALL SET ROOT BALL ON FIRM PAD IN BOTTOM OF HOLE REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT.

EVERGREEN TREE PLANTING DETAIL

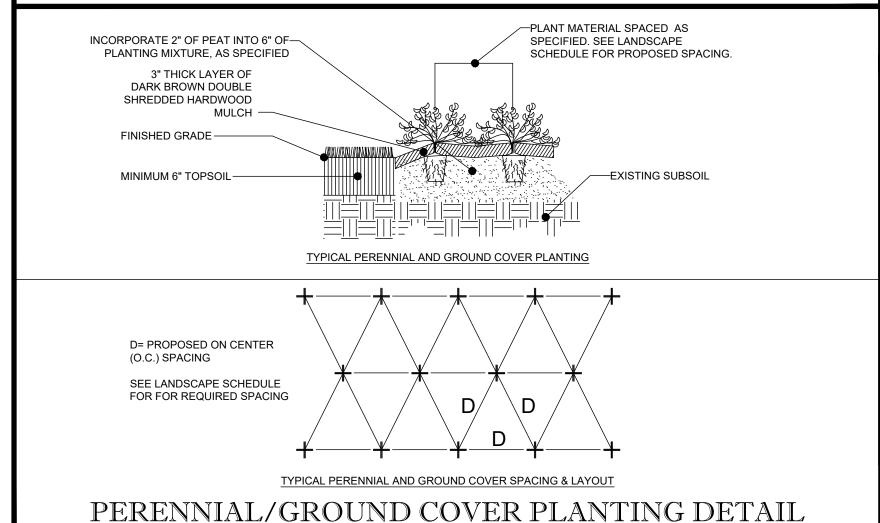
ONLY TREES WITH ONE MAIN LEADER



REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT. DECIDUOUS TREE PLANTING DETAIL



REFERENCE: ARCHITECTURAL GRAPHIC STANDARDS 1998 CUMULATIVE SUPPLEMENT DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL NOT TO SCALE



NOT TO SCALE

SEEDING SPECIFICATIONS

MATERIAL:

NOTE: TREE STAKING TO BE REMOVED

DO NOT WRAP TRUNK

(1/2" DIA.)

2 PER TREE

EXISTING GRADE

1 PART PEAT MOSS

3 PARTS TOPSOIL

1 PART COW MANURE

REINFORCED RUBBER HOSE-

PREPARED SOIL FOR TREES-

UNDISTURBED SUBGRADE-

TAMP SOIL SOLIDLY AROUND-

BASE OF ROOT BALL

12 GAUGE GALVANIZED WIRE GUYS TWISTED-

2" DIA. HARDWOOD STAKES 2/3 TREE HT.-

AFTER 2 GROWING SEASONS

- 1.1. SEED MIXTURE MUST BE COMPRISED OF THE FOLLOWING VARIETIES AND AT THE SPECIFIED COMPOSITION:
- 1.1.1. 80% TURF TYPE TALL FESCUE SEED
- 10% KENTUCKY BLUEGRASS SEED 1.1.3. 10% - ANNUAL RYE GRASS SEED
- 1.2. INSTALLATION RATES
- SEED: LAWN SEED SHOULD BE APPLIED AT A RATE OF 7 LBS/1,000 SF LIME: AGRICULTURAL OR PELLETIZED LIME SHOULD BE APPLIED AT SPECIFIED RATE ACCORDING TO SOIL ANALYSIS OR 2 000 LBS PER ACRE (46 LBS/1.000 SF) IF NO SOIL ANALYSIS IS PERFORMED
- FERTILIZER: COMMERCIAL GRADE 12-20-12 SHOULD BE APPLIED AT A RATE OF 250 LBS PER PER ACRE (5.8 LBS/ 1,000 SF) LIQUID OR DRY LIME: LIQUID LIME SHOULD BE APPLIED AT A RATE OF 2.5 GALLONS PER ACRE OR NEUTRA LIME DRY APPLIED AT A RATE OF 80LBS

PER ACRE IN AREAS OF ACIDIC SOILS TO ASSURE GERMINATION AND

INITIAL ESTABLISHMENT MULCH: WHEAT, OAT, OR BARLEY STRAW MULCH SHALL BE APPLIED AT A RATE OF 80 LBS PER 1,000 SF. DO NOT INSTALL MULCH SO THICK THAT IT COMPLETELY COVERS THE GROUND. TOPSOIL SHOULD BE VISIBLE THROUGH THE STRAW LAYER.

2. EXECUTION AND PREPARATION:

- 2.1. A SOIL ANALYSIS SHOULD BE PERFORMED TO ASSESS THE FERTILITY NEEDS AND PH OF THE SOIL. ALL INSTALLATION AREAS SHOULD BE PREPARED TO AGRICULTURAL STANDARD RECOMMENDED BY THE DEPARTMENT OF AGRICULTURE WITHIN THE STATE WHERE THE WORK IS BEING PERFORMED. AGRICULTURAL LIME OR PELLETIZED LIME SHOULD BE ADDED DURING THE GROUND PREPARATION STAGE AT THE RATE RECOMMENDED ACCORDING TO SOIL ANALYSIS.
- 2.2. ALL WEEDS AND UNDESIRABLE PLANTS SHOULD BE REMOVED BEFORE PLANTING BY METHOD OF SPRAYING OR TILLAGE. A NON-SELECTIVE HERBICIDE CAN BE SPRAYED ONE MONTH PRIOR TO PLANTING TO KILL ALI WEEDS AND UNDESIRABLE PLANTS THAT MAY COMPETE WITH THE NEW SEEDLINGS. TILLAGE CAN BE PERFORMED AT LEAST 4 WEEKS PRIOR TO PLANTING AND AGAIN 2 WEEKS AFTER THE INITIAL TILLAGE. THE TILLAGE PROCEDURE CAN BE ADVANTAGEOUS IF LARGE AMOUNTS OF ORGANIC
- DEBRIS ARE PRESENT ON THE INSTALL ATION AREAS 2.3. PRIOR TO SEEDING, AREA IS TO BE TOPSOILED, FINE GRADED, AND RAKED
- OF ALL DEBRIS LARGER THAN 2" DIAMETER. 2.4. AREAS TO BE PLANTED SHOULD BE ROLLED WITH A CULTI-PACKER. TURF ROLLER, OR SIMILAR DEVICE TO FIRM THE SEEDBED. THIS PROCESS HELPS ACHIEVE THE DESIRED FIRMNESS. SOIL SHOULD BE FIRMED TO 85% OF

3. INSTALLATION:

- 3.1. STRICTLY COMPLY WITH MANUFACTURER'S INSTALLATION INSTRUCTIONS
- AND RECOMMENDATIONS 3.2. EQUIPMENT USED TO SPREAD SEED SHOULD HAVE SUFFICIENT CAPACITY TO HOLD AND AGITATE SEED EVENLY IN A CYCLONE OR DROP PATTERN. HYDROSEEDING MAY ALSO BE PERFORMED WITH THE ENGINEER/ARCHITECT'S APPROVAL.
- 3.3. SEED MAY NEED TO BE APPLIED AT A HALF RATE IN ALTERNATING DIRECTIONS TO ENSURE AN EVEN COVERAGE OF SEED
- LIQUID LIME OR NEUTRA LIME DRY SHOULD BE TOPICALLY APPLIED TO AREAS WITH ACIDIC SOILS TO ASSIST THE SEED GERMINATION AND VEGETATION GROWTH DURING THE FIRST 90 DAYS. LIQUID LIME SHOULD BE APPLIED AT A RATE OF 2.5 GALLONS PER ACRE OR NEUTRA LIME DRY AT A RATE OF 80LBS PER ACRE.
- 3.5. FERTILIZER SHOULD BE SPREAD EVENLY OVER THE SEEDED AREAS AT THE RECOMMENDED RATE DETERMINED BY THE INITIAL SOIL ANALYSIS. IF NO SOIL ANALYSIS IS AVAILABLE EVENLY APPLY 12-20-12 STARTER FERTILIZER AT A RATE OF 250LBS PER ACRE (5.8LBS/1000 SQUARE FEET).
- 3.6. A ROLLED EROSION CONTROL PRODUCT CAN BE APPLIED OVER THE TOP OF SEED IN STEEP SLOPE SITUATIONS TO HELP PREVENT SEED FROM WASHING AND REINFORCE VEGETATION THROUGH ESTABLISHMENT. (FOLLOW REC PRODUCT MANUFACTURER RECOMMENDATIONS.)

4. MAINTENANCE

OTHER HAZARDS

- 4.1. FREQUENT LIGHT IRRIGATION WILL NEED TO BE APPLIED TO SEEDED AREAS IF NO NATURAL RAIN EVENTS HAVE OCCURRED WITHIN 2 WEEKS OF SEEDING. AFTER SEED GERMINATION HAS OCCURRED AND PLANTS ARE VISIBLE THE FREQUENCY OF IRRIGATION CAN BE CUT BACK WITH HEAVIER
- APPLICATION RATES. 4.2. REPAIR ALL SEED WASHINGS AND EROSION.

OWNER MAINTENANCE RESPONSIBILITIES

- UPON OWNER'S (OR OWNER CONTRACTOR'S) COMPLETION OF LANDSCAPING WORK, THE OWNER IS FULLY RESPONSIBLE FOR ALL FUTURE MAINTENANCE, CARE, UPKEEP, WATERING, AND TRIMMING OF ALL INSTALLED VEGETATION, PLANTS, TREE, BUSHES, SHRUBS, GRASSES, GRASS, ORNAMENTAL PLANTS AND FLOWERS, FLOWERS, GROUND COVER, AND LANDSCAPING, INCLUDING ALL LANDSCAPE ISLANDS AND AREAS ADJACENT OR PART OF THE LANDSCAPED AREAS. THIS RESPONSIBILITY INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:
- TREES ADJACENT TO WALKWAYS AND AREAS OF PEDESTRIAN TRAFFIC MUST BE MAINTAINED TO ASSURE THAT ANY BRANCHES MUST BE LIMBED UP TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PEDESTRIAN SURFACES) OR PRUNED BACK TO AVOID ANY INTERFERENCE WITH THE TYPICAL PATH OF TRAVEL
- TREES WITHIN VEHICULAR SIGHT LINES, AS ILLUSTRATED ON THE LANDSCAPE PLAN, ARE TO BE TRIMMED TO A CLEARANCE HEIGHT OF 7 FT. (FROM ALL PAVED, TRAVELED SURFACES), OR AS OTHERWISE INDICATED ON THE PLANS.
- VEGETATIVE GROUND COVER, SHRUBS AND ORNAMENTAL PLANTS AND GRASSES MUST BE TRIMMED SO THAT NO PORTION OF THE PLANT EXCEEDS 30 INCHES ABOVE GRADE (OF ALL PAVED, TRAVEL SURFACES) ALONG AND WITHIN THE SIGHT LINES OF PARKING LOTS AND INGRESS-EGRESS WAYS.

FALLEN PLANT FLOWERS, FRUIT, SEEDS AND DEBRIS DROPPINGS ARE TO BE REMOVED IMMEDIATELY

FROM VEHICULAR AND PEDESTRIAN TRAFFIC AREAS TO PREVENT TRIPPING, SLIPPING OR ANY

THESE REQUIREMENTS DO NOT AFFECT THE PLANT LIFE GUARANTEES THE LANDSCAPE CONTRACTOR IS REQUIRED TO PROVIDE.

REVISIONS FV DATE COMMENT 10/23/2020 PER TOWN COMMENTS JQI

-ONLY TREES WITH ONE MAIN LEADER

SHALL BE PURCHASED. DO NOT PRUNE

TO BY PROJECT LANDSCAPE ARCHITECT

TREE AT PLANTING UNLESS DIRECTED

-SET ROOT BALL FLUSH TO GRADE

OR SEVERAL INCHES HIGHER IN

POORLY DRAINING SOILS.

-3" THICK LAYER OF DARK

HARDWOOD MULCH

OF PREPARED SOIL

BROWN DOUBLE SHREDDED

-4" BUILT-UP EARTH SAUCER

BACK INTO PLANTING HOLE

-SET ROOT BALL ON FIRM

PAD IN BOTTOM OF HOLE

TREE PLANTING ON SLOPE DETAIL

NOT TO SCALE

BEFORE PLANTING ADD 3 TO 4" OF

REMOVED FROM THE TREE BEFORE

WELL-COMPOSTED LEAVES OR RECYCLED

YARD WASTE TO BED AND TILL INTO TOP 6

-REMOVE THE TOP 1/3 OF THE WIRE BASKET

IF PRESENT. ANY AND ALL TWINE SHALL BE

BACKFILLING. BURLAP SHALL BE FOLDED

03/27/2020 PER TOWN COMMENTS | JQF 01/06/2021 PER TOWN COMMENTS JOI



NOT APPROVED FOR CONSTRUCTION

AS NOTED

DRAWN BY CHECKED BY:

SCALE:



6740 LEA BERRY WAY

TOWN OF HAYMARKET

PRINCE WILLIAM COUNTY, VIRGINIA



8 BLACKWELL PARK LANE, SUITE 20 **WARRENTON, VIRGINIA 20186** Phone: (540) 349-4500 Fax: (540) 349-0321 VA@BohlerEng.com



LANDSCAPE NOTES AND DETAILS

VINGS\PLAN SETS\SITE PLAN DOCUMENTS\V175005SD0.DWG PRINTED BY: MGIBSON 1.05.21 @ 4:48 PM LAST SAVED BY: MGIBSON

2. DISTANCE BETWEEN READINGS ______10'

** - SPECIFY COLOR

Label

A 20180

Arrangement

BACK-BACK

SINGLE

SINGLE

B2@180 BACK-BACK

LLF Description

2 @ 90 DEGREES 0.900 VP-L-80NB-180-5K-T4

0.900 VP-L-80NB-180-5K-T4

0.900 VP-L-80NB-180-5K-T4

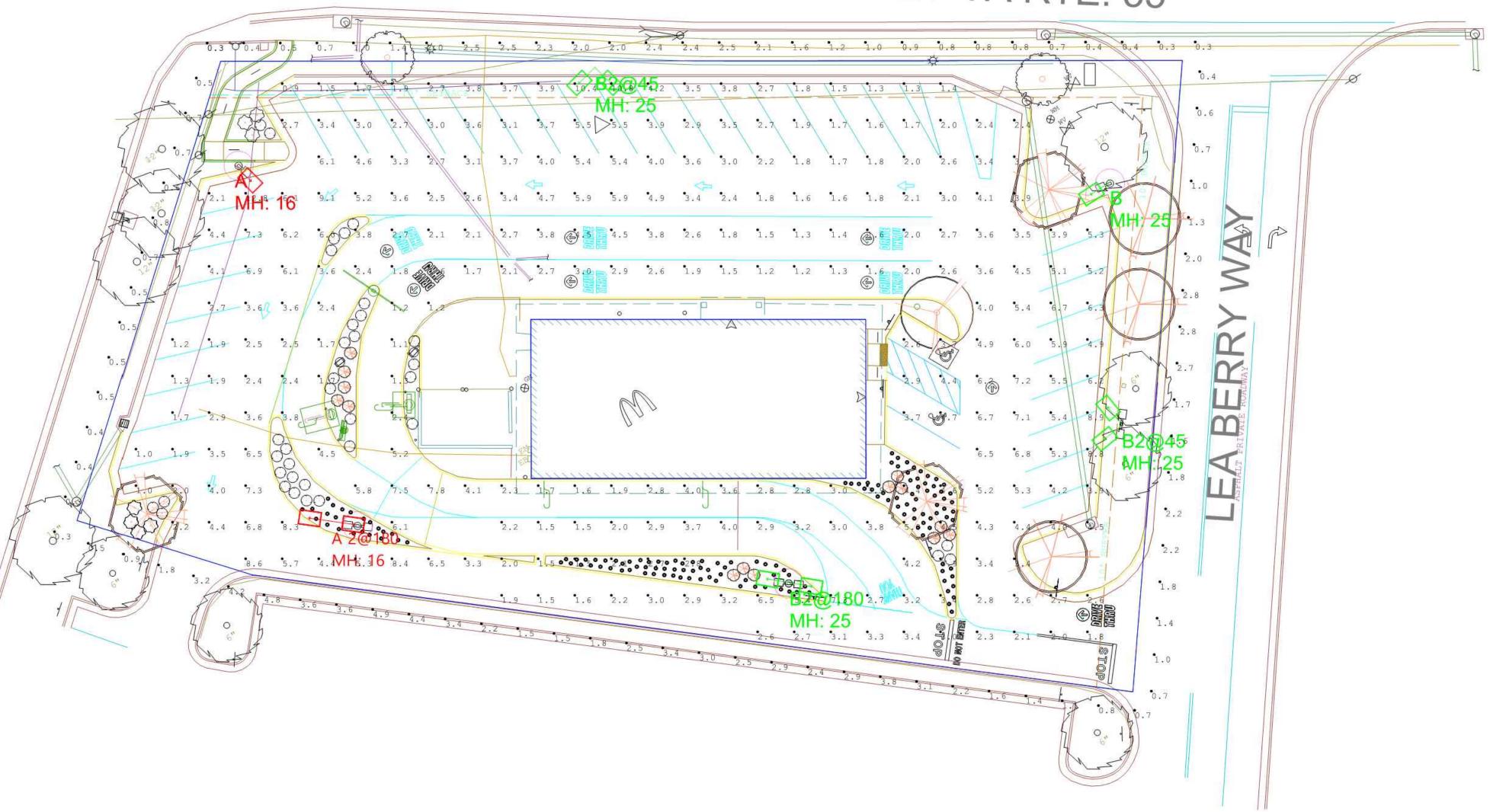
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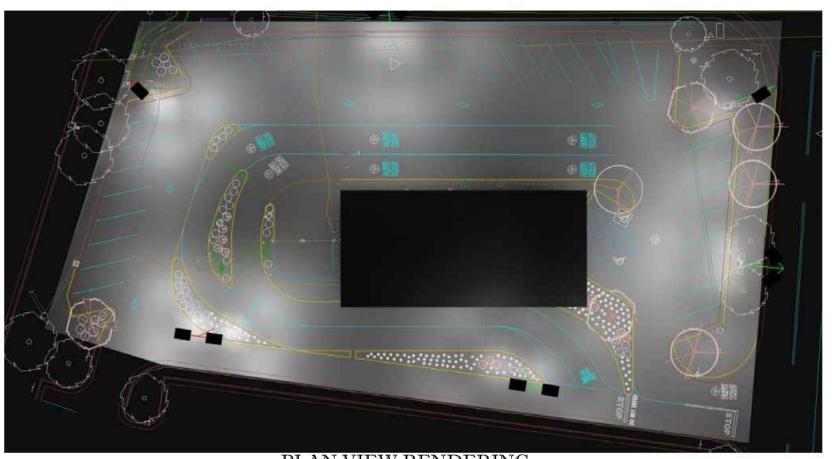
0.900 VP-L-80NB-180-5K-T4

Calculation Summary		26		O)	30	20	26
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PAVED SURFACE READINGS	Illuminance	Fc	3.59	12.8	0.9	3.99	14.22
PROPERTY LINE READINGS	Illuminance	Fc	1.64	4.9	0.3	5.47	16.33

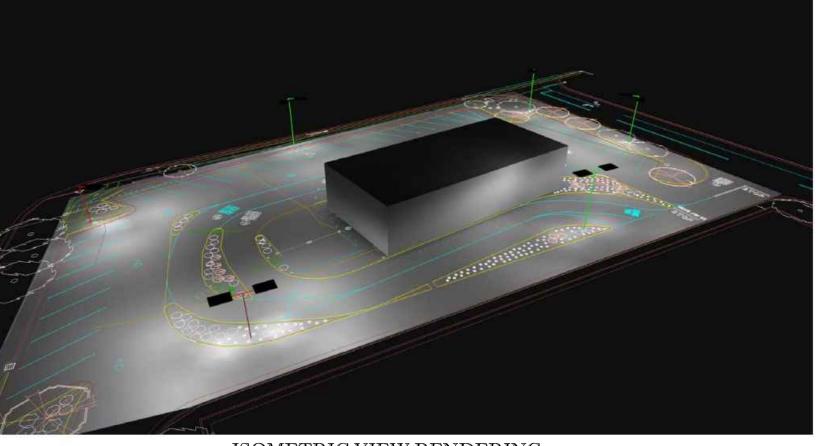
VARIABLE WIDTH RIGHT-OF-WAY ASPHALT PAVED PUBLIC ROADWAY SPEED LIMIT: 25 MPH

WASHINGTON STREET-VA RTE. 55





PLAN VIEW RENDERING



ISOMETRIC VIEW RENDERING

FOR REFERENCE ONLY

2100 Golf Road, Suite 460, Rolling Meadows, IL 60008 1-800-544-4848 UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES SCALE 1"=20' 0" rawn by BV THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS. 3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE. 4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO E COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

POINT-BY-POINT FOOTCANDLE PLOT FOR MCDONALDS 6740 LEA BERRY WAY HAYMARKET, VA

NATIONAL STORE NUMBER 25126

2/23/2020 41886A-Rev3.AGI

(New Poles Only)

180

Lum. Watts EPA | Mtg Height Pole Type

1.2 | 16

2.4 16

1.2 25

2.4 25

SES-13-40-1-GL-TA-xx (4")

SES-13-40-1-GL-TA-xx (4")

EXISTING

EXISTING

THIS DRAWING MEETS OR EXCEEDS McDONALDS CURRENT ILLUMINATION SPECIFICATIONS OF A 3-4 FOOTCANDLE AVERAGE, UNLESS SUPERSEDED BY OTHER REQUIREMENTS.

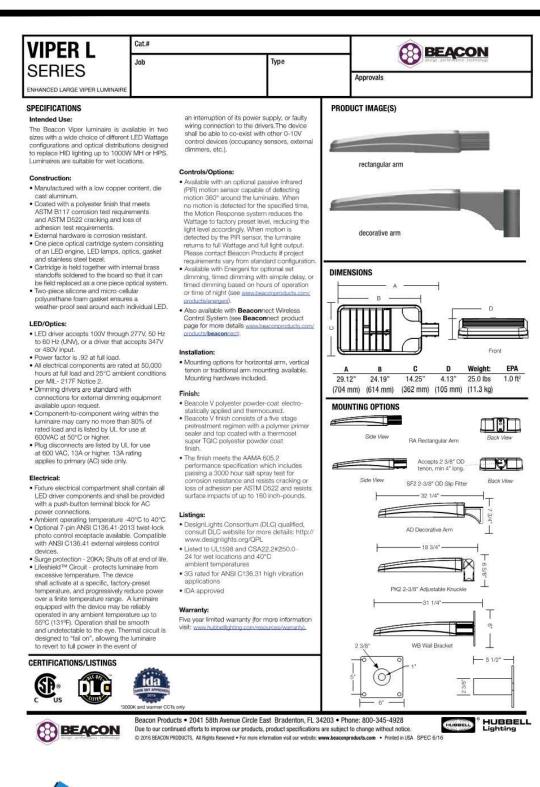
* PROJECT WIND LOAD CRITERIA BASED ON: ASCE 7-10 WIND SPEEDS (3-SEC PEAK GUST MPH)

50 YEAR MEAN RECURRENCE INTERVAL

Wind Load 90MPH

Allowed EPA 14.2

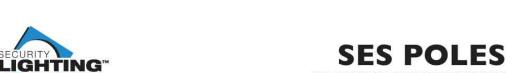
Packet Pg. 26





Ordering Information SES-20-50-1-XX-XX

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All listed SES poles use 27701349904 paper template It's the contractors' responsibilty to ensure that new poles will fit existing bases

SQUARE STEEL STRAIGHT POLES (SSP) Poles should initially be selected, according to lighting application POLE SELECTION PROCEDURE

needs, and second, but equally important, according to the structural requirements imposed on the pole by the lighting fixtures, bracketry and wind. Before attempting to make this selection, it would be helpful to have an understanding of the terminology,	With an understanding of the parameters for pole selection, you can follow this simple step-by-step procedure and, with confidence, select a pole to meet your particular requirements.
such as steady or sustained wind velocity, gust velocity, EPA, special wind region, and maximum weight. Then a step-by-step procedure can be followed to select the proper pole for your particular requirements.	 Determine the site location and steady wind velocity by referring to the appropriate isotach map. If the steady wind exceeds those listed, consult factory. The isotach maps are provided for reference only. Consult local authorities to determine the maximum velocities in

STEADY WIND OR SUSTAINED WIND VELOCITY This is the maximum steady wind velocity expressed in MPH likely 2. Total the EPA for the required luminaires and bracketry.

to occur in a specific location. Refer to isotach wind map on the next page for the wind velocity in your location. Isotach maps are 3. Total the **weight** of the luminaires and bracketry. provided for reference only. Consult local authorities to determine the maximum velocities in your area. 4. Compare steps 2 and 3 with the maximum allowable EPA and weight tables shown for the style, material, and height pole

required. The maximum allowable must be equal to or exceed the Our isotach maps represent two different methods of addressing wind speed gusts. We have used the 'fastest-mile' wind speeds for years. These have a 1.3 gust factor in the calculations to account for gusting. POLE SELECTION CONCERNS As technology has improved the ability to accurately measure wind Caution: These selection methods are guidelines only. Hubbell speeds for short durations, the gusts associated to a sustained wind Lighting assumes no responsibility for selection and recommends speed have lessened. We are now moving toward '3-second-gust' wind you consult qualified professionals for verification of overall system speed maps. The results are typically higher steady/sustained wind design, site suitability, foundation considerations and applicable

speeds with lower factors for gusts. The gust factors are different depending on the wind speed map selected. Maintenance: The facility owner's/manager's regular scheduled maintenance program must include initial and regular follow-up Effective Projected Area (EPA) is the exposed surface area of a fixture inspections for structural damage, broken welds, tampering, nut and bracket multiplied by a shape factor which varies depending loosening, missing wire covers, dangling electrical wiring, internal on the shape of the fixture and bracket. For example, a large or external corrosion, foundation settlement, excessive shaft rectangular fixture will present more resistance to the wind than deflection and vibration for all lighting poles. Immediate repair or

replacement may be necessary.

Overloading: Do not overload poles by attaching flags, banners, Many locations such as mountainous areas, coastal areas and areas or any items that can add excessive wind or mechanical load to

Observation: Installation and local area conditions can dramatically affect lighting pole performance. Excessive vibration may result from some wind and mounting conditions. Only individuals with local knowledge, who have observed or inspected the site can effectively evaluate site specific issues. Consult the factory for information on vibration dampers, special corrosion, foundation settlement, excessive exceeding the 30 pound per foot of EPA may reduce the allowable shaft deflection and vibration for all lighting poles. Immediate repair or replacement may be necessary.

Web: <u>www.securitylighting.com</u> 2100 Golf Road, Suite 460, Rolling Meadows, IL 60008-4704 Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642 Il Rights Reserved • Specifications subject to change without notice. • Printed in U.S.A. • SLS0017 02/17

surrounding the Great Lakes exhibit wind velocities considerably

higher than the surrounding areas. Consult local authorities to

determine maximum wind velocities and select equipment

This is the maximum allowable weight based on EPA loads. The

weight is based on 30 pounds per square foot of EPA. Weight

EFFECTIVE PROJECTED AREA

SPECIAL WIND REGIONS

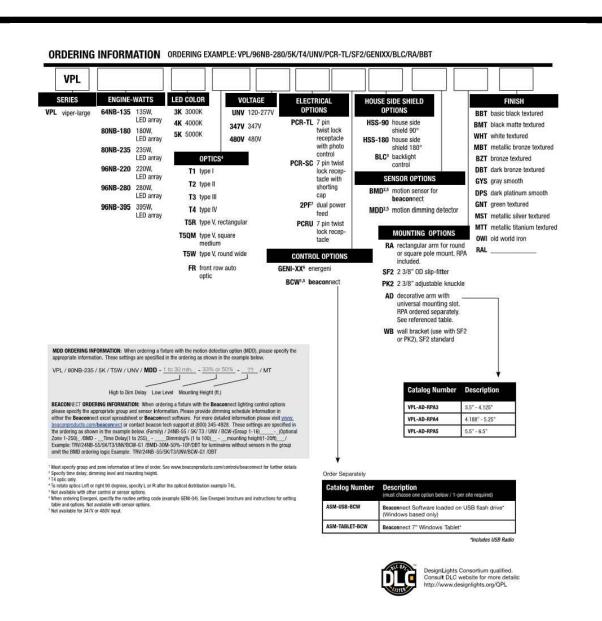
accordingly.

MAXIMUM WEIGHT

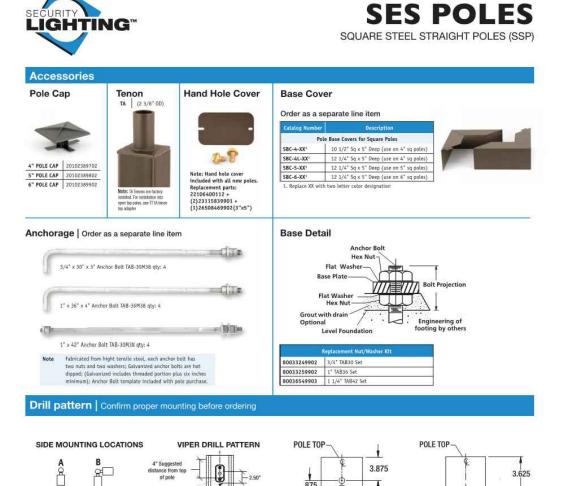
EPA rating of the pole.

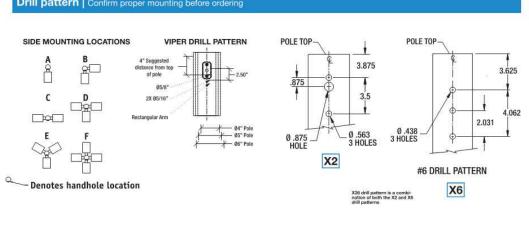
will a round or cylindrical shape.





(REACON	Beacon Products • 2041 58th Avenue Circle East Bradenton, FL 34203 • Phone: 800-345-4928 Due to our continued efforts to Improve our products, product specifications are subject to change without notice.
Healign partice sum is sectionally a	© 2016 BEACON PRODUCTS, All Rights Reserved • For more information visit our website: www.beaconproducts.com • Printed in USA SPEC 6/16

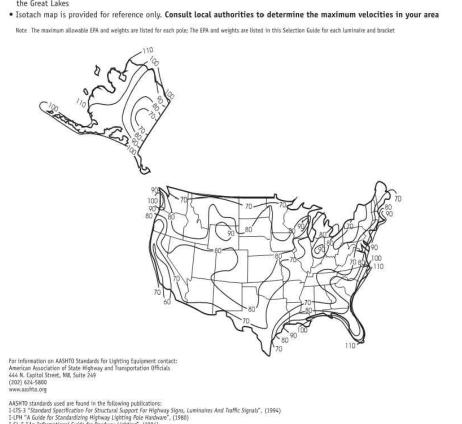






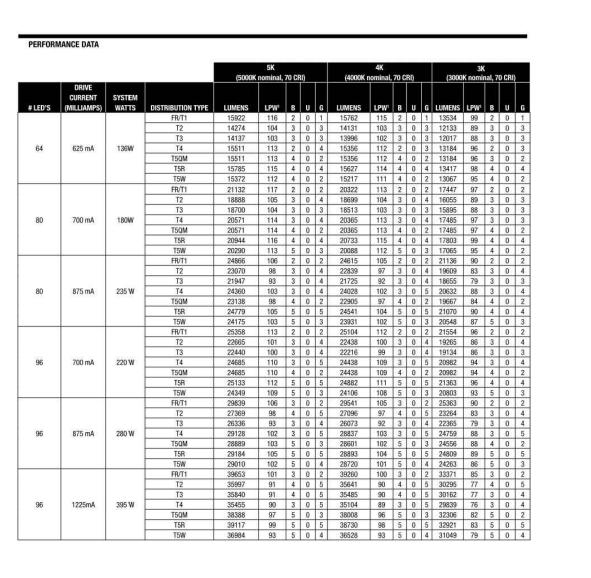
STEADY/S	USTAINED WIND VELOCITY (Miles Per Hour, for KM/hr - multiply values by 1.61)
• Hawaii I	has an 80 MPH wind velocity
 Puerto F 	Rico has a 95 MPH wind velocity
 Use caut the Great 	tion in determining wind velocities in special wind areas such as mountainous areas, coastal areas and areas surrounding at Lakes
 Isotach 	map is provided for reference only. Consult local authorities to determine the maximum velocities in your area
Note The n	maximum allowable EPA and weights are listed for each pole; The EPA and weights are listed in this Selection Guide for each luminaire and bracket

Wind Speed



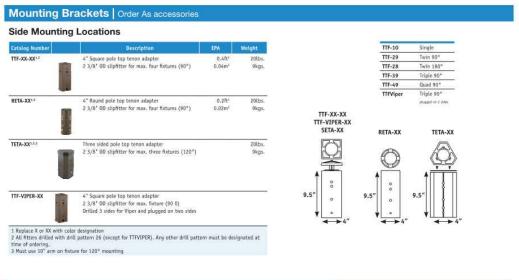
subject to change without notice. • Printed in U.S.A. • SLSO017 02/17

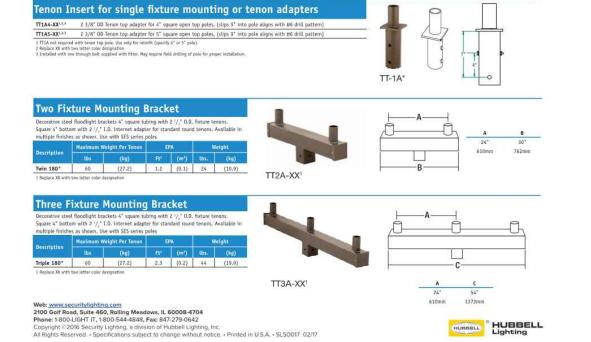


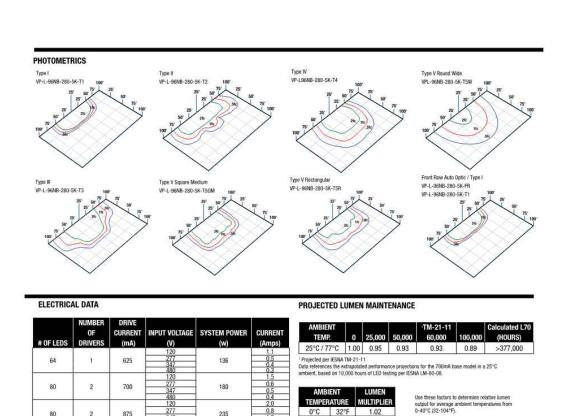


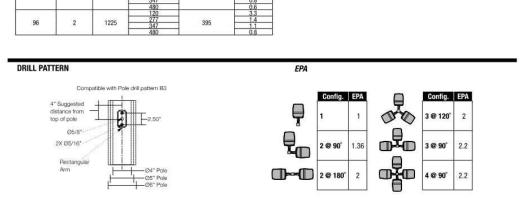
**Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and applications.









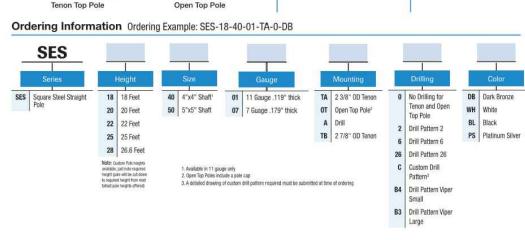










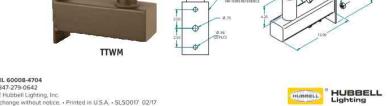


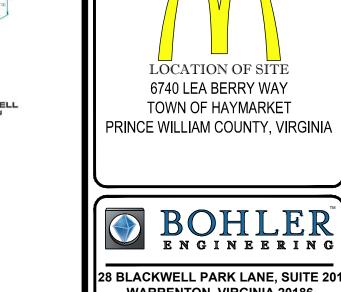


Web: www.securitylightling.com
2100 Golf Road, Suite 466, Rolling Mendows, IL 60008-4704
Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642
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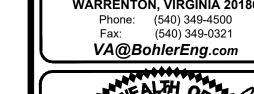


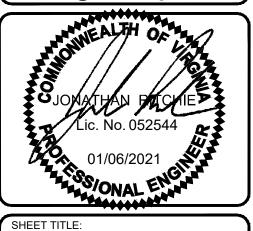
DRAWN BY:

SCALE:

CAD I.D.

CHECKED BY:





LIGHTING DETAILS

SHEET NUMBER:

FOR REFERENCE ONLY

ALL DETAILS THIS SHEET WERE PROVIDED BY OTHERS AND ARE FOR INFORMATIONAL PURPOSES, ONLY. BOHLER ENGINEERING SHALL BE HELD HARMLESS IN THE EVENT OF ERRONEOUS INFORMATION CONTAINED WITHIN THESE DETAILS AND/OR STRUCTURAL FAILURE.

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Packet Pg. 27

KNOW WHAT'S BELOW **ALWAYS CALL 811** BEFORE YOU DIG It's fast. It's free. It's the law. NOT APPROVED FOR CONSTRUCTION

REVISIONS

03/27/2020 PER TOWN COMMENTS JQF

10/23/2020 PER TOWN COMMENTS | JQI

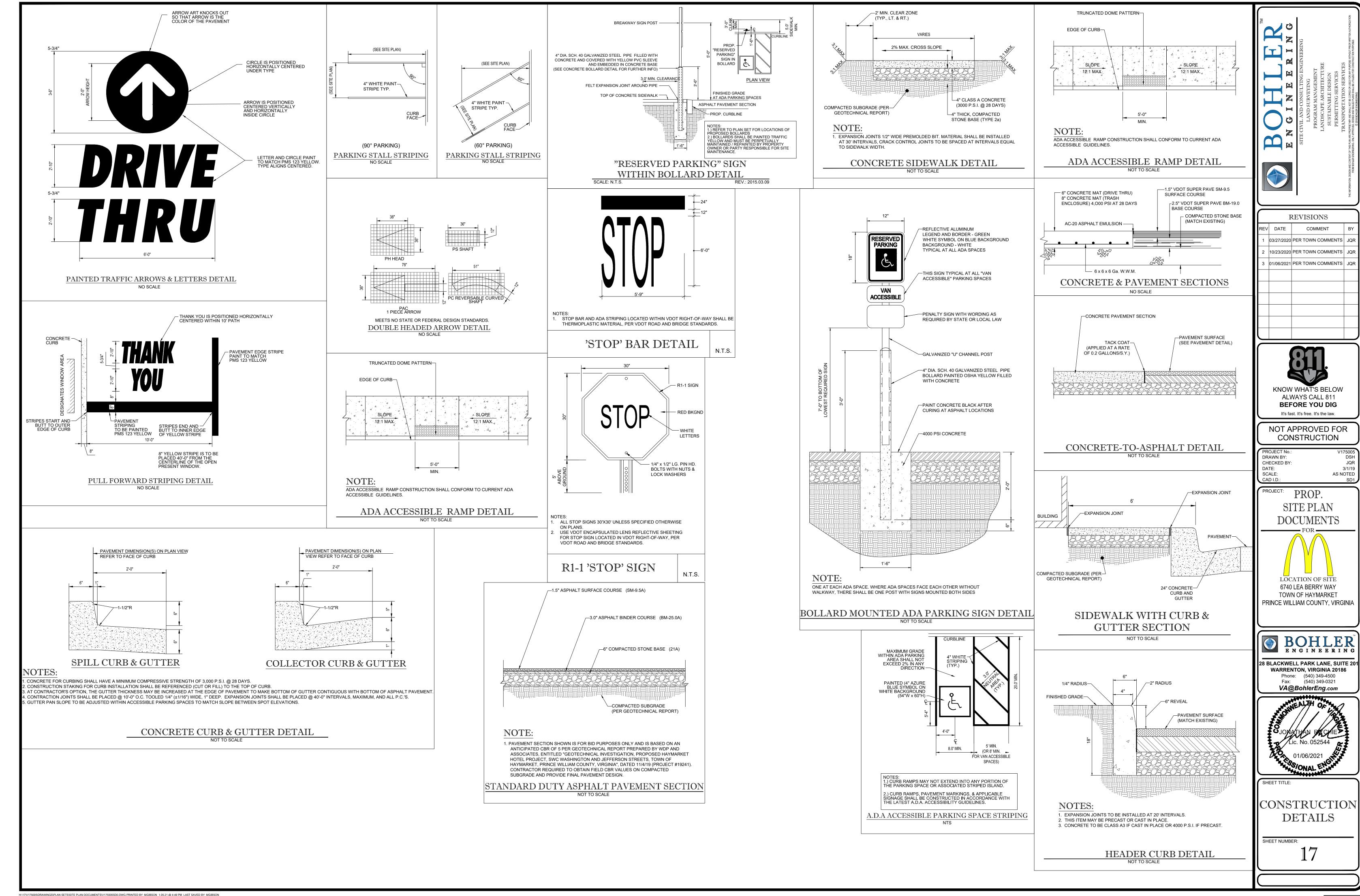
3 01/06/2021 PER TOWN COMMENTS JQF

REV DATE COMMENT

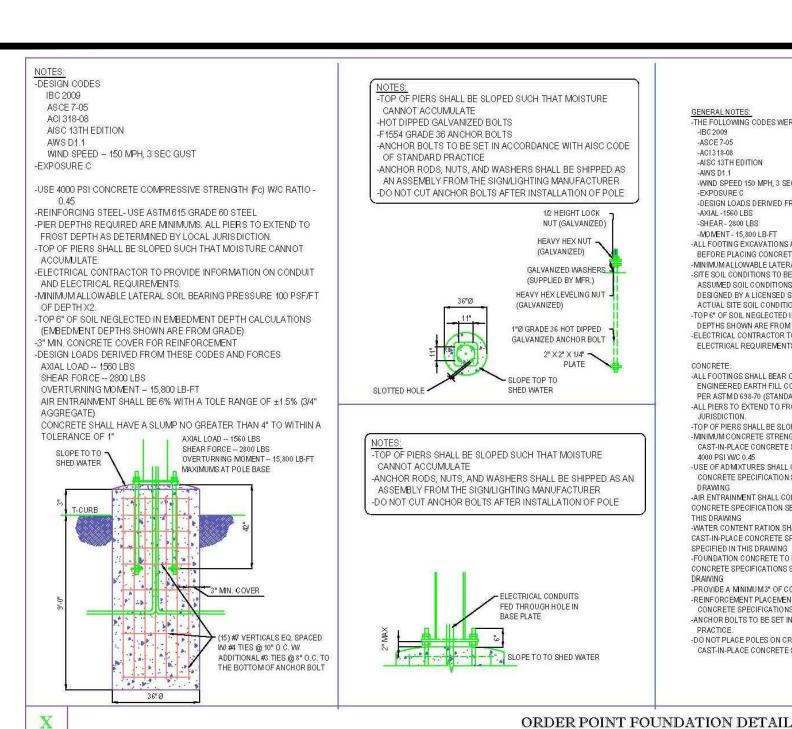
JQR AS NOTED

DOCUMENTS

WARRENTON, VIRGINIA 20186



Packet Pg. 28



GENERAL NOTES:
-THE FOLLOWING CODES WERE USED IN DESIGN: -ASCE 7-05 -AISC 13TH EDITION -WIND SPEED 150 MPH, 3 SEC GUST. -DESIGN LOADS DERIVED FROM THESE CODES AND FORCES -AXIAL -1560 LBS -SHEAR - 2800 LBS -MOMENT - 15,800 LB-F

BEFORE PLACING CONCRETE -MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2 -SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER. II ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING INTO ACCOUNT

FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER -TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT EPTHS SHOWN ARE FROM GRADE). -ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.

-ALL FOOTINGS SHALL BEAR ON FIRM UNDISTURBED RESIDUAL SOIL AND/OR ENGINEERED EARTH FILL COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS --ANY MODIFICATIONS ARE TO BE VERIFIED BY AN ENGINEER. -ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL -TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE. -MINIMUM CONCRETE STRENGTH (Fc) SHOULD CONFORM WITH MCDONALDS CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A OR MINIMUM OF 4000 PSI W/C 0.45 -USE OF ADMIXTURES SHALL CONFORM TO MCDONALDS CAST-IN-PLACE CONCRETE SPECIFICATION SECTION 2.6 OR MINIMUM AS SPECIFIED IN THIS -AIR ENTRAINMENT SHALL CONFORM WITH MCD ONALDS CAST-IN-PLACE CONCRETE SPECIFICATION SECTIONS 2.6-A & 2.13-A OR MINIMUM AS SPECIFIED IN -WATER CONTENT RATION SHALL CONFORM TO MCDONALDS CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 2.13-A. OR MINIMUM AS -FOUNDATION CONCRETE TO BE TESTED PER MCDONALDS CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTION 3.14 OR MINIMUM AS SPECIFIED IN THIS -PROVIDE A MINIMUM3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL. -REINFORCEMENT PLACEMENT SHALL CONFORM TO MCDONALDS CAST-IN-PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5. ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD

-DO NOT PLACE POLES ON CRETE UNTIL CONCRETE HAS CURED PER MCDONALDS

CAST-IN-PLACE CONCRETE SPECIFICATION, SECTION 3.11-E.

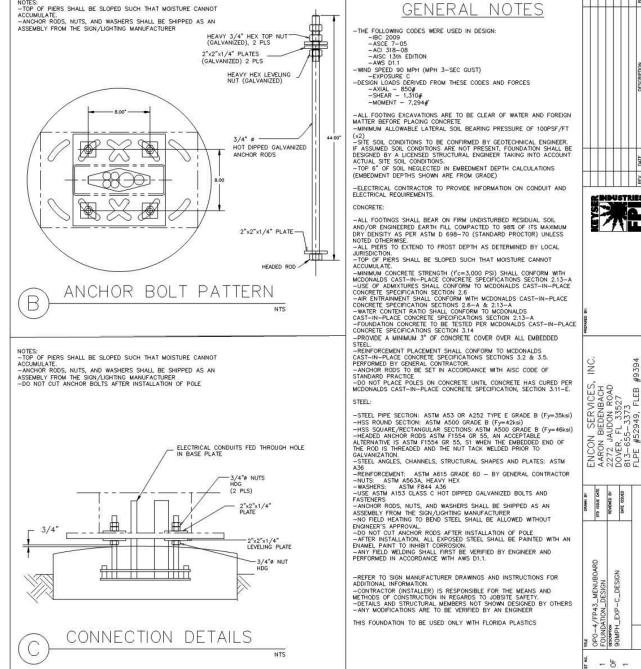
STEEL PIPE SECTION: ASTM A53 PR A252 TYPE E GRADE B HSS ROUND SECTION: ASTM A500 GRADE B (Fy = 42ksi) HSS SQUARE/RECTANGULAR SECTIONS: ASTM 4500 GRADE B CONNECTION BOLTS A325 STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: STM A36

REINFORCEMENT: GRADE 60 -NUTS: A563 DH OR A194-2 H WASHERS: A36 -USE HOT DIPPED GALVANIZED BOLTS AND FASTENERS

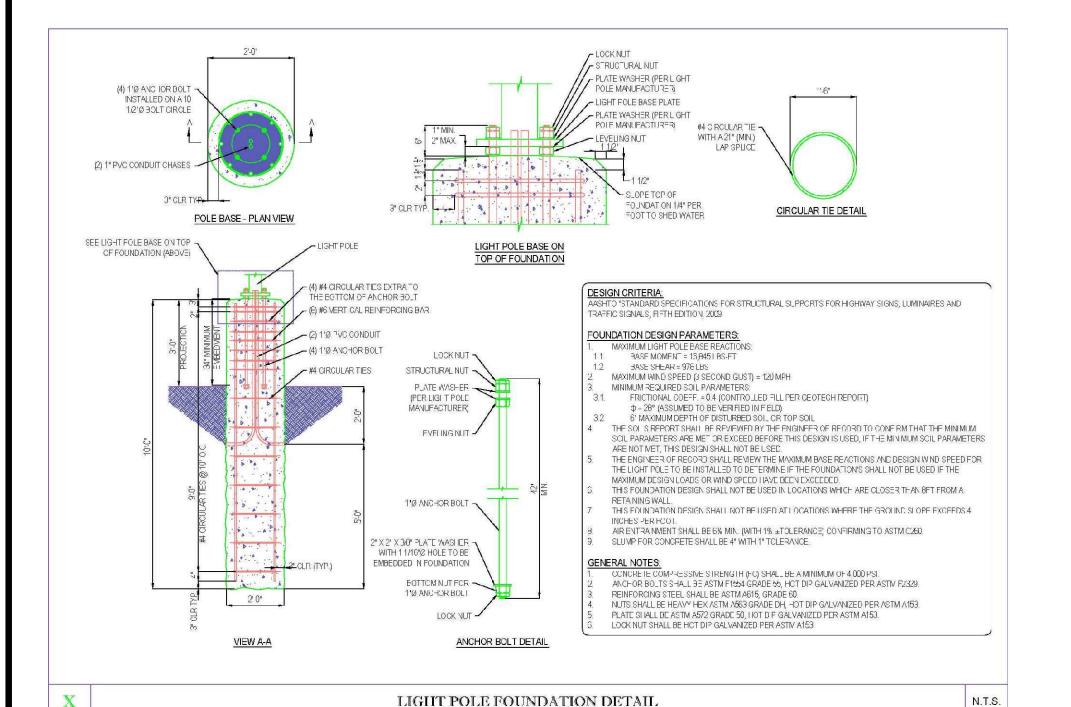
ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER. -NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S -DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE -AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION. -ANY FIELD WELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1 -REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL CONTRACTOR (INSTALLER) IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION IN REGARDS TO JORSITE SAFETY.

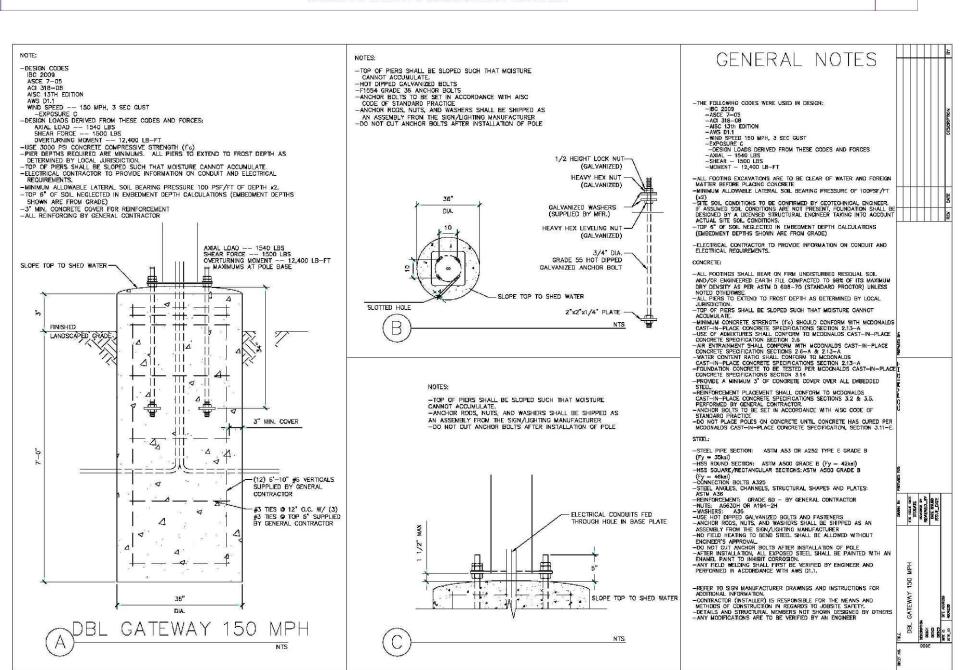
N.T.S.

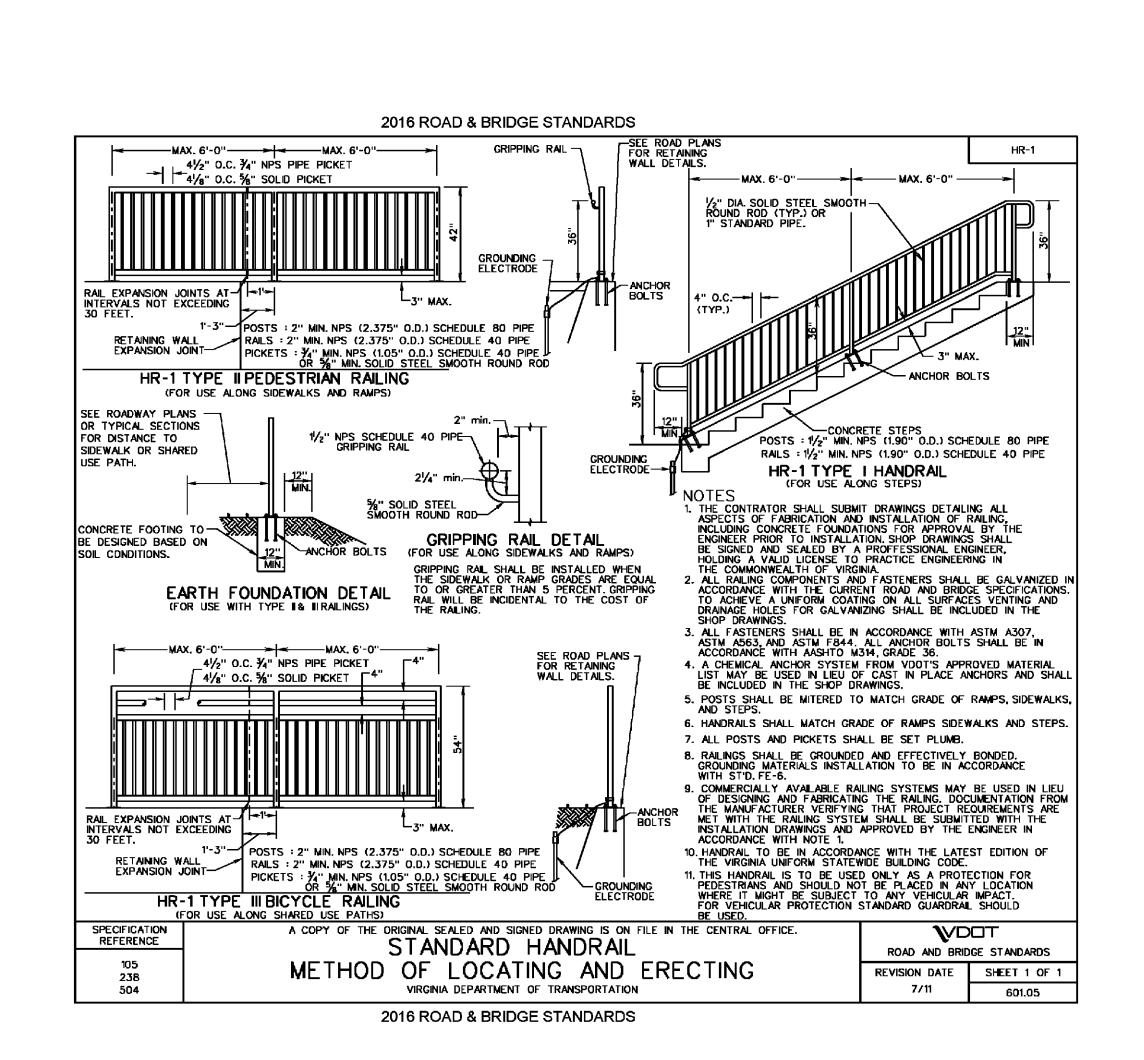
NOTES:
-PIER DEPTHS REQUIRED ARE MINIMUMS. ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION.
-TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
-MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE 100 PSF/FT OF DEPTH (x2)
-ALL REINFORCING STEEL BY GENERAL CONTRACTOR __ SLOPE TOP TO SHED WATER (4) 3/4" DIA ANCHOR RODS 7'-6" (EQ. SPACED) SUPPLIED BY GENERAL CONTRACTOR CONCRETE FOUNDATION FOUNDATION

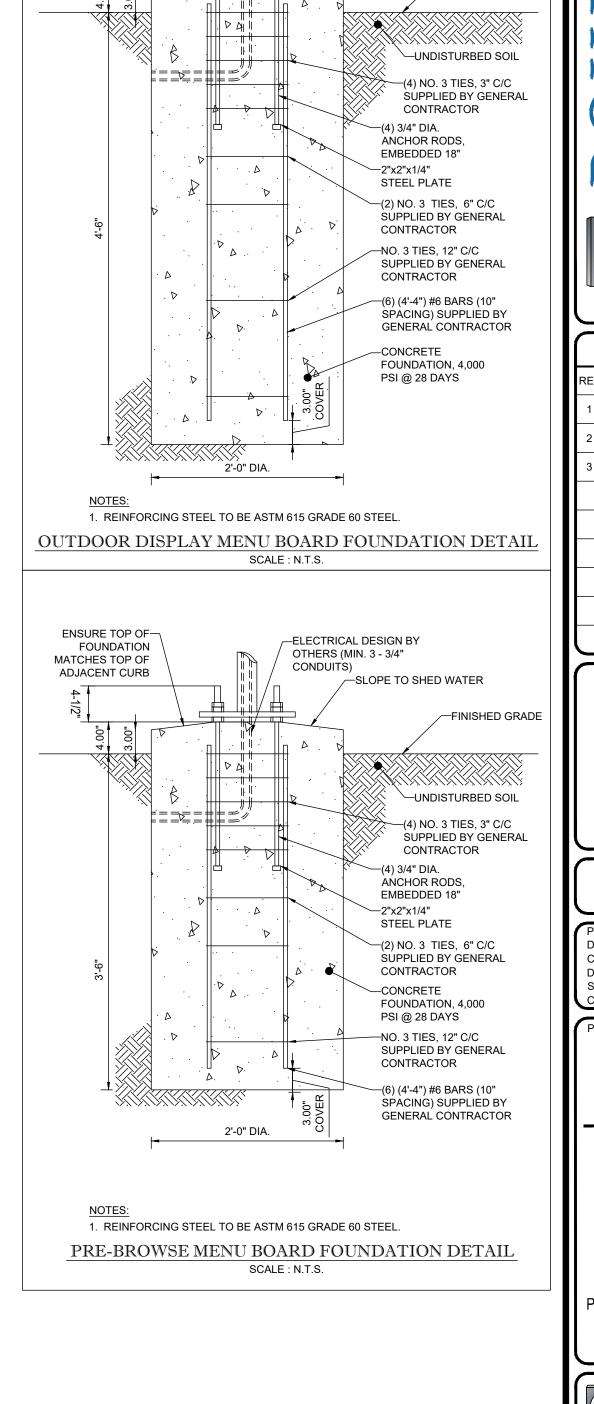


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-ELECTRICAL DESIGN BY

—SLOPE TO SHED WATER

-FINISHED GRADE

OTHERS (MIN. 3 - 3/4"

CONDUITS)

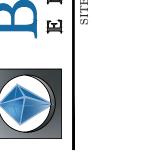
ENSURE TOP OF-

MATCHES TOP OF

ADJACENT CURB

FOUNDATION





			_					
REVISIONS								
REV	DATE	COMMENT	BY					
1	03/27/2020	PER TOWN COMMENTS	JQR					
2	10/23/2020	PER TOWN COMMENTS	JQR					
3	01/06/2021	PER TOWN COMMENTS	JQR					

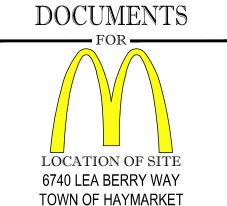


NOT APPROVED FOR CONSTRUCTION

DRAWN BY: CHECKED BY: SCALE: CAD I.D.

PROJECT: PROP. SITE PLAN

AS NOTED



BOHLER

PRINCE WILLIAM COUNTY, VIRGINIA



Fax: (540) 349-0321 VA@BohlerEng.com



UNIT PRICE

SHEET NUMBER:

1. For items identified with ** the quantity for the embankment material the net difference of

2 The excavation and embankment costs include the necessary grading, spreading and/or compaction of soil in accordance with County and State Standards and Specifications.

4 Inflation has been calculated based on Northern Virginia Consumer Price Index of the

factors such as excavation, bedding, backfilling, compaction, form work, etc.

Washington D.C. area provided by the Bureau of Labor and Statistics.

6. Floodplain Items Escrow not to be part of Bond/Escrow reduction.

3 The unit cost for each of the items in this Unit Price List is the installation cost which includes

5. Whomever certifies the site development plans must also certify the total cost of the bonded

items, landscaping escrow and siltation and erosion control escrow and must sign on

material is suitable for embankment.

"Preparer's Signature" on page 10 of this form.

total fill material needed and cut material available at the project site, if excavated or cut

LIST

AWINGS\PLAN SETS\SITE PLAN DOCUMENTS\V175005SD0.DWG PRINTED BY: MGIBSON 1.05.21 @ 4:49 PM LAST SAVED BY: MGIBSON

6' High Chain Link Fence

_____ Access Road

SWM Sign (WATER RISES RAPIDLY)

(Minimum 3 signs per facility)

(# 9 gauge or better, including braces, end posts and gate)

@\$ 37.00 LF

By Itemized Cost

Excavation for tiebacks

(For walls in cut areas)

Anti-Graffiti Treatment/Sealant

(Concrete retaining walls only)

@\$

15 SF

\$2,500 Min.

Packet Pg. 30



28 Blackwell Park Lane, Suite 201 Warrenton, VA 20186 o. 540.349.4500

January 6, 2021 Via Federal Express

Town of Haymarket 15000 Washington Street Suite 100 Haymarket, VA 20169

Attn: **Emily Lockhart**

> Re: Site Plan 1st Review Response

> > McDonald's

6740 Lea Berry Way Haymarket, VA 20169 Town of Haymarket BE #V175005

Dear Ms. Lockhart:

Bohler Engineering is pleased to submit on behalf of McDonald's USA, LLC, the revised Site Plan 2nd Submission for the McDonald's in Haymarket, Virginia. The following is our comment response letter addressing comments received from your department dated December 14, 2020. Each comment is addressed and responded to as follows:

Comment 1: Provide estimate of existing and proposed vehicle trips generate by the site.

Response 1: Per the ITE Trip Manual 10th Edition Land Use Code 934 with a building square footage of 3,000, the peak weekend hour is 83 trips. Trips counts are derived from building square footage, employees, or seats which are not changed with the proposed improvements.

Comment 2: Demo plan calls for area of asphalt outside of LOD to be removed/replaced. Clarify extent of removal/replacement to avoid changes to subgrade or include in

> Was POI1 determined based on the limits of analysis? Provide calculations or narrative showing POI1 meets limits of analysis requirements.

Provide updated letter of nutrient credit availability.

Documentation of purchase of nutrient credits will be required prior to commencement of land disturbing activity.

Response 2: Any item outside of the Limits of Disturbance will not impact subgrade. Note 5 has been added to sheet 5.

> As described in the stormwater narrative; POI 1 was established as the point in which the proposed development no longer alters the existing 2and 10-year flow rates. The existing downstream closed conduit system in the pre-developed condition is assumed to meet flood and channel protection that reaches Broad Run at a point with greater than 100 times the site drainage area per 9VAC25-870-66.4.a.

An updated nutrient credit letter is provided on sheet 9.



Acknowledged. Documentation will be provided under separate over prior to commencement of land disturbing activity.

Comment 3: Include E&S Checklist in plans. Construction entrance conflicts with proposed curb. Ensure that increased drainage being directed offsite in the northwest corner will not create erosion or adverse downstream impacts on adjacent property.

Response 3: E&S Checklist has been added, see sheet 3.

Construction entrance has been adjusted, see sheet 10.

Drainage to the northwest corner is being reduced in the proposed condition. Drainage is being increased to the onsite storm inlet at primary entrance and is under 1 acre maximum.

Comment 4: Where is required loading space being provided?

Response 4: There is no change proposed to the loading process for this site. Loading is currently carried out during off hours when the dine-in part of the restaurant is closed. Loading trucks occupy vacant parking spaces while unloading.

Should you have any questions regarding this project or require additional information, please do not hesitate to contact me at (540) 349-4500.

Sincerely,

Bohler Engineering VA, LLC

Holly Hatcher

HH/bb

H:\17\V175005\Administrative\Letters\210106 Site Plan 1st Review CRL - Revised.doc



Emily K. Lockhart
Town Planner and Zoning Administrator

MEMORANDUM

TO: Planning Commission FROM: Emily K. Lockhart DATE: February 10, 2021

SUBJECT: Staff Report for SUP#2021-001; Special Use Permit Application Restaurant, Drive – In

Application

Application Summary and Background:

Applicant, Haymarket Development #1 LLC, has applied for a Special Use Permit for Restaurant, Drive-in to be located at the Crossroads Village Center development, 15150 Washington Street and 6500 James Madison Highway. The proposed Special Use Permit would be for a restaurant with a drive through window. The proposed restaurant will occupy approximately 2,380 square feet of a 3,605 square foot multi-tenant building.

The development property in question has previously applied for a Rezoning and several Special Use Permits in 2018. In September of 2018, the Town Council passed a Resolution granting the Rezoning of 9.94 acres from a B-2 zoning to a R-2 zoning. In addition, several SUPs were granted by Resolution for the following; a hotel structure in excess of 50 feet, a drive through restaurant at the eastern most pad site, a drive through restaurant at the central pad site and a bank drive through. The applicant subsequently applied for a site plan and was granted approval (See Appendix, B for Site Plan). The approved development includes 79 townhouses in the north eastern most corner of the property on the 9.94 acres rezoned to R-2. In front portion of the development includes a variety of pad sites and previously approved special use permits, as mentioned above. At the time of the rezoning the applicant submitted a Traffic Impact Analysis for the proposed uses and rezoning. The traffic impact analysis previously submitted can be viewed at the Town Planner's Office.

The applicant has provided an Illustrative Generalized Development Plan (GDP) illustrating the proposed restaurant, drive-thru, parking and general layout in relation to the development. (See Appendix, A for Illustrative GDP 2020)

As the current SUP Application for the Restaurant, with drive-through is presented the Town Planner is in support of the application, however, has concerns regarding the parking layout, drive through circulation, stacking and pedestrian connections within the parcel. Please refer to the analysis below for a detailed description of the findings and the recommendation.

Town of Haymarket Zoning Ordinance, Section 58 - 1.7 Special Uses Analysis;

Section 58-1.7, Special uses

- (1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.
- (2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.
- (3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.
- (4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.
- (5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
- (6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

Town Planner Analysis -

(1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.

The Town's Comprehensive Plan designates the area in question as Planned Interchange Park. The Planned Interchange Park designation is defined as *Business and commercial activities which generally depend on a trade area larger than the immediate neighborhood. (Comprehensive Plan, page 8).* As mentioned in the definition the activities occurring in this zoning district will rely on the greater Haymarket area for the customer base rather than the immediate neighborhood.

Furthermore, the Planned Interchange Park area was a concept proposed by Prince William County and endorsed in the 2008 Town Comprehensive Plan as follows; The concept revolves around the idea that highway-oriented development needs to be planned as a whole. More than half of the 41 + acres in the Planned Interchange Park remain undeveloped. The key to the approach as developed by the Town Planning Commission is cluster development that includes a mix of commercial, office, professional and retail uses around common parking facilities. Vehicle access would be carefully designed and adequate landscaping and screening would be required to minimize potentially adverse impacts on surrounding land uses. Approximately 45 acres are designated for this land use which represents 12 percent of the total Town land area. With this concept and

definition in mind, it becomes clear that the intent of the district is to encourage the mix of commercial (to include retail) and professional uses in the area that will benefit from the prominent location that is central to the greater Haymarket/Gainesville Area and a major travel route to and from adjoining counties.

The proposed special use application for the restaurant, drive-through in the Planned Interchange Park is in accordance with the Comprehensive Plan as it does provide a commercial use to support the greater area.

(2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.

The proposed use is located in the B-2, Business Commercial Zoning District, as designated by purple shading on the Current Land Use Map (Appendix C). The intent of the Business Commercial district is as follows;

"ARTICLE XI. - BUSINESS COMMERCIAL DISTRICT B-2

Sec. 58-11.1 - Intent. The primary purpose of the business commercial district B-2 is to concentrate businesses in a coordinated manner and to provide for more intense commercial and industrial uses away from the Town center. Commercial uses located in this district, while traditionally being oriented to automobile traffic, are intended to have a sufficiently high standard in site layout, design and landscaping to minimize traffic congestion on accessory roadways and minimize the impact of the high volume of traffic at an interchange with adjacent land uses." (Town Zoning Ordinance, page 70).

The proposed restaurant, drive-in use provides a commercial restaurant business to support the commercial neighborhood. The proposed use is an appropriate use for the commercial zoning designation. The land in question has been zoned B-2 and designated as Planned Interchange Park to allow the Town an area for higher intensity commercial and professional uses that would be supported by the major Route 15/Interchange 66 interchange and greater Haymarket area. Providing uses in keeping with the intent would allow the Town the opportunity to grow the commercial tax base and diversify the commercial/professional/retail-based businesses in the area.

(3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.

Without the appropriate economic development studies, it is difficult to say that proposed use would or would not adversely affect the use or values of surrounding properties and structures. While the proposed use and the other approved improvements in the development would increase property values in the area and increase tax base, the long-term effect is unknown.

(4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.

The proposed use shows no indication of adversely affecting the health, safety, or general welfare of the adjacent properties or surrounding residential communities. However, there is indication that the parking layout, single entry/exit for the newly proposed use and the drive-through circulation may affect the surrounding businesses should the use be approved, and the stacking exceed expectation.

(5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

The proposed use will be located in the central area along Washington Street and will be accessed via the main boulevard or a right-in/right-out entry near the site as proposed in the GDP, Appendix A. The previously approved site plan, Appendix B, designated a main entry Boulevard (with a stop light) and several right-in-only and right-out-only access points are located along Washington Street. These access points are intended for the commercial buildings/uses in that immediate area customers are accessing. The proposed restaurant, drive-through would utilize the western most access point or the stop light (and "snaking" through the grocery store parking lot) to access the pad site. There is concern that the users would need to "snake" through the grocery parking lot or travel the main travel way in front of the store to access the restaurant. Appropriate stop signs, pedestrian crosswalks and other safety measures will need to be put in place for safe travel.

The proposed use will generate high volumes of vehicle trips per day, based on popularity of the proposed use. The applicant has stated the proposed use will be a popular coffee shop. The updated traffic impact statement shows that the am and pm peak hours will generate 212 trips total (108 in the am and 104 in the pm). The layout and drive-through circulation shall be taken into consideration regarding the congestion. There is concern that the front spaces (to include the handicap spaces) could be blocked in due to drive-through backups. Area coffee shops with drive-throughs have shown to be very popular with area residents and ultimately demonstrate the need for adequate layout planning.

(6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

Utilities, drainage, loading zones and other necessary facilities will be required at the site plan phase. Currently, Prince William County Service Authority has approved the previously submitted site plan for the appropriate water/sewer utilities. In the outside agency review phase PWCSA stated the new plan would be required to resubmit for any site plan amendments. Same statement was submitted for Department of Environmental Quality.

Parking -

The applicant has provided 24 parking spaces per the required parking ordinance of 1 space/100 sq ft for a restaurant. The proposed use parking is designated by the grayed-out portion on the GDP. There are no handicap spaces within those designated for the SUP. No stacking spaces are shown on the GDP. The restaurant with a drive through will require 10 stacking spaces (6 spaces behind the speaker box, 4 between the pick-up window and speaker box). Without seeing the stacking spaces on the GDP it is hard to determine if the appropriate space has been provided.

The SUP illustration shows a portion of the parcel carved out as the SUP and a portion designated as a future tenant space; the drive-through travel lane would enter this "future tenant space" and possibly back up blocking these spaces.

There are no pedestrian connections shown for the parking lot. The primary parking spaces provided for the restaurant use are located to the left of the building and would require the customers to walk through the travel way entry/exit way and the drive through exit lane to enter the business.

Other Concerns

Will u-turns be permitted at the stop light? Prior to the stop light being installed please explain the traffic pattern for users approaching from the west to enter the site.

No environmental analysis or stormwater calculations provided.

Outside Agency Comments provided in Appendix D

General Development Plan Comments:

- Existing Conditions not provided on the GDP. (Existing Conditions undeveloped raw land)
- No Physical Scale on the GDP only notation of scale.
- Parking
 - Explain the justification for the current parking layout.
- Sidewalks
 - Sidewalks surround the parcel, however no connections are shown entering the pad site, ie. walkways connecting to the sidewalk

Conditions of Approval

- o No conditions of approval provided by the Applicant
- No additional proffers or conditions of approval provided or considered for Schools, Fire Department, Public Safety, Transportation

Planner Recommendation:

As the proposed Special Use Permit is presented currently, the Town Planner is in support of the proposed use however, there are areas of concern that need to be discussed prior to an approval. The proposed restaurant, drive-through meets the intent of the Planned Interchange Park designation from the Comprehensive Plan or the intent of the Business Commercial Zoning District (B-2). The proposed development has triggered concerns regarding the parking, the drive through travel way, the potential for congestion on site, the pedestrian access to the building, and the access from Washington Street. Prior to any recommendation these concerns should be addressed by the applicant.

It is the Town Planner's recommendation that the Planning Commission hold the public hearing to hear Citizen Comments and discuss the Planner's concerns and citizen concerns with the applicant.

Brian Prater (703) 680-4664 Ext. 5122 bprater@thelandlawyers.com Fax: (703) 680-6067



November 16, 2020

Via E-Mail & Hand Delivery

Emily Lockhart
Town Planner / Zoning Administrator
Town of Haymarket
15000 Washington Street, Suite 100
Haymarket, Virginia 20169

Re: Crossroads Village Center - Special Use Permit for Restaurant, Drive-in Application Submission

Dear Ms. Lockhart:

Enclosed please find the following items in connection with an application for a special use permit for property located at 15150 Washington Street (GPIN 7298-81-2707).

- 1. An original, executed Application for Special Use Permit;
- 2. An authorization letter dated November 11, 2020;
- A check payable to the Town of Haymarket in the amount of \$1,500;
- 4. A copy of the deed conveying the property to the owner;
- 5. A Statement of Justification dated November 13, 2020;
- 6. Copies of various resolutions adopted by the Town of Haymarket on September 4, 2018 regarding the Property;
- 7. A trip generation memorandum prepared by Gorove / Slade, dated November 13, 2020;
- 8. An 11" X17" illustrative generalized development plan entitled "Illustrative Generalized Development Plan," prepared by J2 Engineers, dated November 11, 2020; and
- 9. Two full-size copies of the special use permit plan entitled "Restaurant W/Drive-in Special Use Permit Plan Crossroads Village Center," prepared by J2 Engineers, dated November 11, 2020.

Once you have had an opportunity to review the application, together with the supporting documents, please contact me immediately if any additional information is required for acceptance. Thereafter, I will look forward to answering any questions you

ATTORNEYS AT LAW

703 680 4664 • WWW.THELANDLAWYERS.COM
4310 PRINCE WILLIAM PARKWAY • SUITE 300 • PRINCE WILLIAM, VA 22192

LOUDOUN 703 737 3633 ARLINGTON 703 528 4700

Emily Lockhart November 16, 2020 Page 2

may have and then having the matter scheduled for a Planning Commission Public Hearing.

Thank you for your assistance in connection with this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

Brian Prater

BWP

Enclosures

cc: Don Wooden (via email only)
Daniel Elliot (via email only)

P1041160.DOCX

Check	k Appropriate Item(s):	Office Use Only						
	which the applicant has an interest, which will be affected by the text change. For all other applications, it is the land, which is covered by the application. Number and Street: 15150 Washington Street (part) Present Zoning: B-2, General Business 3) Acres: +/- 0.4953 Legal Description of Property (Omit for zoning text amendment) – Attach if necessary. See attached deed. Property — (Omit for zoning text amendments) The deed restrictions, covenants, trust indentures, etc. on said property are as follows (or copy attached); if NONE, so state: a) Has this property or any part thereof ever been considered for Variance, Special Use, Appeal of Administrative Decision or Amendment to the Zoning District Map before? PYES D NO b) Date: September 4, 2018 c) Former Application No. See attached Resolutions. d) What was the disposition of the case? e) Former Applicant Name: Same as ourrent applicant. Former Address: Former Phone:	Office out only.						
	<u>-</u> ·	Duta Passiyad:						
	_	Application Number						
		Application Number:						
		Fees Received:						
□ App	peal of Administrative Decision							
<u>Part</u>	1 - to be completed by ALL applicants							
1-A	which the applicant has an interest, which will be	e affected by the text change. For all						
	15150 Washington Stree	et (part)						
1)	Number and Street: 19190 Washington Street	Asses: +/- 0.4953						
2) 4)	Legal Description of Property (Omit for zoning to	ext amendment) – Attach if necessary.						
1-B	Property – (Omit for zoning text amendment	s)						
43	The deed rectrictions, coverants, trust indenture	os etc on said property are as follows (or						
1)		es, etc. off said property are as follows (or						
2)	Appeal of Administrative Decision or Amendment YES NO b) Date: September 4, 2018 c) Former Applie	t to the Zoning District Map before?						
	e) Former Applicant Name: Same as ourrent applicant.	110						
	Former Address:							
	Former Phone:							
1-C								
1)	Applicant Information:							
1)	Name: Haymarket Development #1, LLC c/o Don Wooden							
		20151						
2)								
-,	Name: Brian Prater, Walsh, Colucci, Lubeley & Walsh, PC							
	Address: 4310 Prince William Pkwy, Suite 300, Woodbridge V	A, 22192						
	Phone Number: 703-680-4664							
2)	Ourself of all expects included in this application	n (omit for zoning toxt change):						
3)	Owners or all property included in this application							
	Phone Number:	-						
	Name.							
	Address:							
	Phone Number:							

Name.			
			_
Phone Numb	oer;		_
Name			_
Address:			== ==
Phone Numi	ber:		··
If applicant	is a Land Trust or Pa	irtnership or if the subject	property is owned or controlled
by a Land T	rust or Partnership, I	List name and interest of A	ALL Land Trust Beneficiaries or
			ne application on behalf of the
Land Trust of	or Partnership is auth	norized to do so.	
Address:		Interest:	
Phone Numi			
Beneficiary/	Partner Name.		-
Address:			_
Phone Num		Interest:	
Beneficiary/	Partner Name.		-
Address:		Interest:	
Phone Numi	ber:	Interest:	
NO (In the	case of a zoning tex	ietary interest in the land of the amendment, this means documentation: Owner, deed	or land improvements? MYES of at least one parcel of land is
If NO, state	what interest otherv	vise qualifies the applicant	to apply:
from above: Name: Address: Phone Number	(Omit for zoning te		_
Address:			=
Phone Num	ber:		_
	ber:		
		attach the evidence that t	the person submitting the
		oration is authorized to do	
' '	ization letter dated Nover		
O44 1 14 (110)			

Part 2 - Complete ONLY portion(s) of Pages 3, 4 & 5 pertaining to your case. (as checked at top of Page 1)

2-A **Rezoning** – (Amendment to the zoning district map) – Applications for Amendments to the Zoning District Map are heard by the Planning Commission which makes a positive or negative recommendation to the Town Council. Only the Town Council has authority to grant or deny amendments to the Zoning District Map.

1)	a) Existing Zoning: b) Proposed Zoning: c) Existing Use: d) Proposed Use: a) The following are submitted with this application: □ Preliminary Site Plan □ Rendering or Perspective □ Other b) Are there any land use intensity (LUI) requirements? □ YES □ NO c) Attach brief justifying this request. This brief should include an analysis of how the rezoning application is supportive or not supportive of relevant goals, objectives, policies or programs in the Comprehensive Plan. (Staff will assist.)
2-В	Zoning Text Amendment – Applications for amendments to the zoning text are heard by the Planning Commission, which makes a recommendation to the Town Council. Only the Town Council has the authority to change the zoning text, which is done by passing an amendment to the Town Code.
1)	What section(s) of the Town Code is proposed to be amended?
2)	What is the nature of the proposed change?
3)	Attach the exact language suggested by the application to be added, deleted, or changed
4)	in the Town Code. Attach a written statement, which justifies the proposed change. The statement should also identify potential positive and negative impacts (if any) of the proposed change to the applicant's property, nearby properties, and the entire community if the application is approved or if it is denied.
2-C	Special Use Request — Special Use requests are heard by the Planning Commission, which makes a positive or negative recommendation to the Town Council. Only the Town Council has the authority to grant or deny a Special Use.
1)	Are development plans submitted with this application? (Staff member will explain.) $\mbox{\ensuremath{\mathbb{N}}}$ YES $\mbox{\ensuremath{\square}}$ NO
2)	Parking Requirements: a) Proposed number of parking spaces to be provided: 24 b) Number of parking spaces required by Town Code: 24 c) Attach tabulation of total land area and percentage thereof designated for various uses d) Are there any land use intensity (LUI) requirements? □ YES & NO If YES, attach data.
3)	Estimated cost of proposed Special Use project: a) Land: \$ \$800,000
4)	Submit a brief justifying the reasons for this request. This brief should include an analysis of how the rezoning application is supportive or not supportive of relevant goals, objectives, policies or programs in the Comprehensive Plan. (Staff will assist.)
2-D	Variance Request – Variances are granted or denied by the Zoning Board of Appeals (ZBA). Reversal of ZBA decisions may be secured only through the judicial system.
1)	a) All information required may be shown on one sheet if appropriate. b) Check characteristic(s) of the property preventing it from being used in accordance with the terms of the Town Code (Zoning Ordinance): □ Too Narrow □ Elevation □ Soil

2) 3) 4)	□ Too Small □ Slope □ Subsurface □ Too Shallow □ Shape □ Other (Attach s c) Attach a description and/or drawings of the item(s) checked, give appropriate. Attach requirements for the appropriate zoning district from which described in the Town Code. Attach a brief explanation how the above site zoning conditions procuse of the land under the terms of the Town Code (Zoning Ordinar a) To the best of your knowledge, can you affirm that the hardship not created by an action of anyone having proprietary interest in the article or applicable part thereof became law? □ YES □ NO b) If NO, explain why the hardship should not be regarded as self-hardships are not entitled to variance).	relief is sought as event any reasonable nce). In described above was ne land after the zoning
5) 6)	c) Are the conditions on the property the result of other man-made relocation of a road or highway, etc.)? YES NO If YES, attach descriptions and maps where appropriate. E) Do the above-described conditions of hardship for which this recapply only to this property? If YES, attach an explanation. YES Which of the following modifications will allow a reasonable use of Change in the setback requirements change in lot coverage in Change in height requirements change in area requirements of the coverage in the coverage	quest for variance is filed no NO the land? requirements
	 b) Is proposed use permitted in the zoning district?	itent and not be
2-E	E Appeal of Administrative Decision – Administrative decisions the Zoning Board of Appeals (ZBA). Such administrative decisions sustained by the ZBA. Reversal of ZBA decision may be secured or system.	may be reversed or
1) 2)	Date of administrative decision leading to this appeal:	th appealing. Elaborate

Part 3 - To be completed by ALL applicants

AFFIDAVIT – This part of the application must be notarized. Do not sign until in the presence of a Notary Public.

1)	To the best of my knowledge, I hereby affirm that all information in this
	application and any attached material and documents are true:

	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
a) Signature of applicant: _	-	

b) Signature of agent (if any):	
---------------------------------	--

c) Date://	11/20	Notary Seal
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2) a) Signed and sworn before me this:/ // // - // - 2020	
---	--





HAYMARKET DEVELOPMENT 1 LLC

November 11, 2020

1602 Village Market Blvd. SE Suite 235 Leesburg, Virginia 20175

LETTER OF AUTHORIZATION

Haymarket Development 1 LLC authorizes the submission of this application. Don Wooden in his capacity as Manger has authority to sign on behalf of Haymarket Development 1 LLC.

Don Wooden

Manager, Haymarket Development 1 LLC

201803280021389

This instrument was prepared by Bean, Kinney & Korman, P.C.

Consideration: Tax Assessed Value: \$5,820,000.00

\$4,724,100.00

Tithe lasurere Change Title hasto.

GPIN Nos. 7298-81-2707; 7298-71-7053

Grantee's Address:

4080 Lafayette Center Drive

lite 265

Chantilly, VA 2015

Return after recording to: Stephen L. Pettler. Jr.

215 Loudoun St., Winchester, VA 22601

THIS DEED, made as of the 8th day of March, 2018, by and between ROUTE 15-66 ASSOCIATES, LLC, a Virginia limited liability company ("Grantor"), and HAYMARKET DEVELOPMENT #1 LLC, a Virginia limited liability company ("Grantee").

WITNESSETH:

THAT FOR AND IN CONSIDERATION of the sum of Ten and No/100 Dollars (\$10,00), and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Grantor hereby grants and conveys unto the Grantee, with Special Warranty of title, all of those certain lots or parcels of land, with all improvements thereon and all appurtenances thereto, situated, lying and being in the County of Prince William, Virginia, and more particularly described on Exhibit A attached hereto and incorporated herein by reference.

This conveyance is made subject to all reservations, easements, covenants and conditions contained in the deeds forming the chain of title to the aforedescribed property, as the same may lawfully apply,

WITNESS the following signatures and seals as of the date first above stated.

[SIGNATURE PAGE FOLLOWS]

201803280021389 Page 2 of 6

GRANTOR: **ROUTE 15-66 ASSOCIATES, LLC,** a Virginia limited liability company

> By: Peete Brothers Management, LLC, a Virginia limited liability company

> > lts Manager

By:

Edward C. Peete, Class A Manager

By:

Pecte, Jr., Class B Manager

AGS Management, LLC,

a Virginia limited liability company

Its Manager

By:

Leslie S. Afiail, Member Manager

By:

avett, Member Manager

By:

Benjamin M. Smith, Jr., Member Manager

COMMONWEALTH OF VIRGINIA CITY/COUNTY OF TY LINGTON

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Edward C. Peete, Class A Manager of Peete Brothers Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this Ethaly of March, 2018, on behalf of the limited liability company.

Notary registration no.:# 750032

Notary Public

201803280021389 Page 3 of 6

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF TO WIT:

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by David D. Peete, Jr., Class B Manager of Peete Brothers Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.:

13/30/12051

Notary registration no.: 750032

Notary Public

SINAMON GRACIELA MARCHIORO Commonwealth of Virginia Notary Public

Commission No. 7505326 My Commission Expires 12/31/2021

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF VINGTON, to wi

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Leslie S. Ariail, Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 19/31/2021 Notary registration no.: 7506323

CITY/COUNTY OF STUMENDY, to wit:

SINAMON GRACIELA MARCHIORO
Commonwealth of Virginia
Notary Public
Commission No. 7506326

Commission No. 7506326 My Commission Expires 12/31/2021

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Guy M. Gravett, Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 12/31/2021

Notary registration no.: 7506323

Notary Public

[ACKNOWLEDGMENTS CONTINUE]



BINAMON GRACIELA MARCHIORO Commonwealth of Virginia Notary Public Commission No. 7506326 My Commission Expires 12/31/2021

- 3 -

201803280021389 Page 4 of 6

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF AT LINE On, to wit:

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Benjamin M. Smith, Jr., Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 12 21 2019 Notary registration no.: 750032

SINAMON GRACIELA MARCHIORO
Commonwealth of Virginia
Notary Public
Commission No. 7506326
My Commission Expires 12/31/2021

201803280021389 Page 5 of 6

EXHIBIT A

ALL THOSE certain tracts, lots and parcels of land, together with all improvements thereon and appurtenances thereunto belonging, located in Gainesville Magisterial District, Town of Haymarket, Virginia, in Prince William County, Virginia, and more particularly described as follows:

BEGINNING at an iron pipe found in the northeasterly right-of-way line of Washington Street - U.S. Route 55 (variable width right-of-way - 40 feet from centerline), said iron pipe found being the westerly corner of the Giuseppe and Josephine Russo property and the southerly corner of the parcel herein described; thence with said northeasterly right-of-way line of Washington Street the following courses and distances:

North 56 degrees 59 minutes 47 seconds West 530.57 feet to an iron pipe set;

North 54 degrees 50 minutes 37 seconds West 233.88 feet to an iron rod with VDOT cap found; North 48 degrees 01 minutes 55 seconds West 68.78 feet to an iron pipe set at the southerly corner of the Quarles Haymarket Center, LLC Property; thence departing Washington Street and with said Quarles Haymarket Center, LLC Property the following courses and distances:

North 32 degrees 25 minutes 02 seconds East, crossing an iron rod with cap found at 326.19 feet, and being 428.90 feet in all, to an iron pipe found;

North 56 degrees 35 minutes 13 seconds West 530.17 feet to a Virginia Department of Highways and Transportation monument found in the southerly right-of-way/limited access line of Ramp "C1" leading from Northbound Route 15 to Eastbound Route 66 (variable width right-of-way); thence with the right-of-way/limited access line of Ramp "C1" the following courses and distances:

North 60 degrees 23 minutes 28 seconds East 217.31 feet to an iron pipe set;

North 87 degrees 31 minutes 22 seconds East 9.74 feet to an iron pipe set;

South 79 degrees 29 minutes 10 seconds East, crossing an iron rod with VDOT cap found at 3.22 feet, and being 425.78 feet in all, to an iron rod with VDOT cap found;

South 80 degrees 52 minutes 12 seconds East 200.11 feet to an iron rod with VDOT cap found in the southerly right-of-way/limited access line of Ramp "C" leading from Southbound Route 15 to Eastbound Route 66; thence with the southerly right-of-way/limited access line of Ramp "C" the following courses and distances:

South 79 degrees 42 minutes 49 seconds East 226.82 feet to an iron rod with VDOT cap found; 159.22 feet along the arc of a curve to the right (crossing an iron rod with VDOT cap found at 156.48 feet), having a radius of 1,130.00 feet, a delta angle of 08 degrees 04 minutes 22 seconds, a tangent length of 79.74 feet, and a chord bearing and distance of South 75 degrees 40 minutes 33 seconds East 159.08 feet to an iron pipe set;

South 59 degrees 01 minutes 51 seconds East 258.98 feet to an iron pipe found at the northerly corner of the D.R. Horton, Inc. property (Parcel "A", Sherwood Forest Subdivision); thence departing Route 66 and with the D.R. Horton, Inc. property in part, with the Gurjit K. and Bhupinder S. Dhindsa property in part, with the Tilak Kharel property in part, with the Patricia A. Titchenell property in part, with the Tracy Lynn Pater property in part, with the Shirley Ann Bailey

201803280021389 Page 6 of 6

property in part, with the Addo Haymarket, Inc. property in part, and with the aforesaid Giuseppe and Josephine Russo property, South 29 degrees 30 minutes 15 seconds West 1,044.31 feet to the point of beginning containing 912,905 square feet, more or less, or 20.9574 acres, more or less, as shown on a plat prepared by Ross-France, P.C., dated February 16, 2018.

AND BEING, the remainder of the same land conveyed to Route 15-66 Associates, LLC, a Virginia limited liability company by Trustees' Deed from Benjamin M. Smith, Jr., Successor Trustee and Peete Brothers Management, LLC, Successor Trustee, a Virginia limited Liability company, dated August 30, 2013 and recorded among the aforesaid land records as Instrument Number 201309100092241.

Statement of Justification

Special Use Permit Application Crossroads Village Center

Owner/Applicant: Haymarket Development #1, LLC Property: 15150 Washington Street (part)

Prince William County GPIN: 7298-81-2707 (part)
Proposed Use: Restaurant, Drive-in
Dated: November 13, 2020

Introduction: The Applicant, Haymarket Development #1, LLC (the "Applicant") is the owner of property located at 15150 Washington Street and identified as Prince William County GPIN 7298-81-2707 (the "Property"). The Property is approximately 20 acres in size and located in the northwestern portion of the Town of Haymarket (the "Town") along Washington Street and south of the Interstate 66 and Route 15 interchange.

The Property is zoned B-2, Business Commercial, and R-2, Residential, and is designated as Planned Interchange Park on the Town's Planned Land Use Map, last revised November 16, 2015. The Property is surrounded by B-2 zoned property to the west, the Interstate 66 and Route 15 interchange to the north, and a mixture of R-1, R-2, and B-1 zoning districts to the east. The Property is surrounded by properties designated as Planned Interchange Park to the west, and a combination of Moderate Density Residential, Transitional Commercial, and Neighborhood / Town Center to the east. The Property is currently undeveloped and remains the largest undeveloped tract in the Town.

On September 4, 2018, the Town Council adopted Resolution #2018-010 approving REZ#2018-004 to rezone 9.94 acres of the Property from B-2 to R-2 to allow for development of 79 townhomes. On that same evening, the Council also adopted Resolution #2018-012 approving SUP#2018-007 to authorize a bank with a drive-in. The Council approved other special use permits for the Property that same evening including: Resolution #2018-011 approving SUP#2018-005 to allow a structure in excess of 50 feet for a hotel; Resolution #2018-014 approving SUP#2018-003 to allow a restaurant with a drive-in; and Resolution #2018-015 approving SUP#2018-004 to allow a second restaurant with a drive-in. Copies of those resolutions are included with the application materials.

A revised illustrative GDP, entitled "Illustrative Generalized Development Plan," prepared by J2 Engineering, dated November 1, 2020 (the "Illustrative GDP"), is provided with this submission for conceptual purposes, to demonstrate how the proposed use fits with the overall scheme of development for the Property. Some of the uses shown on the Illustrative GDP are by-right uses in B-2.

This special use permit is being processed concurrently with a special use permit for 78 multi-family dwelling units to be located on a portion of the Property that was once contemplated for use as a day-care and hotel.

A site plan for the development of the Property was approved previously. The proposed special use permit, along with other changes to the development layout require an amendment to that site plan, which will be filed with the Town shortly after the special use permit applications. A traffic impact analysis was approved by VDOT in connection with that site plan.

Proposed Use: The Applicant seeks this special use permit to allow for a restaurant, drive-in, to replace the bank with a drive-in, effectively amending the previous Special Use Permit to change the use from a bank to a restaurant, while maintaining the drive-in. A special use permit plan entitled "Restaurant with a Drive-in Special Use Permit Plan — Crossroads Village Center," prepared by J2 Engineers, dated November 11, 2020 (the "SUP Plan") is included with this submission. As shown on the SUP Plan, the proposed restaurant will occupy approximately 2,380 square feet of a 3,605 square feet multi-tenant building. The special use permit will apply to the area identified on the SUP Plan which is approximately 0.4953 acres (the "SUP Area").

Special Use Permit Considerations

Section 58-1.7 (d) of the Town's Zoning Ordinance sets forth certain standards to be considered when approving a special use permit. Below is an analysis as to how the proposed special use permit meets these standards.

(1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.

The Property is designated as Planned Interchange Park. The Town's Comprehensive Plan recommends that major commercial growth be limited to those areas designated as Planned Interchange Park and Town Center. Page 89, Town of Haymarket Comprehensive Plan. The Planned Interchange Park designation was created with the intent of designing a cohesive development around the I-66 and Route 15 interchange. The Property represents nearly half of the Town's acreage designated as Planned Interchange Park and remains the only undeveloped portion of that designation. As shown by the Illustrative GDP, this proposed use and overall development aligns with the Town's intent by using the land to create a cohesive and vibrant mixed use development.

Planned Interchange Park specifically seeks cluster development that includes a mix of commercial, office, professional and retail uses, around common parking facilities. Page 92, Town of Haymarket Comprehensive Plan. The proposed restaurant, drive-in supports this goal. Additionally, the Illustrative GDP shows a mix of commercial, retail and potential office uses which are permitted by-right in B-2 and further align the proposed use and overall development with the goals of the Planned Interchange Park designation.

One of the Town's stated goals is to: "[d]evelop and support opportunities for local employment. Fortify the Town's financial condition so that it can meet growing demands for services." Page 80, Town of Haymarket Comprehensive Plan. A stated objective of the Town to achieve this aforementioned goal is to "[e]ncourage and support commercial, industrial, and service activity in Haymarket." Page 80, Town of Haymarket Comprehensive Plan. The proposed special use permit advances this goal by authorizing a restaurant that will create jobs and increase the Town's commercial tax base. This will bolster the Town's financial position by increasing the commercial tax base, and creating local employment opportunities.

Section 2.7 of the Town's Comprehensive Plan states that the goal is to "develop a balanced program for future land use to promote the public health, safety and general welfare." An objective to achieve this goal is to ensure compatibility of land use while protecting residential areas from adverse aspects of commercial use. Page 81, Town of Haymarket Comprehensive Plan. The proposed restaurant, drive-in is compatible with the other commercial uses internal to the overall development as well as the other commercial uses along Washington Street. Also, the landscaping shown on the Illustrative GDP helps buffer the commercial uses from the residential components further promoting land use compatibility.

(2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.

While the Property is zoned B-2 and R-2, the SUP Area is located within the B-2 zoned portion. Restaurants are permitted by-right in B-2, but a restaurant with a drive-in requires a special use permit. Generally, drive-ins require a special use permit throughout the Town

B-2 is a commercial zoning district whose primary purpose is to concentrate businesses in a coordinated manner and to provide for more intense commercial uses away from the Town center. The SUP Area is a small portion of the larger development envisioned on the Property, as shown on the Illustrative GDP. The Illustrative GDP demonstrates that the B-2 portion of the Property concentrates businesses in a coordinate manner to function with one another and the surrounding uses. This aligns with the intent of the B-2 district.

(3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.

The proposed restaurant, drive-in is not anticipated to adversely affect the values of surrounding properties and structures. In fact, this type of commercial development, along with the other components of the overall development, should positively affect the values of surrounding properties by increasing the commercial tax base within the Town and creating jobs. The overall development shown on the Illustrative Plan will also create a commercial and residential hub that should attract future businesses to locate nearby and within the Town.

As part of the larger development, the proposed use will have substantial landscaping and screening between its internal uses as well as the surrounding properties. The landscaping

and screening is provided in accordance with Town Code requirements and will allow for the proposed use and overall development to be compatible with the surrounding properties and structures. As a result, the Applicant does not anticipate that the proposed use with have an adverse effect on the use or values of surrounding properties.

(4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.

The restaurant, drive-in use will replace a bank with a drive-in that was previously approved by the Town. It is not anticipated to adversely impact the health safety or general welfare of the persons residing of working in the neighborhood. Commercial uses will surround the proposed use, as displayed by the Illustrative GDP. The adjacent properties along Washington Street are also commercial making the proposed drive-in use compatible with these existing uses. Additionally, the proposed use and overall commercial development aligns with the Town's Comprehensive Plan and, therefore, its vision for this area further suggesting that it will not have an adverse effect on the health, safety or general welfare of persons residing or working in the area.

(5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

The pedestrian traffic generated by the proposed uses should not be hazardous due to the sidewalk system proposed by the Applicant. These sidewalks will provide greater pedestrian connectivity to the Property, its commercials uses, and throughout the Town. Only a portion of the Property's frontage presently has a sidewalk. The Applicant proposes to connect to the existing sidewalks along Washington Street and provide one of the last outstanding sidewalk connections along this thoroughfare. This, along with the significant pedestrian facilities internal to the proposed development, will create increased pedestrian mobility and safety within the Town.

Included with this submission is a trip generation comparison of the proposed uses with trip generation figures from the previously approved TIA. For purposes of trip generation, the proposed use (i.e., restaurant, drive-in) is considered a "Coffee/Donut Shop with Drive-Thru Window." While the trips associated with this use are greater than the bank with a drive-in, the trip generation tables show a decrease in the overall AM and PM Peak Hour trips. Please see the memorandum prepared by Gorove / Slade, dated November 12, 2020, for more details regarding trip generation and impact to the transportation network.

(6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

Stormwater management will be provided in accordance with applicable state and local regulations. The proposed special use permit is not anticipated to cause any change to the SWM previously approved by site plan for the Crossroads Village Center. The proposed use will be connected to public water and sewer, the final design of which will be determined during site plan review for the amendment to the site plan.

Sec. 58-6.1 of the Town's Zoning Ordinance requires 1 parking space per 100 sq. ft. of gross floor area for a freestanding drive-in restaurant. The proposed restaurant, drive-in is approximately 2,380 square feet, which would require 24 parking space and is the amount proposed by the Applicant. The gross floor area for the proposed use does require a loading space per town standards. Based on this information, the necessary facilities provided to serve the proposed use will be adequate.

Conclusion:

The proposed restaurant, drive-in simply seeks to repurpose a previously approved commercial drive-in that the Town deemed appropriate for this location. Additionally, the proposed use and overall development is consistent with the goals and objective of the Town's comprehensive plan. As a result, the Applicant suggests that the proposed use is compatible with the surrounding uses, will increase the Town's commercial tax base, attract future businesses, and develop one of the last undeveloped portions of the Town.

P1041149.DOCX



RESOLUTION TO UPDATE THE TOWN OF HAYMARKET'S ZONING MAP TO REFLECT THE APPROVAL OF REZONING APPLICATION REZ#2018-004, TO REZONE 9.94 ACRES AT 15150 WASHINGTON STREET.

WHEREAS, The Town of Haymarket approved the Rezoning Application REZ#2018-004 at the August 6, 2018 Town Council Meeting;

WHEREAS, the Town Council accepted the Proffer Statement for Crossroads Village Center dated July 11, 2018;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Rezoning Application and Proffer Statement;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Rezoning Application REZ#2018-004 is approved and Proffer Statement Dated July 11, 2018 is accepted.

By Order of Council:

David Leake, Mayor

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-005 FOR A STRUCTURE IN EXCESS OF 50 FEET IN THE B-2 ZONING DISTRICT AT 15150 WASHINGTON STREET

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-005 at the August 6, 2018 Town Council Meeting with the following condition:

WHEREAS, SUP#2018-005 requests a permit for a structure in excess of 50 feet in height;

WHEREAS, the permit is only applicable for a Hotel Facility;

WHEREAS, the permit is void for a Assisted Living Facility in excess of 50 feet in height;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-005 is approved.

By Order of Council:

David Leake, Mayor

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-007 FOR A BANK WITH A DRIVE-IN AT THE LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-007 at the September 4, 2018 Town Council Meeting;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-007 for a Bank with a Drive-In at the Location in accordance with the GDP is approved.

By Order of Council:

David Leake Mayor

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-003 FOR A RESTAURANT WITH A DRIVE-IN AT THE CENTRAL RESTAURANT LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-003 at the September 4, 2018 Town Council Meeting;

WHEREAS, The Town Council approved the Special Use Permit with the following conditions; the store-front of the restaurant shall face Washington Street, all four sides of the restaurant shall be finished to a standard to present aesthetically pleasing facades on all sides, development shall be in general conformance with the GDP including sidewalks along both sides of main roadway, and restaurant with drive-in shall have a minimum patio size of 150 square feet;

WHEREAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-003 for a Restaurant with a Drive-In at the Central Restaurant Location in accordance with the GDP is approved.

By Order of Council:

David Leake Mayor

Date: 11-20-18

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-004 FOR A RESTAURANT WITH A DRIVE-IN AT THE EASTERN RESTAURANT LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-004 at the September 4,2018 Town Council Meeting;

WHEREAS, The Town Council approved the Special Use Permit with the following conditions; the store-front of the restaurant shall face Washington Street, all four sides of the restaurant shall be finished to a standard to present aesthetically pleasing facades on all sides, development shall be in general conformance with the GDP including sidewalks along both sides of main roadway, and restaurant with drive-in shall have a minimum patio size of 150 square feet;

WHEREAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-004 for a Restaurant with a Drive-In at the Eastern Restaurant Location in accordance with the GDP is approved.

By Order of Council:

David Leake, Mayor

Date: 11-20-18

ATTEST:

Shelley Kozlowski, Clerk of Council



TECHNICAL MEMORANDUM

To: Emily Lockhart

Cc: Don Wooden

Brian Prater

From: Steven Matthew Dauterman, EIT, RSP1

Niraja Chandrapu, PE, PTOE

Chad Baird

Date: November 13, 2020

Town of Haymarket

Meladon Management Partners

Walsh, Colucci, Lubeley & Walsh

Gorove Slade Associates

Gorove Slade Associates

Gorove Slade Associates

Subject: Crossroads Village Center - Trip Generation Comparison

Introduction

This memorandum presents the finding of a trip generation comparison assessment conducted for the Crossroads Village Center development within the Town of Haymarket, Virginia. The assessment was conducted to evaluate a proposed change in the forecasted trip generation for the site by comparing the Application's original development program under REZ 2018-0004 with a modified development program that is under consideration.

As illustrated in this memorandum, the change in trip generation association with the modified development program proposed is anticipated to either decrease peak hour trips or have a negligible impact on the surrounding road network. Therefore, the findings and conclusions of the approved traffic impact study (TIS) that was conducted for REZ 2018-0004, (titled Traffic Impact Study - Crossroads Village Center and last revised on June 7, 2018) would overall remain valid.

Modification of Development Program

The Crossroads Village Center development is primarily situated north of Washington Street (Route 55), south of Interstate 66, east of James Madison Highway (Route 15), and west of Fayette Street (Route 1301).

Previously under REZ 2018-0004, the proposed development was anticipated to consist of approximately 79 townhomes, 32.227 kSF of general retail space, a 110-room hotel, a 10 kSF daycare facility, 8 kSF of fast-food with drive-thru uses, and a 3,500 kSF drive-in bank. Given changes in market conditions and interested future users for the site, ultimately development program of the site has been refined and now includes: 79 townhomes, 78 two-over-two's, 11.899 kSF of general retail space, a 31 kSF supermarket, 5.832 kSF of fast-food with drive-thru uses, and a 2.38 kSF drive-thru coffee and donut shop.

Trip Generation Comparison

In order to calculate the trips generated by the development and compare the two development programs, the institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition) publication was used to determine the trips going into and out of the development during the weekday morning (AM), weekday afternoon (PM), and Saturday midday (SAT) peak hours, as well as, the typical number of weekday daily trips associated with the site.

Table 1 illustrates the trip generation for the original development program approved under the REZ 2018-0004 application; Table 2 illustrates the trip generation for the development program that is currently being considered. A comparison of the development programs is illustrated in Table 3. Of note, for the purposes of this assessment, both Table 1 and Table 2 include reductions due to internal trip captures between the residential and non-residential uses and pass-by trips (consistent with the approved TIS) in order to assess the net change in external trips that would be anticipated on the future road network.

Table 1: Site Trip Generation - Approved Development Program

						/ e e k d					Nooki	
Approved Land Use (used in the approved TIA)	ITE Code	Size		AM Peak	Hour	P	M Peak	Hour	Dally	Salu	day Pna	k Hour
			In	Out	Total	to	Out	Total	Total	ln_	Out	Total
Residential Uses									-			
Multifamily Housing (Lov-Rise)	220	79 DU	9	29	38	30	18	48	556	26	26	52
Subtotal Residential without Reductions			9	29	38	30	18	48	556	26	26	52
Non-Residential Uses												
Shopping Center	620	32,227 kSF of GLA	104	64	168	113	123	236	2,784	132	122	254
Hotel	310	110 Rooms	30	20	50	29	27	56	815	45	35	80
Daycare	565	10 000 kSF of GFA	58	52	110	52	59	111	476	11	6	17
Fast-Fond Restaurant with Drive-Thru Window	934	\$ 600 KSF of GFA	164	158	322	136	125	261	3,768	224	215	439
Drive-In Bank	912	3 000 kSF of GFA	19	14	33	36	36	72	407	47	45	92
Subtotal Hon-Residential without Reductions	THE PERSON NAMED IN		375	307	682	366	371	737	8,250	459	423	882
Internal Capture (15% Residential to Commercial)			-2		-6	- 4	3	A	-83	-4	-4	-8
Pass-By (24%AM, 34% PM, 24% daily, and 26% Sature	day)		-25	-15	-40	-38	-42	-80	-608	34	-32	-66
Subtotal with Reductions			357	317	674	354	344	698	8,055	447	413	860

Table 2: Site Trip Generation - Proposed Development Program

			— Weekday —							— Wookend —				
Proposed Land Use (Current Plan)	ITE Code	Sizo		AM Peak	Hour	P	M Poak	Hour		day Po	ik Hour			
			In	Out	Total	in	Out	Total	Total	In	Oil	Total		
Residential Uses		- C. L. mily av			434									
Multifamily Housing (Low-Rise)	220	79 DU	9	29	38	30	18	48		26	1000	52		
Multifamily Housing (Mid-Rise)	221	78 DU	7	20	27	21	14	35		19	20	39		
Subtotal Residential without Reductions			16	49	65	51	32	83	979	45	46	.91		
Von-Residential Uses	11/24/00													
Shopping Center	820	11 899 kBF of GLA	98	60	158	54	58	112			1,777.4	115		
Supermarket	850	31 kBF of GFA	71	47	118	166	160	326				395		
ast-Food Restaurant with Drive-Thru Window	934	5 882 kSF of GFA	119	115	234	99	92	191	2,747	163	157	320		
Coffee/Donut Shop with Drive-Thru Window*	937	2 380 KSF of GFA	108	104	212	52	51	103	1,953	17.7		195		
Subtotal Non-Residential without Reductions			396	326	722	371	361	732		522	503	1,025		
nternal Capture (15% Residential to Commercial)			-2	4	-11	-8	-5	-12		- 7	-7	-14		
ass-By (24%AM, 34% PM, 24% dally, and 26% Saturda	ny)		-41	-26	-66	-75	-74	-149	-1,158		-65	-133		
Subtotal with Reductions	17.		360	313	672	310	295	606	8,642	468	451	918		

Table 3: Comparison of Development Programs

Table of Comparison of Development Tegrams			— Weekday						- Weekend -				
Approved Proposed	ITE Code	Size	AM Peak Hour		Hour	PM Peak Hour			Daily	Saturday Peak Hour			
			-In	Out	Total	tn_	Out	Total	Total	_ In_	Out	Total	
roposed			360	313	672	310	296	606	8,642	466	451	918	
pproved			357	317	674	354	344	698	8,055	447	413	860	
Marance (Proposed - Approved)			3	4	-2	-44	-48	-92	587	19	38	58	

Based on the <u>Trip Generation Manual</u>, the revised development program that is currently under consideration is anticipated to generate approximately 2 fewer trips (no real difference) during AM peak hour, 92 fewer trips (1-2 less trips per minute) during the critical PM peak hour, 58 additional trips (1 new trip per minute) during the less critical SAT peak hour, and 587 additional weekday trips (that would be spread out through the off-peak hours), as compared to the approved program.

Given the changes in the anticipated development trips, the future road network (as depicted in the approved traffic study) will continue to operate similar or better than reported in the approved traffic impact study. Thus, the findings and conclusions of the approved traffic impact study (TIS) that was conducted for REZ 2018-0004 would overall remain valid.

NOVEMBER 11TH, 2020





.77.

PATTO

30

Restaurant W/DRIVE-IN ±2,380 SQ. FT.

9

9

36

5. S/W

⋖€

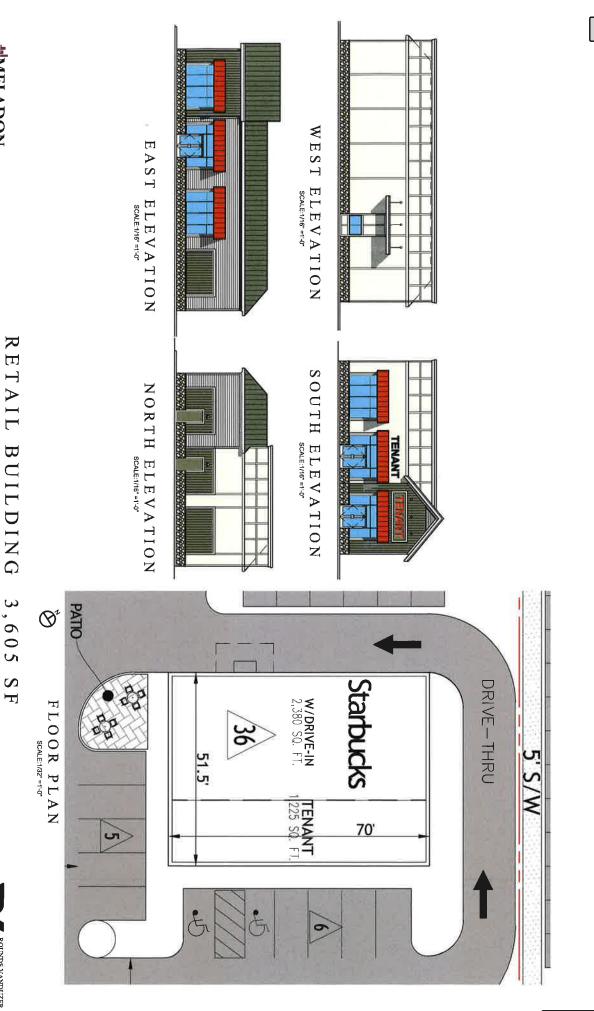
DRIVE-THRU

WASHINGTON STREET

5' S/W

Attachment: Appendix A, Application, GDP Restuarant (4894 : Crossroads Village Center, SUP#2021-002, Restaurant W/ Drive-Through)

Packet Pg. 66



⊯MELADON GROUP

Crossroads Village Center

DATE: 11-24-2020 PROJECT NUMBER: 2018-010



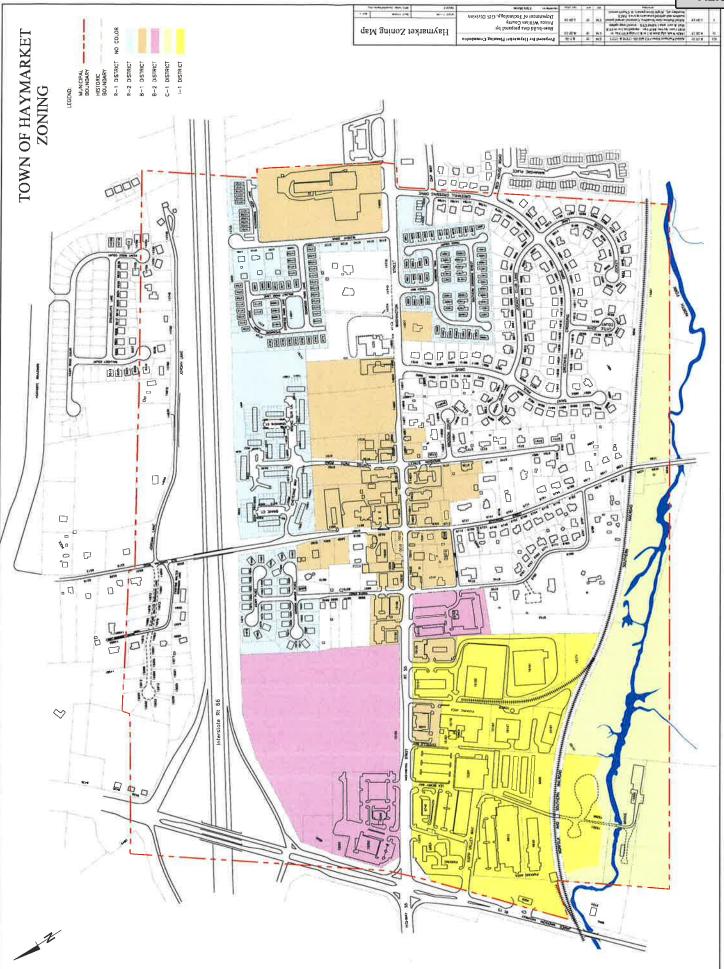


RESTAURANT W/ DRIVE-IN SPECIAL USE PERMIT PLAN J2 Engineers, Inc. 17779 such Sures Lute 150 Durches, No 25006 701.534 2975 (fac) 703 534 2975 (fac) 7077, Derghreen, com

NOVEMBER 11TH, 2020

Packet Pg. 68





Attachment: Appendix C, Current Land Use Map (4894 : Crossroads Village Center, SUP#2021-002, Restaurant W/ Drive-Through)

4 County Complex Court Woodbridge, VA 22192

Phone (703) 335-7900 www.pwcsa.org

Division of Engineering & PlanningSamer S. Beidas, P.E., CCM, Director



January 8, 2021

MEMORANDUM

To:

Emily Lockhart

Town Planner/Zoning Administrator

Town of Haymarket

From:

David L. Guerra, P.E.

Planning Manager

Prince William County Service Authority

Re:

Special Use Permit, Crossroads Village Center (Drive-Thru Restaurant)

David Guerra

GPIN (s):

7298-81-2707 (part) & 7298-71-7053

The subject property is within the Development Area of the County and is thereby required to utilize public water and sewer to develop.

The Service Authority's comments regarding this application are as follows:

- 1. No oils, fuels, anti-freeze, solvents or other pollutants or flammable substances shall be discharged into the public sewer system.
- Applicant shall size, design and install a Service Authority (or PWC) approved grease trap on-site, if required by the Service Authority. The applicant shall properly maintain the grease trap to prevent grease build-up in the force main or gravity sewer.
- 3. Fire sprinkler systems shall incorporate a county approved backflow prevention device and be designed to eliminate water hammer.
- 4. Grinder pumps in the sanitary sewer system may be required.
- 5. The applicant shall install a county approved, adequately sized backflow prevention device on the water service line. This device shall be on the customer side of the water meter and before any point of use fixture of the on-site plumbing system.
- 6. For any proposed landscape irrigation system, the applicant shall demonstrate to the Service Authority that there is no detrimental effect on the Service Authority's water distribution system and service pressure to the community. Irrigation systems shall be represented as a collective maximum hour demand for the hydraulic modeling of the proposed water system, both with and without a simultaneous fire flow event.

Town of Haymarket Planning Office Page 2 of 2 SUP, Crossroads Village Center (Drive-in Restaurant)

- 7. All on-site and off-site water system improvements necessary to mitigate the impact of the proposed irrigation system demands shall be the responsibility of the applicant.
- 8. The Service Authority has proposed 12-inch water mains associated with the Crossroads Village Center final site plan (#SA2018-0337) in the proposed Turner Hill Road and Schiro Lane. Water service is contingent upon the installation of these mains by the developer. All connections to the public water system shall be in accordance with the Service Authority's USM requirements and restrictions.
- The Service Authority has an existing 8-inch gravity sewer main located onsite near Washington Street. All connections to the public sewer system shall be in accordance with the Service Authority's USM requirements and restrictions.
- 10. Depending on the final configuration of any proposed on-site water mains, additional water main extensions may be required by the Service Authority to provide adequate fire protection or satisfy water quality requirements.
- 11. The applicant shall design and construct all new on-site and off-site water and sanitary sewer utility improvements necessary to develop the subject property and the above listed requirements in accordance with the Service Authority's USM, and County and State requirements, standards and regulations. The sizing and configuration of on-site and off-site utility system improvements will be determined during the preliminary and final plan review process, based on existing and proposed zonings of surrounding properties and the policies of the County Comprehensive Plan and Service Authority planning documents. The design shall be supported by appropriate engineering analysis/modeling of affected existing utility systems and the proposed new facilities.
- 12. Approval of a Special Use Permit or the rezoning of a property does not guarantee or assure water and sanitary sewer capacity availability for development of said property. Available utility system capacities are allocated on a first-come-first-served basis to zoned properties having approved final site/subdivision plans upon filing the required application and full payment of all associated utility fees/charges.

Emily Lockhart

From:

Konow, Rebecca <rebecca.konow@deq.virginia.gov>

Sent:

Monday, December 28, 2020 8:10 AM

To:

Emily Lockhart

Cc:

Matt Caudle; Ken Luersen; Bob Weir; Chris Coon; Kimberly Henry

Subject:

Re: Courtesy One Mile Review for Town of Haymarket SUP Packages

Attachments:

NRO-18-267_2019-05-06_Crossroads_AprvlLttr.pdf

Good morning Emily,

Unfortunately, the DEQ SWM Program does not provide review of Special Use Permits. However, a brief review of our records indicated the SW plans associated with this project were previously reviewed and approved by the DEQ. The attached approval letter indicates the site specific plan that was reviewed and approved. If changes are made that affect this stormwater management plan then a modification of this plan should be submitted to the DEQ for review and approval. As always, please let me know if you have any questions.

Respectfully,

Rebecca Konow

Stormwater & Virginia Water Protection Compliance Specialist Department of Environmental Quality Northern Regional Office 13901 Crown Court, Woodbridge, VA 22193 (703) 583-3979

On Tue, Dec 8, 2020 at 2:04 PM Emily Lockhart <<u>elockhart@townofhaymarket.org</u>> wrote: Good Afternoon,

I am reaching out to share two upcoming Special Use Permit applications for the Town of Haymarket. Attached you will find the application materials submitted by Meladon, for the Crossroads Village Center, located in the Town of Haymarket. The applicant is requesting a SUP for a Starbucks Drive Thru restaurant and a SUP for a two-over-two housing development in the Northeastern most corner of the development.

We kindly request your agency review and comment. Please submit all comments no later than January 8, 2021. If you have any questions please let me know.

Thank you kindly, Emily

Emily K. Lockhart
Town Planner/Zoning Administrator
Town of Haymarket



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY NORTHERN REGIONAL OFFICE 12001 Crown Court, Woodbridge, Virginia 22102

Matthew J. Strickler 13901 Cr Secretary of Natural Resources (70

NORTHERN REGIONAL OFFICE 13901 Crown Court, Woodbridge, Virginia 22193 (703) 583-3800 Fax (703) 583-3821 www.deq.virginia.gov

David K. Paylor Director

Thomas A. Faha Regional Director

May 6, 2019

Igor Levine Haymarket Development #1, LLC. 4080 Lafayette Center Drive, Suite 265 Chantilly, Virginia 20151

Transmitted Via Email: (ilevine@meladon.com)

Re: Crossroads Village Center

Town of Haymarket, Virginia DEQ SWM #: NRO-18-267

Stormwater Management Plan Approval

Dear Mr. Levine:

The Department of Environmental Quality (DEQ) has reviewed the revised Stormwater Management Plan (Plan) received March 19, 2019 in accordance with the Virginia Stormwater Management Act and the Virginia Stormwater Management Program (VSMP) Regulations. The Plan dated November 20, 2018 with latest signed seal date of March 3, 2019 is hereby approved and a copy is enclosed. No changes may be made to the approved Plan without obtaining prior approval from DEQ. Additionally, approval of the ESC and SWM Plan does not relieve the operator of complying with all other federal, state, or local laws and regulations.

As provided by Rule 2A:2 of the Supreme Court of Virginia, you have thirty (30) days from the date you received this decision within which to appeal this decision by filing a notice of appeal in accordance with the Rules of the Supreme Court of Virginia with the Director, Virginia Department of Environmental Quality.

If not already provided, at your earliest convenience, please submit one digital copy (PDF preferred) of the approved Plan and accompanying specifications to DEQ at the following address:

Department of Environmental Quality Northern Regional Office May 6, 2019 DEQ Plan #: NRO-18-267 Page 2 of 2

> Attn: Stormwater Plan Review 13901 Crown Court Woodbridge, Virginia 22193

It is the responsibility of the owner and/or operator to ensure that the project is constructed in accordance with the approved Plan and accompanying specifications. Upon completion of the project, the owner and/or operator will be required to submit a construction record drawing for all permanent stormwater management facilities (i.e., post-development best management practices) constructed in accordance with the approved Plan.

Prior to the commencement of construction, all land-disturbing activities equal to or greater than one acre, or less than one acre and part of a larger common plan of development or sale, must register for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities (VAR10). If not already submitted, a copy of the General Permit registration statement can be obtained from DEQ's website at the following location: https://www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx

DEQ acknowledges the receipt of the draft Stormwater Management Inspection & Maintenance Agreement for this project. Comments on this agreement will be provided under separate cover. Please note that the recordation of this agreement in the local land records will be required prior to submitting a Notice of Termination under the General Permit.

Please contact Margaret Dannemann at Margaret.Dannemann@deq.virginia.gov or (703) 583-3892 if you have any questions about this letter.

Respectfully,

Inisha M. Beasly Trisha Beasley, Manager

Regional VWPP/Stormwater Program

Cc: Larry Gavan, DEQ-CO

Kelly Vanover, DEQ-NRO Manager

Linda Unkefer, Ross - France

Jody Greene, Wetland Studies and Solutions, Inc. Katie McDaniel, Town of Haymarket Contact

DEQ CGP Permitting staff

Enclosure

Emily Lockhart

From:

Donohoe, Stephen L. <sdonohoe@pwcgov.org>

Sent:

Thursday, January 7, 2021 5:13 PM

To:

Emily Lockhart

Cc:

Scullin, Elizabeth D.; Agrawal, Parag

Subject:

FW: Courtesy One Mile Review for Town of Haymarket SUP Packages

Hello Emily,

Thank you for the opportunity to review these projects. The Prince William County Planning Office has no objection to their approval. Below is the response from PWDOT as well.

Good luck with this project.

Thanks. Steve

Stephen L. Donohoe, AICP

Deputy Planning Director Planning Office Prince William County Government 5 County Complex Court Prince William, VA 22192 (703) 792-5282 office

(703) 792-4401 fax

sdonohoe@pwcgov.org

From: Scullin, Elizabeth D. <EScullin@pwcgov.org>

Sent: Tuesday, December 22, 2020 9:36 AM

To: Donohoe, Stephen L. <sdonohoe@pwcgov.org>; Daus, Meika <MDaus@pwcgov.org>; McGettigan, David

<dmcgettigan@pwcgov.org>

Subject: RE: Courtesy One Mile Review for Town of Haymarket SUP Packages

Good morning Steve.

I reviewed the statement of justification and the Gorove Slade Technical Memorandum (11-13-2020) and have no objection to the proposed uses given that they generate significant less trips than the approved uses.

Do I need to file these comments somewhere or is this email sufficient?

Thanks.

Ε

From: Donohoe, Stephen L. <sdonohoe@pwcgov.org>

Sent: Wednesday, December 16, 2020 6:33 PM

To: Scullin, Elizabeth D. < EScullin@pwcgov.org; Daus, Meika < MDaus@pwcgov.org; McGettigan, David

<dmcgettigan@pwcgov.org>

Subject: FW: Courtesy One Mile Review for Town of Haymarket SUP Packages

Please see the attached projects within the Town of Haymarket.

Thanks, Steve

From: Emily Lockhart <elockhart@townofhaymarket.org>

Sent: Tuesday, December 8, 2020 2:04 PM

To: Donohoe, Stephen L. <sdonohoe@pwcgov.org>; Joshi, Hiren <hiren.joshi@vdot.virginia.gov>; beaversd@pwcs.edu;

Candland, Peter < PCandland@pwcgov.org; undefined < rebecca.konow@deq.virginia.gov; Samantha Kearney

<skearney@pwcsa.org>

Cc: Matt Caudle <mcaudle@townofhaymarket.org>; Ken Luersen <kluersen@townofhaymarket.org>; Bob Weir

<bweir@townofhaymarket.org>; Chris Coon <CCoon@townofhaymarket.org; Kimberly Henry

<khenry@townofhaymarket.org>

Subject: Courtesy One Mile Review for Town of Haymarket SUP Packages

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Good Afternoon,

I am reaching out to share two upcoming Special Use Permit applications for the Town of Haymarket. Attached you will find the application materials submitted by Meladon, for the Crossroads Village Center, located in the Town of Haymarket. The applicant is requesting a SUP for a Starbucks Drive Thru restaurant and a SUP for a two-over-two housing development in the Northeastern most corner of the development.

We kindly request your agency review and comment. Please submit all comments no later than January 8, 2021. If you have any questions please let me know.

Thank you kindly, Emily

Emily K. Lockhart
Town Planner/Zoning Administrator
Town of Haymarket

		1	r the Restaurant	Trip Generation should be noted for the Restaurant W/Drive In at the entrance.	GDP/ SUP	1.02
		1	nt w/drive in orner clearance as entrance or private n Street.	Proposed entrance for the restaurant w/drive in should provide a minimum 225° corner clearance as it may impact the operation of the entrance or private road's intersection with Washington Street.	GDP/ SUP	1.01
			the subject SUP owing comment.	We have completed our review of the subject SUP application and we provide the following comment		
FINAL DISPOSITION ⁽³⁾	Response ⁽²⁾ Date:	COMMENT CATEGORY		COMMENTS	Dwg. No. ⁽¹⁾	ITEM No.
	DISCIPLINE: PWC LAND USE	E: 1ST REVIEW SUP	REVIEW PHASE & TYPE: 1ST REVIEW SUP	PROJECT NAME: CROSSROADS VILLAGE CENTER	ECT NAM	PROJ
DATE: 02-01-21	REVIEWER(S): HIREN C JOSHI; P.E.	R: J2 Engineers	Developer/Engineer: J2 Engineers	COUNTY NUMBER: HAYMARKET SUP- RESTAURANT WITH DRIVE IN	TY NUME	COUN
COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION	TIA - NOT REQUIRED	ION	TRANSPORTAT LAND USE EVIEW LUTION SHEET	VIRGINIA DEPARTMENT OF TRANSPORTATION PRINCE WILLIAM LAND USE PROJECT REVIEW COMMENT AND RESOLUTION SHEET		
PAGE 1 OF 1						

Note

Indicate drawing no./page no. or use "G" for general comment.
 To be filled out by Applicant/Engineer. Date of Response is required.
 The VDOT reviewer is responsible for the final disposition of all comments.



Emily K. Lockhart

Town Planner and Zoning Administrator

MEMORANDUM

TO: Planning Commission FROM: Emily K. Lockhart DATE: February 10, 2021

SUBJECT: Staff Report for SUP#2021-002; Special Use Permit Application for 78 Residential

Units located in the Crossroads Village Center Development

Application Summary and Background:

Applicant, Haymarket Development #1 LLC, has applied for a Special Use Permit for 78 residential units to be located at the Crossroads Village Center development, 15150 Washington Street and 6500 James Madison Highway. The proposed Special Use Permit would be for a specific style of housing called two-over-twos, or also referred to as stacked townhouses. The proposed use would occupy approximately 3.6909 acres in the north/western corner of the development along the I66 on ramp from Route 15, North.

The property in question has previously applied for a Rezoning and several Special Use Permits in 2018. In September of 2018, the Town Council passed a Resolution granting the Rezoning of 9.94 acres from a B-2 zoning to a R-2 zoning. In addition, several SUPs were granted by Resolution for the following; a hotel structure in excess of 50 feet, a drive through restaurant at the eastern most pad site, a drive through restaurant at the central pad site and a bank drive through. The applicant subsequently applied for a site plan and was granted approval (See Appendix, B for Site Plan). The approved development includes 79 townhouses in the north eastern most corner of the property on the 9.94 acres rezoned to R-2. The front portion of the development includes a variety of pad sites and previously approved special use permits, as mentioned above. At the time of the rezoning the applicant submitted a Traffic Impact Analysis for the proposed uses and rezoning. The traffic impact analysis previously submitted can be viewed at the Town Planner's Office.

The applicant has provided an Illustrative Generalized Development Plan (GDP) illustrating the proposed dwelling units, parking, buffers and general layout in relation to the development. (See Appendix, A for Illustrative GDP 2020)

As the current SUP Application for the 78 Dwelling Units is presented the Town Planner is not in support of the application. Please refer to the analysis below for a detailed description of the findings and the recommendation of denial.

Town of Haymarket Zoning Ordinance, Section 58 - 1.7 Special Uses Analysis;

Section 58-1.7, Special uses

- (1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.
- (2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.
- (3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.
- (4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.
- (5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
- (6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

Town Planner Analysis -

(1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.

The Town's Comprehensive Plan designates the 3.6909 acres in question as Planned Interchange Park. The Planned Interchange Park designation is defined as *Business and commercial activities which generally depend on a trade area larger than the immediate neighborhood. (Comprehensive Plan, page 8).* As mentioned in the definition the activities occurring in this zoning district will rely on the greater Haymarket area for the customer base rather than the immediate neighborhood.

Furthermore, the Planned Interchange Park area was a concept proposed by Prince William County and endorsed in the 2008 Town Comprehensive Plan as follows; The concept revolves around the idea that highway-oriented development needs to be planned as a whole. More than half of the 41 + acres in the Planned Interchange Park remain undeveloped. The key to the approach as developed by the Town Planning Commission is cluster development that includes a mix of commercial, office, professional and retail uses around common parking facilities. Vehicle access would be carefully designed and adequate landscaping and screening would be required to minimize potentially adverse impacts on surrounding land uses. Approximately 45 acres are designated for this land use which represents 12 percent of the total Town land area. With this concept and definition in mind, it becomes clear that the intent of the district is to encourage the mix of commercial (to include retail) and professional uses in the area that will benefit from

the prominent location that is central to the greater Haymarket/Gainesville Area and a major travel route to and from adjoining counties.

The proposed special use application for 78 resident dwelling units in the Planned Interchange Park is not in accordance with the Comprehensive Plan as it does not provide commercial and professional uses to support the greater area.

(2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.

The proposed use is located in the B-2, Business Commercial Zoning District, as designated by purple shading on the Current Land Use Map (Appendix C). The intent of the Business Commercial district is as follows;

"ARTICLE XI. - BUSINESS COMMERCIAL DISTRICT B-2

Sec. 58-11.1 - Intent. The primary purpose of the business commercial district B-2 is to concentrate businesses in a coordinated manner and to provide for more intense commercial and industrial uses away from the Town center. Commercial uses located in this district, while traditionally being oriented to automobile traffic, are intended to have a sufficiently high standard in site layout, design and landscaping to minimize traffic congestion on accessory roadways and minimize the impact of the high volume of traffic at an interchange with adjacent land uses." (Town Zoning Ordinance, page 70).

The proposed 78 dwelling units do not provide concentrated businesses for more intense commercial and industrial uses in this area, rather the proposed use removes 3.69 acres from the undeveloped commercially zoned land base. The proposed units are not an appropriate use for this area as it further diminishes the Town's commercial land base and future opportunities for commercial development. The land in question has been zoned B-2 and designated as Planned Interchange Park to allow the Town an area for higher intensity commercial and professional uses that would be supported by the major Route 15/I 66 interchange and greater Haymarket area. Providing uses in keeping with the intent would allow the Town the opportunity to grow the commercial tax base and diversify the commercial/professional/retail based businesses in the area.

(3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.

Without the appropriate economic development studies, it is difficult to say that proposed use would or would not adversely affect the use or values of surrounding properties and structures. While the proposed use and the other approved improvements in the development would increase property values in the area and increase tax base, the long-term effect is unknown. (See below for additional concerns regarding the long term effects of the proposed use.)

(4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.

The proposed use shows no indication of adversely affecting the health, safety, or general welfare of the adjacent properties or surrounding residential communities. However, there is indication that the parking layout, single entry for the newly proposed use and the proximity to the major interchange may adversely affect the homeowners, should the use be approved. (See below for additional concerns regarding the long term effects and concerns of the proposed use.)

(5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

The proposed use will be located in the northwestern most section of the development and will be accessed via the main boulevard as proposed in the GDP, Appendix A. The previously approved site plan, Appendix B, designated a main entry Boulevard (with a stop light) in which all pad sites, the pre-approved residential units and the proposed units would use for entry. Other right-in-only and right-out-only access points are located along Washington Street. These access points are intended for the commercial buildings/uses in that immediate area customers are accessing. If necessary, a user could enter these access points and navigate through the parking lots to gain access to the main boulevard and ultimately reach the proposed neighborhood. With the approved site plan in consideration, there is adequate concern that the main boulevard will become congested with the additional residential units and no secondary entrance/exit to the units. The congestion has the potential to push those residents through the parking lots to access other points of entry onto Washington Street. Interconnected parcels are encouraged with direct paths to and from uses, however without an interconnection the users would rely on "snaking" through parking lots to reach exit points, resulting in a potential hazardous environment for the commercial users.

While the proposed use will generate less vehicle trips per day, according to the Gorove Slade Report, there is valid concern regarding the lack of a second entry/exit point, hazardous conditions for commercial users with cut through traffic and congestion along the main boulevard. (See below for additional concerns regarding parking and vehicular traffic within the proposed neighborhood)

(6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

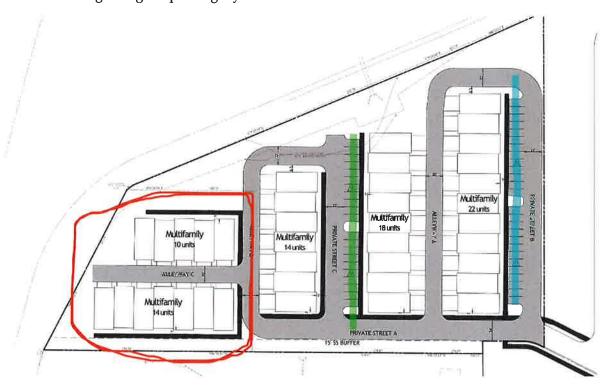
Utilities, drainage, loading zones and other necessary facilities will be required at the site plan phase. Currently, Prince William County Service Authority has approved the previously submitted site plan for the appropriate water/sewer utilities. In the outside agency review phase PWCSA stated the new plan would be required to resubmit for any site plan amendments. Same statement was submitted for Department of Environmental Quality.

Parking ~

The applicant has provided 179 parking spaces for the proposed 78 dwelling units. The Zoning Ordinance requires 2.25 parking spaces per d.u., inclusive of .25 parking space for guests. The required parking spaces for the proposed units are 176.

(78 d.u. X 2.25 parking spaces = 175.5, rounded to 176)

Despite the applicant providing the required 176 parking spaces there is concern from Staff regarding the parking layout.



The dwelling units circled in red on the image above will only have access to a single parking spot (in the one car garage) on their property. The driveways provided for these 24 units are deemed unusable as the length is less than the average car length. Based on the GDP image provided the driveways are estimated to be less than 10 feet long. In addition, there is no opportunity for on street parking for these residents in alleyway C. Rather they will need to park in private street C (Green) or private street B (Blue) and walk to their homes. Without clearly designated spaces for the 24 homes, Staff is concerned that these residents will be at a disadvantage when it comes to locating parking for themselves and any guests. If the developer were to designate the appropriate parking for these 24 units, that would require 24 of the 47 surface spaces to be designated. All 24 spaces cannot be accounted for in private street C, thus several homeowners would be required to park in private street B. If the appropriate spaces were assigned to the homeowners in those 24 units, that would leave 23 spaces for guest parking, this is 3 more than the required. However, the general layout of the parking schematic does not appear to benefit the homeowners or their guest if they are located in the 24 units to the far left.

Other Concerns

The developer has not provided any site amenities for the proposed 78 units. Thus, one could argue the homeowners will utilize the amenities within the townhouse development without restriction. Will residential amenities be provided for the two-over-two units? If so, where?

The proposed dwelling units will be situated in the curvature of the Route 15/Interstate 66 ramp. There is significant concern regarding the proximity of the proposed units to the roadway with little to no buffer or noise mitigation. The applicant should be prepared to discuss options for noise mitigation and the proximity to roadway.

No elevations of the two-over-two units provided

The 14-home stick closest to the CVS building will front the rear of the CVS. The 10-home stick directly north of the 14-home stick will front the on ramp to I66.

Will the proposed development have a Homeowner's Association? Who will maintain the common space?

Updated traffic statement provided to state that the traffic volumes will decrease from the potential B-2 uses that could be developed.

No environmental analysis or stormwater calculations provided.

Student Generation estimated to be 26 students per the Report provided by Prince William County School Board Impact Statement, dated January 8, 2021.

Outside Agency Comments provided in Appendix D

General Development Plan Comments:

- Existing Conditions not provided on the GDP. (Existing Conditions undeveloped raw land)
- No Physical Scale on the GDP only notation of scale.
- Parking
 - Tabulation should be reviewed, parking spaces provided are not accurately notated in tabulation.
 - Will parking spaces be designated for the dwelling units that do not have adequate space in the driveway to park?
 - o Will visitor parking spaces be designated?
- Buffer Dimensions not clearly notated.
 - One buffer labeled as 15' SS Buffer The required buffer between the R-2 proposed land use and the adjoining use, B-2 is a 20' Transparent Screening Buffer

Buffer between the proposed units and the VDOT right of way, appear minimal.
 Sizes and setbacks should be notated.

Conditions of Approval

- o No conditions of approval provided by the Applicant
- No additional proffers or conditions of approval provided or considered for Schools, Fire Department, Public Safety, Transportation

Planner Recommendation:

As the proposed Special Use Permit is presented currently, the Town Planner is not in support of the proposed use. The proposed dwelling units do not meet the intent of the Planned Interchange Park designation from the Comprehensive Plan or the intent of the Business Commercial Zoning District (B-2). Furthermore, the proposed development has triggered numerous concerns regarding the parking, the frontages, the proximity to the interchange, the change in traffic patterns, the lack of a second entry/exit point, and the student generation.

It is the Town Planner's recommendation that the Planning Commission hold the public hearing to hear Citizen Comments and discuss the Planner's concerns and citizen concerns with the applicant.



Brian Prater (703) 680-4664 Ext. 5122 bprater@thelandlawyers.com Fax; (703) 680-6067

November 16, 2020

Via E-Mail & Hand Delivery

Emily Lockhart Town Planner / Zoning Administrator Town of Haymarket 15000 Washington Street, Suite 100 Haymarket, Virginia 20169

Re: Crossroads Village Center - Special Use Permit for Dwelling, Multi-family Application Submission

Dear Ms. Lockhart:

Enclosed please find the following items in connection with an application for a special use permit for properties located at 15150 Washington Street and 6500 James Madison Highway (GPIN 7298-81-2707 & 7298-71-7053, respectively).

- 1. An original, executed Application for Special Use Permit;
- 2. An authorization letter dated November 11, 2020;
- 3. A check payable to the Town of Haymarket in the amount of \$1,500;
- A copy of the deed conveying the property to the owner;
- 5. A Statement of Justification dated November 13, 2020;
- 6. Copies of various resolutions adopted by the Town of Haymarket on September 4, 2018 regarding the Property;
- 7. A trip generation memorandum prepared by Gorove / Slade, dated November 13, 2020;
- 8. An 11" X 17" illustrative generalized development plan entitled "Illustrative Generalized Development Plan," prepared by J2 Engineers, dated November 11, 2020; and
- 9. Two full-size copies of the special use permit plan entitled "Dwelling, Multi-Family Special Use Permit Plan Crossroads Village Center," prepared by J2 Engineers, dated November 11, 2020.

Once you have had an opportunity to review the application, together with the supporting documents, please contact me immediately if any additional information is required for acceptance. Thereafter, I will look forward to answering any questions you

ATTORNEYS AT LAW

703 680 4664 ■ WWW.THELANDLAWYERS.COM 4310 PRINCE WILLIAM PARKWAY ■ SUITE 300 ■ PRINCE WILLIAM, VA 22192 Emily Lockhart November 16, 2020 Page 2

may have and then having the matter scheduled for a Planning Commission Public Hearing.

Thank you for your assistance in connection with this application.

Very truly yours,

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

Brian Prater

BWP

Enclosures

cc: Don Wooden (via email only)
Daniel Elliot (via email only)

P1041162.DOCX

□ Am □ Zor ⋈ Spe □ Var □ App	Appropriate Item(s): endment to Zoning Map ning Text Amendment ecial Use clance peal of Administrative Decision 1 - to be completed by ALL applicants	Office Use Only: Date Received: Application Number: Fees Received:						
1-A	Identification of Property – For zoning which the applicant has an interest, which will be other applications, it is the land, which is covered	affected by the text change. For all						
1) 2) 4)	Number and Street: 15150 Washington Street Present Zoning: B-2, General Business 3) Legal Description of Property (Omit for zoning te Sce attached deed.	Acres: +/- 3.6909 xt amendment) – Attach if necessary.						
1-B	Property – (Omit for zoning text amendments	5)						
1)	The deed restrictions, covenants, trust indentures, etc. on said property are as follows (or copy attached); if NONE, so state:							
2)	a) Has this property or any part thereof ever bee Appeal of Administrative Decision or Amendment YES DO b) Date: September 4, 2018 C) Former Applied (a) What was the disposition of the case?	to the Zoning District Map before? Tation No. See attached resolutions.						
	e) Former Applicant Name: Same as current applicant. Former Address: Former Phone:							
1-C	Identification of Applicant – All application property that will be directly affected by requested							
1)	Applicant Information: Name: Haymarket Development #1, LLC c/o Don Wooden Address: 4080 Lafayette Center Drive, Suite 265, Chantilly VA Phone Number: 571-375-1750	20151						
2)	Agent Information (If any): Name: Brian Prater, Walsh, Colucci, Lubeley & Walsh, PC Address: 4310 Prince William Pkwy, Suite 300, Woodbridge V. Phone Number: 703-680-4664	A, 22192						
3)	Owners of all property included in this application Name: Same as applicant. Address: Phone Number:							

Name,		
Phone Number:		
Name.		
Address:		
Phone Number:		
If applicant is a Land	Trust or Partnership or if the subject property is owned or contro	led
by a Land Trust or Pa	rtnership, List name and interest of ALL Land Trust Beneficiaries	or
	vidence that the person submitting the application on behalf of th	e
Land Trust or Partner	ship is authorized to do so.	
	2	
Address:	Interest:	
Phone Number:		
Beneficiary/Partner N	ame	
Address:		
Phone Number:	Interest:	
	ame.	
Address:	Interest:	
Phone Number:	Interest:	
NO (In the case of a	ve a proprietary interest in the land or land improvements? MYE zoning text amendment, this means at least one parcel of land is ange) and attach documentation: Owner, deed attached.	ں پ
If NO, state what into	rest otherwise qualifies the applicant to apply:	
from above: (Omit fo	of improvement(s) on the property in this application if different zoning text amendment)	
Address:		
Name		
Address:		
Address:		
Phone Number:		
	prporation, attach the evidence that the person submitting the	
	of the corporation is authorized to do so.	
See Authorization lette	dated November 11, 2020.	

Part 2 — Complete ONLY portion(s) of Pages 3, 4 & 5 pertaining to your case. (as checked at top of Page 1)

2-A Rezoning – (Amendment to the zoning district map) – Applications for Amendments to the Zoning District Map are heard by the Planning Commission which makes a positive or negative recommendation to the Town Council. Only the Town Council has authority to grant or deny amendments to the Zoning District Map.

2)	a) Existing Zoning:
2-B	Zoning Text Amendment — Applications for amendments to the zoning text are heard by the Planning Commission, which makes a recommendation to the Town Council. Only the Town Council has the authority to change the zoning text, which is done by passing an amendment to the Town Code.
1)	What section(s) of the Town Code is proposed to be amended?
2)	What is the nature of the proposed change?
3)	Attach the exact language suggested by the application to be added, deleted, or changed
4)	in the Town Code. Attach a written statement, which justifies the proposed change. The statement should also identify potential positive and negative impacts (if any) of the proposed change to the applicant's property, nearby properties, and the entire community if the application is approved or if it is denied.
2-C	Special Use Request — Special Use requests are heard by the Planning Commission, which makes a positive or negative recommendation to the Town Council. Only the Town Council has the authority to grant or deny a Special Use.
1)	Are development plans submitted with this application? (Staff member will explain.) \mathbb{R} YES \square NO
2)	Parking Requirements: a) Proposed number of parking spaces to be provided: b) Number of parking spaces required by Town Code: c) Attach tabulation of total land area and percentage thereof designated for various uses d) Are there any land use intensity (LUI) requirements? □ YES NO If YES, attach data.
3)	Estimated cost of proposed Special Use project: a) Land: \$\(\frac{4,300,000}{22,300,000}\) Improvements: \$\(\frac{22,300,00}{22,300,00}\) b) Estimated completion date: \$\(\frac{September 2022}{22}\)
4)	Submit a brief justifying the reasons for this request. This brief should include an analysis of how the rezoning application is supportive or not supportive of relevant goals, objectives, policies or programs in the Comprehensive Plan. (Staff will assist.)
2-D	Variance Request – Variances are granted or denied by the Zoning Board of Appeals (ZBA). Reversal of ZBA decisions may be secured only through the judicial system.
1)	a) All information required may be shown on one sheet if appropriate. b) Check characteristic(s) of the property preventing it from being used in accordance with the terms of the Town Code (Zoning Ordinance): □ Too Narrow □ Elevation □ Soil

	 Too Small 	□ Slope	 Subsurface
	 Too Shallow 	Shape	 Other (Attach specifics)
	c) Attach a descrip	tion and/or drawing	s of the item(s) checked, giving dimensions were
105	appropriate.		
2)	Attach requiremen	ts for the appropriat	e zoning district from which relief is sought as
	described in the To		
3)	use of the land un	der the terms of the	ve site zoning conditions prevent any reasonable Town Code (Zoning Ordinance).
4)	not created by an article or applicabl b) If NO, explain v	action of anyone have e part thereof becan	you affirm that the hardship described above was ying proprietary interest in the land after the zoning ne law? YES NO uld not be regarded as self-imposed (self-imposed
	relocation of a roa d) If YES, attach d e) Do the above-d apply only to this	d or highway, etc.)? lescriptions and map escribed conditions oproperty? If YES, at	s where appropriate. If hardship for which this request for variance is filed ach an explanation. $\ \square$ YES $\ \square$ NO
5)	□ Change in the se	etback requirements t requirements	ill allow a reasonable use of the land? — change in lot coverage requirements — change in area requirements
6)	 b) Is proposed use c) Will the granting purpose and inten- injurious to the ne 	g of a variance in the t of the zoning article	ning district? YES NO form requested be in harmony with the general and district statement of intent and not be nental to the public welfare? YES NO St point.

- **2-E** Appeal of Administrative Decision Administrative decisions are reviewed by the Zoning Board of Appeals (ZBA). Such administrative decisions may be reversed or sustained by the ZBA. Reversal of ZBA decision may be secured only through the judicial system.
- 2) Attach a brief, which specifically states the decision the administrative official made, the reasons given for the decision and specifically what you are herewith appealing. Elaborate on the reasons for this request, and why the Zoning Board of Appeals in your opinion should overrule the administrative official's decision.

Part 3 - To be completed by ALL applicants

AFFIDAVIT – This part of the application must be notarized. Do not sign until in the presence of a Notary Public.

1)	To the best of my knowledge, I hereby affirm that all information in this
	application and any attached material and documents are true:
	application and any attached material and documents are true:

a) Signature of applicant:	LUS
----------------------------	-----

b) Signature of agent (if any):

c) Date:	11/11/20	Notary Seal
c) Date:	11/11/20	Notary Se

2) a) Signed and sworn before me this: / // - 7/ - 2020

b) Signature of **Notary**:



HAYMARKET DEVELOPMENT 1 LLC

November 11, 2020

1602 Village Market Blvd. SE Suite 235 Leesburg, Virginia 20175

LETTER OF AUTHORIZATION

Haymarket Development 1 LLC authorizes the submission of this application. Don Wooden in his capacity as Manger has authority to sign on behalf of Haymarket Development 1 LLC.

Don Wooden

Manager, Haymarket Development 1 LLC

201803280021389

Prince William Count 03/28/2018 02:35 PM Jacqueline C Smith, Grantor Tax: \$5,820

This instrument was prepared by Bean, Kinney & Korman, P.C.

Consideration: Tax Assessed Value: \$5,820,000.00

\$4,724,100.00

Tith Insurance Prehisto.

GPIN Nos. 7298-81-2707; 7298-71-7053

Grantee's Address:

4080 Lafayette Center Drive

uite 265

Chantilly, VA 2015

Return after recording to: Stephen L. Pettler. Jr.

215 Loudoun St., Winchester, VA 22601

THIS DEED, made as of the 8th day of March, 2018, by and between ROUTE 15-66 ASSOCIATES, LLC, a Virginia limited liability company ("Grantor"), and HAYMARKET DEVELOPMENT #1 LLC, a Virginia limited liability company ("Grantee").

WITNESSETH:

THAT FOR AND IN CONSIDERATION of the sum of Ten and No/100 Dollars (\$10,00), and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Grantor hereby grants and conveys unto the Grantee, with Special Warranty of title, all of those certain lots or parcels of land, with all improvements thereon and all appurtenances thereto, situated, lying and being in the County of Prince William, Virginia, and more particularly described on Exhibit A attached hereto and incorporated herein by reference.

This conveyance is made subject to all reservations, easements, covenants and conditions contained in the deeds forming the chain of title to the aforedescribed property, as the same may lawfully apply.

WITNESS the following signatures and seals as of the date first above stated.

[SIGNATURE PAGE FOLLOWS]

201803280021389 Page 2 of 6

GRANTOR: ROUTE 15-66 ASSOCIATES, LLC, a Virginia limited liability company

By: Peete Brothers Management, LLC, a Virginia limited liability company

Its Manager

By:

Edward C. Peete, Class A Manager

Ву:

David D. Pecte, Jr., Class B Manager

By: AGS Management, LLC,

a Virginia limited liability company

Its Manager

By:

Leslie S. Afiail, Member Manager

Ву:

Guy M. Oravett, Member Manager

By:

Benjamin M. Smith, Jr., Member Manager

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF TO LINGTON, to wit:

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Edward C. Peete, Class A Manager of Peete Brothers Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this Ethago of March, 2018, on behalf of the limited liability company.

My comm'n exp.:

exp.: DCCMB((&1/2021

Notary registration no.:# 750\\(\rho\)326

Notary Public

201803280021389 Page 3 of 6

SINAMON GRACIELA MARCHIORO Commonwealth of Virginia **Notary Public** Commission No. 7506326

My Commission Expires 12/31/2021

SINAMON GRACIELA MARCHIORO Commonwealth of Virginia **Notary Public**

Commission No. 7506326

My Commission Expires 12/31/2021

COMMONWEALTH OF VIRGINIA CITY/COUNTY OF THE LINGT DY

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by David D. Peete, Jr., Class B Manager of Peete Brothers Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this Stroday of March, 2018, on behalf of the limited liability company.

My comm'n exp.:

13/30/12051

Notary registration no.:

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF SY LINGTON

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Leslie S. Ariail, Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this Aday of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 12/31/2021

Notary registration no.:

COMMONWEALTH OF VIRGINIA CITY/COUNTY OF SHI UNIGITOR

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Guy M. Gravett, Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 12/31 2021

Notary registration no.: 750632

[ACKNOWLEDGMENTS CONTINUE]



BINAMON GRACIELA MARCHIORO Commonwealth of Virginia **Notary Public**

Commission No. 7508326 My Commission Expires 12/31/2021

201803280021389 Page 4 of 6

COMMONWEALTH OF VIRGINIA, CITY/COUNTY OF AT LINETON, to wit:

The foregoing Deed was acknowledged before me, a notary public in the jurisdiction aforesaid, by Benjamin M. Smith, Jr., Member Manager of AGS Management, LLC, in its capacity as Manager of Route 15-66 Associates, LLC, this day of March, 2018, on behalf of the limited liability company.

My comm'n exp.: 12/31/2019 Notary registration no.: 17506323

> SINAMON GRACIELA MARCHIORO Commonwealth of Virginia Notary Public Commission No. 7506326 My Commission Expires 12/31/2021

201803280021389 Page 5 of 6

EXHIBIT A

ALL THOSE certain tracts, lots and parcels of land, together with all improvements thereon and appurtenances thereunto belonging, located in Gainesville Magisterial District, Town of Haymarket, Virginia, in Prince William County, Virginia, and more particularly described as follows:

BEGINNING at an iron pipe found in the northeasterly right-of-way line of Washington Street - U.S. Route 55 (variable width right-of-way - 40 feet from centerline), said iron pipe found being the westerly corner of the Giuseppe and Josephine Russo property and the southerly corner of the parcel herein described; thence with said northeasterly right-of-way line of Washington Street the following courses and distances:

North 56 degrees 59 minutes 47 seconds West 530.57 feet to an iron pipe set;

North 54 degrees 50 minutes 37 seconds West 233.88 feet to an iron rod with VDOT cap found; North 48 degrees 01 minutes 55 seconds West 68.78 feet to an iron pipe set at the southerly corner of the Quarles Haymarket Center, LLC Property; thence departing Washington Street and with said Quarles Haymarket Center, LLC Property the following courses and distances:

North 32 degrees 25 minutes 02 seconds East, crossing an iron rod with cap found at 326.19 feet, and being 428.90 feet in all, to an iron pipe found;

North 56 degrees 35 minutes 13 seconds West 530.17 feet to a Virginia Department of Highways and Transportation monument found in the southerly right-of-way/limited access line of Ramp "C1" leading from Northbound Route 15 to Eastbound Route 66 (variable width right-of-way); thence with the right-of-way/limited access line of Ramp "C1" the following courses and distances:

North 60 degrees 23 minutes 28 seconds East 217.31 feet to an iron pipe set;

North 87 degrees 31 minutes 22 seconds East 9.74 feet to an iron pipe set;

South 79 degrees 29 minutes 10 seconds East, crossing an iron rod with VDOT cap found at 3.22 feet, and being 425.78 feet in all, to an iron rod with VDOT cap found;

South 80 degrees 52 minutes 12 seconds East 200.11 feet to an iron rod with VDOT cap found in the southerly right-of-way/limited access line of Ramp "C" leading from Southbound Route 15 to Eastbound Route 66; thence with the southerly right-of-way/limited access line of Ramp "C" the following courses and distances:

South 79 degrees 42 minutes 49 seconds East 226.82 feet to an iron rod with VDOT cap found; 159.22 feet along the arc of a curve to the right (crossing an iron rod with VDOT cap found at 156.48 feet), having a radius of 1,130.00 feet, a delta angle of 08 degrees 04 minutes 22 seconds, a tangent length of 79.74 feet, and a chord bearing and distance of South 75 degrees 40 minutes 33 seconds East 159.08 feet to an iron pipe set;

South 59 degrees 01 minutes 51 seconds East 258.98 feet to an iron pipe found at the northerly corner of the D.R. Horton, Inc. property (Parcel "A", Sherwood Forest Subdivision); thence departing Route 66 and with the D.R. Horton, Inc. property in part, with the Gurjit K. and Bhupinder S. Dhindsa property in part, with the Tilak Kharel property in part, with the Patricia A. Titchenell property in part, with the Tracy Lynn Pater property in part, with the Shirley Ann Bailey

201803280021389 Page 6 of 6

property in part, with the Addo Haymarket, Inc. property in part, and with the aforesaid Giuseppe and Josephine Russo property, South 29 degrees 30 minutes 15 seconds West 1,044.31 feet to the point of beginning containing 912,905 square feet, more or less, or 20.9574 acres, more or less, as shown on a plat prepared by Ross-France, P.C., dated February 16, 2018.

AND BEING, the remainder of the same land conveyed to Route 15-66 Associates, LLC, a Virginia limited liability company by Trustees' Deed from Benjamin M. Smith, Jr., Successor Trustee and Peete Brothers Management, LLC, Successor Trustee, a Virginia limited Liability company, dated August 30, 2013 and recorded among the aforesaid land records as Instrument Number 201309100092241.

Revised Statement of Justification 12/7/2020

Statement of Justification

Special Use Permit Application Crossroads Village Center

Owner/Applicant: Haymarket Development #1, LLC
Property: 15150 Washington Street (part) & 6500 James Madison Highway

Prince William County GPIN: 7298-81-2707 (part) & 7298-71-7053

Proposed Use: Multi-Family Dwelling

Date: December 7, 2020

Introduction: The Applicant, Haymarket Development #1, LLC (the "Applicant") is the owner of the properties located at 15150 Washington Street and 6500 James Madison Highway, identified as Prince William County GPINs 7298-81-2707 and 7298-71-7053, respectively (collectively, the "Property"). The Property is approximately 21 acres and located in the northwestern portion of the Town of Haymarket (the "Town") along Washington Street and south of the Interstate 66 and Route 15 interchange.

The Property is zoned a mixture of B-2, Business Commercial and R-2, Residential. The Property is designated as Planned Interchange Park on the Town's Planned Land Use Map available on the Town's website and last revised November 16, 2015. The Property is surrounded by B-2 zoned property to the west, the Interstate 66 and Route 15 interchange to the north, and a mixture of R-1, R-2, and B-1 zoning districts. The Property is surrounding by property designated Planned Interchange Park to the west, and a combination of Moderate Density Residential, Transitional Commercial, and Neighborhood / Town Center to the west with these commercial designations be located towards Washington Street. The Property is currently undeveloped and remains the largest undeveloped parcel within the Town.

On September 4, 2018, the Town Council adopted Resolution #2018-010 approving REZ#2018-004 to rezone 9.94 acres of the Property from B-2 to R-2 to allow for development of 79 townhomes. The rezoning to R-2 was adjacent to similarly zoned property to the east and provided a compatible residential use with the existing single-family dwellings to the west. On that same evening, the Town Council also adopted Resolution #2018-011 approving SUP#2018-005 to allow a structure in excess of 50 feet for a hotel. Other resolutions adopted that evening in connection with the Property include: Resolution #2018-012 approving SUP#2018-007 for a bank with a drive-in; Resolution #2018-014 approving SUP#2018-003 to allow a restaurant with a drive-in; and Resolution #2018-015 approving SUP#2018-004 to allow a restaurant with a drive-in. Copies of those resolutions are included with the application materials.

A revised illustrative GDP, entitled "Illustrative Generalized Development Plan," prepared by J2 Engineering, dated November 11, 2020 (the "Illustrative GDP") is provided with this submission for conceptual purposes to display how the proposed special use permit fits with the overall

scheme of development for the Property. Some of the uses shown on the Illustrative GDP are by-right uses in B-2.

This special use permit is being processed concurrently with a special use permit for a restaurant, drive-in that seeks to replace the bank with a drive-in on the Property.

A site plan for the development of the Property was approved previously. The proposed special use permit along with other changes to the development layout require an amendment to that site plan, which will be filed with the Town shortly after the special use permit applications. A traffic impact analysis was approved by VDOT in connection with that site plan.

Proposed Use: The Applicant seeks this special use permit application to allow for up to 78 multi-family dwelling units. A special use permit plan entitled "Multi-Family Dwelling SUP Plan," prepared by J2 Engineers, dated November 11, 2020 (the "SUP Plan") is included with this submission. As shown on the SUP Plan, the Applicant proposes 78 multi-family dwelling units with approximately 3.6909 acres (the "SUP Area"). The units are designed as two-over-twos, which are also referred to as stacked townhomes. Generally, this style of unit is a townhome that is split into two units with each having its own exterior entrance. These types of units are set up as condominiums and, as a result, the Town Planner and Zoning Administrator determined that this type of residential unit qualifies as the Town's multi-family dwelling. The SUP Plan also shows in general private travelways, sidewalks, parking, and required buffers.

Section 58-1.7 (d) sets forth certain standards to be considered when approving a special use permit. Below is an analysis on how the proposed special use permit meets these standards.

(1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.

The Property is designated as Planned Interchange Park. The Town's Comprehensive Plan recommends that major commercial growth be limited to those areas designated as Planned Interchange Park and Town Center. Page 89, Town's Comprehensive Plan. The Planned Interchange Park designation was created with the intent of designing a cohesive development around the I-66 and Route 15 interchange that could be planned as a whole. The Property represents nearly half of the acreage designated within the Town as Planned Interchange Park, which allows it to align with the goal of planning and developing the Property as a cohesive development whole. As shown by the Illustrative GDP, this proposed use and overall development aligns with the goals and objectives of the Planned Interchange Park by utilizing the only undeveloped tract of land in this planning designation to create a cohesive and vibrant mixed use development.

Planned Interchange Park does not call specifically for residential uses, however, the desired commercial use relies and depends upon this type of residential development to stimulate and sustain the viability of the commercial uses within the development. What the Planned Interchange Park does suggest is a cluster development that includes a mix of commercial,

office, professional and retail uses, around common parking facilities. Page 92, <u>Town of Haymarket Comprehensive Plan</u>. The proposed multi-family dwellings, along with the previously approved townhomes, are an essential use to create viable and sustainable commercial uses. Therefore, the proposed multi-family dwellings align with the goals of the Planned Interchange Park by making the commercial and retail uses possible.

One of the Town's stated goals is to: "[d]evelop and support opportunities for local employment. Fortify the Town's financial condition so that it can meet growing demands for services." Page 80, Town of Haymarket Comprehensive Plan. As noted the multi-family dwellings will sustain the proposed commercial development and attract other commercial and retail development which can further fortify the Town's financial position and create local employment.

Section 2.7 of the Town's Comprehensive Plan states that the goal is to "develop a balanced program for future land use to promote the public health, safety and general welfare." An objective to achieve this goal is to ensure compatibility of land use while protecting residential areas from adverse aspects of commercial use. Page 81, Town of Haymarket Comprehensive Plan. The proposed multi-family dwellings are located adjacent to other compatible residential uses to the west. Additionally, the multi-family dwellings will be screened from the commercial uses to the south and roadways to the north by landscaping, as shown on the Illustrative GDP.

Section 2.6 of the Town's Comprehensive Plan states the goal of "[p]rovide a variety of housing options to meet the needs of the existing population and the projected populations." Page 80, Town of Haymarket Comprehensive Plan. One of the stated objectives for this goal is to "[e]ncourage a mixture of housing types and prices to meet demands of families of different ages and income levels." The two-over-two, or stacked townhome, style of unit provides a new type of residence within the Town. This style of dwelling is designed to be more affordable than your traditional townhome or single family detached home. While not necessarily affordable or market rate housing, this type of housing aims to provide a reasonably priced option for those families and citizens who cannot afford the rising rates of single family homes within the Northern Virginia region. The proposed use aligns with the housing goals of the Town's Comprehensive Plan by providing a new, unique housing type for all citizens from young individuals and couples to empty nesters.

(2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.

While the Property is zoned B-2 and R-2, the SUP Area is located within the B-2 zoned portion. Multi-family dwellings are permitted in B-2 with a special use permit to ensure that the use remains compatible with the surrounding areas and mitigates any impacts.

As shown on the SUP Plan and Illustrative GDP, the proposed use will prove compatible with the other B-2 uses and, most certainly, the residential uses to the east.

(3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.

The proposed multi-family dwelling units, along with the other commercial and residential components of the overall development of the Property, should positively affect the values of surrounding properties by increasing the tax base, creating employment opportunities, and attracting new businesses. As part of the larger development, the proposed use will have substantial landscaping and screening between its internal uses as well as the surrounding properties. The landscaping and screening is provided in accordance with Town Code requirements and will allow proposed use and overall development to be compatible with the surrounding properties and structures. Given the economic benefits and the significant landscaping, it is not anticipated that the proposed use will have an adverse effect on the use or values of surrounding properties.

(4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.

As noted in more detail below, the proposed multi-family dwelling units will actually produce significantly less vehicular trips than the permitted hotel and day-care use that was once envisioned for the SUP Area. Additionally, the Applicant will provide landscape screening and buffering around the proposed multi-family residential units to buffer the residential uses from the I-66 and Route 15 interchange as well as the commercial uses to the south. The multi-family dwelling units will be compatible with the approved townhomes directly to the east. As a result, it is not anticipated that the proposed use will have an adverse effect on the health, safety, or general welfare of persons in the neighborhood.

(5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

An objective of Section 2.2 of the Town's Comprehensive Plan states "[s]idewalks in residential areas should be provided or upgraded as residential density increase." Page 74, Town of Haymarket Comprehensive Plan. The Applicant will provide pedestrian connection along the Property's Washington Street frontage as well as internal connections throughout the development. The additional pedestrian facilities promote pedestrian safety and will be adequate to accommodate the additional foot traffic generated by the proposed multi-family and the overall development.

Based on the trip generation figures provided with this submission, the proposed 78 multi-family dwelling units will have a total 27 AM Peak Hour trips and 35 PM Peak Hour trips for an average of daily total of 423 trips. As noted, the multi-family dwellings seeks to replace a day-care and hotel, which combined were projected to generate 1,291 average daily trips. The proposed 78 multi-family dwelling units are estimated to generate 868 less average daily trips, which is a significant decrease. In addition, the AM Peak Hour trips will decrease by 133 trips and the PM Peak Hour trips will decrease by 132 trips. The estimated reductions in vehicular

trips demonstrate the proposed use shall not be hazardous or conflict with anticipated traffic nearby. Please see the memorandum prepared by Gorove / Slade, dated November 12, 2020, for more details regarding trip generation and impact to the transportation network.

(6) Utility, drainage, parking, loading and other necessary facilities provided to serve the proposed use shall be adequate.

Stormwater management shall be provided in accordance with applicable state and local regulations. The proposed special use permit is not anticipated to cause any change to the SWM approved in connection with the site plan for the Crossroads Village Center. The proposed use will be connected to public water and sewer, the final design of which will be determined in connection with site plan review. Sec. 58-6.1 of the Town's Zoning Ordinance requires 2.25 parking spaces per dwelling unit (inclusive of minimum of 0.25 minimum of 0.25 for visitor parking which must be distinct from d.u.). Based on this standard, the Applicant must provide 176 spaces. As shown on the SUP Plan, the Applicant provides 178 spaces – surplus of two spaces. As a result, the proposed facilities should be adequate to serve the proposed use.

Student Generation:

The proposed multi-family dwelling (i.e., stacked townhomes) provides a lower student generation factor than the traditional multi-family apartments, especially when the units are owner occupied rather than apartments (renter occupied). According to the Prince William County School Board, multi-family units produce 0.336 students per housing unit.² For the proposed development (78 units), this results in approximately 26 children.

This factor however, does not distinguish between renter and owner occupied units. According to the National Multifamily Housing Council (Figure 1 below), the national rate of school-age children per 100 Households is 10.8 which is more than half of the school-aged children generated by renter occupied multi-family housing units.³ In Virginia, owner occupied multi-family units produce approximately 14.6 children per 100 units.⁴ The proposed multifamily housing units will be owner occupied and, therefore, will have less student and children generation for each unit than a rental unit. Using the factors for student generation in owner occupied multi-family, the proposed 78 units will results in an estimated children generation between 8 and 11. The proposed owner occupied multi-family housing units are

¹ The Town does not have a minimum parking requirement for multi-family, dwelling or condominiums. 2.25 spaces per dwelling unit reflects the standard for single-family attached dwellings and two-family dwellings (duplex), which is the highest standard within the Town and what the Applicant has proposed to satisfy.

² See attached exhibit entitled "Student Generation Factors by School Level and Housing Unit Type."

³ National Multifamily Housing Council, *Households with Children*, Research & Insight, https://www.nmhc.org/research-insight/quick-facts-figures/quick-facts-resident-demographics/households-with-children/ (last visited December 7, 2020).

⁴ See Figure 2. Source: Carmel Ford, *Only 41 Children for Every 100 Housing Units in the U.S., on Average,* HousingEconomics.com Special Studies,

https://www.nahbclassic.org/generic.aspx?sectionID=734&genericContentID=255505&channelID=311 (last visited December 7, 2020).

distinguishable from the statistics used by the Prince William County School Board's Student Generation numbers and, as a result, the proposed development will have less impacts than your traditional apartments (renter occupied) multi-family units.

Figure 1

	School-Age Children per 100 Households										
Multifamliy Owner Households			Single-Family Renter Households	All Households							
10.8	22.6	40.8	60.7	39.0							

Source: NMHC tabulations of 2019 American Community Survey microdata, US Census Bureau. Updated 11/2020, Note: School-Age children are household members between the ages of 6-17.

Figure 2

Virginia

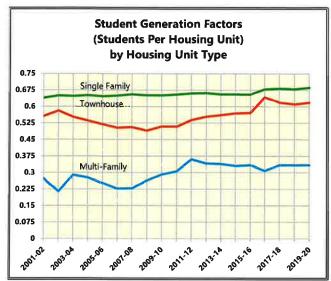
	AU	Single- family Detached	Single- family Attached	Manufac- tured	Al) Multifamily	Multifamily - 2 to 4 Units	Multifamily - 5 to 19 units	Multifamily 20+ Units
Total Housing Units	40.6	46.2	41.9	36.6	25.6	27.9	34.7	10.4
All Occupied Units	45.3	51.1	44.7	46.6	29.1	32.3	38.9	11.9
Recent Movers	41.2	63.0	42.2	57.2	23.4	29.2	30.4	8.1
Into Existing Construction	41.2	62.4	43.0	60.1	23.6	29.3	30.3	8.3
Into New Construction	41.7	88.4	18.3	***	14.1	***	33.2	***
Non-Movers	46.0	50.1	45.2	45.5	31.5	33.3	43.0	13.5
Owner Occupied Units	44.1	46.8	36.5	44.4	14.6	21.8	19.7	6.5
Recent Movers	49.1	57.7	28.4	57.4	8.1	7.7	9.0	7.5
Into Existing Construction	48.4	56.3	29.9	59.0	8.2	8.2	9.3	7.5
Into New Construction	63.6	90.9	11.3	***	***	***	•••	***
Non-Movers	43.8	46.2	37.2	43.8	15.4	23.4	20.7	6.3
Renter Occupied Units	47.9	78.3	60.6	51.7	31.2	33.4	41.3	12.9
Recent Movers	38.4	70.7	47.3	50.6	24.0	30.0	30.9	8.1
Into Existing Construction	38.7	70.7	47.4	53.9	24.1	30.1	30.8	8.3
Into New Construction	17.5	53.1	41.6	***	14.9	***	35.4	***
Non-Movers	52.3	81.1	67.9	52.0	34.7	34.7	47.2	15.2

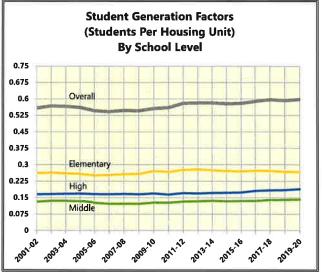
Conclusion

The proposed use, multi-family dwellings, is permitted in B-2 with a special use permit in order to mitigate potential impacts of the use. The Applicant proposes significant landscaping and buffers as a means to mitigate and screen the residential use from adjacent thorough fares and commercial uses. The proposed use is compatible with the residential townhomes directly adjacent to the west. The proposed use will generate less trips and, therefore, have less impact on the transportation network than what was previously contemplated for the SUP Area (i.e., daycare and hotel). Additionally, the proposed use advances the Town's housing goals and objects within the Comprehensive Plan making it a compatible, viable, and consistent use of the Property.

Student Generation Factors By School Level and Housing Unit Type

Prince William County Public Schools 2019-20





Historical Data											
	School Type	Single Family	Unit Type	Multi-Family	Total		School Type	Single Family	Unit Type	Multi-Family	Total
2019-20	Elementary	0.292	0.289	0.172	0.267	2012-13	Elementary	0.302	0.287	0.184	0.279
2013-20	Middle	0.164	0.145	0.076	0.142	2012-13	Middle	0.156	0.120	0.075	0.133
	High	0.230	0.185	0.088	0.189		High	0.205	0.147	0.083	0.169
	Total	0.686	0.619	0.336	0.598		Total	0.662	0.554	0.342	0.582
School Type Single Family Townhouse Multi-Family							School Type Single Family Townhouse Multi-Family			Multi-Family	Total
2018-19	Elementary	0.292	0.288	0.175	0.268	2010-11	Elementary	0.301	0.258	0.167	0.268
	Middle	0.163	0.144	0.075	0.140	Middle	0.152	0.111	0.067	0.127	
	High	0.224	0.179	0.085	0.185	5	High	0.202	0.139	0.072	0.164
	Total	0.680	0.611	0.335	0.592		Total	0.655	0.509	0.306	0.560
	School Type Unit Type		Total		School Type Single Family Trownkouse: M			Multi-Family	Total		
2016-17	Elementary	0.300	0.313	0.163	0.273		Elementary	0.298	0.245	0.142	0.258
2010-11	Middle	0.159	0.145	0.064	0.135		Middle	0.148	0.107	0.055	0.122
	High	0.220	0.184	0.082	0.181	1	High	0.206	0.139	0.069	0.166
	Total	0.679	0.6421	0.309 ¹	0.590		Total	0.652	0.491	0.265	0.546
			Unit Type						Unit Type		
	School Type	Single Family	Townhouse	Multi-Family			School Type	Single Family	Помирание	Multi-Family	Total
2014-15	Elementary	0.294	0.285	0.176	0.272	2006-07	Elementary	0.294	0.250	0.122	0.254
	Middle	0.156	0.128	0.070	0.134	2000 07	Middle	0.148	0.111	0.048	0.122
	High	0.206	0.155	0.085	0.172		High	0.208	0.143	0.058	0.166
	Total	0.656	0.569	0.331	0.578		Total	0.650	0.504	0.228	0.542

Note: 1) The 'Student Generation Factor' is a mathematical representation of the relationship between housing units in Prince William County and the number of students enrolled in Prince William County Public Schools on September 30 of each year. In other words, it is the number of enrolled students per total number of housing units by type.



²⁾ Numbers are rounded up to the nearest thousandth; thus totals, may be affected because of rounding.

¹ In 2016-17, approximately 7,000 condo-style townhouses and 2-over-2 units were reclassified from townhouse to multi-family, thus contributing to a notable increase in student yields of townhouse units and a decrease in student yields of multi-family units.

Original Statement of Justification 11/13/2020

Statement of Justification

Special Use Permit Application Crossroads Village Center

Owner/Applicant: Haymarket Development #1, LLC
Property: 15150 Washington Street (part) & 6500 James Madison Highway
Prince William County GPIN: 7298-81-2707 (part) & 7298-71-7053

Proposed Use: Multi-Family Dwelling

Date: November 13, 2020

Introduction: The Applicant, Haymarket Development #1, LLC (the "Applicant") is the owner of the properties located at 15150 Washington Street and 6500 James Madison Highway, identified as Prince William County GPINs 7298-81-2707 and 7298-71-7053, respectively (collectively, the "Property"). The Property is approximately 21 acres and located in the northwestern portion of the Town of Haymarket (the "Town") along Washington Street and south of the Interstate 66 and Route 15 interchange.

The Property is zoned a mixture of B-2, Business Commercial and R-2, Residential. The Property is designated as Planned Interchange Park on the Town's Planned Land Use Map available on the Town's website and last revised November 16, 2015. The Property is surrounded by B-2 zoned property to the west, the Interstate 66 and Route 15 interchange to the north, and a mixture of R-1, R-2, and B-1 zoning districts. The Property is surrounding by property designated Planned Interchange Park to the west, and a combination of Moderate Density Residential, Transitional Commercial, and Neighborhood / Town Center to the west with these commercial designations be located towards Washington Street. The Property is currently undeveloped and remains the largest undeveloped parcel within the Town.

On September 4, 2018, the Town Council adopted Resolution #2018-010 approving REZ#2018-004 to rezone 9.94 acres of the Property from B-2 to R-2 to allow for development of 79 townhomes. The rezoning to R-2 was adjacent to similarly zoned property to the east and provided a compatible residential use with the existing single-family dwellings to the west. On that same evening, the Town Council also adopted Resolution #2018-011 approving SUP#2018-005 to allow a structure in excess of 50 feet for a hotel. Other resolutions adopted that evening in connection with the Property include: Resolution #2018-012 approving SUP#2018-007 for a bank with a drive-in; Resolution #2018-014 approving SUP#2018-003 to allow a restaurant with a drive-in; and Resolution #2018-015 approving SUP#2018-004 to allow a restaurant with a drive-in. Copies of those resolutions are included with the application materials.

A revised illustrative GDP, entitled "Illustrative Generalized Development Plan," prepared by J2 Engineering, dated November 11, 2020 (the "Illustrative GDP") is provided with this submission for conceptual purposes to display how the proposed special use permit fits with the overall

scheme of development for the Property. Some of the uses shown on the Illustrative GDP are by-right uses in B-2.

This special use permit is being processed concurrently with a special use permit for a restaurant, drive-in that seeks to replace the bank with a drive-in on the Property.

A site plan for the development of the Property was approved previously. The proposed special use permit along with other changes to the development layout require an amendment to that site plan, which will be filed with the Town shortly after the special use permit applications. A traffic impact analysis was approved by VDOT in connection with that site plan.

Proposed Use: The Applicant seeks this special use permit application to allow for 78 multifamily dwelling units. A special use permit plan entitled "Multi-Family Dwelling SUP Plan," prepared by J2 Engineers, dated November 11, 2020 (the "SUP Plan") is included with this submission. As shown on the SUP Plan, the Applicant proposes 78 multi-family dwelling units with approximately 3.6909 acres (the "SUP Area"). The units are designed as two-over-twos, which are also referred to as stacked townhomes. Generally, this style of unit is a townhome that is split into two units with each having its own exterior entrance. These types of units are set up as condominiums and, as a result, the Town Planner and Zoning Administrator determined that this type of residential unit qualifies as the Town's multi-family dwelling. The SUP Plan also shows private travelways, sidewalks, parking, and required buffers.

Section 58-1.7 (d) sets forth certain standards to be considered when approving a special use permit. Below is an analysis on how the proposed special use permit meets these standards.

(1) The proposed use at the stipulated location shall be in accordance with the official policies of an adopted comprehensive plan, and with any specific element of such plan.

The Property is designated as Planned Interchange Park. The Town's Comprehensive Plan recommends that major commercial growth be limited to those areas designated as Planned Interchange Park and Town Center. Page 89, Town's Comprehensive Plan. The Planned Interchange Park designation was created with the intent of designing a cohesive development around the I-66 and Route 15 interchange that could be planned as a whole. The Property represents nearly half of the acreage designated within the Town as Planned Interchange Park, which allows it to align with the goal of planning and developing the Property as a cohesive development whole. As shown by the Illustrative GDP, this proposed use and overall development aligns with the goals and objectives of the Planned Interchange Park by utilizing the only undeveloped tract of land in this planning designation to create a cohesive and vibrant mixed use development.

Planned Interchange Park does not call specifically for residential uses, however, the desired commercial use relies and depends upon this type of residential development to stimulate and sustain the viability of the commercial uses within the development. What the Planned Interchange Park does suggest is a cluster development that includes a mix of commercial,

office, professional and retail uses, around common parking facilities. Page 92, <u>Town of Haymarket Comprehensive Plan</u>. The proposed multi-family dwellings, along with the previously approved townhomes, are an essential use to create viable and sustainable commercial uses. Therefore, the proposed multi-family dwellings align with the goals of the Planned Interchange Park by making the commercial and retail uses possible.

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Section 2.7 of the Town's Comprehensive Plan states that the goal is to "develop a balanced program for future land use to promote the public health, safety and general welfare." An objective to achieve this goal is to ensure compatibility of land use while protecting residential areas from adverse aspects of commercial use. Page 81, Town of Haymarket Comprehensive Plan. The proposed multi-family dwellings are located adjacent to other compatible residential uses to the west. Additionally, the multi-family dwellings will be screened from the commercial uses to the south and roadways to the north by landscaping, as shown on the Illustrative GDP.

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(2) The proposed use shall be in accordance with the general purpose and intent of the applicable zoning district requirements.

While the Property is zoned B-2 and R-2, the SUP Area is located within the B-2 zoned portion. Multi-family dwellings are permitted in B-2 with a special use permit to ensure that the use remains compatible with the surrounding areas and mitigates any impacts.

As shown on the SUP Plan and Illustrative GDP, the proposed use will prove compatible with the other B-2 uses and, most certainly, the residential uses to the east.

(3) The proposed use shall not adversely affect the use or values of surrounding properties and structures.

The proposed multi-family dwelling units, along with the other commercial and residential components of the overall development of the Property, should positively affect the values of surrounding properties by increasing the tax base, creating employment opportunities, and attracting new businesses. As part of the larger development, the proposed use will have substantial landscaping and screening between its internal uses as well as the surrounding properties. The landscaping and screening is provided in accordance with Town Code requirements and will allow proposed use and overall development to be compatible with the surrounding properties and structures. Given the economic benefits and the significant landscaping, it is not anticipated that the proposed use will have an adverse effect on the use or values of surrounding properties.

(4) The proposed use shall not adversely affect the health, safety or general welfare of persons residing or working in the neighborhood.

As noted in more detail below, the proposed multi-family dwelling units will actually produce less vehicular trips than the permitted hotel and day-care use that was once envisioned for the SUP Area. Additionally, the Applicant will provide landscape screening and buffering around the proposed multi-family residential units to buffer the residential uses from the I-66 and Route 15 interchange as well as the commercial uses to the south. The multi-family dwelling units will be compatible with the approved townhomes directly to the east. As a result, it is not anticipated that the proposed use will have an adverse effect on the health, safety, or general welfare of persons in the neighborhood.

(5) Pedestrian and vehicular traffic generated by the proposed use shall not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

An objective of Section 2.2 of the Town's Comprehensive Plan states "[s]idewalks in residential areas should be provided or upgraded as residential density increase." Page 74, Town of Haymarket Comprehensive Plan. The Applicant will provide pedestrian connection along the Property's Washington Street frontage as well as internal connections throughout the development. The additional pedestrian facilities promote pedestrian safety and will be adequate to accommodate the additional foot traffic generated by the proposed multi-family and the overall development.

Based on the trip generation figures provided with this submission, the proposed 78 multi-family dwelling units with have a total 27 AM Peak Hour trips and 35 PM Peak Hour trips for an average of daily total of 423 trips. As noted, the multi-family dwellings seeks to replace a day-care and hotel, which combined were projected to generate 1,291 average daily trips. The proposed 78 multi-family dwelling units are estimated to generate 868 less average daily trips, which is a significant decrease. In addition, the AM Peak Hour trips will decrease by 133 trips and the PM Peak Hour trips will decrease by 132 trips. The estimated reductions in vehicular

trips demonstrate the proposed use shall not be hazardous or conflict with anticipated traffic nearby. Please see the memorandum prepared by Gorove / Slade, dated November 12, 2020, for more details regarding trip generation and impact to the transportation network.

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Stormwater management shall be provided in accordance with applicable state and local regulations. The proposed special use permit is not anticipated to cause any change to the SWM approved in connection with the site plan for the Crossroads Village Center. The proposed use will be connected to public water and sewer, the final design of which will be determined in connection with site plan review. Sec. 58-6.1 of the Town's Zoning Ordinance requires 2.25 parking spaces per dwelling unit (inclusive of minimum of 0.25 minimum of 0.25 for visitor parking which must be distinct from d.u.). Based on this standard, the Applicant must provide 176 spaces. As shown on the SUP Plan, the Applicant provides 178 spaces – surplus of two spaces. As a result, the proposed facilities should be adequate to serve the proposed use.

Conclusion

The proposed use, multi-family dwellings, is permitted in B-2 with a special use permit in order to mitigate potential impacts of the use. The Applicant proposes significant landscaping and buffers as a means to mitigate and screen the residential use from adjacent thorough fares and commercial uses. The proposed use is compatible with the residential townhomes directly adjacent to the west. The proposed use will generate less trips and, therefore, have less impact on the transportation network than what was previously contemplated for the SUP Area (i.e., daycare and hotel). Additionally, the proposed use advances the Town's housing goals and objects within the Comprehensive Plan making it a compatible, viable, and consistent use of the Property.

¹ The Town does not have a minimum parking requirement for multi-family, dwelling or condominiums. 2.25 spaces per dwelling unit reflects the standard for single-family attached dwellings and two-family dwellings (duplex), which is the highest standard within the Town and what the Applicant hasproposed to satisfy.



RESOLUTION TO UPDATE THE TOWN OF HAYMARKET'S ZONING MAP TO REFLECT THE APPROVAL OF REZONING APPLICATION REZ#2018-004, TO REZONE 9.94 ACRES AT 15150 WASHINGTON STREET.

WHEREAS, The Town of Haymarket approved the Rezoning Application REZ#2018-004 at the August 6, 2018 Town Council Meeting;

WHEREAS, the Town Council accepted the Proffer Statement for Crossroads Village Center dated July 11, 2018;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Rezoning Application and Proffer Statement;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Rezoning Application REZ#2018-004 is approved and Proffer Statement Dated July 11, 2018 is accepted.

By Order of Council:

David Leake, M

ATTEST:

Shelley Kozlowski Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-005 FOR A STRUCTURE IN EXCESS OF 50 FEET IN THE B-2 ZONING DISTRICT AT 15150 WASHINGTON STREET

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-005 at the August 6, 2018 Town Council Meeting with the following condition;

WHEREAS, SUP#2018-005 requests a permit for a structure in excess of 50 feet in height;

WHEREAS, the permit is only applicable for a Hotel Facility;

WHEREAS, the permit is void for a Assisted Living Facility in excess of 50 feet in height;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-005 is approved.

By Order of Council:

David Leake, Mayor

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-007 FOR A BANK WITH A DRIVE-IN AT THE LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-007 at the September 4, 2018 Town Council Meeting;

WHERAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-007 for a Bank with a Drive-In at the Location in accordance with the GDP is approved.

By Order of Council:

David Leake Makor

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-003 FOR A RESTAURANT WITH A DRIVE-IN AT THE CENTRAL RESTAURANT LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-003 at the September 4,2018 Town Council Meeting;

WHEREAS, The Town Council approved the Special Use Permit with the following conditions; the store-front of the restaurant shall face Washington Street, all four sides of the restaurant shall be finished to a standard to present aesthetically pleasing facades on all sides, development shall be in general conformance with the GDP including sidewalks along both sides of main roadway, and restaurant with drive-in shall have a minimum patio size of 150 square feet;

WHEREAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-003 for a Restaurant with a Drive-In at the Central Restaurant Location in accordance with the GDP is approved.

By Order of Council:

David Leake Mayor

Date: 11-20-18

ATTEST:

Shelley Kozlowski, Clerk of Council



RESOLUTION TO APPROVE SPECIAL USE PERMIT SUP#2018-004 FOR A RESTAURANT WITH A DRIVE-IN AT THE EASTERN RESTAURANT LOCATION ON THE GENERALIZED DEVELOMENT PLAN

WHEREAS, The Town of Haymarket approved the Special Use Permit SUP#2018-004 at the September 4,2018 Town Council Meeting;

WHEREAS, The Town Council approved the Special Use Permit with the following conditions; the store-front of the restaurant shall face Washington Street, all four sides of the restaurant shall be finished to a standard to present aesthetically pleasing facades on all sides, development shall be in general conformance with the GDP including sidewalks along both sides of main roadway, and restaurant with drive-in shall have a minimum patio size of 150 square feet;

WHEREAS, The Planning Commission and Town Council held a Joint Public Hearing on May 21, 2018 and received comments from the public with regard to the Special Use Permit Application;

NOW, THERFORE, BE IT RESOLVED by the Town Council for the Town of Haymarket, Virginia, meeting in regular session this 4th day of September 2018, that the Special Use Permit, SUP#2018-004 for a Restaurant with a Drive-In at the Eastern Restaurant Location in accordance with the GDP is approved.

By Order of Council:

David Leake, Mayor

Date: 11-20-18

ATTEST:

Shelley Kozlowski, Clerk of Council



TECHNICAL MEMORANDUM

Town of Haymarket To: Emily Lockhart

Meladon Management Partners Cc: Don Wooden Walsh, Colucci, Lubeley & Walsh

Brian Prater

Steven Matthew Dauterman, EIT, RSP1 Gorove Slade Associates From: Gorove Slade Associates

Niraja Chandrapu, PE, PTOE Gorove Slade Associates Chad Baird

Date: November 13, 2020

Subject: Crossroads Village Center - Trip Generation Comparison

Introduction

This memorandum presents the finding of a trip generation comparison assessment conducted for the Crossroads Village Center development within the Town of Haymarket, Virginia. The assessment was conducted to evaluate a proposed change in the forecasted trip generation for the site by comparing the Application's original development program under REZ 2018-0004 with a modified development program that is under consideration.

As illustrated in this memorandum, the change in trip generation association with the modified development program proposed is anticipated to either decrease peak hour trips or have a negligible impact on the surrounding road network. Therefore, the findings and conclusions of the approved traffic impact study (TIS) that was conducted for REZ 2018-0004, (titled Traffic Impact Study - Crossroads Village Center and last revised on June 7, 2018) would overall remain valid.

Modification of Development Program

The Crossroads Village Center development is primarily situated north of Washington Street (Route 55), south of Interstate 66, east of James Madison Highway (Route 15), and west of Fayette Street (Route 1301).

Previously under REZ 2018-0004, the proposed development was anticipated to consist of approximately 79 townhomes, 32.227 kSF of general retail space, a 110-room hotel, a 10 kSF daycare facility, 8 kSF of fast-food with drive-thru uses, and a 3,500 kSF drive-in bank. Given changes in market conditions and interested future users for the site, ultimately development program of the site has been refined and now includes: 79 townhomes, 78 two-over-two's, 11.899 kSF of general retail space, a 31 kSF supermarket, 5.832 kSF of fast-food with drive-thru uses, and a 2.38 kSF drive-thru coffee and donut shop.

Trip Generation Comparison

In order to calculate the trips generated by the development and compare the two development programs, the Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition) publication was used to determine the trips going into and out of the development during the weekday morning (AM), weekday afternoon (PM), and Saturday midday (SAT) peak hours, as well as, the typical number of weekday daily trips associated with the site.

Table 1 illustrates the trip generation for the original development program approved under the REZ 2018-0004 application; Table 2 illustrates the trip generation for the development program that is currently being considered. A comparison of the development programs is illustrated in Table 3. Of note, for the purposes of this assessment, both Table 1 and Table 2 include reductions due to internal trip captures between the residential and non-residential uses and pass-by trips (consistent with the approved TIS) in order to assess the net change in external trips that would be anticipated on the future road network.

Table 1: Site Trlp Generation – Approved Development Program

					w	lookd		-			Vesko	
Approved Land Use (used in the approved TIA)	ITE Code	Size		M Peak	Hour	P	M Penk	Hour	Daily	Satur	duy Pea	
Approved Elina O.F. passar in the approved to a			In	Out	Total	In	Out	Total	Folal	In	Oiil	Total
Residential Uses		THE STATE OF THE S	_	50	38	30	18	48	556	26	26	52
Multifamily Housing (Low-Rise)	220	79 DU	9	23		- 30	40		556	26	26	50
Subtotal Residential without Reductions				29	38	30	18	48	000	20	20	-
Non-Residential Uses	24244					424	400	236	2,784	132	122	254
Shopping Center	820	32 227 KSF of GLA	104	64	168	113	123			45	35	80
Hatel	310	110 Rooms	30	20	50	29	27	56	B15		33	17
Daycare	565	10 COU KSF of GFA	58	52	110	52	59	111	476	11	в	
Fast-Food Restaurant with Drive-Thru Window	934	8 000 kSF of GFA	164	158	322	136	125	261	3,768	224	215	439
Committee Commit	912	3 500 KSF of GFA	19	14	33	36	36	72	407	47	45	92
Drive-In Bank	912	3 July and Gran	375	307	682	356	371	737	8,250	459	423	882
Subtotal Non-Residential without Reductions	CO. 17	The second second	- 3	4	4	- 4	-3	-7	-83	4	-4	-8
Internal Capture (15% Rosidential to Commercial)			- 25	48	-40	-38	-42	-80	-868	-34	-32	-66
Pass-By (24%AM, 34% PM, 24% daily, and 26% Saturday	1			-15			344	698	8,055	447	413	860
Subtotal with Reductions			357	317	674	354	344	938	0,033	441	410	300

*	Old- Tale C	anavation	Drangend	Development	Program
Table 2:	Site Trip G	eneration -	Proposed	Development	Frogram

date 2: one itte contract					w	eekd	ay -	-			Veak	
Proposed Land Use (Current Plan)	ITE Code	Size	AM Peak Hour			Pf	M Peak	Hou	Daily	Satur	ilay Pei	ik Hour
ayasan Euro es. (cureur un)			16	Out	Total	ln	Out	Total	Total	- In	Out	Total
Residential Uses						- 40		10	556	26	26	52
fultifamily Housing (Low-Rise)	220	79 DU	9	29	38	30	10	48	423	19	20	30
Autifamily Housing (Mid-Rise)	221	78 DU	7	20	27	21	14	35		19	18	- 01
Subtotal Residential Without Reductions	7		16	49	65	51	32	83	979	45	40	91
ion-Rosidential Uses		The state of the s			775		50	112	1,414	60	55	115
Shopping Center	820	11 899 kSF of GLA	98	60	158	54	58	112		60 201	194	395
upermarkel	850	** kSF of GFA	71	47	118	166	160	326	3,410			
ast-Food Restaurant with Drive-Thru Window	934	5 all kSF of GFA	119	115	234	99	92	191	2,747	163	157	320
Coffee/Donut Shop with Drive-Thru Window	937	2 360 kSF of GFA	108	104	212	52	51	103	1,953	98	97_	195
Subjotal Non-Residential without Reductions	7		396	326	722	371	361	732	9,524	522	503	1,025
			2	-7	-11	- 4	-6	-12	-147	-7	-7	-14
nternal Capture (15% Residential to Commercial)	2578		-41	.26	-86	-75	-74	-149	-1,158	-68	-65	-133
Pass-By (24%AM, 34% PM, 24% daily, and 26% Satur	oayı		360	313	672	310	296	606	8,642	486	451	918
Subtotal with Reductions			300	9.19		510	140			-		

Table 3: Comparison of Development Programs

able 3: Comparison of Development Programs			Weekday							— Weakond —			
ITF Code	Size		AM Peak	Hour	PI	M Peak	Hour	Daily	Satin	day Pe			
112 234		ln ln	Out	Total	In	Out	Total	Total	In	Out	Total		
			313	672	310	296	606	8,642	466	451	918		
			317	674	354	344	698	8,055	447	413	860		
		3	4	-2	-44	-48	-92	587	19	38	58		
	ITE Code	- All Andrews -		ITE Cods Size AM Peak In Out 360 313	— W ITE Cods Size AM Peak Hour In Out Total 360 313 GZ		Week day -	TTE Code Size AM Peak Hour PM Peak Hour by Out Total in Out Total 250 313 672 310 296 608	ITE Code Size AM Peak Hour PM Peak Hour Daily 1) Out Total In Out Total Total 350 313 672 310 296 606 8,642 357 317 674 354 344 698 8,055	Weskey Weskey Salur	TE Code Size AM Peak Hour PM Peak Hour Daily Saturday Peak Daily Daily Saturday Peak Daily Daily Saturday Peak Daily Daily		

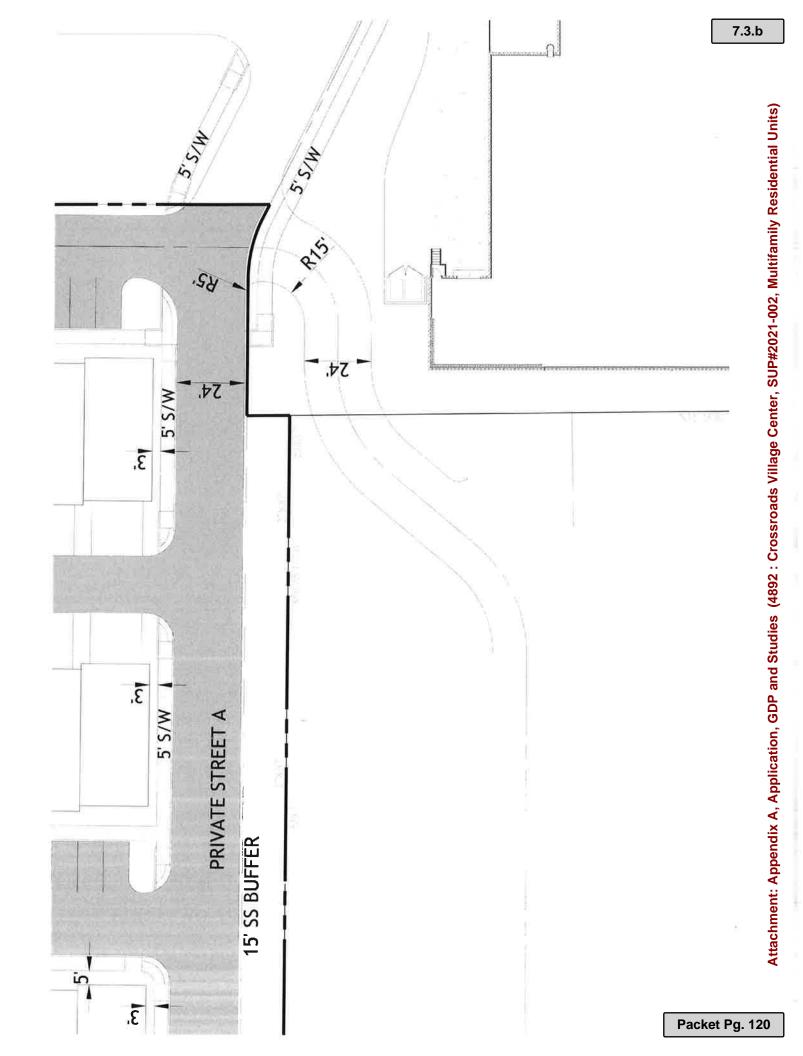
Based on the <u>Trip Generation Manual</u>, the revised development program that is currently under consideration is anticipated to generate approximately 2 fewer trips (no real difference) during AM peak hour, 92 fewer trips (1-2 less trips per minute) during the critical PM peak hour, 58 additional trips (1 new trip per minute) during the less critical SAT peak hour, and 587 additional weekday trips (that would be spread out through the off-peak hours), as compared to the approved program.

Given the changes in the anticipated development trips, the future road network (as depicted in the approved traffic study) will continue to operate similar or better than reported in the approved traffic impact study. Thus, the findings and conclusions of the approved traffic impact study (TIS) that was conducted for REZ 2018-0004 would overall remain valid.



NOVEMBER 11TH, 2020





The Applicant, Haymarket Development #1, LLC (the "Applicant") to supplement its pending SUP permit application examined within the Town of Haymarket town limits the underutilized and undeveloped land parcels that are zoned R-1 and R-2 as well as land parcels zoned B-1 and B-2 to reasonably determine how much these land parcels would yield in population growth if approved/developed to the Town of Haymarket existing population count. The Applicant included in its analysis the entitled/approved sites, speculative sites, submitted in review sites that Applicant believes could be developed in the near to long term.

As noted in the table below the total density is reasonably estimated to be 110 residential units.

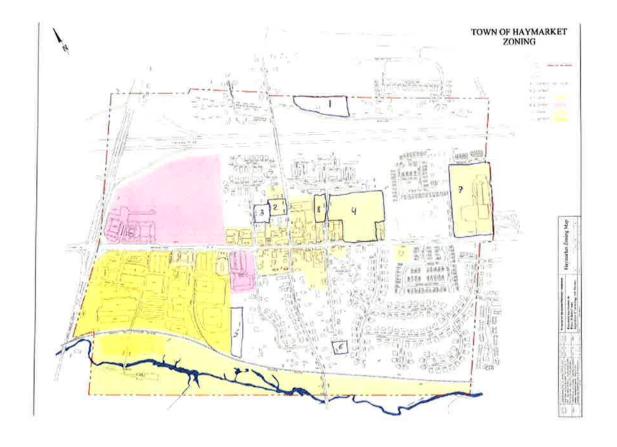
Мар			Po	ossible/Approv	ed	
<u>lentifier</u>	Property Address	Zoning	Land Area	Density	Product Type	Comments
1	14850 Jordan Ln. & Other Property	R-1	6.13	16	SFD	speculative; possible wetland on eastern side
2	6604 & 6608 Jefferson St.	B-1	0.83	7	TH	approved TH units & retail
3	6655 Fayette St.	R-1	0.35	1	SFD	speculative
4	14850 & 14860 Washington St.	B-2	4.8	38	TH	approved Van Metre TH project
5	6742 Fayette St.	R-1	1.67	13	TH	speculative
6	6807 Jefferson St.	R-1	0.65	2	SFD	speculative
7	14600 Washington St.	B-1		30	CU	proposed/submitted for review
8	6700 Hunting Path Rd.	B-1	0.947	3	SFD	speculative
	Total Density			110		speculative, approved, proposed housing unit

The Applicant assumed that each residential unit will have on average 2.5 people per household. As such it is assumed that these sites/projects would reasonably generate the population growth of 473 which includes the prior approved townhome development within the Crossroads Village Center.

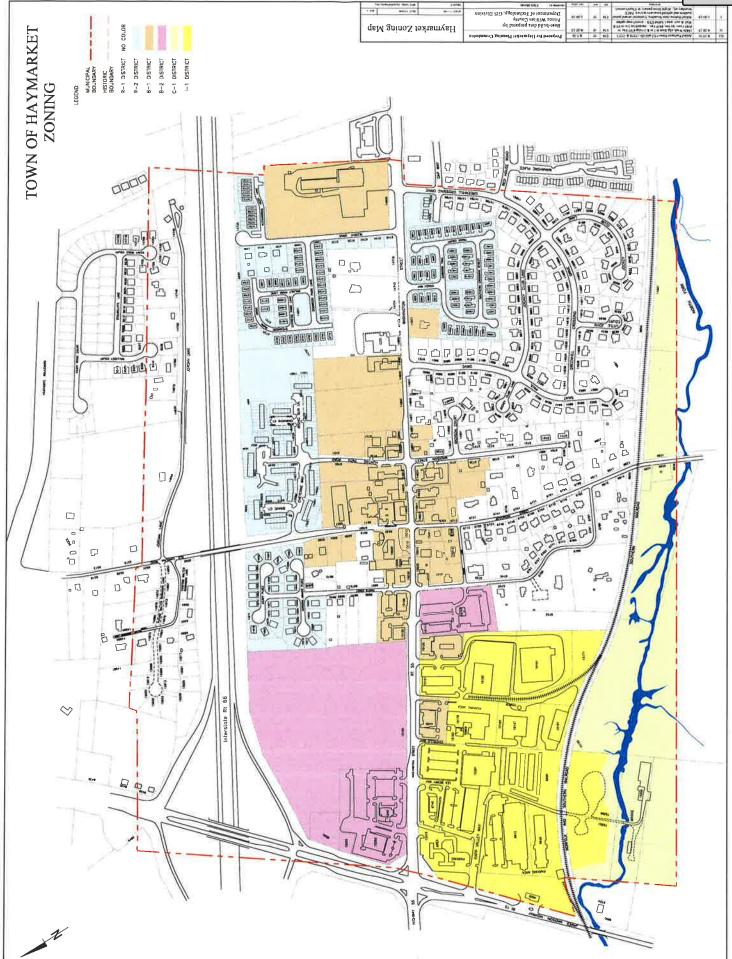
Max. Population Density Cap	3500	
Approximate Current Population	2000	Per the Town of Haymarket Staff
Total from Approved Category Units	113	assumed household of 2.5/unit
Total from Submitted in Review Category Units	75	assumed household of 2.5/unit
Total from Identified Speculative Category Units	88	assumed household of 2.5/unit
Total from Approved Crossroads Village Center	198	assumed household of 2.5/unit; approved 79 TH
Total Existing Population + Additional Population	2473	
Available Capacity	1027	

In summary, based on the Applicant analysis the Town of Haymarket should have the residual capacity and should not exceed the prescribed population target cap of 3,500 residents.

[Zoning Map with Identified Sites on following page]







Attachment: Appendix C, Current Land Use Map (4892 : Crossroads Village Center, SUP#2021-002, Multifamily Residential Units)

4 County Complex Court Woodbridge, VA 22192 Phone (703) 335-7900 www.pwcsa.org

Division of Engineering & Planning Samer S. Beidas, P.E., CCM, Director



January 8, 2021

MEMORANDUM

To:

Emily Lockhart

Town Planner/Zoning Administrator

Town of Haymarket

From:

David L. Guerra, P.E.

Planning Manager

Prince William County Service Authority

Re:

Special Use Permit, Crossroads Village Center (Multi-Family Dwelling Units)

David Guerra

GPIN (s):

7298-81-2707 (part) & 7298-71-7053

The subject property is within the Development Area of the County and is thereby required to utilize public water and sewer to develop.

The Service Authority's comments regarding this application are as follows:

- 1. No oils, fuels, anti-freeze, solvents or other pollutants or flammable substances shall be discharged into the public sewer system.
- 2. Applicant shall size, design and install a Service Authority (or PWC) approved grease trap on-site, if required by the Service Authority. The applicant shall properly maintain the grease trap to prevent grease build-up in the force main or gravity sewer.
- 3. Fire sprinkler systems shall incorporate a county approved backflow prevention device and be designed to eliminate water hammer.
- 4. Grinder pumps in the sanitary sewer system may be required.
- The applicant shall install a county approved, adequately sized backflow prevention device on the water service line. This device shall be on the customer side of the water meter and before any point of use fixture of the on-site plumbing system.
- 6. For any proposed landscape irrigation system, the applicant shall demonstrate to the Service Authority that there is no detrimental effect on the Service Authority's water distribution system and service pressure to the community. Irrigation systems shall be represented as a collective maximum hour demand for the hydraulic modeling of the proposed water system, both with and without a simultaneous fire flow event.

Town of Haymarket Planning Office Page 2 of 2 SUP, Crossroads Village Center (Multi-Family Dwelling Units)

- 7. All on-site and off-site water system improvements necessary to mitigate the impact of the proposed irrigation system demands shall be the responsibility of the applicant.
- 8. The Service Authority has a proposed 12-inch water main stub-out associated with the Crossroads Village Center final site plan (#SA2018-0337) located off the proposed Jaxton Square Lane. Water service is contingent upon the installation of this main by the developer. All connections to the public water system shall be in accordance with the Service Authority's USM requirements and restrictions.
- 9. The Service Authority has a proposed 8-inch gravity sewer main associated with the Crossroads Village Center final site plan (#SA2018-0337) located off the proposed Jaxton Square Lane. Sewer service is contingent upon the installation of this main and the downstream sewer pumping station by the developer. All connections to the public sewer system shall be in accordance with the Service Authority's USM requirements and restrictions.
- 10. Depending on the final configuration of any proposed on-site water mains, additional water main extensions may be required by the Service Authority to provide adequate fire protection or satisfy water quality requirements.
- 11. The applicant shall design and construct all new on-site and off-site water and sanitary sewer utility improvements necessary to develop the subject property and the above listed requirements in accordance with the Service Authority's USM, and County and State requirements, standards and regulations. The sizing and configuration of on-site and off-site utility system improvements will be determined during the preliminary and final plan review process, based on existing and proposed zonings of surrounding properties and the policies of the County Comprehensive Plan and Service Authority planning documents. The design shall be supported by appropriate engineering analysis/modeling of affected existing utility systems and the proposed new facilities.
- 12. Approval of a Special Use Permit or the rezoning of a property does not guarantee or assure water and sanitary sewer capacity availability for development of said property. Available utility system capacities are allocated on a first-come-first-served basis to zoned properties having approved final site/subdivision plans upon filing the required application and full payment of all associated utility fees/charges.

Emily Lockhart

From: Konow, Rebecca <rebecca.konow@deq.virginia.gov>

Sent: Monday, December 28, 2020 8:10 AM

To: Emily Lockhart

Cc: Matt Caudle; Ken Luersen; Bob Weir; Chris Coon; Kimberly Henry

Subject: Re: Courtesy One Mile Review for Town of Haymarket SUP Packages

Attachments: NRO-18-267_2019-05-06_Crossroads_AprvlLttr.pdf

Good morning Emily,

Unfortunately, the DEQ SWM Program does not provide review of Special Use Permits. However, a brief review of our records indicated the SW plans associated with this project were previously reviewed and approved by the DEQ. The attached approval letter indicates the site specific plan that was reviewed and approved. If changes are made that affect this stormwater management plan then a modification of this plan should be submitted to the DEQ for review and approval. As always, please let me know if you have any questions.

Respectfully,

Rebecca Konow

Stormwater & Virginia Water Protection Compliance Specialist Department of Environmental Quality Northern Regional Office 13901 Crown Court, Woodbridge, VA 22193 (703) 583-3979

On Tue, Dec 8, 2020 at 2:04 PM Emily Lockhart <<u>elockhart@townofhaymarket.org</u>> wrote: Good Afternoon,

I am reaching out to share two upcoming Special Use Permit applications for the Town of Haymarket. Attached you will find the application materials submitted by Meladon, for the Crossroads Village Center, located in the Town of Haymarket. The applicant is requesting a SUP for a Starbucks Drive Thru restaurant and a SUP for a two-over-two housing development in the Northeastern most corner of the development.

We kindly request your agency review and comment. Please submit all comments no later than January 8, 2021. If you have any questions please let me know.

Thank you kindly, Emily

Emily K. Lockhart
Town Planner/Zoning Administrator
Town of Haymarket



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY NORTHERN REGIONAL OFFICE

Matthew J. Strickler Secretary of Natural Resources NORTHERN REGIONAL OFFICE 13901 Crown Court, Woodbridge, Virginia 22193 (703) 583-3800 Fax (703) 583-3821 www.deq.virginia.gov

David K. Paylor Director

Thomas A. Faha Regional Director

May 6, 2019

Igor Levine Haymarket Development #1, LLC. 4080 Lafayette Center Drive, Suite 265 Chantilly, Virginia 20151

Transmitted Via Email: (ilevine@meladon.com)

Re: Cro

Crossroads Village Center Town of Haymarket, Virginia DEQ SWM #: NRO-18-267

Stormwater Management Plan Approval

Dear Mr. Levine:

The Department of Environmental Quality (DEQ) has reviewed the revised Stormwater Management Plan (Plan) received March 19, 2019 in accordance with the Virginia Stormwater Management Act and the Virginia Stormwater Management Program (VSMP) Regulations. The Plan dated November 20, 2018 with latest signed seal date of March 3, 2019 is hereby approved and a copy is enclosed. No changes may be made to the approved Plan without obtaining prior approval from DEQ. Additionally, approval of the ESC and SWM Plan does not relieve the operator of complying with all other federal, state, or local laws and regulations.

As provided by Rule 2A:2 of the Supreme Court of Virginia, you have thirty (30) days from the date you received this decision within which to appeal this decision by filing a notice of appeal in accordance with the Rules of the Supreme Court of Virginia with the Director, Virginia Department of Environmental Quality.

If not already provided, at your earliest convenience, please submit one digital copy (PDF preferred) of the approved Plan and accompanying specifications to DEQ at the following address:

Department of Environmental Quality
Northern Regional Office

May 6, 2019 DEQ Plan #: NRO-18-267 Page 2 of 2

> Attn: Stormwater Plan Review 13901 Crown Court Woodbridge, Virginia 22193

It is the responsibility of the owner and/or operator to ensure that the project is constructed in accordance with the approved Plan and accompanying specifications. Upon completion of the project, the owner and/or operator will be required to submit a construction record drawing for all permanent stormwater management facilities (i.e., post-development best management practices) constructed in accordance with the approved Plan.

Prior to the commencement of construction, all land-disturbing activities equal to or greater than one acre, or less than one acre and part of a larger common plan of development or sale, must register for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities (VAR10). If not already submitted, a copy of the General Permit registration statement can be obtained from DEQ's website at the following location: https://www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx

DEQ acknowledges the receipt of the draft Stormwater Management Inspection & Maintenance Agreement for this project. Comments on this agreement will be provided under separate cover. Please note that the recordation of this agreement in the local land records will be required prior to submitting a Notice of Termination under the General Permit.

Please contact Margaret Dannemann at Margaret.Dannemann@deq.virginia.gov or (703) 583-3892 if you have any questions about this letter.

Respectfully,

Inisha M. Beasly Trisha Beasley, Manager

Regional VWPP/Stormwater Program

Cc: Larry Gavan, DEQ-CO
Kelly Vanover, DEQ-NRO Manager
Linda Unkefer, Ross - France

Jody Greene, Wetland Studies and Solutions, Inc. Katie McDaniel, Town of Haymarket Contact

DEQ CGP Permitting staff

Enclosure

Emily Lockhart

From:

Donohoe, Stephen L. <sdonohoe@pwcgov.org>

Sent:

Thursday, January 7, 2021 5:13 PM

To:

Emily Lockhart

Cc:

Scullin, Elizabeth D.; Agrawal, Parag

Subject:

FW: Courtesy One Mile Review for Town of Haymarket SUP Packages

Hello Emily,

Thank you for the opportunity to review these projects. The Prince William County Planning Office has no objection to their approval. Below is the response from PWDOT as well.

Good luck with this project.

Thanks, Steve

Stephen L. Donohoe, AICP

Deputy Planning Director Planning Office Prince William County Government 5 County Complex Court Prince William, VA 22192 (703) 792-5282 office (703) 792-4401 fax sdonohoe@pwcgov.org

From: Scullin, Elizabeth D. < EScullin@pwcgov.org>

Sent: Tuesday, December 22, 2020 9:36 AM

To: Donohoe, Stephen L. <sdonohoe@pwcgov.org>; Daus, Meika <MDaus@pwcgov.org>; McGettigan, David

<dmcgettigan@pwcgov.org>

Subject: RE: Courtesy One Mile Review for Town of Haymarket SUP Packages

Good morning Steve,

I reviewed the statement of justification and the Gorove Slade Technical Memorandum (11-13-2020) and have no objection to the proposed uses given that they generate significant less trips than the approved uses.

Do I need to file these comments somewhere or is this email sufficient?

Thanks.

E

From: Donohoe, Stephen L. <sdonohoe@pwcgov.org>

Sent: Wednesday, December 16, 2020 6:33 PM

To: Scullin, Elizabeth D. < EScullin@pwcgov.org; Daus, Meika < MDaus@pwcgov.org; McGettigan, David

<dmcgettigan@pwcgov.org>

Subject: FW: Courtesy One Mile Review for Town of Haymarket SUP Packages

Please see the attached projects within the Town of Haymarket.

Thanks, Steve

From: Emily Lockhart <elockhart@townofhaymarket.org>

Sent: Tuesday, December 8, 2020 2:04 PM

To: Donohoe, Stephen L. <sdonohoe@pwcgov.org>; Joshi, Hiren <hiren.joshi@vdot.virginia.gov>; beaversd@pwcs.edu;

Candland, Peter < < PCandland@pwcgov.org >; undefined < rebecca.konow@deq.virginia.gov >; Samantha Kearney

<skearney@pwcsa.org>

Cc: Matt Caudle <mcaudle@townofhaymarket.org>; Ken Luersen <kluersen@townofhaymarket.org>; Bob Weir

<bweir@townofhaymarket.org>; Chris Coon <CCoon@townofhaymarket.org>; Kimberly Henry

<khenry@townofhaymarket.org>

Subject: Courtesy One Mile Review for Town of Haymarket SUP Packages

This email is from an EXTERNAL source. Use caution when replying or clicking embedded links.

Good Afternoon,

I am reaching out to share two upcoming Special Use Permit applications for the Town of Haymarket. Attached you will find the application materials submitted by Meladon, for the Crossroads Village Center, located in the Town of Haymarket. The applicant is requesting a SUP for a Starbucks Drive Thru restaurant and a SUP for a two-over-two housing development in the Northeastern most corner of the development.

We kindly request your agency review and comment. Please submit all comments no later than January 8, 2021. If you have any questions please let me know.

Thank you kindly, Emily

Emily K. Lockhart
Town Planner/Zoning Administrator
Town of Haymarket

							PAGE 1 OF 1
		Virginia Department of Transpo Prince William Land Use Project Review Comment and Resolution Sh	TRANSPORTATION AND USE VIEW UTION SHEET	NOL	TIA - NOT REQUIRED		COMMENT CATEGORIES: 1. REQUIREMENT 2. RECOMMENDATION
COUN	COUNTY NUMBER: FAMILY DWELLING	COUNTY NUMBER: HAYMARKET SUP-MULTI FAMILY DWELLING	Developer/Engineer: J2 Engineers	ir: J2 Engineers	REVIEWER(S): HIREN C JOSHI; P.E.	Joshi; P.E.	DATE: 02-01-21
PROJE	ECT NAMI	PROJECT NAME: CROSSROADS VILLAGE CENTER	REVIEW PHASE & TYI	ie & TYPE: 18T REVIEW SUP	JP DISCIPLINE: PWC LAND USE	Jse	
ITEM No.	Dwg. No. ⁽¹⁾	COMMENTS		COMMENT	RESPONSE ⁽²⁾ DATE:		FINAL DISPOSITION ⁽³⁾
		We have completed our review of the subject SUP application and we have following comments to offer.	ne subject SUP comments to				
1.01	GDP/ SUP	Site accesses along Washington Street should be shown with spacing dimensions noting the roadway stationing.	eet should be ing the roadway	1			
1.02	GDP/ SUP	Revised Trip Generation should be noted at all accesses along Washington Street.	noted at all	1			
1.03	GDP/ SUP	All previously approved VDOT waivers and exceptions should be included with the SUP package.	vers and the SUP	1			

Note: This form is to be used by the VDOT land use team to provide comments or concems associated with the rezoning applications, site plans or any other plans when requested by the county or the applicants.

Revised September, 2014

Attachment: Appendix D, Outside Agency Comments (4892 : Crossroads Village Center, SUP#2021-002, Multifamily Residential Units)

Packet Pg. 131

<u>-80</u>0

Indicate drawing no./page no. or use "G" for general comment.
To be filled out by Applicant/Engineer. Date of Response is required.
The VDOT reviewer is responsible for the final disposition of all comments.



Prince William County School Board - Impact Statement

Date:	January 8, 2021									
Case Number:	Special Use Permit (Or	riginal rezoning - REZ2018-0	04)							
Case Name:	CROSSROADS VILL	AGE CENTER SUP								
Magisterial District:	Town of Haymarket									
Description:	Special Use Permit to a	allow 78 multi-family units in	addition to the 79							
	townhouse units appro	ved with REZ2018-004								
Proffer Evaluation Category:	Pre-2016	2016-2019	Post-2019							

Proposed Residential Rezoning (number of units)		eration for Pr Rezoning	oposed
Housing Units Proposed Single-Family 0 Townhouse 0 Multi-family 78 Total 78	Elen M H	nents Generated nentary 13 iddle 6 High 7 Total 26	
Developer Proposed Mitigation			
Monetary proffers are consistent with Monetary Policy Guide (for cases prior to July 1, 2016)?	Yes	No	✓ N/A
School site, if offered, addresses a need identified in the School Division's CIP?	Yes	No	✓ N/A
The location and size of the school site, if offered, is acceptable to the School Division?	Yes	No	✓ N/A
For cases July 1, 2016 to present			
The student generation methodology in the developer's impact analysis is acceptable?	Yes	No*	✓ N/A
	Elementary School	0	Total
*If No, what is the correct student	Middle School	0	Students
generation?	High School	0	0
Monetary proffers, if offered, are based on adopted CIP projects, in terms of cost and in the geographic area of the rezoning, in the developer impact statement?	Yes	No	✓ N/A

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Prince William County School Board Page 2

Developer Proposed Mitigation

- REZ2018-004 was approved by the Haymarket Town Council on September 4, 2018, allowing 79 townhouse units, generating 49 students.
- This proposed Special Use Permit adds 78 multi-use residential units, generating an additional 26 students.
- The developer's approved Proffer Statement for the rezoning, dated April 3, 2018, indicated a monetary contribution of \$10,300 per townhouse unit, generating approximately \$813,700.
- The Special Use Permit does not provide for monetary contributions for the additional 78 multi-family units, (two-over-twos).

Countywide Current and Projected Student Enrollment & Capacity Utilization

	Availab	le Space		2020-21 2024-2				100	II EST WIE	2029-30		
School Level	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	
Elementary School	43,053	66	38,390	4,663	89.2%	41,239	1,814	95.8%	44,254	-1,201	102.8%	
Middle School	20,949	58	20,978	-29	100.1%	21,596	-647	103.1%	22,554	-1,605	107.7%	
High School	26,197 ¹ 28,754 ²	67	28,343	-2,146	108.2%	30,078	-1,324	104.6%	31,406	-2,652	109.2%	

Capacity on which available space is calculated for the 2020-21 school year.

Current and Projected Student Enrollment & Capacity Utilization

- Schools in same attendance area as Proposed Rezoning

Under the School Division's 2020-21 school attendance area assignments, students generated from the Proposed Rezoning will attend the following schools:

	Availab	le Space		2020-21			2024-25		2029-30			
School Level	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	
Haymarket ES	944	2	814	130	86.2%	790	154	83.6%	875	69	92.7%	
Reagan MS	1,233	5	1,382	-149	112.1%	1,397	-164	113.3%	1,252	-19	101.5%	
Battlefield HS	2,053	21	2,908	-855	141.7%	1,919	134	93.5%	1,613	440	78.6%	

² Capacity on which available space is calculated for the 2021–22 through 2029–30 school years.

Prince William County School Board
Page 3

Current and Projected Student Enrollment

 Schools in same attendance area as Proposed Rezoning, including the effect of students generated from proposed rezoning

	Availab	le Space	2020-21				2024-25		2029-30			
School Level	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	
Haymarket ES	944	2	814	130	86.2%	807	137	85.5%	892	52	95.5%	
Reagan MS	1,233	5	1,382	-149	112.1%	1,403	-170	113.7%	1,258	-25	102.0%	
Battlefield HS	2,053	21	2,908	-855	141.7%	1,926	127	93.8%	1,620	433	78.9%	

Schools Capital Improvements Program (CIP) Projects that may impact schools in attendance areas of the Proposed Rezoning (with year anticipated)

Elementary School	
Middle School	Reagan MS 6-room addition (2022); Gainesville MS 11-room addition (2022)
High School	Gainesville High School (2021)

Note: The capacity utilization of an individual school due to the impact of future Schools CIP projects will vary based upon the attendance area modifications approved by the School Board.

School Board Comments and Concerns

- The School Board is opposed to any rezoning application that causes student enrollment either Division-wide, by school level, or by student enrollment at any assigned school, to exceed 100 percent of capacity.
- Current Division-wide enrollment levels at middle and high schools in the aggregate exceed capacity.
- Current enrollment exceeds capacity at the assigned middle school (Reagan) and high school (Battlefield).
- As indicated above, the assigned middle school is expected to exceed capacity within five years by approximately 13.7 percent with the additional students under this application. The anticipated additional students will further strain the operational and capital resources of the assigned schools and add to the School Division's need to create new space for students.
- Transferring or reassigning students to other PWCS schools to relieve the additional overcapacity created by this application is not a solution acceptable to the School Board, nor likely to be well received by the school community. While the School Board must adjust school boundaries upon the opening of new schools or additions to existing schools, and does so only with community input and recommendations, it is opposed to boundary changes precipitated by the approval of individual residential developments.
- For these reasons, the School Board is opposed to the subject application.