

12-C

MOTION:

**July 20, 2021
Regular Meeting
Ord. No. 21-**

SECOND:

**RE: REZONING #REZ2020-00005, CENTRE AT HAYMARKET – GAINESVILLE
MAGISTERIAL DISTRICT**

ACTION:

WHEREAS, this is a request to rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of lodging, office, and restaurant uses; and

WHEREAS, the subject property is located south of Interstate 66 and at the northeastern intersection of John Marshall Highway (Route 55) and Antioch Road. The site is currently addressed as 15600 John Marshall Highway and is identified on County maps as GPIN 7298-32-4095; and

WHEREAS, the site is currently zoned A-1, Agricultural; and

WHEREAS, the site is designated CEC, Community Employment Center, in the Comprehensive Plan; and

WHEREAS, staff has reviewed the subject application and recommends approval, as stated in the staff report; and

WHEREAS, the Planning Commission, at its public hearing on June 2, 2021, recommended approval, as stated in Resolution Number 21-051, on the Regular Agenda; and

WHEREAS, a Prince William Board of County Supervisors' (Board) public hearing, duly advertised in a local newspaper for a period of two (2) weeks, was held on July 20, 2021, and interested citizens were heard; and

WHEREAS, the Board finds that public necessity, convenience, general welfare, and good zoning practice are served by the approval of the request;

NOW, THEREFORE, BE IT ORDAINED that the Prince William Board of County Supervisors hereby approves Rezoning #REZ2020-00005, Centre at Haymarket, subject to the proffers dated June 3, 2021;

BE IT FURTHER ORDAINED that the Prince William Board of County Supervisors' approval and adoption of any proffered conditions does not relieve the applicant, and/or subsequent owners, from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

**July 20, 2021
Regular Meeting
Ord. No. 21-
Page Two**

ATTACHMENT: Proffer Statement, dated June 3, 2021

Votes:

Ayes:

Nays:

Absent from Vote:

Absent from Meeting:

For information:

Planning Director

Jonelle M. Cameron, Shareholder
Walsh, Colucci, Lubeley & Walsh, P.C.
4310 Prince William Parkway, Suite 300
Prince William, VA 22192

ATTEST: _____

Clerk to the Board

PROFFER STATEMENT

RE: #REZ2020-00005, Centre at Haymarket

Applicant/Record Owner: Haymarket Town Center LLC

Property: GPIN 7298-32-4095 (hereinafter, the "Property")
Gainesville Magisterial District
Approximately 8.5472 Acres
A-1, Agricultural, to O(M), Office Mid-Rise

Date: June 3, 2021

The undersigned hereby proffers that the use and development of the subject Property shall be in strict conformance with the following conditions. In the event the above-referenced rezoning is not granted as applied for by the Applicant, these proffers shall be withdrawn and are null and void. The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. Any improvements proffered herein below shall be provided at the time of development of the portion of the site served by the improvement, unless otherwise specified. The terms "Applicant" and "Developer" shall include all future owners and successors in interest.

For purposes of reference in this Proffer Statement, the "GDP" shall be that plan prepared by The Engineering Groupe entitled, "The Centre at Haymarket O(M) Rezoning," dated August 23, 2019, last revised May 5, 2021.

USE AND DEVELOPMENT

1. General Development Plan: The subject Property shall be developed in substantial conformance with the GDP, subject to minor changes approved by the County in connection with site plan review.
2. Use Parameters: The Property shall be developed in accordance with the O(M) Zoning District. The foregoing shall not preclude consolidation of the Property with any adjacent property or an internal private travelway, the final design and location of which shall be shown on the site plan, in accordance with the Prince William County Design and Construction Standards Manual ("DCSM"). All uses permitted in the O(M) Zoning District shall be permitted on the Property.

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 2 of 10

COMMUNITY DESIGN

3. Architecture:

- a. **Building Materials:** Notwithstanding Proffer 3.b., the façade of any building on the Property shall have as the primary exterior building material stone, wood, brick, architectural concrete masonry unit (e.g., regal stone, split face, precision ground face), precast concrete panels, EIFS (exterior installation and finish systems) or metal panels of architectural grade and quality. Changes to allow additional building materials shall be approved by the Planning Director or his designee prior to the issuance of the building permit. Compliance with this proffer shall be evidenced with the submission of building elevations to the Development Services Land Development Division two weeks prior to the request for a building permit release letter.
- b. **Design Guidelines:** The Applicant shall provide benching, lighting, streetscape equipment, trash receptacles, knee wall (if provided), and the placemaking area in general conformance with the design concepts and details set forth in the design guidelines entitled "Center at Haymarket Design Guidelines," dated May 12, 2021.
- c. **All signage on shall comply with the standards set forth in the Zoning Ordinance and DCSM.** Notwithstanding the above, freestanding building signage (excluding minor signs, as defined in the Zoning Ordinance, clearance signage and parking signage) shall be monument style, and shall be limited to 12 feet in height. The Applicant shall provide low-growth landscaping around the base of said sign, to include ornamental grasses, evergreen shrubs, and perennials to provide a cohesive design theme.
- d. **Noise Mitigation:** Hotel buildings constructed on the property shall include sound attenuating construction methods and/or materials to reduce the interior noise in guest rooms and meeting rooms to an hourly A-Weighted noise level not to exceed 62 Dba noise level. Prior to the issuance of an occupancy permit for any hotel on the Property, the Applicant shall submit a noise study demonstrating that the average noise level in the guest rooms and meeting rooms does not exceed 62 Dba noise level. This proffer shall

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 3 of 10

be deemed satisfied at the time of the issuance of each occupancy permit for a hotel on the Property.

- e. **Placemaking Area:** The Applicant shall provide a placemaking area in the general location, as shown on the GDP. Said placemaking area shall include a knee wall and one interpretative sign as outlined in Proffer 5 below. In addition, the placemaking area must include, a minimum of two of the following components, which shall be chosen at the Applicant's discretion: bench, picnic table, landscaped focal area, or stamped concrete and/or split face stone. Said interpretive wall or signage on the knee wall (if any) shall not count against the number of signs permitted by-right on the Property.

4. Landscaping:

- a. Landscaping shall be provided in general conformance with the GDP. The preservation areas located within the buffers as shown on the GDP may be disturbed to add additional plantings or remove dead, dying or noxious plantings.
- b. **Buffer Along the I-66 Frontage:** Where the planting is required within the 30 foot buffer along the I-66 frontage, all plantings shall be native and the total plant units shall contain a minimum of 30% large evergreen plantings and 30% understory evergreen plantings.
- c. **Landscape Strip Along Route 55 Frontage:** The landscape strip along the Route 55 frontage shall be provided in accordance with Section 802.42 of the DCSM.
- d. Where vehicle parking or storage areas abut landscape strips or buffers, the Applicant shall provide a protective barrier (i.e., curbing, wheel blocks/stops, stone/masonry edging, fencing, or similar barrier) to prevent motor vehicles from entering the proposed landscape features.
- e. **Soil Compost Amendment:** If at the time of site plan design, the Applicant determines the need to amend or supplement soils to support the long-term

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 4 of 10

health and sustainability of onsite landscaping to be installed and to achieve BMP treatment benchmarks, the Applicant may utilize compost-amended soils or other accepted soil amendment practices, as permissible through coordination with the Watershed Management Branch of the Environmental Division in the Department of Public Works.

CULTURAL RESOURCES

5. Public Interpretation Sign: The Applicant shall install two (2) interpretive signs on the Property detailing the battlefield/skirmishes and historic aspects of the Property. The interpretative signs shall follow the "National Park Service's Wayside Guide: A Guide to Developing Outdoor Interpretive Exhibits (2009)," and shall be low profile 36 inches wide by 24 inches tall. The content of the interpretive signs shall be prepared in consultation with the Planning Office and/or Historic Commission and the interpretive signs shall be installed prior to the issuance of an occupancy permit for the first building on Land Bay 2, subject to obtaining a sign permit from the Zoning Office. Said interpretative signs shall not count against the number of signs permitted by-right on the Property.

ENVIRONMENTAL

6. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$75.00 per acre (\pm 8.5472 acres) for water quality monitoring, drainage improvements and/or stream restoration projects. Said contribution shall be made prior to and as a condition of final site plan approval with the amount to be based on the acreage reflected on the site plan.

FIRE & RESCUE

7. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$0.61 per square foot of gross building floor area on the Property to be used for fire and rescue services. Said contribution shall be based on the size of the building(s) shown on the applicable site plan(s) (excluding any structured parking) and shall be paid prior to and as a condition of the issuance of a building permit for such building.

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 5 of 10

TRANSPORTATION

8. Access:

- a. Land Bay 1: Subject to Prince William County Department of Transportation ("PWCDOT") and Virginia Department of Transportation ("VDOT") approval, access to Land Bay 1 shall be provided in substantial conformance with the GDP. Access shall be constructed when Land Bay 1 is developed.
- b. Land Bay 2: Subject to PWCDOT and VDOT approval, access to Land Bay 2 shall be provided in substantial conformance with the GDP. Access shall be constructed when Land Bay 2 is developed.

9. Bicycle Racks:

- a. Land Bay 1: The Applicant shall provide a minimum of one (1) bicycle rack on Land Bay 1. Said bicycle rack shall be provided prior to the issuance of an occupancy permit for the first building on Land Bay 1.
- b. Land Bay 2: The Applicant shall provide a minimum of one (1) bicycle rack on Land Bay 2. Said bicycle rack shall be provided prior to the issuance of an occupancy permit for the first building on Land Bay 2.

10. Interparcel Connections:

- a. Adjoining GPIN 7298-35-4814:
 - i. If at any time in the future, the adjoining property identified as GPIN 7298-35-4814 is developed and is required to submit a site plan and said site plan for GPIN 7298-35-4814 requires an interparcel connection to the Property, the Applicant shall, upon request from Prince William County, grant an easement for an interparcel connection in a location to be determined by the Applicant.
 - ii. If approved by the adjoining property owner of the property identified as 7298-35-4814, the Applicants shall grant an easement for

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 6 of 10

interparcel connection in a location to be determined by the Applicant. The Applicant's obligation to grant an easement for said interparcel connection is subject to the adjoining property owner's reasonable approval and agreement and providing a reciprocal access easement and is further subject to the Applicant and the adjoining property owner entering into a mutually acceptable agreement to share the costs of the shared access ways. If an agreement cannot be reached prior to final site plan approval, the Applicant may still get final site plan approval and commence the proposed uses.

- b. Between Land Bay 1 and Land Bay 2: An interparcel connection between Land Bay 1 and Land Bay 2 shall be constructed prior to the issuance of the first occupancy permit on Land Bay 2.
11. Right-of-Way Dedication: If requested by PWCDOT or VDOT, the Applicant shall provide, at no cost to Prince William County or the VDOT, 64 feet of right-of-way from the center line along the John Marshall frontage, as depicted on the GDP. The dedication shall be shown on and made in connection with the first final site plan for the Property. In the event the right-of-way dedication is requested prior to the processing of the first recorded plat and site plan for the Property, the Applicant shall not be responsible for the preparation or processing of plans, plats, deeds and related documents necessary for the right-of-way.
 12. Off-Site Route 55 and Route 15 Intersection Improvement: The Applicant shall contribute a monetary contribution for off-site transportation improvements (by others) consisting of lane restriping/reconfiguration improvements within the existing right-of-way at the intersection of Route 55 and Route 15 (the "Route 55 and Route 15 Improvements"). The monetary contribution shall be calculated and paid as follows:
 - a. If the total costs paid for the design and installation of the Route 55 and Route 15 Improvements exceed \$40,000, then the Applicant shall pay a pro-rata share equal to 30% of such amount over \$40,000; provided, however, in no case shall the monetary contribution to be paid by the Applicant hereunder exceed \$40,000. For illustrative purposes, if the total

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 7 of 10

cost of the Route 55 and Route 15 Improvements is \$50,000, the Applicant would contribute \$3,000 (30% x \$10,000);

- b. The Prince William County Department of Transportation ("PWCDOT") shall provide the Applicant with receipts or invoices and a cost summary of amounts paid for the Route 55 and Route 15 Improvements by others; and
- c. If the PWCDOT can deliver to the Applicant the Route 55 and Route 15 Improvements cost summary in connection with the County's review of the site plan for the first building on the Property, then the Applicant shall make the monetary contribution, as calculated above, prior to and as a condition of final site plan approval for the first building on the Property. If PWCDOT cannot deliver to the Applicant the Route 55 and Route 15 Improvements in connection with County review of the site plan for the first building on the Property (e.g., if the Route 55 and Route 15 Improvements have not yet been installed), then the Applicant shall pay \$40,000 to be held in escrow, prior to and as a condition of final site plan approval for the first building on the Property, whereupon the Applicant shall have no further obligation under this proffer with respect to the Route 55 and Route 15 Improvements and in the event the pro rata share is less than \$40,000 shall be reimbursed the difference.

13. Sidewalks:

- a. Land Bay 1: The Applicant shall construct Phase 1 of the sidewalk along the frontage of the Property at the location shown on the GDP. Said portion of the sidewalk shall be constructed prior to the issuance of the first occupancy permit for Land Bay 1.
- b. The Applicant shall construct Phase 2 of the sidewalk as shown on the GDP. Said portion of the sidewalk shall be constructed prior to the issuance of the first occupancy permit for Land Bay 2.

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 8 of 10

14. Turn Lanes:

a. Land Bay 1:

- i. Right Turn Lane: Subject to PWCDOT and VDOT approval, the Applicant shall construct a right turn lane and taper as shown on the GDP. Said right turn lane shall be constructed and open for use, but not necessarily accepted by VDOT, prior to the issuance of the first occupancy permit for Land Bay 1.
- ii. Left Turn Lane: Subject to PWCDOT and VDOT approval, the Applicant shall restripe the existing pavement to provide for a left turn lane with a taper to Land Bay 1 as shown on the GDP. Said left turn lane shall be constructed and open for use, but not necessarily accepted by VDOT, prior to the first occupancy permit for Land Bay 1.

- b. Landbay 2: Subject to PWCDOT and VDOT approval, the Applicant shall construct a right-turn lane and taper into Land Bay 2 as shown on the GDP. Said right-turn lane and taper shall be constructed and open for use, but not necessarily accepted by VDOT, prior to the issuance of the first occupancy permit for Land Bay 2.

WATER AND SEWER

15. Water and Sewer: The Property shall be served by public sanitary sewer and water, and the Applicant shall be responsible for those improvements required in order to provide such service for the demand generated by the development of the Property.

MISCELLANEOUS

16. Escalator: In the event the monetary contributions set forth in the Proffer Statement are paid to the Prince William Board of County Supervisors within eighteen (18) months of the approval of this rezoning, as applied for by the Applicant, said contributions shall be in the amounts as stated herein. Any monetary contributions set forth in the Proffer Statement which are paid to the

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 9 of 10

Prince William Board of County Supervisors after eighteen (18) months following the approval of this rezoning shall be adjusted in accordance with the Urban Consumer Price Index ("CPI-U") published by the United States Department of Labor, such that at the time contributions are paid, they shall be adjusted by the percentage change in the CPI-U from that date eighteen (18) months after the approval of this rezoning to the most recently available CPI-U to the date the contributions are paid, subject to a cap of 6% per year, non-compounded.

SIGNATURE ON THE FOLLOWING PAGE

PROFFER STATEMENT

#REZ2020-00005

Owner/Applicant: Haymarket Town Center LLC

Date: June 3, 2021

Page 10 of 10

SIGNATURE PAGE

HAYMARKET TOWN CENTER, a
Virginia Limited Liability Company

By: _____

Name: _____

Title: _____



STAFF REPORT

The Board of County Supervisors

Ann B. Wheeler, Chair
Andrea O. Bailey, Vice Chair
Victor S. Angry
Kenny A. Boddye
Pete Candland
Margaret Angela Franklin
Jeanine M. Lawson
Yesli Vega

Board Meeting Date:	July 20, 2021
Agenda Title:	Rezoning #REZ2020-00005, Centre at Haymarket
District Impact:	Gainesville Magisterial District
Requested Action:	Approve Rezoning #REZ2020-00005, Centre at Haymarket, subject to proffers dated June 3, 2021.
Department:	Planning Office
Staff Lead:	Parag Agrawal, AICP, Planning Director

EXECUTIVE SUMMARY

This is a proposal to rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of lodging, office, and restaurant uses. The subject property is located south of Interstate 66 and at the northeastern intersection of John Marshall Highway (Route 55) and Antioch Road.

The Planning Commission previously held a public hearing on February 3, 2021, heard testimony from the public, requested plan revisions, and deferred the application to a date uncertain. The Applicant responded to the Planning Commission's recommendations, offered revisions and amendments to the proposal, and the application was brought back to the Planning Commission for consideration on June 2, 2021.

It is the recommendation of the Planning Commission and staff that the Prince William Board of County Supervisors (Board) approve Rezoning #REZ2020-00005, Centre at Haymarket, subject to the revised proffers dated June 3, 2021.

BACKGROUND

- A. Request: To rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of lodging, office, and restaurant uses.

Uses/Features	Existing	Proposed
Zoning	A-1, Agricultural	O(M), Office Mid-Rise
Use(s)	Vacant	Uses permitted by-right (as proffered)
Uses/Features	Allowed in O(M)	Proposed
Max Floor Area Ratio (FAR)	0.65	Up to 0.65
Max Building Height	70 feet	Up to 70 feet
Open Space	20%	20%
Freestanding Signage	1 per street frontage – if single tenant (2 frontages, 2 signs) 1 per 1,000 feet of linear street frontage – if multi-tenant Up to 20 feet in height	All freestanding (monument-style) signs up to 12 feet in height (as proffered)

- B. Site Location: The site is located south of Interstate 66 and at the northeastern intersection of John Marshall Highway (Route 55) and Antioch Road. The subject property is addressed as 15600 John Marshall Highway, and is identified on County maps as GPIN 7298-32-4095.
- C. Comprehensive Plan: The site is designated CEC, Community Employment Center, in the Comprehensive Plan.
- D. Zoning: The site is currently zoned A-1, Agricultural.
- E. Surrounding Land Uses: The project is surrounded by Interstate 66 to the north, planned mixed residential to the south, a vacant lot to the east, and parkland to the west.
- F. Background and Context: The "Applicant/Owner" (Haymarket Town Center LLC) is requesting to rezone the subject property consisting of ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to deliver a mix of lodging, office, and restaurant uses in a nonresidential development to be known at Centre at Haymarket. At full build-out, the proposed development of the site will consist of two (2) 100-room hotels, a 7,600-square-foot restaurant, and a 3,000-square-foot

office building. Note that this is a speculative rezoning, and the specific end user(s) is not known at this time.

- G. Planning Commission Recommendation: At the February 3, 2021 public hearing, the Planning Commission closed the public hearing and deferred Rezoning #REZ2020-00005, Centre at Haymarket, to a date uncertain on the Regular Agenda, and with five (5) recommendations to be addressed.

In response to the Planning Commission's action, the Applicant provided responses to each action item and made updates to the plan and proffers. The previously proposed access on Antioch Road has been eliminated, which has allowed more vegetation to be preserved adjacent to Antioch Road. A new interparcel connection is proposed between Land Bays 1 and 2. This action results in new wetland impacts and disturbances associated with the new connection. In addition, a total of two (2) historical interpretative signs are being proposed. Furthermore, in response to concerns about the cultural/historical resources in the surrounding area context and based on citizen feedback at the previous public hearing, a new focal point / placemaking area feature is being proposed at the southwestern corner of the site. This is a very important feature to the project, and has been advocated by staff. In addition, design details and feature options within this placemaking feature have been offered in the proffers and enhanced Design Guidelines.

At the June 2, 2021 public hearing, the Planning Commission recommended approval of Rezoning #REZ2020-00005, Centre at Haymarket, subject to the proffers dated May 18, 2021.

- H. Further Applicant Updates to Proffers: Subsequent to Planning Commission action, the Applicant amended the proffers, to correct an erroneous proffer number reference to the Design Guidelines and to also add a signature page for the owner/applicant. The latest version of the Proffer Statement, now dated June 3, 2021, is being brought forward for consideration by the Board of County Supervisors.

STAFF RECOMMENDATION

Staff recommends approval of Rezoning #REZ2020-00005, Centre at Haymarket, subject to the proffers dated June 3, 2021, for the following reasons:

- The proposed rezoning to O(M), Office Mid-Rise, is consistent with and directly implements the CEC, Community Employment Center, use designation in the Comprehensive Plan.
- The proposed rezoning to O(M) zoning will be consistent with the surrounding character of the area, as proffered.

- The proposed development potential for the property implements key elements of the Strategic Plan, while increasing the office, commercial, and service retail tax base, at-place employment, which can support the delivery of targeted industry uses.
- Revisions have been included to address the surrounding area context, including the scenic byway status of Antioch Road.

Comprehensive Plan Consistency Analysis

Long-Range Land Use: The site is designated CEC, Community Employment Center. The rezoning of the property to O(M), Office Mid-Rise, as proffered, directly implements the intended uses of the property, and is consistent with CEC.

Level of Service (LOS): The LOS impacts for this proposed rezoning are being mitigated by the proffered monetary contributions, as follows:

Water Quality	\$75 per acre	±8.55 acres	\$641.25
Fire & Rescue	\$0.61 per square feet (SF) of building area to be constructed	Total Potential Development = two (2) 100-room hotels; 7,600 SF restaurant; and 3,000 SF office (based on Applicant's TIA)	\$6,466.00 + additional SF for two hotels, to be determined
Off-Site Route 55 & Route 15 Intersection Improvement	Not to exceed \$40,000 (pro-rata share, by Applicant)	Depending on extent and cost, as proffered, to be determined; In no case shall monetary contribution to be paid by Applicant exceed \$40,000	\$40,000.00 (up to)
TOTAL \$			\$47,107.25 (+ two hotels, \$ to be determined)

Community Input

Notice of the rezoning has been transmitted to property owners within 500 feet of the site. As of the date of this staff report, the Planning Office has received four (4) emails and six (6) verbal comments, with eight (8) in opposition and two (2) in favor.

At the February 3, 2021 Planning Commission public hearing, there was one (1) citizen present and five (5) citizens available online/virtually who spoke about this application. Four (4) expressed opposition and two (2) were in support of the proposal. The following concerns were expressed by those in opposition: safety concerns associated with the prior access point along Antioch Road; visibility and line-of-sight issues in relation to the Interstate 66 overpass and blind-hill orientation;

need to consider / acknowledge the Scenic Byway status of Antioch Road; consider options to preserve open space along Antioch Road as the western transition point to the site; cultural resource and historical aspects of the surrounding area; need to heighten awareness with interpretative signage; and overall concerns with development in the area and proximity to Rural Area.

In addition, much of the discussion at the public hearing was oriented toward clarification and addressing questions by the Planning Commission in regard to Antioch Road, safety concerns, and onsite circulation.

Other Jurisdiction Comments

The subject site is located approximately 3,500 feet (± 0.66 mile) to the west of the Town of Haymarket. As such, the Town of Haymarket has been notified of the proposal and sent courtesy copies of submissions of the application package. Although the Town has not expressed opposition toward the proposal, it has relayed several concerns and advisory comments, which are summarized as follows:

- The site is located west of properties within the Town designated by the Haymarket Comprehensive Plan as Planned Interchange Park. The Planned Interchange Park land use designation envisions a mix of commercial, office, professional, and retail uses developed around common parking facilities. The designation also recognizes the Route 15/55 intersection as the gateway to Historic Haymarket.
- The Town requests the County to consider the compatibility of the scale and massing of the Applicant's proposed land uses with the Town's planned commercial districts.
- Upon review of the TIA, the Town has concerns regarding the influx of vehicle trips per day through the Route 15 / Route 55 intersection, traffic flows, insufficient infrastructure along Route 55, and an inadequate representation of future traffic demands for approved projects within the Town. The Town requests the County to consider traffic impacts along Route 55, at the Route 15 / Route 55 intersection, and to consider approved projects within the Town regarding traffic.

The Town held a meeting with the Applicant and County staff to discuss and work through the above-listed issues, specifically the proposal's traffic impact to key intersections along Route 15 and Route 55, both within and adjacent to the Town of Haymarket, as well as the proposed transportation improvements in conjunction with improvements proffered by adjacent developments and ongoing/future projects by VDOT.

Legal Issues

If the rezoning is approved, the site could be developed with a potential mixture of office, lodging, restaurant, and other allowable uses through the O(M), Office Mid-Rise, zoning district. The site is currently zoned A-1, Agricultural, without proffers, and could continue to be utilized with by-right uses. It is also important to note that there is an existing 150-foot commercial telecommunications unipole facility with base equipment compound on the western end of the property, approved through SUP #PLN2002-00352, which is to remain unaffected by the rezoning proposal. Legal issues resulting from the Boards' action are appropriately addressed by the County Attorney's Office.

Timing

The Board generally has one (1) year from the date of acceptance to take action on a rezoning request. In this case, the one-year timeframe expired on September 6, 2020. However, due to periods of inactivity over the past year, several submission revisions, additional coordination with the Applicant and staff, and determining a public hearing schedule among public health / safety concerns associated with COVID-19 / Coronavirus, the timing has been extended. In addition, the previous Planning Commission's deferral at the February 3, 2021 meeting to a date uncertain added more time to the review.

Following action by the Planning Commission on June 2, 2021, a public hearing before the Board is now scheduled for July 20, 2021, as requested by the Applicant.

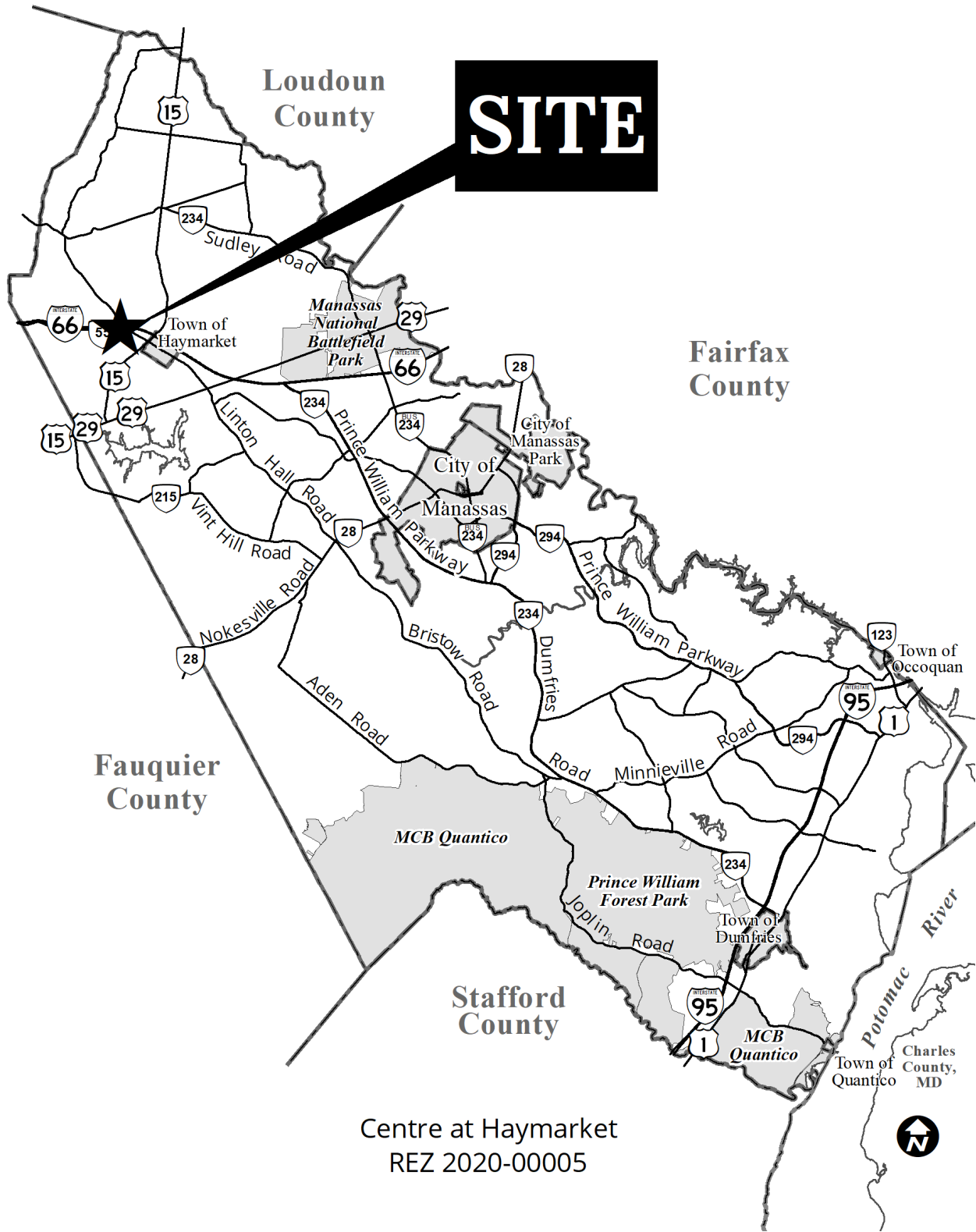
STAFF CONTACT INFORMATION

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

ATTACHMENTS

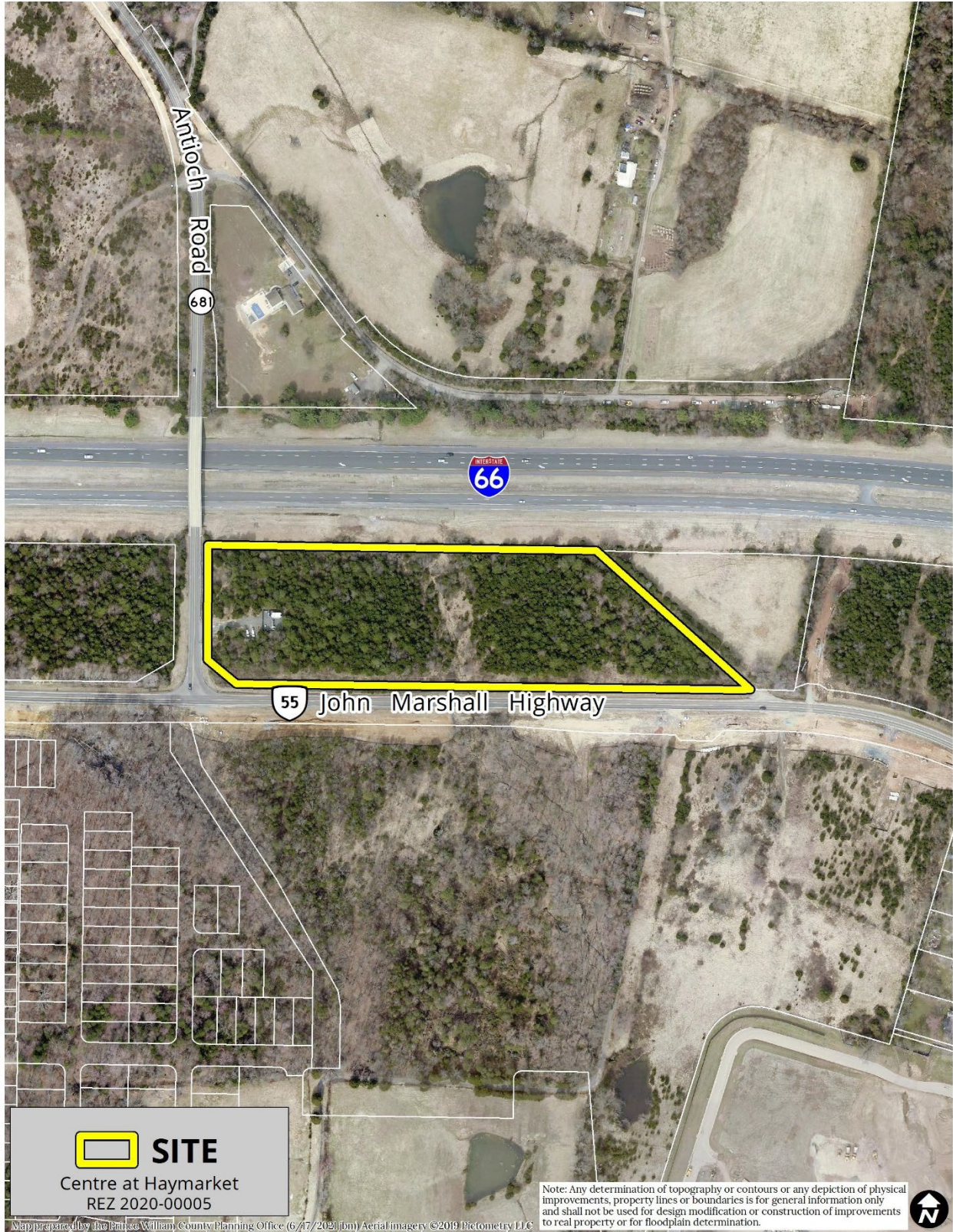
Area Maps
Staff Analysis
General Development Plan (GDP)
Illustrative Plan
Illustrative Plan Exhibit (in color)
Environmental Constraints Analysis (ECA) Exhibits
Design Guidelines
Route 55 Cross Sections Exhibit
Sight Distance Profile
Planning Commission Resolutions

Vicinity Map

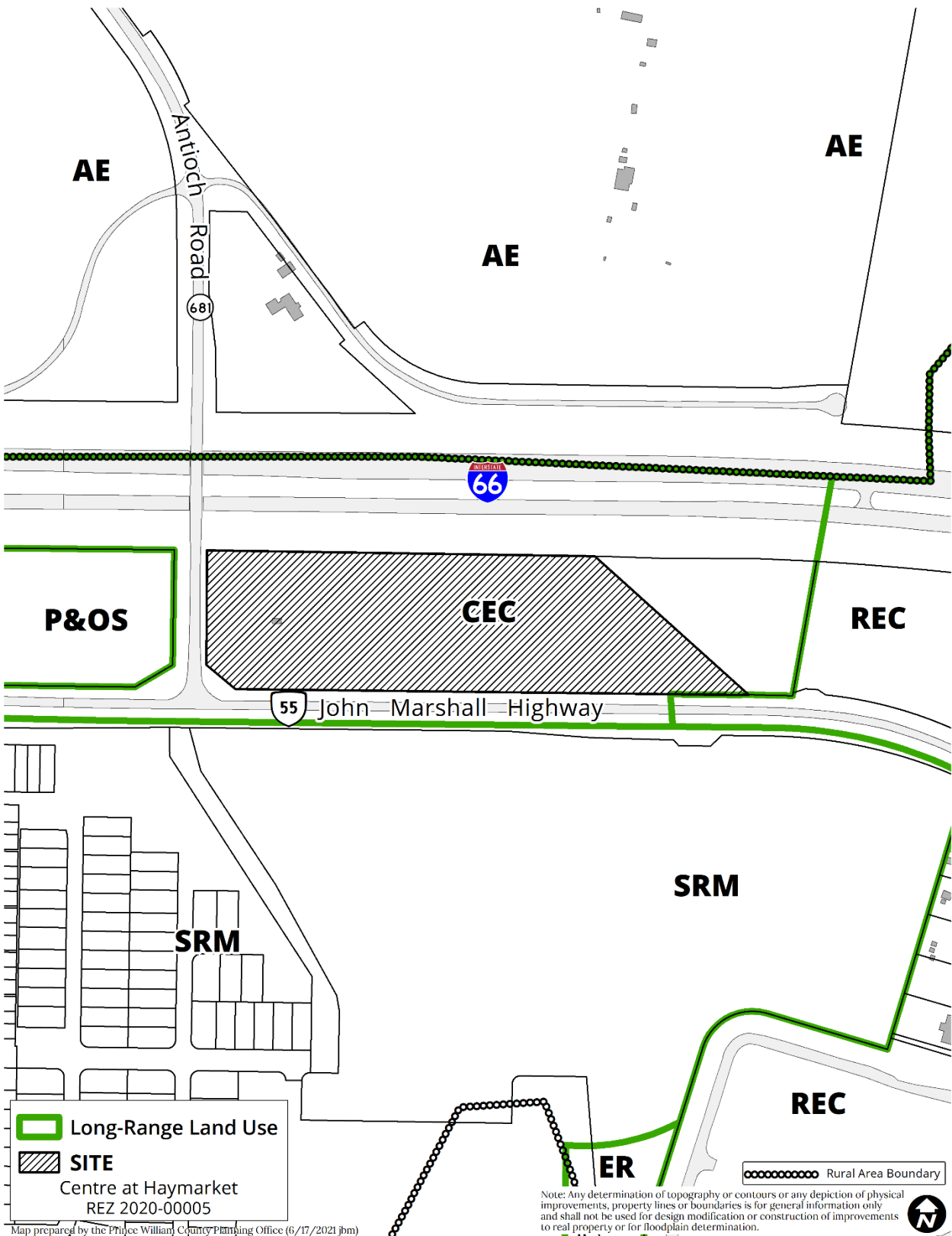


Centre at Haymarket
REZ 2020-00005

Aerial Map



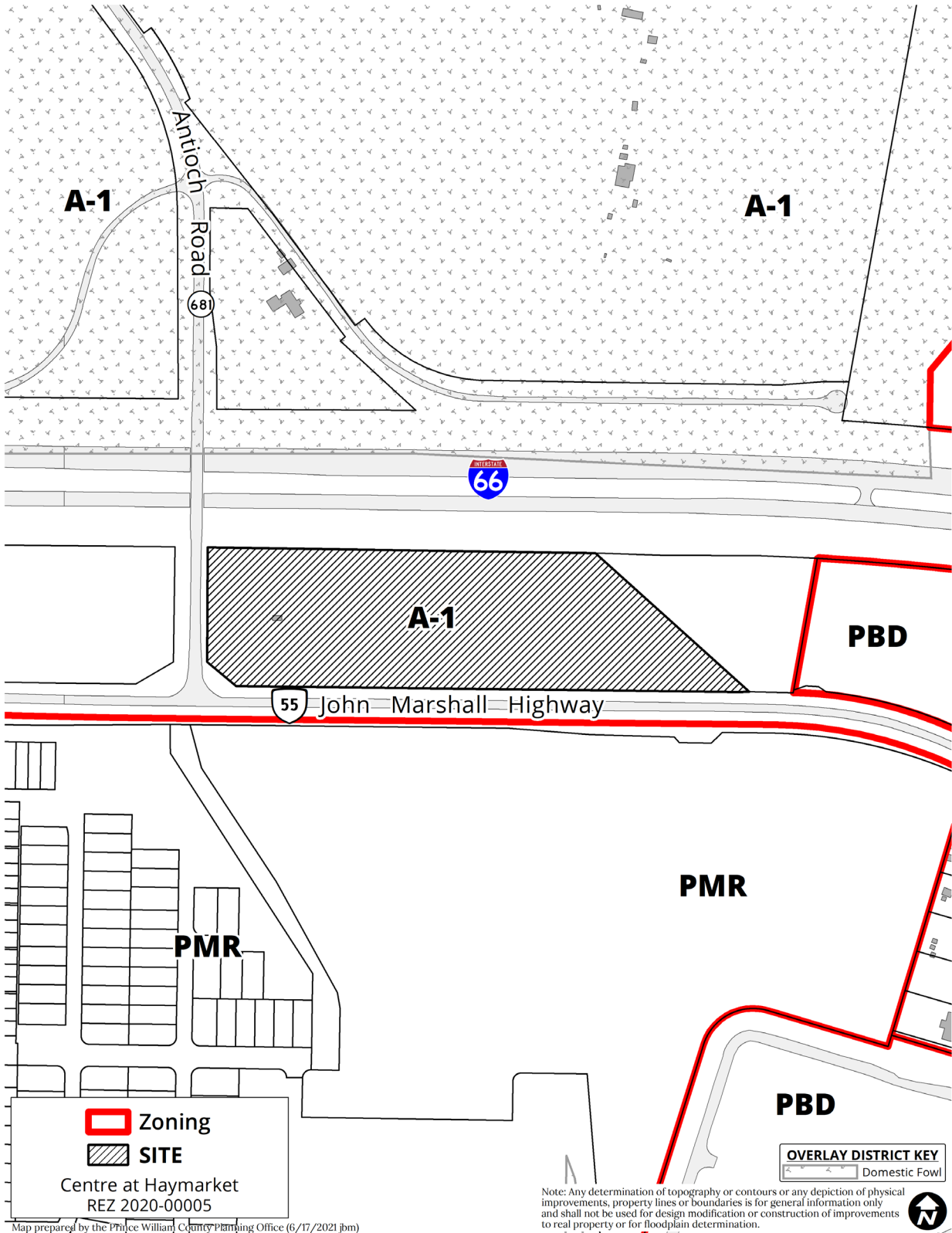
Long-Range Land Use Map



Map prepared by the Prince William County Planning Office (6/17/2021 jbm)

#REZ2020-00005

Zoning Map



Zoning
SITE
 Centre at Haymarket
 REZ 2020-00005

OVERLAY DISTRICT KEY
 Domestic Fowl

Note: Any determination of topography or contours or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for design modification or construction of improvements to real property or for floodplain determination.

Map prepared by the Prince William County Planning Office (6/17/2021 jbm)

Staff Analysis

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 characteristics (see attached maps):

Direction	Land Use	Long-Range Land Use Map Designation	Zoning
North	Interstate 66	N/A	N/A
South	Carter's Mill (formerly Midwood), planned mixed residential	SRM	PMR
East	Vacant lot / undeveloped	CEC; REC	A-1
West	Across Antioch Road; Elizabeth Nickens Park (parkland)	P&OS	A-1

Staff Analysis

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.

This site is located within the Development Area of the County and is designated as CEC, Community Center Employment. The following table summarizes the uses and densities intended within the CEC land use designation:

Long-Range Land Use Map Designation	Intended Uses and Densities
Community Employment Center (CEC)	The purpose of the Community Employment Center classification is to provide for areas of low- to mid-rise offices (including government offices, particularly those for Prince William County agencies), research and development, lodging, and mixed-use projects planned and developed in a comprehensive, coordinated manner. CEC projects shall be located at or near the intersection of principal arterials and major collector roads, or at commuter rail stations. Residential uses shall be considered secondary uses and shall represent no greater than 25 percent of the total CEC gross floor area of the project. Drive-in/drive-through uses are discouraged. Single-family attached or multifamily housing including elderly housing is permitted, at a density of 6-12 units per gross acre, less the ER designated portion of a property. Development in CEC projects shall occur according to an infrastructure implementation plan submitted at the time of rezoning. The intent of this plan is to ensure that critical infrastructure for office, employment, and lodging uses is developed adequately for each phase of the project. Development shall also occur according to a phasing plan that must ensure that office, employment, and lodging uses are always the primary uses within the area rezoned. Office development in CEC areas is encouraged to be in accordance with the <i>Illustrative Guidelines for Office Development</i> , provided as a supplement to the Community Design Plan chapter of the Comprehensive Plan and available from the Planning Office. A minimum office building height of 3-5 stories is preferred.

Staff Analysis

Proposal's Strengths

- Land Use & Zoning Compatibility: The proposed rezoning of the subject property from A-1, Agricultural, to O(M), Office Mid-Rise, directly implements the current CEC, Community Employment Center, land use designation within the Comprehensive Plan.
- Transitional with Surrounding Area: The subject property is at the end of a commercial and retail service-oriented corridor along Interstate 66, west of the Town of Haymarket. To the east, there are other commercial centers and big-box retail uses that are existing, planned, and/or approved. This site is essentially at the end of the development line, and will offer the opportunity to deliver a mix of lodging, commercial, and office uses, which will help support and complement the area. The requested O(M) zoning district directly implements the CEC land use.

Proposal's Weaknesses

- None identified.

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.

Although the specific development layout and end users are speculative, the Applicant is offering a development with coordinated access points, quality building materials, general design theme guidelines, landscaping enhancements, and an illustrative/conceptual layout. There are wetlands onsite that bifurcate the site into two areas, which will be developed as Land Bay 1 and Land Bay 2. A restaurant and hotel are envisioned on the eastern portion of the site (Land Bay 1), while an office building and second hotel are planned on the western portion of the site (Land Bay 2).

Proposal's Strengths

- Enhanced Landscape Buffer Along I-66 Frontage: As proffered, where the planting is required within the 30-foot buffer along the I-66 frontage, all plantings shall be native and the total plant units shall contain a minimum of 30% large evergreen plantings and 30% understory evergreen plantings.

Staff Analysis

- Design Guidelines: As proffered, the Applicant shall provide benching, lighting, streetscape equipment, trash receptacles, knee wall (if provided), and the placemaking area in general conformance with the design concepts and details set forth in the design guidelines entitled "Center at Haymarket Design Guidelines," dated May 12, 2021.
- Commitment to Onsite Placemaking Area: As proffered, the Applicant shall provide a placemaking area in the general location, as shown on the GDP. Said placemaking area shall include a knee wall and one interpretative sign. In addition, the placemaking area must include a minimum of two of the following components, which shall be chosen at the Applicant's discretion: bench, picnic table, landscaped focal area, or stamped concrete and/or split face stone. Said interpretive wall or signage on the knee wall (if any) shall not count against the number of signs permitted by-right on the Property.
- Proffered Sign Style & Height Limitation: Although freestanding signs are permitted up to 20 feet in height in the O(M) zoning district, the Applicant has proffered that all freestanding signs shall be monument style and be limited to 12 feet in height. The Applicant shall provide low-growth landscaping around the base of said signs, to include ornamental grasses, evergreen shrubs, and perennials to provide a cohesive design theme.
 - Since access on Antioch Road has been removed, staff would also recommend that no additional freestanding, internally-lit, commercial sign be provided along Antioch Road. This is also a scenic byway. According to the Applicant, a freestanding monument sign is not proposed along Antioch Road. However, signage that identifies the name of the development may be incorporated into the knee wall feature as a part of the placemaking area, as referenced in the above bullet item, and will not have lighting.

Proposal's Weaknesses

- Lack of Layout Details: The Comprehensive Plan recommends that generalized development plans (GDPs) submitted with rezoning applications include architectural, sign, lighting, and landscape concepts for all developments. In addition, proposed layouts and architectural elevations for all non-residential projects should be provided. Although there is an illustrative/conceptual layout, the subject application does not include a specific layout design, building location, or signage information for the ±8.55-acre development on the GDP. As such, there is variability with what exactly could be developed onsite and a lack of known details.
- Minimal Commitment to Architectural Standards: As currently proffered, the façade of any building on the Property shall have as the primary exterior building material stone, wood, brick, architectural concrete masonry unit (e.g., regal stone, split-face, precision ground face), precast concrete panels, EIFS (exterior installation and finish systems) or metal panels of architectural grade and quality.
 - Staff requests that EIFS should be removed as a recommended building material. Brick, stone, and precast architectural concrete panels are more appropriate as primary building materials.

Staff Analysis

- There is no formal commitment to adhere to the Office Design/Illustrative Guidelines in the Comprehensive Plan, which is preferable for this type of development and the anticipated end uses. With potential for the primary uses being two (2) hotels and a separate office building, the architectural design guidelines should be much broader and comprehensive to cover additional uses. The Design Guidelines are limited to conceptual and thematic views of potential hotel buildings, open space/placemaking concepts, and streetscape fixtures (such as benches, lighting, and trash receptacles), but are not proffered for such architectural building standards. Although the end users are not known at this time and the layout is speculative, a greater sense of commitment to quality architecture and building elements is preferred.

On balance, while this application lacks a commitment to a project layout and building/layout design information, staff finds the application to be consistent with the relevant components of the Community Design Plan. The level of detail provided with the application is generally consistent with similar projects requesting a speculative office district that implements the underlying CEC land use designation.

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.

The Applicant submitted a Phase I cultural resources report with this application, entitled "Phase I Cultural Resources Investigations: The Centre at Haymarket (Baicy and Smith 2019)". The archaeological methodology included archival research, excavation of shovel test pits, and a military sites survey in accordance with the approved scope of work. The report did not identify any archaeology sites, nor any artifacts associated with military activity in the rezoning area.

However, the Phase I report did identify the rezoning area in the following three Civil War battlefields: Thoroughfare Gap Battlefield; Buckland Mills Battlefield; and Manassas Stations Operations. The rezoning area is also partially within the Core Area of Buckland Mills Battlefield. These battlefields and the core area boundaries were mapped by the American Battlefield Protection Program in the early 1990s and updated in 2008. The archaeology report recommended no further archaeological study. Despite this, the battlefield landscape has good integrity for the undeveloped portions of the project area. The Phase I report showed troop movements along Thoroughfare Road and across the rezoning area. If the development proceeds, it will likely result in

Staff Analysis

an adverse effect on the battlefield landscape. As such, mitigation of the effects on these resources is recommended.

The Historical Commission initially reviewed the application package at its October 8, 2019 meeting, including the Phase I cultural resources report. The Historical Commission recommended the following: 1) Military Sites Survey; and 2) Interpretive Kiosk containing signs with content determined by the Commission detailing identified battlefields/skirmishes and historic aspects of the property." Previously adopted rezonings in proximity to this project area focused on interpreting Buckland Mills Battlefield.

At the June 16, 2020 meeting, and again during their April 13, 2021 meeting, the Historical Commission reassessed the application and recommended "No Further Work". The County Archaeologist concurs, and recommends focusing the content of the interpretive kiosk on the Battle of Thoroughfare Gap and/or twentieth century agricultural practices. It is recommended that the Applicant install two (2) interpretive signs on the property, which provide a description of the historical significance of the Civil War in the area. The content of the signs shall be prepared in consultation with the Planning Office and/or the Historical Commission, with locations shown on the approved site plan.

Based on heightened community awareness of the cultural/historical heritage in the area and surrounding properties, staff requested that the Applicant provide a placemaking or focal area on the site, in addition to the two (2) proposed public interpretative signs. The Applicant has agreed to this request and has updated the proffers and design guidelines to reflect these components. A proposed location with conceptual design options for a knee wall, open space/interpretative area, and enhanced landscaping with focal area has been provided.

Proposal's Strengths

- **Public Interpretation Signage:** As proffered, the Applicant shall install two (2) interpretive signs on the Property detailing its battlefield/skirmishes and historic aspects. The interpretative signs shall follow the "National Park Service's Wayside Guide: A Guide to Developing Outdoor Interpretive Exhibits (2009)," and shall be low profile 36 inches wide by 24 inches tall. The content of the interpretive signs shall be prepared in consultation with the Planning Office and/or Historic Commission and the interpretive signs shall be installed prior to the issuance of an occupancy permit for the first building on Land Bay 2, subject to obtaining a sign permit from the Zoning Office.
- **Cultural Interpretative & Placemaking Area:** As proffered, the Applicant shall provide a placemaking area in the general location shown on the GDP. Said placemaking area must include a minimum of two of the following components, to be chosen at the Applicant's discretion: bench, picnic table, landscaped focal area, or stamped concrete and/or split face stone.

Staff Analysis

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 subject site is predominantly wooded with a wetlands system that traverses the property. The middle portion of the property contains an intermittent stream, which consists of a drainage pattern within the wetland boundaries. The stream channel does not continue offsite and lacks any indicators of perennial flow. The majority of the intermittent stream feature is located within onsite palustrine emergent and palustrine scrub-shrub wetlands, as identified in the Environmental Constraints Analysis (ECA) that was submitted with the application. There is no Resource Protection Area (RPA) feature or floodplains on the site.

SUBWATERSHED:	Broad Run subshed 212
TOTAL SITE AREA / ER AREA:	8.54 acres / 0 acres
TREE SAVE AREA:	unknown
UNDISTURBED AREA:	2.32 acres
IMPERVIOUS/ PERVIOUS:	4.74 acres / 2.02 acres
AREA OF DISTURBANCE:	6.22 acres
RARE, THREATENED, AND ENDANGERED SPECIES:	Potential for Harparella and northern long-eared bat / time of year investigation limited any findings. Note #7 of Sheet 2 of 3 of ECA, consultant opines that there is a low probability of finding those species.

Natural Resources

Shrub/scrub and emergent wetlands are located centrally to and bisect the site. The Applicant is proposing an established approximate limit of clearing and grading (LCG) as shown on the GDP. However, the Applicant has not made a formal commitment to this LCG, which will help to better implement more preservation.

Staff Analysis

SOILS:

No.	Soils name	Slope	Erodibility
2B	Airmont-Weverton complex	2-7%	Moderate
3A	Albano silt loam	0-4%	Moderate
5C	Arcola-Nestoria complex	7-15%	Severe
31B	Jackland-Haymarket complex	2-7%	Moderate
33B	Legore-Oakhill complex	2-7%	Moderate
33C	Legore-Oakhill complex	7-15%	Severe
40B	Monalto silty loam clay	2-7%	Moderate
46B	Panorama silt loam	2-7%	Moderate

Water Quality

As per standard practice, a \$75 per acre (± 8.55 acres) monetary contribution to the Board of County Supervisors for water quality monitoring, stream restoration, and/or drainage improvements has been proffered.

Planning Commission Response

Based on the Applicant's response to the Planning Commission recommendation, there are now new resulting impacts to the onsite open space and environmental features on the site. The specific *Planning Commission items* and summary of their impacts are provided below.

- *Revisit Land Bay 1 and Land Bay 2 interparcel connection option, and provide cost estimate for a bridge over wetlands area.*
 - With this submission, an interparcel connection has been added between Land Bays 1 and 2. This connection clears and grades approximately 5,000 square feet (SF) of existing wetlands and wetland edges. There is no reference to a bridge to avoid impacts to the wetland nor any cost estimate for a bridge. Previously provided Proffer #7, which committed to preserving the wetlands between Land Bays 1 and 2, has been deleted. This is now a weakness of the proposal.
- *Assess potential for increasing historical area retention, and documentation of historical nature of area.*
 - In response to this recommendation, the Limit of Disturbance (LOD) shown on the GPD has been revised to add approximately 7,100 SF of new tree save area. However, due to the speculative nature of the development, the ultimate interior site area to be disturbed will be determined at site plan review.

Staff Analysis

Proposal's Strengths

- Increase in Tree Preservation with Removal of Antioch Access: As a result of the Applicant removing the previous access point along Antioch Road to the north of the existing telecommunications facility, this now results in an overall reduction in the extent of disturbed vegetation along Antioch Road. Thus, greater tree save area and less overall site disturbance can be achieved on the western perimeter of the Property.
- Protective Barrier Adjacent to Landscaping: As proffered, where vehicle parking or storage areas abut landscape strips or buffers, the Applicant shall provide a protective barrier (i.e., curbing, wheel blocks/stops, stone/masonry edging, fencing, or similar barrier) to prevent motor vehicles from entering the proposed landscape features.
- Underground Stormwater Management (SWM): As shown on the GDP, there are two (2) potential areas for underground SWM facilities. Although this will be addressed at site plan review and during the site design, the intention to retain/treat runoff onsite is favorable.
- Option for Soil Compost Amendment: As proffered, if at the time of site plan design, the Applicant determines the need to amend or supplement soils to support the long-term health and sustainability of onsite landscaping to be installed and to achieve BMP treatment benchmarks, the Applicant may utilize compost-amended soils or other accepted soil amendment practices, as permissible through coordination with the Watershed Management Branch.

Proposal's Weaknesses

- General Conformance Commitment to Landscaping & Site Disturbance: Currently, the Applicant is proffering to "general conformance" with the GDP. Since the GDP shows the Applicant providing landscape elements beyond minimum standards (such as the 30-foot buffer along I-66), and since the 30-foot buffers along I-66 and the eastern property line are not specifically proffered otherwise, staff prefers that this proffer state "substantial conformance". In addition, the Applicant has not made a formal commitment to the limits of clearing and grading (LCG), which will help better implement more preservation. Since Proffer #1 already commits to "substantial conformance" with the GDP, the landscaping and extent of site disturbance should be held to this same level of conformance. The level of commitment for onsite preservation of vegetation is still unclear.
- New Wetlands Impacts: With the recent changes to the proposal, there is a centralized interparcel connection between Land Bay 1 and Land Bay 2. Previously, the site was designed to avoid such wetlands impacts, with separate access points along John Marshall Highway, and an access point off of Antioch Road. In the latest submission, the Antioch access point has been removed, and there is a new connection between land bays, which results in new wetland impacts where none had previously existed. By exchanging the previous avoidance to full impacts, this is now a weakness of the application.

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

Staff Analysis

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.

Fire/Rescue Station #24 (Antioch) is the first due fire/rescue resource for the project site, which is located approximately 0.75 miles northwest of the property off Antioch Road. The site is within the required 4.0-minute travel time for Basic Life Support and Fire Suppression, and within the required 8.0-minute travel time for Advanced Life Support. In FY 2019, Station 24 responded to 2,220 incidents, with a workload station capacity of 2,000 incidents per year. There are currently no Capital Improvement Program (CIP) projects in this vicinity that would affect the capacity and response information.

Proposal's Strengths

- Monetary Contribution: As proffered, the Applicant shall make a monetary contribution of \$0.61 per square foot of building area for any building(s) to be constructed on the property.
- Inside of 4.0-Minute Travel Time: The site is located within the 4.0-minute travel time for Basic Life Support and Fire Suppression.
- Inside of 8.0-Minute Travel Time: The site is located within the 8.0-minute travel time for Advanced Life Support services.

Proposal's Weaknesses

- Station Workload: Fiscal Year 2019 figures indicate that Fire and Rescue Station #24 responded to 2,220 incidents, while the workload capacity for Station 24 is 2,000 incidents per year. As such, it is operating in excess of capacity.

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

Staff Analysis

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.

At this time, the Police Department does not believe this application will create 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: <https://www.pwcva.gov/assets/documents/police/002035.pdf>

Details on the type(s) of onsite security measures should also be considered, in addition to access control, alarm systems, hotel security measures (as applicable), surveillance camera systems, and onsite lighting.

Proposal's Strengths

- Impacts to Levels of Service: The Police Department does not believe this application will create significant impact on calls for service.

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 in the development area, and the use of private wells or public water in the Rural Area.

Staff Analysis

The subject property is within the Development Area of the County and is thereby required to utilize public water to develop. Public water is not currently available at the site. The closest available public water main is an existing 18-inch water main located approximately 160 feet east of the site on John Marshall Highway. The developer will be required to extend an appropriately sized water main from the existing 18-inch water through their site and connect to the future proposed Carter's Mill Phase 4 on the south side of John Marshall Highway to provide a looped supply for increased reliability and improved water quality.

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 the subject property and the above-listed requirements in accordance with all applicable Service Authority, and County and State requirements, standards, and regulations.

Proposal's Strengths

- **Water Connection & Service:** As proffered, the Applicant shall plan, design, and construct all onsite and offsite water utility improvements necessary to develop the subject 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 in locations classified as Semi-Rural Residential (SRR), as well as the Rural Area.

The subject property is within the Development Area of the County and is thereby required to utilize public sewer to develop. Public sewer is not currently available at the site. The closest available public sewer main with adequate capacity is an existing 10-inch gravity sewer main located approximately 1,350 feet east of the subject property on John Marshall Highway. The developer will be required to conduct a sewer study to ensure the existing sewer collection system has adequate capacity to accommodate the projected flows from the proposed development.

Staff Analysis

Grinder pumps in the sanitary sewer system may be required. 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

- **Sewer Connection & Service:** As proffered, the Applicant shall be responsible for all onsite and offsite improvements required to provide the sewer service demand generated by the development.

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 "D" 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.

A Traffic Impact Analysis (TIA) was provided by Kimley-Horn. The TIA provides the analysis results for the proposed development, which consists of two (2) 100-room hotels, a 7,600-square-foot restaurant, and a 3,000-square-foot office building. Site development is targeted for 2022.

There are wetlands on the site that divide the property. The restaurant and one hotel will be located on the eastern portion of the site (Land Bay 1). The office building and second hotel will be located on the western portion of the site (Land Bay 2). Vehicle access to the eastern portion of the site is proposed via one full-movement entrance on John Marshall Highway. Vehicle access to the western portion of the site is proposed via one right-in/right-out (RI/RO) entrance on John Marshall Highway. Turn lanes will be provided for the entrances on John Marshall Highway.

Staff Analysis

Based on coordination with County staff and the Planning Commission, the plan has been revised to eliminate Access C, and now proposes an interparcel connection between Land Bays 1 and 2 within the site boundaries. Due to the removal of the prior Antioch Road access point, the Applicant provided a *Revised Driveway Traffic Analysis Memorandum*. The proposed site trip generation was revised to account for increased internal capture between Land Bay 1 and Land Bay 2, since internal trips between the two would be possible with the new interparcel connection. With the latest changes, the site is expected to generate 2,298 weekday daily trips, 161 trips in the AM peak hour, and 159 trips in the PM peak hour.

In summary, the elimination of Access C along Antioch Road and the addition of an interparcel connection results in a negligible impact to the John Marshall Highway/Access A intersection. All approaches at the intersection will operate at the same levels of service as previously approved, with minimal increases in delay during the peak hours.

The Applicant provides turn lanes and tapers into both entrances, including a substandard length right-turn lane into the western entrance into Land Bay 2 due to impacts to adjacent wetlands. Waivers for the length of the turn lane have been submitted and approved. The plan shows a pedestrian connection from the sidewalk on Route 55 into the southwest portion of the site. However, the Applicant must also submit a request to waive the sidewalk requirement on Antioch Road to the County Department of Transportation for review. A waiver request of this sidewalk connection will be provided at site plan review. Provided this is submitted and approved, this issue is adequately addressed.

The following summary table provides the latest Virginia Department of Transportation (VDOT) traffic count and Prince William County transportation model levels of service (LOS) information in the vicinity of the site for John Marshall Highway and Antioch Road.

Roadway Name	Number of Lanes	2019 VDOT Annual Average Daily Traffic Count	2015 Daily LOS
John Marshall Highway	2	8,000	D
Antioch Road	2	2,900	B

The Comprehensive Plan calls for John Marshall Highway (Route 55) adjacent to the site to be a four-lane divided facility under the MA-1 standard within 128 feet of right-of-way.

Furthermore, Antioch Road has Scenic Byway designation status, and is one of six Scenic Byway roads within the County. The Virginia Scenic Byway Program identifies road corridors containing aesthetic or cultural value near areas of historical, natural, or recreational significance. By designating roads as Virginia Scenic Byways, widely distributing "A Map of Scenic Roads in Virginia," and promoting the Virginia Scenic Roads website, the program encourages travel to specific destinations and away from high-traffic corridors.

Staff Analysis

Proposal's Strengths

- Site Access: Access to the property will be provided on John Marshall Highway, as follows:
 - Land Bay 1: Subject to Prince William County Department of Transportation (PWCDOT) and Virginia Department of Transportation (VDOT) approval, access to Land Bay 1 will be provided in substantial conformance with the GDP. Access shall be constructed when Land Bay 1 is developed.
 - Land Bay 2: Subject to PWCDOT and VDOT approval, access to Land Bay 2 will be provided in substantial conformance with the GDP. Access shall be constructed when Land Bay 2 is developed.
- Land Bay Interparcel Connection: The interparcel connection between Land Bay 1 and Land Bay 2 will be constructed prior to the issuance of the first occupancy permit on Land Bay 2. This will provide for enhanced vehicular and pedestrian connectivity and will contribute toward reducing the overall trips onto John Marshall Highway (Route 55).
- Provision for Bicycle Racks: The Applicant will provide at least one (1) bicycle rack in each land bay. Each bicycle rack shall be provided prior to the issuance of an occupancy permit for the first building in each land bay.
- Provision for Future Interparcel Connection: If at any time in the future, the adjoining property to the east, identified as GPIN 7298-35-4814, is developed and is required to submit a site plan and said site plan requires an interparcel connection to the Property, the Applicant will, upon request from the County, grant an easement for an interparcel connection in a location to be determined by the Applicant.
- Right-of-Way Dedication: When requested by PWCDOT or VDOT, the Applicant will provide, at no cost to Prince William County or VDOT, 64 feet of right-of-way from the center line along the John Marshall frontage, as depicted on the GDP. The dedication shall be shown on and made as a condition of approval for first final site plan for the property.
- Off-Site Route 55 (John Marshall Highway) & Route 15 Intersection Improvements: The Applicant will provide a monetary contribution for off-site transportation improvements (by others) consisting of lane restriping/reconfiguration improvements within the existing right-of-way at the intersection of Route 55 and Route 15 (the "Rt. 55 & Rt. 15 Improvements"). The monetary contribution shall be calculated and paid, per Proffer #12.
- Phased Sidewalk Construction
 - Land Bay 1: The Applicant will construct Phase 1 of the sidewalk along the frontage of the property at the location shown on the GDP. Said portion of the sidewalk shall be constructed prior to the issuance of the first occupancy permit for Land Bay 1.

Staff Analysis

- The Applicant will construct Phase 2 of the sidewalk as shown on the GDP. Said portion of the sidewalk shall be constructed prior to the issuance of the first occupancy permit for Land Bay 2.
- Turn Lane Improvements on John Marshall Highway:
 - Land Bay 1:
 - i. Right-Turn Lane: Subject to PWCDOT and VDOT approval, the Applicant will construct the turn lane, as shown on the GDP.
 - ii. Left-Turn Lane: Subject to PWCDOT and VDOT approval, the Applicant will restripe the existing pavement to provide for a left-turn lane with a taper to Land Bay 1 as shown on the GDP.
 - Land Bay 2: Subject to PWCDOT and VDOT approval, the Applicant will construct a right-turn lane and taper into Land Bay 2, as shown on the GDP.

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 2017-2020 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. From this analysis, the Strategic Plan Team developed five strategic goal areas to guide Board actions: "Robust Economy"; "Mobility"; "Wellbeing"; "Safe and Secure Community"; and "Quality Education and Workforce Development". 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.

According to the Department of Economic Development, this rezoning request will allow for either office or hotel uses on this property, either of which support the attraction of targeted sector companies or grow the hospitality and tourism sector, which is another targeted sector for economic development. The aspects of the proposal relative to the Strategic Plan is as follows:

Staff Analysis

Increase commercial tax base

- The proposed rezoning is favorably aligned with the County's goal to increase the commercial tax base as a percentage of overall tax revenue to 35%.

Increase at-place employment

- The rezoning contributes to the County's goal to increase growth in at-place employment by more than 3,300 jobs per year.

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 issue in this case is as follows:

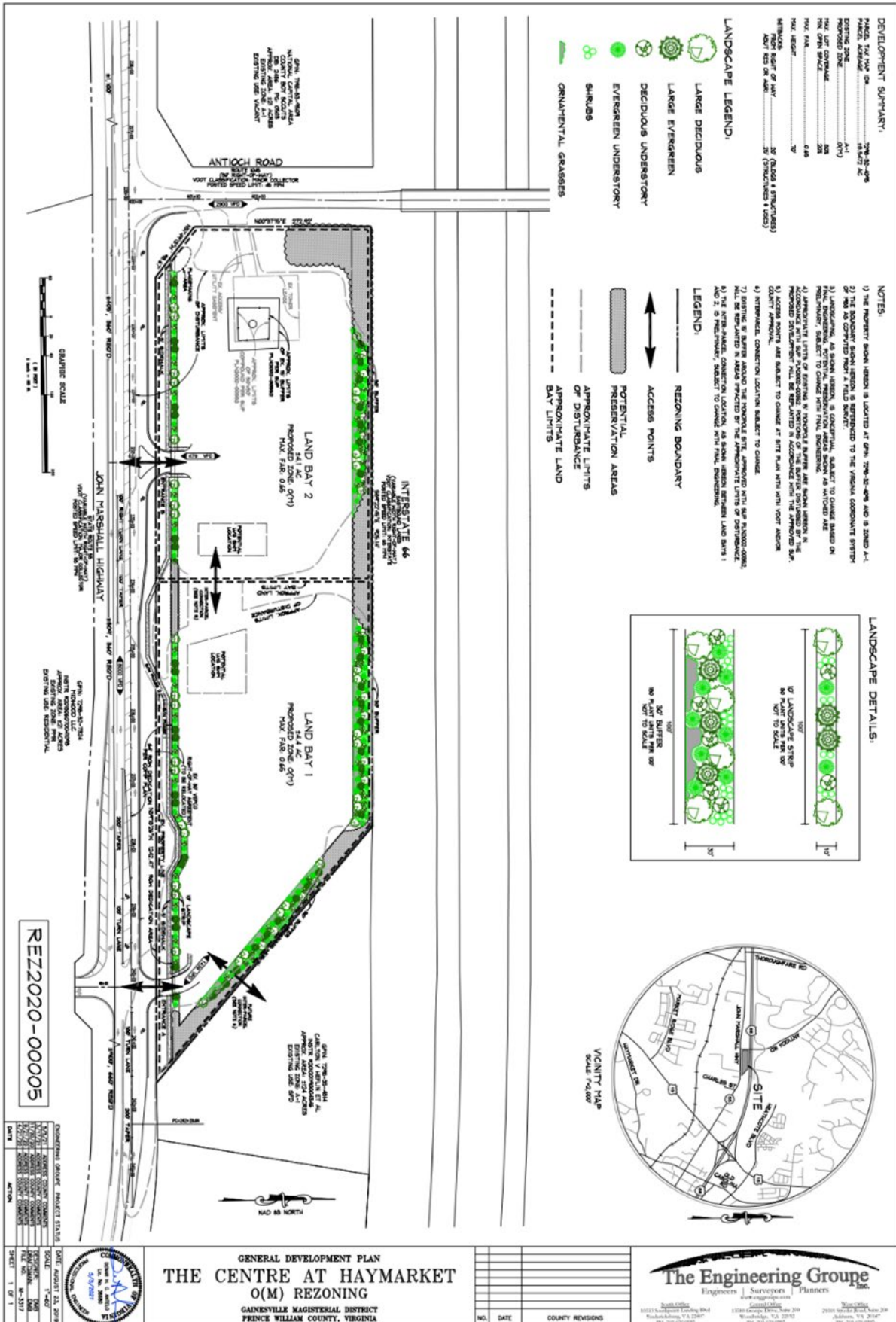
- Noise Mitigation Due to Proximity to I-66: As proffered and since the Property is located along Interstate 66, hotel buildings constructed on the property shall include sound attenuating construction methods and/or materials to reduce the interior noise in guest rooms and meeting rooms to an hourly A-Weighted noise level not to exceed 62 Dba noise level. Prior to the issuance of an occupancy permit for any hotel on the Property, the Applicant shall submit a noise study demonstrating that the average noise level in the guest rooms and meeting rooms does not exceed 62 Dba noise level.

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 Economic Development
- PWC Fire Marshal Office
- PWC Historical Commission
- PWC Planning Office – Case Manager / Long-Range Planning / Proffer Administration
- PWC Police / Crime Prevention
- PWC Public Works – Environmental Services / Watershed Management
- PWC Service Authority
- PWC Transportation
- Town of Haymarket
- Virginia Department of Transportation (VDOT)

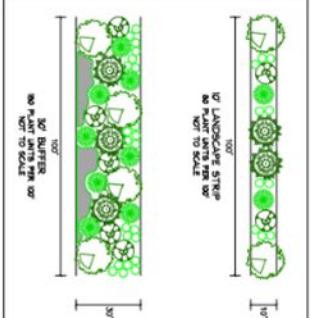
General Development Plan (GDP)



DEVELOPMENT SUPPLEMENT:

PLANT SPECIES LIST:
 LARGE DECIDUOUS: 10%
 LARGE EVERGREEN: 10%
 DECIDUOUS UNDERSTOREY: 10%
 EVERGREEN UNDERSTOREY: 10%
 SHRUBS: 10%
 ORNAMENTAL GRASSES: 10%

- NOTES:**
- 1) THE PROPOSED BROWN HEDGES IS LOCATED AT 07N 72W 30-40N AND IS ZONED A-1. THE BROWN HEDGES IS REFERRED TO THE VISUAL CORRIDOR SYSTEM OF THE AS COMPLETED FROM A FIELD SURVEY.
 - 2) LANDSCAPING AS BROWN HEDGES IS CONCEPTUAL. SUBJECT TO CHANGE BASED ON FIELD SURVEY. SUBJECT TO CHANGE WITH FINAL ENGINEERING AND PERMITS.
 - 3) APPROXIMATE LIMITS OF EXISTING W/ TOWN'S & BROWN HEDGES IS CONCEPTUAL. SUBJECT TO CHANGE WITH FINAL ENGINEERING AND PERMITS.
 - 4) APPROXIMATE LIMITS OF EXISTING W/ TOWN'S & BROWN HEDGES IS CONCEPTUAL. SUBJECT TO CHANGE WITH FINAL ENGINEERING AND PERMITS.
 - 5) ACCESS POINTS ARE SUBJECT TO CHANGE AT SITE PLAN WITH FINAL ENGINEERING APPROVAL.
 - 6) INTERMEDIATE CONNECTION LOCATION SUBJECT TO CHANGE.
 - 7) EXISTING W/ BUFFER AROUND THE TOWN'S SITE, APPROVED WITH 50' BUFFER, WILL BE SEPARATED IN AREAS SPECIFIED BY THE APPROXIMATE LIMITS OF DISTURBANCE.
 - 8) THE INTER-MEDIATE CONNECTION LOCATION AS BROWN HEDGES BETWEEN LAND BAYS 1 AND 2 IS "POTENTIAL", SUBJECT TO CHANGE WITH FINAL ENGINEERING.



REZ2020-00005

NO.	DATE	COUNTY REVISIONS

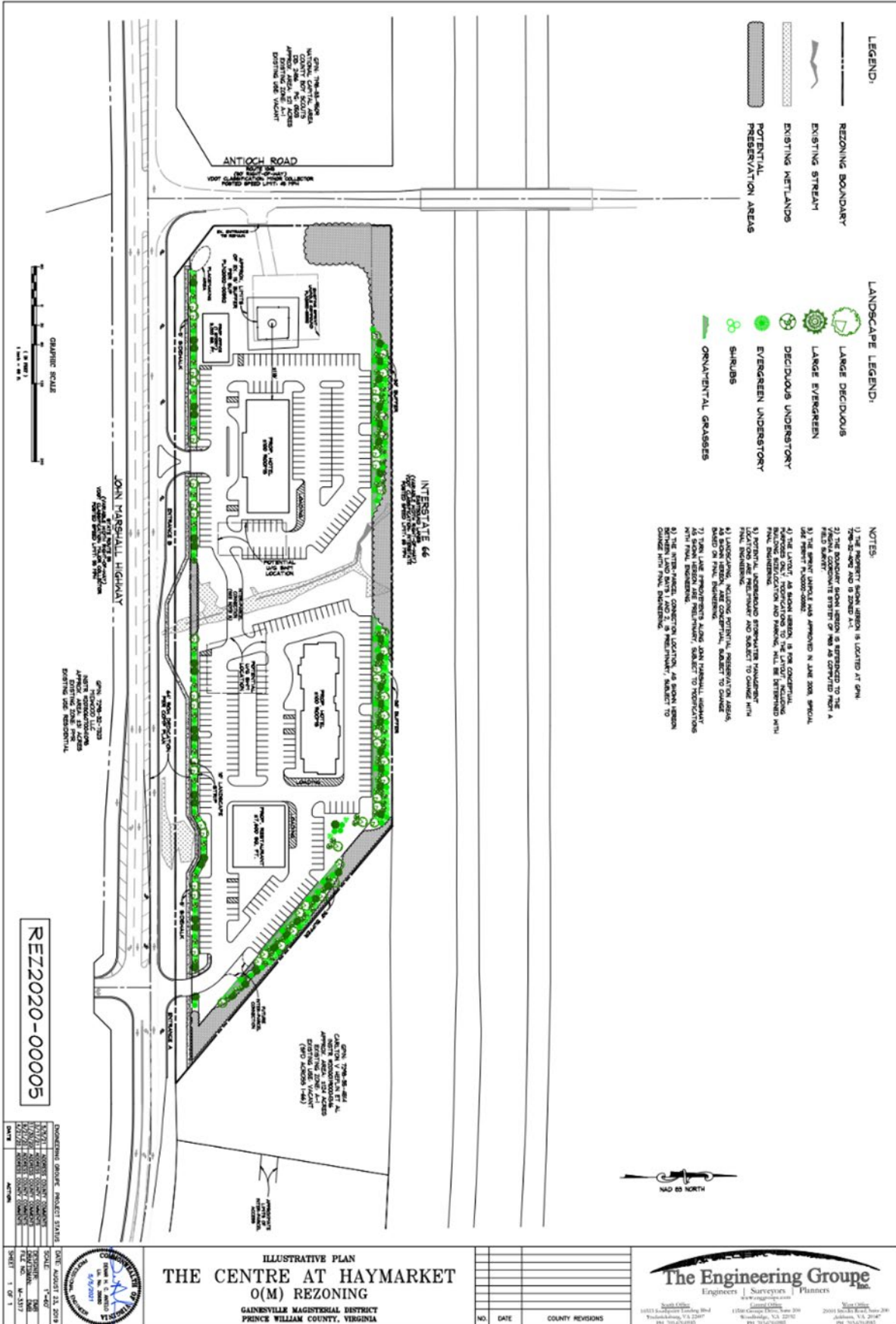


GENERAL DEVELOPMENT PLAN
THE CENTRE AT HAYMARKET
O(M) REZONING
 GAINESVILLE MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA

The Engineering Group, Inc.
 Engineers | Surveyors | Planners
 www.theengineeringgroup.com

Scale: 1"=400'

Illustrative Plan



#REZ2020-0005

Illustrative Plan Exhibit (in color)

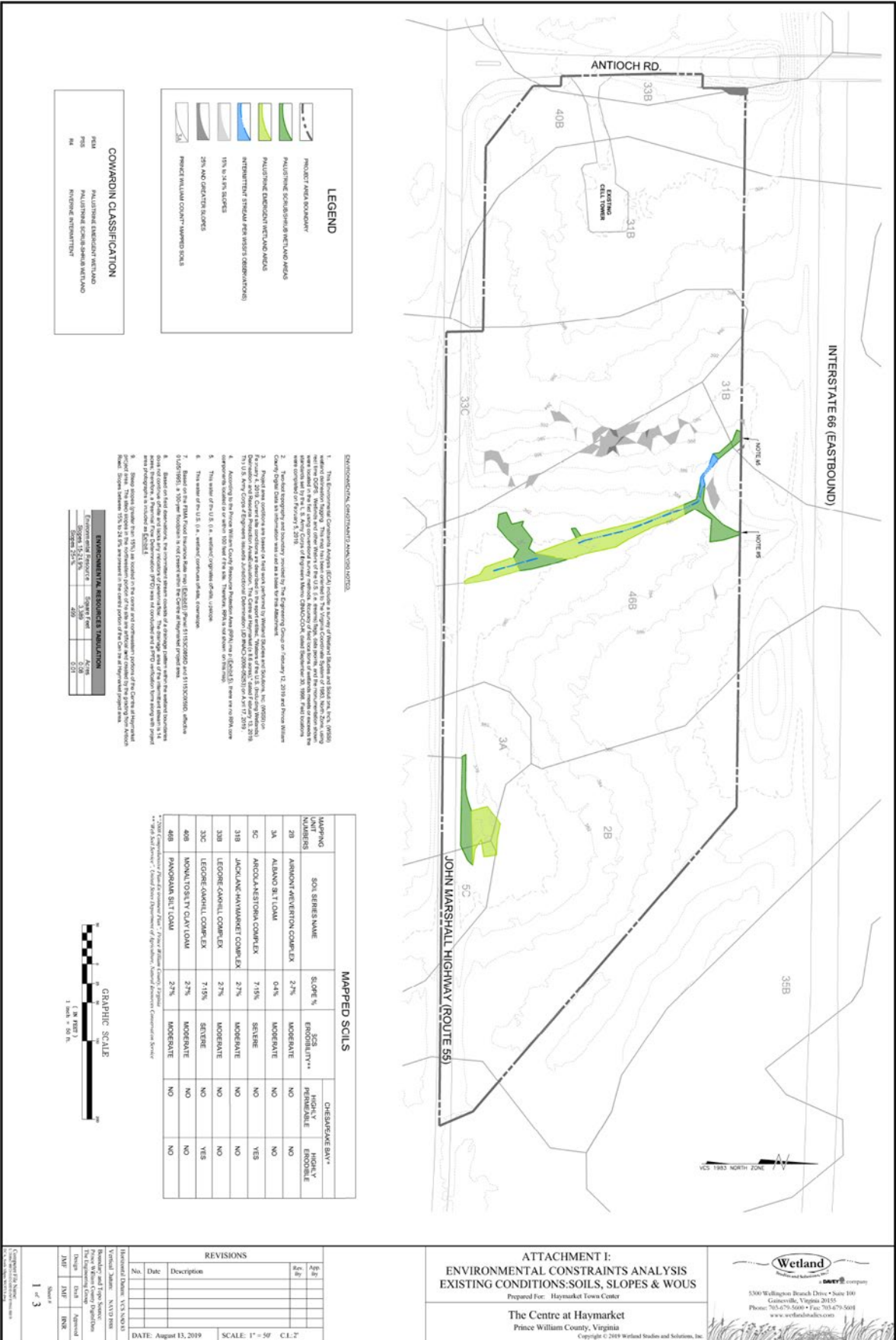


The Engineering Group
Inc.

THE LAYOUT IS SHOWN HEREON FOR ILLUSTRATIVE PURPOSES ONLY

ILLUSTRATIVE PLAN
CENTRE AT HAYMARKET
MAY 5, 2021

Environmental Constraints Analysis (ECA) Exhibits



LEGEND

- PROJECT AREA BOUNDARY
- PALUSTRINE SCIRPUS/SHIB WETLAND AREAS
- PALUSTRINE EMERGENT WETLAND AREAS
- INTERMITTENT STREAM PERMISSIBLE OBSERVATIONS
- 15% TO 34.9% SLOPES
- 25% AND GREATER SLOPES
- PROJECT PALUSTRINE COASTAL WARDEN SOILS

COWARDIN CLASSIFICATION

PEL	PALUSTRINE EMERGENT WETLAND
PEB	PALUSTRINE SCIRPUS/SHIB WETLAND
EM	EMERGENT WETLAND

ENVIRONMENTAL CONSTRAINTS ANALYSIS NOTES

- The Environmental Constraints Analysis (ECA) includes a review of historical studies and data for the project area. The ECA was prepared by the Environmental Constraints Analysis Team (ECAT) in accordance with the Virginia Department of Transportation (VDOT) Environmental Constraints Analysis Manual (ECAM) dated February 20, 2008. The ECA was prepared by the Environmental Constraints Analysis Team (ECAT) in accordance with the Virginia Department of Transportation (VDOT) Environmental Constraints Analysis Manual (ECAM) dated February 20, 2008. The ECA was prepared by the Environmental Constraints Analysis Team (ECAT) in accordance with the Virginia Department of Transportation (VDOT) Environmental Constraints Analysis Manual (ECAM) dated February 20, 2008.
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MAPPED SLOPES

MAP UNIT	SOIL SERIES NAME	SLOPE %	SOS	EMERGENT	WETLAND
2B	ALBANY SILT LOAM	0-4%	MODERATE	NO	NO
3A	ALBANY SILT LOAM	0-4%	MODERATE	NO	NO
3B	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3C	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3D	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3E	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3F	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3G	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3H	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3I	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3J	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3K	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3L	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3M	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3N	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3O	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3P	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3Q	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3R	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3S	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3T	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3U	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3V	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3W	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3X	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3Y	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO
3Z	LEONORE SANDY CLAY LOAM	2-7%	MODERATE	NO	NO

EMERGENT WETLANDS TABULATION

Environmental Resource	Segment	Area
Emergent Wetlands	3.369	0.28
Palustrine Emergent Wetlands	4.029	0.21
Total		0.49

Graphic Scale: 1 inch = 50 feet

ATTACHMENT I:
 ENVIRONMENTAL CONSTRAINTS ANALYSIS
 EXISTING CONDITIONS: SOILS, SLOPES & WOUS
 Prepared For: Haymarket Town Center
 The Centre at Haymarket
 Prince William County, Virginia
 Copyright © 2019 Wetland Studies and Solutions, Inc.

5300 Wellington Branch Drive • Suite 100
 Great Falls, Virginia 22035
 Phone: 703.676.5600 • Fax: 703.676.5604
 www.wetlandstudies.com

#REZ2020-0005

Environmental Constraints Analysis (ECA) Exhibits

EXHIBIT 4
SITE PHOTOGRAPHS
THE CENTRE AT HAYMARKET
ENVIRONMENTAL CONSTRAINTS ANALYSIS
WSSI #21455.02



1. Looking north (upstream) at an intermittent stream, which consists of a drainage pattern within the wetland boundaries and the stream channel does not continue off-site, lacks any indicators of perennial flow, and has a drainage area of approximately 14 acres in the central portion of the project area.

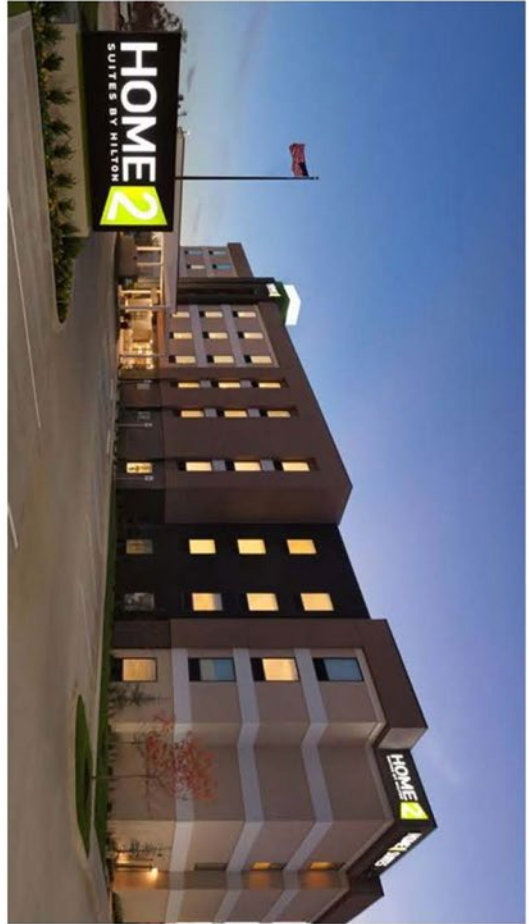


2. Looking south (downstream) at an intermittent stream. The majority of the stream is located within the palustrine emergent and palustrine scrub-shrub wetland boundaries.

CENTRE AT HAYMARKET DESIGN GUIDELINES

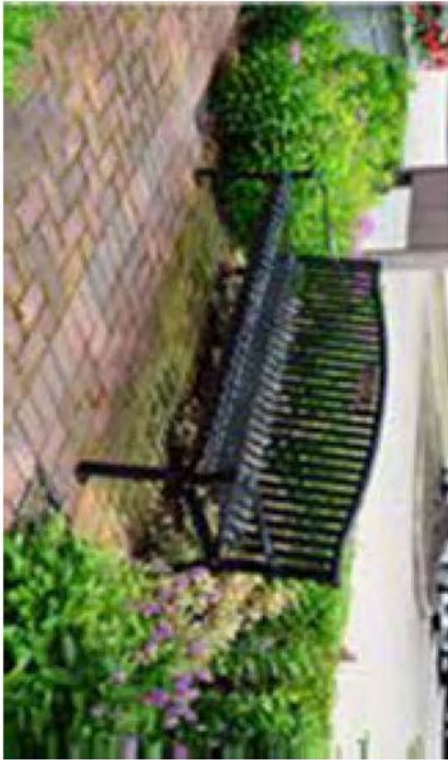
MAY 12, 2021

Design Guidelines



HOTEL ILLUSTRATIVE DETAIL

Design Guidelines



PARK BENCH ILLUSTRATIVE DETAIL

Design Guidelines



STREET LIGHT ILLUSTRATIVE DETAIL 4

Design Guidelines



TRASH CAN ILLUSTRATIVE DETAIL

Design Guidelines



KNEE WALL ILLUSTRATIVE DETAILS

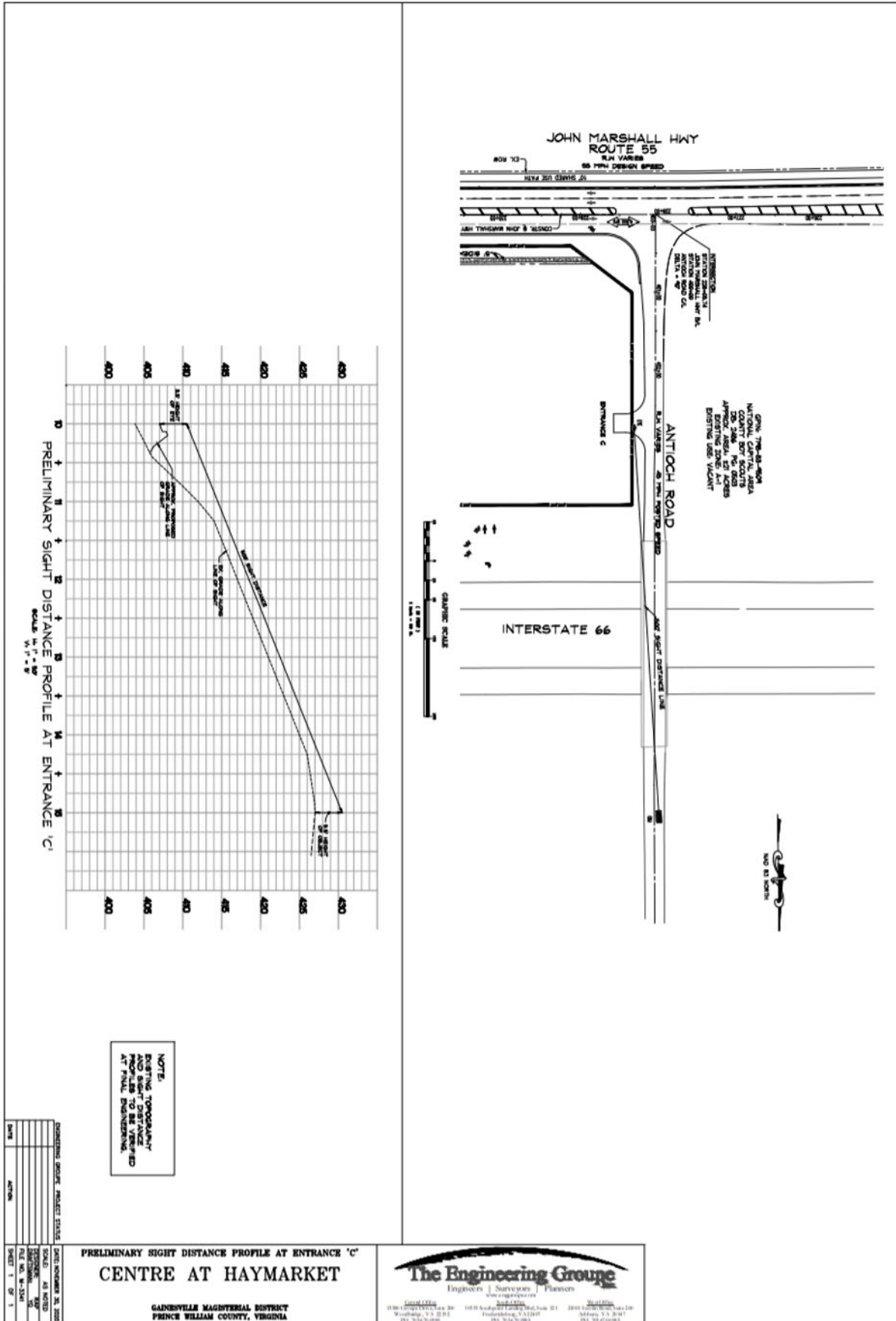


Design Guidelines



PLACEMAKING ILLUSTRATIVE DETAILS 7

Sight Distance Profile



Planning Commission Resolutions



PRINCE WILLIAM
COUNTY

Planning Commission

PLANNING COMMISSION RESOLUTION

- MOTION:** BERRY
- SECOND:** FONTANELLA
- RE:** REZONING #REZ2020-00005
CENTRE AT HAYMARKET
GAINESVILLE MAGISTERIAL DISTRICT
- ACTION:** DEFER TO DATE UNCERTAIN

February 3, 2021
Regular Meeting
RES. No. 21-015

WHEREAS, this is a request to rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of office, lodging, and restaurant uses; and

WHEREAS, the subject site is located south of Interstate 66 and at the northeastern intersection of John Marshall Highway (Route 55) and Antioch Road. The subject property is addressed as 15600 John Marshall Highway, and is identified on County maps as GPIN 7298-32-4095; and

WHEREAS, the site is zoned A-1, Agricultural; and

WHEREAS, the site is currently designated CEC, Community Employment Center, in the Comprehensive Plan; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on February 3, 2021, 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 believes that public general welfare as well as good planning practices are served by the deferral of this request;

Planning Commission Resolutions

February 3, 2021
Regular Meeting
RES. No. 21-015
Page 2

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Planning Commission does hereby close the public hearing and defer Rezoning #REZ2020-00005, Centre at Haymarket, to a date uncertain on the Regular Agenda, and with the following recommendations:

1. Revisit Landbay 1 and Landbay 2 interparcel connection option, and provide cost estimate for a bridge over wetlands area.
2. Review and reassess potential traffic danger areas and line of sight issues, especially Landbay 2 entrances B & C.
3. Obtain final results from VDOT regarding Landbay 2 ingress/egress options B & C, especially for the feasibility of access C to be permitted from a safety standpoint along Antioch Road.
4. Adjust proffer language on building materials to now state four-sided architectural to be provided for "any building", instead of just facing Rt. 55 (John Marshall Highway) for Landbay 1 and Landbay 2. Strike the word "office".
5. Assess potential for increasing historical area retention, and documentation of historical nature of area.

Votes:

Ayes: Berry, Fontanella, McKay, McPhail, Moses-Nedd, Perry, Taylor, Milne

Nays: None

Abstain from Vote: None

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

Attest:



Robbyn L. Smith
Clerk to the Planning Commission

#REZ2020-00005

Planning Commission Resolutions



Planning Commission

PLANNING COMMISSION RESOLUTION

MOTION: BERRY June 2, 2021
SECOND: TAYLOR Regular Meeting
RE: REZONING #REZ2020-00005, CENTRE AT HAYMARKET RES. No. 21-051
GAINESVILLE MAGISTERIAL DISTRICT
ACTION: RECOMMEND APPROVAL

WHEREAS, this is a request to rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of lodging, office, and restaurant uses; and

WHEREAS, the subject property is located south of Interstate 66 and at the northeastern intersection of John Marshall Highway (Route 55) and Antioch Road. The site is currently addressed as 15600 John Marshall Highway, and is identified on County maps as GPIN 7298-32-4095; and

WHEREAS, the site is currently zoned A-1, Agricultural; and

WHEREAS, the site is designated CEC, Community Employment Center, in the Comprehensive Plan; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on February 3, 2021, at which time public testimony was received and the merits of the above-referenced case were considered; and

WHEREAS, on February 3, 2021, the Prince William County Planning Commission closed the public hearing and deferred Rezoning #REZ2020-00005, Centre at Haymarket, to a date uncertain, and with five recommendations/revisions to be addressed by the Applicant; and

WHEREAS, the Applicant revised the plan and proffers to better address the concerns raised by the public and the Prince William County Planning Commission; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on June 2, 2021, at which time the merits of the above-referenced case were considered; and

WHEREAS, the Prince William County Planning Commission believes that public general welfare as well as good planning practices are served by the approval of this request;

Planning Commission Resolutions

June 2, 2021
Regular Meeting
RES. No. 21-051
Page 2

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Planning Commission recommends approval of Rezoning #REZ2020-00005, Centre at Haymarket, subject to the proffers dated May 18, 2021, on the Regular Agenda.

Votes:

Ayes: Berry, Fontanella, McKay, McPhail, Milne, Moses-Nedd, Perry, Taylor

Nays: None

Abstain from Vote: None

Absent from Vote: None

Absent from Meeting: None

MOTION CARRIED

Attest:



Robbyn L. Smith
Clerk to the Planning Commission

#REZ2020-00005



PRINCE WILLIAM
COUNTY

Centre at Haymarket Rezoning #REZ2020-00005

Gainesville Magisterial District

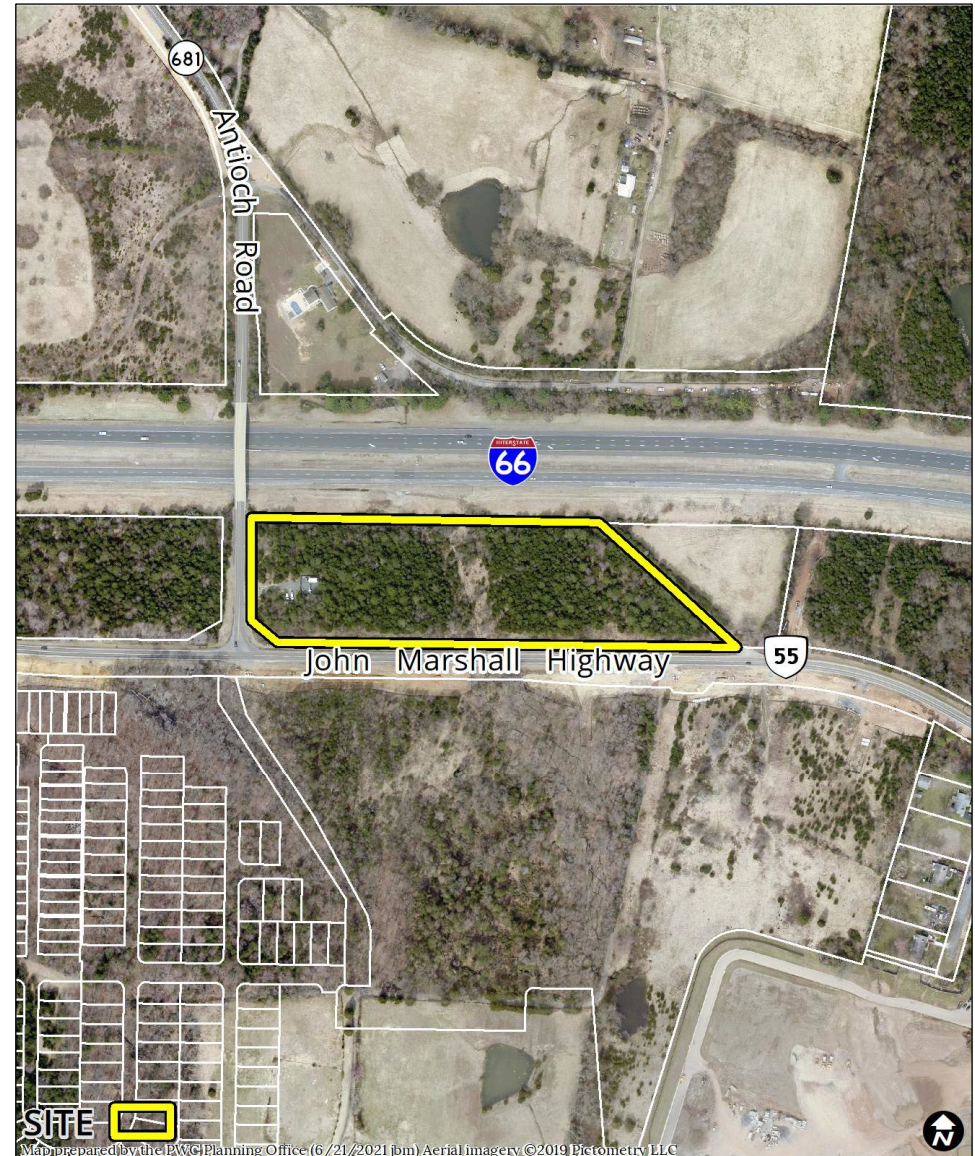
Scott F. Meyer
Planning Office



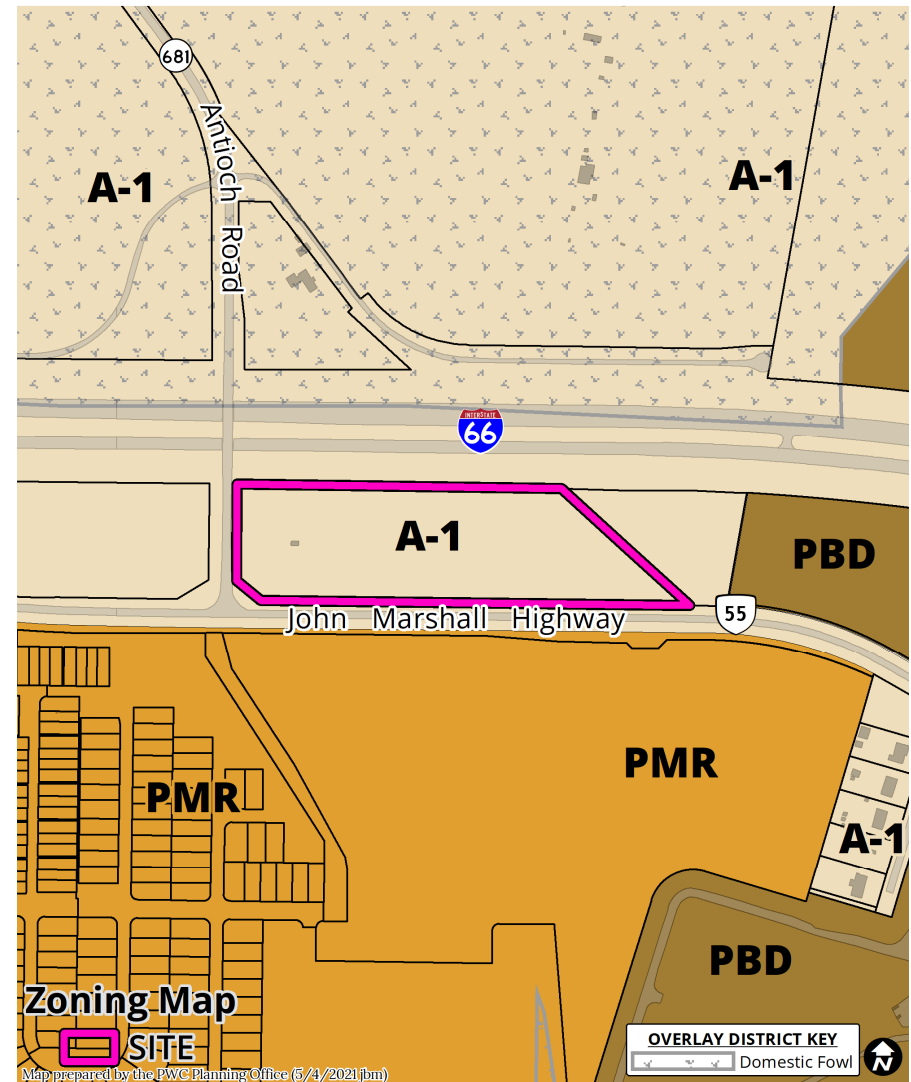
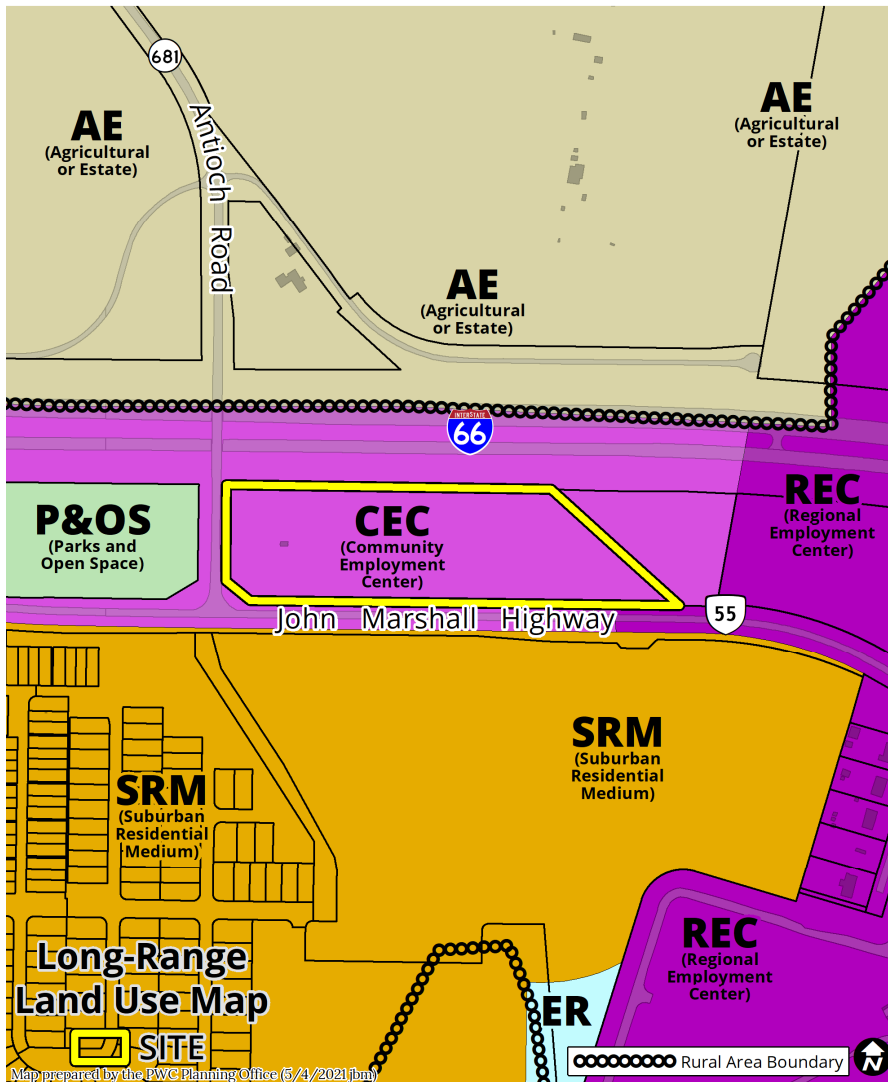
Centre at Haymarket, #REZ2020-00005



- ❑ **Request:** To rezone ±8.55 acres from A-1, Agricultural, to O(M), Office Mid-Rise, to develop a potential mixture of lodging, office, and restaurant uses.
- ❑ **Location:** South of Interstate 66; Northeastern intersection of John Marshall Highway (Route 55) and Antioch Road.
- ❑ **Recommendation:** Approval



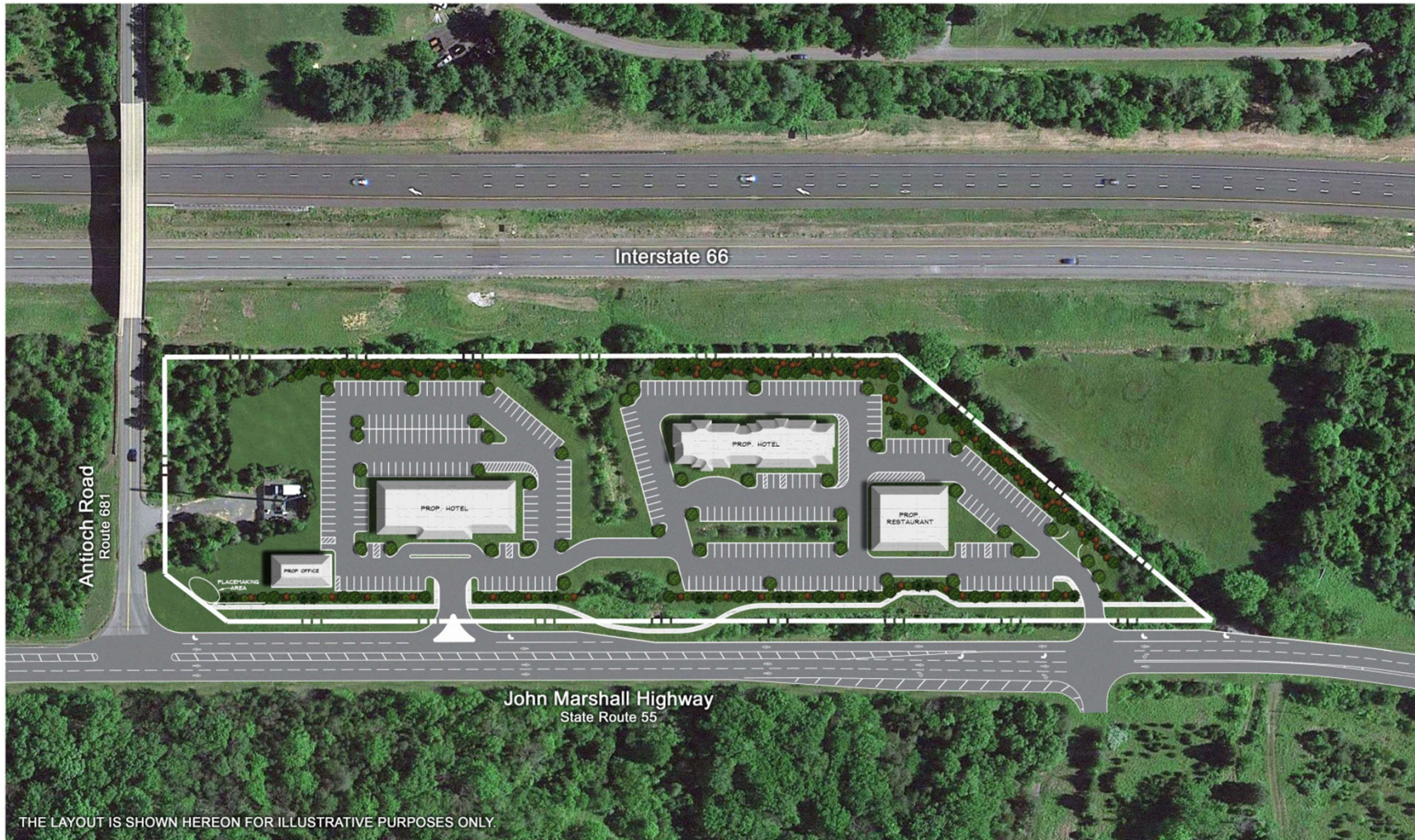
Centre at Haymarket, #REZ2020-00005



Summary of Applicant Updates:

- Removal of prior Antioch Road access
- New interparcel connection between Land Bays 1 and 2
- Increased preservation of vegetation adjacent to Antioch Road
- Greater commitment to enhanced building façade architecture
- Total of 2 historical interpretative signs proposed
- New focal point/placemaking area feature proposed
- Enhanced and updated Design Guidelines
- Revised GDP and Illustrative Plan
- Updated Proffer Statement, dated June 3, 2021

Centre at Haymarket, #REZ2020-00005



THE LAYOUT IS SHOWN HEREON FOR ILLUSTRATIVE PURPOSES ONLY.

Centre at Haymarket, #REZ2020-00005



HOTEL ILLUSTRATIVE DETAIL

Centre at Haymarket, #REZ2020-00005



PARK BENCH ILLUSTRATIVE DETAIL

3



STREET LIGHT ILLUSTRATIVE DETAIL

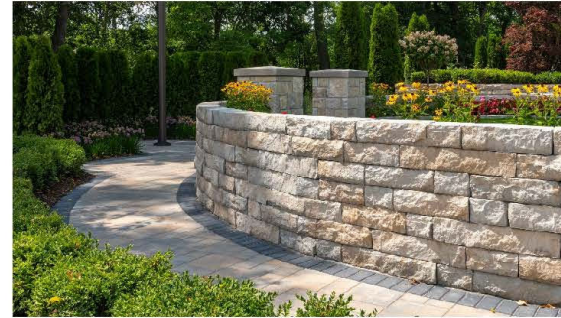
4



TRASH CAN ILLUSTRATIVE DETAIL

5

Centre at Haymarket, #REZ2020-00005



KNEE WALL ILLUSTRATIVE DETAILS

Centre at Haymarket, #REZ2020-00005



Centre at Haymarket, #REZ2020-00005



Recommendations:

- ❑ **Planning Commission:** Approval of Rezoning #REZ2020-00005, Centre at Haymarket, subject to proffers dated May 18, 2021.

- ❑ **Staff:** Concurs with Approval of #REZ2020-00005, subject to revised proffers dated June 3, 2021, for the following reasons:
 - Rezoning to O(M) directly implements CEC land use designation.
 - O(M) zoning is consistent with character of area, as proffered.
 - Implements key elements of Strategic Plan, while increasing commercial, retail, and office tax base, and at-place employment, to support delivery of targeted industry uses.