



PLANNING COMMISSION RESOLUTION

MOTION:

June 8, 2022

SECOND:

Regular Meeting

RES. No. 22-xxx

RE:

**REZONING #REZ2021-00009, LAKE POINTE RESIDENTIAL
OCCOQUAN MAGISTERIAL DISTRICT**

ACTION:

WHEREAS, this is a request to rezone ±15.52 acres from B-1, General Business, to PMR, Planned Mixed Residential, with associated development waivers and modifications, including a signage modification, to allow up to 355 multi-family dwellings; and

WHEREAS, the subject property is located northeast of the Caton Hill Road and Killarney Drive intersection, ±375 feet northwest of the intersection of Caton Hill Road and Telegraph Road, is identified on County maps as GPINs 8292-75-8519 and 8292-84-1372.00, and is addressed as 2580 and 2526 Caton Hill Road, respectively; and

WHEREAS, the site is designated TC, Town Center, OMU, Office Mixed Use, and POSP, Parks and Open Space Passive, in the Comprehensive Plan; and is located within The Landing at Prince William Small Area Plan special planning area; and

WHEREAS, the site is currently zoned B-1, General Commercial, with proffers, and is located within the Data Center Opportunity Zone Overlay District; and

WHEREAS, the Prince William County Planning Commission duly ordered, advertised, and held a public hearing on June 8, 2022, at which time public testimony was received and the merits of the above-referenced case were considered; and

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

NOW, THEREFORE, BE IT RESOLVED that the Prince William County Planning Commission does hereby close the public hearing and recommend approval of Rezoning #REZ2021-00009, Lake Pointe Residential, subject to the proffers dated May 12, 2022.

ATTACHMENT: Proffer Statement, dated May 12, 2022

Votes:

Ayes:

Nays:

Abstain from Vote:

Absent from Vote:

Absent from Meeting:

MOTION CARRIED

Attest:

Antoinette Brzyski
Clerk to the Planning Commission

PROFFER STATEMENT

RE: #REZ2021-00009, Lake Pointe Rezoning

Record Owner: Caton Hill Properties LLC
Contract Purchaser: NRP Group LLC
Property: 8292-75-8519 and 8292-84-1372.00 (hereinafter the "Property")
Ococoquan Magisterial District
± 15.52 acres
B-1, General Business to PMR, Planned Mixed Residential

Date: May 12, 2022

The undersigned hereby proffers that the use and development of the subject Property shall be in strict conformance with the following conditions and shall supersede all other proffers made prior hereto, including proffers associated with Rezoning # REZ1995-0014, Lake Pointe Office Park. In the event the referenced rezoning is not granted as applied for by the Applicant, the below-described proffers shall be withdrawn and shall become null and void and proffers associated with Rezoning #REZ1995-0014 shall remain in full force and effect on the applicable portion of the Property.

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

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

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

- A. Master Zoning Plan entitled "Lake Pointe," prepared by Dewberry, dated November 20, 2020, last revised May 12, 2022, consisting of the following sheets (the "MZP"):
 - Cover Sheet

- Land Use Plan
- Open Space Plan
- Transportation and Utilities Plan

B. Design Guidelines prepared by Dewberry, dated November 20, 2020, last revised May 12, 2022 (the “Design Guidelines”)

USES AND SITE DEVELOPMENT

1. Land Use Plan: Development of the Property will be in substantial conformance with the Land Use Plan. The exact boundaries and acreage of the Land Bays may be increased or decreased at the time of site plan/subdivision, not to exceed ten percent (10%) of the gross area of the larger Land Bay impacted by each such change.
2. Units: The maximum number of multi-family residential units constructed on the Property shall not exceed 355 units.
3. Zoning: The Applicant may use the Property in accordance with the Planned Mixed Residential District (PMR), as waived/modified in accordance with these Proffers.

AFFORDABLE HOUSING

4. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$250.00 per residential unit constructed on the Property to be used for the Housing Preservation and Development Fund. Said contribution shall be paid prior to and as a condition of occupancy permit issuance for each residential unit constructed on the Property. The Applicant shall receive a total credit against these Housing Preservation and Development monetary contributions in the amount of \$2,500 (which represents the credit for each single-family residential unit that could be constructed on the Property by-right).

COMMUNITY DESIGN

5. Design Guidelines: Development on the Property shall be in substantial conformance with the design concepts and details set forth in the Design Guidelines. 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. Minor modifications to the Design Guidelines may be made at the time of final site/subdivision plan. More substantial modifications to the Design Guidelines may be approved by the Prince William County Planning Director, or its designee, who shall notify the Applicant what has been determined in regard to the modification's consistency with the Design Guidelines. The Planning Director's written determination shall include specific references to those portions of the Design Guidelines or conditions of the zoning which are the basis for such determination. The Applicant shall not approve any such substantive amendment found to be inconsistent by the Planning Director.

6. Landscaping:

- a. Landscaping shall be provided in substantial conformance with the Open Space Plan. All new plantings required by the DCSM for buffers, landscape strips, parking lots, and 10-year tree coverage shall be comprised of landscape material that is drought resistant and native to Virginia or regionally appropriate material in accordance with the DCSM.
- b. Within the buffer area located along the western property line adjacent to GPIN 8292-75-2419 and labeled as "Variable Width 30' Landscape Buffer", the Applicant shall remove any non-native, invasive species.

7. Public Art Display Courtesy Review: The Applicant shall provide a Public Art Display in the Park, as indicated in the Design Guidelines. In connection with the review of the site plan for the Park (within Phase 2 of the Property), the Applicant shall notify the Long-Range Planning Manager or their designee in writing to review the Public Art Display. Said notification shall be for courtesy review purposes only and copies of the correspondence shall be provided to the County prior to site plan approval for the Park (within Phase 2 of the Property) to evidence compliance with this proffer.

ENVIRONMENTAL

8. 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 to conduct water quality monitoring, stream restoration projects and/or drainage improvements. Said contribution shall be paid prior to and as a condition of the approval of each final site plan.

PARKS AND RECREATION

9. Amenities: The Applicant shall provide an amenity package for the exclusive use of the residents that shall include, at a minimum, a swimming pool, a pocket park, playground and a dog park.
10. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$241.10 per multi-family unit constructed on the Property to be used for parks and recreation purposes. Said contribution shall be paid prior to and as a condition of the occupancy permit issuance for each said unit constructed on the Property.

PUBLIC SAFETY

11. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$203.39 per multi-family residential unit constructed on the Property to be used for public safety purposes. Said contribution shall be paid prior to and as a condition of occupancy permit issuance for each said residential unit constructed on the Property.

SCHOOLS

12. Monetary Contribution: The Applicant shall make a monetary contribution to the Prince William Board of County Supervisors in the amount of \$853.12 per multi-family unit constructed on the Property. Said contribution shall be paid prior to and as a condition of the occupancy permit issuance for each said unit constructed on the Property.

TRANSPORTATION

13. Access: Subject to Prince William County Department of Transportation (“PWCDOT”) and the Virginia Department of Transportation (“VDOT”) approval, access to the Property shall be as shown on the Transportation and Utilities Plan.
14. Bicycle Facilities: The Applicant shall provide bicycle parking in accordance with the DCSM. Bicycle facilities may be provided within a multifamily residential building and the amount of parking spaces shall be shown on each site plans submitted for the Property.

15. Caton Hill Road & Killarney Intersection: The Applicant shall prepare a traffic signal warrant study and signal justification report for the intersection of Caton Hill Road & Killarney. If a traffic signal is not warranted, or PWCDOT or VDOT do not approve such signal, the Applicant shall have no further obligation. If a traffic signal is warranted, and PWCDOT and VDOT approve such signal, the Applicant shall be responsible for the design and construction of such signal. The Applicant may receive an occupancy permit if the Applicant is coordinating with PWCDOT and VDOT to design and install the signal.
16. Parking Management Plan: – Prior to site plan approval, the Applicant shall submit a Parking Management Plan for approval by PWCDOT to aid in the control and enforcement of parking. Said plan may include, but shall not be limited to, issuing parking permits/stickers, lease restrictions/information, subsidies for bus/transit, providing bicycle racks, and enforcement/towing contracts, etc. Modifications may be made to the Parking Management Plan, as determined by the Applicant and approved by County Transportation.

WATER AND SEWER

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

MISCELLANEOUS

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

WAIVERS & MODIFICATIONS

19. Pursuant to Section 32-700.25 of the Zoning Ordinance, approval of the subject rezoning shall constitute a waiver/modification in accordance with the following:
 - a. Pursuant to Section 32-250.23.6 of the Zoning Ordinance, waiver to allow for signage pursuant to the Design Guidelines.
 - b. Waiver of Section 32-306.11 of the Zoning Ordinance to allow for one unit type.
 - c. Waiver of the Section 32-306.12.6.G of the Zoning Ordinance to allow for the setback to be pursuant to the MZP.
 - d. Waiver of Section 610.02 of the DCSM to allow for a reduction in parking spaces to the number shown on the MZP.
 - e. Waiver of Section 702.06.F. of the DCSM to allow for trees to be planted in storm easements and to install parking lot lights, walls and/or fences.
 - f. Modification of Section 802.10 of the DCSM to allow for utility easements in the buffer areas to overlap.
 - g. Modification of Section 802.11 and Table 8-1 of the DCSM to reduce the 50 ft. wide buffer along the northern property line to 30 ft. as shown on the MZP.
 - h. Modification of Section 802.11 and Table 8-1 of the DCSM to reduce the 50 ft. buffer adjacent to the VDOT parking & ride lot to street trees as shown on the MZP.
 - i. Modification of Section 802.11 and Table 8-1 of the DCSM 50 ft. buffer requirement adjacent to the commercial uses to allow for a 15 ft. buffer as shown on the MZP.
 - j. Waiver of Section 802.11 and Table 8-1 of the DCSM, waiving the buffer requirement adjacent to the existing day care to allow for a travelway as shown on the MZP.
 - k. Modification of Section 802.11 and Table 8-1 of the DCSM to modify the 30 ft. buffer requirement adjacent to office uses to allow to a 30 ft. variable width buffer

PROFFER STATEMENT
#REZ2021-00009, Lake Pointe Rezoning
Caton Hill Properties LLC
May 12, 2022
Page 7 of 7

as shown on the MZP.

[Signature(s) to follow on next page]



STAFF REPORT

PC Meeting Date:	June 8, 2022
Agenda Title:	Rezoning #REZ2021-00009, Lake Pointe Residential
District Impact:	Occoquan Magisterial District
Requested Action:	Recommend Approval of Rezoning #REZ2021-00009, Lake Pointe Residential, subject to proffers dated May 12, 2022
Department:	Planning Office
Case Planner:	Scott F. Meyer

EXECUTIVE SUMMARY

This is a proposal to rezone ±15.52 acres from B-1, General Business, to PMR, Planned Mixed Residential, with associated development waivers and modifications, including a signage modification, to allow up to 355 multi-family dwellings. The project site is located northeast of the Caton Hill Road and Killarney Drive intersection, north of Caton Hill Road, and northwest of the intersection of Caton Hill Road and Telegraph Road.

It is the recommendation of staff that the Planning Commission recommend approval of Rezoning #REZ2021-00009, Lake Pointe Residential, subject to the proffers dated May 12, 2022.

BACKGROUND

- A. Request: To rezone ±15.52 acres from B-1, General Business, to PMR, Planned Mixed Residential, with associated development waivers and modifications, including a signage modification, to allow up to 355 multi-family dwellings.

Uses/Features	Existing	Proposed
Zoning	B-1, General Business	PMR, Planned Mixed Residential
Use(s)	Undeveloped	Multi-Family Residential (up to 355 multi-family units)
Uses/Features	Required in PMR zoning district	Proposed with Development in PMR (as proffered)
REZ area	Minimum 10 acres for PMR	Total Project Area = ±15.52 acres
Residential Unit Type / #	2 unit types/styles	355 units; 1 unit type (multi-family; apartment style, with 1, 2, or 3 bedroom floorplans; 5 buildings, with 4 to 5 stories each
Land Bay	N/A	Land Bay A = UDR (Urban Density Residential) / OS (Open Space); 13.52 acres Land Bay B= OS; 2.00 acres
Density	PMR (UDR) = 16 to 30 dwellings per acre	PMR (UDR) = 22.9 dwellings per acre (gross); (proposed)

Uses/Features	Required in The Landing at Prince William Small Area Plan / Transect 4 (T-4) / Town Center	Proposed with Development in PMR (as proffered)
Target Density	T-4 = 8 – 24 d.u./ac.	22.9 d.u./ac. (355 / 15.52)
Target Land Use Mix	Residential = 40 – 80% Non-Residential = 10 – 65% Civic = 5 %+	Residential = 100% (Multi-Family in Town Center)
Target Building Height	T-4 = 4-6 stories	4 to 5 stories;
Open Space	30% of site (4.66 acres)	45.3% of site (7.03 acres) <i>(proposed)</i>
Uses/Features	Requirement as per DCSM	Proposed with Development in PMR (as proffered)
Parking (Multi-Family Residential – Apartments, Mid-Rise)	<u>Parking Standard:</u> 1.75 spaces per unit (average) <u>Total Required:</u> 621 spaces	<u>Parking Standard:</u> 1.54 spaces per unit (average) <u>Total Provided:</u> 545 spaces <i>(12.2% reduction, as proposed by Applicant)</i> <i>Waiver not supported by staff</i>

- B. Site Location: The subject property is located northeast of the Caton Hill Road and Killarney Drive intersection, and ±375 feet northwest of the intersection of Caton Hill Road and Telegraph Road. The property is identified on County maps as GPINs 8292-75-8519 and 8292-84-1372.00, and is addressed as 2580 and 2526 Caton Hill Road, respectively.
- C. Comprehensive Plan: The site is designated TC, Town Center, OMU, Office Mixed Use, and POSP, Parks and Open Space Passive, in the Comprehensive Plan and is located within The Landing at Prince William Small Area Plan special planning area.
- D. Zoning: The site is currently zoned B-1, General Commercial, with proffers, #REZ1995-0014 (Lake Pointe Office Park), and is located within the Data Center Opportunity Zone Overlay District.

- E. Surrounding Land Uses: The project site is located on the north side of Caton Hill Road and east of the terminus of Killarney Drive. The subject property is located within the future planned area for the Town Center section of The Landing at Prince William Small Area Plan. As such, the Town Center Illustrative Plan included in the Small Area Plan identifies the property as multi-family residential surrounded by other amenities and services.

To the north of the site are existing single-family detached houses, parking areas, and buildings associated with religious institutions as well as undeveloped land. South and across Caton Hill Road is undeveloped land owned by a religious institution, self-storage center (Self Storage Plus), and an existing and lawfully nonconforming motor vehicle repair/garage facility. To east is the Telegraph Road VDOT Commuter Park & Ride Lot, Prestige child daycare/preschool academy and nursery school facility, and a Sheetz gas station with restaurant and convenience store. To the west are overhead power transmission lines, The Preserve at Catons Crossing apartment complex, a low-rise office building, and a medical office building. Further to the west of site is the new Kaiser Permanente medical campus complex, which is under construction.

- F. Background and Context: The Applicant (NRP Group, LLC) is the contract purchaser of the subject property, consisting of approximately 15.52 acres. The Applicant is requesting to rezone ±15.52 acres from B-1, General Business, to PMR, Planned Mixed Residential, with associated development waivers and modifications, including a signage modification, to allow up to 355 multi-family dwellings in planned residential community to be known as Lake Pointe Residential. The development is to consist of five (5) multi-family buildings, four (4) 4-story buildings and one (1) 5-story building.

The site is currently undeveloped and is zoned B-1, with proffers, in association with #REZ1995-0014 (Lake Point Office Park). The project area is located within The Landing at Prince William Small Area Plan special planning area.

STAFF RECOMMENDATION

Staff recommends approval of Rezoning #REZ2021-00009, Lake Pointe Residential, subject to the proffers dated May 12, 2022, for the following reasons:

- The proposed rezoning to PMR, Planned Mixed Residential, as proffered, is consistent with and directly implements TC and POSP use designations in the Comprehensive Plan.
- The project meets the land use policy intent within The Landing at Prince William Small Area Plan.

- As infill and supporting residential development, the proposal will deliver a planned, cohesive, and multi-family residential product with onsite amenities, which will add to the mixture of intended uses in the area.

Comprehensive Plan Consistency Analysis

Long-Range Land Use: The site is predominantly designated TC, Town Center, and POSP, Parks and Open Space Passive, in the Comprehensive Plan, and is located within The Landing at Prince William Small Area Plan special planning area. A small portion at the western fringe of the project area, containing overhead powerlines and an associated easement, is designated OMU, Office Mixed Use. However, this area will be proposed as open space, and is considered a minor component of the balance of the project area. The TC location is intended for regional commercial and entertainment destinations, as well as access to amenities for residential/employment centers. Among the preferred primary uses in the TC are multi-family residential. In fact, the Town Center Illustrative Plan included in the Small Area Plan identifies the subject property as multi-family. The southwestern portion of the site area designated as POSP contains an existing stormwater pond that the Applicant intends to retain. In addition, the property is within the T-4 Transect Zone. With up to 355 multi-family dwellings being proposed in five (5) multi-family buildings, four (4) 4-story buildings and one (1) 5-story building, the project is consistent with the overall policy guidance for The Landing at Prince William Small Area Plan.

Level of Service (LOS): This rezoning proposal is subject to the proffer legislation, Virginia State Code Section 15.2-2303.4. The Applicant has elected to proceed under proffer law in effect at the time the application was submitted, which was after July 1, 2019. Pursuant to Virginia State Code Section 15.2-2303.4.(D)(1), the Applicant has provided proffers with the submission package, which indicates that the Applicant deems the proffers to be reasonable and appropriate. A Proffer Justification Narrative, which was prepared by Municap, Inc. and dated April 28, 2022, has been provided.

The LOS impacts related to this subject rezoning request would be mitigated by the monetary proffers provided by the Applicant and in accordance with policy guidelines, as per the Proffer Statement, dated May 12, 2022, as follows:

Environmental	\$75.00 per acre (based on 15.52 acres)	\$75 x 15.52 acres	\$1,164.00
Parks & Recreation	\$241.10 per multi-family (MF) unit constructed	\$241.10 x 355 MFs	\$85,590.50
Public Safety	\$203.39 per MF unit constructed	\$203.39 x 355 MFs	\$72,203.45
Schools	\$853.12 per MF unit constructed	\$853.12 x 355 MFs	\$302,857.60
TOTAL LOS \$ CONTRIBUTION			\$461,815.55

- In-Kind (as per Proffer #15):
15. Caton Hill Road & Killarney Intersection: The Applicant shall prepare a traffic signal warrant study and signal justification report for the intersection of Caton Hill Road and Killarney Drive. If a traffic signal is not warranted, or PWCDOT or VDOT do not approve such signal, the Applicant shall have no further obligation. If a traffic signal is warranted, and PWCDOT and VDOT approve such signal, the Applicant shall be responsible for the design and construction of such signal. The Applicant may receive an occupancy permit if the Applicant is coordinating with PWCDOT and VDOT to design and has posted a bond for the installation of the signal.

Community Input

Notice of the rezoning application has been transmitted to property owners within 500 feet of the site. Prior to formal submission, an initial virtual (Zoom) meeting was held with the Lake Ridge Occoquan Coles Civic Association – Planning, Environment, Land-Use and Transportation Committee (LOCCA/PELT) on October 29, 2020. The proposal was discussed/reviewed again at its July 29, 2021 meeting. At this time, LOCCA/PELT is supporting the project and believes that it will provide a quality planned residential community to support the establishment of The Landing at Prince William Small Area Plan.

As of the date of this staff report, the Planning Office has not received any verbal or written comments on this proposal, and staff is not aware of any community opposition.

Other Jurisdiction Comments

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

Legal Issues

If the rezoning is approved, the ±15.52-acre project site could be developed as a planned mixed residential community with all associated waivers and modifications, as proffered, through the proposed PMR, Planned Mixed Residential, zoning district. The site is currently zoned B-1, General Business, and is subject to the proffers associated with #REZ1995-0014 (Lake Point Office Park). If the rezoning proposal is denied, then the site could develop as proffered through its B-1 zoning. Legal issues resulting from the Planning Commission's action are appropriately addressed by the County Attorney's Office.

Timing

The Planning Commission has until September 6, 2022, which is 90 days from the first public hearing date, to take action on the rezoning proposal. A recommendation to approve or deny the request would meet the 90-day requirement.

STAFF CONTACT INFORMATION

Scott F. Meyer | (703) 792-6876

smeyer@pwcgov.org

ATTACHMENTS

Attachment A – Area Maps

Attachment B – Staff Analysis

Attachment C – Historical Commission Resolution

Attachment D – Proffer Justification Narrative (by MuniCap, Inc.)

Attachment E – Master Zoning Plan (MZP)

Attachment F – Environmental Constraints Analysis (ECA)

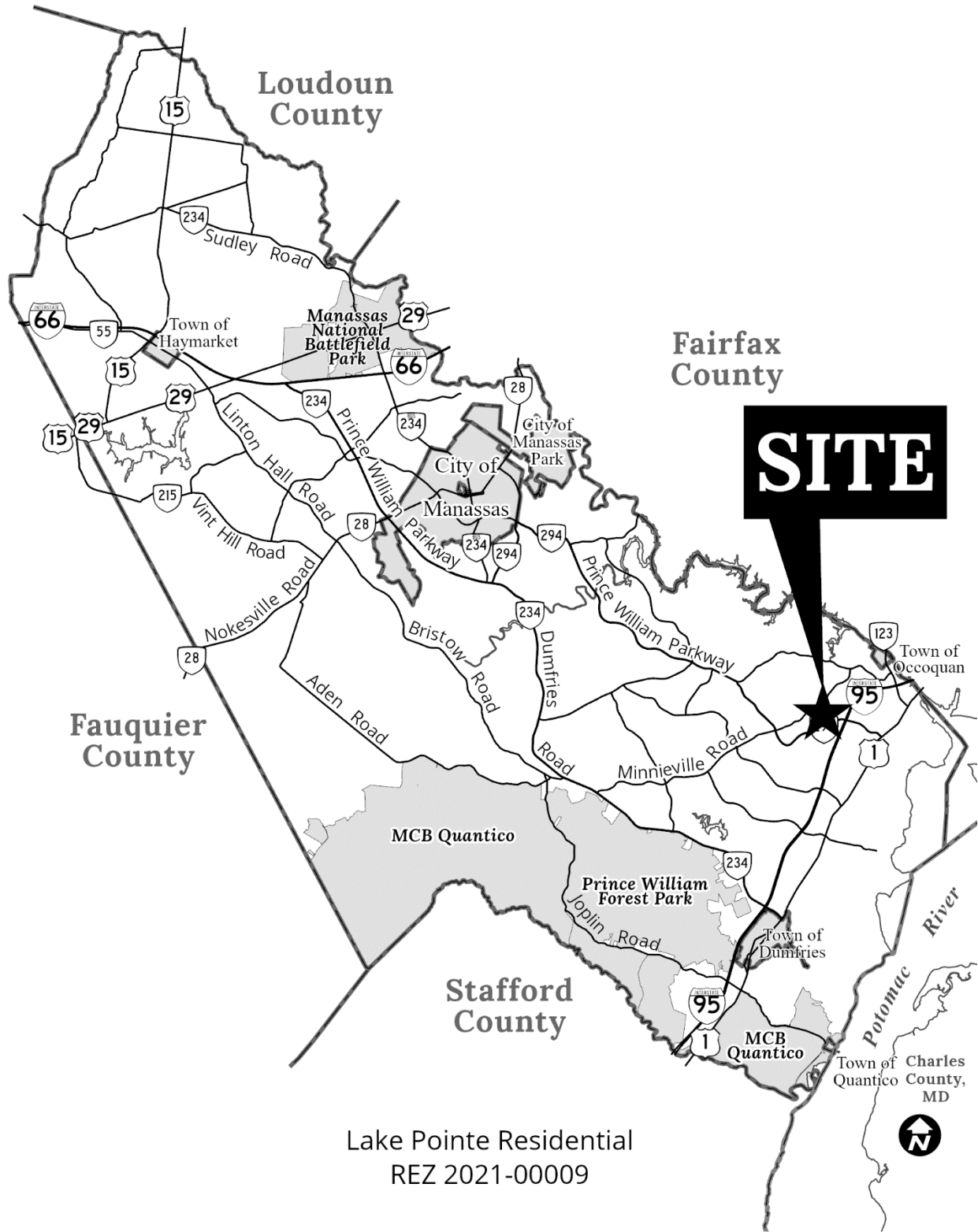
Attachment G – Design Guidelines

Attachment H – Signage Comparison Chart (by Applicant)

Attachment I – Schools Impact Statement

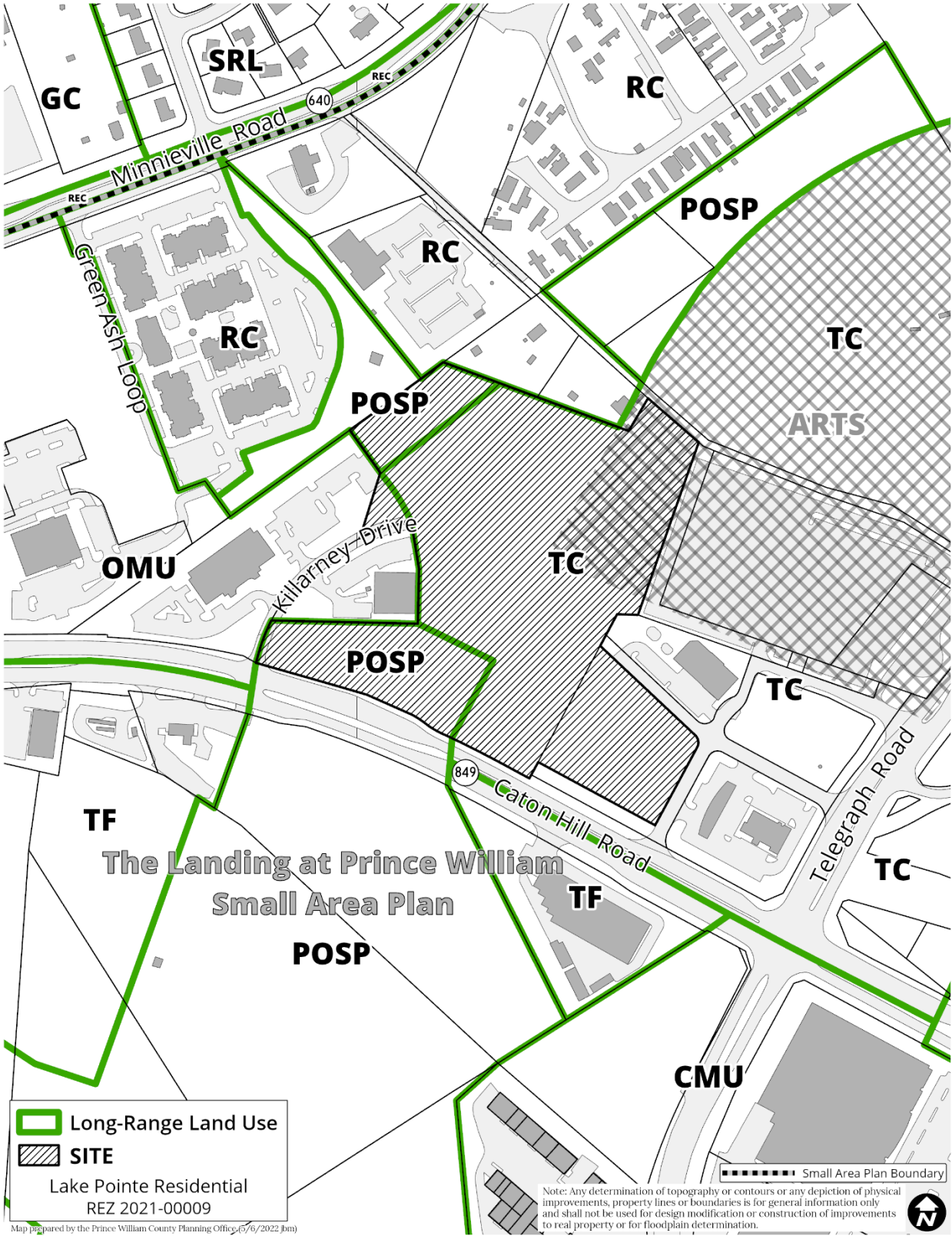
Attachment J – Parking Waiver Request Documentation

Vicinity Map

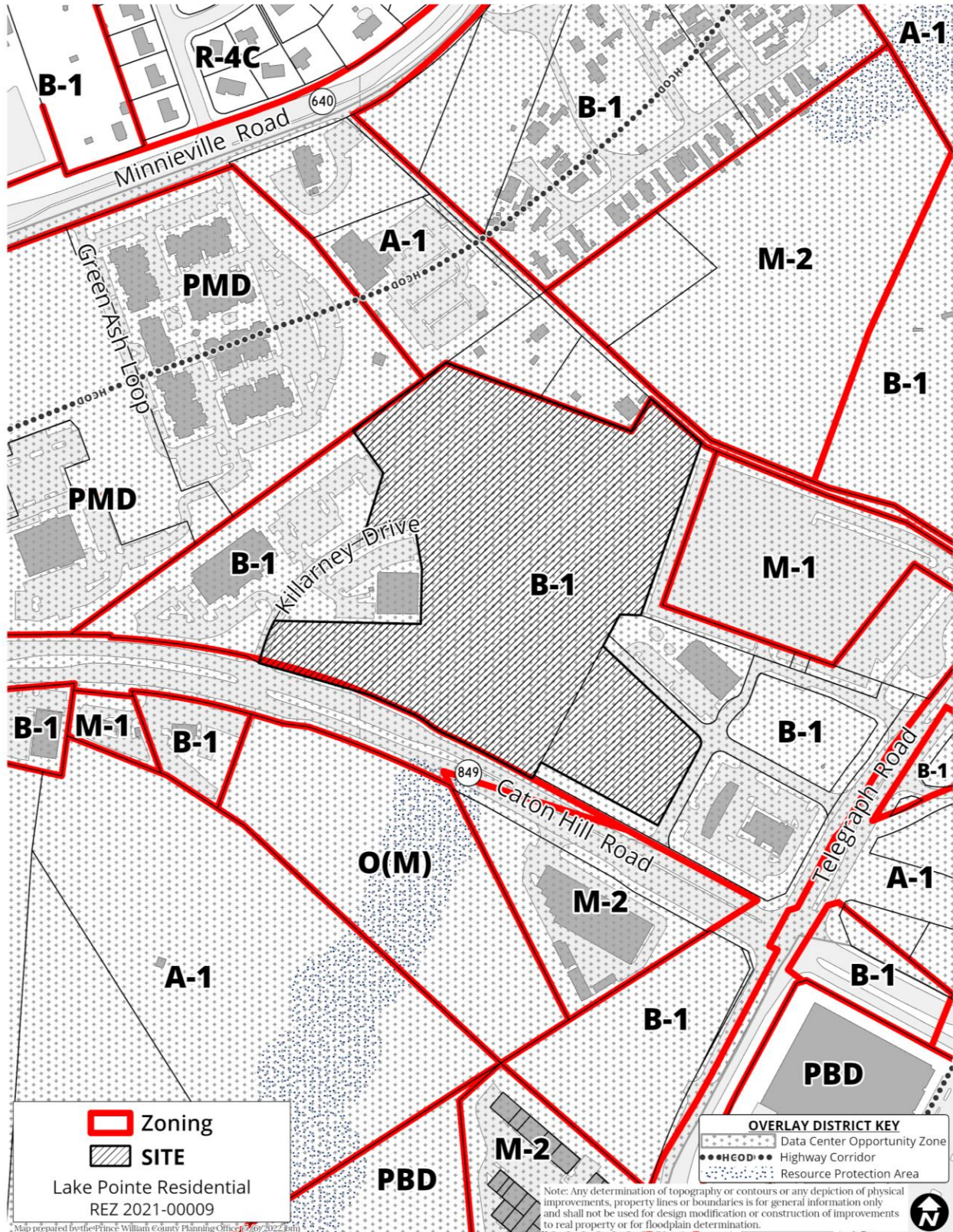


Lake Pointe Residential
REZ 2021-00009





Map prepared by the Prince William County Planning Office (5/6/2022 Jjm)



Map prepared by the Prince William County Planning Office on 09/20/22 (p01)

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	No
Cultural Resources	Yes
Environment	No
Fire and Rescue	Yes
Housing	Yes
Parks, Open Space and Trails	Yes
Police	Yes
Potable Water	Yes
Sanitary Sewer	Yes
Schools	Yes
Transportation	Yes

Part II. Comprehensive Plan Consistency Analysis

The following table summarizes the area characteristics (see attached maps):

Direction	Land Use	Long-Range Future Land Use Map Designation	Zoning
North	Existing single-family detached houses, parking areas and buildings associated with religious institutions, and undeveloped land	RC; TC	A-1; M-2
South	South and across Caton Hill Road is undeveloped land owned by a religious institution, self-storage center (Self Storage Plus) and an existing and lawfully nonconforming motor vehicle repair/garage facility	POSP; TC;TF	A-1; B-1; M-2; O(M)
East	Telegraph Road VDOT Commuter Park & Ride Lot, Prestige child daycare and nursery school facility, and Sheetz gas station with restaurant and convenience store	TC (Arts & Entertainment District)	B-1; M-1
West	To the west are overhead power transmission lines, The Preserve at Catons Crossing apartment complex, low-rise office building, and a medical office building. Further to the west of site is the new Kaiser Permanente medical campus complex, which is under construction.	POSP; OMU; RC	A-1; B-1; PMD

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 TC, Town Center, OMU, Office Mixed Use, and POSP, Parks and Open Space Passive, in the Comprehensive Plan. The entire project area is also located within The Landing at Prince William Small Area Plan special planning area.

The following table summarizes the uses and densities intended within the TC, OMU, and POSP designations as they relate to this project:

Long-Range Land Use Map Designation	Intended Uses and Densities
<p>TC, Town Center <i>(majority of project area)</i></p> <p><i>(northeastern portion of project area)</i></p>	<p>Town Centers (TC) provide a mix of uses arranged in a pedestrian friendly urban form. These centers are locations for regional commercial and entertainment destinations as well as access to amenities for adjacent residential and employment centers. Streets are interconnected and multi-modal with parking located behind buildings. Short blocks with shallow setbacks and onstreet parking are appropriate.</p> <p><u>Arts & Entertainment District</u> Such district within the Town Center (TC) provides opportunities for a pedestrian friendly access to arts, cultural and entertainment venues supported by retail, dining, creating and exploring opportunities. Buildings in this area have medium to deep setbacks and block sizes to accommodate public art sculptures or displays, performances, and promenades.</p>
<p>OMU, Office Mixed Use <i>(small western portion of project area)</i></p>	<p>The purpose of the Office Mixed Use (OMU) classification is to provide for areas of low-to high-rise, offices or research and development activities. Projects developed in this classification shall be for office use, with retail and retail service uses are discouraged. Office development areas is encouraged to be in accordance with the Illustrative Guidelines for Office Development, 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.</p>

<p>POSP, Parks and Open Space Passive</p> <p><i>(northwestern and southwestern portions of project area)</i></p>	<p>The purpose of the POSP, Parks and Open Space Passive, classification is to designate existing and projected parks and recreational areas of the County. Passive uses generally require or result in little or no alteration of the landscape and produce little or no light, noise or visual intrusion on their surroundings.</p>
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The Applicant has provided the following exhibit, which shows the subject project area within the area context of The Landing a Prince William Small Area Plan:

Note: Images contained on this page are for exemplary purposes only and are subject to change

1.3 BASIS OF DESIGN

The design of the Lake Pointe community, the Project, was strongly influenced and characterized by Prince William County's The Landing at Prince William Small Area Plan (SAP). The Project is mostly located in the proposed "Town Center" future land use classification area of the SAP. The area of the Project is further defined as being in a T-4 Transect Zone and is shown to be predominantly Residential on the SAP's Town Center Illustrative Plan (Figure 29).



Image From The Landing at Prince William Small Area Plan.

Staff Analysis

The following summary and informational charts below provide the specific land use description/goals, use preferences, and form/character components of the relevant key land use designations – as extracted and adopted in The Landing at Prince William Small Area Plan.

	Town Center	Community Mixed Use	Office Mixed Use	Technology/Flex	Arts & Entertainment
Primary Uses	<ul style="list-style-type: none"> Retail & Service Commercial Office Entertainment Commercial Multi-Family Residential Government Contracting Hotel Conference Center Transit Center 	<ul style="list-style-type: none"> Retail & Service Commercial Office Entertainment Commercial Multi-Family Residential Civic, Cultural, Community Institutional Assisted Living 	<ul style="list-style-type: none"> Offices Business Schools, Colleges Computer and Network Services Hotel Medical or Dental Office Package or Courier Services Research & Development Mixed Use Residential 	<ul style="list-style-type: none"> Healthcare Federal Government Contracting Research & Development Flex Space Light Industrial Information Communications Technology Warehousing & Logistics Advanced Manufacturing Trade School 	<ul style="list-style-type: none"> Cultural Arts Center Theaters Music store and education venue Academy for Performing Arts Art Galleries Dance Studio Museum Art studio (lessons, painting, pottery, etc.) Yoga Studio
Secondary Uses	<ul style="list-style-type: none"> Civic, Cultural, Community Institutional Parking 	<ul style="list-style-type: none"> Hotel Parking 	<ul style="list-style-type: none"> Adult Daycare Recreational Facility Restaurant Parking 	<ul style="list-style-type: none"> Retail & Service Commercial Office Institutional 	<ul style="list-style-type: none"> Restaurant Retail Cafe
Use Pattern	Based on Street Typology	Based on Street Typology	Based on Street Typology	Based on Street Typology	Based on Street Typology
Target Residential Density	T-6 -50-100 du/acre T-5- 12-50 du/acre T-4- 8-24 du/acre T-3 -6-12 du/acre	T-5-12-50 du/acre T-4- 8-24 du/acre	T-4 -8-24 du/acre	n/a	n/a
Target Non-Residential FAR	T-6- 2.3-3.0 FAR T-5 -1-2.3.0 FAR T-4- 0.57-1.38 FAR T-3- Up to 0.57 FAR	T-5 -1-2.3 FAR	T-4- 0.57-1.38 FAR	T-3 -Up to 0.57 FAR	T-4- 0.57-1.38 FAR T-3- Up to 0.57 FAR
Target Land Use Mix	Residential: 40-80% Non-Residential: 10-65% Civic: 5%+	Residential: 30-60% Non-Residential: 30-60% Civic: 10%+	Non-Residential: 80 -90% Residential: 10-20% Civic: 5%+	Residential: 0% Non-Residential 100% Civic: 0%+	Residential: 0% Non-Residential 95% Civic: 5%+

Staff Analysis

	Town Center	Community Mixed Use	Office Mixed Use	Technology/Flex	Arts & Entertainment
Target Building Height	T-6 - 8-20+ stories T-5 - 6-12 stories	T-5 - 6-12 stories T-4 - 4-8 stories	T-4 - 4-8 stories	T-3 - Up to 5 Stories	T-4 Up to 8 Stories T-3 -Up to 5 Stories
Minimum Open Space	10% of site	20% of site	10% of site	20% of site	10% of site
Implementing Zoning Districts	PMD PMR PBD R-U	PMD PMR PBD R-U	PMD O(M) O(H)	PBD O(F) M-2	O(M)
General Block Dimensions	200' - 660 in length	200' - 660 in length	Flexible dimensions based on circulation patterns and access to buildings and parking areas.	Flexible dimensions, based on circulation patterns and access to buildings and parking areas.	200' - 660 in length

Proposal's Strength

- **Land Use & Zoning Compatibility:** The site is predominantly designated TC, Town Center, and POSP, Parks and Open Space Passive, in the Comprehensive Plan and is located within The Landing at Prince William Small Area Plan special planning area. A small portion at the western fringe of the project area, containing overhead powerlines and an associated easement, is designated OMU, Office Mixed Use. This OMU area will be proposed as open space, and is considered a minor component of the project area. The TC location is intended for regional commercial and entertainment destinations, as well as access to amenities for residential/employment centers. Primary uses in the TC include multi-family residential, as well as retail & service commercial, office, entertainment commercial, government contracting, hotel, conference center, and transit center. The southwestern portion of the site area designated as POSP and contains an existing stormwater pond that the Applicant intends to retain.
 - The proposed rezoning of the subject property from B-1, General Business, to PMR, Planned Mixed Residential, as proffered, directly implements the TC and POSP use designations. The small area plan envisions “high-density, walkable neighborhoods focusing on connections to mixed-use centers and transit”.

- **The Landing at Prince William Small Area Plan – Consistency:** The Town Center Illustrative Plan included in the Small Area Plan identifies the subject property as multi-family. In addition, the property is within the T-4 Transect Zone. With up to 355 multi-family dwellings being proposed in five (5) multi-family buildings, four (4) 4-story buildings and one (1) 5-story building, the project is consistent with the overall policy guidance for The Landing at Prince William Small Area Plan. From a density and transect perspective, the project is consistent.

- Proffered Master Zoning Plan (MZP) & Uses: As proffered, development of the site shall be in substantial accordance with the Land Use Plan of the MZP. The property is being developed as a planned, mixed residential community, with a maximum of 355 multi-family (apartment) residential dwellings to be contained on 15.52 acres.
- Consistency & Infill with Surrounding Area: The subject property is located within the future planned area for the Town Center section of The Landing at Prince William Small Area Plan. As such, the Town Center Illustrative Plan included in the Small Area Plan identifies the property as multi-family residential and surrounded by other amenities and services. This project provides a planned multi-family residential community in an appropriate density for the other planned uses and the area context.

Proposal's Weaknesses

- Lack of Commitment to Non-Residential Uses: As per The Landing at Prince William Small Area Plan, such developments should have a “target land use mix” of up to 10 – 65% non-residential uses and 5% civic uses for the project area. Furthermore, the Plan recommends non-residential secondary uses such as supporting retail service, commercial, civic, cultural, and office uses. Although there are various community-serving amenities being offered to serve the residents of the development, it is an all-residential development. Despite the fact that the primary use designation of the project area is Town Center and at the transition of the Arts & Entertainment District, and in an area where residential should be primary use, the small area plan calls for the integration of mixed uses. These elements are absent here.

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.

This project contains detailed Design Guidelines, to which the Applicant is proffering substantial conformance.

Sign Modification Request

Section 32-250.23.6. of the Zoning Ordinance allows the Board of County Supervisors to approve signage that is not consistent with the sign standards within the Zoning Ordinance as part of a rezoning or SUP request. Pursuant to Section 32-250.23.6. of the Zoning Ordinance and in the context of this subject SUP proposal, the following criteria must be considered to grant modifications for signage. A more detailed Signage Comparison Chart summary table has been provided by the Applicant and can be found in Attachment H at the end of this report. Summarized responses from the Applicant to each of the criteria are as follows:

The follows provided a summary list of the requested signage modifications:

- Façade signage for residential project permits one per site entrance or one per building, each of which can be a maximum of 16 square feet. The Applicant is requesting building façade signs up to 100 square feet, and is requesting 2 signs per building.
- Increase in the number of building façade address signs, from 1 per building to 8 per building. The allowable size is up to 16 square feet, but 8 square feet is requested for each.
- Increase in the number of directional signs, from 3 to 5.
- Increase in directional sign sizes, from 4 square feet to 21 square feet.
- Monument entrance signage is proposed to be up to 80 square feet, from allowable size of 64 square feet.

a) *Compatibility of the proposed sign(s)*

The compatibility of the proposed sign(s) with the existing and/or approved buildings, landscaping, onsite amenities, overall design character of the on-site development, and design character of development adjacent to the subject property.

- Response: The purpose of the requested sign modifications is to allow for additional building façade signage and increased sizes of such signage for the various buildings. There are also increases in the number and size of onsite directional signage and increased size for the monument entrance signage. The proposed signage and accompanying elevations, as depicted in the Design Guidelines, is high quality and attractive. It is compatible with adjacent buildings, landscaping, and the overall design theme and character of the new development.

b) *Improve the Scenic Quality along Highways*

The ability of the proposed sign(s), particularly when accompanied by landscaped treatments and lighting, to improve the scenic quality of highly visible areas along interstate highways, regional highways, and major County thoroughfares, with particular emphasis for signs proposed in proximity to the County's major gateways as identified in the Comprehensive Plan.

- **Response:** As proposed, the signage will improve the scenic quality of the property. The building signage complements the community architecture of the proposed buildings and will aid in overall wayfinding. Because of the location of the property, proposed landscaping along this portion of Caton Hill Road, and surrounding uses, the proposed sign modifications will have minimal impact on the visual appearance of the adjacent and nearby properties and right-of-way.

c) *Consistency of Signage in a Mixed-Use Development*

In the case where the proposed sign or signs would be included in a mixed-use development, the consistency of the design for the proposed sign(s) with a comprehensive sign program.

- **Response:** This rezoning proposal is not itself a mixed use development, but is part of a mixed use area and small area plan. The design of the façade signs will be coordinated to match the architectural features of the buildings and establish a cohesive signage theme for the residential development.

d) *Degree of Deviation*

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

- **Response:** Façade signage for residential project permits one per site entrance or one per building, each of which can be a maximum of 16 square feet. The Applicant is requesting building façade signs up to 100 square feet, and is requesting 2 signs per building. Also, there is a request to increase the number of building façade address signs, from 1 per building to 8 per building. The allowable size is up to 16 square feet, but 8 square feet is requested for each. In addition, the Applicant is requesting an increase in the number of directional signs, from 3 to 5, and an increase from 4 square feet to 21 square feet. Furthermore, the monument entrance signage is proposed to be up to 80 square feet, from the allowable size of 64 square feet. Signage details are provided within the Design Guidelines. Overall, the proposed signage is an appropriate amount and extent for this type of residential project, and staff can support.

This sign modification request and design of the sign will remain consistent with the purpose of Section 32-250.21, which encourages aesthetic quality in the design, overall wayfinding, providing a fundamental role in convenience to citizens, and encouraging sense of place. The scope of the requested signage modification is limited to the quantity and size of building façade signs, directional signs, and monument signs. In summary, staff considers the extent and nature of the signage modifications as appropriate for this type of community.

e) *Existence of Special Visual Obstruction*

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

- Response: The enhanced building signage will aid in wayfinding on the site based on the site layout and location/orientation of buildings. It will also provide project character and identification, from various vantage points.

f) *Highway Corridor Overlay District (HCOD)*

Whether the proposed sign would be located within a Highway Corridor Overlay District (HCOD).

- Response: The property is not located within a Highway Corridor Overlay District.
 - Staff Position: *In summary, staff concurs with the justification provided by the Applicant and recommends approval of the requested signage modifications. The Applicant is proposing to construct 5 new multi-family residential buildings with a cohesive design, landscape enhancements, coordinated signage package, and an overall design theme that is context sensitive. Effective signage is an important component of quality design.*

Proposal's Strengths

- Provision for Design Guidelines: As proffered, development on the Property shall be in substantial conformance with the design concepts and details set forth within this document. From an overall density and land use perspective, the proposed elements are consistent with the small area plan. They provide an overall design framework and vision for how the community is to develop. In addition, such document includes guiding design principles to be adhered to during the design, construction, and occupation phases of the project.
- Intent of Landscaping & Buffering Commitments: As proffered, landscaping shall be provided in substantial conformance with the Open Space Plan. All new plantings required by the DCSM for buffers, landscape strips, parking lots, and 10-year tree coverage shall be comprised of landscape material that is drought resistant and native to Virginia or regionally appropriate material in accordance with the DCSM. Based on the staff review, the overall landscaping/screening components are sufficient and appropriate for this type of community. This project area is at the periphery of the Town Center and not in the core section, and such, at a transition point. During staff's review, a primary focus was based on aligning the buildings with the base framework for the street network and providing functional open spaces. Flexibility is provided in order to provide effective landscape buffers and planting areas, while considering the future intent of how the small area plan may develop. Certain landscaping and buffering modifications are intended to create an urban form as envisioned by the small area plan.
- Public Art Display Courtesy Review: The Applicant shall provide a Public Art Display in the Park, as indicated in the Design Guidelines. In connection with the review of the site plan, the Applicant shall notify the Long-Range Planning Manager or designee in writing to review the Public Art Display. In addition, this public arts component is also supportive of the intent of the Arts & Entertainment District within the Town Center.

Proposal's Weaknesses

- Lack of Plan Details: As currently proposed, the Master Zoning Plan (MZP) does not contain details pertaining to the site layout, access configuration, onsite circulation, parking, internal site layout details, and landscape concept. Although the key baseline plan features are generally depicted, the lack of specific site details limits staff's ability to fully analyze the development options and allows variability with what exactly could be developed onsite. As always, staff prefers to see more site-specific details on the MZP. Furthermore, elements from the Design Guidelines need to be extracted and more specifically called out in the proffers and/or shown on the MZP.
- Conflicts with Minimum Development Standards & Unresolved Plan Inconsistencies: It is important to that the Applicant is not meeting the full minimum standards for onsite landscaping and buffers, and various buffers are being modified. In addition, there are several unresolved items on the MZP, which include labeling, easement details, landscaping consistency, and other clarifying design elements. In order to develop a cohesive and integrated planned residential community, staff recognizes and anticipates flexibility and modification of such buffering standards. However, there are areas where the buffering standard is applicable, particularly along major roadways and along the west side of the site. For example, along Caton Hill Road, the proposed buffering is being reduced to 15 feet. Also, the buffering along the office uses to the west should be more than 30 feet and be more consistently applied.
- Design Guidelines & Oversight/Compliance: As proposed, formal Design Guidelines are being proposed. As such, staff has concerns about the ability to enforce and uphold/administer the design quality standards and specific details. Much of what is being presented by the Applicant is more illustrative based, and with less formal commitment to the design details and overall quality.
- Insufficient Onsite Parking: According to the current DCSM requirements, for this type of multi-family residential community, 621 parking spaces are required. However, only 545 spaces are proposed. As such, the Applicant has submitted a request for a waiver to reduce the number of parking spaces by 12.2%, which staff is unable to support. PWCDOT has determined that it can only support an 8% reduction in parking spaces for this development. Adequate parking is an important supporting component for multi-family developments, and it needs to be sufficient.
- Urban Design & Building Form: As currently proposed, the project's overall urban design and building form is not consistent with The Landing at Prince William Small Area Plan. The following extracted below graphic image further demonstrates that the main road should be lined with a building wall with activated uses at the ground plane. It is unclear from the application materials whether the proposed buildings will include a design that emphasizes street level activation. In addition, the Applicant is proposing open space in lieu of a building wall. Open space can be an effective activating element, provided it includes a high-quality design and amenities. Neither the MZP nor Design Guidelines provides details on this or other open space areas.

The Landing at Prince William Small Area Plan

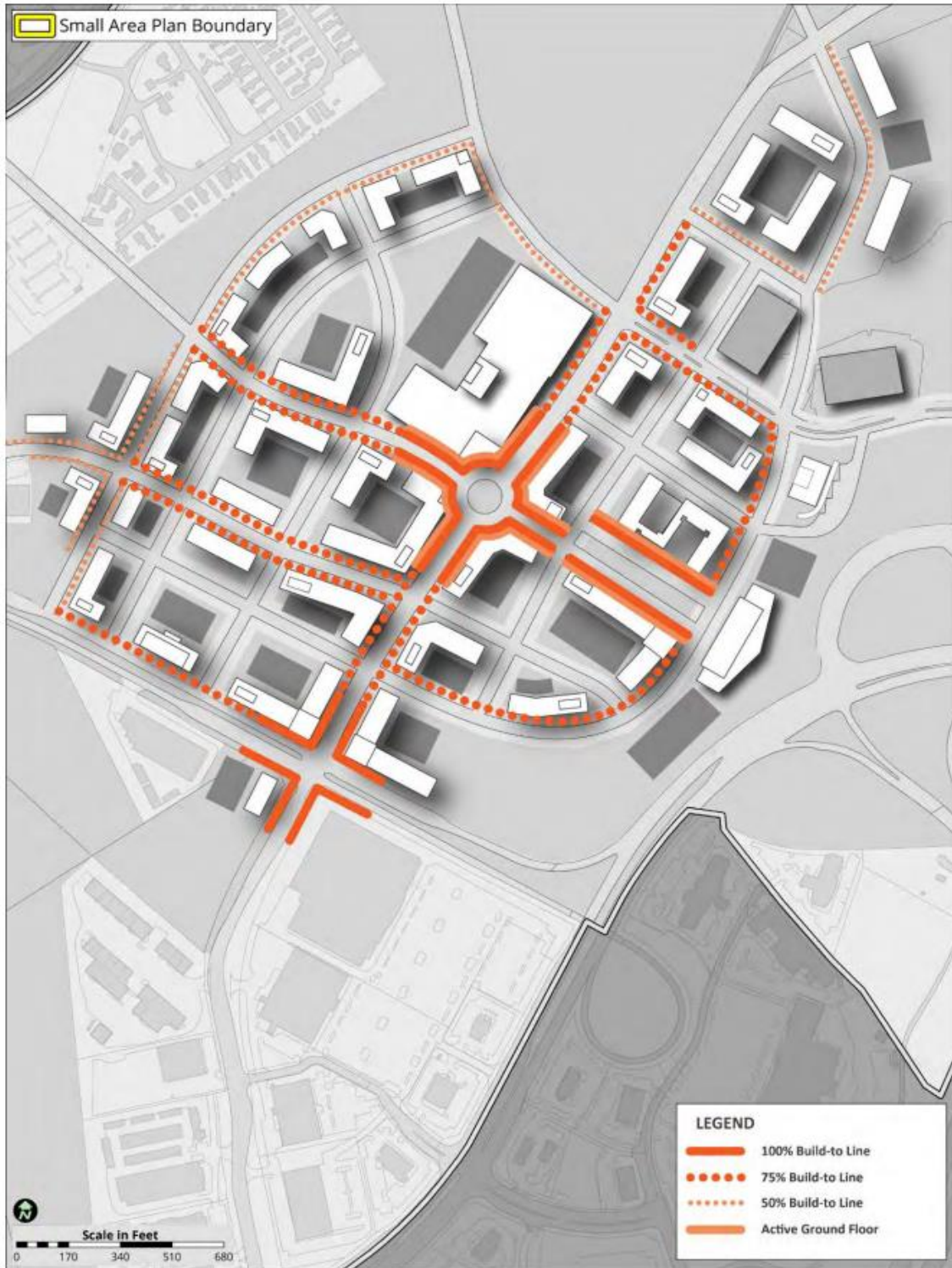


Figure 30: Active Ground Floors & Street Wall

- Inconsistencies of Site Layout & Street Grid:** As currently proposed, the overall site layout does not include a grid that is fully consistent with the small area plan. The site layout includes Street E and connections to Streets 4 and 5. However, it does not include Street F, which is another important connection in the small area plan street grid. The following graphic shows the proposed grid network from the Small Area Plan.

The Landing at Prince William Small Area Plan

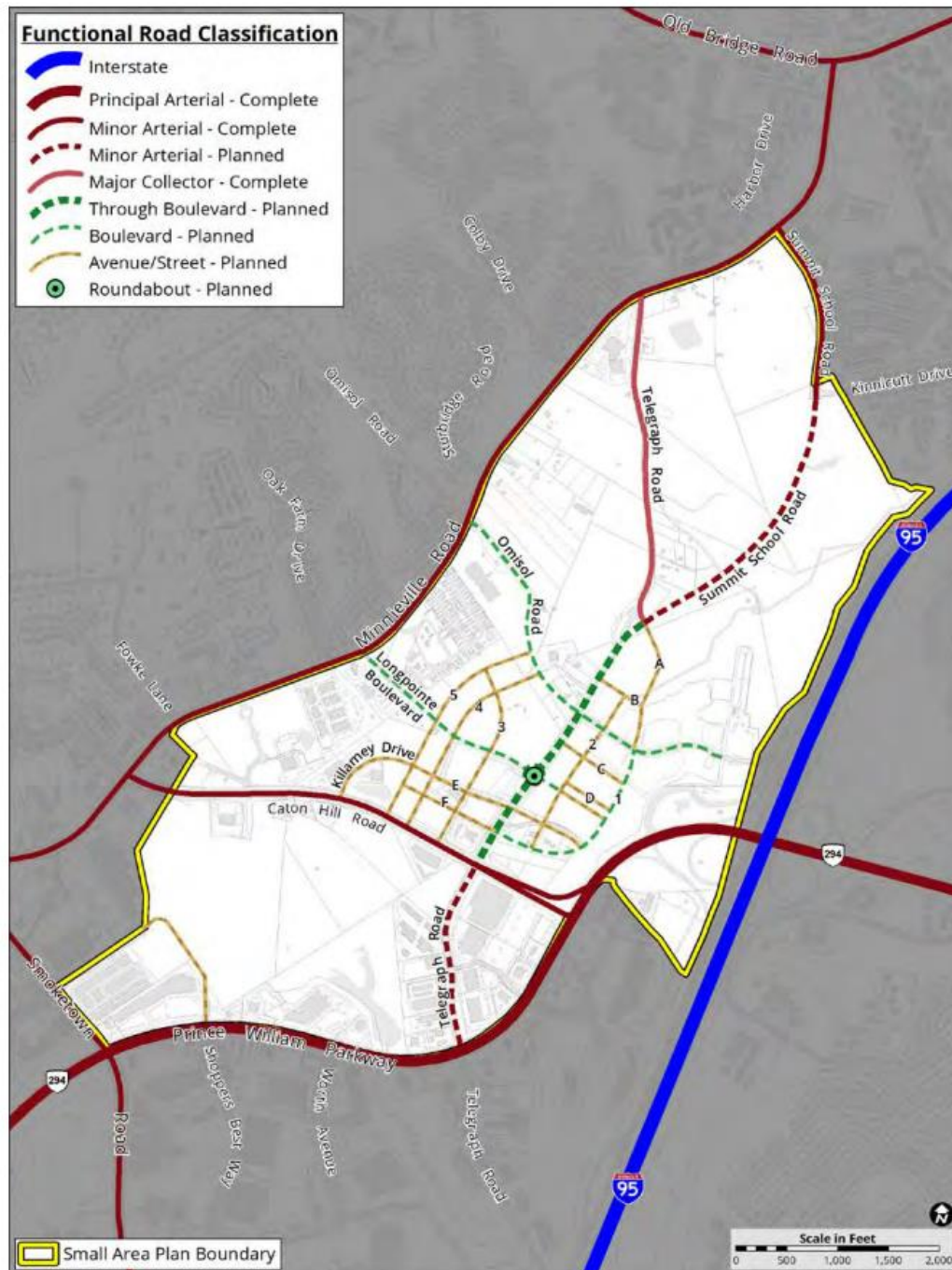


Figure 35: Proposed Road and Highway Network

- Discrepancies with Onsite Amenities & Design/MZP Details: As previously noted, there is a lack of specificity with onsite amenities and design details within the park spaces, particularly those along the grid streets and adjacent to the day care. In addition, there are discrepancies between the buffering standards as noted on the MZP and the Design Guidelines, particularly along the western side of the property.
- Street Cross Sections: The MZP should include street cross sections for each street intended to implement the Landing at Prince William street grid. The individual streets proposed as part of this development (i.e., streets E, 4, and 5 noted above) will extend offsite and form the basis for the overall small area plan street network. From an urban design framework, it is important that these streets include consistent dimensions and design, and in this regard, street sections are an important implementation tool. Further elaboration will be included in the Transportation section below.

On balance, this application is inconsistent with the relevant components of the Community Design Plan.

Cultural Resources Plan Analysis

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

A Cultural Resources Assessment and Records Check (CRARC) for the subject property indicated that there was a low probability of archaeological and/or historic sites or graves within the project area. The majority of the project area has been previously disturbed. The Historical Commission reviewed this item at their February 9, 2021 and recommended "No Further Work". The resolution is attached at the end of the report.

Proposal's Strengths

- No Further Work: The Historical Commission reviewed this proposal at its February 9, 2021 meeting and determined that no further work was needed. The County Archaeologist concurs.

Proposal's Weaknesses

- None identified.

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

Environment Plan Analysis

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

The project site contains a combination of woodlands and managed turf areas. There is no Resource Protection Area (RPA) or floodplain resources. Eleven (11) specimen trees have been identified by the Applicant onsite. The site lies within The Landing at Prince William small area plan.

It appears that the Applicant is proposing to clear approximately 80% of this site including all 11 specimen trees, natural hardwood forest and early successional forest. Of the area proposed to remain undisturbed, approximately 80% is occupied by existing utility and stormwater management (SWM) easements, much of which are blanketed by aggressive, non-native vine species, such as Kudzu and Japanese Honeysuckle. The Applicant is proposing to preserve only 2.9% of the total site area in existing forest cover. Staff recommends the Applicant consider preservation of existing onsite woodlands in buffer areas and elsewhere such that their tree cover requirement is met onsite through preservation.

Regarding the Environmental Constraints Analysis (ECA), there is incomplete information. The ECA should show an accurate existing tree line and vegetation cover types. Extensive areas covered with non-native invasive species of vines are in areas proposed for preservation. Also, all existing utilities (including utility type) and their associated easements should be shown and labeled. The following is not shown, but will need to more specifically addressed at the time of site plan review:

- i. Electric lines and easement at the site's Caton Hill Road frontage;
- ii. Major electric easement at the north and western side of the site; and
- iii. Gas easement bisecting the site from east side to northwest end.

Water Quality

The Applicant has proffered to make a monetary contribution to the Board of County Supervisors in the amount of \$75.00 per acre for water quality monitoring, drainage improvements, and/or stream restoration projects. Said contribution shall be made prior to and as a condition of site plan approval with the amount to be based on the site area acreage.

Proposal's Strengths

- Existing Stormwater Management: The southwestern portion of the site area designated as POSP, Parks Open Space Passive, contains an existing stormwater management (SWM) pond feature that the Applicant intends to retain. This SWM pond will also be used to treat runoff from the community when developed.
- Provided Open Space: Over forty-five percent (45.3%) open space is being provided for this project, which exceeds the 30 percent minimum requirement in the PMR zoning district and the recommendation within The Landing at Prince William Small Area Plan.

Proposal's Weaknesses

- Lack of Consideration for Existing Natural Resources in Site Layout: In the PMR zoning district, open space shall be planned to harmonize with the natural features of the property, and proposed development should be based on existing site conditions. Based on the latest submission, the Environmental Constraints Analysis (ECA) has not been comprehensively used to design the site layout. Staff recommends the Applicant consider preservation of existing onsite woodlands in buffer areas and elsewhere such that their tree cover requirement is met onsite through active preservation. The Applicant is currently proposing to preserve only 2.9% of the total site area in existing forest cover, which is inconsistent with this policy guidance for onsite preservation.
- Lack of Proffered Commitment for Limits of Clearing & Grading: The Applicant has shown a proposed limits of clearing and grading (LCG) on the ECA. However, this is not shown on the MZP or proffered. A proffer is needed that commits the Applicant to develop in accordance with a LCG that preserves the existing forest cover within the existing wooded buffers. This also needs to be clearly shown on the MZP Open Space Plan.
- Ambiguity of Landscaping & Preservation in Open Space Areas: Currently, there is lack of specificity on the MZP and proffers for defining what open space areas are intended for preservation and the parameters of such preservation efforts. Although there is a commitment to substantial conformance to the landscaping on the Open Space Plan, there is nothing definitive in the proffers to define what happens in the open space, which results in a lack of predictability.

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

Fire and Rescue Plan Analysis

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

Fire/Rescue Station #20 (Prince William Commons) is the first due fire/rescue resource for the subject property. The site is inside the 4.0-minute travel time for Basic Life Support and Fire and inside the 8.0-minute travel time for Advanced Life Support. In FY 2021, Fire/Rescue Station #20 responded to 2,889 incidents, and with a workload capacity of 4,000.

It is also important to note that with the proposed new internal street grid and resulting external connections, the overall roadway connectivity will be improved.

Proposal's Strengths

- **Monetary Contribution:** As proffered, the Applicant will make a monetary contribution to the Board of County Supervisors in the amount of \$203.39 per multi-family residential unit constructed on the Property to be used for public safety purposes, which includes fire and rescue services. Said contribution shall be made prior to and as a condition of issuance of an occupancy for each residential unit.
- **Inside of 4.0-Minute Travel Time:** The site is located within the required 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 required 8.0-minute travel time for advanced life support services.
- **Station Workload:** Fiscal Year 2021 figures indicate that Fire and Rescue Station #20 responded to 2,889 incidents, while the workload capacity for Station 20 is 4,000 incidents per year. As such, it is operating within capacity.

Proposal's Weaknesses

- None identified.

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

Housing Plan Analysis

Prince William County is committed to clean, safe, and attractive neighborhoods for all its residents, and the elimination of neighborhood blight and substandard housing. The Housing Plan sets out policies and action strategies that further the County's goal of identifying locations and criteria for the provision of diverse housing opportunities for all segments of our population and to promote economic development. The Plan includes recommendations relating to neighborhood preservation and improvement, affordable housing, special needs housing, and public/private partnerships to address housing needs.

The Housing chapter of the Comprehensive Plan encourages the provision of diverse and affordable housing for all segments of the County's population, and encourages developers to contribute to the Housing Preservation and Development Fund during the rezoning process for any residential project. The Applicant has proffered to provide \$250 per unit for the Housing Preservation and Development Fund, which is consistent with the current policy guidance for similar projects.

It is also important to note that the current Comprehensive Plan has as a stated goal to "identify sufficient locations and consistent criteria for the provision of diverse housing opportunities to provide housing opportunities for all segments of the County's populations and to assist in promoting economic development". The proposed development will provide a quality housing product type and value consistent with the current market and consistent with The Landing at Prince William Small Area Plan, and will help support housing needs generated by the surrounding uses.

Proposal's Strengths

- **Infill & Context-Sensitive Development:** This proposed infill, planned mixed residential community is consistent with the intended multi-family residential development in this portion of The Landing at Prince William Small Area Plan, which specifies the project area as Town Center, at the transition of the Arts & Entertainment District. By considering the existing surrounding uses and area context, the proposed development is essentially placing new rooftops where they are intended and in an appropriate/orderly manner with up to 355 new multi-family homes.

Proposal's Weaknesses

- **Lack of Commitment to Affordable / Workforce Housing:** Since this project area is within an evolving Town Center (TC) area and is in the target vicinity for future transit resources/infrastructure, there should be provisional option to include affordable dwelling units (ADUs) and/or workforce dwelling units (WDUs). Currently, there is no such provision. Although the County is still developing more specific housing policies that have not yet been adopted, this component should still be considered at some level for this type of project.

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

Parks, Open Space and Trails Plan Analysis

The quality of life for residents of Prince William County is linked closely to the development and management of a well-maintained system of parks, trails, and open space. Prince William County contains a diversity of park, open space, and trail resources. These parklands, open spaces, and recreational facilities play a key role in shaping both the landscape and the quality of life of Prince William County residents through the conservation of natural and cultural resources, protection of environmental quality, and provision of recreational facilities. The Parks, Open Space and Trails Plan sets out policies and action strategies that further the County’s goal of providing park lands and recreational facilities of a quantity, variety, and quality appropriate to meet the needs of the current and future residents of Prince William County. The Plan includes recommendations to preserve existing protected open space, maintain high quality open space, expand the amount of protected open space within the County, and to plan and implement a comprehensive countywide network of trails.

The Prince William County Department of Parks, Recreation & Tourism (DPRT) has reviewed the subject application and offers the following comments, relevant to the level of service (LOS) standards contained in the Parks, Open Space and Trails Chapter of the Comprehensive Plan (adopted March 10, 2020), and park goals identified in the DRPT Parks, Recreation and Open Space Master Plan (adopted October 6, 2020), and The Landing at Prince William Small Area Plan (adopted November 19, 2019).

PWC PARKS AND RECREATION FACILITIES WITHIN THE SERVICE AREA THE PROJECT *

<u>Park Type</u>	<u>Park/Facility</u>
Neighborhood	Harbor Drive Park (funded and currently under construction)
Community	Lake Ridge Marina & Golf Course Hammill Mill Park Hylbrook Park
Regional	Chinn Aquatics & Fitness Center Veterans Memorial Park
Linear/Resource	None
Natural/Cultural Res.	None
School/Community Use	K9 Gunner Memorial Dog Park (leased)
Trails	Occoquan Greenway Existing shared use path along Caton Hill Road

* Note: Not all parks within the service area of the proposed project are listed. DPRT has reduced the list to the parks that will most likely be used by the development’s residents based on anticipated use and travel patterns, and the overall density of parks in the service area.

The Applicant has proffered to provide a mix of onsite recreational facilities and amenities for the residents of this development that will serve the neighborhood park type needs of the development’s residents. Also, the Applicant has proffered a monetary contribution to be used for parks and recreation needs at an offsite location.

Overall, DPRT supports the onsite recreational aspects of the subject application and believes the proposed amenities will serve most of the neighborhood park-type needs of the development's residents. The Applicant is meeting the general neighborhood park needs of the development with onsite amenities to include, at a minimum, a swimming pool, a pocket park and/or playground, and a dog park. To address the offsite recreational needs of the future residents, however, DPRT recommends that the identified projects from DPRTs Expanded Services list also be used in the monetary contribution calculation, resulting in a larger per unit contribution of \$241.10 per unit. At this time, the Applicant has agreed to this increased monetary contribution to offset the impacts.

Although the proposed urban agricultural field area is a positive attribute, staff has not historically documented much success with this type of onsite feature in the County and with limited interest from residents, thus far.

Proposal Strengths

- **Community Recreational Amenities:** As proffered, the Applicant shall provide an amenity package for the exclusive use of the residents that shall include, at a minimum, a swimming pool, a pocket park, playground, and a dog park. The Applicant is also maintaining the existing pond feature, which aligns with the Small Area Plan's POSP designation.
- **Monetary Contribution:** The Applicant shall make a monetary contribution to the Board of County Supervisors in the amount of \$241.10 per multi-family unit constructed on the Property to be used for parks and recreation purposes. Said contribution shall be paid prior to and as a condition of the occupancy permit issuance for each said unit constructed on the Property.

Proposal Weaknesses

- **Open Space Areas & Building Orientation:** As currently proposed, the buildings are oriented towards parking areas, drive aisles, or interior travel ways – rather the larger intact open spaces and/or green areas. Although staff recognizes the importance of aligning the building footprints in relation to the interior street network, for small area plan consistency, much of the intact open space is still located in the periphery of the project and is less centralized. From an aesthetics perspective, orienting the buildings towards defined open space areas is preferable. Given the irregular project area and orientation of overhead powerlines and a gas easement, staff also acknowledges that there were limited overall layout options.

On balance, this application is found to be consistent with the relevant components of the Parks, Recreation, and Tourism component of the Comprehensive Plan.

Police Plan Analysis

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

At this time, the Police Department does not believe this application will create significant impact on calls for service. During site plan review, the Applicant should focus on the following key areas for the development: landscape maintenance; pedestrian safety/connectivity; onsite parking management; lighting in community areas; and community/area surveillance. Careful consideration should be given to the placement of landscaping, as well as any other element that may have the potential for blocking light. Maintain adequate and consistent illumination that enhances natural surveillance. For areas intended to be used at night, the Applicant should ensure that lighting supports visibility. Where lighting is placed at a lower height to support visibility for pedestrians, ensure that it is vandal resistant.

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>.

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.

The subject property is within the Development Area of the County and is thereby required to utilize public water to develop. The Service Authority has an existing 12-inch stub-out located on Killarney Drive near parcel 8292-75-8519 and an existing 12-inch stub-out located on the adjacent parcel 8292-84-6158. The developer shall be required to install a minimum 12-inch diameter main through the site connecting the two specified stub-outs to provide a system loop closure for increased redundancy and water quality. All connections to the public water system shall be in accordance with the Service Authority's Utility Standards Manual (USM) requirements and restrictions.

Depending on the final configuration of any proposed onsite water mains, additional water main extensions may be required by the Service Authority to provide adequate fire protection or satisfy water quality requirements. The Applicant shall plan, design, and construct all onsite and offsite water utility improvements necessary to develop 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 public 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. The Service Authority has an existing 8-inch gravity sewer main located on parcel 8292-75-8519, with availability of capacity determined in conjunction with plan submission. All connections to the public sewer system shall be in accordance with the Service Authority's Utility Standards Manual (USM) requirements and restrictions.

The Applicant shall plan, design, and construct all on-site and off-site 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.

Schools Plan Analysis

A high-quality education system serves not only the students and their families, but the entire community by attracting employers who value educational opportunities for their employees. The Schools Plan sets out policies and action strategies that further the County's goal of providing quality public education to our school-aged population. The Plan includes recommendations relating to facility size and location, siting criteria, compatible uses, and community use of school facilities.

Based on the most recent submission, the Schools Division provided a School Board Impact Statement, dated March 28, 2022. This entire document is attached at the end of this report. For reference purposes, such student generation, enrollment, capacity, Capital Improvements Program (CIP) projects information is provided below, as applicable.

Proposed Residential Rezoning (number of units)	Student Generation for Proposed Rezoning																				
<table border="1"> <thead> <tr> <th colspan="2" style="background-color: #1a3d54; color: white;">Housing Units Proposed</th> </tr> </thead> <tbody> <tr> <td>Single-Family</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Townhouse</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Multi-family</td> <td style="text-align: center;">355</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">355</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	0	Townhouse	0	Multi-family	355	Total	355	<table border="1"> <thead> <tr> <th colspan="2" style="background-color: #1a3d54; color: white;">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td style="text-align: center;">57</td> </tr> <tr> <td>Middle</td> <td style="text-align: center;">27</td> </tr> <tr> <td>High</td> <td style="text-align: center;">32</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">116</td> </tr> </tbody> </table>	Students Generated		Elementary	57	Middle	27	High	32	Total	116
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Developer Proposed Mitigation

- The Proffer Statement, dated May 12, 2022, calculates a monetary contribution in the amount of \$853.12 per multi-family unit, generating \$302,857. This amount is based on mitigation strategies outlined in the Proffer Justification Narrative dated April 28, 2022.
- The 2019 proffer law allows proffer contributions per residential unit, with proffers calculated for the projected students that exceed the current capacity.

Countywide Current and Projected Student Enrollment & Capacity Utilization

School Level	Available Space		2021-22			2026-27			2031-32		
	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Elementary School	43,249	74	38,734	4,515	89.6%	40,586	2,663	93.8%	39,847	3,402	92.1%
Middle School ¹	22,282 ¹	46	20,625	1,658	92.6%	20,741	1,898	91.6%	22,477	162	99.3%
	22,639 ²										
High School	28,754	67	28,772	-16	100.1%	29,918	-1,164	104.0%	31,177	-2,423	108.4%

¹ Capacity on which available space is calculated for the 2021-22 school year.

² Capacity on which available space is calculated for the 2022-23 through 2031-32 school year. It reflects the 11-classroom addition opening at Gainesville MS and the six-classroom addition opening at Reagan MS in the 2022-23 school year.

Current and Projected Student Enrollment & Capacity Utilization - Schools in same attendance area as Proposed Rezoning

Under the School Division's 2021-22 school attendance area assignments, students generated from the Proposed Rezoning will attend the following schools:

School Level	Available Space			2021-22			2026-27			2031-32		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Jenkins ES		752	0	575	177	76.5%	561	191	74.5%	560	192	74.5%
Beville MS		1,256	0	1,095	161	87.2%	1,056	200	84.1%	1,146	110	91.2%
Gar-Field HS	2,839		0	2,430	409	85.6%	2,400	439	84.5%	2,612	227	92.0%

Current and Projected Student Enrollment
 – Schools in same attendance area as Proposed Rezoning, including the effect of students generated from Proposed Rezoning

School Level	Available Space			2021-22			2026-27			2031-32		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Jenkins ES		752	0	575	177	76.5%	618	134	82.1%	617	135	82.0%
Beville MS		1,256	0	1,095	161	87.2%	1,083	173	86.2%	1,173	83	93.3%
Gar-Field HS	2,839		0	2,430	409	85.6%	2,432	407	85.6%	2,644	195	93.1%

Schools Capital Improvements Program (CIP) Projects that may impact schools in attendance areas of the Proposed Rezoning (with year anticipated)

Elementary School	Woodbridge Area ES (2024); Occoquan ES Replacement (2025)
Middle School	
High School	14 th HS (2026)
Note: The capacity utilization of an individual school due to the impact of future Schools CIP projects will vary based upon the attendance area modifications approved by the School Board.	

School Board Comments and Concerns

- Projected enrollment within five years, at the assigned schools at all levels, have capacity for the proposed students.
- For this reason, the School Board is not opposed to the subject application.

Proposal's Strengths

- Adequate Capacity at All Impacted Schools: Projected enrollment within five (5) years at the assigned schools at all levels have capacity for the proposed students.
- Monetary Contribution: The Applicant has proffered a monetary contribution for schools of \$853.12 per single-family detached residential unit constructed, which is consistent with the level of service (LOS) policy in effect at the time of reviewing this application.

Proposal's Weaknesses

- None identified.

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

Vehicular access to the site would be provided through the following: an interparcel connection on the east side with access to Telegraph Road; Caton Hill Road via Killarney Drive that provides full movements; and the existing right-in/right-out driveway to the east. The Applicant has mostly aligned the roads to a street grid system as outlined in The Landing at Prince William Small Area Plan, with connections to the surrounding street network.

A Traffic Impact Analysis (TIA) from Wells & Associates was submitted with the application package. The first TIA was dated December 7, 2020, and with a revision date of April 28, 2021.

The Lake Pointe residential development is proposed to include up to 355 multi-family housing units and estimated to generate 118 AM peak hour trips, 149 PM peak hour trips, and 2,272 average daily (24-hour) trips when fully occupied. The proposed development generates 158 fewer AM peak hour and 139 fewer PM peak hour trips and 460 fewer daily trips when compared to the previously approved by-right office development of 265,146 square feet. According to the Applicant, development is planned to be completed by late 2024.

To mitigate site impacts, the Applicant proposes to install a new traffic signal at the Caton Hill Road/Killarney Drive intersection, if warranted. Delays and queuing at other study intersections are not anticipated to be significantly affected by site generated traffic and therefore no additional improvements are proposed.

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

Staff Analysis

Roadway Name	Number of Lanes	2020 VDOT Annual Average Daily Traffic Count; Vehicles Per Day (VPD)	Travel Demand Model 2019 Daily LOS
Caton Hill Road	4	18,000	B
Telegraph Road	4	9,600	C
Killarney Drive	2	Private	N/A

The Applicant submitted a waiver request for a modification to the UAS-1 typical section (Urban Center Street). The justification was to provide a safer pedestrian transition to and from parked vehicles, and the sidewalk will be located against the curb and the tree pit will be removed. This will allow pedestrians a smooth hard surface to walk on while they enter/exit their vehicle. It will also provide larger areas for root development for the proposed street trees and prevent tree roots from pushing up sidewalks and creating trip hazards. This UAS-1 waiver has been approved.

The Applicant must provide a modified road typical section on the MZP set before this proposal goes to the Board and should remove/modify the dimensions in the Design Guidelines to align with the modified street section.

A Parking Management Plan is being proposed to mitigate the requested reduction of parking spaces. In order to determine if the proposed onsite parking spaces would adequately accommodate the parking demands at Lake Pointe, the results from the September 27, 2021 parking study were reviewed. It included a parking occupancy count at a similar nearby location, the Preserve at Catons Crossing apartment property.

The Applicant submitted a request for a waiver to reduce the number of parking spaces by 12.2%. Staff is unable to support this waiver for this reduction. Transportation staff determined that it can only support an 8% reduction in parking spaces.

Proposal's Strengths

- Onsite Bicycle Facilities: The Applicant will provide bicycle parking in accordance with the DCSM. Such bicycle facilities may be provided within a multi-family residential building and the amount of parking spaces shall be shown on each site plans submitted for the Property.
- Traffic Signal Provision at Caton Hill Road & Killarney Drive Intersection: The Applicant will prepare a traffic signal warrant study and signal justification report for the intersection of Caton Hill Road and Killarney Drive. If a traffic signal is not warranted, or PWCDOT or VDOT do not approve such signal, the Applicant shall have no further obligation. If a traffic signal is warranted, and PWCDOT and VDOT approve such signal, the Applicant shall be responsible for the design and construction of such signal. The Applicant may receive an occupancy permit if the Applicant is coordinating with PWCDOT and VDOT to design and post a bond for the installation of the signal. The proffer must specify a trigger for this analysis such as "a condition of approval for the first site plan".

- Parking Management Plan: Prior to site plan approval, the Applicant shall submit a Parking Management Plan for approval by PWCDOT to aid in the control and enforcement of parking. Said plan may include, but shall not be limited to, issuing parking permits/stickers, lease restrictions/information, subsidies for bus/transit, and enforcement/towing contracts, etc. Modifications may be made to the Parking Management Plan, as determined by the Applicant and approved by County Transportation.

Proposal's Weaknesses

- Unsupported Parking Waiver Request: Staff is unable to support the 12.2% reduction in parking space waiver. PWCDOT has determined that it can only support an 8% reduction in parking spaces for this development. Parking is an important supporting component for this type of development and must be adequate to serve the needs of the residents.

On balance, this application is found to be consistent with the relevant components of the Transportation Plan. However, as mentioned above, staff cannot support the 12.2% reduction in parking spaces, and therefore, the Applicant must provide the number of parking spaces associated with an 8% reduction. This can be accomplished by either reducing the number of units or removing some of the provided open space that is over the required amount.

Materially Relevant Issues

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

- None identified.

Proffer Issues / Deficiencies

(Proffer #15)

15. Caton Hill Road & Killarney Intersection: The Applicant shall prepare a traffic signal warrant study and signal justification report for the intersection of Caton Hill Road & Killarney. If a traffic signal is not warranted, or PWCDOT or VDOT do not approve such signal, the Applicant shall have no further obligation. If a traffic signal is warranted, and PWCDOT and VDOT approve such signal, the Applicant shall be responsible for the design and construction of such signal. The Applicant may receive an occupancy permit if the Applicant is coordinating with PWCDOT and VDOT to design and install the signal.

- *This proffer needs clarifications.*
Staff requests that the above proffer contain a clearly defined trigger. Also, staff would like to know when such signal justification report will be submitted and when the traffic signal will be constructed and operational.

(Proffer #19)

WAIVERS & MODIFICATIONS

19. Pursuant to Section 32-700.25 of the Zoning Ordinance, approval of the subject rezoning shall constitute a waiver/modification in accordance with the following:

d. Waiver of Section 610.02 of the DCSM to allow for a reduction in parking spaces to the number shown on the MZP.

- *Staff does not support. Staff is unable to support the 12.2% reduction in parking spaces waiver, as currently submitted. Staff has determined that it can only support an 8% reduction in parking spaces for this development. This waiver request must be removed from the Proffer Statement.*

Modifications / Waivers

The following waivers and/or modifications to the requirements of the Zoning Ordinance and the DCSM are being requested and are incorporated into the proffers for this rezoning request. The waivers and modifications are as reflected in the in the Proffer Statement and reflected on MZP and Design Guidelines, as applicable, and as follows:

WAIVERS & MODIFICATIONS

19. Pursuant to Section 32-700.25 of the Zoning Ordinance, approval of the subject rezoning shall constitute a waiver/modification in accordance with the following:

a. Pursuant to Section 32-250.23.6 of the Zoning Ordinance, waiver to allow for signage pursuant to the Design Guidelines.

- *Staff supports, as submitted. To encourage a more compact, cohesive, and walkable community with a sense of identity and with appropriate wayfinding and design branding, modified signage for the multi-family units and buildings are being proposed.*

b. Waiver of Section 32-306.11 of the Zoning Ordinance to allow for one unit type.

- *Staff supports, as submitted. The Applicant is proposing an exclusively multi-family detached residential development. Although there are a variety of unit styles being offered, they are the same housing unit type – multi-family apartments. Typically, staff prefers to see a variety of housing options for planned mixed residential developments of this size. This is part of the cohesive design. There is a variety of apartments being offered, with one, two, or three bedrooms. However, given the area context, its planned use designation and intended density in The Landing at Prince William Small Area Plan, staff can generally support an all-multi-family housing product, as proposed.*

- c. Waiver of the Section 32-306.12.6.G of the Zoning Ordinance to allow for the setback to be pursuant to the MZP.
- *Staff supports, as submitted. This is specifically a waiver of the required 12-foot setback of the building to surface parking lot to allow for the buildings to be setback as shown on the MZP. The proposed reduction is consistent with the Small Area Plan goals of having short blocks with shallow setbacks and creating an integrated cohesive development between the adjacent properties.*
- d. Waiver of Section 610.02 of the DCSM to allow for a reduction in parking spaces to the number shown on the MZP.
- *Staff does not support. Staff is unable to support the 12.2% reduction in parking spaces waiver, as currently submitted. Staff has determined that it can only support an 8% reduction in parking spaces for this development. This waiver request must be removed from the Proffers.*
- e. Waiver of Section 702.06.F. of the DCSM to allow for trees to be planted in storm easements and to install parking lot lights, walls and/or fences.
- *Staff supports, as submitted. Due to the more urban nature of this development and the desire to provide beneficial tree cover, lighting, and walls/fences, it is necessary to place features within some of the storm easements. These features will only be placed in storm easements where the proposed pipe is 3 feet or deeper.*
- f. Modification of Section 802.10 of the DCSM to allow for utility easements in the buffer areas to overlap.
- *Staff supports, as submitted. Minimal utility crossings within buffers are allowed so long as comparable performance standards are maintained. Using small trees, shrubs, grasses, etc. approved by the overhead utility the buffer that is crossed by the overhead line will be provided with plant material equivalent to a Type B buffer.*
- g. Modification of Section 802.11 and Table 8-1 of the DCSM to reduce the 50 ft. wide buffer along the northern property line to 30 ft. as shown on the MZP.
- *Staff does not fully support, as submitted. The proposed reduction is generally consistent with the Small Area Plan goals of having short blocks with shallow setbacks and creating an integrated cohesive development between the adjacent properties. The Small Area Plan's Town Center Illustrative Plan contemplates a reduction in buffer widths within the Town Center. The proposed reduction will allow for a sidewalk connection to the park and ride lot. However, there are still parking areas adjacent to the reduced buffer area, not buildings or streets, as is preferred.*

- h. Modification of Section 802.11 and Table 8-1 of the DCSM to reduce the 50 ft. buffer adjacent to the VDOT parking & ride lot to street trees as shown on the MZP.
- *Staff does not fully support, as submitted.* Although the proposed reduction is consistent with the Small Area Plan goals of having short blocks with shallow setbacks and creating an integrated cohesive development between the adjacent properties, limited detail is provided on landscaping or the number/type of street trees. This concern can be addressed by providing additional detail and street sections as noted in the Community Design section.
- i. Modification of Section 802.11 and Table 8-1 of the DCSM 50 ft. buffer requirement adjacent to the commercial uses to allow for a 15 ft. buffer as shown on the MZP.
- *Staff supports, as submitted.* The proposed reduction is consistent with the Small Area Plan goals of having short blocks with shallow setbacks and creating an integrated cohesive development between the adjacent properties. The Town Center proposed 15 feet of landscaping is in line with the minimum 8 feet of landscaping outlined in the Small Area Plan. The Small Area Plan's Town Center Illustrative Plan contemplates a reduction in buffer widths within the Town Center. The proposed reduction will allow for a sidewalk connection to the park and ride lot.
- j. Waiver of Section 802.11 and Table 8-1 of the DCSM, waiving the buffer requirement adjacent to the existing daycare to allow for a travelway as shown on the MZP.
- *Staff supports, as submitted.* In order to provide the street network proposed in the Small Area Plan, this street will need cross a small portion of the daycare's property. In order to maintain all of the daycare facility's existing play areas it is proposed to waive a buffer to the daycare property.
- k. Modification of Section 802.11 and Table 8-1 of the DCSM to modify the 30 ft. buffer requirement adjacent to office uses to allow to a 30 ft. variable width buffer as shown on the MZP.
- *Staff does not fully support, as submitted.* This intent provides flexibility to integrate public uses and community facilities into development design, rather than separate out such uses. The Design Guidelines provide for the protection of the viewscape intended by the Code requirement and establish requirements and standards which are tailored to the development. However, portions of the 30-foot-wide buffer have no specific planting standards and are not clearly defined.

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

HISTORICAL COMMISSION RESOLUTION

MOTION: BURGESS

February 9, 2021

SECOND: PEARSALL

Regular Meeting

Res. No. 21-008

RE: LAND DEVELOPMENT RECOMMENDATIONS

ACTION: APPROVED

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

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

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

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

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
REZ2016-00030	Innovation Town Center 3 rd Submission	Research past ownership and history of the property in order to provide interpretive signage and/or other media regarding the property's history with content to be determined by the Historical Commission and the Planning Office.
SUP2016-00031	Innovation Town Center 3 rd Submission	No Further Work
SUP2021-00014	7-Eleven on Fuller Heights Road	No Further Work
REZ2021-00009	Lake Pointe Residential	No Further Work

<u>Case Number</u>	<u>Name</u>	<u>Recommendation</u>
REZ2021-00010	Old Carolina Overlook	Table

Votes:

Ayes: by acclamation

Nays: None

Absent from Vote: None

Absent from Meeting: Davis, Duley, Spinks

MOTION CARRIED

ATTEST:



Secretary to the Commission

**LAKE POINTE REZONING
NRP PROPERTIES, LLC
PRINCE WILLIAM COUNTY, VA
PROFFER JUSTIFICATION NARRATIVE**

APRIL 28, 2022

PREPARED BY:

MUNICAP, INC.
— PUBLIC FINANCE —

**LAKE POINTE REZONING
NRP PROPERTIES, LLC
PRINCE WILLIAM COUNTY, VA**

PROFFER JUSTIFICATION NARRATIVE

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I. Introduction

The purpose of this *Proffer Impact Analysis* is to satisfy portions of the County’s requirements as they relate to the 2016 legislation (as subsequently described, and as subsequently amended) for the proposed Lake Pointe Development (the “Residential Development”). More specifically, this document addresses legislative requirements and County policy related to “proffers” that the applicant has elected to propose in connection with the rezoning for the Residential Development.

LEGISLATION PERTAINING TO RESIDENTIAL PROFFERS

Section 15.2-2303.4 of the Code of Virginia (the “Residential Proffer Legislation”), as it was amended effective July 1, 2019, places certain limitations on proffers for residential rezoning cases filed after July 1, 2016, or July 1, 2019. As stipulated by the Residential Proffer Legislation, and unless an applicant elects to apply for a rezoning pursuant to Subsection D of that statute, a local government may only request or accept a proffer if it addresses an impact that is specifically attributable to a proposed new residential development, and, if it is an offsite proffer, it addresses an impact to an offsite public facility, such that (a) (i) the new residential development creates a need, or an identifiable portion of a need, for one or more public facility improvements in excess of existing public facility capacity at the time of the rezoning, and (b) (ii) each such new residential development applied for receives a direct and material benefit from a proffer made with respect to any such public facility improvements. For the purposes of the statute, a locality may base its assessment of public facility capacity on the projected impacts specifically attributable to the new residential development.

The Residential Proffer Legislation designates four categories of public improvements and facilities, which are as follows:

- **Public school facility improvements:** construction of new primary and secondary public schools or expansion of existing primary and secondary schools, to include all buildings, structures, parking, and other costs directly related thereto;
- **Public safety facility improvements:** construction of new law enforcement, fire, emergency, medical, and rescue facilities or expansion of existing public facilities, to include all buildings, structures, parking and other costs directly related thereto;
- **Public park facility improvements:** construction of public parks or improvements and/or expansion of existing public parks, with “public parks” including playgrounds and other recreational facilities; and
- **Public transportation facility improvements:** construction of new roads; improvement or expansion of existing roads and related appurtenances as required by applicable standards of the Virginia Department of Transportation, or the applicable standards of a locality; and construction, improvement, or expansion of buildings, structures, parking, and other costs directly related to transit.

According to the statute, expenses of an existing public facility, such as ordinary maintenance or repair, or any capital improvement to an existing public facility, such as a renovation or technology upgrade, that does not expand the capacity of such facility shall not be included. In addition, all proffers will be deemed unreasonable unless the proffer addresses an impact to public facilities that is specifically attributable to the proposed residential development and for which there will not be adequate existing capacity for the proposed residential development.

This document addresses the projected impact of the Residential Development on three of the foregoing infrastructure categories to which residential proffers may be directed. A separate traffic impact analysis (the “Traffic Impact Analysis”) will be prepared that addresses impacts to public transportation facility improvements.

PROFFER JUSTIFICATION NARRATIVE REQUIREMENT

In response to the Residential Proffer Legislation, the County adopted policies to ensure any proffer requested or accepted meets the standards mandated by the legislation. Among them is the requirement that any residential rezoning or proffer amendment application subject to the residential proffer legislation include a justification narrative identifying impacts to public facility improvements. The requirement further states that the justification narrative must, in detail:

- Identify all of the impacts of the proposed rezoning/proffer amendment;
- Propose specific and detailed mitigation strategies and measures to address all of the impacts of the proposed rezoning/proffer amendment;
- Address whether all of the mitigation strategies and measures are consistent with all applicable law, including, but not limited to, the Residential Proffer Legislation; and
- Demonstrate the sufficiency and validity of those mitigation strategies using professional best accepted practices and criteria, including all data, records, and information used by the applicant or its employees or agents in identifying any impacts and developing any proposed mitigation strategies and measures.

This document focuses on the identification of potential impacts to public facility improvements resulting from the proposed Residential Development.

Subsequent sections of this document provide a detailed description of the Residential Development and its potential impacts on public facility improvements. This document also provides a detailed explanation of the methodology employed in calculating these impacts.

II. The Residential Development

THE RESIDENTIAL DEVELOPMENT

As proposed by NRP Properties, LLC (the “Developer,” or the “Applicant”), the Residential Development consists of 355 multi-family units on an approximately 15.52-acre site within the Occoquan Magisterial District in the County. The site of the proposed Residential Development is located north of Caton Hill Road, west of Telegraph Road and the VDOT park and ride lot, south of two residential homes and vacant land, and east of an office and multi-family development. The site includes the following GPINs:

8292-75-8519

8292-84-1372

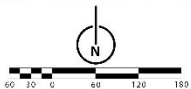
The maximum residential development allowed “by-right” under current zoning is estimated to be zero because the property is currently zoned B-1 (General Business District), which allows residential units if proffered or conditioned as part of a special use permit in accordance with Section 32-400.25 of the Zoning Ordinance.

The Applicant is requesting a rezoning of 15.52 acres to PMR (Planned Mixed Residential), which, in accordance with the County Comprehensive Plan, is designed to permit and encourage the establishment of communities of varied housing types in planned developments.

The site is located within The Landing at Prince William Small Area Plan (the "Small Area Plan"), which is designed to "reinvent and capitalize on one of Prince William County's last largely undeveloped areas ripe for increased economic growth." The primary focus of the Small Area Plan is to "create a sustainable transit-oriented community anchored around a Vibrant Arts & Entertainment District while also preserving existing natural resources." A majority of this site is located within the Town Center (TC) designated area in the Small Area Plan with a small portion of the site located in the Arts & Entertainment District and is shown as multi-family residential on the Town Center Illustrative Plan.

EXHIBIT A: RESIDENTIAL DEVELOPMENT SITE PLAN




SCALE 1" = 60'-0"
FOR ILLUSTRATIVE PURPOSES ONLY

LAKE POINTE MULTIFAMILY
WOODBRIDGE, VIRGINIA
Illustrative Site Plan

the
NRP
group


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III. Public Facility Improvement Impacts

OVERVIEW

As mentioned, this document includes a calculation of public facility impacts, which are detailed in the subsequent sub-sections. Included in each section is a discussion of the methodology employed in estimating impacts. The included subsections are as follows:

- **Public school facility improvements** – In keeping with County practices, separate impacts are calculated for elementary, middle, and high schools, and are based on projected incremental additional students that will result from the Residential Development.
- **Public safety facility improvements** – In keeping with County practices, impacts are calculated for both police services and fire and rescue services; impacts are based on projected incremental additional residents that will result from the Residential Development.
- **Public park facility improvements** – Impacts are based on projected incremental additional residents that will result from the Residential Development.

Public transportation facility improvements will be addressed in the Traffic Impact Analysis.

It should be noted that level of service (“LOS”) standards shown herein represent the County standards as described in the County Comprehensive Plan. In some cases, the current LOS actually provided by the County does not meet the stated LOS standard. Any calculation of proffers will take into account the LOS standard as set out in the Comprehensive Plan, the current County LOS, and the amount pledged in the County’s Capital Improvement Plan to raise the current County LOS to meet the planned LOS standard.

III-A. Public School Facility Improvement Impacts

METHODOLOGY

To project impacts to public school facility improvements, MuniCap first researched the student generation factors used by Prince William County Public Schools. These factors are calculated separately by school type (elementary, middle, and high school) and by unit type (single-family, townhouse, and multi-family). Historical student generation factors are shown below in Table III-A.1.

TABLE III-A.1
Current and Historical Student Generation Factors

Historical Data											
	School Type	Unit Type			Total		School Type	Unit Type			Total
		Single Family	Townhouse	Multi-Family				Single Family	Townhouse	Multi-Family	
2021-22	Elementary	0.275	0.271	0.161	0.251	2015-16	Elementary	0.290	0.283	0.181	0.270
	Middle	0.156	0.135	0.075	0.134		Middle	0.157	0.129	0.068	0.135
	High	0.228	0.186	0.089	0.189		High	0.208	0.159	0.085	0.174
	Total	0.659	0.591	0.325	0.574		Total	0.655	0.572	0.334	0.580
2020-21	Elementary	0.273	0.278	0.160	0.251	2013-14	Elementary	0.294	0.284	0.185	0.275
	Middle	0.159	0.143	0.073	0.138		Middle	0.156	0.127	0.074	0.135
	High	0.228	0.187	0.087	0.189		High	0.206	0.151	0.082	0.172
	Total	0.660	0.608	0.320	0.578		Total	0.656	0.562	0.340	0.582
2019-20	Elementary	0.292	0.289	0.172	0.267	2011-12	Elementary	0.300	0.275	0.195	0.277
	Middle	0.164	0.145	0.076	0.142		Middle	0.154	0.119	0.075	0.132
	High	0.230	0.185	0.088	0.189		High	0.206	0.145	0.092	0.171
	Total	0.686	0.619	0.336	0.598		Total	0.660	0.539	0.361	0.580
2017-18	Elementary	0.297	0.299	0.174	0.273	2009-10	Elementary	0.300	0.257	0.157	0.272
	Middle	0.163	0.144	0.071	0.140		Middle	0.150	0.110	0.061	0.128
	High	0.222	0.177	0.090	0.184		High	0.202	0.144	0.074	0.170
	Total	0.682	0.619	0.335	0.596		Total	0.652	0.510	0.292	0.568

Source: Student Generation Factors by School Level and Housing Unit Type, Prince William County Public Schools (2021-2022).

MuniCap then applied these student generation factors to the proposed units within the Residential Development that are in excess of the development that would be allowed under the current zoning designation. For purposes of this exercise, it is assumed that all of the projected students are new to the County, rather than relocated from elsewhere within the Prince William County Public Schools system.

Finally, MuniCap identified the schools that will be impacted by the Residential Development based on school boundaries and researched the projected capacity at each applicable school. MuniCap then determined whether the projected net student impacts represented a burden beyond projected school capacity.

PROJECTED NET STUDENT IMPACTS

As previously described, the Residential Development includes 355 multi-family units. Based on the projected development and the student generation factors identified in Table III-A.1, the proposed development will generate an estimated 117 total students, 0 of whom are estimated to be generated by-right. As shown in Table III-A.2 below, the Residential development is estimated to create 117 new students, which is the total estimated number of students generated less the estimated number of by-right students.

TABLE III-A.2
Projected Student Generation – Residential Development

<i>School Type</i>	<i>Units^(a)</i>	<i>Unit Type</i>	<i>Generation Factor^(b)</i>	<i>Total Projected Students^(c)</i>
Elementary	355	Multi-family	0.161	57.16
Middle	355	Multi-family	0.075	26.63
High	355	Multi-family	0.089	31.60
Multi-family students				115.38
Elementary	0	-	-	0.00
Middle	0	-	-	0.00
High	0	-	-	0.00
Less: Total-by-right				0.00
Elementary	355			58.00
Middle	355			27.00
High	355			32.00
Total				117.00
<small>^(a)Source: The NRP Group.</small>				
<small>^(b)See Table III-A.1.</small>				
<small>^(c)Total students are rounded up to the next whole number.</small>				

CURRENT CAPACITY OF PUBLIC SCHOOL FACILITIES

The public school facilities potentially impacted by the Residential Development are: Jenkins Elementary School, Woodbridge Middle School, and Gar-Field High School. Table III-A.3 on the following page shows the projected capacity and enrollment at each school for the 2023-24 school year, which represents the year the development is assumed to be completed.

TABLE III-A.3
County School Facilities – Projected Capacity and Enrollment

<i>School</i>	<i>Projected Capacity^(a)</i>	<i>Projected Enrollment^(a)</i>	<i>Excess Capacity</i>	<i>Projected Students</i>	<i>Proffer Consideration</i>
Jenkins Elementary School	752	578	174	58	Has Capacity
Woodbridge Middle School	1,081	996	85	27	Has Capacity
Gar-Field High School	2,839	2,403	436	32	Has Capacity
Total	4,672	3,977	695	117	

^(a)Capacity and enrollment shown is for 2023-24, which represents the year development is assumed to be completed. Source: Prince William County Public Schools Enrollment Forecast as of September 30, 2021.

Elementary School Facilities

The Residential Development site is located within the John D. Jenkins Elementary School boundaries (see Exhibit C). According to Prince William County Public Schools, the school has a planning capacity of 752 students and a projected enrollment of 578 students, meaning that the school has unused capacity for 174 additional students. Therefore, the fifty-eight projected elementary school students that will be created by the Residential Development are not in excess of projected capacity and do not represent an additional need for Prince William County Public Schools facilities.

Middle School Facilities

The Residential Development site is located within the Woodbridge Middle School boundaries (see Exhibit D). According to Prince William County Public Schools, the school has a planning capacity of 1,081 students and a projected enrollment of 996 students, meaning that the school has unused capacity for 85 additional students. Therefore, the twenty-seven projected elementary school students that will be created by the Residential Development are not in excess of projected capacity and do not represent an additional need for Prince William County Public Schools facilities.

High School Facilities

The Residential Development site is located within the Gar-Field High School boundaries (see Exhibit E). According to Prince William County Public Schools, the school has a planning capacity of 2,839 students and a projected enrollment of 2,403 students, meaning that the school has unused capacity for 436 additional students. Therefore, the thirty-two projected high school students that will be created by the Residential Development do not exceed projected capacity and do not represent an additional need for Prince William County Public Schools facilities.

EXHIBIT B: AREA MAP (DEVELOPMENT SITE & SCHOOL FACILITIES)

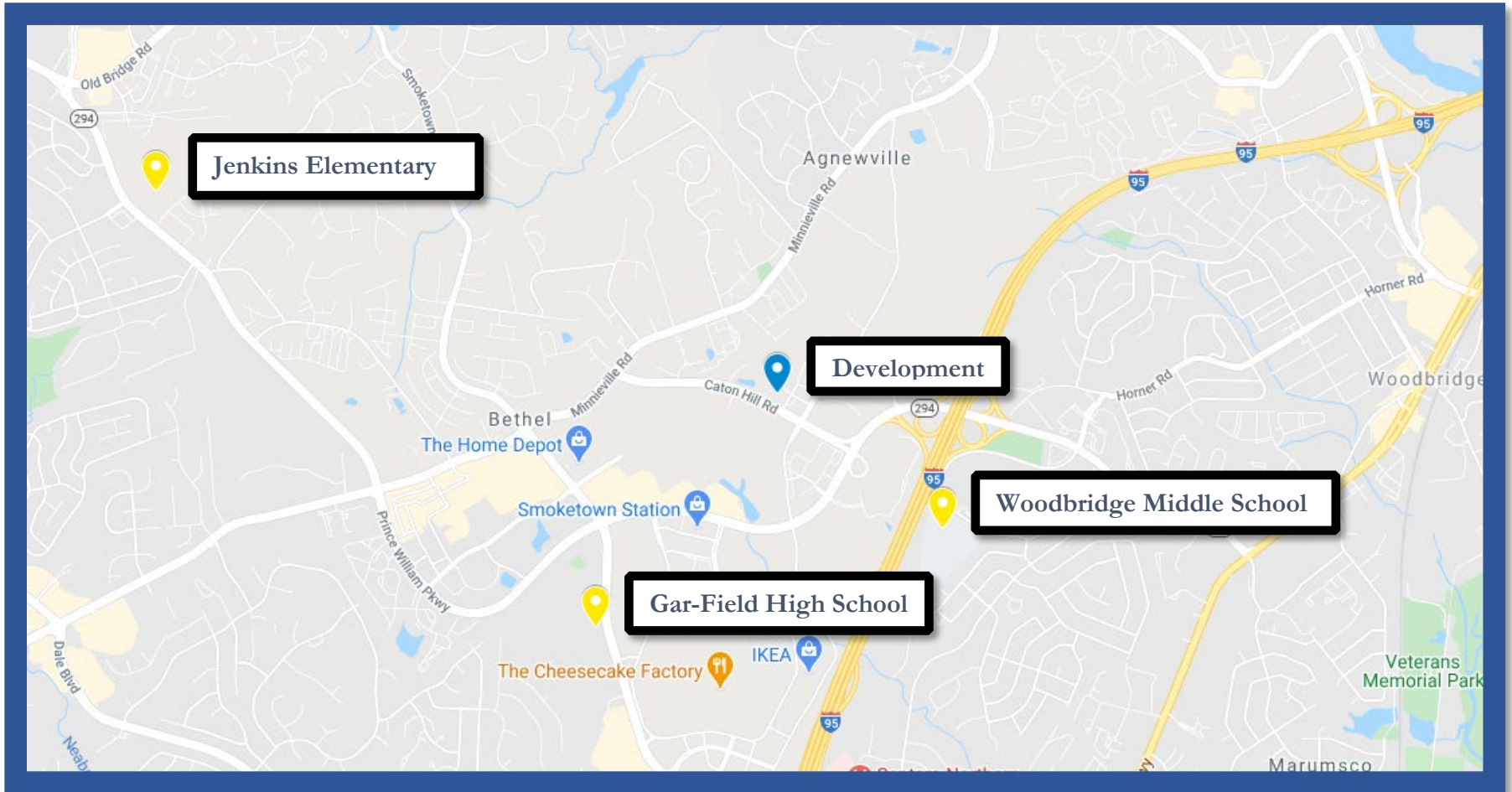


EXHIBIT C: AREA MAP (DEVELOPMENT SITE, JOHN D. JENKINS ELEMENTARY SCHOOL)

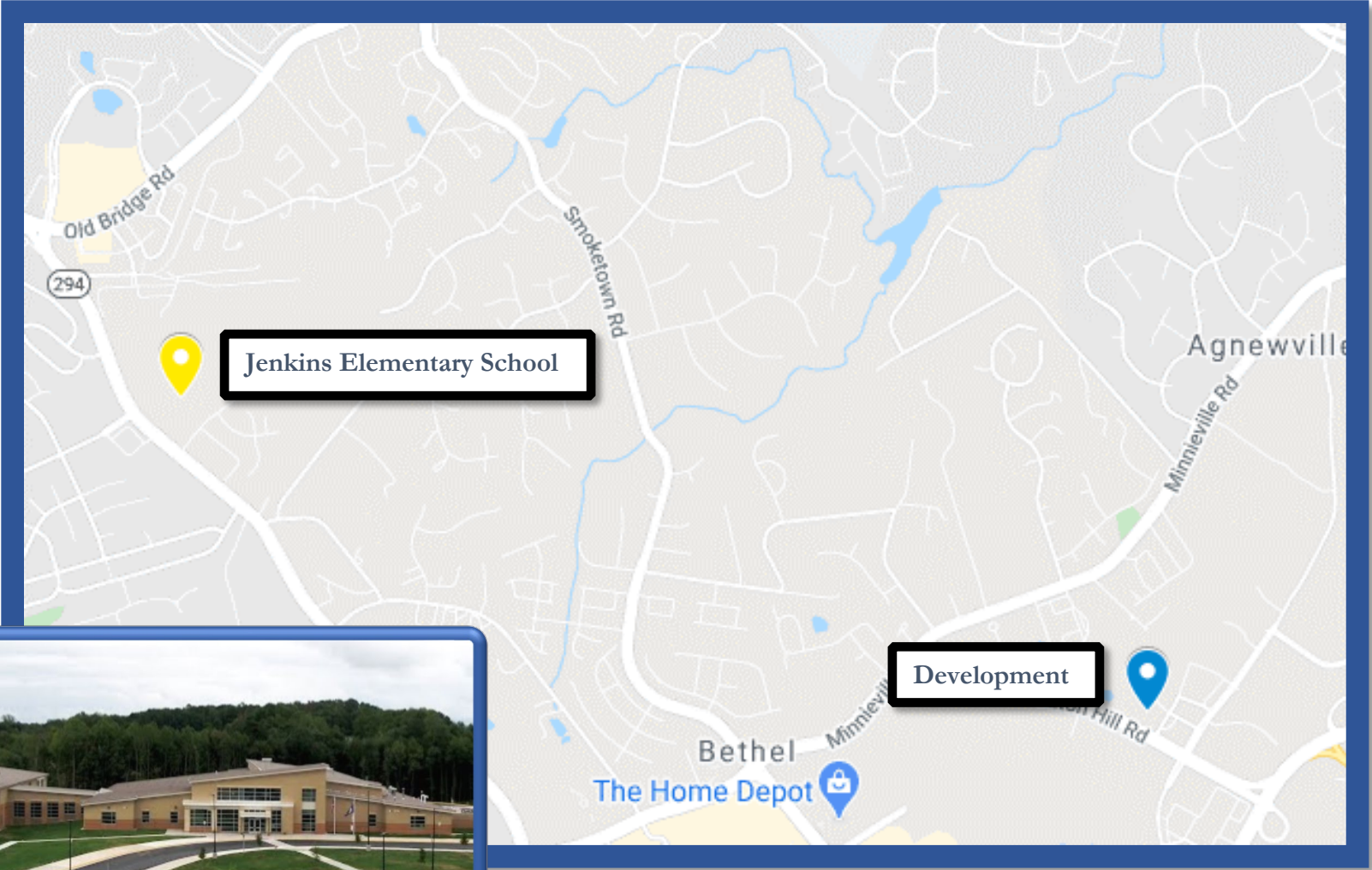


EXHIBIT D: AREA MAP (DEVELOPMENT SITE, WOODBRIDGE MIDDLE SCHOOL)

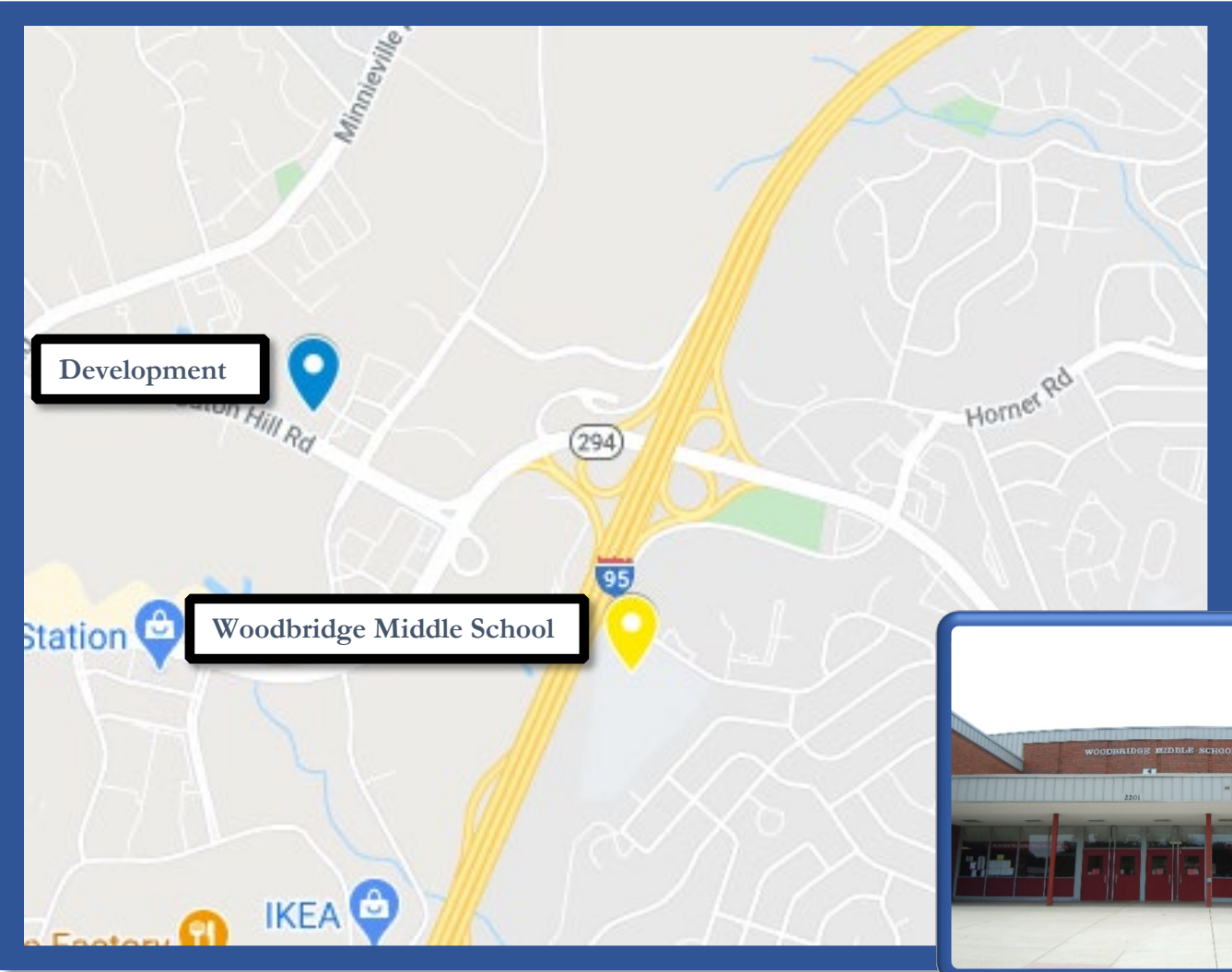
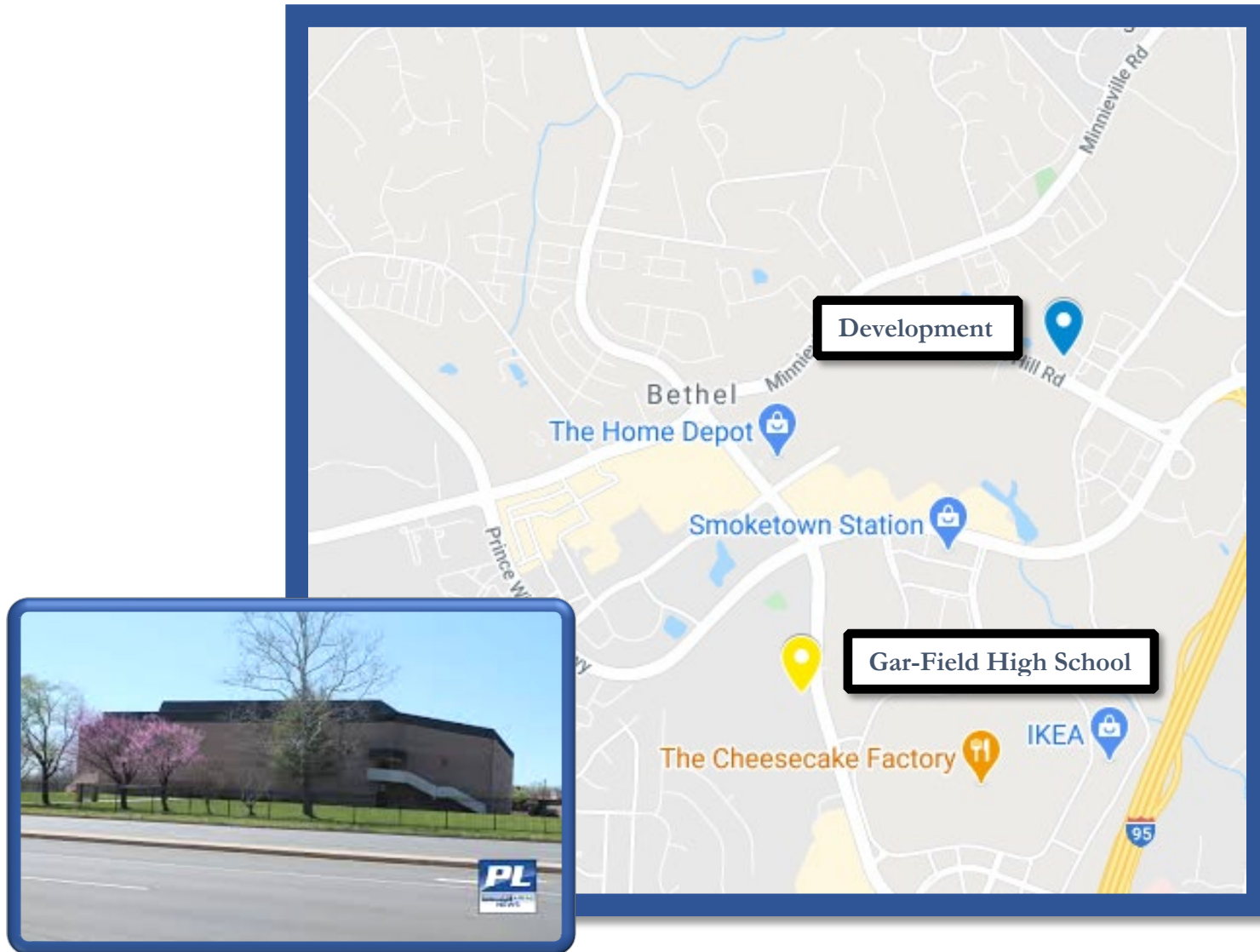


EXHIBIT E: AREA MAP (DEVELOPMENT SITE, GAR-FIELD HIGH SCHOOL)



MITIGATION STRATEGIES

The Residential Proffer Legislation stipulates that proffers can only provide for needs that exceed existing capacity. From the time the Applicant originally submitted this application to the present, the enrollment numbers for the elementary, middle and high school were updated and there is existing capacity at all three school levels. Therefore, the Applicant is not required to provide a monetary contribution for public schools. However, the Applicant has chosen to continue to provide the monetary contribution that was previously contemplated, before the enrollment numbers were updated. Please see Table III-A.4 that shows this monetary contribution.

TABLE III-A.4
Projected School District Impact

<i>School Impact for Proposed Zoning Reclassification</i>	
<u>Middle School</u>	
a) Total student capacity at new school ^(a)	1,464.00
b) Approximate construction cost (per school) ^(a)	\$64,119,000.00
c) Facility cost per capita (a ÷ b)	\$43,797.13
d) Projected students at Development after by-right allocation ^(b)	25.92
e) Middle school excess capacity ^(c)	19.00
f) Projected students above school capacity (d - e)	6.92
g) Middle school proffer contribution for Development (c × f)	\$302,857.16
Proffer contribution: per multi-family unit (g ÷ 355)	\$853.12
^(a) Source: Prince William County Public Schools Capital Improvements Program Fiscal Years 2021-30. Based on Potomoc Shores Middle School. ^(b) See Table III-A.2. ^(c) See Table III-A.3.	

III-B. Public Safety Facility Improvement Impacts

METHODOLOGY

To estimate impacts to public safety facilities, MuniCap first estimated the total population that will reside within the proposed Residential Development based on the residential unit generation factor from the Prince William County Geographic Information Systems Demographics Quarterly Estimates as of March 31, 2021.

MuniCap then applied the LOS standards for various public safety services as identified in the County Comprehensive Plan, approved June 18, 2019, to calculate the impact of the Residential Development on public safety services. MuniCap then compared the existing capacity at the relevant public safety facilities to the forecasted increase in required services resulting from the proposed development and determined whether the projected demand exceeded current capacity.

PROJECTED NET RESIDENT IMPACTS

As previously described, the Residential Development includes 355 multi-family units. Based on projected development and the average occupancy of residential units in the County, the proposed development will house an estimated 824 residents above by-right, as shown below in Table III-B.1.

TABLE III-B.1
Projected Residents –Residential Development

<i>Unit Type</i>	<i>Units^(a)</i>	<i>Residents Per Unit^(b)</i>	<i>Total Projected Residents</i>
(a) Multi-family units ^(a)	355	2.32	824
(b) Less single-family detached units allowed by-right	0	0.00	0
Total: Above by-right (a-b)	355	2.32	824

^(a)Source: NRP Properties, LLC.
^(b)Residential unit generation factors. Source: Prince William County Geographic Information Systems Demographics Quarterly Estimates (as of 3/31/2021).

CURRENT CAPACITY OF PUBLIC SAFETY FACILITIES

Police Facilities

The County LOS standards for police work suggest two sworn officers per 1,000 residents. In addition, the facility requirements for the Prince William County Police Department are 250 square feet per sworn officer with a building minimum size of 50,000 square feet. Therefore, the projected impact created by the additional 824 residents estimated for the Residential Development is 412 square feet, as shown below in Table III-B.2.

TABLE III-B.2
Projected Police Station Facility Impacts

<i>Projected Resident Impact</i>	<i>Officers Per 1,000 Residents</i>	<i>Officer Requirement</i>	<i>Facility Sq. Ft. Per Officer</i>	<i>Additional Facility Sq. Ft. Requirement</i>
824	2	1.6	250	412

The project site is within Occoquan Magisterial District, which is serviced by the Central District Police Station (see Exhibit F). According to the Prince William County Police Department, there are currently 121 sworn officers employed at the Central District Police Station. Based on Prince William County Assessor records, the station is 33,651 square feet, implying a capacity to accommodate 135 officers (33,651 total square feet ÷ 250 feet per officer). This means that the station currently has the excess capacity for 14 additional sworn officers, representing 3,500 square feet of facility space (14 officers × 250 square feet). Therefore, the projected residents associated with the Residential Development are not anticipated to place demands on police station facilities in excess of current capacity.

County LOS standards for police facilities also include requirements for animal control, training, and administrative support facilities. The projected demand created by the Residential Development is shown below in Table III-B.3.

TABLE III-B.3
Other Projected Police Facility Impacts

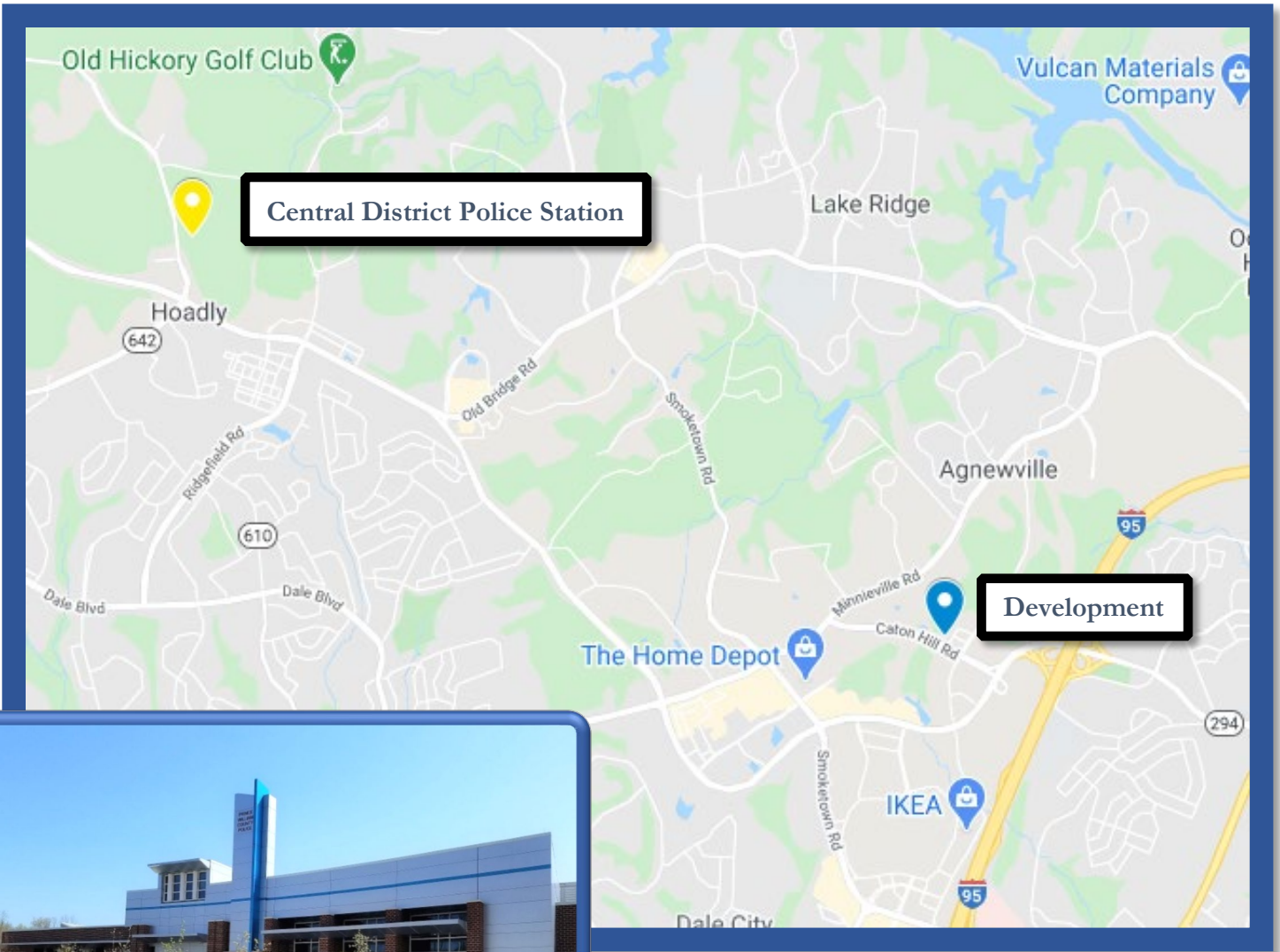
<i>Facility Type</i>	<i>Projected Resident Impact</i>	<i>Sq. Ft. Required per 1,000 Residents</i>	<i>Additional Facility Sq. Ft. Requirement</i>
Animal control	824	67	55
Training	824	324	267
Administrative support	824	274	226
Source: Prince William County Comprehensive Plan Safety and Secure Community.			

The County LOS standard for animal control facilities is 67 square feet per 1,000 residents. According to the Prince William County Geographic Information Systems Demographics Quarterly Estimates, the total population of Prince William County is estimated at 470,753 people as of March 31, 2021. This translates to a need for 31,540 square feet of animal control facility space (67 square feet per thousand residents \times 470.753 thousand residents). Based on County Assessor data, the existing Prince William County Animal Shelter includes 8,032 square feet of animal control facility space, implying that the shelter is already over capacity and cannot accommodate any additional demand. Therefore, the projected impact of fifty-five square feet in necessary animal control facility space that will be generated by the Residential Development represents a requirement in excess of current capacity. According to the County Capital Improvement Program for Fiscal Years 2022 – 27, there is currently a project in place to renovate the animal control facility. The estimated costs of this expansion minus the money that has been allocated/paid were used as the basis of cost for impacts as described on the following pages.

The County LOS standard for police training facilities is 324 square feet per 1,000 residents. Therefore, the County's current population of 470,753 creates a need for 152,524 square feet of police training facility space (324 square feet per thousand residents \times 470.753 thousand residents). Based on County Assessor data, the existing County Public Safety Training Center includes 54,651 square feet of space. This suggests that existing police training facility space is inadequate and cannot accommodate any additional demand. Therefore, the projected impact of 267 square feet in necessary police training facility space that will be generated by the Residential Development represents a requirement in excess of current capacity. According to the Capital Improvement Program for Fiscal Years 2022 – 27, there is currently a project in place to create a Master Plan for the Training Center expansion. Impact costs were estimated based on a shared portion of the cost of this project as described on the following pages.

The County LOS standard for police administrative support facilities is 274 square feet per 1,000 residents. Therefore, the County's current population of 470,753 creates a need for 128,986 square feet of police administrative facility space (274 square feet per thousand residents \times 470.753 thousand residents). At the time of this writing, total existing administrative support facility space was unavailable, as much of this space is leased and not consolidated with other Police Department operations. The Applicant will coordinate with appropriate County staff to determine whether the projected impact of 226 square feet in necessary police administrative support facility space that will be generated by the Residential Development represents a requirement that exceeds current capacity.

EXHIBIT F: AREA MAP (DEVELOPMENT SITE & POLICE DEPARTMENT FACILITY)



Fire and Rescue Facilities

The County LOS standards for fire and rescue facilities servicing residential development is broken down into incident capacity and travel times. Table III-B.4 summarizes the LOS standards according to the County Comprehensive Plan.

TABLE III-B.4
Prince William County Fire and Rescue Level of Service Standards

A. Travel Times

Area	First Unit Travel Time in Minutes
Fire Suppression Emergency Standard - (Countywide)	4.0
Basic Life Support (BLS) Emergency Standard - (Countywide)	4.0
Advanced Life Support (ALS) Emergency Standard (Countywide)	8.0
^(a) Source: Prince William County Comprehensive Plan Safety and Secure Community Table 4.	

B. Workload

Factor	Standard
Responses per Tactical Unit	2,000 per year
^(a) Source: Prince William County Comprehensive Plan Safety and Secure Community Table 5.	

According to the County Fire Department, the fire and rescue facility that primarily serves the Residential Development's location is Station 20, located less than two miles away and estimated to be a travel time of less than four minutes.

TABLE III-B.5
Projected Fire and Rescue Facility Impacts

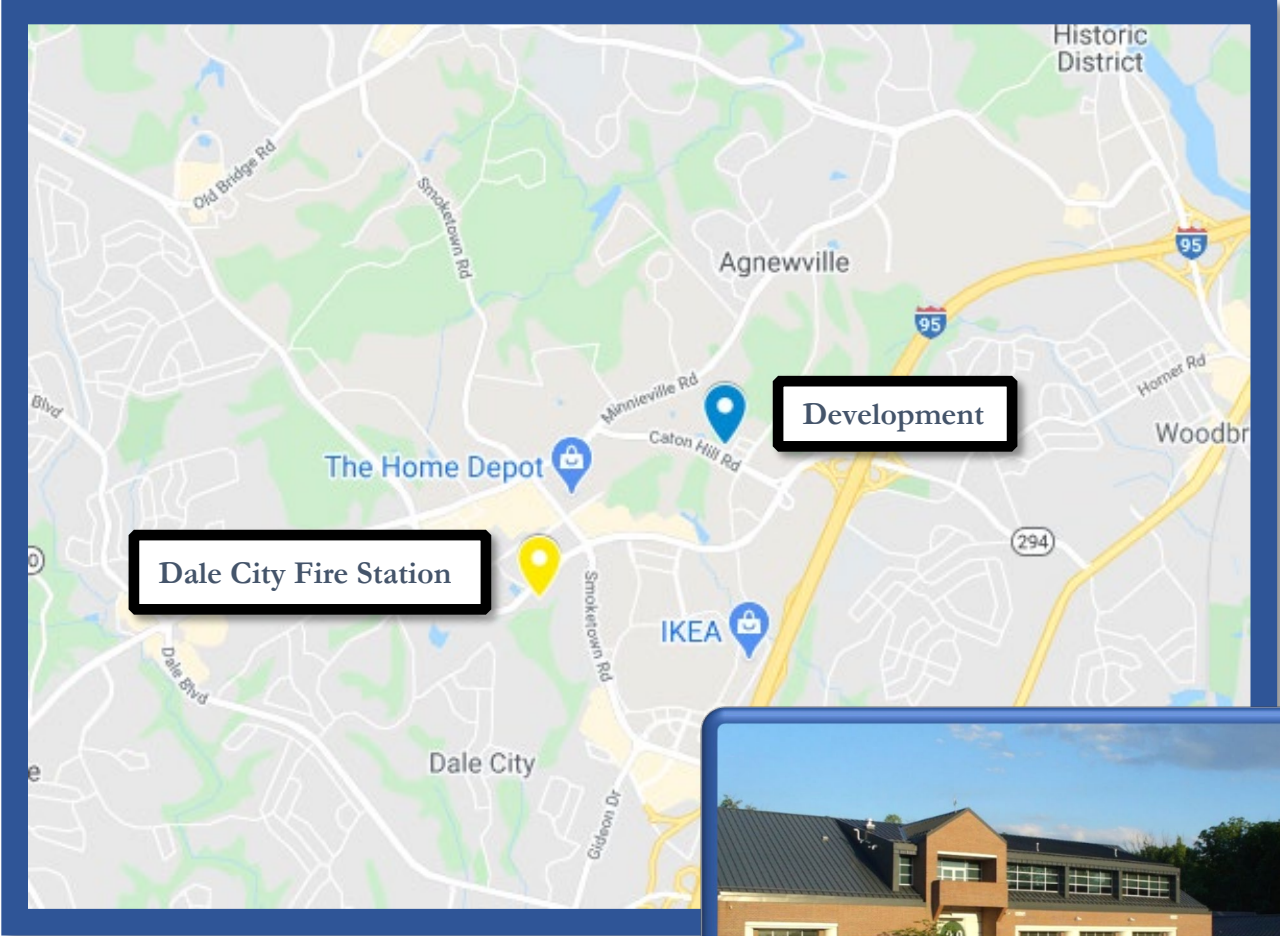
<i>Projected Resident Impact</i>	<i>Average Annual Incident Rate</i>	<i>Projected Annual Increase</i>
824	0.23	187

According to the County Assessor, Station 20, constructed in 2002, consists of 9.5 acres and 23,181 building square feet and supports five tactical units, three of which are fully staffed. Based on County LOS standards, this implies that the station can service a minimum of 6,000 incidents per year. According to the County department of Fire and Rescue, in calendar year 2018, Station 20 served 10,572 residents and answered 2,398 calls, which suggests a call volume per resident of 0.23 (calculated

as 2,398 calls ÷ 10,572 residents)¹. This implies that Station 20 has the capacity to accommodate an additional 3,602 calls per year (6,000 – 2,398 = 3,602). Therefore, the projected impact of 187 calls per year that will be generated by the Residential Development can be accommodated by existing excess capacity. Table III-B.5 on the previous page shows the projected annual increase of call volume.

¹ Represents the most recent response statistics for Station 20 provided by Prince William County.

EXHIBIT I: AREA MAP (DEVELOPMENT SITE & DALE CITY FIRE STATION #20 FACILITY)



MITIGATION STRATEGIES

Because the excess capacities at the Central District Police Station exceed the projected increase in service demand by the Residential Development, any proffer related to police station facility costs would be inappropriate under the Residential Proffer Legislation. Also, the County Capital Improvement Plan does not include any capital improvements to Police Administrative facilities that increase capacity in the Residential Development's service area. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

The excess capacities at Dale City Fire Station 20 exceed the projected increase in service demand by the Residential Development. Any proffer related to fire and rescue facility costs would be inappropriate under the Residential Proffer Legislation.

Proffers for eligible public safety facilities are calculated in accordance with County LOS standards and shown on the following page in Table III-B.6. The Applicant will undertake efforts necessary to ensure that the proposed mitigation strategy is consistent with all applicable law, including, but not limited to, the Residential Proffer Legislation.

TABLE III-B.6
Proffer Estimates - Projected Public Safety Facility Impacts

<i>Public Safety Impact for the Proposed Zoning Reclassification</i>	
Police - Animal Control	
a) Current population of Prince William County ^(a)	470,753
b) Projected residents above by-right. ^(b)	824
c) Total projected County population (a + b)	471,577
d) Total cost of Animal Shelter Expansion/Renovation ^(c)	\$5,370,000
e) Building cost per capita (d ÷ c)	\$11.39
f) Animal Control Proffer required for Residential Development (e × b)	\$9,383.15
Police - Training	
g) Current population of Prince William County ^(a)	470,753
h) Projected residents above by-right. ^(b)	824
i) Total projected County population above by-right (g + h)	471,577
j) Total cost of Public Safety Training Center Master Plan ^(c)	\$40,000,000
k) Project cost per capita (j ÷ i)	\$84.82
i) Training Proffer required for Residential Development (k × h)	\$69,893.15
Estimated Cost Per Home	
m) Gross cost per capita (e + k)	\$96.21
n) Residents in development above by-right ^(d)	824
o) Total proffer for development in units in excess of by-right (m × n)	\$79,276.30
Proffer contribution: Per multi-family unit (o ÷ 355)	\$223.31
^(a) Source: Prince William County Geographic Information Systems Demographics Quarterly Estimates (as of 3/31/2021). ^(b) See Table III-B.1. ^(c) Source: Prince William County Capital Improvements Program Fiscal Years 2022-27. Amount represents the portion of the \$16.725mm expansion cost balance to be financed. ^(d) See Table III-B.5.	

III-C. Public Parks Facility Improvement Impacts

METHODOLOGY

MuniCap applied the LOS standards for public parks as identified in the County Comprehensive Plan – (Parks Recreation and Tourism approved March 10, 2020) to calculate the impact of the Residential Development on public parks services. MuniCap then compared the existing capacity at the relevant public parks facilities to the forecasted increase in required services resulting from the proposed development and determined whether the projected demand exceeded current capacity.

PROJECTED NET RESIDENT IMPACTS

As previously described, the Residential Development includes 355 multi-family units. Based on projected development and the average occupancy of residential units in the County, the proposed development will house an estimated 824 residents above by-right, as shown in Table III-B.1 of the preceding section.

CURRENT CAPACITY OF PUBLIC PARKS FACILITIES

Based on the County’s established Park Planning Districts, the Residential Development falls within Park Planning District 10. In order to show that the Residential Development’s impacts on the parks system, service area and LOS quality were taken into account. Table III-C.1 below shows the LOS standard for parks and recreation service area requirements

TABLE III-C.1
Prince William County Parks and Recreation Service Area Standards

PARK TYPE	WALK/BIKE SERVICE AREA	DRIVE TIME SERVICE AREA
Neighborhood	5 to 10-minute walk/bike time; bus stop within ¼-mile, preferred	Less than 10 minutes
Community	10 to 15-minute walk/bike time	10 to 20-minute drive time
Regional	Greater than 15-minute walk/bike time	20 to 30-minute drive time
School/Community-Use	5 to 10-minute walk/bike time	Less than 10 minutes

Based on the location of the Residential Development and available parks in Park Planning District 10, the Residential Development will have access to a park from each classification within the specified service area travel times as shown on the following page in Table III-C.2.

TABLE III-C.2
Development Service Area Parks – Distance from Development

<i>Park</i>	<i>Classification</i>	<i>Distance from Development</i>	<i>Drive - Time Estimate</i>
Occoquan Park	Neighborhood	3.2 miles	6 minutes
PWC Stadium Complex	Community	4.7 miles	12 minutes
Chinn Aquatics & Fitness Center	Regional	5.6 miles	13 minutes
Occoquan Elementary School	School-use	3.0 miles	7 minutes

^(a)Source: Prince William County Comprehensive Plan Parks Recreation & Tourism.

The County further evaluates parks and facilities using a quality rating to assess overall LOS. According to the County Comprehensive Plan – (Parks Recreation and Tourism approved March 10, 2020), the County’s goal is to have all parks and facilities at or above a “B” LOS letter grade. The current quality ratings of the abovementioned parks are shown below in Table III-C.3. As of this writing, quality letter grades were not assigned to School-use parks.

TABLE III-C.3
Development Service Area Parks - Quality Score

<i>Park</i>	<i>Classification</i>	<i>Quality Score</i>	<i>LOS Letter Grade</i>
Occoquan Park	Neighborhood	0.53	C
PWC Stadium Complex	Community	0.63	B-
Chinn Aquatics & Fitness Center	Regional	0.60	C

^(a)Source: Prince William County Comprehensive Plan Parks Recreation & Tourism.

Based on the LOS letter grades shown in Table III-C.3, the parks currently identified in the Service Area of the Residential Development are below the County’s stated goal for quality. Thus, the projected impact on public park facilities that will be generated by the Residential Development represents a requirement beyond existing capacity.

MITIGATION STRATEGIES

Any proffer related to public parks must only mitigate the costs reasonably attributable to an increase in population. The County Capital Improvement Plan includes planned capital improvements to Park Planning District 10 that increase capacity in the Residential Development's service area. Proffers have been estimated accordingly based on these planned improvements to Planning District 10.

Proffers for eligible public park facilities are calculated in accordance with County LOS standards and shown on the following page in Table III-C.4. The Applicant will undertake efforts necessary to ensure that the proposed mitigation strategy is consistent with all applicable law, including, but not limited to, the Residential Proffer Legislation.

Neighborhood/School Community Use Park

Neighborhood parks have been identified within The Landing at Prince William Small Area Plan as a priority as residential development increases. Generally, neighborhood parks are the smallest parks in size ranging from ¼-acre to 20 acres (less for urban neighborhood parks) and serve the community within a 5 to 10-minute walk/bike time and less than 10-minute drive time. Amenities typically include singular field/open play areas with no standard dimensions, singular courts, picnic pavilion and playgrounds. In conclusion, the Residential Development is creating the desired space and providing amenities to meet the needs of neighborhood parks. Given the needs, the Developer has calculated a proffer contribution and believes the development will further supplement the needs of neighborhood parks by providing the amenities below:

- A pagoda/gazebo near the stormwater management pond.
- A 0.20-acre on-site park that will include a location for potential public art.
- A potential inflatable movie screen.
- A potential on-site garden area.
- A 0.25-acre on-site recreation area providing enough space for passive and active activities.
- A 0.10-acre dog park.
- Well landscaped on-site recreation area with pool, outdoor seating, and a barbecue station.
- A .05-acre tot lot with safe play equipment for multiple age groups, perimeter fencing and soft surface material.

Community Park

Any proffer related to public parks must only mitigate the costs reasonably attributable to an increase in population. Moreover, the County Capital Improvement Plan does not include any capital improvements to Park Planning District 10 that increase community park capacity in the Residential Development's service area. As such, any proffer related to such facilities would be inappropriate under the Residential Proffer Legislation.

Regional Park

The regional park proffer contributions provided in Table III-C.4 on the following page are based on the Lake Ridge Marina and Golf Course and Chinn Aquatics & Fitness Center. Although these regional park contributions are not currently planned parks with a definitive timeframe in which the Applicant's development would receive a direct and material benefit, the applicant has agreed to provide proffers toward these park improvements.

Linear/Greenway Parks

The linear park/greenway proffer contribution provided in Table III-C.4 on the following page is based on the Occoquan Greenway. Although the Occoquan Greenway is not a currently planned park with a definitive timeframe in which the Applicant's development would receive a direct and material benefit, the Applicant has agreed to provide a proffer towards this park improvement.

TABLE III-C.4
Proffer Estimates – Projected Parks and Recreation Impacts

Public Park Facilities	
Lake Ridge Marina & Golf Course	
a) Cost to construct Lake Ridge Marina & Golf Course ^(a)	\$660,000
b) Current population of Occoquan Magisterial District ^(b)	65,673
c) Projected development residents above by-right. ^(c)	824.00
d) Total projected District population (b + c)	66,497.00
e) Project cost per capita (a ÷ d)	\$9.93
f) Sub-total: community park proffer contribution for Development (c × e)	\$8,178.41
Chinn Aquatics & Fitness Center	
g) Cost to construct Chinn Aquatics & Fitness Center ^(a)	\$825,000
h) Current population of Occoquan Magisterial District ^(b)	65,673
i) Projected development residents above by-right. ^(c)	824.00
j) Total projected District population (h + i)	66,497.00
k) Project cost per capita (g ÷ j)	\$12.41
l) Sub-total: community park proffer contribution for Development (i × k)	\$10,223.02
Occoquan Greenway	
m) Cost to construct Occoquan Greenway ^(a)	\$5,000,000
n) Current population of Occoquan Magisterial Districts ^(b)	65,673
o) Projected development residents above by-right ^(c)	824.00
p) Total projected District population (n + o)	66,497.00
q) Project cost per capita (m ÷ p)	\$75.19
r) Sub-total: linear/park greenway proffer contribution for Development (o × q)	\$61,956.56
s) Total Development Proffer Contribution: Public Parks (f + l + r)	\$80,357.99
t) Proffer contribution per resident per townhome unit (e + k + q × 3.16)	\$226.25
Total Proffer contribution: Total multi-family contribution (t × 355)	\$80,319
^(a) Source: Prince William County Parks, Recreation & Open Space Master Plan. Based on estimated costs located within the expanded service recommendations for Chinn Aquatics & Fitness Center, Lake Ridge Marina & Golf Course and Occoquan Greenway. ^(b) Source: Prince William County Geographic Information Systems Demographics Annual Estimates (as of 12/31/2020). The population is based on the entire Occoquan Magisterial District which the parks will be serving. ^(c) See Table III-B.1.	

IV. Conclusions, Assumptions, and Limitations

The preceding narrative provides projections of impacts to public facility improvements as mandated by the Prince William County Justification Narrative Requirement and has been updated based on comments received by County staff. This narrative is being resubmitted for review. Upon receipt of such review and any additional commentary, the Applicant will further augment this submission with specific mitigation strategies as appropriate.

SUMMARY OF ANALYSIS

Based on MuniCap's analysis, the estimated cash proffer that may be collected from the Residential Development is as shown in Table IV-A.

TABLE IV-A
Summary of Analysis

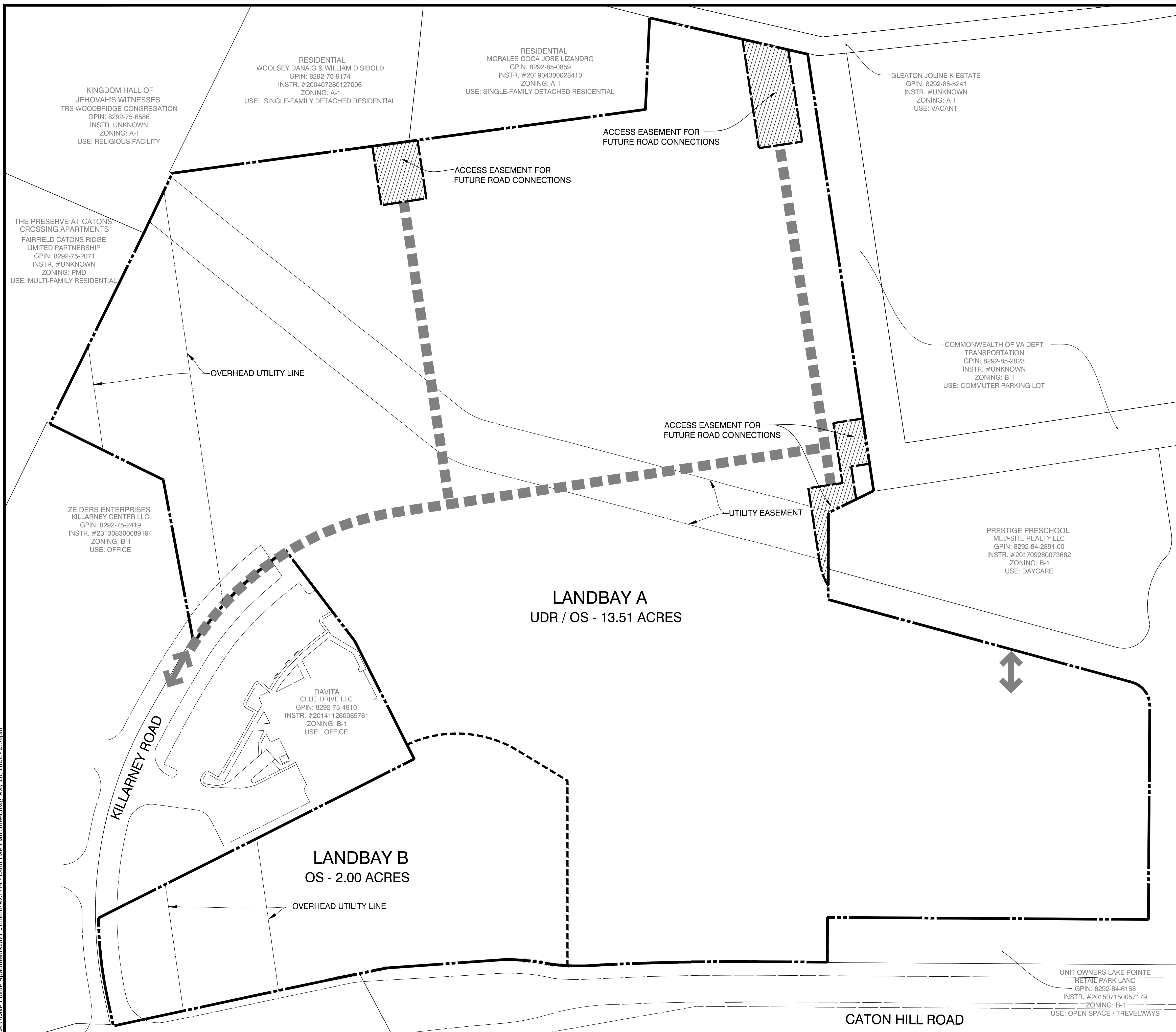
<i>Public Facilities</i>	<i>Estimated Proffer per Dwelling Unit</i>
a) Public school facilities cost per unit^(a)	\$853.12
b) Public safety facilities cost per unit^(b)	\$223.31
c) Public parks facilities cost per unit^(c)	\$226.25
d) Public transportation facilities	N.A.
e) Total estimated proffer per unit	\$1,302.68
f) Proposed multi-family units^(d)	355
Total Development Proffer Contribution (e × f)	\$462,452.21
^(a) See Table III-A.4. ^(b) See Table III-B.5. ^(c) See Table III-C.4. ^(d) See Table III-B.1.	

ASSUMPTIONS AND LIMITATIONS

This narrative does not contemplate public transportation facility improvement impacts, which are addressed in the Traffic Impact Analysis.

MuniCap obtained the information presented and used in this narrative from multiple sources. While these sources are believed to be reliable, MuniCap has not undertaken any efforts to independently verify the veracity of any such information.

While the methodology employed, and the content provided herein, are believed to be consistent with applicable law, including the Residential Proffer Legislation, none of the statements in this document should be construed as legal advice.



LEGEND:

- PROPERTY/LANDBAY BOUNDARY - [Dashed line symbol]
- PRINCIPAL ROADWAY (UAS-1) - [Thick dashed line symbol]
- ENTRANCE LOCATION - [Double-headed arrow symbol]
- LANDBAY BOUNDARIES - [Dotted line symbol]

NOTES:

1. SITE OWNER - CATON HILL PROPERTIES LLC.
2. GPIN #s - 8292-75-8519 & 8292-84-1372.00
3. SITE AREA - +/- 15.51 ACRES
4. EXISTING ZONING - B-1 (GENERAL BUSINESS)
5. PROPOSED ZONING - PMR (PLANNED MIXED RESIDENTIAL)
6. BACKGROUND INFORMATION AND DATA COURTESY OF PRINCE WILLIAM COUNTY GIS DATA.

LANDBAY TABLE:

LANDBAY	GROSS ACRES	ZONING DESIGNATION [LANDBAY DESIGNATION]	MAXIMUM DEVELOPMENT DWELLING UNITS (DU)	LAND USE PERMITTED
A	13.51	PMR (HIGH-RISE) [UDR / OS]	355 DU	HIGH-RISE RESIDENTIAL* & OPEN SPACE
B	2.00	PMR (HIGH-RISE) [OS]	N/A	OPEN SPACE
TOTAL	15.51	N/A	N/A	N/A

PLANNED MIXED RESIDENTIAL (PMR) AREA	15.51	MAXIMUM DWELLING UNITS	355 DU
--------------------------------------	-------	------------------------	--------

* - HIGH-RISE RESIDENTIAL BUILDINGS PER LAKE POINTE DESIGN GUIDELINES

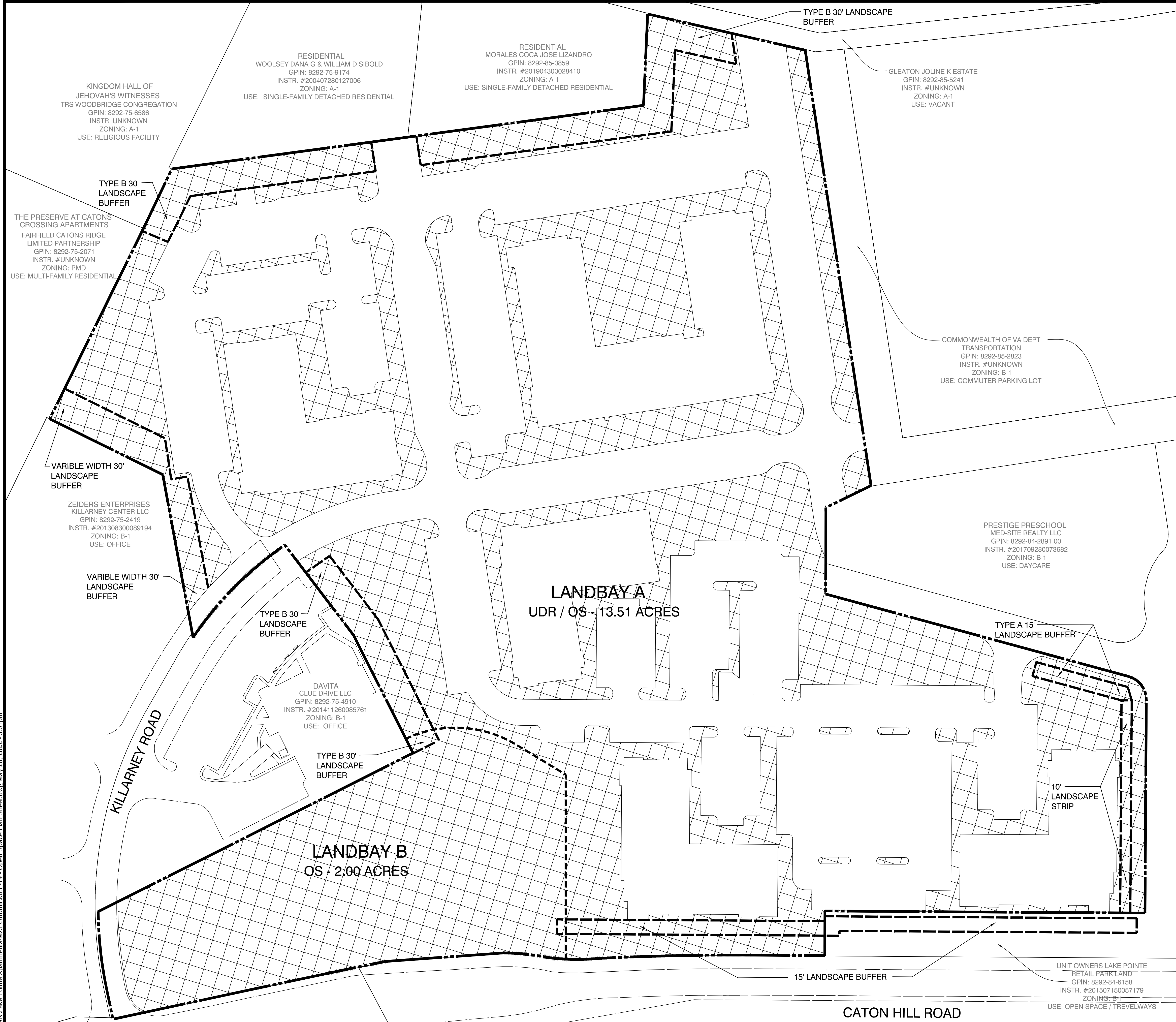
**LAKE POINTE
LAND USE PLAN**

DATE: NOVEMBER 20, 2020
 REVISED DATE: APRIL 21, 2021
 SEPTEMBER 1, 2021 - MARCH 11, 2022
 MAY 12, 2022
 OCCOQUAN MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA
 SHEET 1 OF 3

REZ# 2021-00009



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LEGEND:

PROPERTY/LANDBAY BOUNDARY -

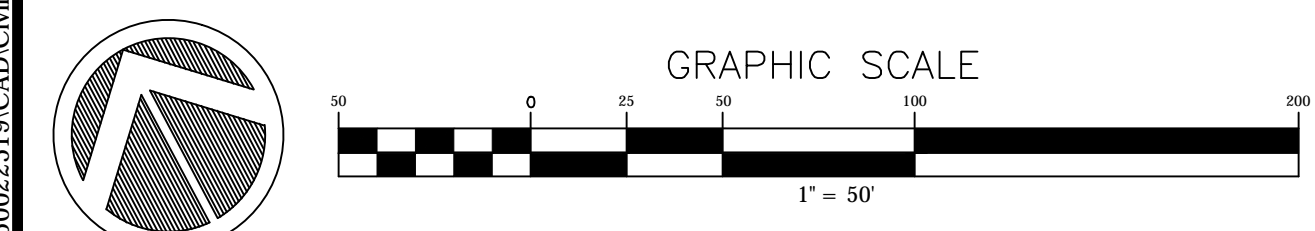
APPROXIMATE OPEN SPACE AREAS -

OPEN SPACE TABULATION:

LANDBAY	AREA (ACRES)	OPEN SPACE REQUIRED (%)	OPEN SPACE REQUIRED (ACRES)	OPEN SPACE PROVIDED (%)	OPEN SPACE PROVIDED (ACRES)
A	13.51	N/A	N/A	37.7%	5.1
B	2.00	N/A	N/A	96.0%	1.9
TOTAL	15.51	30.0%	4.7	45.3%	7.0

NOTE - NOTWITHSTANDING THE ESTIMATES PROVIDED HEREON, THE FINAL LOCATIONS AND ACREAGE OF OPEN SPACE TO BE PROVIDED ON THE PROPERTY SHALL BE SHOWN ON SITE PLANS AND SHALL BE A MINIMUM OF 4.7 ACRES (30%).

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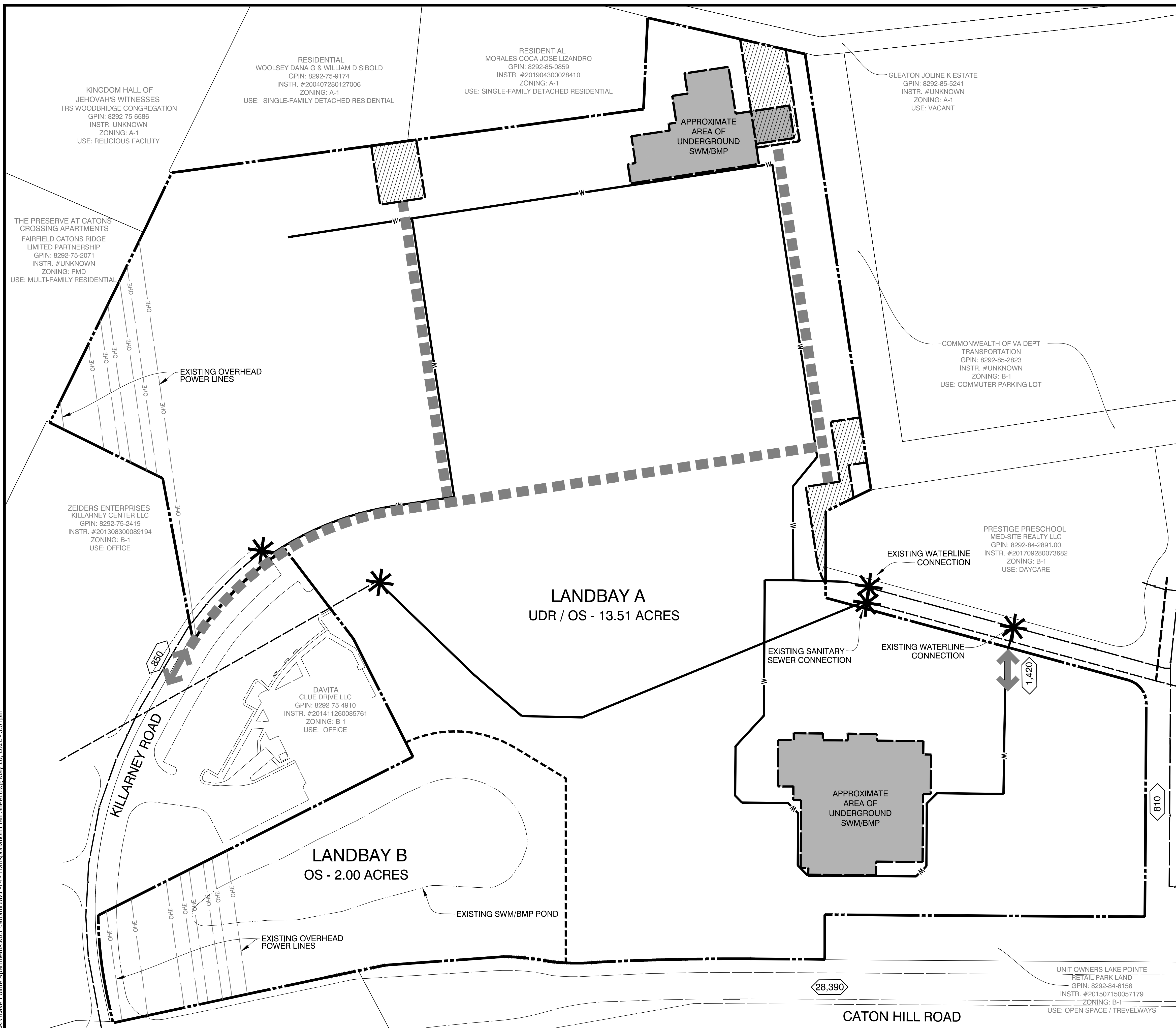


LAKE POINTE OPEN SPACE PLAN

DATE: NOVEMBER 20, 2020
 REVISED DATE: APRIL 21, 2021
 SEPTEMBER 1, 2021 - MARCH 11, 2022
 MAY 12, 2022
 OCCOQUAN MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA
 SHEET 2 OF 3

REZ# 2021-00009





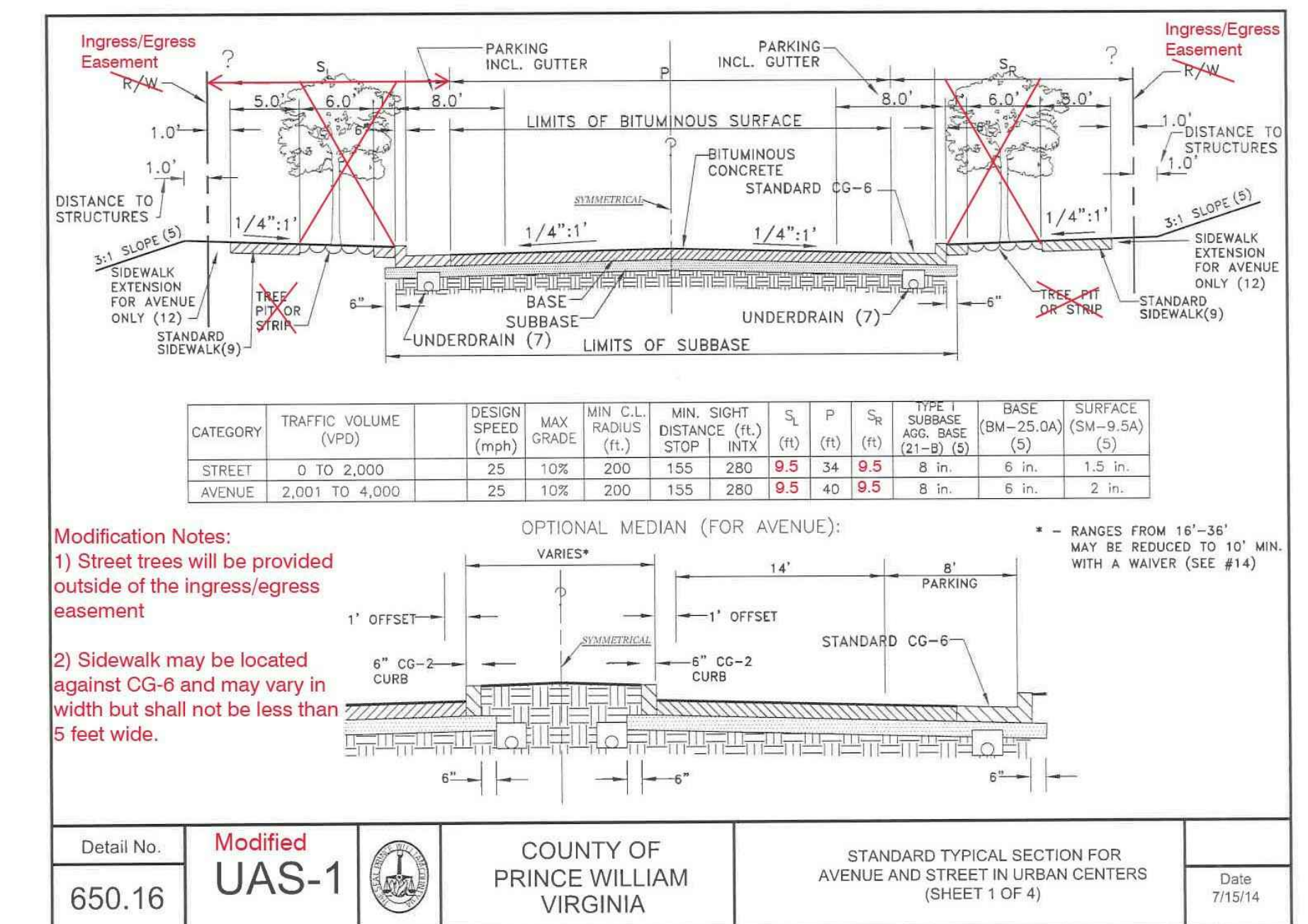
LEGEND:

- PROPERTY/LANDBAY BOUNDARY - [Dashed line symbol]
- PRINCIPAL ROADWAY (MODIFIED UAS-1) - PRIVATE STREET [Thick dashed line symbol]
- ENTRANCE LOCATION - [Double-headed arrow symbol]
- AVERAGE DAILY TRIPS (ADT) - [123 in diamond symbol]
- CONNECTIONS TO EX. UTILITIES - [Star symbol]
- PROP. SANITARY SEWERLINE - [Solid line with 'S' symbol]
- PROP. WATERLINE - [Solid line with 'W' symbol]
- PROP. UNDERGROUND SWM/BMP - [Hatched area symbol]
- PROP. ACCESS EASEMENT FOR FUTURE ROAD CONNECTIONS - [Hatched area symbol]
- EX. SWM BMP POND - [Dotted area symbol]
- EX. SANITARY SEWERLINE - [Dashed line with 'S' symbol]
- EX. WATER EASEMENT - [Dashed line with 'W' symbol]
- EX. STORMWATER LINE - [Dashed line with 'ST' symbol]

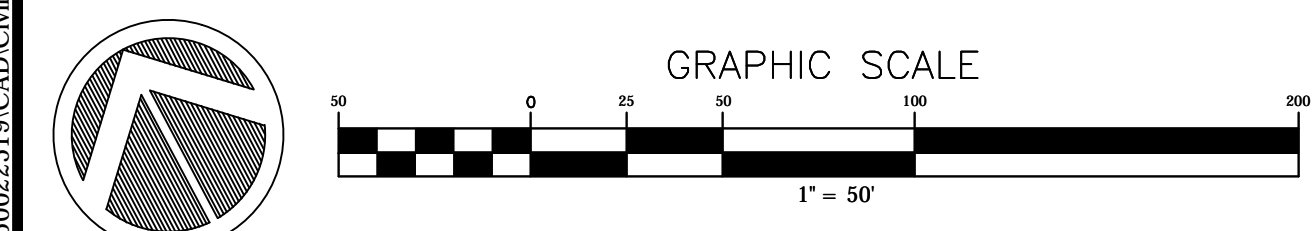
NOTES:

1. POSSIBLE WATER AND SANITARY SEWER CONNECTIONS SHOWN HEREON ARE PROPOSED TO PROVIDE SERVICE TO THE PROJECT AREA.
2. ALIGNMENT AND SIZE OF PROPOSED WATER AND SANITARY SEWER LINES WILL BE DETERMINED WITH FINAL ENGINEERING AND WILL BE BASED UPON CAPACITY NEEDED TO SERVE THE PROJECT.
3. ALL DEVELOPMENT WITHIN THE PROJECT LIMITS REQUIRING PUBLIC WATER OR SANITARY SEWER SHALL BE SERVED WITH PUBLIC WATER AND SANITARY SEWER.
4. PROPOSED UTILITY CONNECTION POINTS ARE PRELIMINARY. SUBJECT TO CHANGE WITH FINAL ENGINEERING, AVAILABILITY OF EASEMENTS, AND ARE SUBJECT TO APPROVAL BY THE PRINCE WILLIAM COUNTY SERVICE AUTHORITY.
5. OFF-SITE UTILITY CONNECTIONS SHALL REQUIRE APPLICABLE EASEMENT ACQUISITION PRIOR TO FINAL SITE PLAN APPROVAL PROPOSING SUCH UTILITY.
6. BACKGROUND INFORMATION AND DATA COURTESY OF PRINCE WILLIAM COUNTY GIS DATA

MODIFIED UAS-1 STREET SECTION (PRIVATE STREET):



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**LAKE POINTE
TRANSPORTATION AND UTILITIES PLAN**

DATE: NOVEMBER 20, 2020
 REVISED DATE: APRIL 21, 2021
 SEPTEMBER 1, 2021 - MARCH 11, 2022
 MAY 12, 2022
 OCCOQUAN MAGISTERIAL DISTRICT
 PRINCE WILLIAM COUNTY, VIRGINIA
 SHEET 3 OF 3

REZ# 2021-00009

Dewberry
Engineers Inc.

13575 HEATHCOTE BLVD.
 SUITE 150
 GAINESVILLE, VA 20155-6693
 PHONE: 703.468.2211
 FAX: 703.468.2212



NOTES:

1. SITE OWNER: CATON HILL PROPERTIES LLC
2. GPIN # 8292-84-1372.00 AND 8292-75-8519
3. TOTAL SITE AREA: +/- 15.51 AC.
4. EXISTING ZONING: B-1
5. THERE IS NO MAPPED RPA WITHIN PROJECT BOUNDARY
6. NO 100 YR FLOOD WITHIN PROJECT BOUNDARY PER FEMA MAP # 51153CO216D.
7. 2 TOPOGRAPHY INFORMATION SHOWN HERON IS BASED ON PRINCE WILLIAM COUNTY GIS.
8. SOILS INFORMATION PROVIDED TAKEN FROM SOIL SURVEY OF PRINCE WILLIAM COUNTY PREPARED BY THE U.S.D.A. 1984.
9. VEGETATION MAPPING, SPECIMEN TREE LOCATIONS, AND DESCRIPTIONS SHOWN HEREON PER FIELD INVESTIGATION CONDUCTED BY TNT IN NOVEMBER 2020.
10. WATERS OF THE U.S. (WOUS), INCLUDING WETLANDS, SHOWN HEREON PER FIELD INVESTIGATION CONDUCTED BY TNT IN NOVEMBER 2020.
11. PER ENDANGERED AND THREATENED SPECIES (ETS) REVIEW PREPARED BY TNT DATED DECEMBER 14, 2020 THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR) INDICATES THAT NATURAL HERITAGE RESOURCES HAVE NOT BEEN DOCUMENTED IN THE WITHIN THE PROJECT AREA. THE DEPARTMENT OF GAME AND INLAND FISHERIES (DGIF) INDICATES THAT THE WOOD TURTLE (*Mydasmydas insculpta*) HAS POTENTIAL HABITAT WITHIN A 2-MILE RADIUS OF THE SITE. HOWEVER, THERE ARE NO DOCUMENTED OCCURRENCES OR "COLLECTIONS" RECORDS OF THESE SPECIES WITHIN THE LIMITS OF THE PROPOSED PROJECT. FINALLY, ACCORDING TO U.S. FISH AND WILDLIFE SERVICE THE NORTHERN LONG-EARED BAT (*Myotis septentrionalis*) IS LISTED AS POTENTIALLY BEING PRESENT WITHIN THE GEOGRAPHIC AREA OF THE PROJECT. HOWEVER, THERE ARE NO KNOWN HIBERNACULA OR MATERNITY ROOSTS PRESENT WITHIN PRINCE WILLIAM COUNTY. THUS, UNDER THE FINAL 4(d) RULE ISSUED IN JANUARY 2016, NO FURTHER COORDINATION REGARDING THE NORTHERN LONG-EARED BAT IS REQUIRED.

SOILS INVENTORY:

SOIL #	SOIL NAME	SOIL CAT.	SURFACE RUNOFF	EROSION HAZARD	DEPTH TO BEDROCK	SHRINK-SWELL	FLOODING	SLOPES
42B	NEABSCO-QUANTICO COMPLEX	2	MEDIUM	MODERATE	> 60"	LOW MOD.	NONE	2-7%
47B	QUANTICO SANDY LOAM	1	MEDIUM	MODERATE	MORE THAN 60"	MOD.	NONE	2-7%
47C	QUANTICO SANDY LOAM	1	MEDIUM	SEVERE	MORE THAN 60"	MOD.	NONE	7-15%

IMPERVIOUS/PERVIOUS ESTIMATES:

	IMPERVIOUS	PERVIOUS
EXISTING:	0.14 AC.	15.36 AC.
PROPOSED:	± 6.65 AC.	± 8.85 AC.

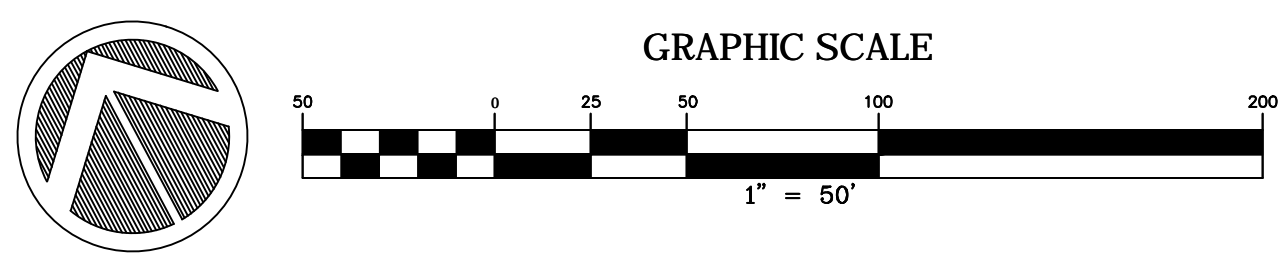
VEGETATION INVENTORY

TNT ENVIRONMENTAL, INC. (TNT) CONDUCTED A SITE RECONNAISSANCE TO EVALUATE THE VEGETATION COVER TYPES ON THE PROJECT SITE IN NOVEMBER 2020. A MEDIUM TO MATURE-AGED (8"-20" DBH) YELLOW POPLAR-WHITE OAK-NORTHERN RED OAK STAND COMPRISES MUCH OF THE SITE AND IS DOMINATED BY WHITE OAK, RED OAKS, EASTERN RED CEDAR, AND SWEET GUM. THE REMAINDER OF THE SITE CONSISTS OF EARLY SUCCESSIONAL (2"-10" DBH) EASTERN RED CEDAR STANDS DOMINATED BY EASTERN RED CEDAR AND VIRGINIA PINE. INVASIVE SPECIES LOCATED ON SITE INCLUDE JAPANESE HONEYSUCKLE, KUDZU, TATARIAN HONEYSUCKLE, JAPANESE STILTGRASS, LESPEDEZA AND POKEWEE. INVASIVE SPECIES NOTED ARE IN HIGH ABUNDANCE. DURING THE SITE RECONNAISSANCE, SEVEN (7) SPECIMEN TREES WERE OBSERVED WITHIN THE PROPERTY BOUNDARY. SURVEYED BY DEWBERRY (2020). PROPERTY BOUNDARY, TOPOGRAPHY AND OTHER SURVEY INFORMATION PROVIDED BY DEWBERRY (2020).

SPECIMEN TREES

TREE NUMBER	COMMON NAME	SIZE (INCHES DBH)	CRITICAL ROOT ZONE (FEET)	CONDITION	NOTES & ARBORIST RECOMMENDATIONS)
93	SOUTHERN RED OAK	32"	32'	FAIR	Some dead limbs and broken limbs, girdled roots
94	SOUTHERN RED OAK	31"	31'	FAIR	Swollen base, gall on trunk, vines up trunk, several dead limbs and broken limbs
95	WHITE OAK	37"	37'	POOR	Rot at base, moderate dieback, many large dead limbs
96	WHITE OAK	32"	32'	POOR	Many dead limbs and broken limbs, rot at base, covered in vines
97	WHITE OAK	40"	40'	FAIR/POOR	Rot at base, several dead limbs and broken limbs, weeping wounds, included bark
98	NORTHERN RED OAK	34"	34'	FAIR	Double trunk, weak crotch with included bark, some dead limbs and broken limbs
99	WHITE OAK	33"	33'	FAIR	Dead co-leader, small cavity at co-leader, triple trunk, water sprouts, some dead limbs and broken limb
100	WILLOW OAK	32"	32'	FAIR/POOR	Small cavity near base, girdled roots, lean in growth, poor form, several dead limbs and broken limbs
786	SOUTHERN RED OAK	42	42	FAIR	Several dead limbs
787	SOUTHERN RED OAK	37.5	37.5	FAIR	Several dead limbs and poorly pruned
788	SOUTHERN RED OAK	57	57	FAIR/POOR	Double trunk, some rot and decay at crotch, several dead limbs

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LEGEND:

- AREAS OF STEEP SLOPES 15% OR GREATER
- MAPPED SOILS UNIT
- APPROXIMATE LIMITS OF CLEARING (LOC)
- WATERS OF THE U.S.
- EX. YELLOW POPLAR-WHITE OAK-NORTHERN RED OAK STAND
- EX. EASTERN RED CEDAR STAND
- APPROXIMATE LOCATION OF SPECIMEN TREE
- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY

LAKE POINTE ENVIRONMENTAL CONSTRAINTS ANALYSIS

DATE: NOVEMBER 20, 2020
REV. DATE: APRIL 21, 2021
REZ# 2021-00009
SHEET 1 OF 1

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FAX: 703.468.2212

OCOQUAN MAGISTERIAL DISTRICT
PRINCE WILLIAM COUNTY, VIRGINIA

LAKE POINTE

DESIGN GUIDELINES



LAKE POINTE

DESIGN GUIDELINES

NOVEMBER 20, 2020
REVISED: SEPTEMBER 1, 2021
REVISED: MARCH 11, 2022
REVISED: MAY 12, 2022

Prepared For:



NRP Group, LLC
9801 Washington Blvd., Suite 310
Gaithersburg, MD 20878

Prepared By:



Dewberry Engineers Inc.
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austin, tx 78730



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Chantilly, Virginia 20151

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SECTION 1. INTRODUCTION

1.1 DESIGN GUIDELINE INTRODUCTION

These Design Guidelines are intended to provide the vision for the proposed Lake Point community. The guiding principles outlined in this document are to be adhered to during the design, construction, and occupation phases of the project. Minor deviations from the design principles outlined herein are permitted so long as the overall vision is maintained.

1.2 PROJECT LOCATION

The project is in eastern Prince William County, Virginia. More specifically it is located a little over a half mile west of the Interstate 95 / Prince William Parkway interchange along Caton Hill Road. The future residents within the site will find many of their basic services within a half-mile radius. Multi-modal transit opportunities are easily accessible for pedestrians to connect to shopping, dining, and entertainment opportunities in and around Potomac Mills Mall. Future retail and entertainment options will develop under Prince William County's Small Area Plan known as The Landing at Prince William. Health care options are also conveniently nearby at Sentara's Northern Virginia Medical Center and the future Kaiser Permanente South Northern Virginia Hub

PROJECT LOCATION MAP



1.3 BASIS OF DESIGN

The design of the Lake Pointe community, the Project, was strongly influenced and characterized by Prince William County's The Landing at Prince William Small Area Plan (SAP). The Project is mostly located in the proposed "Town Center" future land use classification area of the SAP. The area of the Project is further defined as being in a T-4 Transect Zone and is shown to be predominantly Residential on the SAP's Town Center Illustrative Plan (Figure 29).

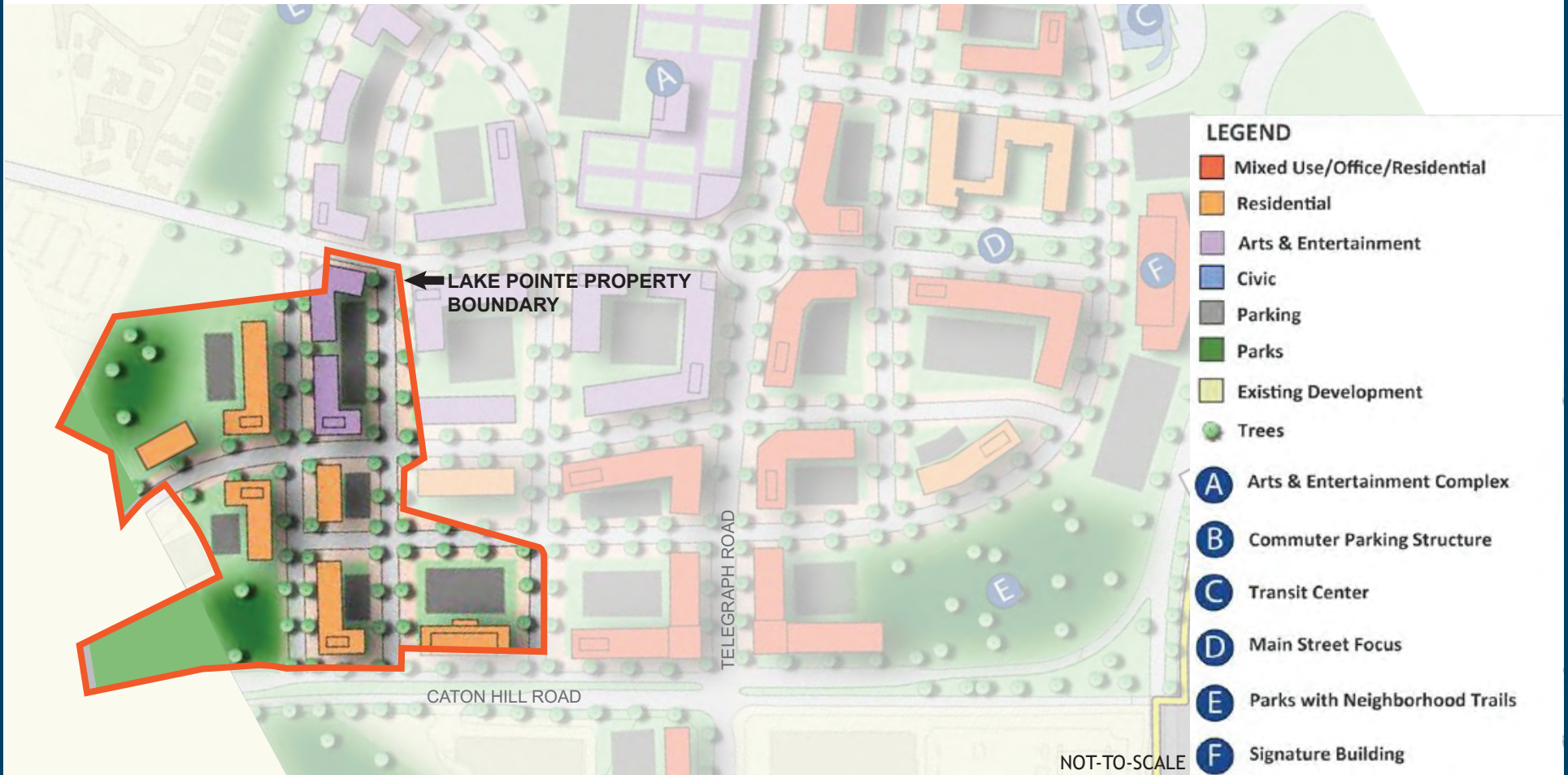


Image From The Landing at Prince William Small Area Plan.

The vision for the Project was developed around the Town Center parameters set forth in the SAP for the primary use, development pattern, density, building height, block length, etc.

T-4 BUILDING STANDARDS

Mixed Use Intensity	Moderate
Activity Density (jobs + people/ac)	25 -60/ac
Avg. Bldg. Height	4 Stories
Typical Max Bldg. Height	8 Stories
Typical Net FAR	0.57 - 1.38
Supported Transit Technology	Express Bus



Image From The Landing at Prince William Small Area Plan.

TOWN CENTER STANDARDS

PRIMARY USES	SECONDARY USES	TARGET RESIDENTIAL DENSITY	TARGET NON-RESIDENTIAL FAR	TARGET LAND USE MIX
--------------	----------------	----------------------------	----------------------------	---------------------

- | | | | | |
|---|---|--|---|--|
| <ul style="list-style-type: none"> • RETAIL & SERVICE COMMERCIAL • OFFICE • ENTERTAINMENT COMMERCIAL • MULTI-FAMILY RESIDENTIAL • GOVERNMENT CONTRACTING • HOTEL • CONFERENCE CENTER • TRANSIT CENTER | <ul style="list-style-type: none"> • CIVIC CENTER • CULTURAL CENTER • COMMUNITY INSTITUTIONAL • PARKING | <ul style="list-style-type: none"> • T-4 - 8-24 DU/ACRE | <ul style="list-style-type: none"> • T-4 - 0.57-1.38 FAR | <ul style="list-style-type: none"> • RESIDENTIAL:40-80% • NON-RESIDENTIAL: 10-65% • CIVIC: 5% |
|---|---|--|---|--|

TOWN CENTER STANDARDS

TARGET BUILDING HEIGHT	MINIMUM OPEN SPACE	IMPLEMENTING ZONING DISTRICTS	GENERAL BLOCK DIMENSIONS
------------------------	--------------------	-------------------------------	--------------------------

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> • T-4 - 4-6 STORIES | <ul style="list-style-type: none"> • 10% OF SITE | <ul style="list-style-type: none"> • PMD • PMR • PBD • R-U | <ul style="list-style-type: none"> • 200'-660' IN LENGTH |
|---|---|--|---|



Image From The Landing at Prince William Small Area Plan.

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SECTION 2. COMMUNITY DESIGN

ILLUSTRATIVE PLAN



2.1 SITE PLAN

The Project will propose five residential buildings, one 5-story building and four 4-story buildings. The proposed buildings should be located to front on existing and/or proposed roadway networks to enhance pedestrian mobility and provide screening of parking areas. Three new primary streets should be provided. These streets should provide the ability to connect to existing and future adjacent developments. The Project should have internal landscaped open spaces areas and shall also be surrounded with landscaped open spaces.

VEHICULAR PLAN



2.2 MOBILITY

The Project should provide three new streets. Two providing a north/south connection from the existing Lake Pointe development through the property. The third providing an easterly extension of existing Killarney Drive. These streets should provide on-street parking, sharrow bike lanes, and sidewalks. The proposed street network design should be based on the Urban Street section design standards from Prince William County's DCSM.

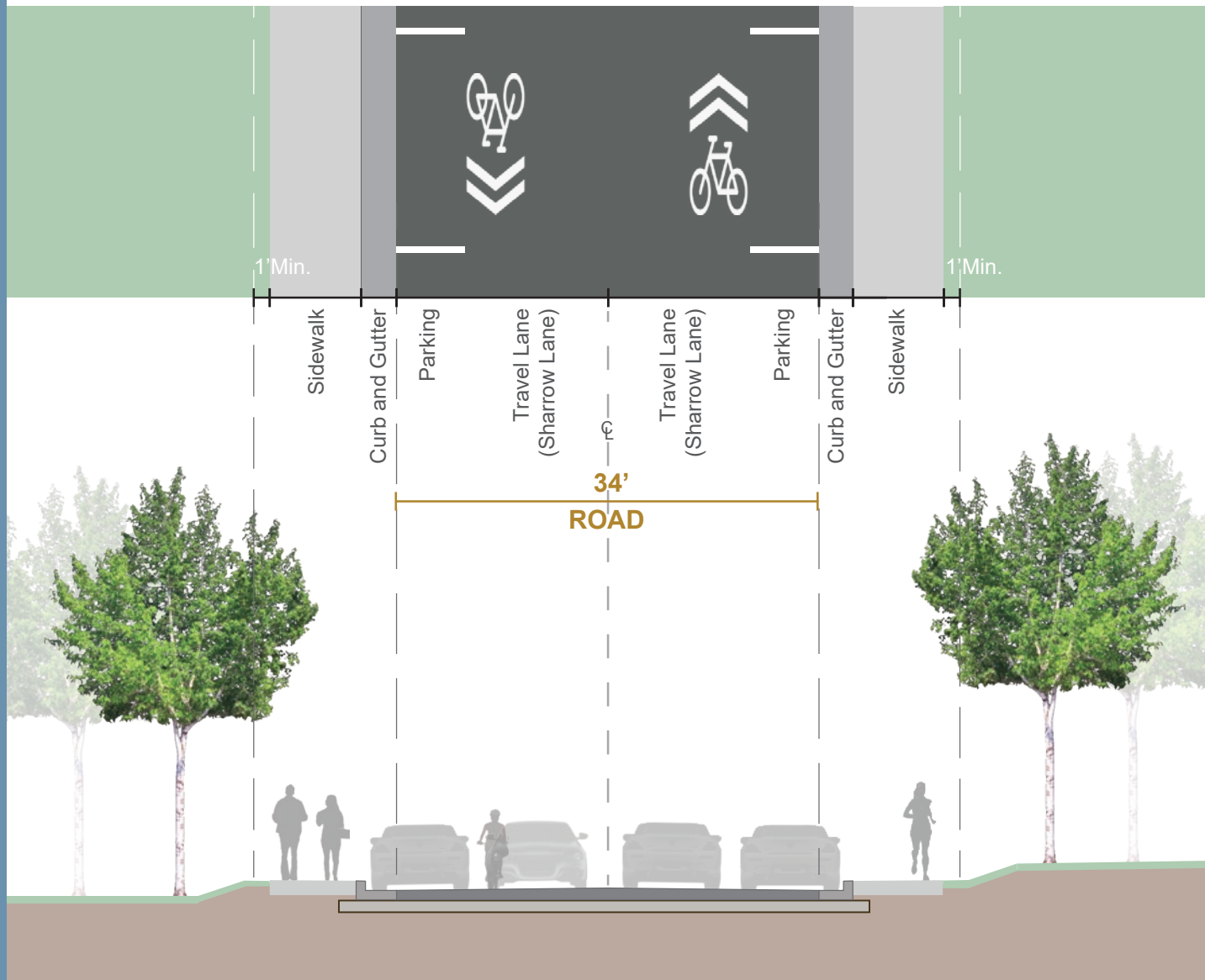
BICYCLIST

The sharrow lanes will provide bicyclist a safe internal circulation route with the opportunity to easily access the adjacent VDOT park-n-ride lot and existing shared-use paths along Caton Hill Road, and Telegraph Road. Throughout the project site there should be certain bicyclist accommodations provided to include bike racks, an internal bike storage facility, and bike repair station.

PEDESTRIAN

Pedestrian circulation will be provided with sidewalks along the three new streets as well as other sidewalks located around the proposed buildings. These sidewalks should also provide connections to existing sidewalks and shared-use paths. These connections will provide convenient access to nearby shopping, dining, healthcare, and multi-model transit opportunities.

PROPOSED STREET SECTION



Note: Where sidewalks and/or parking are not provided the street width shall be decreased.

BIKE PLAN



Bike Rack

Note: Images contained on this page are for exemplary purposes only and are subject to change.



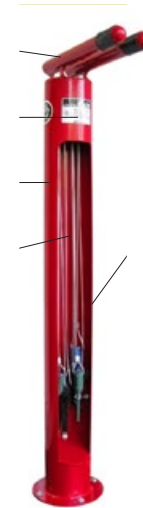
Bike Rack



Bike Storage in Building Area



Bike Repair Station



Bike Repair Station Device

PEDESTRIAN PLAN



Sidewalk Along Shared Parking

CONTEXTURAL VICINITY MAP



2.3 SITE LIGHTING & FURNISHINGS

LIGHTING

All fixtures should conform to standards put forth in the Zoning Ordinance and DCSM.

The illustrations show examples of the quality and style of lights to be used within the Lake Pointe development.

STREET FURNITURE

Street furniture supports pedestrian life along streets and elevates the quality of the streetscape by providing places for people to sit or gather, deposit trash, and store bicycles. Lake Pointe street furniture will also accommodate and extend comfort to our canine companions. Dog waste stations will be placed in key areas for dog walkers to ensure convenience and a clean environment for the community. Stations will be equipped with bags, litter receptacles, and should match the color of other site furnishings. The Lake Pointe development will unify the streetscape amenity areas by providing street furniture of similar style, quality, and characteristics. The following images show examples of general street furniture characteristics.

PAVING MATERIALS

The community must have safe and durable walkways and the use of concrete is a versatile and cost-effective way to accomplish this. Concrete walkways can have interesting scoring patterns to achieve a more detailed and refined look. In certain areas, like amenity courtyards or primary building entrances, concrete unit pavers may be used to enhance appearance and demarcate high-interest areas.



Hardscape Materials

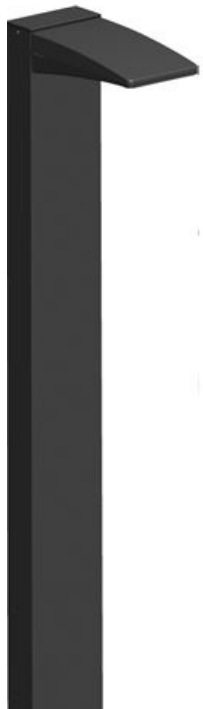
Note: Images contained on this page are for exemplary purposes only and are subject to change.



Bench Seating



Paver



Outdoor Lighting



Dog Trash Dispenser



Outdoor Lighting

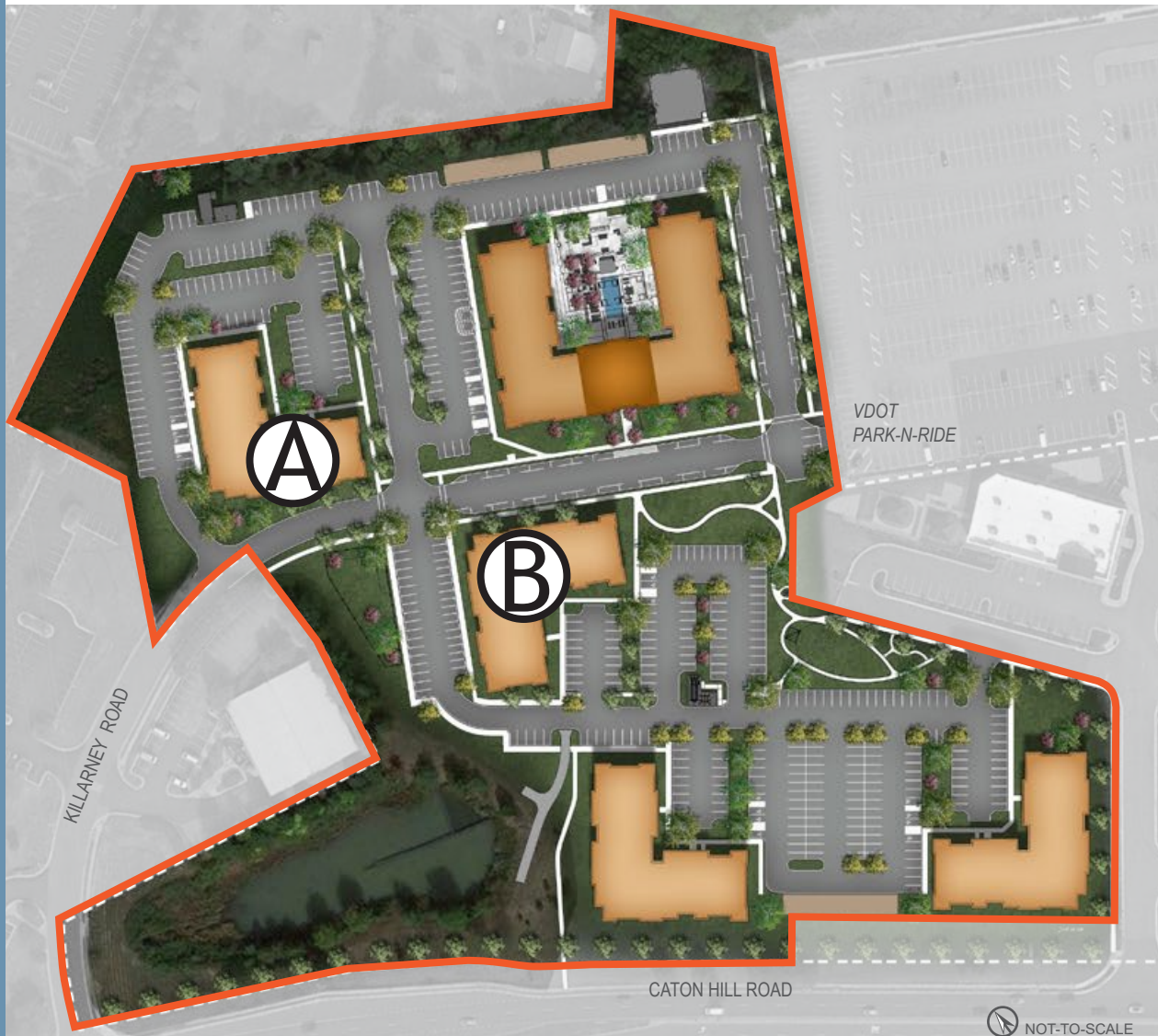


Trash Dispenser

2.4 ARCHITECTURE

The Lake Point buildings should reflect a high level of architectural quality. The building style should relate to a more pedestrian scale. Prime building entrances should be oriented towards existing or proposed streets. Buildings should be positioned street side to reinforce spatial definition. To provide visual richness and avoid monotony finish building materials should be used on all sides of buildings and each building wall should have a variety of finish materials.

ILLUSTRATIVE PLAN - BUILDINGS “A & B” LOCATION MAP

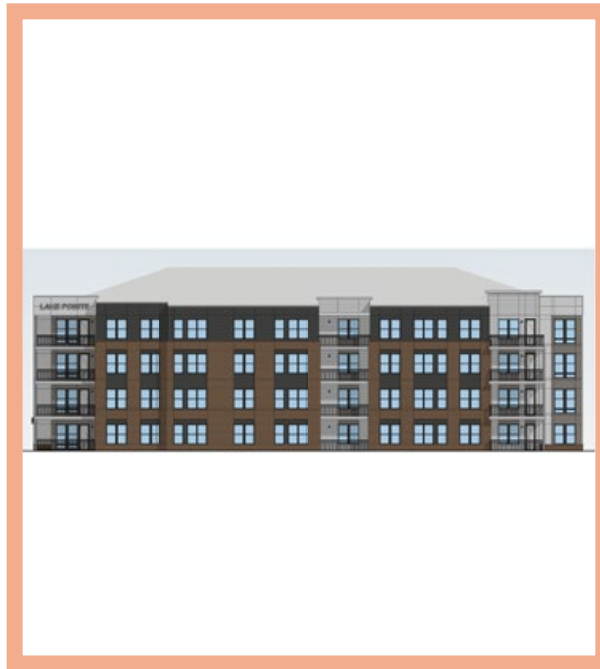
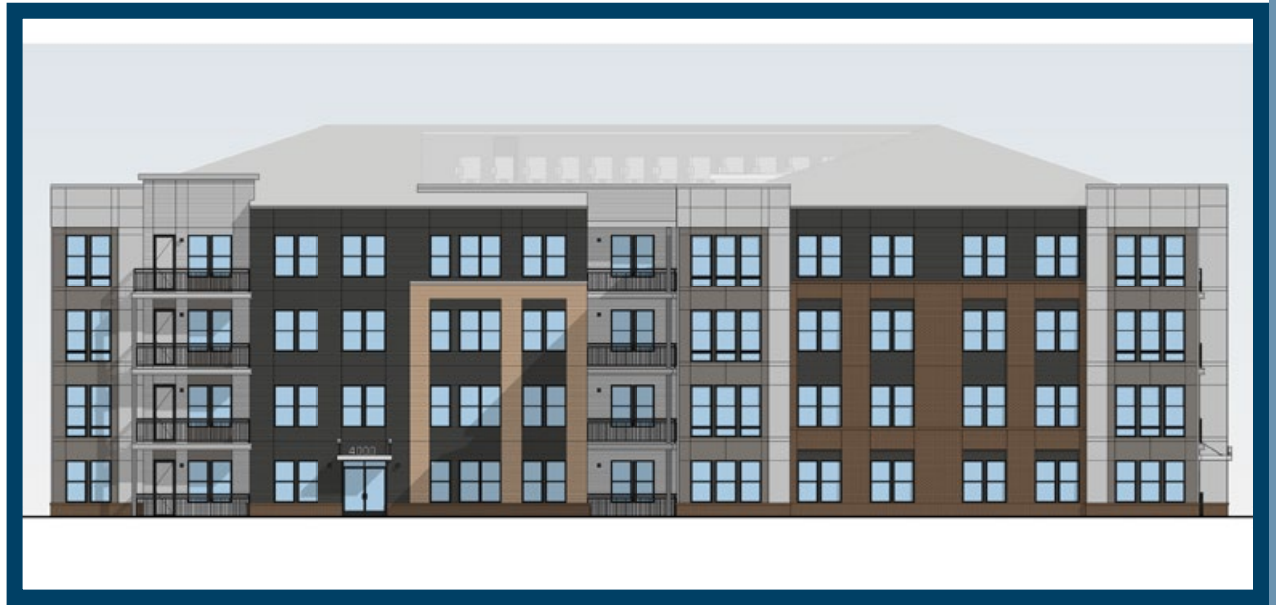


Note: Images contained on this page are for exemplary purposes only and are subject to change.

EXEMPLARY SECTION IMAGES FOR BUILDING TYPES "A & B"



BUILDING KEY MAP



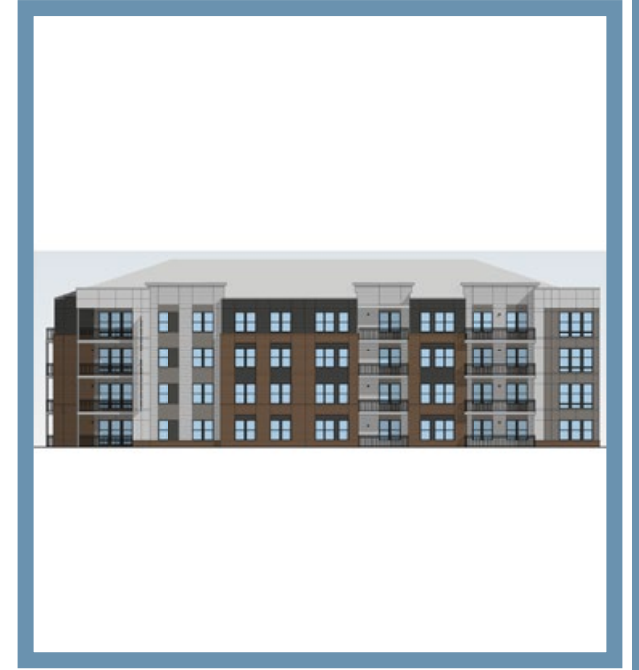
ILLUSTRATIVE PLAN - BUILDINGS "C & D" LOCATION MAP



EXEMPLARY SECTION IMAGES FOR BUILDING TYPES "C & D"



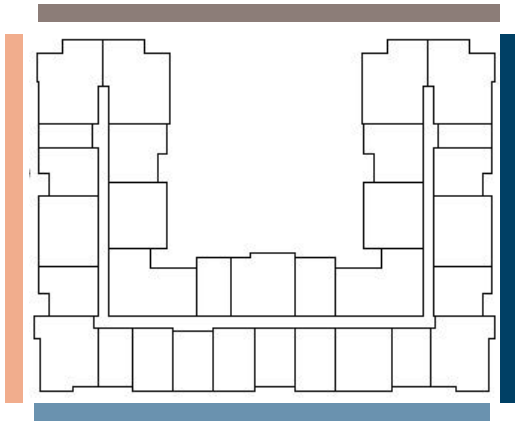
BUILDING KEY MAP



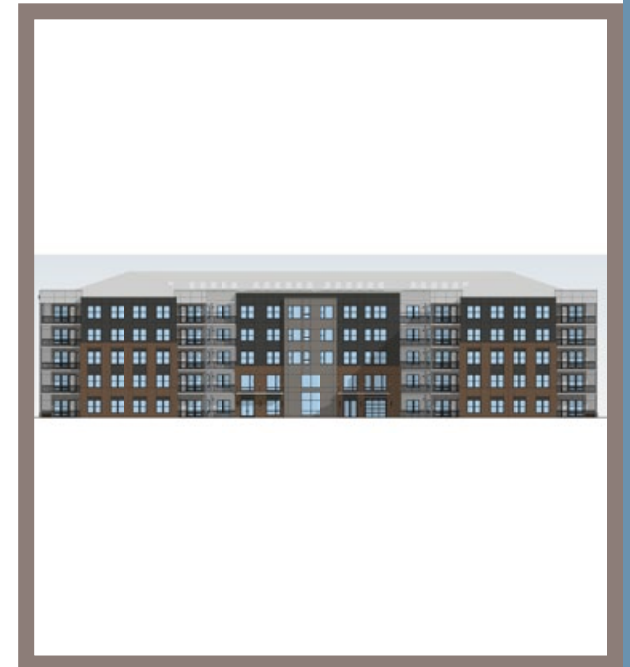
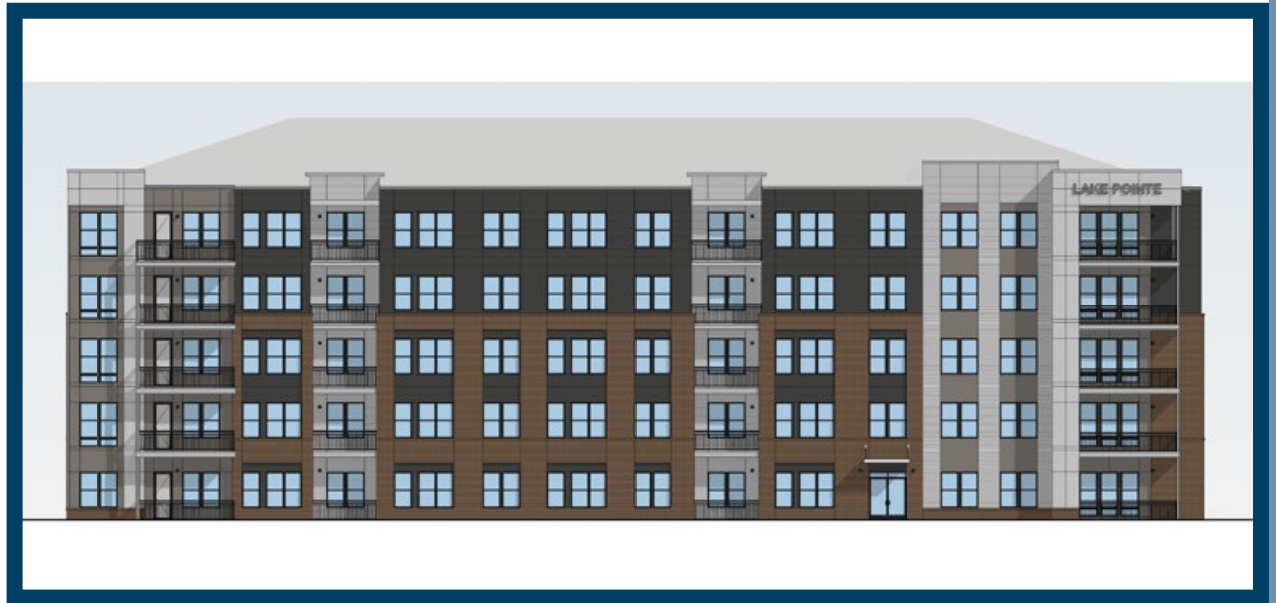
ILLUSTRATIVE PLAN - BUILDINGS "E" LOCATION MAP



EXEMPLARY SECTION IMAGES FOR BUILDING TYPE "E"



BUILDING KEY MAP



ARCHITECTURAL BUILDING MATERIALS



Brick Masonry



Asphalt Shingle



Dark Gray
Cementitious Siding



Metal Railing



Light Gray
Cementitious Panel



Composite Decking



Dark Gray
Cementitious Panel



Light Gray
Fiber Cement Fascia



Metal Panel Siding



Pre-Fab Metal
Canopies



Medium Gray
Cementitious Siding



Tan
Cementitious Siding

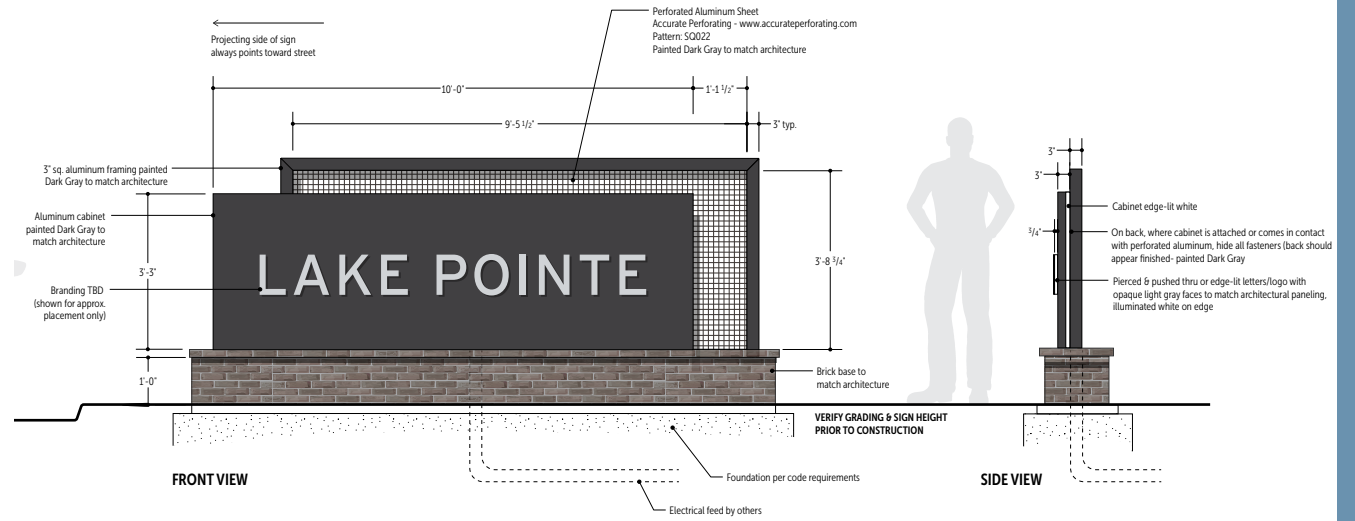
DEVELOPMENT STANDARDS	
PLANNED MIXED RESIDENTIAL (PMR) - HIGH RISE BUILDINGS	
LOT AREA IN SQ. FT. (PER DWELLING UNIT)	500 SQ. FT. MINIMUM
LOT COVERAGE IN PERCENTAGE	65%
BUILDING HEIGHT	NONE
YARDS AND SETBACKS	
STREET TO DWELLING	1 FT.
PARKING TO DWELLING	1 FT.
SIDE YARD	25 FT.
REAR YARD	50 FT. MINIMUM
LOT WIDTH PER STRUCTURE	145 FT.
DISTANCE BETWEEN BUILDINGS EQUALS MAXIMUM HEIGHT OF EITHER	-

2.5 SIGNAGE

Signage within the community should provide visual cues for way finding and community identity. Materials used to fabricate the signage as well as signage lighting should be complimentary to the building architecture. Monument signs should be surrounded with landscape material and where appropriate provide flowing accent plants. Signage for the community shall consist of the type and quantity of the signs outlined on the Signage Plan below. Additional Future Resident Parking and Specialty Parking signage, as shown on page 31, may also be provided as needed for operations

SIGNAGE PLAN

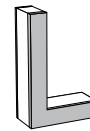




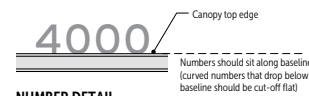
MONUMENT SIGN



ELEVATION DETAIL



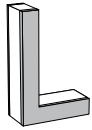
Edge-lit aluminum channel letters or logo with solid back to produce halo effect, painted Light Gray to match architectural paneling (white illumination)



NUMBER DETAIL



BUILDING ADDRESS SIGN

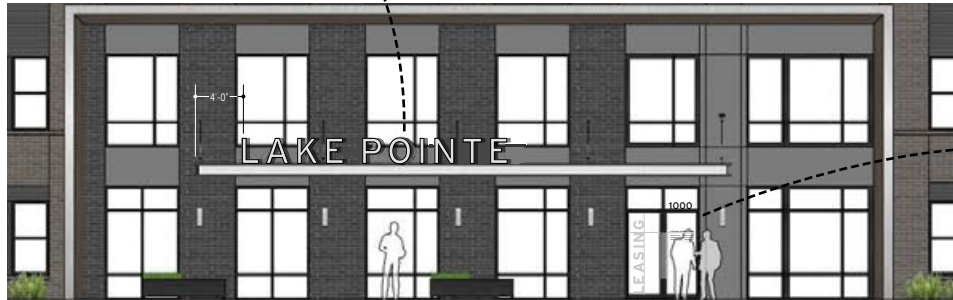


Edge-lit aluminum channel letters or logo with solid back to produce halo effect, painted Light Gray to match architectural paneling (white illumination)

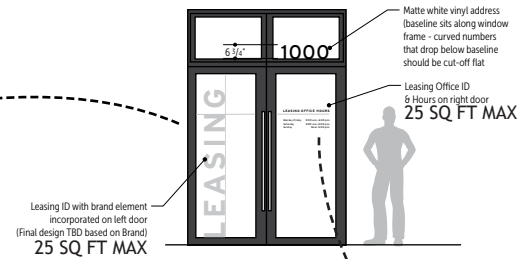


*Height may change once final brand/name is determined

DETAIL - CANOPY LETTERS
MAX SQ FT OF
CANOPY SIGNAGE = 50 SQ FT

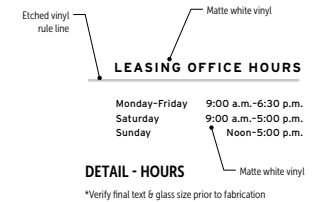


LEASING OFFICE - ENTRY ELEVATION



DOOR ELEVATION

*Verify all dimensions prior to fabrication



DETAIL - HOURS

*Verify final text & glass size prior to fabrication

LEASING SIGNAGE



ELEVATION - BUILDING

Dashed line represents 1' 9" x 14' 9" area for illuminated dimensional letters/logo (Branding TBD - shown for approx. placement only)

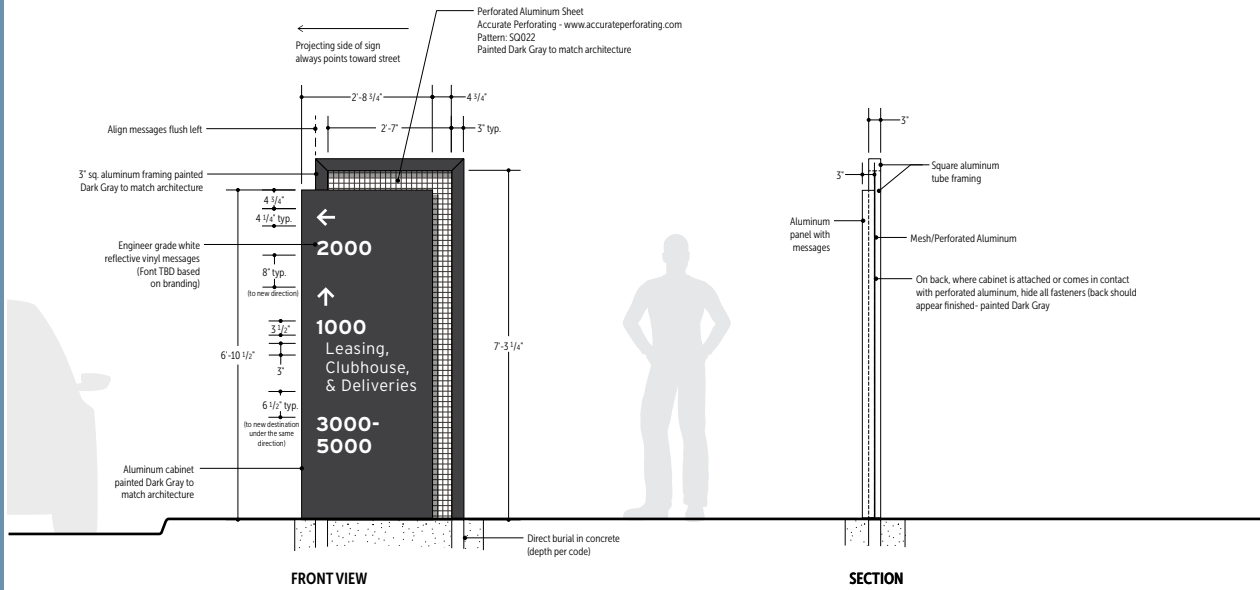


Fabricated aluminum halo fit channel letters or logo with clear backs, painted Dark Gray to match architecture (white illumination)

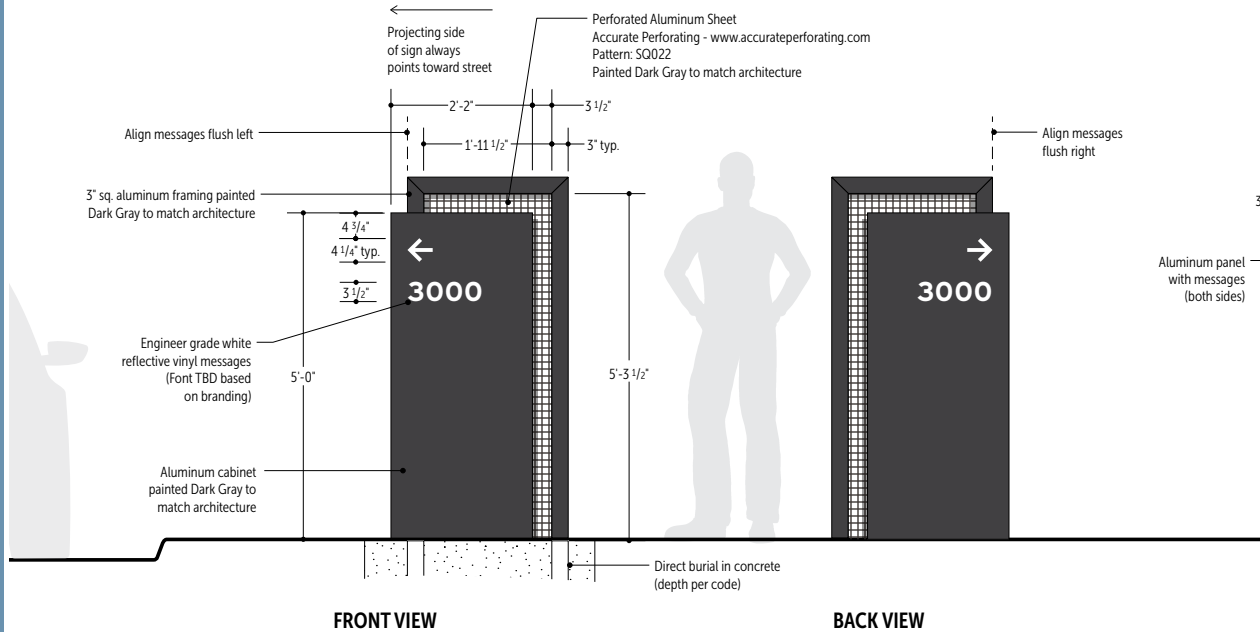


ELEVATION - BUILDING

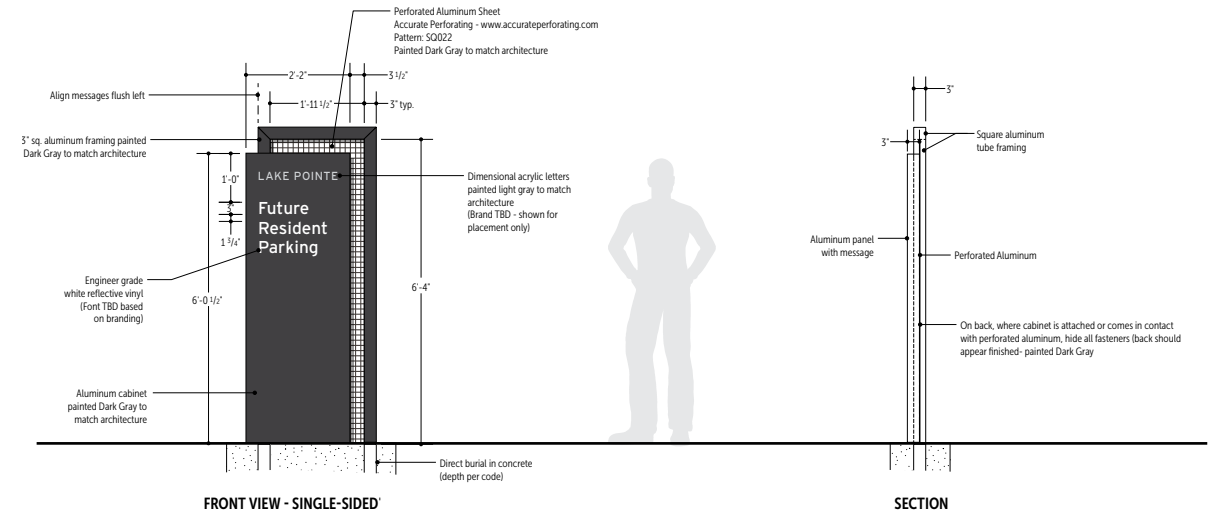
BUILDING SIGN



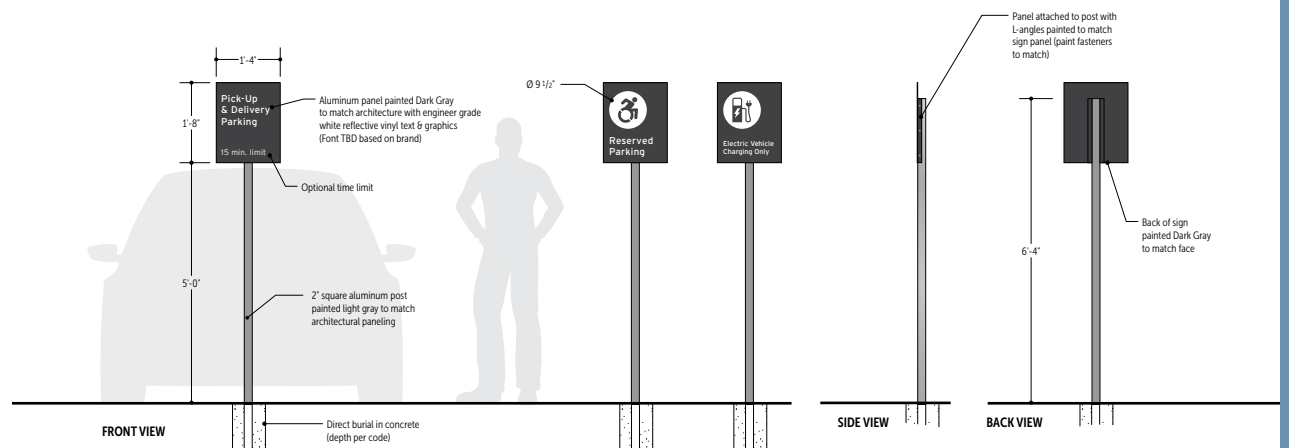
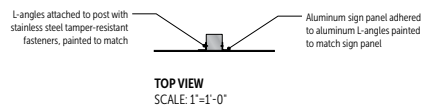
DIRECTIONAL SIGNAGE



PARKING IDENTIFICATION SIGN



FUTURE RESIDENT PARKING SIGN



SPECIAL PARKING IDENTIFICATION SIGNS

2.6 PHASING

The project will be developed in four phases as generally outlined in the below illustration. Recreation areas, such as the Dog Park, Tot Lot, and the like, located in each phase shall be developed concurrently.

PHASING PLAN



SECTION 3. OPEN SPACE & LANDSCAPING

OPEN SPACE PLAN



3.1 OPEN SPACE

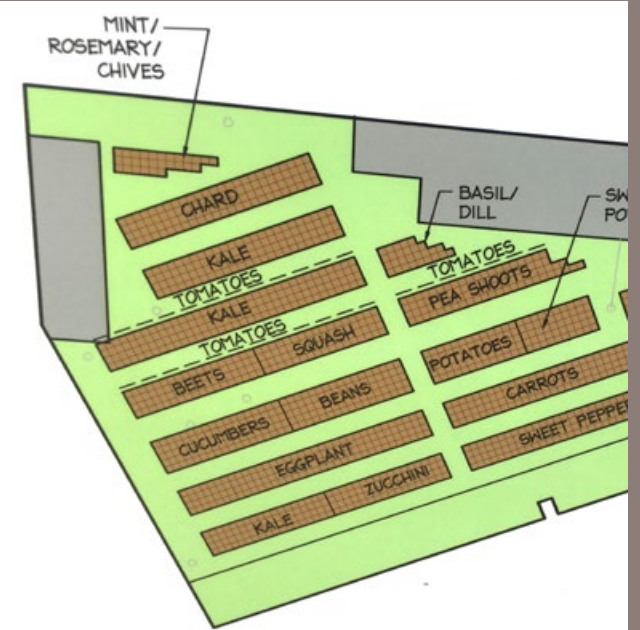
3.1.1 OPEN SPACE LOCATIONS

A generous amount of open space should be provided throughout the community. This open space should be designed to provide multiple benefits to the residence. Perimeter open space areas should be used to provide adequate separation and privacy from surrounding development. Interior open spaces areas should be programed to visual interest and provide space for active and passive recreation. If allowed by the utility company portions of the overhead power easement may be used for urban agriculture.

Note: Images contained on this page are for exemplary purposes only and are subject to change.



Example of Urban Agriculture



Example of Urban Agriculture Planting Plan

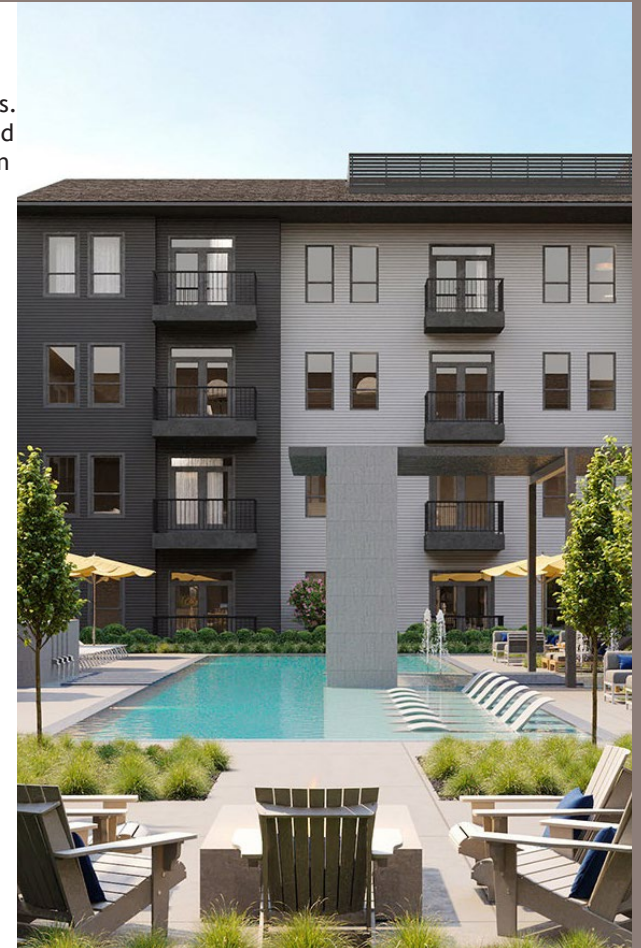


Example of Urban Agriculture

3.1.2 ON-SITE RECREATION

Throughout the development will be amenity areas such as a Park, Recreation Area, Dog Park, and a Tot Lot. The Park should be multi-functional space and should be programmed to provide areas for passive and active outdoor gatherings. The Park may also provide spaces for outdoor art displays and/or space for outdoor movies. The Recreation Area should have a pool, outdoor seating areas, a bar-b-que station and should be well landscaped. The Dog Park should provide an appropriately sized fenced space for all dog types and sizes. The Tot Lot should provide play equipment for multiple age groups, be fenced, and have a soft surface material such as mulch. The materials and design of these facilities should be harmonious and reinforce the feeling of community and the development's identity.

RECREATION PLAN



Recreation Pool



Park

Note: Images contained on this page are for exemplary purposes only and are subject to change.



Recreation Pool



Recreation Pool

RECREATION PLAN



Public Art Display

Note: Images contained on this page are for exemplary purposes only and are subject to change.



Outdoor Movie Area :Image by The Memorial Foundation



Dog Park



Tot Lot



Pergola Structure Seating Area

3.2 LANDSCAPING

3.2.1 LANDSCAPE DESIGN OVERVIEW

Benefits of a well-designed landscape include helping to manage stormwater, reduce heat island effects, provide shade and protection on non-vehicular travelers, buffer parking areas from traffic, and dramatically improve the aesthetics of the space.

Large canopy trees and understory trees should be located along parking areas and in buffers. Buffers are areas that are planted in a naturalized manner and provide an edge to the community. These areas can include a variety of plantings to create a dense, layered effect. Obstructive plant materials may not be placed within the pedestrian zone.

Buffer and parking lot plantings must be provided in accordance with Prince William County standards and the County Design Standards Manual (DCSM). Plantings supplemental to the minimum required plantings are recommended, particularly around building foundations and in amenity areas. Measures should be taken to utilize landscaping to provide sufficient visual and noise buffers from roadways, service areas, service drives, and any mechanical equipment needed to assist in building function (such as air conditioning units).

3.2.2 PARKING AND STREETSCAPES

A consistent tree canopy throughout the streetscape will create the appearance of the street corridor. Streetscape plantings primarily consist of large canopy trees that are limbed up as required by County standard to provide a safe environment. Street trees buffer residential units from traffic, which creates a comfortable experience for both motorists and pedestrians. Additionally, they create an identity for the community and have an aesthetically pleasing effect.

Surface parking lot areas should have sufficient interior (to the lot) and perimeter (between the lot and adjacent property or public right-of-way) landscaping to visually break up their appearance and reduce their visual impact. All surface parking areas should meet the minimum requirements of the DCSM for interior landscaping and perimeter buffers.

3.2.3 MINIMUM SIZE REQUIREMENTS & PLANTING STANDARDS

The following are recommended for placement of street trees (large and medium shade trees) in the parking and open space areas. Lateral Spacing: Trees should be spaced regularly throughout the available planting area or within defined groupings. Street trees should be spaced at the County recommended spacing, or, where county standards do not apply, trees should be spaced at a minimum of 25 feet and maximum of 40 feet on center.

Quantities required for buffer plantings and parking lot plantings/planting areas shall be provided as per County requirements and these design guidelines. Plant material and plant types should utilize plantings listed in the County approved plant list as shown in the DCSM or acceptable alternate species.

3.2.4 PLANT SIZE AND SIGHT TRIANGLES

Plant size is an important consideration in creating a safe and secure street environment. When considering the location and size of plant materials, vehicular and non-vehicular sight triangles should be maintained according to appropriate engineering standards. At crosswalks, the maximum height of shrub plant material should be no more than 30 inches from the top of the adjacent roadway. Similarly, plants more than 30 inches in height should not be located within the site triangle of drive aisles as measures from the adjacent roadway.

3.2.5 MAINTENANCE

No landscape will be successful without adequate maintenance, and certain plants require more attention than others. For understory plantings, plants that are both hardy to urban conditions and native to the area should be used. Amenity areas will require a higher level of maintenance as the plantings selected will create a more manicured appearance. The buffer areas should maintain a naturalized appearance as they are intended to create a dense barrier that screens views. Street trees and shrub plantings need to be trimmed to maintain the appropriate sight distance.

3.2.6 ADDITIONAL PLANTINGS

In addition to trees within planting areas, the instal-

lation of shrubs and groundcover should be considered and are recommended plantings. The placements of these materials contribute to the quality of the design. Caution should be taken when placing understory plant material so as not to negatively affect vehicular sight lines, pedestrian and bicycle clearances, and safety and security. Shrubs and groundcover should be of sufficient hardiness to withstand conditions within the planted environment.



Ornamental Grasses, Evergreens, and Trees

3.2.7 PLANT PALETTE

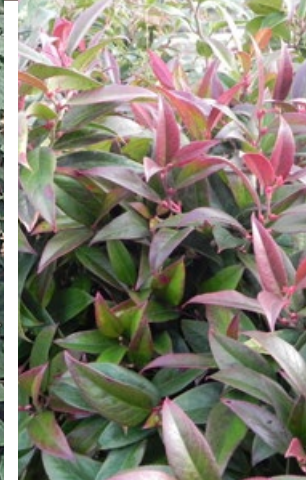
Choosing a successful plant palette is vital in providing a comfortable and inviting sense of community. Species should be selected to provide overhead canopy, accent colors, year-round seasonal interest, softness to the built architecture, and charming combinations. The plant palette for the project should include species listed in the DCSM as well as other regionally appropriate varieties that perform well and provide seasonal interest.



Nyssa sylvatica



Fothergilla major



Leucothoe fontanesiana



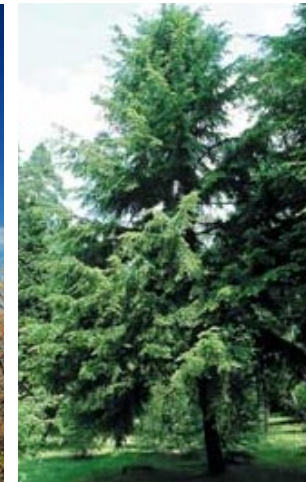
Rhododendron spp.



Cornus sericea



Juniperus virginiana



Tsuga caroliniana

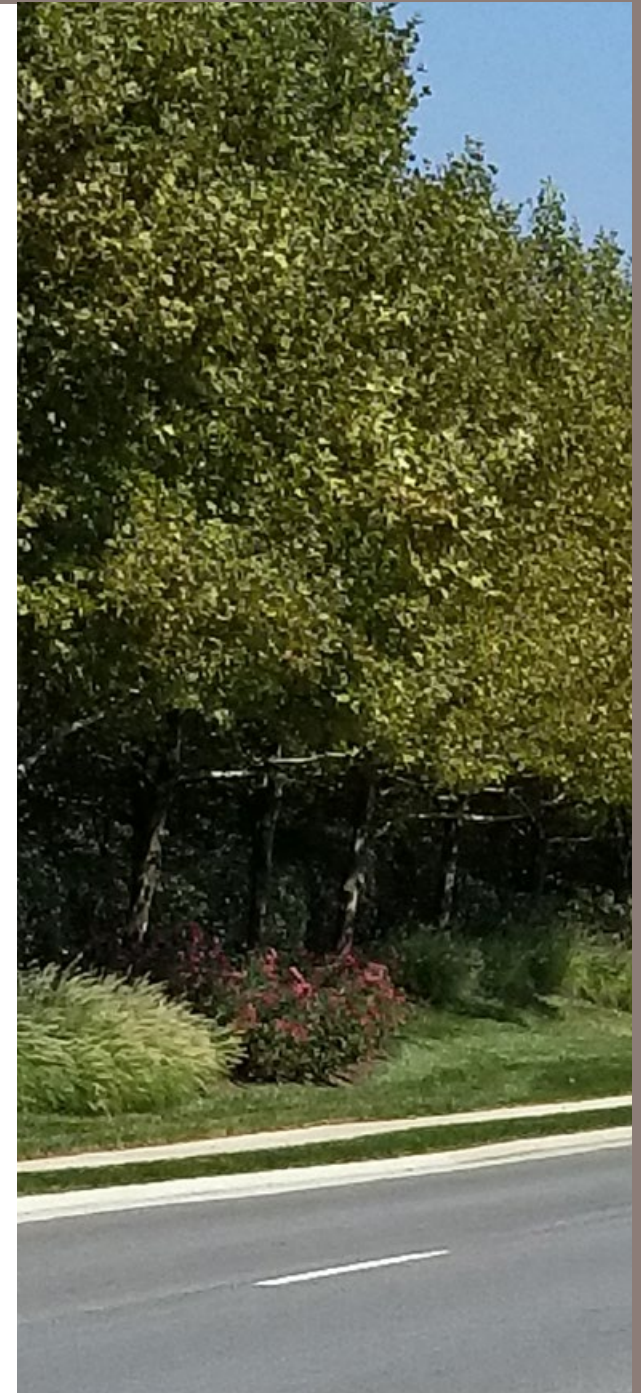


Cercis canadensis

3.2.8 LANDSCAPE STRIPS AND BUFFERS

Buffers are areas of land set aside as a place to provide vegetation (and possibly include a man-made barrier) that will create a visual screen between two differing land uses. Composed of a variety of vegetation for these buffers create a dense barrier that screens views and provides visual interest. The width of the buffer is variable to meet DCSM standards and provides the appropriate amount of screening required between the adjoining uses while allowing for a vibrant town center environment.

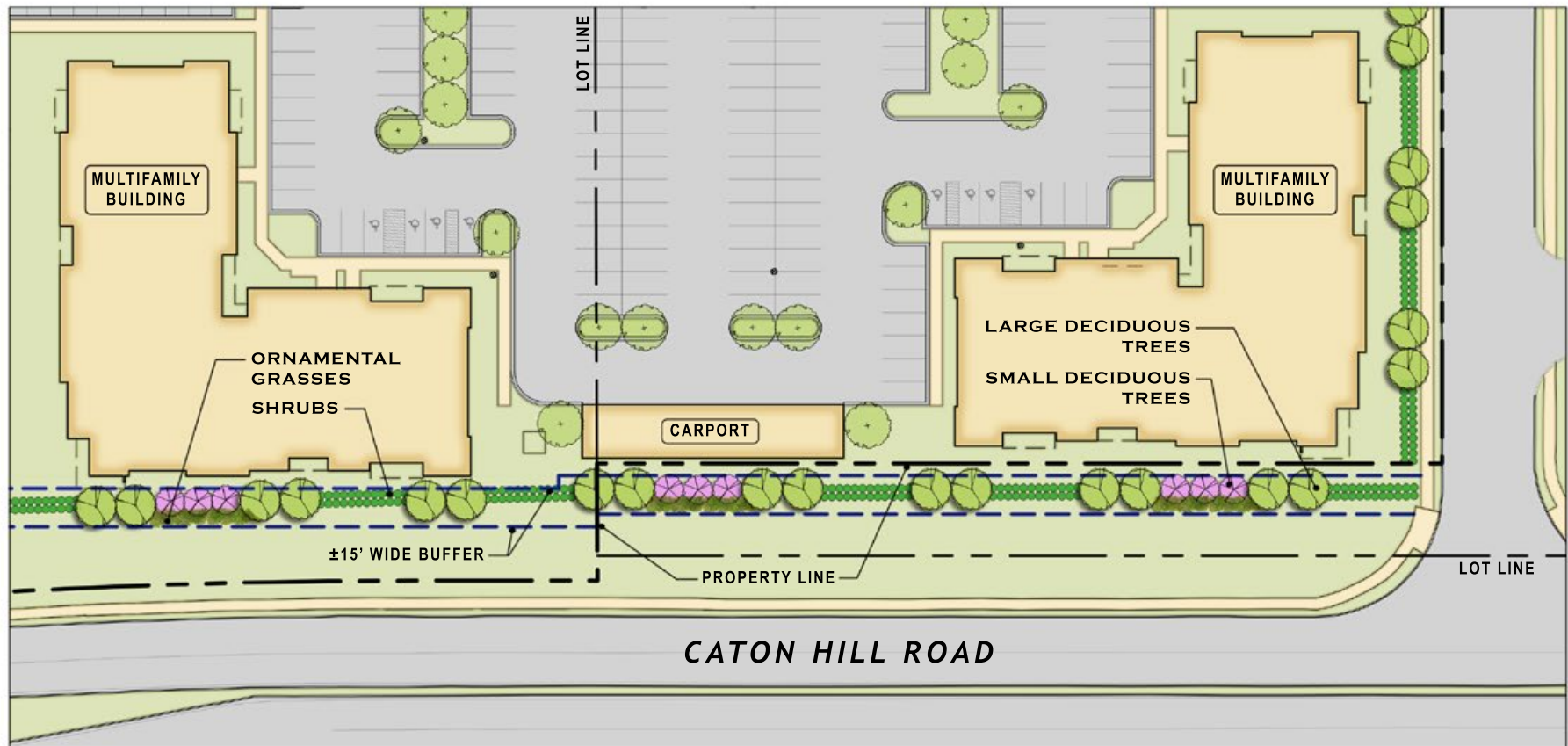
LANDSCAPE STRIPS AND BUFFERS PLAN



Landscape Buffer along Sidewalk

3.2.9 CATON HILL ROAD LANDSCAPE DESIGN

Landscaping along Caton Hill Road will generally be provided as outlined in the graphic below. Some adjustments to the landscape material may be allowed to accommodate easements and utilities. Plant units (PU), as defined in the Prince William County Design and Construction Standards Manual, shall be provided at a rate of 110 PU per 100 linear feet. The portion of this landscape area located off-site will be planted subject to approval from the Condo Owners Association.



REZ #2021-00009, Lake Pointe Rezoning
SIGN COMPARISON CHART
 May 20, 2022

SIGN COMPARISON CHART		
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
	Facade	Building Signs
Number of Signs	1 per site entrance or 1 per building	2
Maximum Sign Area	16 square feet	Maximum 100 square feet each
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
		Monument Sign
Number of Signs	2 per project entrance	2
Maximum Sign Area	64 square feet per sign	Maximum 80 square feet each
Height	12 feet	Maximum 10 feet
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
	Facade	Building Address Sign
Number of Signs	1 per site entrance or 1 per building	8
Maximum Sign Area	16 square feet	Maximum 8 square feet each
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
	Minor	Directional Sign
Number of Signs	3 per 1,000 feet of linear road frontage	To be provided as needed The Design Guidelines show 5
Maximum Sign Area	4 square feet	Maximum 21 square feet each
Height	5 feet	Maximum 7.5 feet
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
		Parking Identification Signage
Number of Signs	N/A	To be provided as needed The Design Guidelines show 4
Maximum Sign Area	N/A	Maximum 12 square feet
Height	N/A	Maximum 5.5 feet

REZ #2021-00009, Lake Pointe Rezoning
SIGN COMPARISON CHART
 May 20, 2022

	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
		Future Resident Parking Sign
Number of Signs	N/A	To be provided as needed One location
Maximum Sign Area	N/A	Maximum 2.5 square feet
Height	N/A	Maximum 7 feet
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
		Leasing Signage
Number of Signs	N/A	1
Maximum Sign Area	N/A	Maximum 25 square feet When both doors and the canopy sign are included the maximum area is 100 square feet
	<u>PERMITTED/ALLOWED</u>	<u>PROVIDED/PROPOSED</u>
		Special Parking Identification Signs
Number of Signs	N/A	To be provided as needed
Maximum Sign Area	N/A	Maximum 2.5 square feet
Height	N/A	Maximum 7 feet



Prince William County
PUBLIC SCHOOLS
Providing A World-Class Education

Prince William County School Board – Impact Statement

Date:	March 28, 2022		
Case Number:	REZ2021-00009		
Case Name:	LAKE POINTE (4 th Submission)		
Magisterial District:	Occoquan		
Description:	Rezone 15.52 acres from B-1, General Business, to PMR, Planned Mixed Residential		
Proffer Evaluation Category:	<input type="checkbox"/> Pre-2016	<input type="checkbox"/> 2016-2019	<input checked="" type="checkbox"/> Post-2019

Proposed Residential Rezoning (number of units)	Student Generation for Proposed Rezoning																				
<table border="1"> <thead> <tr> <th colspan="2">Housing Units Proposed</th> </tr> </thead> <tbody> <tr> <td>Single-Family</td> <td>0</td> </tr> <tr> <td>Townhouse</td> <td>0</td> </tr> <tr> <td>Multi-family</td> <td>355</td> </tr> <tr> <td>Total</td> <td>355</td> </tr> </tbody> </table>	Housing Units Proposed		Single-Family	0	Townhouse	0	Multi-family	355	Total	355	<table border="1"> <thead> <tr> <th colspan="2">Students Generated</th> </tr> </thead> <tbody> <tr> <td>Elementary</td> <td>57</td> </tr> <tr> <td>Middle</td> <td>27</td> </tr> <tr> <td>High</td> <td>32</td> </tr> <tr> <td>Total</td> <td>116</td> </tr> </tbody> </table>	Students Generated		Elementary	57	Middle	27	High	32	Total	116
Housing Units Proposed																					
Single-Family	0																				
Townhouse	0																				
Multi-family	355																				
Total	355																				
Students Generated																					
Elementary	57																				
Middle	27																				
High	32																				
Total	116																				

Developer Proposed Mitigation			
Monetary proffers are consistent with Monetary Policy Guide (for cases prior to July 1, 2016)?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
School site, if offered, addresses a need identified in the School Division's CIP?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
The location and size of the school site, if offered, is acceptable to the School Division?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
For cases July 1, 2016 to present			
The student generation methodology in the developer's impact analysis is acceptable?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No*	<input type="checkbox"/> N/A
*If No, what is the correct student generation?	Elementary School		Total Students
	Middle School		
	High School		
Monetary proffers, if offered, are based on adopted CIP projects, in terms of cost and in the geographic area of the rezoning, in the developer impact statement?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

Developer Proposed Mitigation

- The Proffer Statement, dated March 15, 2022, calculates a monetary contribution in the amount of \$853.12 per multi-family unit, generating \$302,857. This amount is based on mitigation strategies outlined in the Proffer Justification Narrative dated May 14, 2021.
- The 2019 proffer law allows proffer contributions per residential unit, with proffers calculated for the projected students that exceed the current capacity.

Countywide Current and Projected Student Enrollment & Capacity Utilization

School Level	Available Space		2021-22			2026-2027			2031-32		
	Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Elementary School	43,249	74	38,734	4,515	89.6%	40,586	2,663	93.8%	39,847	3,402	92.1%
Middle School	22,282 ¹	46	20,625	1,658	92.6%	20,741	1,898	91.6%	22,477	162	99.3%
	22,639 ²										
High School	28,754	67	28,772	-18	100.1%	29,918	-1,164	104.0%	31,177	-2,423	108.4%

¹ Capacity on which available space is calculated for the 2021-22 school year.

² Capacity on which available space is calculated for the 2022-23 through 2031-32 school year. It reflects the 11-classroom addition opening at Gainesville MS and the six-classroom addition opening at Reagan MS in the 2022-23 school year.

Current and Projected Student Enrollment & Capacity Utilization - Schools in same attendance area as Proposed Rezoning

Under the School Division’s 2021-22 school attendance area assignments, students generated from the Proposed Rezoning will attend the following schools:

School Level	Available Space			2021-22			2026-27			2031-32		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Jenkins ES		752	0	575	177	76.5%	561	191	74.5%	560	192	74.5%
Beville MS		1,256	0	1,095	161	87.2%	1,056	200	84.1%	1,146	110	91.2%
Gar-Field HS	2,839		0	2,430	409	85.6%	2,400	439	84.5%	2,612	227	92.0%

Current and Projected Student Enrollment – Schools in same attendance area as Proposed Rezoning, including the effect of students generated from Proposed Rezoning

School Level	Available Space			2021-22			2026-27			2031-32		
	Planning Capacity	Program Capacity	Portable Classrooms	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)	Students	Space Available (+/-)	Util. (%)
Jenkins ES		752	0	575	177	76.5%	618	134	82.1%	617	135	82.0%
Beville MS		1,256	0	1,095	161	87.2%	1,083	173	86.2%	1,173	83	93.3%
Gar-Field HS	2,839		0	2,430	409	85.6%	2,432	407	85.6%	2,644	195	93.1%

**Schools Capital Improvements Program (CIP) Projects
that may impact schools in attendance areas of the Proposed Rezoning (with year anticipated)**

Elementary School	Woodbridge Area ES (2024); Occoquan ES Replacement (2025)
Middle School	
High School	14 th HS (2026)

Note: The capacity utilization of an individual school due to the impact of future Schools CIP projects will vary based upon the attendance area modifications approved by the School Board.

School Board Comments and Concerns

- Projected enrollment within five years, at the assigned schools at all levels, have capacity for the proposed students.
- For this reason, the School Board is not opposed to the subject application.



PRINCE WILLIAM COUNTY
Department of Development Services – Land Development Division
DCSM WAIVER – TECHNICAL (TRANSPORTATION)

Waiver #: _____

This form is for requesting waivers of the technical requirements of the Design and Construction Standards Manual (DCSM). These requests are submitted to the Land Development Division and considered by the Department of Transportation.

I. General Information

Applicant: Lake Pointe Apartments LLC **Date:** 5/5/2022

Address: 1228 Euclid Ave., 4th Floor, Cleveland, OH 44115

Phone #: (703) 680-4664 **Email Address:** jcameron@thelandlawyers.com

Plan Name: Lake Point Residential **Plan No:** REZ 2021-00009

Site Address: 2580 Caton Hill Rd., Woodbridge, VA 22192 **GPIN #:** 8292-75-8519 and 8292-84-1372.00

Rezoning/Special Use Permit #: REZ 2021-00009 **Exhibit Yes/No:** _____

Be advised that waiver requests submitted while a Rezoning, Special Use Permit or Proffer Amendment is pending with the County, could be denied if the Planning Office does not approve its consideration at the time of submittal.

II. Specifics of Waiver Request

Section of DCSM to be waived: DCSIM 610.02 (Table 6-8) - Parking and Loading Spaces Required

Requirement(s): Multifamily: 1 sp per efficiency/studio unit; 1.5 sp per 1-bed unit; 2.2 sp per 2+ bed unit

Multifamily(High Rise): 1 sp per efficiency/studio unit; 1.25 sp per 1-bed unit; 2 sp per 2+ bed unit plus 1 sp per 10 units per building

As outlined in the "Lake Pointe Residential Parking Study" dated May 5, 2022, the site would require 621 spaces with a proposed supply of 545 spaces (1.54 sp/unit), resulting in a reduction of 76 spaces (or 12.2%)

Justification for waiver: A parking reduction is proposed based on the site's proximity to transit service at the Telegraph Road and Horner Road commuter lots. The development would provide two new street connections that would serve a number modes of transportation by providing sidewalks and bike sharrows. Parking occupancy counts at the adjacent Preserve at Catons Crossing apartment complex show parking demands generally consistent with the proposed parking supply. The Applicant will implement parking management strategies to alleviate the potential for spillover parking into adjacent lots.

(See attached Supplemental Residential Parking Demand Memo dated September 27, 2021)

III. Development Services Action

Recommendation: Approval
 Denial

Plan Reviewer: _____ Transportation Planning Manager: _____

Reason(s) for approval/denial: _____

IV. Additional Comments

V. Waiver Request Approval or Denial

Development Services Action: Approval of Waiver
 Denial of Waiver

Signature: _____ Date: _____
Director of Transportation or Designee

cc: Department of Development Services, Land Development Division

Attachment I
Parking Summary Memo
Dated May 5, 2022

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620

WellsandAssociates.com

TO: Elizabeth D. Scullin
George Phillips
Prince William County

FROM: Michael J. Workosky, PTP, TOPS, TSOS
John F. Cavan, P.E., PTOE
Wells + Associates, Inc.

RE: Lake Pointe Residential Parking Study
Proposed Parking Supply Summary
Woodbridge, Virginia

DATE: May 5, 2022

INTRODUCTION

This memorandum summarizes recent changes to the proposed parking supply for the proposed Lake Pointe residential development. The previous submission in September 2021 indicated that 568 parking spaces (or 1.60 spaces/unit) would be provided. However, based on discussions with County staff, the development plans were modified to provide additional park area and open space, resulting in a reduction of 23 spaces. This reduction would result in a total parking supply of 545 spaces (or 1.54 spaces/unit), 76 fewer spaces (or 12.2 percent) than the 621 spaces required under the County's Design and Construction Standards Manual. It is noted that refinements to the proposed building unit mixes and heights resulted in changes to the code required parking spaces to increase from 606 to 621 spaces. The number of parking spaces required by code for the updated plan is shown on Table 1.

The proposed development would continue to include 355 multifamily dwelling units and would consist of a combination of one-bedroom, two-bedroom, and three-bedroom units as shown below. This unit mix is generally consistent with the previous submission except that 47 units that were previously shown as 1-bedroom units are now proposed as studio units.

Type	Previous Unit Count	Currently Proposed Unit Count	Percent
Studio	0	47	13%
1-Bedroom	188	141	40%
2-Bedroom	132	131	37%
<u>3-Bedroom</u>	<u>35</u>	<u>36</u>	<u>10%</u>
Total	355	355	100%

Table 1
NRP Lake Pointe
Code Parking Required ⁽¹⁾

Unit Type	Units	Ratio	Parking Required
Building 1			
Studio	31	1	31
One Bedroom	41	1.25	51
Two Bedroom	39	2.0	78
Three Bedroom	<u>20</u>	2.0	<u>40</u>
Subtotal	131		200
Additional Parking Required		1 per 10 units	<u>13</u>
TOTAL PARKING REQUIRED			213
Building 2			
Studio	4	1	4
One Bedroom	25	1.5	38
Two Bedroom	23	2.2	51
Three Bedroom	<u>4</u>	2.2	<u>9</u>
Subtotal	56		102
TOTAL PARKING REQUIRED			102
Building 3			
Studio	4	1	4
One Bedroom	25	1.5	38
Two Bedroom	23	2.2	51
Three Bedroom	<u>4</u>	2.2	<u>9</u>
Subtotal	56		102
TOTAL PARKING REQUIRED			102
Building 4			
Studio	4	1	4
One Bedroom	25	1.5	38
Two Bedroom	23	2.2	51
Three Bedroom	<u>4</u>	2.2	<u>9</u>
Subtotal	56		102
TOTAL PARKING REQUIRED			102
Building 5			
Studio	4	1	4
One Bedroom	25	1.5	38
Two Bedroom	23	2.2	51
Three Bedroom	<u>4</u>	2.2	<u>9</u>
Subtotal	56		102
TOTAL PARKING REQUIRED			102
OVERALL PROJECT TOTALS			
Studio	47	1.0/1.0	47
One Bedroom	141	1.25/1.5	203
Two Bedroom	131	2.0/2.2	282
Three Bedroom	36	2.0/2.2	76
Additional Parking Required			<u>13</u>
TOTAL PARKING REQUIRED			621
Required Parking Ratio Per Unit	1.75 spaces per unit		
Proposed Parking Supply	545 spaces		
Proposed Reduction	<u>76 spaces</u>		
Percent Reduction	12.2% spaces		
Proposed Parking Ratio Per Unit	1.54 spaces per unit		

Notes: (1) Prince William County Design and Construction Standards Manual (DCSM), Table 6-8 for Multifamily High-Rise Units.

WELLS + ASSOCIATES

MEMORANDUM

OBSERVED RESIDENTIAL OCCUPANCY

In order to determine if the proposed parking supply would adequately accommodate the parking demands at the proposed Lake Pointe development, the results from the September 27, 2021 parking study were reviewed that included a parking occupancy count at a similar location, the Preserve at Catons Crossing property.

The results of the parking counts are summarized below and indicate a parking occupancy ratio of 1.44 spaces per unit. Because the parking counts occurred in July 2021, the parking demand was subsequently factored up to 1.52 per unit. Applying a five (5) percent operational adjustment for practical capacity (or buffer) results in a parking supply ratio of 1.60 spaces per unit.

The Preserve at Catons Crossing Observed Parking Demand	Number of Parked Vehicles	Ratio (Spaces per Unit)
Peak Observed Parking Demand (Maximum)	287	1.44
Seasonally Adjusted Parking Demand (July – 95%)	303	1.52
Required Parking Supply with 5% Buffer (Design Hour)	319	1.60

Based on the information shown above, the proposed parking supply of 1.54 spaces/unit at the Lake Pointe residential development would be greater than the seasonally adjusted observed parking demand but would not fully accommodate the operational buffer.

Subsequent to discussions with County staff, additional parking occupancy counts were collected after midnight at the Preserve at Catons Crossing on Saturday, April 23, Tuesday, April 26, and Sunday, May 1, 2022. The results are summarized below and indicate that the observed parking occupancies were consistent with the previous parking counts.

The Preserve at Catons Crossing Observed Parking Demand	Saturday April 23	Tuesday April 26	Sunday May 1
Peak Observed Parking Demand (Maximum)	272	283	285
Peak Observed Parking Ratio (Spaces per Unit)	1.36	1.42	1.43
Required Parking Supply with 5% Buffer	287	298	300
Required Parking Ratio with 5% Buffer (Design Hour)	1.44	1.49	1.50

* Seasonal Adjustment not applicable

As shown in the table above, the peak parking occupancy occurred on Sunday night with 285 spaces (or 1.43 sp/unit) occupied. While a seasonal adjustment was not applicable, a five (5) percent operational buffer was applied resulting in a parking supply ratio of 1.50 spaces per unit. Thus, the proposed parking supply of 1.54 spaces/unit at the Lake Pointe residential development would be greater than the observed parking requirement.

WELLS + ASSOCIATES

MEMORANDUM

It is noted that the parking occupancy results should be considered conservative for the following reasons:

- All 56 garage parking spaces were assumed to be occupied by vehicles and not used for storage purposes, likely resulting in a higher parking occupancy than what is actually occurring at the site.
- The Lake Pointe development is immediately adjacent to the Telegraph Road commuter parking lot and within walking distance from the Horner Road commuter lot, providing increased access to transit services.
- The proposed development would provide two new street connections that would serve a number of modes of transportation by providing on-street parking, bike sharrows, and sidewalks, reducing the need for vehicle ownership.
- The Applicant is agreeable to a proffer that states the following, as discussed with County Transportation staff - Parking Management Plan – Prior to site plan approval, the Applicant shall submit a Parking Management Plan for approval by the Prince William County Department of Transportation to aid in the control and enforcement of parking. Said plan may include, but shall not be limited to, issuing parking permits/stickers, lease restrictions/information, subsidies for bus/transit, providing bicycle racks, and enforcement/towing contracts, etc. Modifications may be made to the Parking Management Plan, as determined by the Applicant and approved by County Transportation.
- The Applicant will manage parking on the property during all hours in order to alleviate the potential for spillover parking into adjacent lots.

TELEGRAPH ROAD PARK & RIDE LOT OPERATIONS

In order to assess the operations at the Telegraph Road Park & Ride lot, parking occupancy counts were conducted on Tuesday, April 26, 2022, and the results are summarized below. In addition, field observations were made when the residential parking counts outlined earlier were collected.

As shown below, the peak parking demand occurred at 10 AM with 169 spaces occupied (or 24% of the 703 available parking spaces). Given the effects of the COVID-19 pandemic, the parking demands a likely lower than normal conditions with a significant number of spaces available during all hours.

The peak period of parking demand generally occurred between 8 AM and 3 PM when over 85% of the peak parking demand occurred. Early morning and evening parking demands were approximately 30 vehicles and are consistent with the late evening observed parking demands of 12 to 34 vehicles.

WELLS + ASSOCIATES

MEMORANDUM

Telegraph Road Park & Ride Lot Observed Parking Demand (Tuesday, April 26, 2022)	Number of Parked Vehicles	Percent Occupied (Inventory 703 Spaces)	Percent of Peak Parking Demand
5:00 AM	30	4%	18%
6:00 AM	79	11%	47%
7:00 AM	131	19%	78%
8:00 AM	149	21%	88%
9:00 AM	161	23%	95%
10:00 AM	169	24%	100%
11:00 AM	155	22%	92%
12:00 PM	165	23%	98%
1:00PM	160	23%	95%
2:00 PM	163	23%	96%
3:00 PM	146	21%	86%
4:00 PM	114	16%	67%
5:00 PM	80	11%	47%
6:00 PM	39	6%	23%
7:00 AM	31	4%	18%

Telegraph Road Park & Ride Lot Observed Late Night Parking Demand	Saturday April 23	Tuesday April 26	Sunday May 1
Observed Parking Demand (After Midnight)	34	19	12

In order to reduce the potential for Lake Pointe residents parking in the Park & Ride Lot, the Applicant will proffer to implement a number of parking management strategies. As part of the leasing process, residents will be informed of the parking policy and will be notified that parking in the Park & Ride lot is restricted and subject to towing. In addition, the property management will monitor off-site parking activities and will adjust polices if required.

WELLS + ASSOCIATES

MEMORANDUM

SUMMARY

The Applicant proposes to provide 545 parking spaces to serve the proposed 355 dwelling units (1.54 spaces/unit). Previously collected and recently updated parking occupancy counts at the nearby Preserve at Catons Crossing property indicate that the proposed 1.54 spaces/unit parking ratio would sufficiently accommodate parking demands even when operational factors are applied. The proposed multimodal improvements and parking management strategies would further reduce the need for residents to own cars and would reduce the potential for overflow parking.

Questions regarding this document should be directed to Wells + Associates.

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Attachment II

Supplemental Parking Demand Memo

Dated September 27, 2021

WELLS + ASSOCIATES

MEMORANDUM



1420 Spring Hill Road,
Suite 610,
Tysons, VA 22102
703-917-6620

WellsandAssociates.com

TO: Elizabeth D. Scullin
George Phillips
Prince William County

FROM: Michael J. Workosky, PTP, TOPS, TSOS
John F. Cavan, P.E., PTOE
Wells + Associates, Inc.

RE: NRP Lake Pointe - Residential Parking Study
Observed Residential Parking Demand
Woodbridge, Virginia

DATE: September 27, 2021

INTRODUCTION

This memorandum summarizes the results of a supplemental parking analysis conducted for the proposed NRP Lake Pointe residential development. The NRP Lake Pointe property is proposed to be developed with 355 multifamily residential units that under the County's Design and Construction Manual would require 606 parking spaces. The Applicant proposes to provide 568 parking spaces (or 1.60 spaces/unit). This would require a parking reduction of 38 spaces, or 6.3 percent.

In response to County comments (dated May 28, 2021), this document includes an evaluation of a similar facility to determine if the proposed parking reduction is justified. It also includes Transportation Demand Management (TDM) elements and parking management measures that may be implemented to ensure that adequate parking is provided.

The proposed building will consist of a combination of one-bedroom, two-bedroom, and three-bedroom units as shown below. The majority of these units (90 percent) would provide one- and two-bedrooms.

Type	Number of Units	Percent
1-Bedroom	188	53%
2-Bedroom	132	37%
<u>3-Bedroom</u>	<u>35</u>	<u>10%</u>
Total	355	100%

WELLS + ASSOCIATES

MEMORANDUM

PARKING OPERATIONS AT SIMILAR LOCATIONS

In order to determine if the proposed parking supply would adequately accommodate parking demands at the proposed NRP Lake Pointe development, a parking occupancy count at a similar location, the Preserve at Catons Crossing property, was conducted at. The site is located in the southwest quadrant of the Minnieville Road/Oak Farm Drive intersection in Woodbridge (See Figure 1), and is in close proximity to the proposed Lake Pointe development.

The Preserve at Catons Crossing property consists of six (6) residential buildings that include a total of 200 units. As shown below, the majority of units are 1-bedroom and 2-bedroom units. When compared to the proposed NRP Lake Pointe development, the Preserve at Catons Crossing consists of a slightly higher proportion of two-bedroom units but fewer one-bedroom and three-bedroom units. However, the unit mixes are generally consistent and the parking data results would be applicable for both sites.

Type	Number of Units	Percent
1-Bedroom	92	46%
2-Bedroom	108	54%
<u>3-Bedroom</u>	<u>0</u>	<u>0%</u>
Total	200	100%

The site is served by a combination of surface and individual garage parking, providing a total of 422 spaces (2.11 spaces per unit). Specifically, 366 surface parking and 56 garage parking spaces are provided. Garage spaces can be rented and at the time of the study were fully leased.

A total of 196 units (or 97.99 percent) were occupied when the counts were collected.

OBSERVED PARKING OCCUPANCY

Parking occupancy counts were collected on Thursday and Saturday, July 29th and 31st, 2021 at the Preserve at Catons Crossing property. The counts were collected after 11:00 PM on each day.

The results of the parking counts are included in Attachment I and summarized in Table 1. As shown in Table 1 the maximum parking accumulation occurred on Thursday July 29th, when a total of 287 spaces were occupied. Based on the total number of units, this equates to a parking ratio of 1.44 spaces per unit. It should be noted that it was assumed that all 56 garage parking spaces were occupied by vehicles and were not used for storage. Therefore, the results should be considered conservative.

MEMORANDUM

Table 1

The Preserve at Catons Crossing – Observed Parking Demand Summary

Type	Number of Vehicles	Ratio (Spaces per Unit)
Peak Observed Parking Demand (Maximum)	287	1.44
Seasonally Adjusted Parking Demand (July – 95%)	303	1.52
Required Parking Supply with 5% Buffer (Design Hour)	319	1.60

In order to account for seasonal factors at the time of the count, the Urban Land Institute’s Shared Parking, Third Edition was reviewed and indicated that residential parking demands during the month of July are 95 percent of the peak month demand. Therefore, the parking demand was subsequently factored up to 303 parked vehicles (or 1.52 per unit). In addition, a five (5) percent operational adjustment for practical capacity (or buffer) was also applied to account for the need for vehicles to find available parking spaces and any minor fluctuations in demand. Accounting for these factors, a total of 319 parking spaces would be needed to accommodate observed parking demands, resulting in a parking supply ratio of 1.60 spaces per unit. It is also noted that the NRP Lake Pointe property will have a higher percentage of one-bedroom units (53 percent) when compared to the Caton’s Crossing site (46 percent). The higher percentage of one-bedroom units would be expected to have a lower overall parking ratio.

Based on the results of the observed parking analysis that shows an adjusted observed parking ratio of 1.60 spaces per unit, the proposed parking reduction of 6.3 percent, or a parking supply of 1.60 spaces per unit (568 spaces) would adequately to serve the Lake Pointe property.

PLANNED MULTIMODAL TRANSPORTATION ENHANCEMENTS

One of the key goals of *The Landing at Prince William Small Area Plan* is to “is to support multimodal access to and within the Town Center.” Key elements of the Transportation Plan includes creating a grid network to improve mobility and creating safe bicycle and pedestrian connections. These goals would help encourage alternative modes of transportation and reduce the need for auto ownership.

In conformance with the Small Area Plan goals, the proposed development would provide two new street connections. These street would serve a number of modes of transportation by providing on-street parking, bike sharrows, and sidewalks. The sharrow lanes will provide bicyclist a safe internal circulation route with the opportunity to easily access the adjacent VDOT park-n-ride lot and existing shared use paths along Caton Hill Road and Telegraph Road. Pedestrian circulation will be provided with sidewalks and would connect to nearby shopping, dining, healthcare, and multi-model transit opportunities.

WELLS + ASSOCIATES

MEMORANDUM

The Applicant proposes to implement a number of Transportation Demand Management (TDM) measures that will inform residents of transit options and provide amenities such as bicycle racks to allow residents to make trips to local uses without using a vehicle and reduce the need for auto ownership.

The subject site is immediately adjacent to the Telegraph Road commuter parking lot and within walking distance from the Horner Road commuter lot. These facilities are served by commuter bus routes D-100, D-200, and D-300, and the OmniRide local Woodbridge/Lake Ridge routes, and slug lines, providing residents with several transit options.

The Applicant will manage parking on the property during all hours in order to alleviate the potential for spillover parking into adjacent lots. The following summarize some potential elements of the parking management plan for the property:

1. All residents will receive a color-coded parking sticker for their vehicle. The color will designate reserved vs non-reserved spaces. It is anticipated that approximately 25 percent of residents will request a reserved parking space.
2. The leasing documents stipulate the parking policy for the property and are reviewed and signed by each lessee.
3. The property management will have a contract with a local towing company to enforce the parking regulations.
4. The property management will monitor off-site parking activities

WELLS + ASSOCIATES

MEMORANDUM

SUMMARY

The Applicant proposes to provide 568 parking spaces to serve the proposed 355 dwelling units (1.60 spaces/unit). Parking occupancy counts at the nearby Preserve at Catons Crossing property indicate that the 1.60 space/unit parking ratio would sufficiently accommodate parking demands even when accounting for seasonal and operational factors. The proposed multimodal improvements, Transportation Demand Management (TDM) measures, and parking management strategies would further reduce the need for residents to own cars and would reduce the potential for overflow parking.

Thus, the proposed parking reduction of 6.3 percent, or a parking supply of 568 spaces (at 1.60 spaces per unit) would adequately serve the Lake Pointe property.

Questions regarding this document should be directed to Wells + Associates.

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Figure 1
Site Location Map

NORTH
NRP Lake Pointe - Woodbridge
Prince William County, Virginia



WELLS + ASSOCIATES

MEMORANDUM

Attachment I Parking Occupancy Count Data

Attachment I

NRP Lake Point - Woodbridge

The Preserve at Catons Crossing Parking Count^{1,2}

LOT	Supply	Parking Occupancy	
		Thursday	Saturday
A	20	13	13
B	18	15	15
C	24	19	18
D	11	6	5
E	3	2	2
F	8	7	7
G	14	9	9
H	23	14	8
I	64	37	33
J	13	5	8
K	64	48	42
L	13	12	12
M	35	33	34
TOTAL LOT SPACES	310	220	206
N	12	2	1
O	8	2	1
P	8	1	3
Q	12	3	4
R	8	3	3
S	8	0	0
TOTAL ADDT'L SPACES IN FRONT OF INDIVIDUAL GARAGES	56	11	12
INSIDE INDIVIDUAL GARAGES	56	56	56
TOTALS	422	287	274
Total Number of Units:	200		
Percent of Units Occupied:	97.99%		
Occupied Units:	196		

Notes:

1. Counts collected by Wells + Associates on Thursday July 29, 2021 and Saturday July 31, 2021 after 11:00 PM.
2. Occupied units received from management on July 29, 2021.