

# **UPDATE MEMO**

**TO:** Planning Commission

FROM: Scott F. Meyer, Principal Planner

Planning Office

**RE:** #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station

#SUP2023-00004, Ashland Square Parcel B – Restaurant with Pick-up/Drive-up

(Potomac Magisterial District)

**DATE:** June 2, 2023

At the May 10, 2023 public hearing, the Planning Commission reviewed the above-referenced proposals and received public testimony. The Planning Commission closed the public hearing and deferred a decision on these applications to a date certain of June 14, 2023, to which the Applicant agreed, and for the following reasons:

- 1. To allow time for the Applicant to formally meet with the Northern Virginia Conservation Trust (NVCT) to discuss the items of concern in their 5/5/23 letter.
- 2. For Applicant and staff to address/clarify overhead powerline requirements and option of burying power lines along Dumfries Road.
- 3. Look into specific options for traffic calming measures for vehicle/pedestrian safety within the Parcel B development.

In response to the Planning Commission's action, the Applicant's representative provided an update letter with responses/explanations for each of the Planning Commission items of concern. In addition to the letter, an updated plan has been provided to show additional crosswalk markings as well as a copy of the administrative meeting minutes to document the discussions between the Applicant and NVCT.

At this time, there are no other updates to the SUP Conditions, plans/exhibits, signage, or building elevations.

Staff maintains its recommendation of approval for Special Use Permit #SUP2023-00004, Ashland Square Parcel B – Restaurant with Pick-up/Drive-up and Special Use Permit #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station, subject to the conditions dated April 28, 2023.

Additional information from the Applicant's representative is attached for the Commission's consideration at the June 14, 2023 meeting.



June 2, 2023

(703) 565-5134 sp@comptonduling.com

#### VIA ELECTRONIC DELIVERY

Mr. Scott Meyer, Planner Prince William County Planning Office Five County Complex Court Prince William, VA 22192

Re: Ashland Square Parcel B –SUP2023-00004 & SUP2020-00002 - Follow-up Memo

Dear Mr. Meyer:

This memo is to provide an update on the applicant's follow-up as requested by the Planning Commission at the public hearing on May 10, 2023. The following requests and suggestions were provided:

1. Meet with Northern Virginia Conservation Trust (NVCT) to discuss the items of concern in their letter.

The applicant met with NVCT on Wednesday, May 31. We discussed their concerns regarding tree preservation and the prevention of invasive species. A copy of the meeting minutes are attached for reference. The applicant will continue to work in good faith with NVCT in the spirit of long term neighbors.

2. Standards applicable to the overhead powerlines along Dumfries Road.

The county requirement regarding overhead powerlines is as follows:

Design and Construction Standards Manual 125.01.I.

1. All on-site utility facilities serving new uses or installed after the effective date of this Chapter to serve any use, and not otherwise exempted by this subsection, and to include water, sewer, power, natural gas, telephone and cable, shall be installed underground.

This requirement shall not apply to the following:

(a) Transmission power lines of thirty-four thousand five hundred (34,500) volts or greater;

Ashland Square Parcel B Special Use Permit Request June 2, 2023

The powerline along Dumfries Road is located in the public right-of-way for the arterial road. The present load capacity is not above 34,500 volts but we understand from discussions between Northern Virginia Electric Cooperative (NOVEC) and the applicant's utility consultant that this powerline is a main line and NOVEC does not support placing the line underground. In addition to being a main line, the lines are not on-site and, since they are existing and are not being installed by the applicant the lines are not anticipated to be place underground. As this is a minimum site plan requirement already, it will be addressed in detail at the time of final site plan review.

3. Traffic calming measures to enhance pedestrian safety.

The attached revised plan shows the additional crosswalks suggested during the Planning Commission meeting.

If you have any questions, please call me. Thank you for your attention to this matter.

Sincerely,

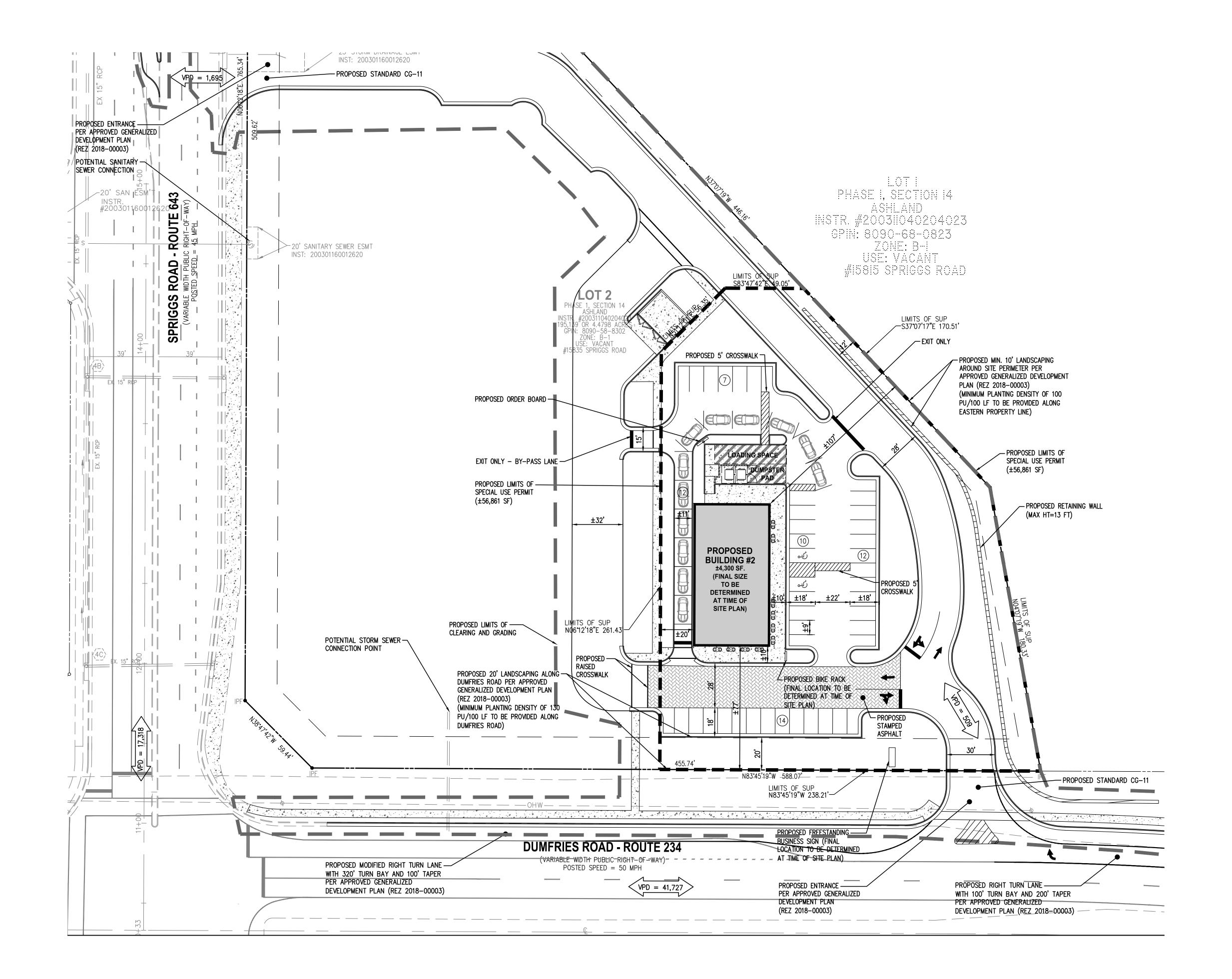
COMPTON & DULING, L. C.

Sherman Patrick, Jr.

Sherman Patrick, Jr., A.I.C.P. Director of Zoning and Entitlements

SP/jhk Enclosures

cc: Saul Holdings Limited Partnership



# Saul <u>Ce</u>nters

# Ashland Square Parcel 'B' - NVCT & Saul Centers Discussion

Attendees: Alan Rowsome, Matt Gerhart, Alyssa Hemler (NVCT), Sherman Patrick (Compton Duling), Stephen B. Powell, Jr., Brian Downie (Saul Centers)

#### I. Introduction

- a) The teams introduced themselves.
  - i) Alan Rowsome relayed the overall mission of the NVCT
  - ii) Stephen Powell expressed Saul's commitment to the environment and outlined examples of current and existing developments where environmental measures have been implemented.

## II. NVCT Parcel Sizing

- a) NVCT stated that the original sizing of the parcel was sufficient at the time of its creation to protect the small whorled pogonia. They are concerned that the area is no longer sufficient due to development in the area and are concerned with the "edge effects" at the border of the parcel.
- b) Saul stated that they have done a survey of the Saul parcel and it was determined that the site is not a suitable area for the growth of the small whorled pogonia. This report will be submitted to the US Fish and Wildlife Service as part of the site plan approval process. Saul will provide NVCT a copy of the report at that time.

#### III. NVCT Main Concerns

- a) The NVCT relayed their main concerns:
  - i) A sufficient buffer to prevent the infiltration of invasive plant species onto the NVCT parcel.
  - ii) Trespassing of persons onto their property, potentially disturbing the small whorled pogonia.
  - iii) Impacts to the critical root zones of trees near the edge of their property and how construction could disturb these zones.

### IV. Buffer Size

a) Saul explained that a buffer larger than the proffered buffer size was not technically feasible due to the requirement to install the entrances onto the site per VDOT

- requirements. These requirements are what drive the location of the access road around the perimeter of the site. Saul shared the buffer landscape plan with NVCT to explain the amount of landscaping being installed along the perimeter of the property withing the landscaped buffer.
- b) In acknowledgement of the concern with the buffer size, Saul committed to the following:
  - i) Saul will confer with WSSI on the landscape plan to ensure that the mix of plantings installed will deter the growth of invasive plant species.
  - ii) Saul will regularly maintain the landscape buffer to remove any invasive plant species.

### V. Trespassing of Persons

a) Saul reviewed the plans with NVCT and outlined the retaining wall structures that will be installed to enable the grading of the Saul site. These will create a physical barrier for persons on the Saul site from entering the NVCT site. In the location between the two retaining walls, there is a small section of land where no retaining wall is required. Saul committed to installing a fence in this "gap" to provide a continuous barrier. The fence would be installed along the property line so as to allow maintenance of the landscape buffer from the Saul property.

#### VI. Impacts to Critical Root Zones

a) Saul showed the tree survey performed on the site as part of the site plan. There were approximately 3 large trees determined to have canopies that extend onto the Saul site and likely have root structures extending into the site. Saul committed to protecting the root zones to the extent feasible while still allowing construction of the landscape buffer. Saul will minimize disturbance in the area to the extent possible.

#### VII. Communication

a) NVCT requested additional communication during the development process. Saul committed to meeting with the NVCT on a quarterly basis during the development/construction of the site.

#### VIII. Adjournment at approx. 3:36PM



#### PLANNING COMMISSION RESOLUTION

MOTION: May 10, 2023
Regular Meeting

SECOND: Res. No. 23-xxx

RE: SPECIAL USE PERMIT #SUP2020-00002, ASHLAND SQUARE PARCEL B -

MOTOR VEHICLE FUEL STATION POTOMAC MAGISTERIAL DISTRICT

**ACTION:** 

**WHEREAS**, this is a request for a special use permit to allow a motor vehicle fuel station (retail) with quick service food store and associated signage modifications on a commercial pad site encompassing ±1.79 acres; and

**WHEREAS,** this is concurrently being processed with Special Use Permit #SUP2023-00004; and

**WHEREAS**, the subject site is located at the northeast intersection of Dumfries Road (Route 234) and Spriggs Road, is addressed as 15835 Spriggs Road, and is identified on County maps as GPIN 8090-58-8302 (portion); and

**WHEREAS**, the site is designated MU-3, Neighborhood Mixed Use, which recommends a range of 0.23 to 0.57 floor area ratio (FAR) in the Comprehensive Plan and is located within the Ashland/Montclair Activity Center; and

**WHEREAS**, the site is currently zoned B-1, General Business, and is located within both the Dumfries Road (Route 234) and Spriggs Road Highway Corridor Overlay Districts; and

**WHEREAS,** County staff recommends that the Planning Commission recommend approval of this Special Use Permit for the reasons stated in the staff report; and

**WHEREAS**, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on May 10, 2023, at which time public testimony was received and the merits of the above-referenced case were considered; and

**WHEREAS**, the Prince William County Planning Commission finds that public necessity, convenience, general welfare, and good zoning practice are served by recommending approval of this request;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William County Planning Commission does hereby close the public hearing and recommend approval of Special Use Permit #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station, subject to the conditions dated April 28, 2023.

May 10, 2023 Regular Meeting Res. No. 23-xxx Page 2

ATTACHMENT: SUP Conditions, dated April 28, 2023		
<u>Votes</u> :		
Ayes:		
Nays:		
Abstain fro	om Vote:	
Absent fro	om Vote:	
Absent fro	om Meeting:	
MOTION C	CARRIED	
Attest:		
	Oly Peña	
	Clerk to the Planning Commission	

#### **SPECIAL USE PERMIT CONDITIONS**

Owner/Applicant: Saul Holdings Limited Partnership #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station Prince William County GPIN: 8090-58-8302 (portion)

Special Use Permit Area: ±1.79 acres (the "Property")

Zoning: B-1, General Business Magisterial District: Potomac Date: <u>April 28, 2023</u>

The following conditions are intended to offset the impacts of the proposal and to render the application consistent with the applicable chapters of the Comprehensive Plan and the surrounding areas. If the conditions of this Special Use Permit ("SUP") or the Special Use Permit Plan conflict with the Zoning Ordinance, and/or the Design and Construction Standards Manual ("DCSM") at the time of final site plan review or approval, the more restrictive standards shall apply, except as specifically authorized by this SUP.

The Applicant shall file a site plan within two (2) years of approval of this SUP by the Board of County Supervisors and shall have up to five (5) years from the date of final site plan approval to commence the proposed use. Issuance of an occupancy permit constitutes commencement of the use. The term Owner/Applicant shall also include all current/future owners and successors in interest.

1. <u>Site Development</u> – The Property shall be developed in substantial conformance with the Special Use Permit plan entitled "SUP2020-00002, Ashland Square Parcel B, Building #1 – Convenience Center," prepared by Walter L. Phillips Incorporated, dated June 24, 2019 and revised through February 27, 2023 ("SUP Plan"). Minor modifications may be approved during final site plan review due to final engineering considerations.

#### 2. Use Parameters

- a. <u>Use Limitation</u> The use approved with this special use permit shall be limited to a retail motor vehicle fuel station containing eight (8) pump islands with sixteen (16) fueling positions and a by-right quick service food/convenience store, as shown on the SUP Plan.
- b. <u>Hours of Operation</u> Hours of operation may be 24-hours per day, seven days per week.
- c. <u>Vehicle Service & Repair</u> No vehicle service and/or repair shall be performed in association with the motor vehicle fuel station.
- d. <u>Outdoor Speaker System</u> Any outdoor speaker system shall be limited to one speaker per pump fueling position. Outdoor speakers shall not be audible beyond the limits of the Property.

- e. <u>Cessation of the Use</u> If the sale of motor vehicle fuel should cease for a period of more than one year, the Applicant shall notify the County of the cessation of use and shall be required to submit a demolition plan to Building Development for removal of the following structures within 60 calendar days of approval of the demolition plan:
  - i) Underground fuel storage tanks;
  - ii) Fuel dispensers;
  - iii) Pump islands;
  - iv) Overhead canopy;
  - v) Air and water dispensers; and
  - vi) Signage related to motor vehicle fuel sales.

In the event all uses are discontinued and the site is vacant, then the owner shall stabilize the site using erosion control measures acceptable to the Prince William County Environmental Services Division.

#### 3. <u>Community Design</u>

- a. <u>Building Architecture Elevation</u> The design of the convenience center building shall be in substantial conformance to the building design concept, as prepared by HFA and provided by the Applicant.
- b. <u>Fuel Pump Canopy Elevation</u> The design of the fuel facility overhead canopy shall be in general conformance to the elevation concept, as prepared by BCT Architects, dated March 4, 2020. An alternative design theme may be approved by the Planning Director or designee, provided that such overhead fuel pump canopy is of an equal or better design quality.
- c. <u>Overall Building Design Style & Theme</u> The building shall have a unified, quality design theme and be faced on all sides with durable, attractive, high-quality materials, comparable to brick, stone, wood, architectural concrete masonry unit (e.g., regal stone, split face, precision, ground face), precast concrete panels, or metal panels of architectural grade and quality.

An alternative design theme may be approved by the Planning Director or designee, provided that such building design is of an equal or better quality. Additional minor changes to the architecture and material may be made, provided that any such changes are approved by the Planning Director or designee prior to the issuance of a building permit release letter. Such approval shall be based on a determination that the changes result in a building and canopy that is of equal or better quality than that shown on the Elevations. At least two weeks prior to requesting a building permit release letter from Development Services, the Applicant shall submit building and canopy elevations so that it may ensure compatibility of the canopy with the Elevations.

- d. <u>Dumpster Enclosure Design</u> Any refuse storage/dumpster enclosure area shall utilize a compatible design theme and similar materials as the principal building, as shown in the elevations. Such dumpster area shall be completely screened with an opaque enclosure with a gate that prohibits viewing this area from the surrounding parking areas and public right-of-way and shall remain closed when not in use.
- e. <u>Corner Focal Point Area</u>: The Applicant shall provide a corner/focal landscape feature at the Dumfries/Spriggs Road intersection, as a community placemaking and branding element, which was negotiated with Proffer Amendment #REZ2018-00003. Such feature shall include a small plaza open area, bench/seat wall, supplemental landscaping, brick pavers, retaining wall, and bicycle repair station with rack, with a direct connection to the Spriggs Road asphalt trail. The corner feature shall be in general conformance with Precedent Images Exhibit, as prepared by Walter L. Phillips Incorporated and dated February 27, 2023.

#### f. <u>Landscaping</u>

- i) The site shall be landscaped in substantial conformance with the landscaping depicted on the SUP Conceptual Landscape Plan. All the plantings shall be indigenous and drought resistant.
- ii) The Applicant shall provide a 20-foot-wide landscaped buffer along Spriggs Road and Dumfries Road in accordance with the SUP Plan. Both landscape buffers shall be planted to current standards for a 20-foot-wide buffer, which is 130 plant units per 100 linear feet.
- iii) No parallel utilities shall be allowed within the 20-foot HCOD buffer except for perpendicular crossings or to the extent practicable.
- g. <u>Outdoor Displays</u> The outdoor display of merchandise shall be limited to ice, washer fluid, and propane and its placement shall be limited to along the building façade and within appropriate containment areas, and shall not obstruct pedestrian access.
- h. <u>Freestanding Signs</u>: All freestanding signs shall not exceed ten (10) feet in height and up to 80 square feet in total area, and shall include low-growth landscaping at the sign base. Such low-growth landscaping shall incorporate a mixture of perennials, ornamental grasses, and/or ornamental flowering trees at the sign base area.
- i. <u>Signage Modifications</u> In accordance with Section 32-250.23(6) of the Zoning Ordinance, the Applicant shall be permitted three (3) freestanding signs along the street frontages of GPIN 8090-58-8302, as shown on the conceptual project exhibits for the SUPs for the convenience center and the restaurant with drive-up window service.

- j. <u>Other Project Signage</u>: The following shall apply to signage and onsite advertisements on the Property:
  - i) <u>Promotional/Advertising Materials</u> Except for grand opening events or special events (subject to temporary sign permit), the use of banners, balloons, streamers, pendants, figurines, and similar attention-getting devices shall be strictly prohibited, including promotional signs affixed to the façade of the building, on light poles, or on other fixtures on the Property.
  - ii) <u>Handicapped Parking Signage</u> Parking and signage for handicapped customers shall be provided on-site or off-site, in accordance with the DCSM and other current standards.
  - iii) <u>Permits</u> Sign permits are required for all signs. Color, scaled renderings of all signage shall be submitted as part of the sign permit approval process.
  - iv) <u>Directional Signage</u> Directional signage shall be provided as required and/or needed.
  - v) The Zoning Administrator or designee may approve any changes to overall sign design including logo, font size, color, illumination type and style, provided that the total sign area and the number of signs does not exceed the sign regulations of the Zoning Ordinance and/or the conditions of this SUP.

#### k. <u>Lighting</u>

- i) <u>Freestanding Light Fixtures</u> All outdoor lighting fixtures shall be designed to direct light downward and to not produce glare onto adjacent properties or roadways. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures, and the lighting design shall be shown on the final approved site plan. Any freestanding parking lot light poles shall have a maximum height of 22 feet.
- ii) <u>Prohibited Lighting</u> There shall be no external neon and/or free-standing spot lighting fixtures.
- iii) <u>Building/Canopy Mounted Exterior Lighting</u> Building-mounted light fixtures shall be full cut-off and shall be directed downward.

#### 4. <u>Maintenance & Property Security</u>

- a. <u>Site Maintenance</u> The Applicant shall remove litter, trash and debris from the Property on a daily basis, or more frequently, as needed.
- b. <u>Graffiti Removal</u> The Applicant agrees to remove any graffiti from the property. Graffiti shall be deemed any inscription or marking on walls, buildings or structures not permitted by the sign regulations in Section 32-250.21 *et. seq.* of the Zoning Ordinance. Any graffiti is to be reported to the Prince William County Police Department before removal.
- c. Onsite Security The Applicant shall utilize a combination of onsite security practices, such as but not limited to, interior and/or exterior mounted surveillance cameras, an alarm system, onsite lighting, or other methods, as needed. Compliance shall be demonstrated on the final site plan and/or applicable building plans.

#### 5. <u>Environment</u>

- a. <u>Water Quality</u> The Applicant shall contribute \$75 per acre (±1.79 acres) at the time of final site plan review to the Prince William County Board of Supervisors to conduct water quality monitoring, stream restoration projects, and/or drainage improvements.
- b. <u>Stormwater Management</u> The Applicant shall provide stormwater management/best management practices on-site or off-site. The location, size, and type of SWM/BMP facility will be determined during site plan review.
- c. <u>Hazardous Materials</u> The discharge of fuel, oil, solvents, anti-freeze, and/or other pollutants, hazardous materials, or flammable substances into the public sewer, storm drainage, or other surface waters is strictly prohibited.

#### 6. Fire and Rescue

- a. <u>Monetary Contribution</u> The Applicant shall make a monetary contribution of \$0.61 per square foot of building and under-canopy area (to be calculated at final site plan) for fire and rescue services to the Board of County Supervisors prior to and as a condition of issuance of the final site plan approval.
- b. <u>Emergency Spill Contingency/Notification</u> The Applicant shall prepare an emergency spill notification contingency plan and shall have the same approved by the Fire Marshal and posted on the premises before the issuance of any occupancy permits. The Applicant shall be responsible for notifying the Fire Marshal's Office immediately in the event of a spill of any petroleum or chemical waste on the Property. The Applicant shall assume full responsibility for the costs incurred in the cleanup of such spills.

#### 7. <u>Transportation</u>

- a. <u>Site Access</u> Access to the site shall be provided in accordance with the SUP Plan.
- b. <u>Obstruction of Travelways</u> The Applicant shall ensure that any vehicles associated with the use do not obstruct the travel ways, fire lanes, adjoining road network, or parking spaces as shown on the SUP Plan.
- 8. <u>Public Water & Public Sewer Service</u> The Property shall be connected to public water and public sewer, with the Applicant bearing all costs associated with providing all onsite and offsite facilities to make such connection.
- 9. Monetary Escalator In the event the monetary contributions set forth in the development conditions are paid to the Prince William Board of County Supervisors within eighteen (18) months of the approval of this special use permit, as applied for by the Applicant, said contributions shall be in the amounts stated herein. Any monetary contributions set forth in the development conditions which are paid after eighteen (18) months following the approval of this special use permit shall be adjusted in accordance with the Urban Consumer Price Index (CPI-U) published by the United States Department of Labor, such that at the time the contributions are paid they shall be adjusted by the percentage change in the CPI-U from the date eighteen (18) months after the approval of this special use permit to the most recently available CPI-U to the date the contributions are paid, subject to a cap of six (6%) percent per year, non-compounded.



# **STAFF REPORT**

PC Meeting Date: May 10, 2023

**Agenda Title:** Special Use Permit #SUP2020-00002, Ashland Square Parcel B – Motor

Vehicle Fuel Station

Special Use Permit #SUP2023-00004, Ashland Square Parcel B –

Restaurant with Pick-up/Drive-up

**District Impact:** Potomac Magisterial District

**Requested Action:** Recommend Approval of Special Use Permit #SUP2020-00002, Ashland

Square Parcel B - Motor Vehicle Fuel Station, subject to conditions dated

April 28, 2023

Recommend Approval of Special Use Permit #SUP2023-00004, Ashland Square Parcel B – Restaurant with Pick-up/Drive-up, subject to conditions

dated April 28, 2023

**Department:** Planning Office **Case Planner:** Scott F. Meyer

#### **EXECUTIVE SUMMARY**

These are two (2) special use permit proposals being concurrently processed for the currently undeveloped Ashland Square Parcel B within the B-1, General Business, zoning district. The subject property is located at the northeast intersection of Dumfries Road (Route 234) and Spriggs Road. The project sites are adjacent/abutting each other and are intended for retail, retail service, and commercial uses. The scope of each special use permit (SUP) is summarized as follows:

- Special Use Permit #SUP2020-00002, Ashland Square Parcel B Motor Vehicle Fuel Station:
   To allow a motor vehicle fuel station (retail) with quick service food store and associated
   signage modifications on a commercial pad site encompassing ±1.79 acres in the B-1,
   General Business, zoning district. (Concurrently being processed with #SUP2023-00004.)
- 2. Special Use Permit #SUP2023-00004, Ashland Square Parcel B Restaurant with Pick-up/Drive-up: To allow a drive-through facility associated with a restaurant on a commercial pad site encompassing ±1.31 acres in the B-1, General Business, zoning district. (Concurrently being processed with #SUP2020-00002.)

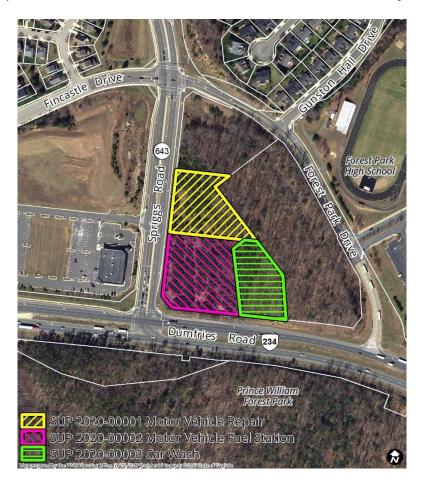
It is the recommendation of staff that the Planning Commission recommend approval of Special Use Permit #SUP2023-00004, Ashland Square Parcel B – Restaurant with Pick-up/Drive-up and Special Use Permit #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station, subject to the conditions dated April 28, 2023.

#### **BACKGROUND**

- A. Requests: The two (2) special use permit proposals being concurrently processed for the currently undeveloped Ashland Square Parcel B are as follows:
  - 1. Special Use Permit #SUP2020-00002, Ashland Square Parcel B Motor Vehicle Fuel Station: To allow a motor vehicle fuel station (retail) with quick service food store and associated signage modifications on a commercial pad site encompassing ±1.79 acres in the B-1, General Business, zoning district. (Concurrently being processed with #SUP2023-00004.)
  - 2. Special Use Permit #SUP2023-00004, Ashland Square Parcel B Restaurant with Pick-up/Drive-up: To allow a drive-through facility associated with a restaurant on a commercial pad site encompassing ±1.31 acres in the B-1, General Business, zoning district. (Concurrently being processed with #SUP2020-00002.)
- B. <u>Site Location</u>: The two (2) subject adjacent/abutting SUP sites are located at the northeast intersection of Dumfries Road (Route 234) and Spriggs Road, is addressed as 15835 Spriggs Road, and is identified on County maps as GPIN 8090-58-8302 (portion).
- C. <u>Comprehensive Plan</u>: The site is designated MU-3, Neighborhood Mixed Use, which recommends a range of 0.23 to 0.57 floor area ratio (FAR) in the Comprehensive Plan, and is located within the Ashland/Montclair Activity Center.
- D. <u>Zoning</u>: The site is zoned B-1, General Business, and is located within both the Dumfries Road (Route 234) and Spriggs Road Highway Corridor Overlay Districts.
- E. Surrounding Land Uses: The subject property is located at the northeast intersection of Dumfries Road (Route 234) and Spriggs Road, as the undeveloped Parcel B portion of Ashland Square on the east side of Spriggs Road. The abutting property to the north is a vacant pad site and the additional land to the north was previously dedicated to the County for a commuter parking lot, but more recently has been designated as the future site of new County Fire and Rescue Station #27. The Ashland residential neighborhood is located further to the north. To the south and across Dumfries Road is property affiliated with Prince William Forest Park. East of the subject site is land dedicated as open space and currently held in a conservation easement, which is owned by the Northern Virginia Conservation Trust. Forest Park High School is located on the property further to the east of Forest Park Drive. To the west is Parcel A of Ashland Square Shopping Center, which includes a CVS pharmacy with drive-through, bank, vacant pad site, restaurant, stormwater facility, and Exxon gas station at the western end.

- F. <u>Background and Context</u>: The subject property is referred to as Ashland Square Parcel B, which encompasses approximately 4.48 acres, which is currently zoned B-1, General Business. The site was originally rezoned with #REZ1997-0034, and had a subsequent proffer amendment with #REZ2018-00003 to propose site access improvements, remove specific office/non-retail service use requirements, modify landscaping, and amend site development parameters. There were originally three (3) concurrent special use permit (SUP) requests for Parcel B, which were submitted in July 2019. The SUPs are listed below:
  - #SUP2020-00001, Ashland Square Parcel B Motor Vehicle Repair
  - #SUP2020-00002, Ashland Square Parcel B Motor Vehicle Fuel Station
  - #SUP2020-00003, Ashland Square Parcel B Car Wash

These proposals were processed and reviewed by staff until December 2020. Due to staff concerns regarding the uses, overall design, citizen concerns/opposition from the Ashland community, lack of response/activity from the Applicant, adoption of the new Comprehensive Plan, and needed coordination with the Potomac district office, the three (3) SUP requests became inactive and were placed on-hold. The following aerial graphic indicates the locations of each SUP site, as submitted in July 2019.



G. Amended Application Scope & Latest Proposals: In October 2022, the Ashland Square Parcel B SUP requests were reactivated by the Applicant and with a revised scope and amended proposals. In addition, the abutting 2.0-acre County-owned property to the north, which was previously intended for a commuter parking lot, was recently designated for the future location of new County fire and rescue station #27. This resulted in further changes to the parcel boundary and access configuration/layout for the SUP sites for Parcel B and the associated pad site areas.

As of April 12, 2023, the Applicant has requested that the following previous two (2) SUP proposals be <u>withdrawn</u> and removed from consideration:

- #SUP2020-00001, Ashland Square Parcel B Motor Vehicle Repair (now, proposed as by-right commercial pad site)
- #SUP2020-00003, Ashland Square Parcel B Car Wash (now, proposed as restaurant with drive-through pad site)

With the current SUP requests, the Applicant proposes to develop the site for three (3) independent business uses in separate buildings. The convenience center is located at the southwestern corner of the property. The convenience center consists of a convenience store selling groceries, packaged foods and beverages, as well as made to order meals, sandwiches and beverages prepared on the property. The convenience center will also sell motor vehicle fuel and other convenience-oriented merchandise. The sale of motor vehicle fuel and associated signage modifications require a special use permit. The restaurant is envisioned to include a pick-up window for serving customers while in their cars, which is defined as a drive-up restaurant by the Zoning Ordinance. A restaurant with drive-through component and pick-up or drive-up window requires a special use permit. The third user is a commercial/retail building on a pad site at the northern portion of the property that will be leased to one or more tenants, and does not require a special use permit.

Based on the latest project scope, the current active two (2) SUP proposals are as follows, and are the focus of this staff report:

- ➤ #SUP2020-00002, Ashland Square Parcel B Motor Vehicle Fuel Station
- > #SUP2023-00004, Ashland Square Parcel B Restaurant with Pick-up/Drive-up

For illustrative purposes, please see the following overall aerial vicinity exhibit, extracted from the Applicant's latest narrative. The two (2) subject current SUP proposal sites are highlighted in yellow.



#### STAFF RECOMMENDATION

Staff recommends approval of Special Use Permit #SUP2020-00002, Ashland Square Parcel B – Motor Vehicle Fuel Station, and Special Use Permit #SUP2023-00004, Ashland Square Parcel B – Restaurant with Pick-up/Drive-up, subject to the conditions dated April 28, 2023, for the following reasons:

- Through these SUPs, impacts have been adequately mitigated with conditions addressing use provisions, operational parameters, site layout, onsite circulation provisions, building and signage details, cohesive/coordinated design, and landscaping enhancements.
- As proposed, such SUPs will help deliver services and amenities to the surrounding Ashland residential community, while adding to the mixture of uses for the Ashland Square commercial/retail shopping center and implementing B-1 uses within the MU-3 land use designation.

# **Comprehensive Plan Consistency Analysis**

<u>Long-Range Land Use</u>: The property is designated MU-3, Neighborhood Mixed Use, which recommends a range of 0.23 to 0.57 floor area ratio (FAR) in the Comprehensive Plan, and is located within the Ashland/Montclair Activity Center. These centers are intended locations for neighborhood or community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods.

The motor vehicle fuel station (retail) with quick service food store and associated signage modifications and drive-through facility associated with a restaurant are permissible uses in the B-1, General Business, zoning district, and subject to conditions of an approved SUP. They will provide needed services and amenities to the surrounding Ashland residential community, while also adding to the mixture of uses for the Ashland Square commercial/retail shopping center.

<u>Level of Service (LOS)</u>: The LOS impacts for both proposed special use permit (SUP) applications are being mitigated by the conditioned monetary contributions as follows:

Water Quality	\$75 per acre	±3.1 acres (2 SUP areas)	\$232.50
Fire & Rescue	\$0.61 per SF of new building/structure area	±6,000 square foot (SF) convenience center building for motor vehicle fuel sales + ±4,300 SF restaurant building = 10,300 SF for combined uses (total new building area)	\$6,283.00
TOTAL \$			\$6,515.50

# Community Input

Notice of the SUP applications have been transmitted to property owners within 500 feet of the site. The Applicant has coordinated with the community throughout the time period since the applications were submitted for review, which began in July 2019. The most recent presentations were to the Board of Directors for the Ashland Conservancy HOA on October 17, 2022 and January 5, 2023, and, at a general HOA membership meeting on January 23, 2023.

As of the date of this staff report, staff has recently become aware of community opposition from the Ashland community in regard to the end uses being auto-oriented and concerns with potential uses of the remaining commercial pad sites.

# **Other Jurisdiction Comments**

The subject site is located outside of the required notification area for adjacent jurisdictions.

# **Legal Issues**

If the requested SUPs are approved, the motor vehicle fuel station (retail) with by-right quick service food store and signage modifications and pick-up/drive-up component for the restaurant will be permissible, and subject to the SUP conditions. In addition, the property can be developed with uses allowed within the B-1 zoning district, and subject to the proffers in association with #REZ2018-00003. Legal issues resulting from the Planning Commission's action are appropriately addressed by the County Attorney's Office.

# **Timing**

The Planning Commission has until August 8, 2023, which is 90 days from the first public hearing date, to take action on the special use permit (SUP) proposals. A recommendation to approve or deny the requests would meet the 90-day requirement.

### STAFF CONTACT INFORMATION

Scott Meyer | (703) 792 - 6876 smeyer@pwcgov.org

#### **ATTACHMENTS**

Attachment A – Area Maps

Attachment B - Staff Analysis

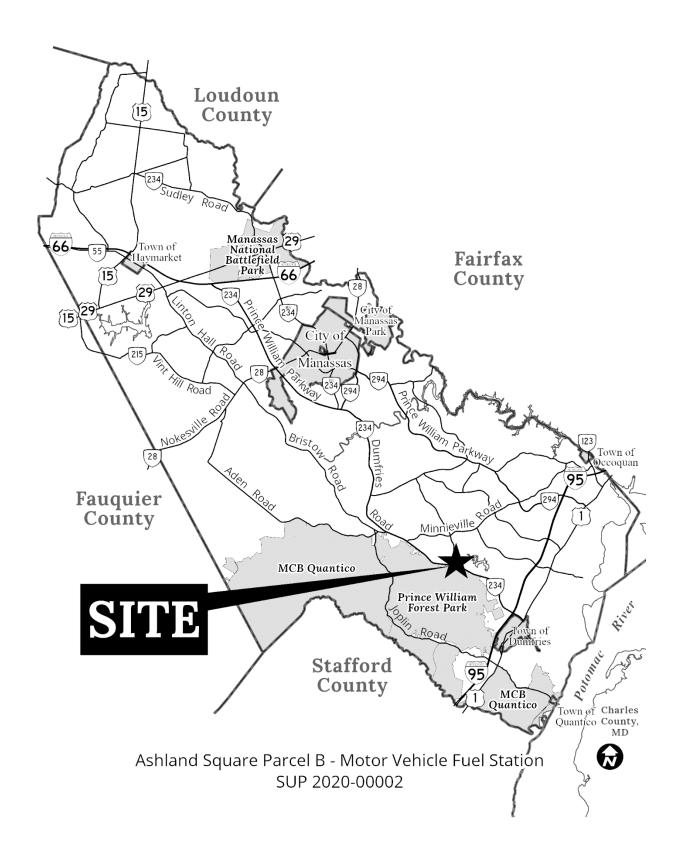
Attachment C - Special Use Permit Plans

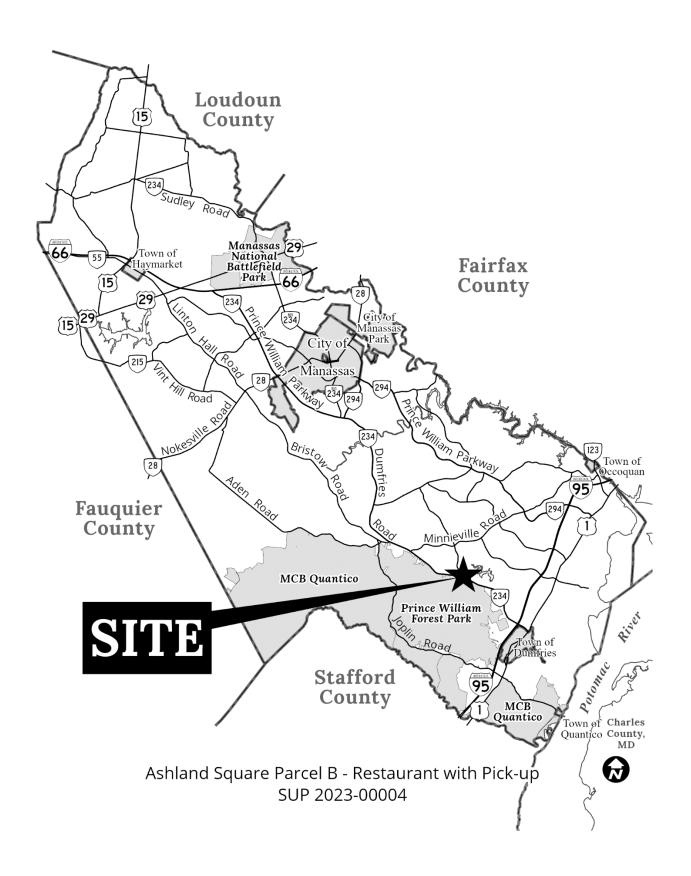
Attachment D – Conceptual Site Development Perspectives

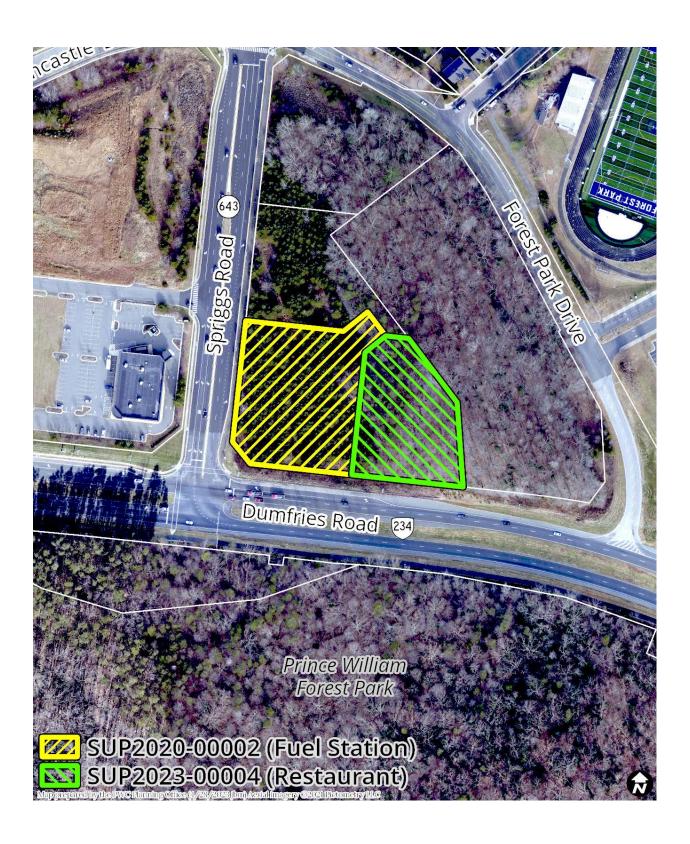
Attachment E - Corner Feature Exhibit

Attachment F – Building & Signage Elevations

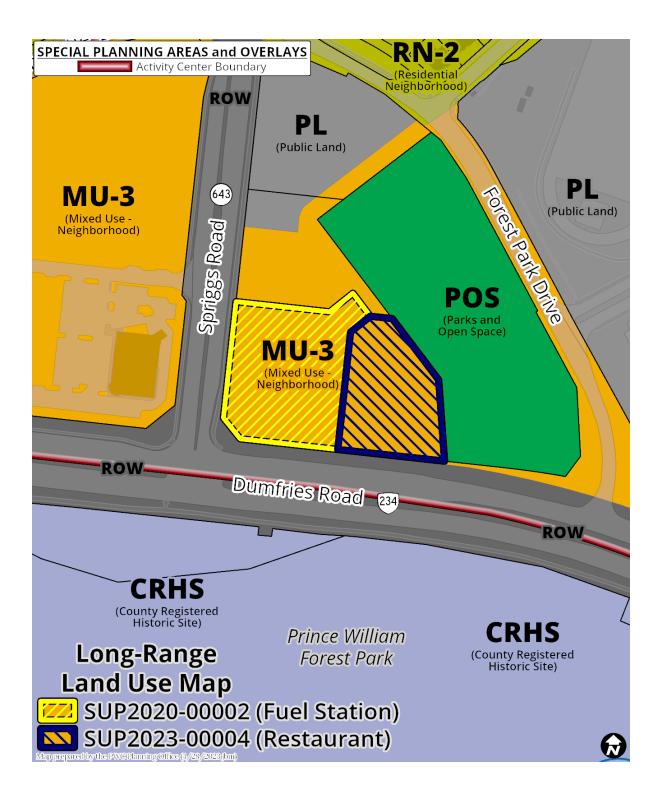
Attachment G - Historical Commission Resolutions

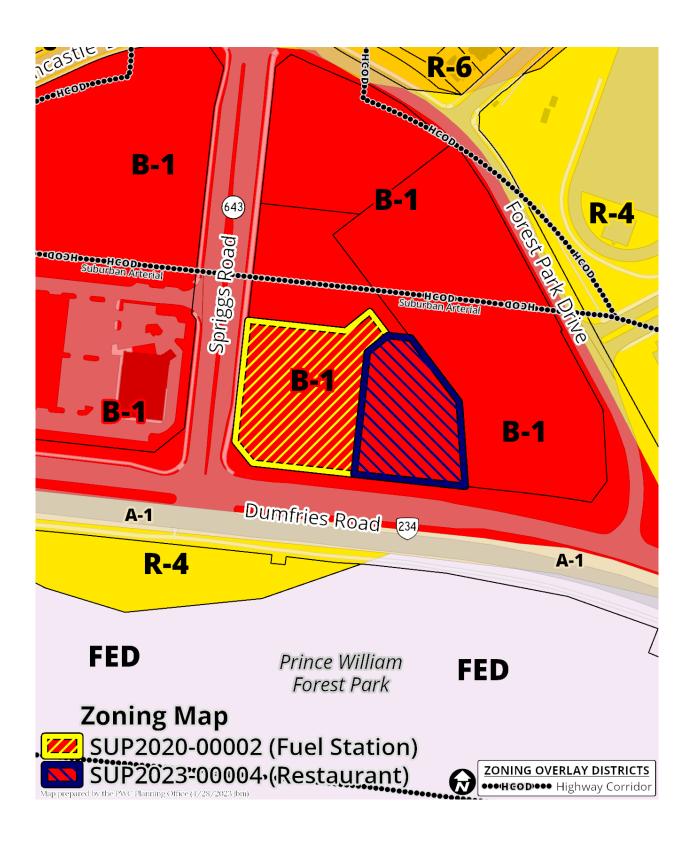






# Long-Range Land Use Map (for both SUP sites)





# Part I. Summary of Comprehensive Plan Consistency

# **Staff Recommendation: APPROVAL**

This summary analysis is based on the relevant Comprehensive Plan action strategies, goals, and policies. A complete analysis is provided in Part II of this report.

Comprehensive Plan Sections	Plan Consistency
Long-Range Land Use	Yes
Community Design	Yes
Cultural Resources	Yes
Environment	Yes
Fire and Rescue	Yes
Police	Yes
Potable Water	Yes
Sanitary Sewer	Yes
Transportation	Yes

## Part II. Comprehensive Plan Consistency Analysis

The following table summarizes the area land use characteristics:

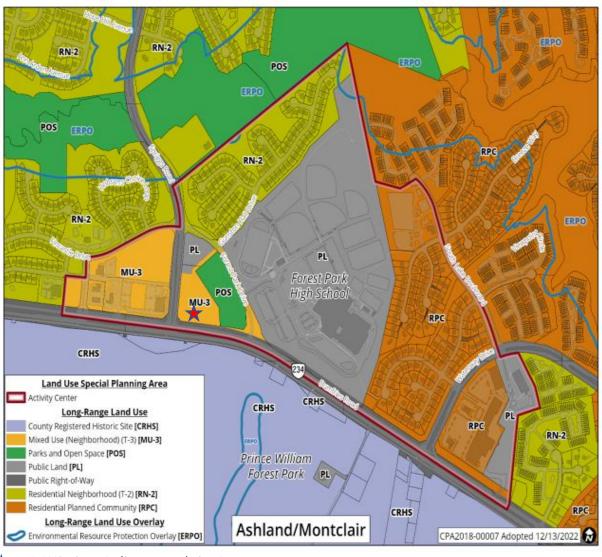
Direction	Land Use	Long-Range Land Use Designation	Zoning
North	Vacant pad site and additional land to the north previously dedicated to County for commuter parking lot, but more recently designated as future site of new County Fire and Rescue Station #27; Ashland residential neighborhood is located further to the north.	MU-3; PL	B-1
South	Across Dumfries Road is property affiliated with Prince William Forest Park.	CRHS	R-4; FED
East	Land dedicated as open space and currently held in conservation easement, which is owned by the Northern Virginia Conservation Trust; Forest Park High School is located further to the east of Forest Park Drive.	POS	B-1
West	Across Spriggs Road is Parcel A of Ashland Square Shopping Center, which includes a CVS pharmacy with drive- through, bank, vacant pad site, restaurant, stormwater facility, and Exxon gas station at the western end.	MU-3	B-1

# **Long-Range Land Use Plan Analysis**

Through wise land use planning, the County ensures that landowners are provided a reasonable use of their land while the County is able to judiciously use its resources to provide the services for residents and employers' needs. The Long-Range Land Use Plan sets out policies and action strategies that further the County's goal of concentrating on population, jobs, and infrastructure within vibrant, walkable, mixed-use centers serviced by transit. In addition to delineating land uses on the Long-Range Land Use Map, the Plan includes smart growth principles that promote a countywide pattern of land use that encourages fiscally sound development and achieves a high-quality living environment; promotes distinct centers of commerce and centers of community; complements and respects our cultural and natural resources, and preserves historic landscapes and site-specific cultural resources; provides adequate recreational, park, open space and trail amenities that contribute to a high quality of life for county residents; and revitalizes, protects, and preserves existing neighborhoods.

Based on the recently approved 2040 Comprehensive Plan, the subject SUP sites are designated MU-3, Neighborhood Mixed Use, with a T-3 transect development density, which recommends a range of 0.23 to 0.57 floor area ratio (FAR). The property area is also located within the Ashland/Montclair Activity Center, which is further identified as a Multimodal Center.

"Multimodal Centers" are defined as a smaller area than a district having, either now or in the future, moderate level of multimodal connectivity with good multimodal characteristics. These areas are the locations that serve areas within the County, such as nodes within a Small Area Plan area or near major employment centers. These areas will provide supplemental future growth while playing a major role in achieving the goals associated with the Smart Growth Principles. Multimodal Centers are much more compact nodes than Multimodal Districts and consist of localized centers of activity and density, whether population, employment, or activities (retail, civic, or other activity-generating uses). One of the primary characteristics of a Multimodal Center is a mixture of land uses. As extracted from the 20240 Comprehensive Plan, please see the following:



= 2 SUP sites (adjacent pad sites)

The project area is located within the Suburban Communities development character area of the County and is currently zoned B-1, General Business. The site is currently designated MU-3, Neighborhood Mixed Use, in the Comprehensive Plan. In addition, the site is located within the Ashland/Montclair Activity Center.

Suburban Communities accommodate lower-density residential, neighborhood-oriented retail and service uses, and smaller scale employment uses found in the more traditional neighborhoods and/or along major intra-County transportation corridors. Implementation of the ten (10) Smart Growth principles in suburban areas is critical for providing a high quality of life for County residents. Planned mixed-use developments fulfill this vision by providing a distinct sense of place, allowing for walkable neighborhoods, and allowing residents in different stages of life to remain in their communities. Activity Centers act as a mechanism by which incentives such as a streamlined re-planning process and increased use flexibility are given to projects that implement smart growth. The targeted mix of uses in MU-3 areas, as a whole for the project area, is as follows:

- Residential = 50 85%
- Nonresidential = 10 45%
- Civic = 5% +

Furthermore, within the Mobility chapter of the 2040 Comprehensive Plan, there are several specific policies that are relevant for such multimodal centers, as they relate to Ashland Square area:

- MOBILITY POLICY 5: Enhance and expand the transit network and supporting infrastructure.
- MOBILITY POLICY 6: Adapt to changing and emerging mobility trends.
- MOBILITY POLICY 7: Align mobility priorities with land use to increase mobility options, minimize projected trip demand and improve quality of life for County residents.
- MOBILITY POLICY 9: Continue to enhance and expand recreational trail opportunities throughout the County by providing a diverse mix of trail types and experiences to and within the County's parks, and greenway and blueway corridors.

The surrounding property is currently developed as low density suburban residential that does not support transit. The property was originally zoned B-1 to provide convenient retail services to the surrounding suburban development. Sidewalks and trails are provided throughout the site and connecting to the surrounding trails.

The following table summarizes the land use patterns and densities intended within the recently adopted and current MU-3 use designation and Ashland/Montclair Activity Center.

Long-Range Land Use Map Designation	Intended Uses and Densities
MU-3, Neighborhood Mixed Use	Mixed Use live work centers include both residential and commercial uses arranged in a pedestrian-friendly form. These centers are locations for neighborhood or community commercial, entertainment destinations, and public facilities directly accessible to surrounding neighborhoods. Streets are interconnected and serve cars, cyclists, and pedestrians. Mixed Use Centers should be connected by bus transit to nearby destinations and to nearest rail transit. Affordable and work force housing is encouraged Countywide.
Ashland/Montclair Activity Center (Multimodal Center)	Multimodal Centers are defined as a smaller area than a district having, either now or in the future, a moderate level of multimodal connectivity with good multimodal characteristics. These areas are the locations that serve areas within the County such as nodes within a Small Area Plan area or near major employment centers. These areas will provide supplemental future growth while playing a major role in achieving the goals associated with the Smart Growth Principles. Multimodal Centers are much more compact nodes than Multimodal Districts and consist of localized centers of activity and density, whether population, employment, or activities (retail, civic, or other activity-generating uses). Served by existing or future transit (although in low-intensity centers this may not be possible). One of the primary characteristics of a Multimodal Center is a mixture of land uses. Ashland and Montclair were incorporated into the Land Use Map and could be candidates for further study.

#### **Proposal's Strengths**

- <u>Use & Zoning Compatibility</u>: The subject site is zoned B-1, General Business, which is among the implementing zoning districts for the MU-3, Neighborhood Mixed Use, long-range land use designation and contribute to the Ashland/Montclair Activity Center. The motor vehicle fuel station (retail) with quick service food store and associated signage modifications and drive-through facility associated with a restaurant are permissible uses in the B-1 zoning district, and subject to conditions of an approved SUP. They will provide needed services and amenities to the surrounding Ashland residential community, while also adding to the mixture of uses for the Ashland Square commercial/retail shopping center.
- <u>Defined Use & Operational Parameters</u>: As conditioned, both SUPs have specific use and operational parameters and site layout for the motor vehicle fuel station and restaurant with drive-through. The uses permitted with both SUPs shall not limit or restrict the by-right uses otherwise permitted on the Property.

#### **Proposal's Weaknesses**

• <u>Automotive-Related SUP Uses</u>: As proposed, both SUPs being proposed are automotive/motor vehicle-oriented uses. Although they are permissible uses through approval of the SUP process and provide services, more consideration should be given to other neighborhood serving uses – such as professional service offices, entertainment type uses, grocery stores, civic uses, etc. It is suggested that a greater variety of neighborhood-serving uses be considered, instead of uses that are characterized to cater to pass-through and drive-by traffic. Such uses are typically not pedestrian-friendly. Such MU-3 centers should have a greater variety of uses. Furthermore, this concern was also raised by the Ashland community and the Potomac district office.

**On balance**, this application is found to be consistent with the relevant components of the Long-Range Land Use Plan.

# **Community Design Plan Analysis**

An attractive, well-designed County will attract quality development, instill civic pride, improve the visual character of the community, and create a strong, positive image of Prince William County. The Community Design Plan sets out policies and action strategies that further the County's goals of providing quality development and a quality living environment for residents, businesses, and visitors, and creating livable and attractive communities. The Plan includes recommendations relating to building design, site layout, circulation, signage, access to transit, landscaping and streetscaping, community open spaces, natural and cultural amenities, stormwater management, and the preservation of environmental features.

The property is subject to proffered conditions requiring that the architectural designs in Parcel B be compatible with the buildings in Parcel A. Pharmacy, bank, and restaurant buildings have already been constructed on Parcel A (to the west) and have established the architectural theme for Ashland Square. Building materials and colors, roof treatment, building massing, window treatment, architectural detailing on building façades, and landscaping are all elements of the architectural theme that will be consistent throughout Parcel B. The new building façades will consist primarily of brick and stone appearance with window treatments and insulated exterior wall cladding accents, as shown on the proposed elevations – thus, keeping with the architectural theme throughout Parcel B.

#### **Sign Modification Request**

Section 32-250.23.6. of the Zoning Ordinance allows the Board of County Supervisors to approve signage that is not consistent with the sign standards within the Zoning Ordinance as part of a rezoning or SUP request. Pursuant to Section 32-250.23.6. of the Zoning Ordinance and in the context of this rezoning proposal, the following criteria must be considered to grant modifications for signage. A more detailed Signage Comparison Chart summary table and justification/explanation document has been provided by the Applicant.

The Zoning Ordinance allows a corner lot to have two (2) freestanding signs irrespective of the size and frontage of the property. The subject site is 4.5 acres and has over 1,025 feet of frontage along public streets (486 feet on Dumfries Road and 542 feet on Spriggs Road). If a separate lot was subdivided for each of the three (3) buildings proposed, as is normally done, the site could have four (4) freestanding signs. Typically, where three (3) individual retail uses are proposed, the property be subdivided into three (3) parcels for the three (3) tenants, and it is also likely that after development, they would be owned by three (3) different entities. In this case, the Applicant (Saul Holdings) holds on to outparcels so that they can coordinate the maintenance of the property and preserve the values. The Applicant prefers to keep the 4.5 acres as one lot/property as a business practice with lease agreements. As a single lot, the Zoning Ordinance only allows two (2) freestanding signs. As such, the Applicant requests a modification of the sign regulations to allow the property to have three (3) freestanding signs as shown in the exhibits for the special use permits for the convenience center and the restaurant with drive-up window service.

Specifically, the requested freestanding sign modification would include one (1) project sign on each frontage (Dumfries Road and Spriggs Road) that would provide business location identification for the multiple businesses on the 4.5-acre lot, and one (1) separate sign for the convenience center that would also serve to provide the required posting of motor vehicle fuel prices. In summary, the Applicant is proposing a maximum of three (3) freestanding signs totaling 240 square feet – which is a relatively modest request.

To provide additional context, a single tenant sign is allowed for each lot fronting on a public road. Each having at least 160 feet of frontage can have an 80 square foot sign. A multi-tenant site allows one (1) freestanding sign for every 1,000 feet of parcel frontage. Each having at least 200 feet of frontage can have a 100 square foot sign. As previously stated, Ashland Parcel B has 540 feet of frontage and 475 feet of frontage on Dumfries Road. The Applicant is proposing two (2) freestanding signs on Dumfries Road and one (1) freestanding sign on Spriggs Road. The signs will meet the requirements of Schedule A for single tenant signs.

In analyzing the signage, staff and the Applicant have determined that the single tenant sign scenario is most applicable to Parcel B because the Applicant could subdivide the property so that each building is on a separate lot. If they did so, the resulting signage would be as follows:

	Number of freestanding signs	Placement	Area of each Freestanding sign
Restaurant – 1 80 sq. ft. freestanding sign	1	Dumfries Road	80 sq. ft.
Convenience Center with fuel sales	2	1 on Dumfries Road 1 on Spriggs Road	80 each
Retail Use (outside of SUP areas)	1	Spriggs Road	80 sq. ft.
TOTAL	4		320 sq. ft.

The Applicant is proposing a maximum of 3 freestanding signs totaling 240 square feet.

A summarized response to each criteria and signage modification as requested by the Applicant, and in the context of the Zoning Ordinance, is included below.

#### Section 32-250.23.6. of the Zoning Ordinance – Signage Modification Analysis Summary

- a) Compatibility of the proposed sign(s)
   The compatibility of the proposed sign(s) with the existing and/or approved buildings,
   landscaping, onsite amenities, overall design character of the on-site development, and design character of development adjacent to the subject property.
  - Response: The purpose of the requested signage modifications is to allow the property to have three (3) freestanding signs as shown in the exhibits for the special use permits for the convenience center and the restaurant with drive-up window service. As previously stated, since the Applicant (Saul Holdings) prefers to keep the 4.5 acres as one lot/property as a business practice with lease agreements. As a single lot, the Zoning Ordinance only allows two (2) freestanding signs. Effective entry signage is an integral part of the planned community and helps with branding and creating a sense of place. The proposed signage and accompanying illustrative elevations are high quality and attractive. It is compatible with adjacent buildings, landscaping, and the overall design theme and character of the new development.
- b) Improve the Scenic Quality along Highways

  The ability of the proposed sign(s), particularly when accompanied by landscaped treatments and lighting, to improve the scenic quality of highly visible areas along interstate highways, regional highways, and major County thoroughfares, with particular emphasis for signs proposed in proximity to the County's major gateways as identified in the Comprehensive Plan.
  - Response: As proposed, the signage will improve the scenic quality of the property and provide organized and cohesive design for the end uses. The building signage complements the community architecture of the proposed buildings and will aid in overall wayfinding. Because of the location of the property, proposed landscaping along this portion of Prince William Parkway, and surrounding uses, the proposed sign modifications will have minimal impact on the visional appearance of the adjacent and nearby properties and right-of-way.
- c) Consistency of Signage in a Mixed-Use Development In the case where the proposed sign or signs would be included in a mixed-use development, the consistency of the design for the proposed sign(s) with a comprehensive sign program.
  - Response: Although the project site is not part of formal mixed use development, the design style of the freestanding and façade signs will be coordinated to match the architectural features of the buildings and establish a cohesive signage theme for the development of commercial/retail service center.

#### d) Degree of Deviation

The degree of deviation from the sign regulations, considering whether the proposed sign design represents the minimum amount of modification necessary to provide adequate identification of the proposed use while still remaining consistent with the purposes and intent of County Code Section 32-250.21.

Response: Since the Applicant (Saul Holdings) prefers to keep the 4.5 acres as one lot/property, it is considered as a single lot, with the Zoning Ordinance allowing two (2) freestanding signs. The requested freestanding sign modification would include one (1) project sign on each frontage (Dumfries Road and Spriggs Road) that would provide business location identification for the multiple businesses on the 4.5-acre lot, and one (1) separate sign for the convenience center that would also serve to provide the required posting of motor vehicle fuel prices. In summary, the Applicant is proposing a maximum of three (3) freestanding signs totaling 240 square feet – which is a relatively modest request. In accordance with the Zoning Ordinance, if the uses were subdivided out, then four (4) signs could be allowed and up to a total area of 320 square feet.

Generally speaking, the sign modification request meets the intent of Section 32-250.21 of the Zoning Ordinance, which encourages aesthetic quality in the design, overall wayfinding, providing a fundamental role in convenience to citizens, and encouraging sense of place. Overall, the proposed signage is appropriate for this type of planned development project, and staff can support. The Applicant is requesting a sign program including modifications from the standard sign requirements in order to address the site identification and wayfinding needs of the property.

## e) Existence of Special Visual Obstruction

The existence of a special visual obstruction or difficulty in locating the use, due to unique challenges associated with the location, topography, size, or configuration of the lot, including access to the lot, which makes the customary application of the sign regulations unreasonably restrictive.

- Response: There is no specific visual obstruction. The enhanced signage will aid in branding, community design, and wayfinding based on the overall site layout. It will also provide project character and identification from various vantage points.
- f) Highway Corridor Overlay District (HCOD) Whether the proposed sign would be located within a Highway Corridor Overlay District (HCOD).
  - Response: The subject property is located within both the Dumfries Road (Route 234) and Spriggs Road Highway Corridor Overlay Districts, which converge and overlap.

Overall Staff Position on Signage: In summary, staff concurs with the justification/explanation provided by the Applicant and recommends approval of the requested signage modifications. The Applicant is proposing a commercial/retails development with a cohesive design, landscape enhancements, and an overall design theme that is context sensitive. Effective signage is an important component of quality design. It is also important to note that earlier versions of the proposal had additional freestanding signs, which have been removed from the proposal.

#### **Proposal's Strengths**

- <u>Cohesive Building Design & Illustrative Theme</u>: The Applicant has provided a conceptual site and building renderings for illustrative purposes. Building elevations are specifically conditioned with these SUPs, and are attached at the end of this report for reference and to indicate the potential intended design theme for the building(s).
- <u>Perimeter Landscape Buffering</u>: As conditioned for both SUP sites, the Applicant shall provide a 20-foot-wide landscaped buffer along Spriggs Road and Dumfries Road in accordance with the SUP Plan. Both landscape buffers shall be planted to current standards for a 20-foot-wide buffer, which is 130 plant units per 100 linear feet.
- Corner Focal Point Area: In the latest submission, more design details have been provided for the corner/focal landscape feature (Dumfries/Spriggs intersection) that was negotiated with Proffer Amendment #REZ2018-00003. Additional landscaping is shown along with brick pavers in the seating area. The brick pavers integrate the seating area design with the building design. The corner focal feature has been enhanced to add a placemaking and branding element, supplemental landscaping, a retaining wall, and bicycle repair station. Furthermore, the seating area connects directly to the Spriggs Road asphalt trail, which connects to the onsite and offsite pedestrian circulation system.
- <u>Freestanding Signs</u>: As conditioned and through the signage modification, up to three (3) externally illuminated freestanding signs shall be permitted along the project frontage and provided in substantial conformance with sign renderings (1 along Spriggs Road and 2 along Dumfries Road). Such signs shall not exceed 10 feet in height relative to the applicable grade elevation in the immediate vicinity of the sign location and shall not exceed 80 square feet.
- <u>Site Maintenance</u>: As conditioned, the Applicant shall remove litter, trash, and debris from the Property on a daily basis, or more often, as needed.

# **Proposal's Weaknesses**

• <u>Fuel Station Orientation in Relation to Dumfries/Spriggs Road Intersection</u>: As previously stated over the course of the review, because this proposed fuel station is located at a prominent intersection, staff requested that the Applicant consider moving/shifting the convenience store building closer to Dumfries Road (Route 234) and the pumps to the rear/interior. For an improved design, the Applicant should rotate the gas station/store building and gas pump/canopy 90 degrees counter-clockwise. This way, the building

oriented along Spriggs Road and in alignment with the CVS building across the street will better emphasize the corner, and the pumps will be oriented towards the rear of the restaurant building, and more interior to the site. Although it has been stated that the current layout is intended to accommodate a specific end user, Planning staff maintains its request to switch the gas pumps and the accompanying building position – so that the building is more oriented towards the corner, rather than the gas pumps. This is a more preferred design.

Staff has requested the Applicant make this key design change several times, and the Applicant has not incorporated, due to claims about accommodating the end user.

On balance, this application is found to be consistent with the relevant components of the Community Design Plan.

# **Cultural Resources Plan Analysis**

Prince William County promotes the identification, evaluation, and protection of cultural resource sites throughout the County, as well as the tourism opportunities these sites present. The Cultural Resources Plan recommends identifying, preserving, and protecting Prince William County's significant historical, archaeological, architectural, and other cultural resources - including those significant to the County's minority communities - for the benefit of all of the County's citizens and visitors. To facilitate the identification and protection of known significant properties that have cultural resource values worthy of preservation, the land use classification County Registered Historic Site (CRHS) is used in the Comprehensive Plan. The Plan includes areas of potentially significant known but ill-defined or suspected pre-historic sites, Civil War sites, historic viewsheds, landscapes or areas of potential impact to important historic sites, and encourages the identification, preservation, protection, and maintenance of all cemeteries and/or gravesites located within the County.

A Cultural Resources Assessment and Record Check (CRARC) for the subject property indicated that no further cultural resource review is warranted at this time due to ground disturbance or recommendations of no further work from prior cultural resource review survey reports. The Historical Commission previously reviewed the motor vehicle fuel sales SUP application at their August 13, 2019 meeting and recommended "No Further Work". The recently submitted/newer restaurant with pick-up/drive-up SUP application at their December 13, 2022 meeting and recommended "No Further Work". Both resolutions are attached at the end of this report.

#### **Proposal's Strengths**

No Further Work: The Historical Commission reviewed both proposals and determined that no further work was needed. The County Archaeologist concurs.

#### **Proposal's Weaknesses**

None identified.

**On balance**, this application is found to be consistent with the relevant components of the Cultural Resources Plan.

### **Environment Plan Analysis**

Prince William County has a diverse natural environment, extending from sea level to mountain crest. Sound environmental protection strategies will allow the natural environment to co-exist with a vibrant, growing economy. The Environment Plan sets out policies and action strategies that further the County's goal of preserving, protecting, and enhancing significant environmental resources and features. The Plan includes recommendations relating to the incorporation of environmentally sensitive development techniques, improvement of air quality, identification of problematic soil issues, preservation of native vegetation, enhancement of surface and groundwater quality, limitations on impervious surfaces, and the protection of significant viewsheds.

The project site has frontage on the Dumfries Road Highway Corridor Overlay District (HCOD) which was created after February 20, 1996. As such, the landscape buffering standards apply. It also has overlapping frontage on the Spriggs Road HCOD, which was created before minimum buffering standards were instituted. The site was disturbed during the development of the Ashland community, the relocation and realignment of Spriggs Road, and the widening of Dumfries Road. The subject site does not include wetlands, Resource Protection Area (RPA) features or 100-year flood plain areas.

Stormwater management, including Best Management Practices, are being provided as a part of the site development for Ashland Square by a shared facility on the north side of Fincastle Road. In addition, a 5-acre conservation area easement was established on the adjoining property to the east as a buffer to protect a colony of small whorled pogonias that were found in a small area at the time of the original 1997 rezoning for the entire 4.48-acre Ashland Square Parcel B area.

#### **Water Quality**

These SUPs include conditions to make a monetary contribution to the Board of County Supervisors in the amount of \$75.00 per acre of the disturbed/SUP area (±3.1 acres total) for water quality monitoring, drainage improvements, and/or stream restoration projects. Said contribution shall be made prior to and as a condition of site plan approval.

#### **Proposal's Strengths**

• Enhanced Native Planting Area Along Eastern Perimeter: The parcel to the east adjacent parcel, which is currently held in conservation easement and owned by the Northern Virginia Conservation Trust, provides habitat for a Federally Threatened species, the small whorled pogonia. The proposed commercial/retail development will create disturbance and open up the existing forest, which will increase the likelihood of non-native invasive plant species

entering this protected area and creating the kinds of disturbance that may threatened this plant. In response to this, staff has conditioned the Applicant to install a dense planting of native evergreen trees and shrubs within and throughout the 10-foot landscape strip along the eastern and northeastern boundary. The purpose is to try and minimize opportunities for encroachment by non-native plant species. The Applicant has agreed to this.

• <u>Limits Clearing & Grading</u>: As indicated on the SUP Plans and conditioned, there are defined limits of clearing and grading, which shall be followed during site development.

#### **Proposal's Weaknesses**

None identified.

**On balance**, this application is found to be consistent with the relevant components of the Environment Plan.

### **Fire and Rescue Plan Analysis**

Quality fire and rescue services provide a measure of security and safety that both residents and businesses have come to expect from the County. The Fire and Rescue Plan sets out policies and action strategies that further the County's goal of protecting lives, property, and the environment through timely, professional, humanitarian services essential to the health, safety, and well-being of the community. The Plan includes recommendations relating to siting criteria, appropriate levels of service, and land use compatibility for fire and rescue facilities. The Plan also includes recommendations to supplement response time and reduce risk of injury or death to County residents, establishment of educational programs, such as cardio-pulmonary resuscitation (CPR) training, automatic external defibrillators (AED), and encourage installation of additional fire protection systems – such as sprinklers, smoke detectors, and other architectural modifications.

The first due Fire & Rescue Station is Station #17 (Montclair), which is located approximately 2 miles to the northeast. The property is located outside the required 4.0-minute travel time for fire and basic life support, but is within the required 8.0-minute travel time area for advanced life support services. The most recent figures indicate that Station #17 responded to 2,830 incidents in FY2022, with a workload station capacity of 2,000 incidents per year.

An emergency spill contingency plan will be required to be submitted to the Fire Marshal's Office for review and approval. A hazardous materials inventory and management plan will also be required to be submitted to the Fire Marshal's Office for review and approval. These issues will need to be addressed at the time of final site plan submission, especially for the motor vehicle fuel station SUP. In addition, all onsite circulation, drive aisle width, and turnaround areas must meet current standards and will be evaluated during site plan review.

It is important to note that Station #27 is a new Fire & Rescue station, which is to be located to the immediate north and abutting the SUP sites at 15825 Spriggs Road. This facility is included in the pending FY2024-2029 Capital Improvement Program (CIP). The station is planned to house a pumper and an advanced life support ambulance. Twenty-four-hour career staffing will be provided

for both units. The building will include sleeping quarters, a kitchen and dayroom, a physical fitness room, a training room, and offices. The station is currently planned to include two to three apparatus bays and an area for personal protective equipment. Construction is scheduled to begin in September 2024 with completion scheduled for May 2026. Occupancy is targeted for May 2026.

#### **Proposal's Strengths**

- <u>Inside of 8.0-Minute Travel Time</u>: The site is located within the required 8.0-minute travel time for advanced life support services.
- <u>Level of Service Mitigation</u>: As conditioned, the Applicant shall provide \$0.61 per square foot of new building structure area to mitigate impacts to fire and rescue services. This pertains to both SUP sites.
- <u>Emergency Spill Contingency/Notification</u>: As conditioned for the motor vehicle fuel station SUP, prior to final site plan approval, the Applicant shall prepare and submit an emergency spill notification contingency plan and shall have the same approved by the Fire Marshal and posted on the premises before the issuance of any occupancy permits. The Applicant shall also be responsible for notifying the Fire Marshal's Office immediately in the event of a spill of any petroleum or chemical waste on the Property. The Applicant shall assume full responsibility for the costs incurred in the cleanup of such spills.
- Anticipated Service Enhancements for New Fire Station #27 Site: With this new fire and
  rescue station facility in the immediate vicinity, it will enhance services and capacity for the
  entire vicinity. The station's first due area will experience response time improvements.
  Systemwide response time improvements are also projected to improve, which will help
  ease emergency response call volume on existing stations.

#### **Proposal's Weaknesses**

- Outside of 4.0-Minute Travel Time: The site is located outside the required 4.0-minute travel time for basic life support and fire suppression.
- <u>Station Workload</u>: The most recent figures (FY 2022) indicate that Fire/Rescue Station #17 is operating over capacity.

**On balance**, this application is found to be consistent with the relevant components of the Fire and Rescue Plan.

# **Police Plan Analysis**

Residents and businesses expect a high level of police service for their community. This service increases the sense of safety and protects community investments. The Police Plan is designed to promote Prince William County's public safety strategic goal to continue to be a safe community, reduce criminal activity, and prevent personal injury and loss of life and property, as well as to ensure effective and timely responses throughout the County. This Plan encourages funding and locating future police facilities to maximize public accessibility and police visibility as well as to permit effective, timely response to citizen needs and concerns. The Plan recommends educational initiatives, such as Neighborhood and Business Watch, and Crime Prevention through Environmental Design (CPTED), which encourages new development to be designed in a way that enhances crime prevention. The Plan also encourages effective and reliable public safety communications linking emergency responders in the field with the Public Safety Communications Center.

CPTED strategies are routinely addressed during the final permitting stages and upon completion of construction. Lighting will be installed in a manner that does not impact adjacent properties yet provides necessary security on the site. Outdoor lighting will be provided to the extent necessary to address CPTED goals, but in a way to limit offsite impacts. Lighting with sharp cut-off fixture types will be used and be limited to that necessary to meet security requirements for the proposed use and shall comply all lighting standards for nonresidential uses.

At this time, the Police Department does not believe these proposals will create a significant impact on calls for service. The Applicant should coordinate with the Police Department as the site develops, and apply the various Crime Prevention Through Environmental Design (CPTED) principles, which can be found at the following: <a href="https://www.pwcva.gov/assets/documents/police/002035.pdf">https://www.pwcva.gov/assets/documents/police/002035.pdf</a>

#### **Proposal's Strengths**

- <u>Impacts to Levels of Service</u>: The Police Department does not believe this application will create a significant impact on calls for service.
- Onsite Security: As conditioned for both SUP sites, the Applicant shall utilize a combination
  of onsite security practices, such as but not limited to, interior and/or exterior mounted
  surveillance cameras, an alarm system, onsite lighting, or other methods, as needed.
   Compliance shall be demonstrated on the final site plan and/or applicable building plans.
- <u>Graffiti Removal</u>: As conditioned for both SUP sites, graffiti on the Property shall be removed promptly by the Applicant and shall be reported to the County Police Department before removal.

#### **Proposal's Weaknesses**

None identified.

**On balance**, this application is found to be consistent with the relevant components of the Police Plan.

## **Potable Water Plan Analysis**

A safe, dependable drinking water source is a reasonable expectation of County residents and businesses. The Potable Water Plan sets out policies and action strategies that further the County's goal of providing an economically and environmentally sound drinking water system. The Plan includes recommendations relating to system expansion, required connections to public water, and the use of private wells or public water.

The subject property is within the utility service area of the Prince William County Service Authority, and is thereby required to utilize public water from the Service Authority to develop. Public water is not available at the site. The Service Authority has an existing 16-inch water main located approximately 450 feet east of the site at the intersection of Dumfries Road and Forest Park Drive. The developer will be required to install a minimum 12-inch water main to satisfy demand requirements and maintain network continuity. All connections to the public water system shall be in accordance with the Service Authority's Utility Standards Manual (USM) requirements and restrictions.

Depending on the final configuration of any proposed onsite water mains, additional water main extensions may be required by the Service Authority to provide adequate fire protection or satisfy water quality requirements. The Applicant shall plan, design, and construct all onsite and offsite water utility improvements necessary to develop/utilize the subject property and satisfy requirements in accordance with all applicable Service Authority, and County and State requirements, standards, and regulations.

#### **Proposal's Strengths**

• <u>Public Water Connection & Service</u>: As conditioned with both SUPs, the Property shall be served by public water, and the Applicant shall be responsible for those onsite and offsite improvements required to provide such service for the demand generated by the development of the Property.

#### **Proposal's Weaknesses**

None identified.

**On balance**, this application is found to be consistent with the relevant components of the Potable Water Plan.

# **Sanitary Sewer Plan Analysis**

Appropriate wastewater and sanitary facilities provide needed public health and environmental protections. The Sanitary Sewer Plan sets out policies and action strategies that further the County's goal of providing an economically and environmentally sound sanitary and stormwater sewer system. The Plan includes recommendations relating to system expansion, required connections to public sewer in the development area, and the use of either private or public sewer systems.

The subject property is within the utility service area of the Prince William County Service Authority, and is thereby required to utilize public sewer from the Service Authority to develop. The Service Authority has an existing 8-inch gravity sewer main located at the intersection of Ashland Village Square and Spriggs Road, with availability of capacity determined in conjunction with plan submission. All connections to the public sewer system shall be in accordance with the Service Authority's Utility Standards Manual (USM) requirements and restrictions.

The Applicant shall plan, design, and construct all onsite and offsite sanitary sewer utility improvements necessary to develop the property and satisfy all requirements in accordance with all applicable Service Authority, County, and State requirements, standards, and regulations.

#### **Proposal's Strengths**

 <u>Public Sewer Connection & Service</u>: As conditioned with both SUPs, the Property shall be served by public sewer, and the Applicant shall be responsible for those onsite and offsite improvements required to provide such service for the demand generated by the development of the Property.

#### **Proposal's Weaknesses**

• None identified.

**On balance**, this application is found to be consistent with the relevant components of the Sanitary Sewer Plan.

# **Transportation Plan Analysis**

Prince William County promotes the safe and efficient movement of goods and people throughout the County and surrounding jurisdictions by providing a multi-modal approach to traffic circulation. The Transportation Plan establishes policies and action strategies that further the County's goal of creating and sustaining an environmentally friendly, multi-modal transportation system that meets the demands for intra- and inter-county trips, is integrated with existing and planned development, and provides a network of safe, efficient, and accessible modes of travel. The Plan includes recommendations addressing safety, minimizing conflicts with environmental and cultural resources, maximizing cost effectiveness, increasing accessibility of all travel modes, minimizing projected trip demand, and providing sufficient network capacity. Projects should include strategies that result in a level of service (LOS) of "E" or better on all roadway corridors and intersections, reduce traffic demand through transportation demand management strategies, dedicate planned

rights-of-way, provide and/or fund transit infrastructure, pedestrian, and bicycle pathways, and improved and coordinated access to transit facilities.

Access to Ashland Square Parcel B from adjacent public roads will be from two driveway entrances approved in REZ2018-00003 and as shown on the SUP Plan. The west entrance on Spriggs Road allows right-in/right-out/left-in movements. The south entrance on Dumfries Road will include rightin/right-out access only. An interior shared driveway is proposed to connect the two entrances and provide for adequate traffic flow interior to the subject property. In addition, access also will be provided via a full-movement interparcel connection opposite Gunston Hall Drive along Forest Park Drive to the north, which is adjacent to the site of a new future County fire and rescue station.

A Traffic Impact Study (TIS) was required and submitted by Gorove Slade to analyze the combined impacts of traffic impacts, access management, and improvement scenarios for the proposed uses within the Ashland Square Parcel B development. The Applicant is proposing an SUP to construct a ±6,000-square-foot (SF) convenience store with 16 fueling positions along with an additional SUP to construct a ±4,300 SF restaurant with drive-through facility. In addition, the Applicant will construct up to 6,800 SF of by-right general commercial/retail use on the residual northern portion of the property. According to the Applicant, the site development is anticipated to be completed and in operation by late 2025.

With full build-out conditions, the site is expected to generate 392 net new total trips during the AM peak hour, 349 net new total trips during the PM peak hour, 4,395 net new total daily trips on a typical weekday, and 4,329 net new total Saturday daily trips on a typical Saturday.

The following summary table provides the 2021 Virginia Department of Transportation (VDOT) annual average daily traffic counts and Prince William County Travel Demand model levels of service (LOS) information in the vicinity of the site.

Roadway Name	Number of Lanes	2021 VDOT Annual Average Daily Traffic Count; Vehicles Per Day (VPD)	Travel Demand Model 2019 Daily LOS
Dumfries Road (Route 234)	4	39,000	D
Spriggs Road	4	11,000	С
Forest Park Drive	2	Traffic Count Data Not Available	N/A

#### **Proposal's Strengths**

Delivery Parameters for Restaurant: As conditioned, all deliveries are planned to be conducted on off-peak hours to minimize any potential onsite circulation conflicts.

#### **Proposal's Weaknesses**

None identified.

**On balance**, this application is found to be consistent with the relevant components of the Transportation Plan.

## Strategic Plan

This section of the report is intended to address the project's alignment with the outcomes provided within the County's Strategic Plan. The Strategic Plan posits that individuals, families and businesses prefer communities with a robust economy; easy access to jobs, services, and activities; that support even the most vulnerable in the community; are safe and secure; and provide a quality education that assures lifelong learning and steady employment. Based on community input from the online survey and the community conversations, seven focus or goal areas were identified for the 2021-2024 Strategic Plan: Health, Wellbeing, and Human Services; Safe and Secure Community; Resilient Economy; Quality Education and Workforce Development; Environmental Conservation; Sustainable Growth; and Transportation and Mobility. It is important to note that no single area is viewed as more critical than another. Rather, each are interrelated and have direct impact on each other. Collectively, these goal areas impact the quality of life in all facets of the community issues raised during the review of the proposal, which are not directly related to the policies, goals, or action strategies of the Comprehensive Plan, but which are materially relevant to the County's responsibilities in considering land use issues. The aspects of this proposal relative to the Strategic Plan are as follows:

- Resilient Economy (Objective RE-1): Create and support programs, policies and strategies that encourage profit-generating business expansion, new business development, and redevelopment that enhances or complements targeted industries.
- Resilient Economy (Objective RE-2): Continue efforts to preserve and expand the commercial tax revenue base.
- Resilient Economy (Objective RE-3): Create a positive brand/image of Prince William County that reflects the diversity of the community including its history, places, and people.

# **Materially Relevant Issues**

This section of the report is intended to identify issues raised during the review of the proposal, which are not directly related to the policies, goals, or action strategies of the Comprehensive Plan, but which are materially relevant to the County's responsibilities in considering land use issues. The materially relevant issues in these cases are as follows:

None identified.

#### **Modifications / Waivers**

The following waivers and/or modifications to the requirements of the Zoning Ordinance and the DCSM have been identified below:

There are associated signage modifications that have been incorporated into the SUP request for the motor vehicle fuel station (#SUP2020-00002). The Applicant requests a modification of the sign regulations to allow the property to have three (3) freestanding signs along the two street frontages. More details are included in the Community Design section of this report.

# **Agency Comments**

The following agencies have reviewed the proposal and their comments have been summarized in relevant Comprehensive Plan chapters of this report. Individual comments are in the case file in the Planning Office:

- PWC Archaeologist
- PWC Building Official
- PWC Development Services Land Development Case Manager
- PWC Fire Marshal Office
- **PWC Historical Commission**
- PWC Planning Office Case Manager / Long-Range Planning / Zoning Administration
- PWC Police / Crime Prevention
- PWC Public Works Environmental Services / Watershed Management
- PWC Service Authority
- PWC Transportation
- Virginia Department of Transportation (VDOT)

# SUP2020-00002, ASHLAND SQUARE PARCEL B CONVENIENCE CENTER BUILDING 1 - SPECIAL USE PERMIT

# 15835 SPRIGGS ROAD - POTOMAC DISTRICT PORTION OF PARCEL 8090-58-8302 PRINCE WILLIAM COUNTY, VIRGINIA

JUNE 24, 2019 REVISED OCTOBER 21, 2019 REVISED MARCH 4, 2020 REVISED OCTOBER 27, 2020 REVISED JULY 5, 2022 REVISED SEPTEMBER 1, 2022 REVISED FEBRUARY 27, 2023

# APPLICANT / OWNER

SAUL HOLDINGS LIMITED PARTNERSHIP 7501 WISCONSIN AVENUE SUITE 1500E BETHESDA, MD 20814 STEPHEN POWELL, JR.

# APPLICANT'S REPRESENTATIVE

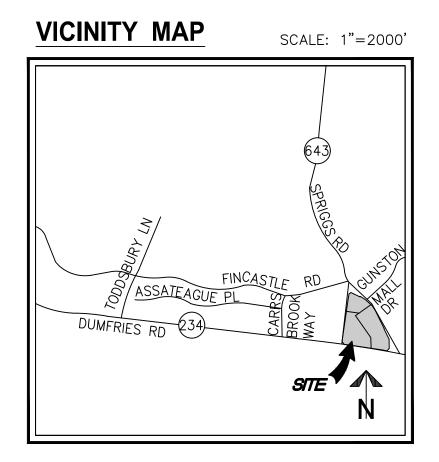
COMPTON & DULING 12701 MARBLESTONE DRIVE SUITE 350 WOODBRIDGE, VA 22192 703-565-5134 SHERMAN PATRICK

# CIVIL ENGINEER

WALTER L. PHILLIPS, INC. 207 PARK AVENUE FALLS CHURCH, VA 22046 AARON VINSON

# TRANSPORTATION

GOROVE / SLADE ASSOCIATES, INC. 15125 WASHINGTON STREET SUITE 316 HAYMARKET, VA 20169 KEVIN SITZMAN



EXISTING ZONE: B-1, GENERAL BUSI	INESS DISTRICT	
SUP AREA: ±71,181 SF		
	B-1 REQUIRED	PROVIDED
MINIMUM LOT AREA	NONE	±78,090 SF
MINIMUM LOT WIDTH	NONE	N/A
MAXIMUM LOT COVERAGE	85%	±85%
MAXIMUM BUILDING HEIGHT	45 FT	MAX 45 FT
MINIMUM YARD REQUIREMENTS		
FRONT	20 FT	±97 FT
SIDE	NONE	N/A
REAR	NONE	N/A
MAXIMUM FAR	0.40	±0.08
MINIMUM OPEN SPACE	15%	±15%

# NOTE: TABULATIONS RELATIVE TO SPECIAL USE AREA ONLY

# PARKING TABULATION

# REQUIRED PARKING

USE: MOTOR VEHICLE FUEL STATION WITH QUICK SERVICE FOOD STORE RATE: 5 SPACES PLUS 1 SPACE PER 150 NSF

 $6,000 \text{ SF } \times 75\% = 4,500 \text{ NSF}/150 + 5 = 35 \text{ SPACES}$ 

TOTAL PARKING REQUIRED = 35 SPACES

PROPOSED PARKING

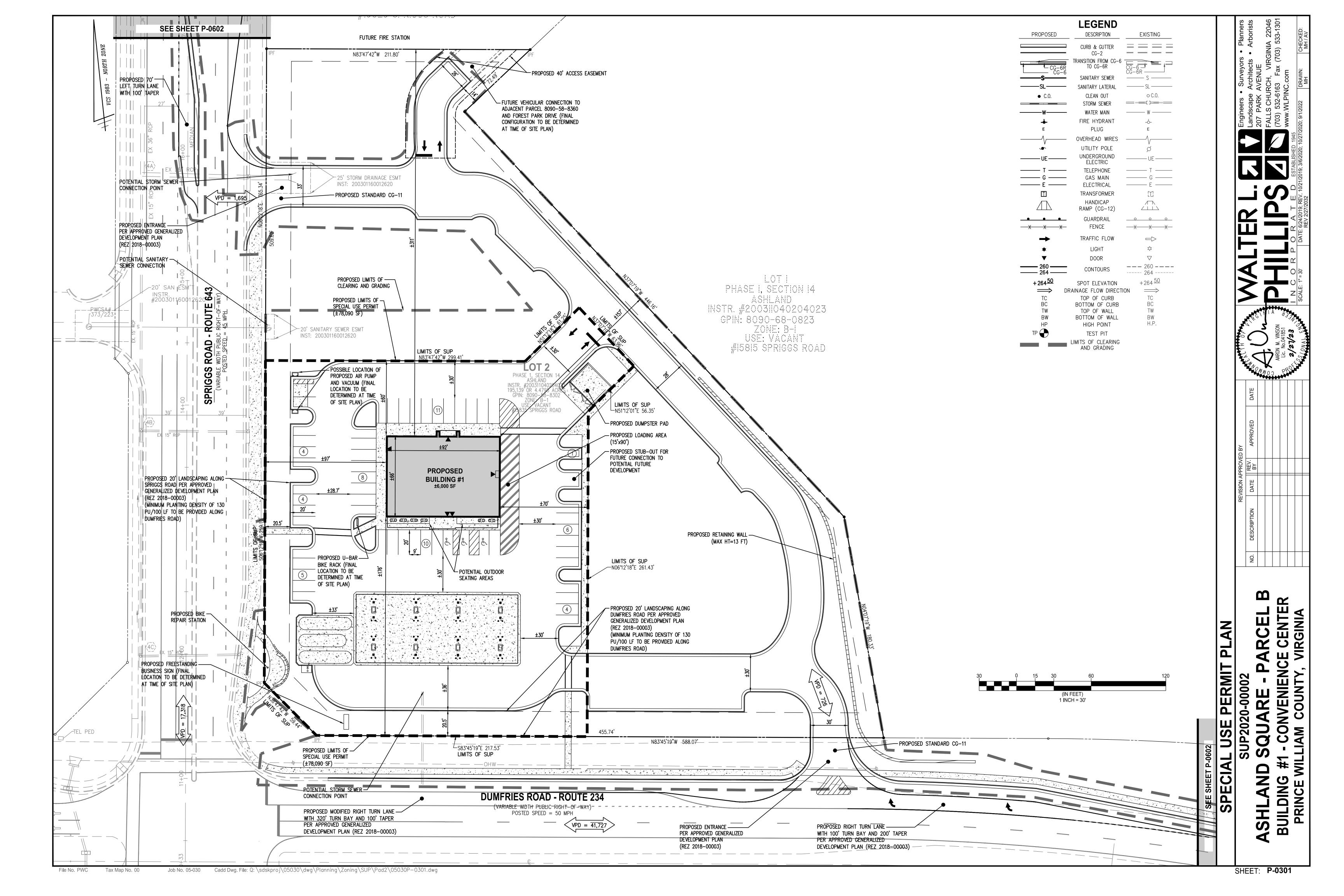
TOTAL PARKING PROVIDED = 53 SPACES

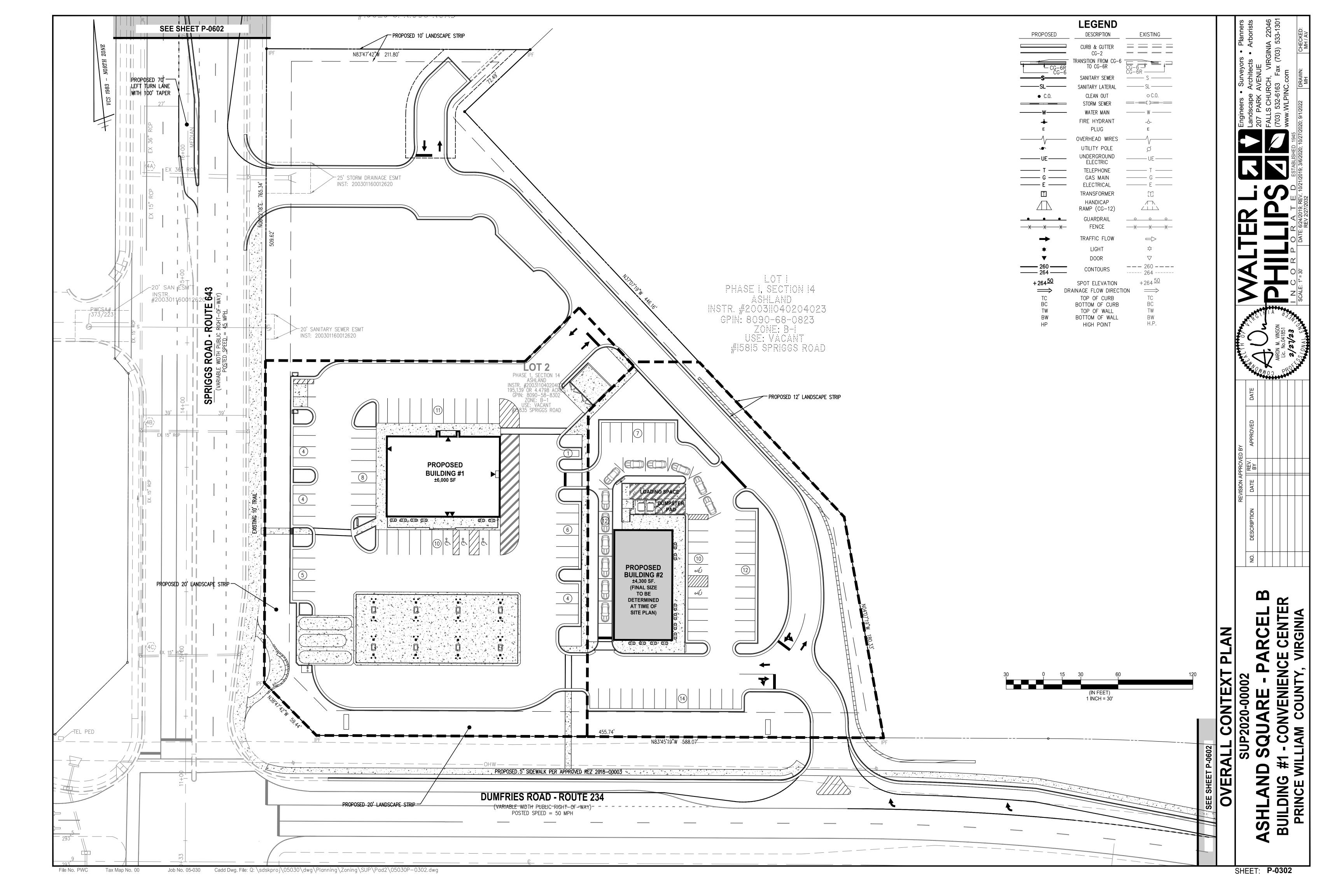
# **NOTES**

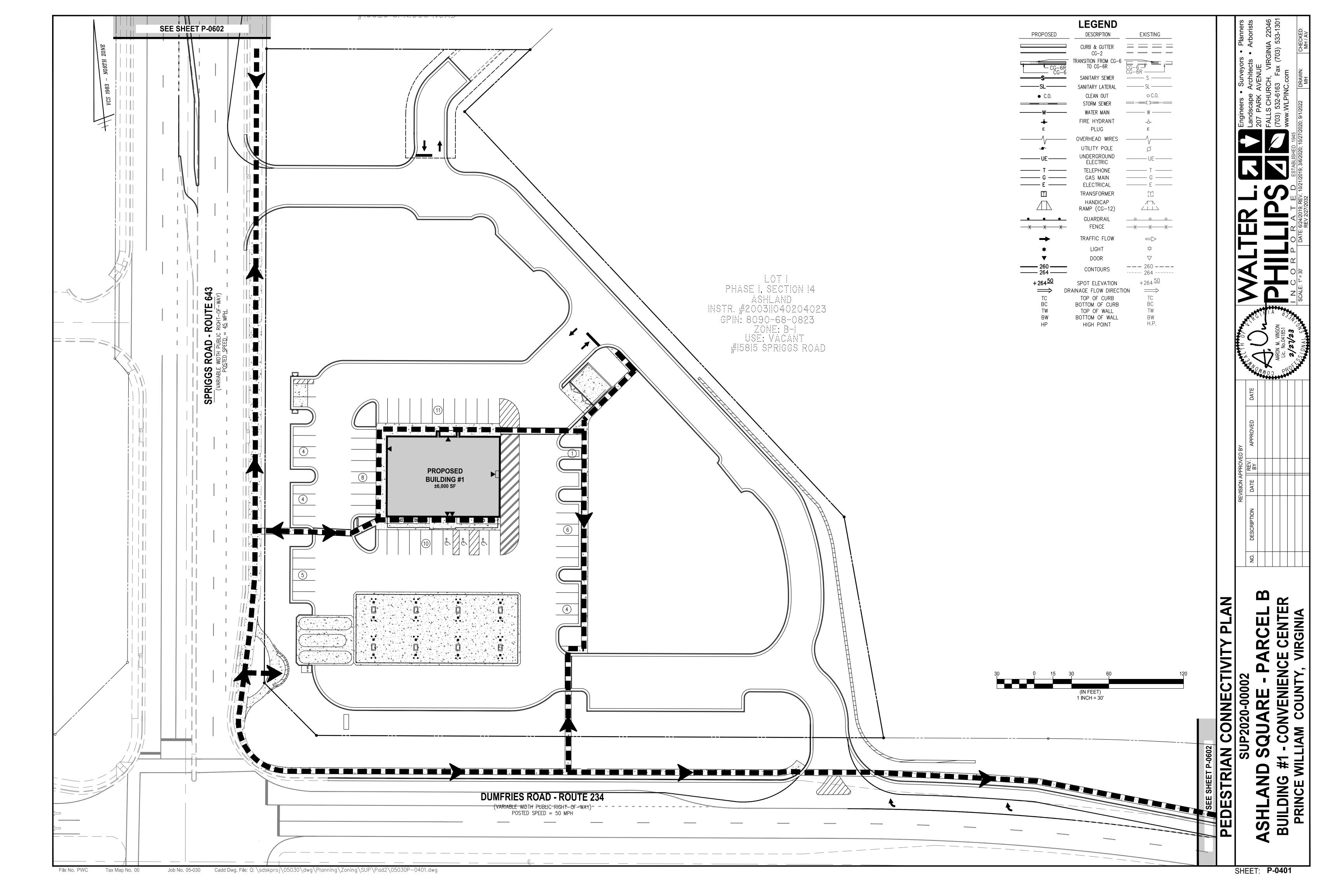
- 1. OWNER/APPLICANT: SÁUL HOLDINGS LIMITED PARTNERSHIP 7501 WISCONSIN AVENUE
- 2. THE PROPERTY IS DELINEATED ON PRINCE WILLIAM COUNTY TAX MAPS AS GPIN#

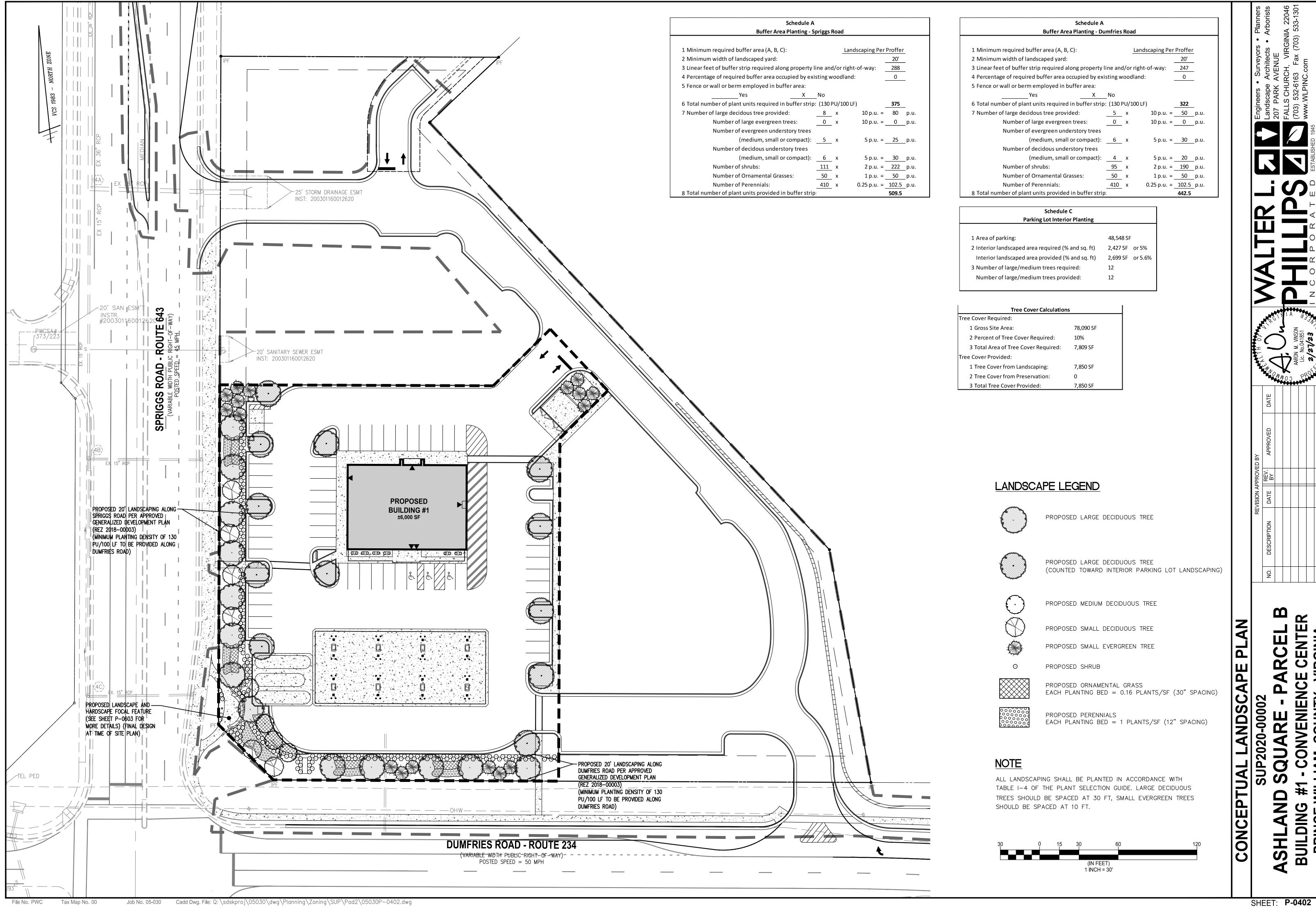
- 5. THIS PLAN WAS CREATED BASED ON RECORD INFORMATION AND HAS NOT BEEN FIELD
- 6. PUBLIC WATER AND SEWER ARE AVAILABLE FOR THE SUBJECT PROPERTY
- 7. STORMWATER MANAGEMENT WILL BE MET AND PROVIDED IN ACCORDANCE WITH APPLICABLE PRINCE WILLIAM COUNTY DESIGN STANDARDS AND WILL BE IN COMPLIANCE WITH THE AGREEMENT MADE WITH PRINCE WILLIAM COUNTY ON 9/12/2018.
- 8. ALL PROPOSED UTILITIES WILL BE SHOWN AND PROVIDED AT TIME OF SITE PLAN.
- 9. THIS SITE IS LOCATED ENTIRELY WITHIN ZONE X (AREAS OUTSIDE THE 500 YEAR FLOOD PLAIN) PER THE FEMA FLOOD INSURANCE RATE MAP FOR PRINCE WILLIAM COUNTY, PANELS 301 OF 330, MAP # 51153C0301D, EFFECTIVE JANUARY 5, 1995. THERE IS NO 100 YEAR FLOODPLAIN
- 10. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO KNOWN CEMETERIES OR HISTORIC FEATURES
- 11. A REVIEW OF VEGETATION ON SITE REVEALS THE PRESENCE OF A HARDWOOD AND EVERGREEN MIX OF VARIED MATURITY. HARDWOODS ARE PREDOMINANTLY COMPRISED OF OAK AND MAPLE.
- 12. A REVIEW OF THE US FISH AND WILDLIFE DATABASE DID NOT REVEAL PRESENCE OF ENDANGERED SPECIES SPECIFICALLY ATTRIBUTABLE TO THIS PROPERTY.
- 13. THE SUBJECT SITE IS CURRENTLY ENTITLED TO DEVELOPMENT PURSUANT TO APPROVED SITE PLAN # 06-00165 R01 S01.
- 14. ALL PARKING AND TRAVEL WAYS WILL MEET DCSM (610.00) STANDARDS.

SHE	ET INDEX
P-0101	COVER SHEET
P-0301	SPECIAL USE PERMIT PLAN
P-0302	OVERALL CONTEXT PLAN
P-0401	PEDESTRIAN CONNECTIVITY PLAN
P-0402	CONCEPTUAL LANDSCAPE PLAN
P-0501	STORMWATER MANAGEMENT PLAN
P-0601	TRUCK MOVEMENT EXHIBIT
P-0602	ROAD IMPROVEMENT EXHIBIT
P-0603	PRECENDENT IMAGES EXHIBIT









# STORMWATER OUTFALL NARRATIVE

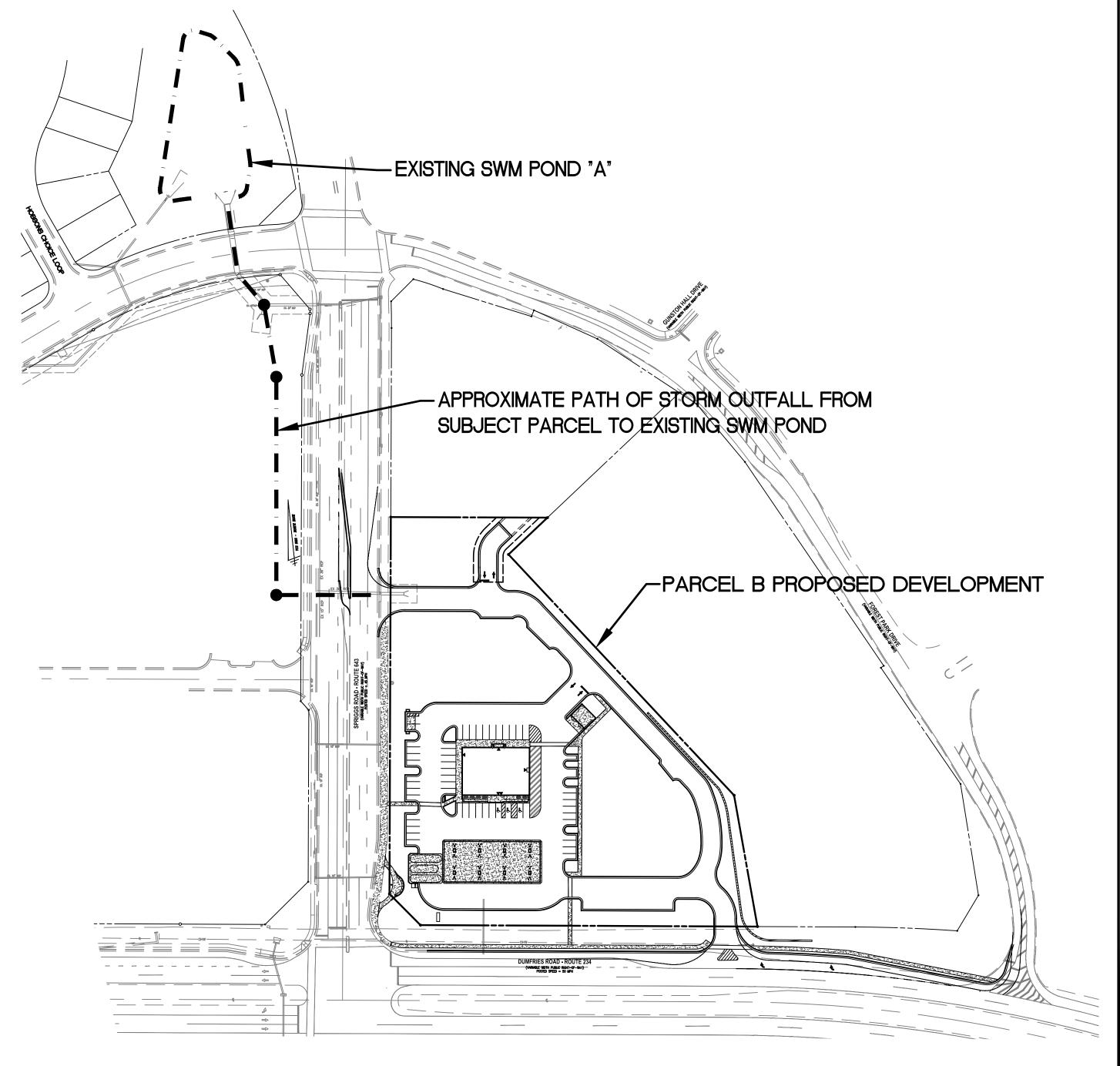
STORMWATER RUNOFF WILL LEAVE THE SUBJECT SITE VIA CONNECTION TO EXISTING STORM SEWER PIPES IN SPRIGGS ROAD. ONCE RUNOFF ENTERS THE PUBLIC SYSTEM, IT WILL FLOW NORTH ALONG SPRIGGS ROAD AND THROUGH ASHLAND SQUARE PARCEL A, LOCATED OPPOSITE THE SUBJECT SITE ON THE WESTERN SIDE OF SPRIGGS ROAD. RUNOFF WILL THEN FLOW NORTH ACROSS FINCASTLE DRIVE AND DISCHARGE INTO EXISTING STORMWATER MANAGEMENT POND "A", LOCATED ON PARCEL 8090—49—4445. AS DETAILED BELOW, POND "A" WAS DESIGNED TO SATISFY APPLICABLE STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT ON THE SUBJECT PARCEL, AND WILL ALSO BE DEEMED TO PROVIDE AN ADEQUATE OUTFALL.

BASED ON A PRELIMINARY REVIEW OF THE RECEIVING PIPES LOCATED BETWEEN THE SUBJECT SITE AND OFFSITE POND "A", IT IS THE OPINION OF THE SUBMITTING ENGINEER THAT THE STORMWATER OUTFALL FOR THE PROPOSED DEVELOPMENT IS ADEQUATE.

# STORMWATER MANAGEMENT AND WATER QUALITY NARRATIVE

STORMWATER MANAGEMENT FOR THE SUBJECT DEVELOPMENT WILL BE PROVIDED THROUGH EXISTING OFFSITE POND "A", SHOWN ON THE MAP BELOW. POND "A", LOCATED ON PARCEL 8090-49-4445, WAS DESIGNED AND CONSTRUCTED IN ANTICIPATION OF REDEVELOPMENT ON THE PARCEL OF THIS PROPOSED DEVELOPMENT.

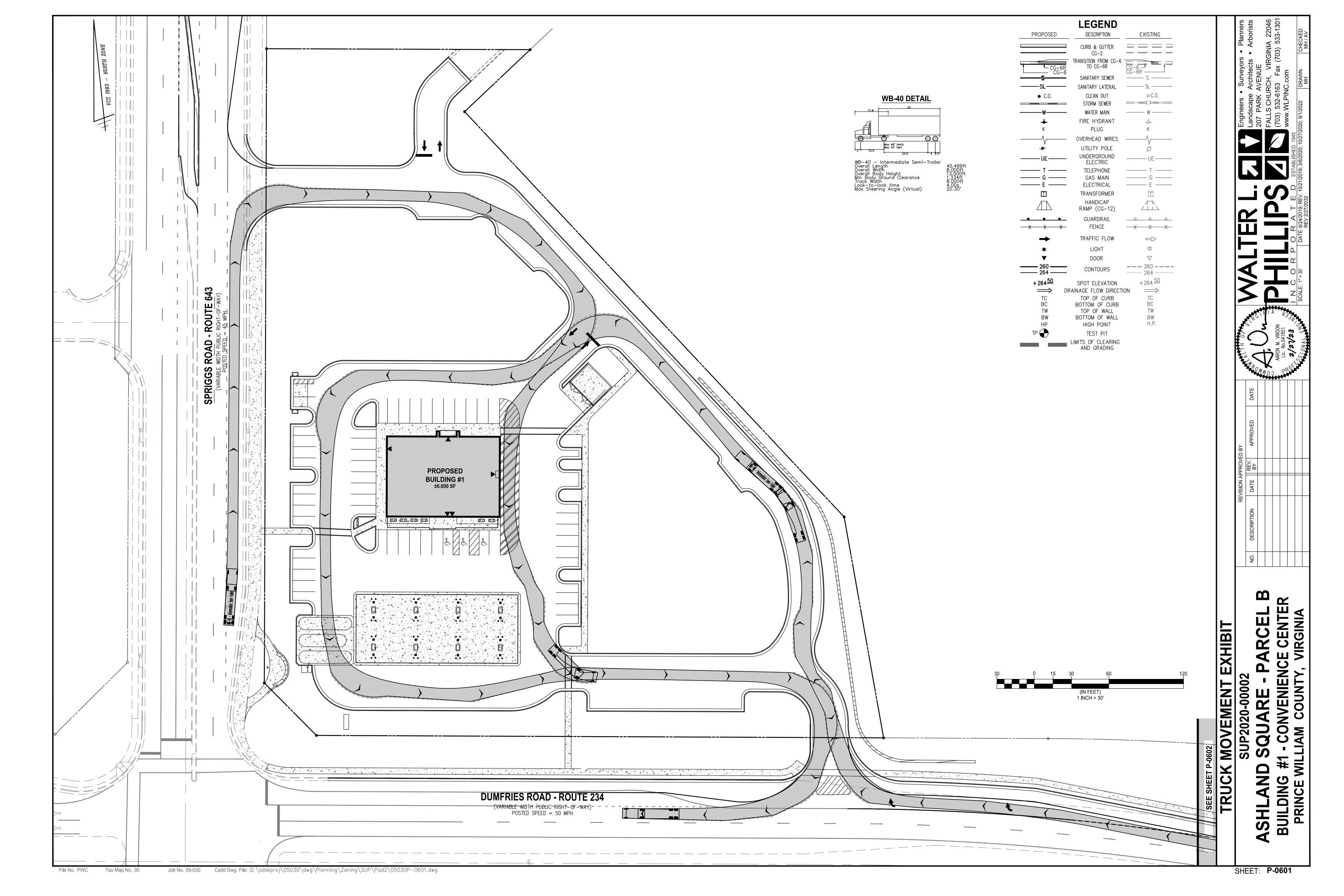
AT TIME OF SITE PLAN FOR THE PROPOSED DEVELOPMENT THE APPLICANT WILL DEMONSTRATE THAT PROPOSED IMPERVIOUS AREA FOR EACH PHASE OF DEVELOPMENT IS CONSISTENT WITH THE DESIGN ASSUMPTIONS MADE WHEN POND "A" WAS APPROVED. IN THE EVENT THAT IMPERVIOUS AREA PROPOSED WITH THIS APPLICATION EXCEEDS DESIGN ALLOTMENT FOR POND "A", ONSITE STORMWATER MANAGEMENT MEASURES WILL BE PROVIDED ON SITE TO ACCOUNT FOR THE INCREMENTAL INCREASE IN IMPERVIOUS AREA ABOVE ORIGINAL DESIGN ASSUMPTIONS. IF REQUIRED, THESE ONSITE STORMWATER MANAGEMENT FACILITIES MAY INCLUDE, BUT MAY NOT BE LIMITED TO, UNDERGROUND DETENTION AND WATER QUALITY FACILITIES, PROPRIETARY TREATMENT FACILITIES, PERMEABLE PAVEMENT, TREE BOX FILTERS, AND OTHER SIMILAR FACILITIES.

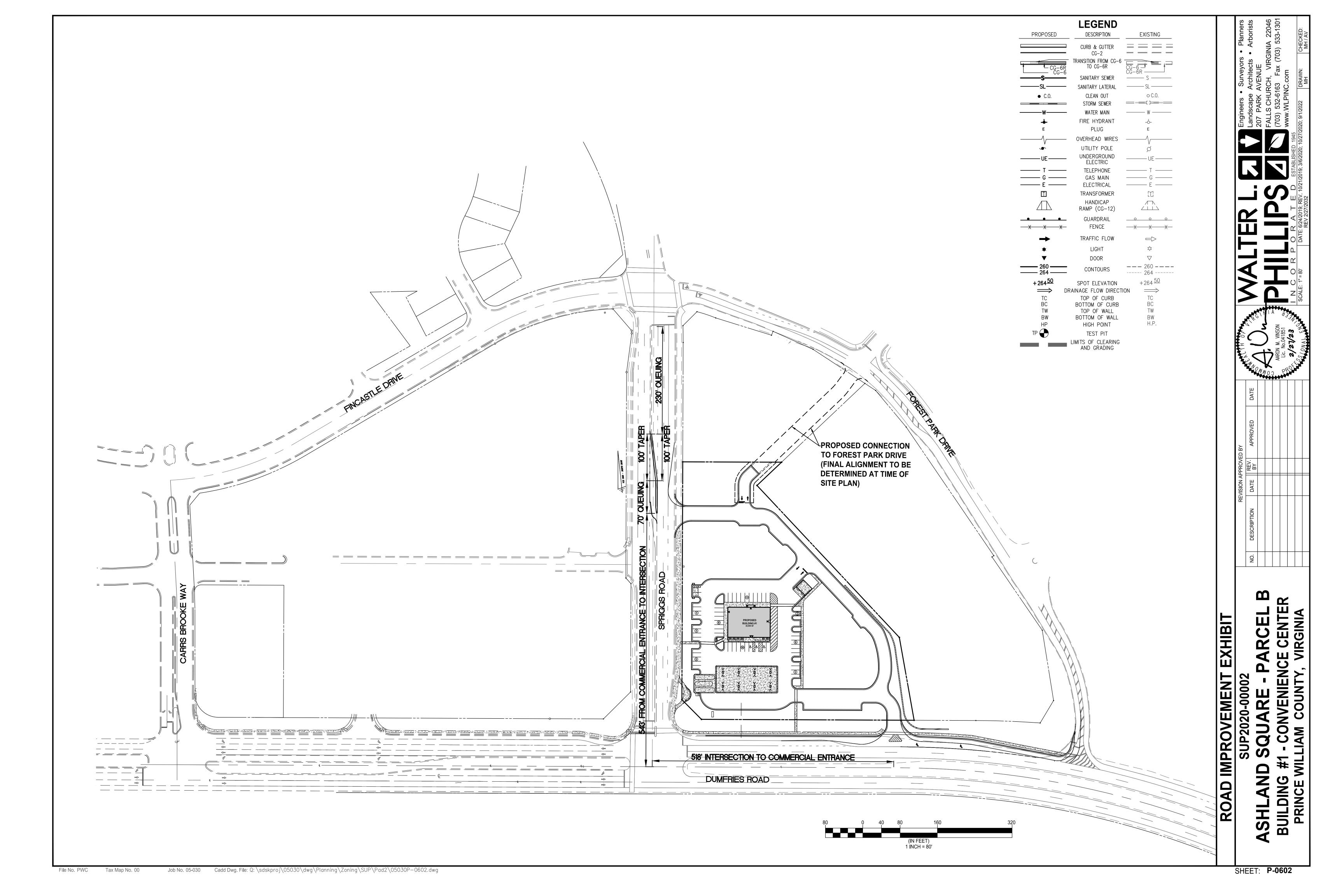


TORMWATER MANAGEMENT PLAN

SUPZUZU-UUUUZ SHLAND SQUARE - PARCE UILDING #1 - CONVENIENCE CEN

Tax Map No. 00 Job No. 05-030 Cadd Dwg. File: Q: \sdskproj\05030\dwg\Planning\Zoning\SUP\Pad2\05030P-0501.dwg





# SUP2023-00004, ASHLAND SQUARE PARCEL B RESTAURANT W/ PICK-UP/DRIVE-UP WINDOW SERVICE BUILDING 2 - SPECIAL USE PERMIT

15835 SPRIGGS ROAD - POTOMAC DISTRICT PORTION OF PARCEL 8090-58-8302 PRINCE WILLIAM COUNTY, VIRGINIA

> JUNE 24, 2019 REVISED OCTOBER 21, 2019 REVISED FEBRUARY 28, 2020 REVISED OCTOBER 27, 2020 REVISED SEPTEMBER 1, 2022 REVISED FEBRUARY 27, 2023 REVISED APRIL 12, 2023

# **VICINITY MAP** SCALE: 1"=2000'

EXISTING ZONE: B-1, GENERAL BUSH	NESS DISTRICT	
SUP AREA: ±56,861 SF		
	B-1 REQUIRED	PROVIDED
MINIMUM LOT AREA	NONE	±56,861 SF
MINIMUM LOT WIDTH	NONE	N/A
MAXIMUM LOT COVERAGE	85%	±70%
MAXIMUM BUILDING HEIGHT	45 FT	MAX 45 FT
MINIMUM YARD REQUIREMENTS		
FRONT	20 FT	±77 FT
SIDE	NONE	N/A
REAR	NONE	N/A
MAXIMUM FAR	0.40	±0.09
MINIMUM OPEN SPACE	15%	±30%

NOTE: TABULATIONS RELATIVE TO SPECIAL USE AREA ONLY

 $4,300 \text{ SF } \times 75\% = 3,225 \text{ NSF}/75 = 43 \text{ SPACES}$ 

PARKING TABULATION

TOTAL PARKING REQUIRED = 43 SPACES

TOTAL PARKING PROVIDED = 43 SPACES

REQUIRED STACKING = 11 SPACES PROVIDED STACKING = 12 SPACES

USE: DRIVE-THRU RESTAURANT RATE: 1 SPACE/75 SF OF NSF

REQUIRED PARKING

PROPOSED PARKING

**STACKING** 

# APPLICANT / OWNER

SAUL HOLDINGS LIMITED PARTNERSHIP 7501 WISCONSIN AVENUE SUITE 1500E BETHESDA, MD 20814 STEPHEN POWELL, JR.

# APPLICANT'S REPRESENTATIVE

COMPTON & DULING 12701 MARBLESTONE DRIVE SUITE 350 WOODBRIDGE, VA 22192 703-565-5134 SHERMAN PATRICK

# CIVIL ENGINEER

WALTER L. PHILLIPS, INC. 207 PARK AVENUE FALLS CHURCH, VA 22046 AARON VINSON

# TRANSPORTATION

GOROVE / SLADE ASSOCIATES, INC. 15125 WASHINGTON STREET SUITE 316 HAYMARKET, VA 20169 KEVIN SITZMAN

# **NOTES**

- 1. OWNER/APPLICANT: SAUL HOLDINGS LIMITED PARTNERSHIP
- THE TOTAL AREA OF PARCEL B IS 195,139 SF OR 4.4798 ACRES. THE TOTAL AREA FOR THE
- 4. THIS SPECIAL USE APPLICATION PROPOSES RESTAURANT WITH DRIVE-UP WINDOW SERVICE.
- 5. THIS PLAN WAS CREATED BASED ON RECORD INFORMATION AND HAS NOT BEEN FIELD
- 7. STORMWATER MANAGEMENT WILL BE MET AND PROVIDED IN ACCORDANCE WITH APPLICABLE PRINCE WILLIAM COUNTY DESIGN STANDARDS AND WILL BE IN COMPLIANCE WITH THE AGREEMENT MADE WITH PRINCE WILLIAM COUNTY ON 9/12/2018.
- 8. ALL PROPOSED UTILITIES WILL BE SHOWN AND PROVIDED AT TIME OF SITE PLAN.
- 9. THIS SITE IS LOCATED ENTIRELY WITHIN ZONE X (AREAS OUTSIDE THE 500 YEAR FLOOD PLAIN) PER THE FEMA FLOOD INSURANCE RATE MAP FOR PRINCE WILLIAM COUNTY, PANELS 301 OF 330, MAP # 51153C0301D, EFFECTIVE JANUARY 5, 1995. THERE IS NO 100 YEAR FLOODPLAIN
- 10. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO KNOWN CEMETERIES OR HISTORIC FEATURES ON THIS SITE.
- ENDANGERED SPECIES SPECIFICALLY ATTRIBUTABLE TO THIS PROPERTY.
- 13. THE SUBJECT SITE IS CURRENTLY ENTITLED TO DEVELOPMENT PURSUANT TO APPROVED SITE PLAN # 06-00165 R01 S01.
- 14. ALL PARKING AND TRAVEL WAYS WILL MEET DCSM (610.00) STANDARDS.

# SHEET INDEX

COVER SHEET SPECIAL USE PERMIT PLAN OVERALL CONTEXT PLAN PEDESTRIAN CONNECTIVITY EXHIBIT CONCEPTUAL LANDSCAPE PLAN STORMWATER MANAGEMENT PLAN TRUCK MOVEMENT EXHIBIT

ROAD IMPROVEMENT EXHIBIT

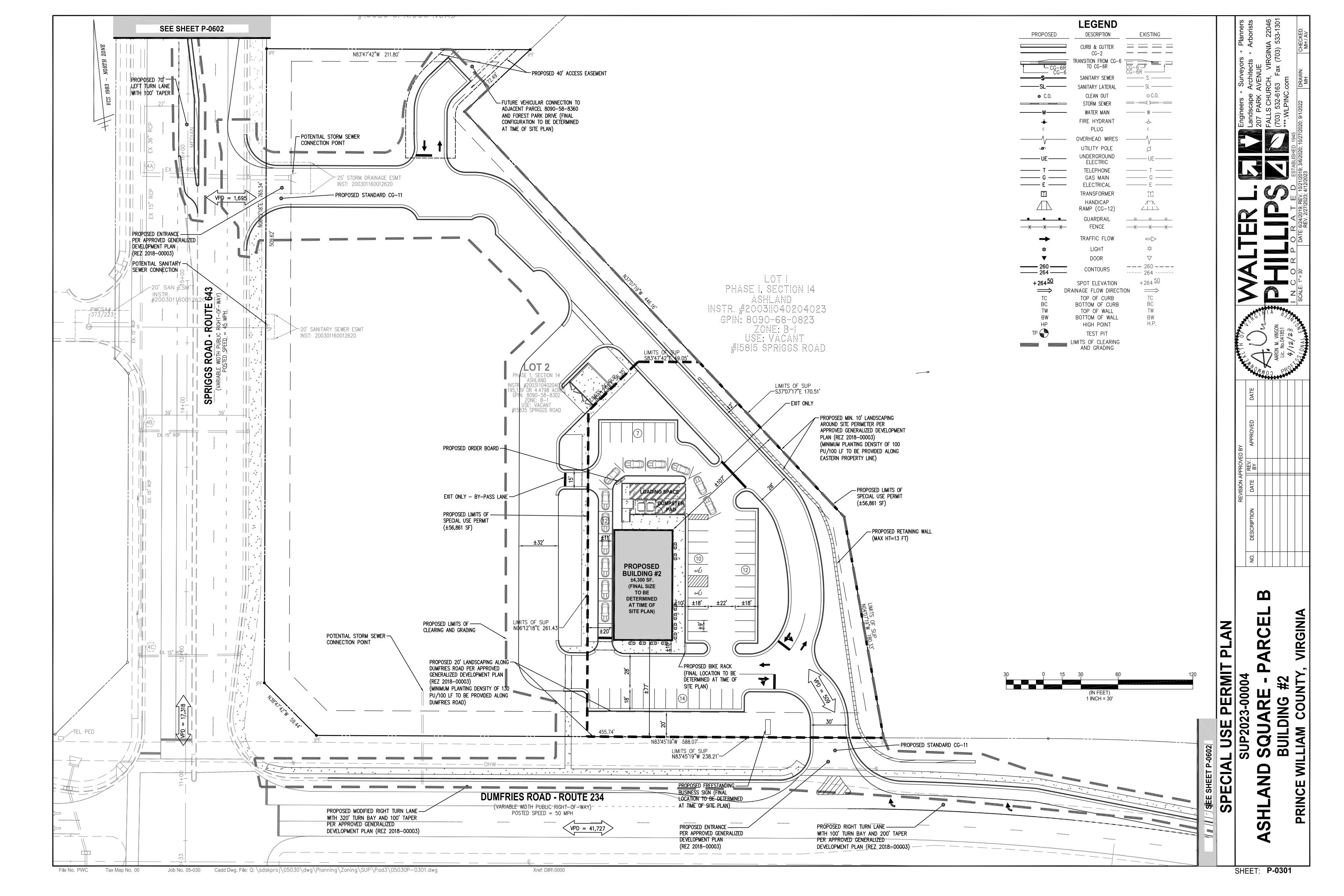
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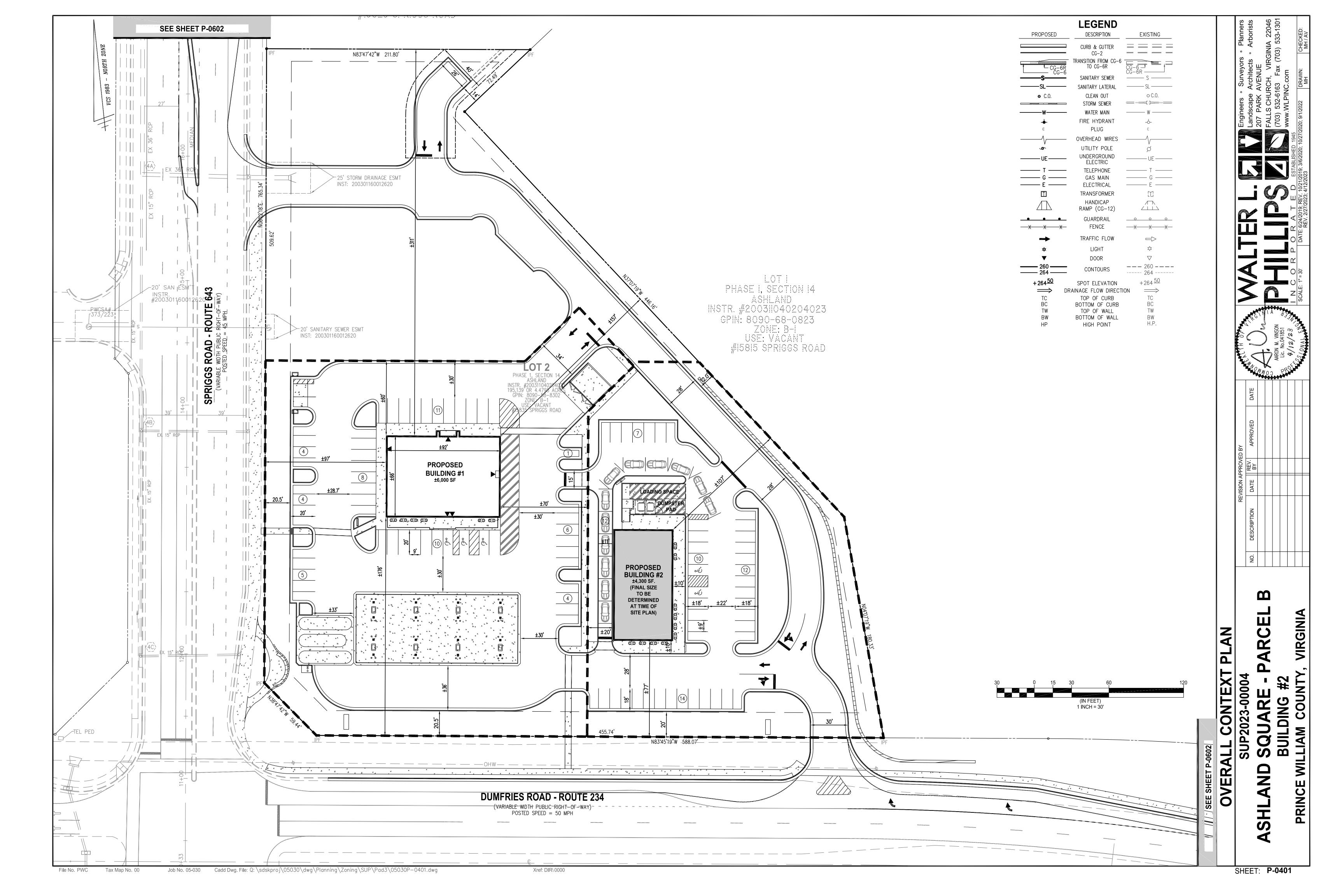
 $\mathbf{m}$ 

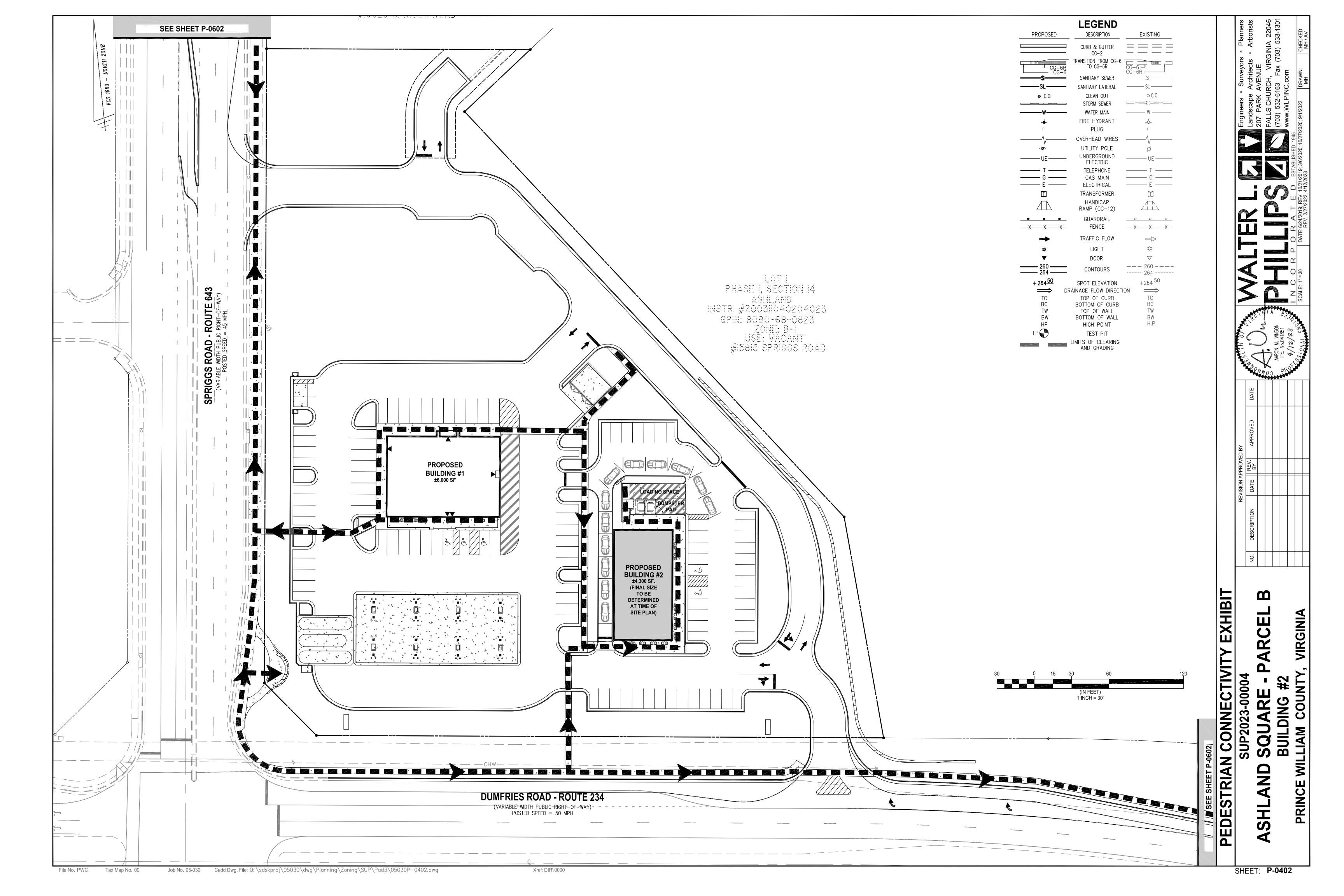
Job No. 05-030 Cadd Dwg. File: Q: \sdskproj\05030\dwg\Planning\Zoning\SUP\Pad3\05030P-0101.dwg

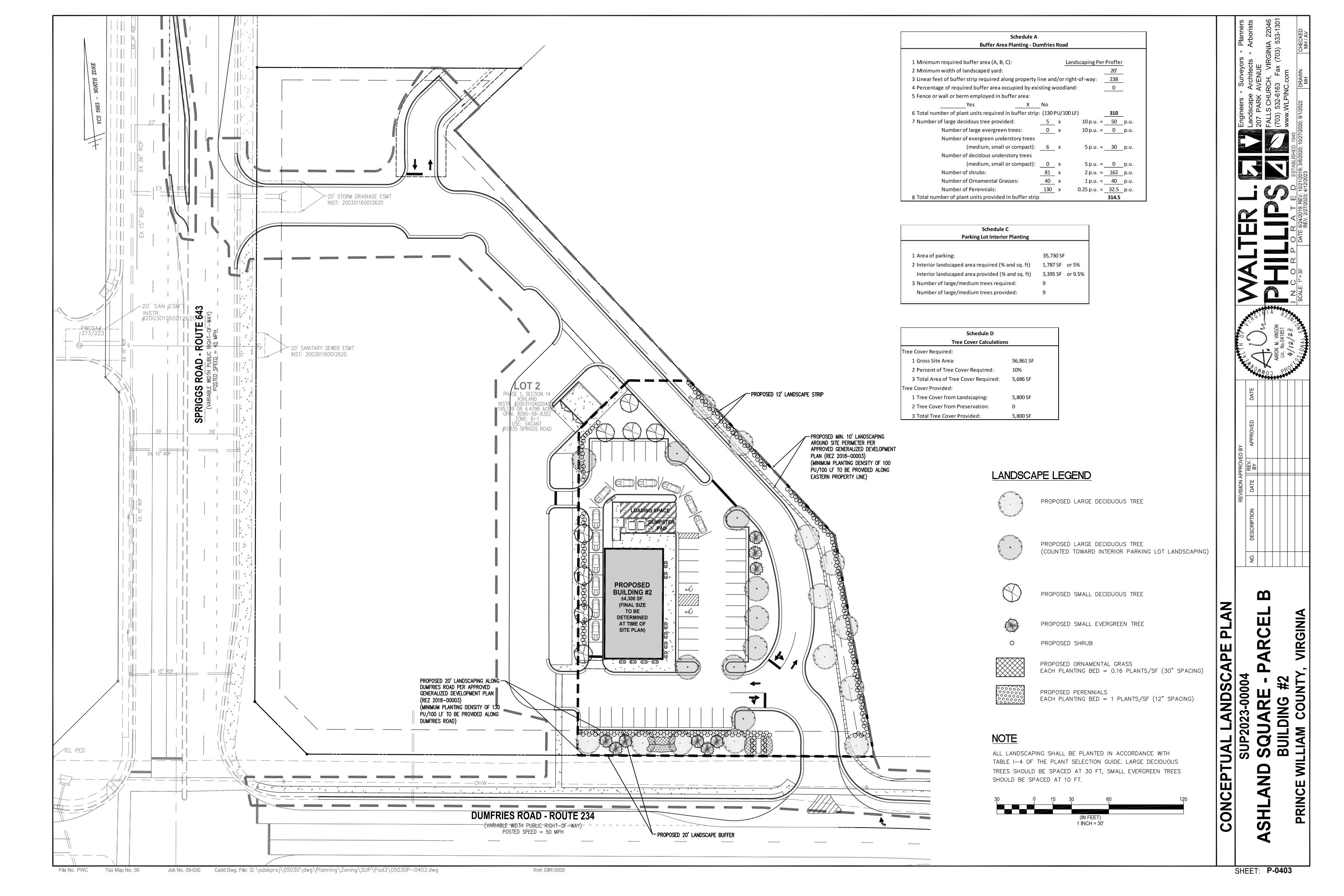
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SHEET: **P-0101** 









# STORMWATER OUTFALL NARRATIVE

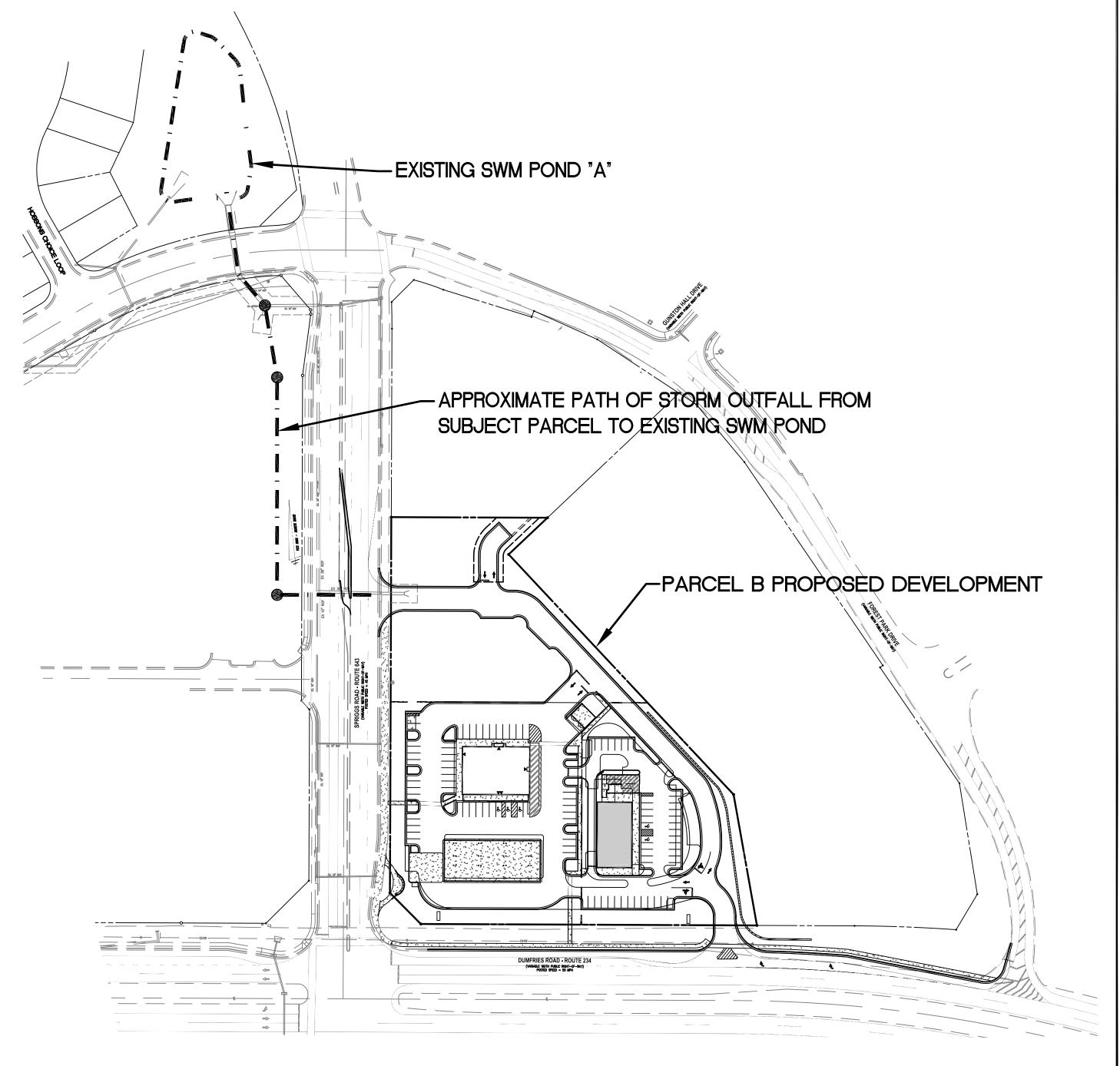
STORMWATER RUNOFF WILL LEAVE THE SUBJECT SITE VIA CONNECTION TO EXISTING STORM SEWER PIPES IN SPRIGGS ROAD. ONCE RUNOFF ENTERS THE PUBLIC SYSTEM, IT WILL FLOW NORTH ALONG SPRIGGS ROAD AND THROUGH ASHLAND SQUARE PARCEL A, LOCATED OPPOSITE THE SUBJECT SITE ON THE WESTERN SIDE OF SPRIGGS ROAD. RUNOFF WILL THEN FLOW NORTH ACROSS FINCASTLE DRIVE AND DISCHARGE INTO EXISTING STORMWATER MANAGEMENT POND "A", LOCATED ON PARCEL 8090-49-4445. AS DETAILED BELOW, POND "A" WAS DESIGNED TO SATISFY APPLICABLE STORMWATER MANAGEMENT REQUIREMENTS FOR DEVELOPMENT ON THE SUBJECT PARCEL, AND WILL ALSO BE DEEMED TO PROVIDE AN ADEQUATE OUTFALL.

BASED ON A PRELIMINARY REVIEW OF THE RECEIVING PIPES LOCATED BETWEEN THE SUBJECT SITE AND OFFSITE POND "A", IT IS THE OPINION OF THE SUBMITTING ENGINEER THAT THE STORMWATER OUTFALL FOR THE PROPOSED DEVELOPMENT IS ADEQUATE.

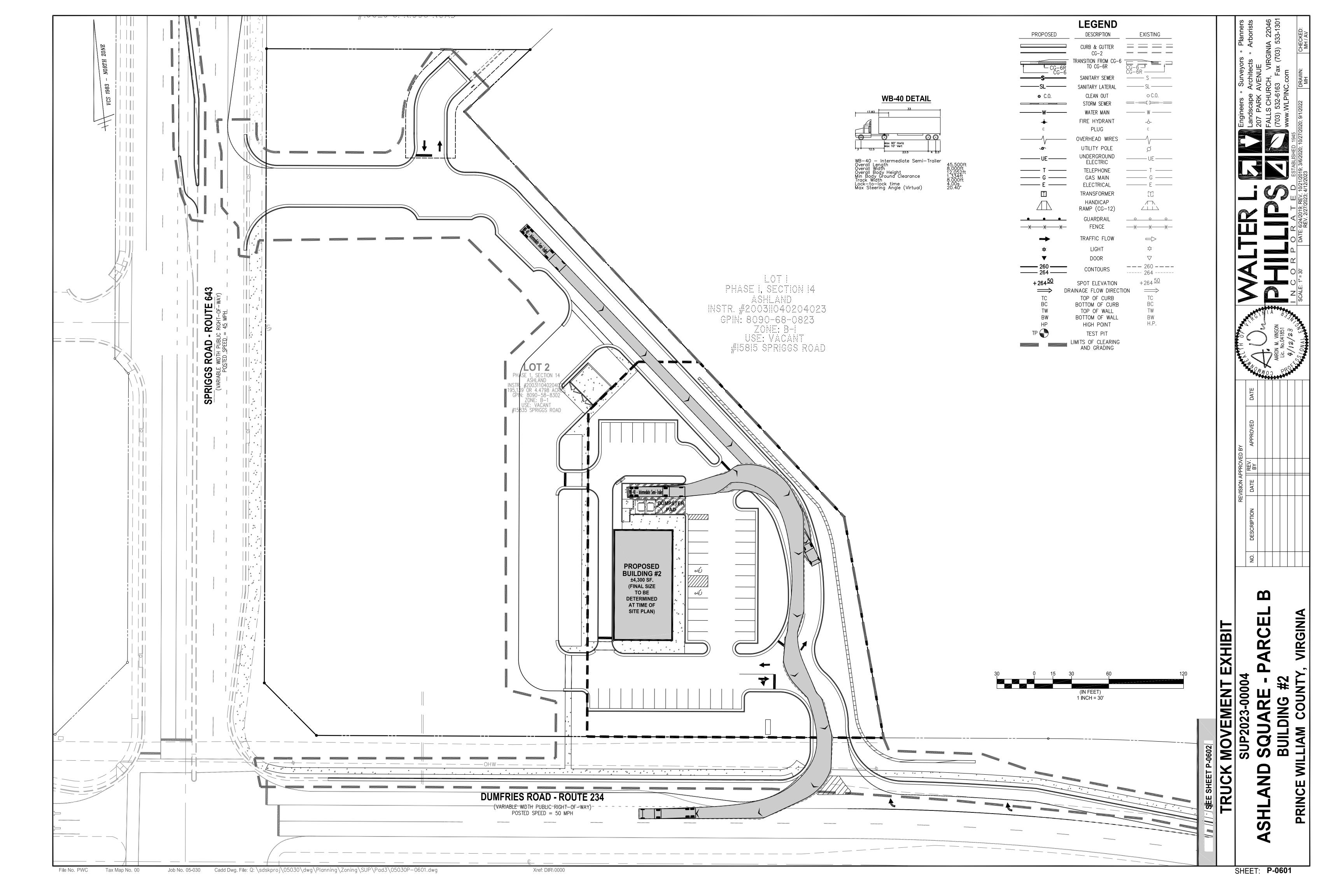
# STORMWATER MANAGEMENT AND WATER QUALITY NARRATIVE

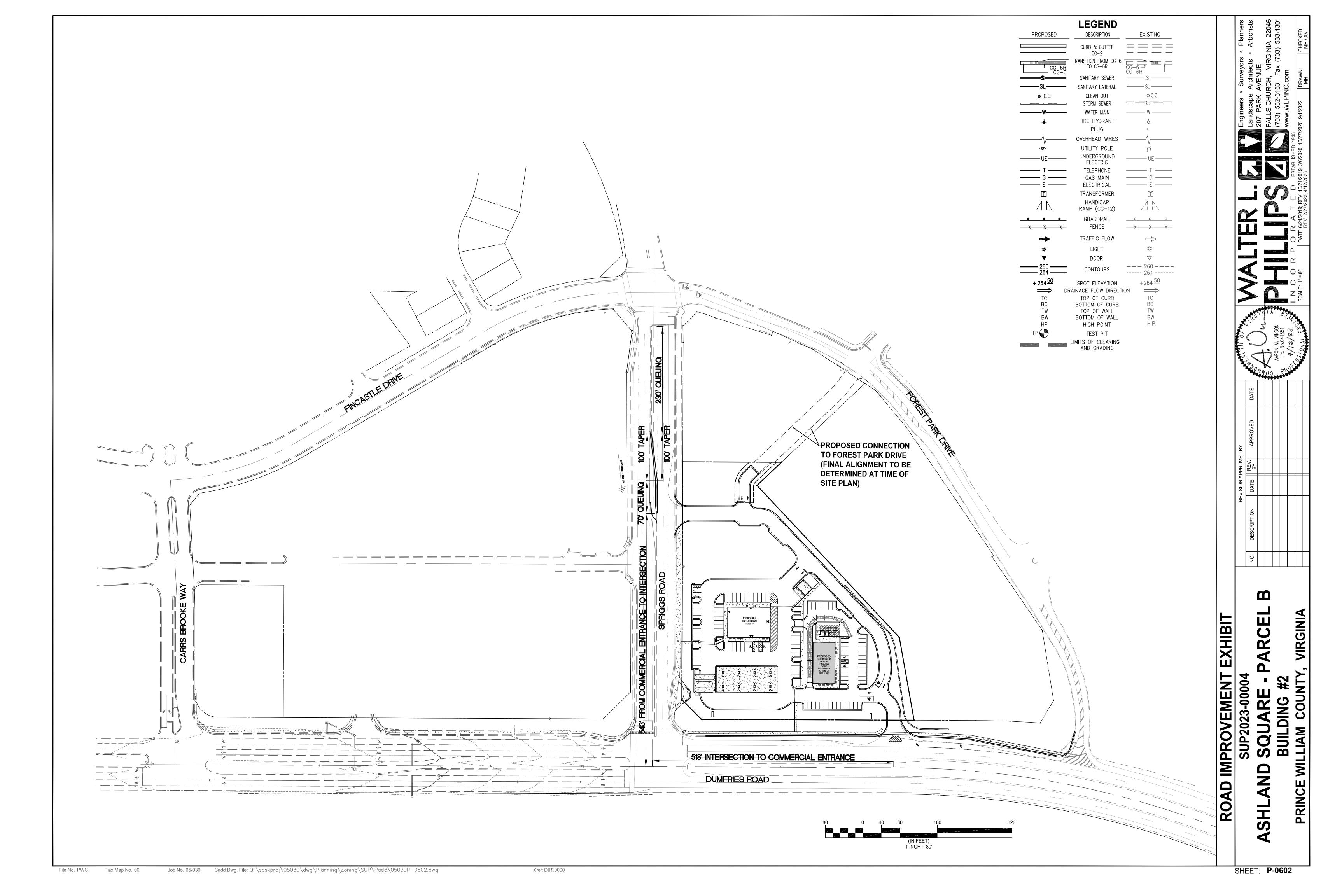
STORMWATER MANAGEMENT FOR THE SUBJECT DEVELOPMENT WILL BE PROVIDED THROUGH EXISTING OFFSITE POND "A", SHOWN ON THE MAP BELOW. POND "A", LOCATED ON PARCEL 8090-49-4445, WAS DESIGNED AND CONSTRUCTED IN ANTICIPATION OF THE PROPOSED DEVELOPMENT ON THE PARCEL OF THIS PROPOSED DEVELOPMENT.

AT TIME OF SITE PLAN FOR THE PROPOSED DEVELOPMENT THE APPLICANT WILL DEMONSTRATE THAT PROPOSED IMPERVIOUS AREA FOR EACH PHASE OF DEVELOPMENT IS CONSISTENT WITH THE DESIGN ASSUMPTIONS MADE WHEN POND "A" WAS APPROVED. IN THE EVENT THAT IMPERVIOUS AREA PROPOSED WITH THIS APPLICATION EXCEEDS DESIGN ALLOTMENT FOR POND "A", ONSITE STORMWATER MANAGEMENT MEASURES WILL BE PROVIDED ON SITE TO ACCOUNT FOR THE INCREMENTAL INCREASE IN IMPERVIOUS AREA ABOVE ORIGINAL DESIGN ASSUMPTIONS. IF REQUIRED, THESE ONSITE STORMWATER MANAGEMENT FACILITIES MAY INCLUDE, BUT MAY NOT BE LIMITED TO, UNDERGROUND DETENTION AND WATER QUALITY FACILITIES, PROPRIETARY TREATMENT FACILITIES, PERMEABLE PAVEMENT, TREE BOX FILTERS, AND OTHER SIMILAR FACILITIES.



SHEET: **P-0501** 



























SMALL PLAZA

RETAINING WALL

# FOCAL CORNER FEATURE PRECEDENT IMAGE



# **BIKE RACK DETAIL**





**BIKE REPAIR STATION** 



Attachment E

# <u>T</u>.O<u>. ROOF FRONT</u> 23' - 11 1/2" T.O PARAPET (HIGH) T.O <u>PARAPET (HIGH)</u> 18' - 8"

GLAZING CALCS - FRONT ELEVATION: CLEAR GLAZING - 462 SQFT SPANDREL GLASS - 77 SQFT TOTAL - 541 SQFT TOTAL BUILDING - 1,753 SQFT GLAZING - 541/1,753 = 31%

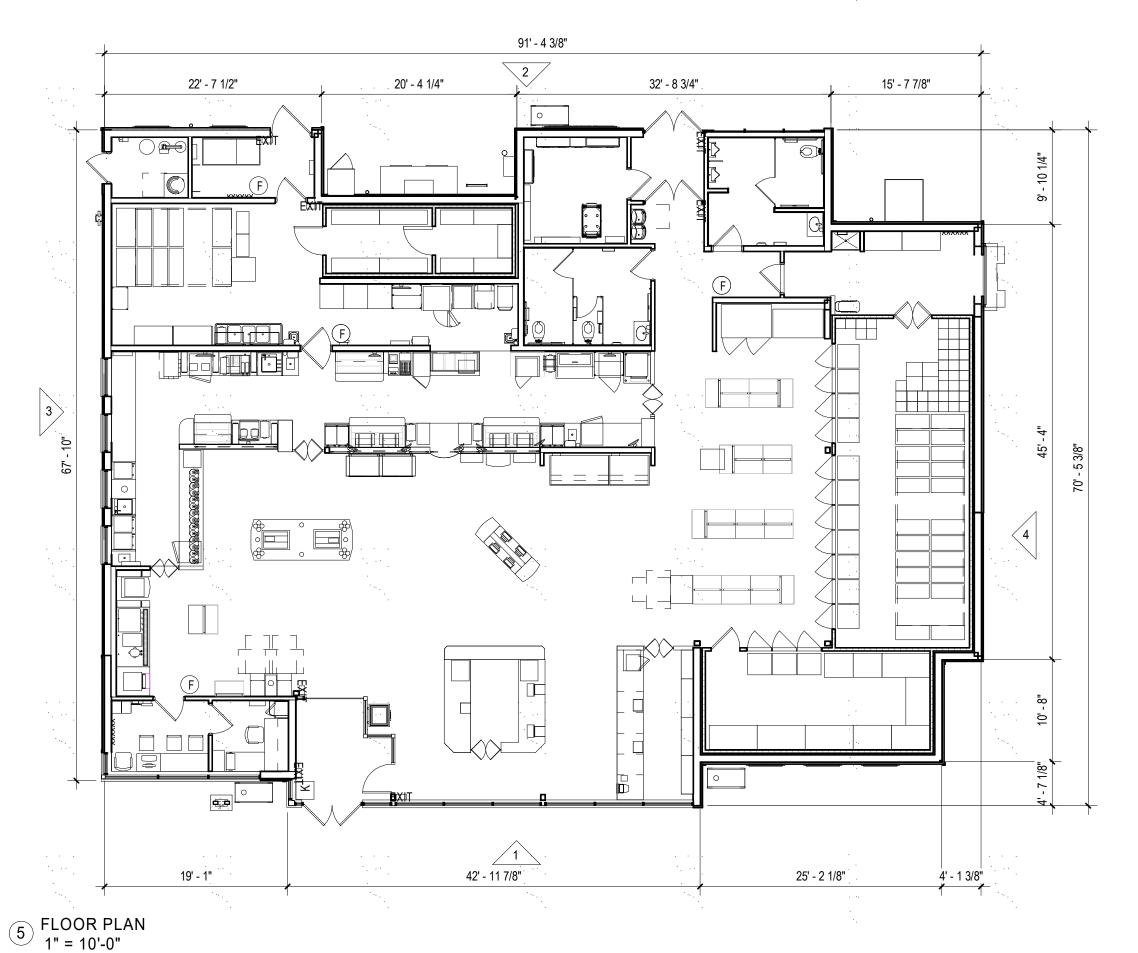
MATERIAL CALCS - FRONT
ELEVATION:
BRICK - 301 SQFT
COMPOSITE - 383 SQFT
STUCCO - 446 SQFT
TILE - 82 SQFT TOTAL - 1,212 SQFT



2 REAR ELEVATION 3/16" = 1'-0"

MATERIAL CALCS - REAR ELEVATION:
BRICK - 576 SQFT
COMPOSITE - 543
STUCCO - 320 SQFT
TILE - 69 SQFT - 5%
TOTAL - 1,508 SQFT GLAZING CALCS - REAR ELEVATION: CLEAR GLAZING - 68 SQFT SPANDREL GLASS - 136 SQFT TOTAL - 204 SQFT TOTAL BUILDING - 1,712 SQFT GLAZING - 204/1,712 = 30%

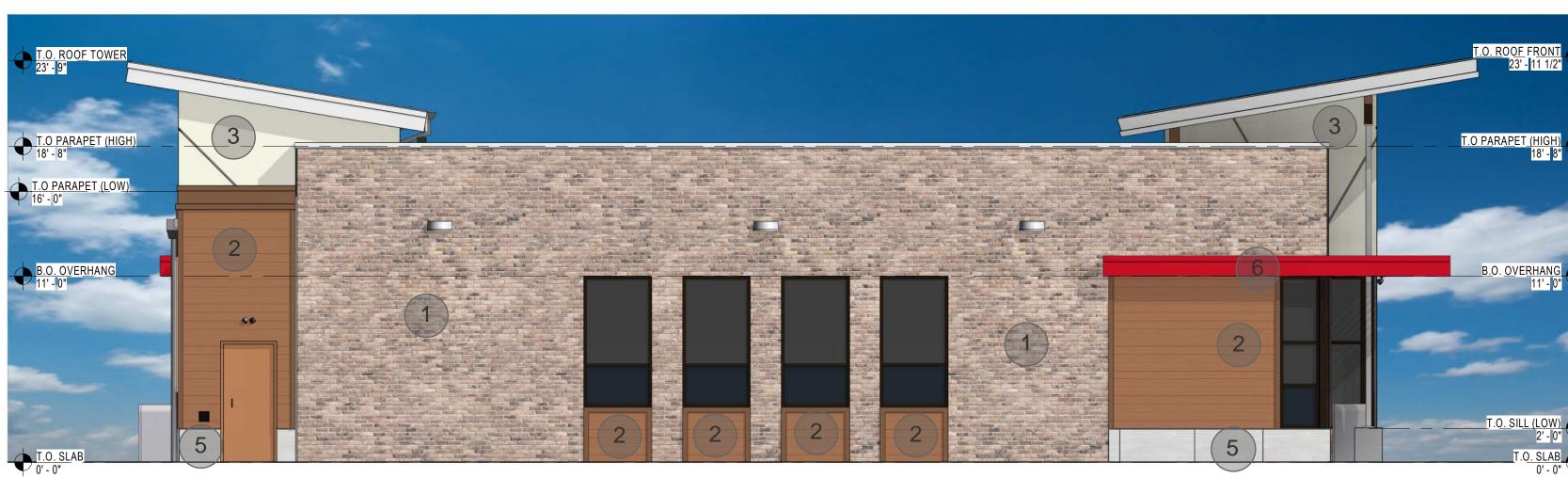
# Attachment F



# **MATERIALS:**



EXTERIOR FINISH PACKAGE: BRICK-1



GLAZING CALCS - SIDE ELEVATION: MATERIAL CALCS - SIDE ELEVATION: BRICK - 806 SQFT SPANDREL GLASS - 37 SQFT TOTAL - 135 SQFT

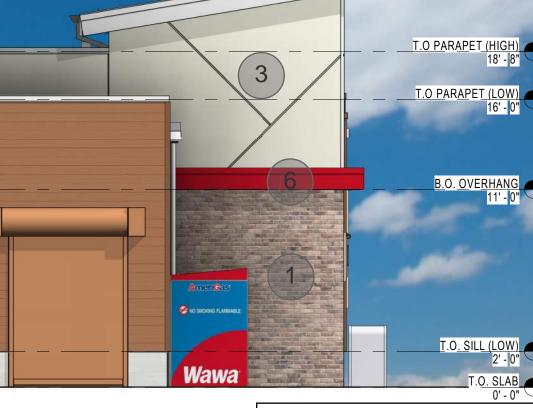
TOTAL BUILDING - 1,337 SQFT

GLAZING - 279/1,337 = 21%

COMPOSITE - 245 SQFT STUCCO - 88 SQFT TILE - 63 SQFT TOTAL - 1,202 SQFT

3

4 SIDE ELEVATION 3/16" = 1'-0"



MATERIAL CALCS - SIDE ELEVATION:
BRICK - 363 SQFT
COMPOSITE - 552 SQFT
STUCCO - 334 SQFT
TILE - 87 SQFT
TOTAL - 1,336 SQFT



3 SIDE ELEVATION 3/16" = 1'-0"

1 FRONT ELEVATION 3/16" = 1'-0"

## NOTES:

- 1. Aluminum topper painted white.
- 2. Aluminum sign cabinet with sand texture finish.
- 3. Sign content and Sign area branding to be determined per tenant.
- 4. Stone cap.

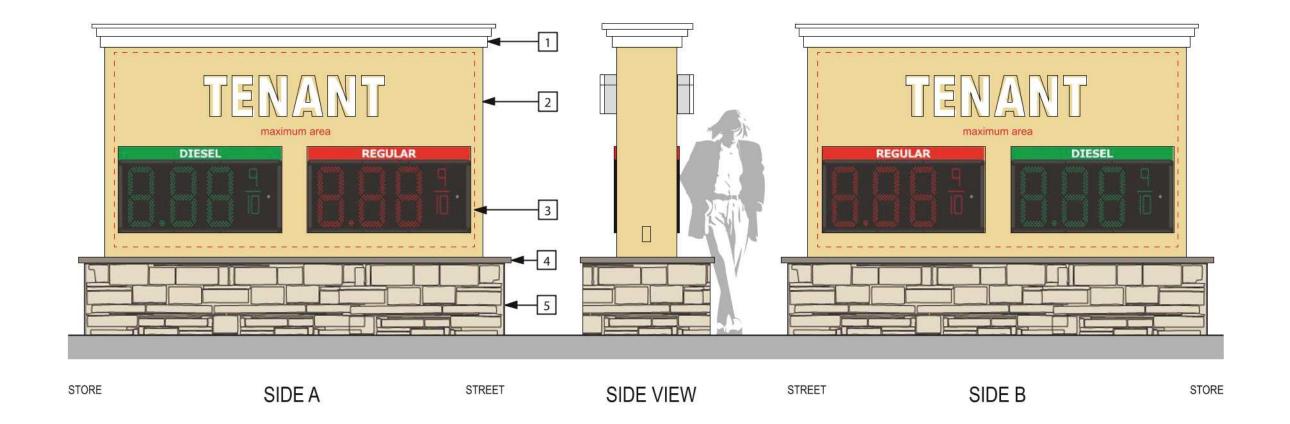
5. Base with Stone Panels.

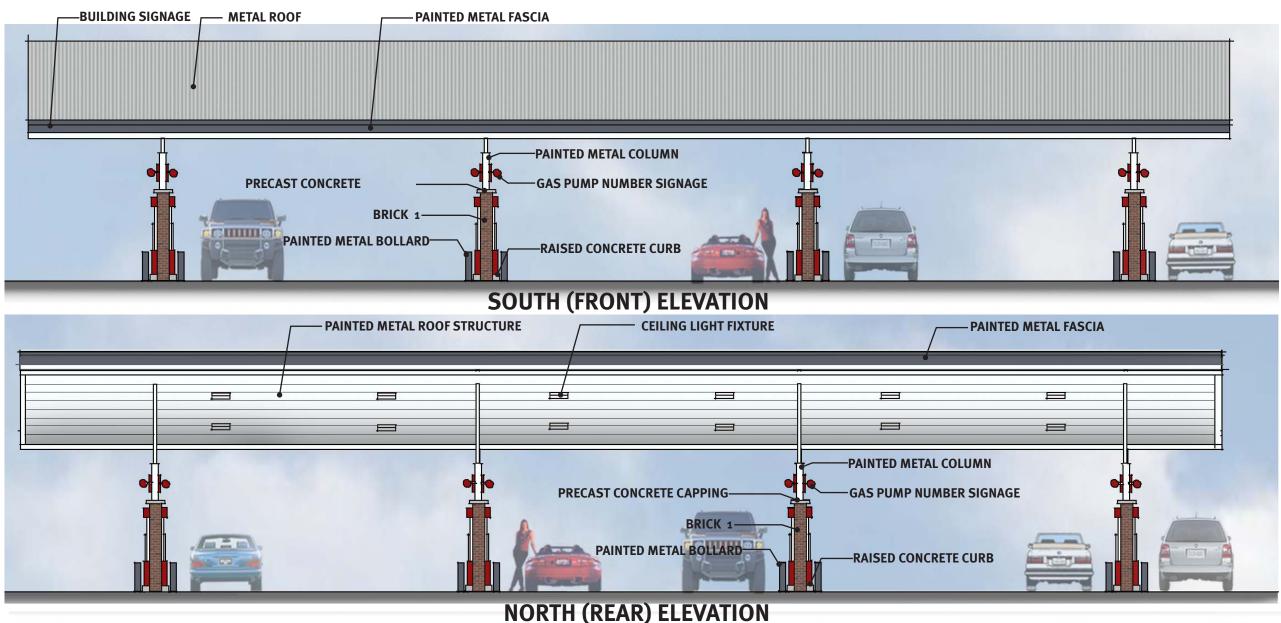
# **GENERAL NOTES:**

Sign to be 80 SF maximum per side.

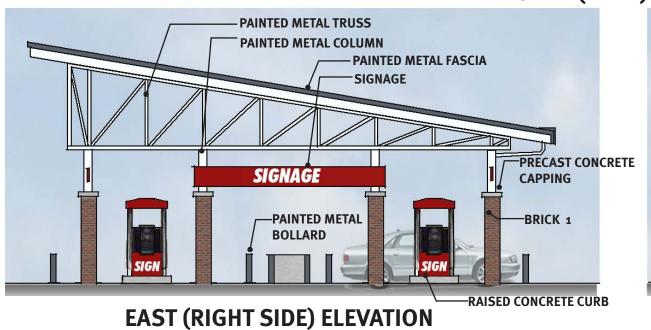
Maximum sign height = 10'

Drawings are illustrative, final panel and letter colors to be determined by tenant.











**WEST (LEFT SIDE) ELEVATION** 

SITE PLAN

**FUEL PUMP CANOPY** 

"These conceptual elevations are intended to illustrate the design concept for this building. The final design of the building will be substantially similar to these conceptual elevations."

**ASHLAND SQUARE - PARCEL B** 

# **BUILDING 2 FUEL PUMP CANOPY ELEVATIONS**

BCT ARCHITECTS 100 N Charles Street | 18th Floor Baltimore, Maryland 21201 410.837.2727 www.bctarchitects.com

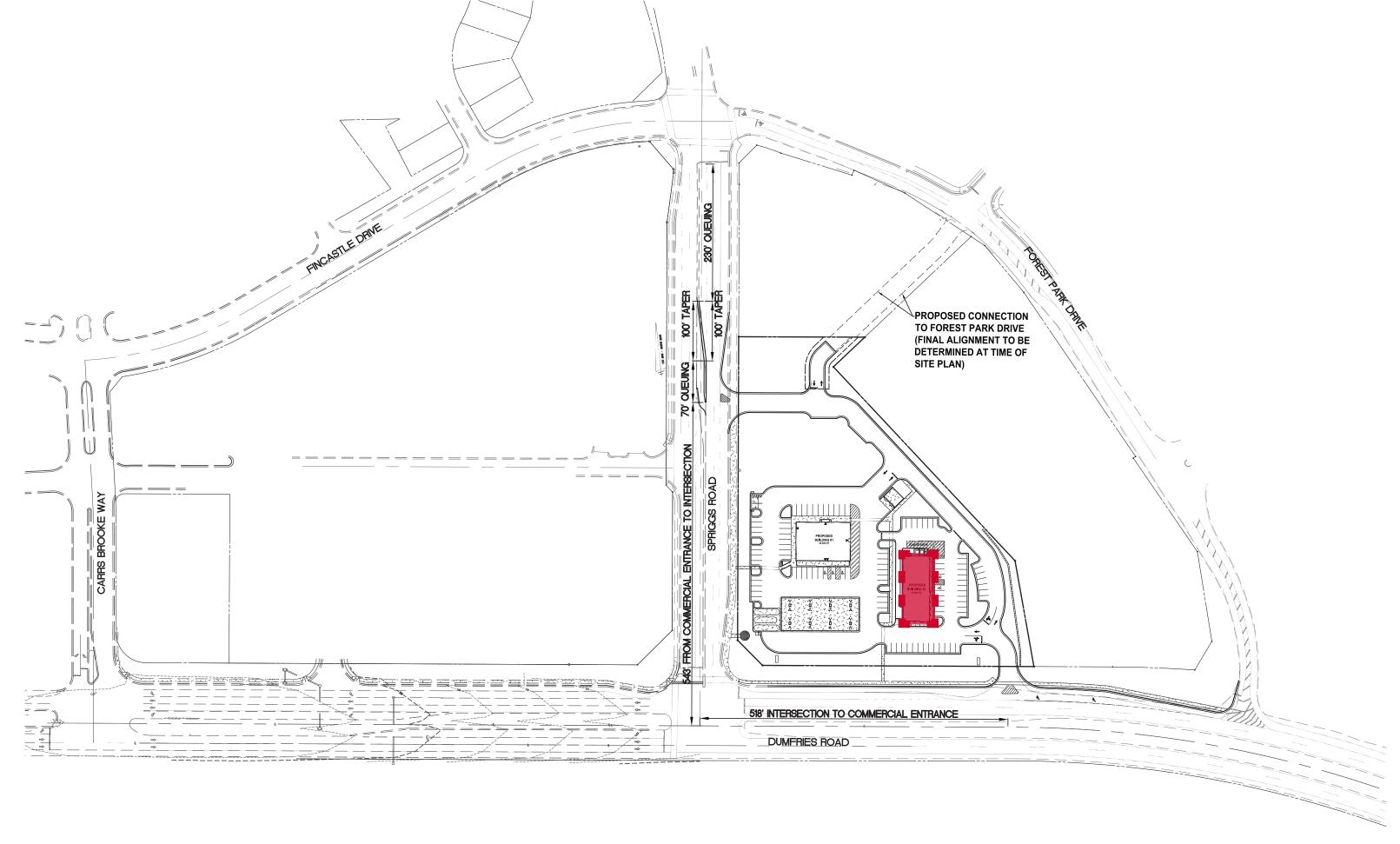
# ASHLAND SQUARE

CONCEPT PACKAGE - ELEVATIONS
08.17.2022

prepared for: Saul Centers, INC









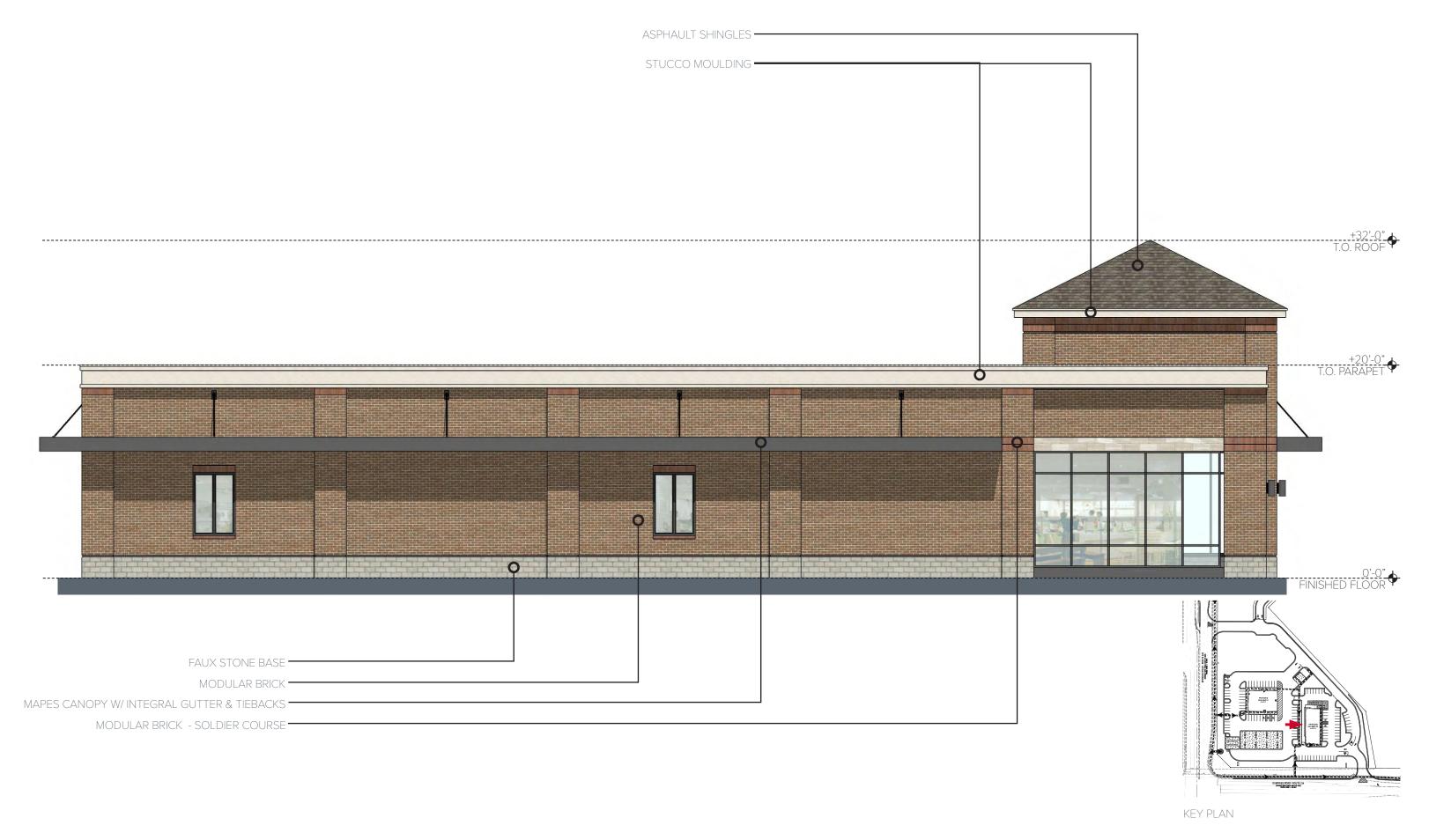
00 N. Charles Street, 3altimore, MD 21201 410.837.2727 ASHLAND SQUARE - CONCEPT DESIGN

Site Plan July 15, 2022













West / Drive Through Elevation August 17, 2022



SAUL CENTERS, INC.





100 N. Charles Street,
Baltimore, MD 21201
410.837.2727

August 17, 2022

ASHLAND SQUARE - CONCEPT DESIGN
East / Entry Elevation

0' 4' 8' 16'

SAUL CENTERS, INC.





ASHLAND SQUARE - CONCEPT DESIGN



SAUL CENTERS, INC.

#### HISTORICAL COMMISSION RESOLUTION

MOTION: VAN DERLASKE

August 13, 2019

Regular Meeting

SECOND:

**CUNARD** 

Res. No. 19-042

RE:

LAND DEVELOPMENT RECOMMENDATIONS

**ACTION:** 

**APPROVED** 

**WHEREAS**, the Prince William County Historical Commission seeks to identify, preserve and protect historic sites and structures in Prince William County; and

**WHEREAS,** the Prince William County Historical Commission's review of pending land development applications assists in determining the necessity for cultural resource surveys and other research and evaluations; and

**WHEREAS**, the Prince William County Historical Commission believes that the identification, preservation and protection of historic sites and structures throughout Prince William County is well served by this action;

**NOW, THEREFORE, BE IT RESOLVED,** that the Prince William County Historical Commission does hereby recommend to the Prince William County Planning Commission the action(s) noted for the following properties:

Case Number	<u>Name</u>	Recommendation
REZ2019-00039	Ashley Business Park	Perform balloon test
		visibility/viewshed study.
SUP2019-00044	Haymarket Motor Vehicle	Fabricate and install up to two
	Fuel Station - Resubmission	interpretive markers, similar to Civil
		War Trails signs, with The Journey
		Through Hallowed Ground and Civil
		War Activity at Haymarket as their
		subjects, with specific content to be
		determined by the Historical
		Commission at a later date.
REZ2019-00034	Youth for Tomorrow 2nd	Perform balloon test
	Submission	visibility/viewshed study. Interpretive
		kiosk containing multiple interpretive
		signs with content determined by the
		Historical Commission detailing
		Prehistoric, Civil War and Historic
		aspects of the property.

August 13, 2019 Regular Meeting Res. No. 19-042 Page 2

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
SUP2019-00046	Dar Al Noor Mosque	No Further Work
	Expansion	
SUP2020-00001	Ashland Square Parcel B –	No Further Work
	Motor Vehicle Repair	
		N. E. d. Mari
SUP2020-00002	Ashland Square Parcel B –	No Further Work
	Motor Vehicle Fuel Station	
CLID2020 00002	Achland Square Parcel P	No Further Work
SUP2020-00003	Ashland Square Parcel B – Car Wash	No Futtiei Work
	Cai Wasii	
REZ2020-00003	Eco-Nize Commercial	No Further Work
CPA2017-00008	Independent Hill Small Area	Support implementation of the
	Plan	Cultural Resources Policies and Action
		Strategies as presented.
CPA2018-00015	Technology and	See Attached Comments
	Connectivity	

Votes:

Ayes: by acclamation

Nays: none

**Absent from Vote:** Vayer **Absent from Meeting:** Duley

**MOTION CARRIED** 

ATTEST

**Secretary to the Commission** 

#### COMMENTS ON CPA2018-0015 TECHNOLOGY AND CONNECTIVITY

#### **CULTURAL RESOURCES**

## Page 8. Protecting and communicating the value of cultural resources.

- 1. Put complete HC Books on internet/county website so public can better know about our history rather than trying to sell the books and paying for storage.
- 2. Either give every developer or land use attorney firms a copy of all of our books to use as a reference when developing land use cases or give them a direct link to them to use whenever they want to do a CPA, SUP, REZ, etc.
- 3. Consider giving developers and/or land use attorneys access to our Cultural Resource maps, showing our historic sites (both still standing or paved over sites), cemetery sites (both marked and unmarked) at churches, and back yards.
- 4. Move historical materials now shown under Planning Office website to more prominent area of county website. Right now you must go through too many layers to get to the information of interest. The lay person would not necessarily know to look for historical information under the heading of Planning.
- 5. Developers must do a viewshed study before putting up any structure in vicinity of a cultural resource site.
- 6. Facilitate the use of LIDAR scanning to roll back trees, grass, etc. to better identify historical sites that have not yet been identified.
- 7. Virtual reality technology should not be limited to battlefield sites. It can also be used for visiting our historic sites or on drive bys for privately owned sites.

# Page 9. SAFE AND SECURE COMMUNITIES

The focus is mainly on business, rather than citizens.

PWC Alerts – Should have 3 categories rather than just one:

- 1. Routine Information Agendas, Sr. Center Schedules, Road Closures, Accident Alerts
- 2. Reverse 911 Police Incident/Activity in designated area, Gas Leaks, Power Outages
  - a. Police could use drones to search for criminals, locate missing children
- 3. Emergency Sirens Severe Weather Warnings, Tornado Alert, Earthquakes, Floods, National Emergency, Enemy Attack
  - a. Everyone can hear and know to take action immediately

August 13, 2019 Regular Meeting Res. No. 19-042 Page 4

- b. Many Senior Citizens don't have iPhones, don't know how to text, or don't have a computer, iPhone is in their purse/briefcase in other room and can't be heard, or only use a computer for Face Time with their grandchildren
- c. Uses different sounds to indicate which emergency residents should take immediate action for
- d. Present system: phone or text or e-mail doesn't work when:
  - 1a. People are sleeping
  - 2a. Are working out in their yard
  - 3a. Are in a meeting with their phone on silence
  - 4a. playing loud music
  - 5a. shopping in a store with poor reception
- e. Should have direct connectivity to national weather service
- f. Should have direct connectivity to local dedicated TV/radio channel to give further instructions
- g. Sirens can be mounted on neighborhood schools, public buildings, etc.

# Page 10. Providing the tools needed to educate 21st century students of all ages.

- 1. HPD has done informational videos on some of our historic sites. They should be provided to all schools and be included as a part of their curriculum.
- Oral histories that have been done should be put on the countyweb page or given to teachers so our children can see/hear first hand "what it was like back in the olden days."

### Page 11. Action Strategies #6.

Do more linkages between the Historic Commission, HPD, and Tourism websites as they are usually interrelated.

#### HISTORICAL COMMISSION RESOLUTION

MOTION: PORTA

**December 13, 2022** 

Regular Meeting

SECOND:

GREEN

Res. No. 22-071

RE:

LAND DEVELOPMENT RECOMMENDATIONS

**ACTION:** 

**APPROVED** 

**WHEREAS**, the Prince William County Historical Commission seeks to identify, preserve and protect historic sites and structures in Prince William County; and

**WHEREAS**, the Prince William County Historical Commission's review of pending land development applications assists in determining the necessity for cultural resource surveys and other research and evaluations; and

**WHEREAS,** the Prince William County Historical Commission believes that the identification, preservation and protection of historic sites and structures throughout Prince William County is well served by this action;

**NOW, THEREFORE, BE IT RESOLVED,** that the Prince William County Historical Commission does hereby recommend to the Prince William County Planning Commission the action(s) noted for the following properties:

Case Number	<u>Name</u>	Recommendation
CPA2021-00004	PW Digital Gateway #5	No Action at this Time
SUP2023-00002	Hope Hill Church	No Further Work
SUP2023-00004	Ashland Square Parcel B –	No Further Work
	Restaurant with Pick-Up	
REZ2023-00001	Innovation on the Parkway Proffer	No Further Work
	Amendment	
DPA2021-00020	Data Center Opportunity Zone	With regard to the Gainesville
	Overlay District	Expansion Area, request
		clarification from staff on why a
		portion of the site, including
		the already heavily developed
		commercial area is designated
		a "historic sensitivity area".

December 13, 2022 Regular Meeting Res. No. 22-071 Page 2

Case Number	<u>Name</u>	Recommendation
REZ2023-00002	DC-4 Proffer Amendment	Table
SUP2023-00005	Gainesville West Data Center	No Further Work
SUP2023-00006	Gainesville East Data Center	No Further Work
REZ2023-00003	WAWA on Route 28	No Further Work
SUP2023-00007	WAWA on Route 28	No Further Work

Votes:

Ayes: by acclamation

Nays: None

Absent from Vote: None

Absent from Meeting: Davis, Moser, Reddick

**MOTION CARRIED** 

ATTEST: Secretary to the Commission